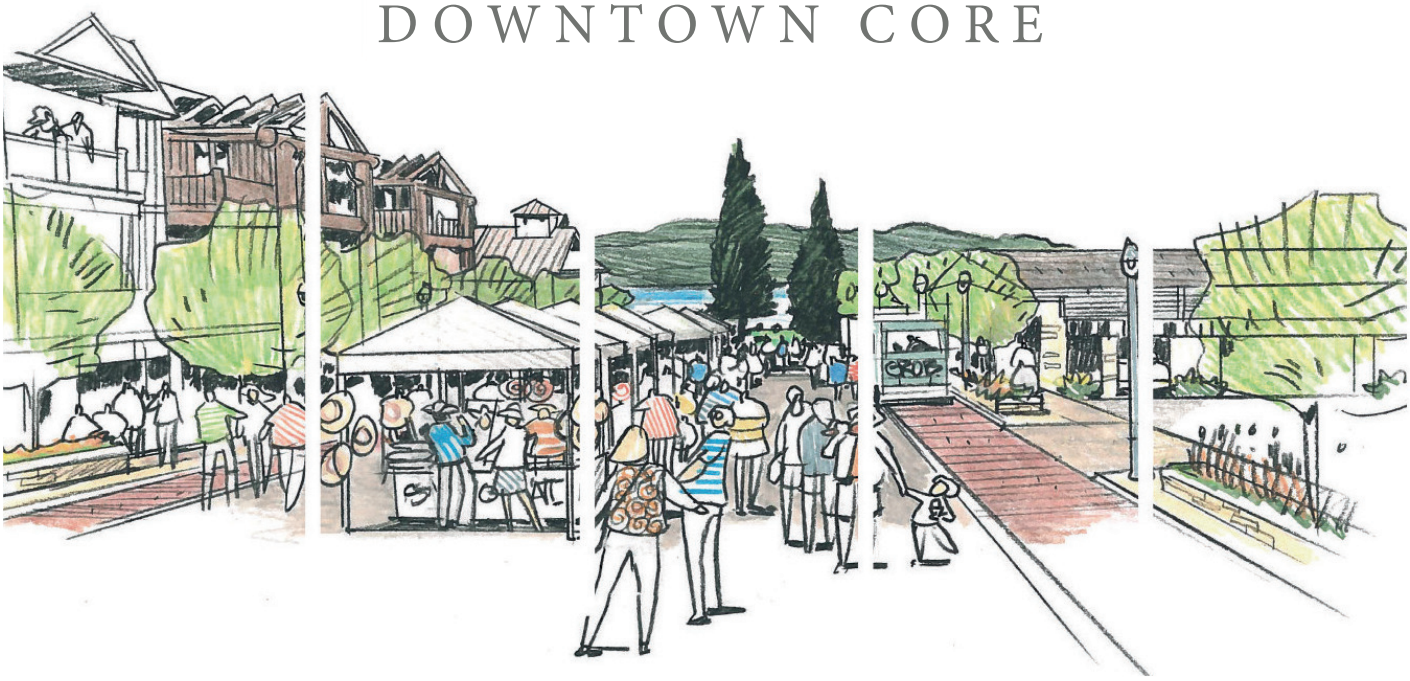
McCall

DOWNTOWN CORE



FEASIBILITY STUDY REPORT

Presented by

HORROCKS ENGINEERS

City of McCall
PUBLIC WORKS

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Project Description

The current dilapidated condition of downtown McCall roads and sidewalks displays the need to rebuild. The Streets Local Option Tax (L.O.T.) has provided a financial solution to repair the Downtown Core and implement the vision presented in the McCall Downtown Master Plan (DMP), which was adopted by the City in December 2013. That vision includes improving the McCall Downtown Core as "an essential physical component of the City providing a gathering place for the community and a sense of arrival for visitors." [1]

The City of McCall Downtown Core Feasibility Study is comprised of an investigation of the existing streets that make up the core central business district of McCall, Idaho and the development of a plan for redesigning and rebuilding those corridors based on the framework completed with the McCall DMP. The streets included in the Feasibility Study are 2nd Street, Lenora Street, Park Street, 1st Street, and the alley located in between, and running parallel to, Park Street and Lenora Street. Said alley will herein be referred to as Veteran's Alley. See Figure 1 for an overall map of the Downtown Core.

FIGURE 1. PROJECT AREA

The purpose of this feasibility study is to analyze the proposed improvements to the streets that make up the Downtown Core, evaluate the estimated costs for the improvements to each street, and identify options for the schedule and phasing of reconstruction of these streets. Part of the evaluation of cost estimates is to consider anticipated funds coming in from the Streets L.O.T. that was voted on and passed by the public on November 3rd, 2015. The majority of tax revenue accumulated from the Streets L.O.T. will be used to reconstruct the streets in the Downtown Core, so construction of each street must be phased in a way to align with the approximated money being collected. Different project phasing options are presented in the Project and Construction Alternatives section.

This report presents an overview of the work completed as part of the Downtown Core Feasibility Study and provides a recommendation for how the Downtown Core should be reconstructed. This report is organized in sections which discuss

- Background information and proposed improvements to the Downtown Core
- Meetings held throughout the feasibility study period
- Design elements considered in the study
- Project and construction alternatives developed
- Public involvement and education
- A final recommendation for phasing the reconstruction of the McCall Downtown Core

Existing Conditions

The McCall Downtown Core currently is comprised of streets ranging from 45 feet to 65 feet wide with incomplete and deteriorating sidewalks, dilapidated vertical curbs, fatigued pavement, and outdated utilities. All streets have two way traffic, with on-street parking on both sides. Currently, there is a combination of angled and parallel parking spots. The existing right-of-way is 60 feet wide on 1st, Lenora, and Park Streets. 2nd Street has an 80 foot right-of-way and there is a 20 foot easement for Veteran's Alley.

The existing utilities within the Downtown Core are presented in Figure 2, which can be seen on the following page. In general, the existing water mains and service lines within the Downtown Core were constructed in the 1940s and are in need of replacement. There are some 4-inch lines, which need to be upsized to meet the Idaho Department of Environmental Quality standards. The number of fire hydrants is also insufficient to service the Downtown Core based on current building codes, and there are multiple that need to be replaced.

Currently, all the stormwater from the Downtown Core flows north, enters an existing underground treatment system at Art Roberts Park, and then discharges into Payette Lake. The existing treatment system is under sized for the amount of runoff from the Downtown Core and therefore stormwater is often times not adequately treated before being discharged. The current stormwater system is comprised of a series of inlets and varying diameter pipes that send the water to the trunk line in 2nd Street, which ends at Art Roberts Park. All existing stormwater facilities need to be removed and replaced to create a more uniform and adequate system.

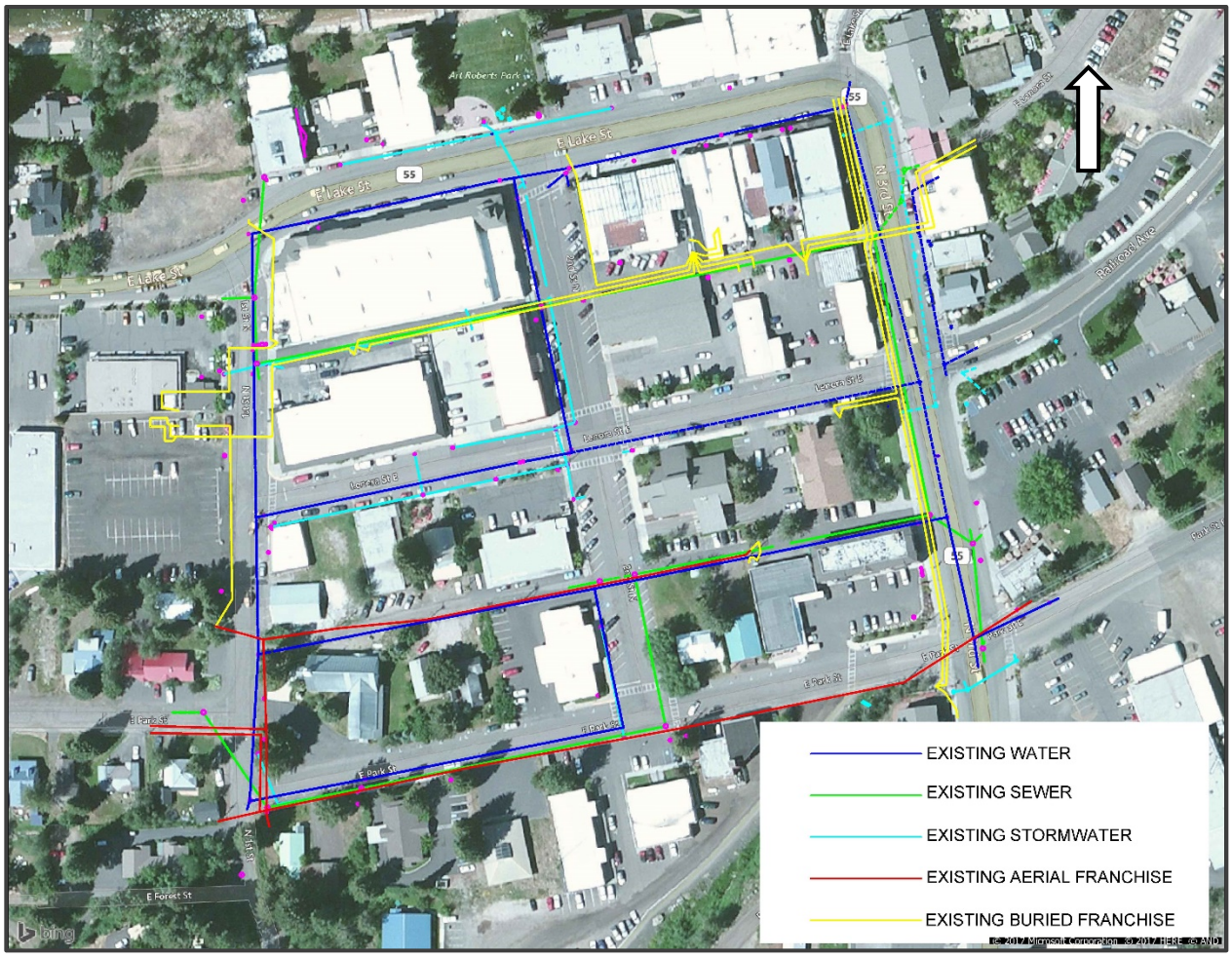

FIGURE 2. MAP OF EXISTING UTILITIES

Like the existing water lines, the existing sewer main and service lines were also constructed in the 1940s and are in need of replacement. The sewer line in Ice Cream Alley was sleeved internally in the 90s and is still operating well, so it is the only sewer line that does not need replaced. The existing sewer lines in Park Street need to be regraded, which is also a contributing factor for replacement.

There is currently a need for new underground conduits for City IT and Franchise Utility use, which would require grids with junction boxes laid below the sidewalks along both sides of every street with in the project area. The existing Franchise Utilities within the Downtown Core are Cable One, Idaho Power, and Frontier Communications. The Franchise Utility lines are underground everywhere in the Downtown Core except along Park Street, 1st Street and Veteran's Alley.

At this time, the City of McCall uses decorative lamp posts in other areas outside of the Downtown Core for sidewalk and intersection illumination. Two of those decorative lamp posts exist within the Downtown Core and are located on the north side of Park Street in front of Park Street Plaza. The only other lights within the downtown project area are standard intersection lights attached to existing power poles. Implementing new street lights with decorative lamp posts will be included in the reconstruction of the Downtown Core.

Proposed Improvements

The proposed improvements to the Downtown Core will help to create a vibrant location that will be well-designed, pedestrian friendly, and amply utilized by downtown business owners, residents, and visitors. The improvements include:

- New roadway surfaces
- New curb and gutters
- Improved sidewalks
- Utility upgrades
- Stormwater management upgrades
- On-street parking
- Enhanced pedestrian intersections
- Space for events
- Street lighting and landscaping
- Integrated public artwork

These improvements to the Downtown Core will benefit the City and the businesses located in the Central Business District. The improvements will help to increase property values, improve walkability and safety, attract tourists and visitors, encourage the opening of new businesses, allow for more events to take place downtown, and revitalize the heart of the city.

Typical Sections

The proposed roadway sections for the streets that make up the Downtown Core were previously developed in the McCall Downtown Master Plan, which was adopted by the City on December 19, 2013. Other documents used to guide the development of the Downtown roadway improvements and sections are the McCall in Motion Comprehensive Plan and Transportation Plan, and the McCall Area Pathways Master Plan.

There are two proposed roadway sections for the Downtown Core. The roadway section for 2nd Street proposes to utilize the 80 foot right-of-way to create a main corridor that is pedestrian-oriented, has room for street events, and provides access to the Library and Art Roberts Park, all with a view of Payette Lake. This section can be seen in Figure 3 on the following page and includes:

- (2) 10 foot wide travel lanes
- 7 foot wide parallel parking lanes on both sides of the street
- 2 foot curb and gutters
- 21 foot wide sidewalks which incorporate a 6 foot area for landscaping

The other streets that make up the Downtown Core are Lenora Street, Park Street and 1st Street. These corridors serve as local streets that provide parking and access to Downtown businesses. The proposed roadway section for these streets includes:

- (2) 10 foot wide travel lanes
- 7 foot wide parallel parking lanes on both sides of the street
- 2 foot curb and gutters
- 11 foot wide sidewalk with landscaping

These streets currently have lower traffic volumes and will be ideal for pedestrian movement from parking spots and lots to the various McCall attractions. See Figure 4 below for this section.

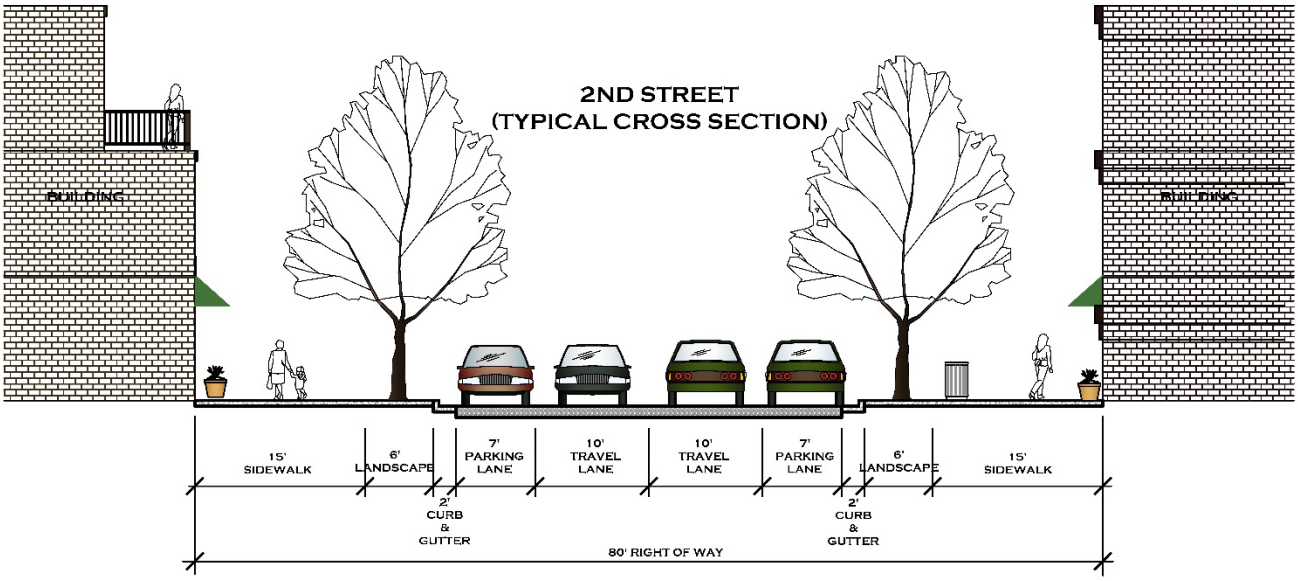

FIGURE 3. 2ND STREET TYPICAL SECTION

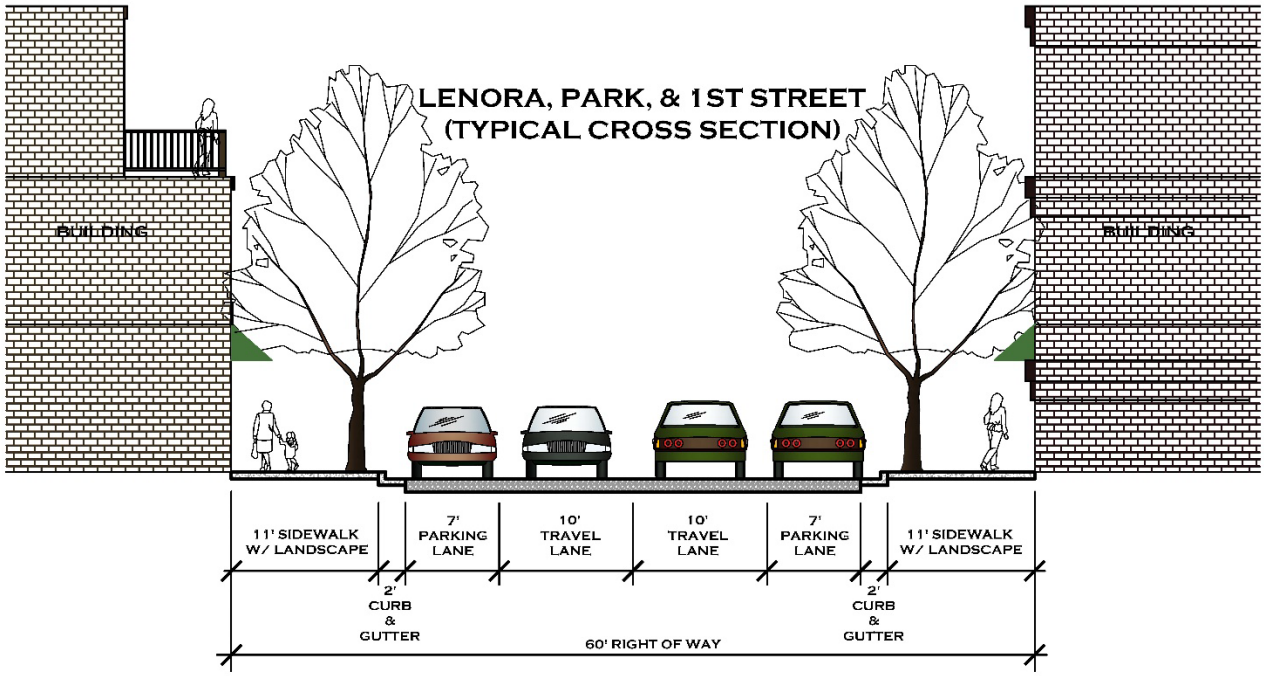

FIGURE 4. PARK STREET, LENORA STREET AND 1ST STREET TYPICAL SECTION

Project Meetings

There have been multiple coordination meetings between the Horrocks Engineers project team members and City of McCall staff. These meetings have served as chances to check on the progress of the feasibility study, discuss design considerations, adjust the project schedule, and meet with others involved, such as Franchise Utility representatives and business owners. Refer for Appendix A for all meeting notes and documents, which include meeting attendees and provide descriptions on what was discussed. Some of the more crucial meetings are described in more detail below.

Kickoff Meetings

On May 2, 2016, there were a series of meetings held in McCall, Idaho to kick off the feasibility study for the Downtown Core. The first meeting group consisted of Horrocks Engineers project team members and the City of McCall Publics Works and City staff. This meeting was held to discuss the DMP and the typical sections that were developed, as well as the Streets L.O.T. and funding for the Downtown Core reconstruction projects.

The second meeting group consisted of Horrocks Engineers project team members and the City of McCall Streets and Utilities staff. This meeting was held to discuss the current condition of all City utilities, including water, sewer, storm drain and fiber optics. There was also some discussion on the proposed sidewalk and landscaping designs.

The third and final meeting group consisted of Horrocks Engineers project team members, the McCall City Engineer, and Franchise Utility staff members. The three franchises represented were Idaho Power, Frontier Communications, and Cable One. The purpose of this meeting was to start discussing the undergrounding of the Franchise Utilities on Park Street and in Veteran's Alley, which will be an important step in the Downtown Core reconstruction projects. See Appendix A for meeting notes.

City Council Briefing and Workshop

On November 18, 2016, the project team, comprised of Horrocks Engineers members and McCall City staff, presented part of the Downtown Core Feasibility study to City Council. The purpose of this presentation and workshop was to introduce some project phasing and construction season options to the Council members, and to provide time to deliberate the information before deciding on what to show the public. The City Council members were shown different project phasing scenarios, and their correlating required funding estimates, in order to see how the Downtown Reconstruction projects could be budgeted over time. Refer to Appendix B for a full copy of the Council Briefing Presentation.

The City Council directed the project team to hold an open house for the public and Downtown Core property/business owners to present these project phasing and construction sequencing options and determine the public's preferred alternatives. Refer to the Public Involvement and Education section for additional information on this open house.

Design Elements

Conceptual Utilities Improvements

As mentioned previously, utility replacements and relocations will be necessary within the Downtown Core project limits. Existing utilities include potable water, sanitary sewer, storm drain, cable, power, telephone, fiber optic, and some on-street lighting. Along Park Street and in Veteran's Alley, cable, power and telephone utilities are all overhead. Everywhere else within the project limits, these utilities are underground.

For the Downtown Core reconstruction project, Horrocks Engineers proposes replacing all outdated city utilities, rerouting sanitary sewer on Park Street and in Veteran's Alley, adding sanitary sewer all along 1st Street, and adding new stormwater treatment facilities. It is estimated that there will be approximately 2650 feet of new sanitary sewer mains, 3550 feet of new potable water mains, and 2950 feet of new storm drain mains. Refer to the City Council Briefing Presentation in Appendix B for estimated costs and additional information and see Figure 5 for proposed utility improvements.

FIGURE 5. CONCEPTUAL UTILITIES DESIGN

Another important piece of the conceptual utilities design is the undergrounding of all aerial utilities on Park Street and Veteran's Alley. It will be crucial to plan construction phasing in a manner that allows coordination between city utility improvements and the undergrounding of the franchise utilities. Refer to the Project Schedule and Phasing section for recommendations on relocating Franchise Utilities underground.

Conceptual Stormwater Improvements

An initial analysis of the stormwater runoff within the Downtown Core revealed that the existing stormwater treatment system, a below-ground hydrodynamic device (Vortech) located in Art Roberts Park, is undersized for the project area. As part of the Downtown reconstruction, it is proposed that two additional stormwater treatment systems be constructed.

When looking at the Conceptual Stormwater Areas, Figure 6 below, it is clear that all water within the project limits eventually flows north, making its way to Art Roberts Park. However, there are two drainage areas, signified by the two different colors in Figure 6. It is recommended to collect and route the stormwater from the dark blue drainage area to a proposed detention/infiltration system located in the City owned parking lot on 1st Street. The remaining stormwater will continue to flow north to Art Roberts Park. Therefore, Horrocks also proposes constructing an additional stormwater infiltration system to work sequentially with the existing Vortech. The full design of both proposed treatment systems will be developed during the design stage for each respective construction project.

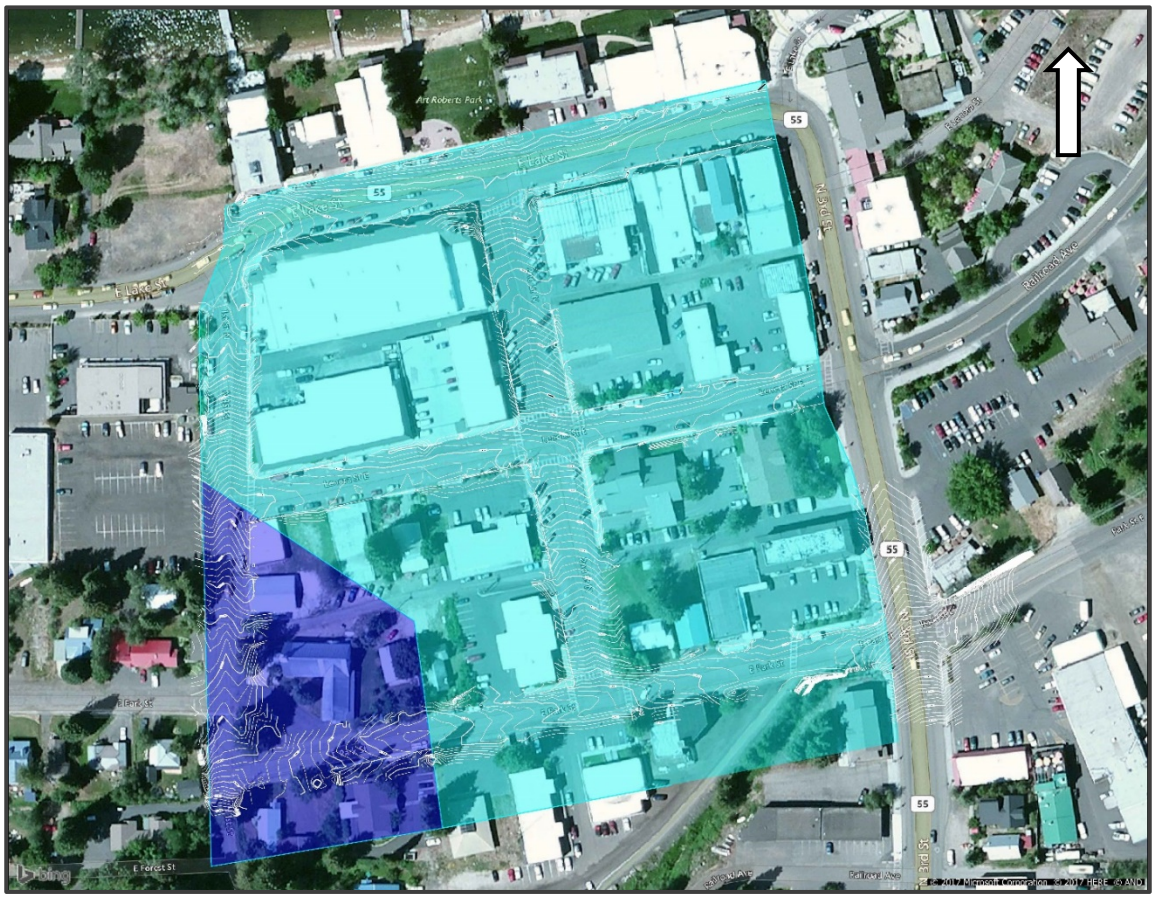

FIGURE 6. CONCEPTUAL STORMWATER AREAS

Snow Removal

The current sidewalks in the Downtown Core range from 4 feet to 8 feet wide, and are inconsistent throughout the corridors. The proposed roadway sections for reconstruction of the Downtown Core include 11 foot and 21 foot wide sidewalks along both sides of all streets, depending on the street. The proposed widening of the sidewalks has raised questions on how the snow will be removed and how the removal will be funded each year. Some initial research was done to compare two different methods of snow removal. The two methods compared were traditional removal by a plow, which would most likely require hauling the snow off site, and utilizing a heated sidewalk system. See Appendix C for additional background data regarding snow removal options as well as construction and operating costs.

Conventional Snow Removal

Based on conversations with the City of McCall Streets Superintendent, it typically takes four loaders with operators and two motor graders with operators to plow the snow from the Downtown Core streets. During the 2016-2017 winter, the City plowed the streets 24 times as of January 23, 2017 and were estimating three additional times in February 2017. Based on standard “Blue Book” operation costs, conventional snow removal of the Downtown Core streets in 2016-2017 cost the city $102,000. Approximately once in 5 years, the city has to spend an additional $15,000 to $20,000 to haul snow off site.

It is recognized that these cost estimates are for removing the snow from the streets, and that it may require different equipment and a different level of effort to remove the snow from the proposed sidewalks. Assuming that snow removal costs for the sidewalks would be 50% to 100% of the costs to remove the snow from the roadways, conventional snow removal of the Downtown Core sidewalks is estimated at $50,000 to $100,000 per year.

Heated Sidewalks

The estimated cost of installing a hydronic sidewalk heating system for all new sidewalk within the Downtown Core is $500,000 to $1,000,000. The estimated annual operating cost of the hydronic system is $500,000 to $1,000,000 per year. These estimated costs were based on information provided by Warmzone Premier Radiant Heating and Ferguson Plumbing in Twin Falls, Idaho.

It was assumed that all sidewalks on 1st Street, Park Street, Lenora Street, and 2nd Street would be heated by hot water or antifreeze circulated in tubing under the sidewalks. The water or antifreeze would be heated by boilers in various locations in the Downtown Core. Ferguson Plumbing estimated that the tubing and boilers (materials only) needed to heat the Downtown Core sidewalks would cost $394,000. Warmzone estimated that installation of a complete system to heat the Downtown Core sidewalks would be $1.1 million. Both Warmzone and Ferguson Plumbing estimated that a heated sidewalk system would cost $400 to $500 per hour to operate. It was assumed that the system would be operating on an as-needed basis instead of continuously throughout the winter months. Based on the information used to estimate conventional snow removal, the system would need to operate for 60 24-hr days, for 27 snow storms. At $400 per hour, this would cost $576,000.

Snow Removal Responsibility

Currently the McCall City Code states that owners, tenants, or occupants of properties in McCall that have paved sidewalk on the property or abutting it, are responsible for removing all snow from said sidewalks. Additionally, it is unlawful to deposit snow into a city street or public right-of-way. Presently, the City struggles with compliance of these removal requirements, as most business and property owners do choose to place the snow removed from the sidewalks into the city streets. Snow from sidewalks, pushed into city streets, can complicate overall street snow removal as it is usually placed into the street well after crews have removed the snow.

It is anticipated that given the significant increase in sidewalk areas proposed in the street sections presented in the DMP, managing snow removal from the proposed sidewalks will be even more challenging to enforce. Another concern with snow removal done by property owners or private contractors, is the potential damage to sidewalk infrastructure that may occur. In the event that sidewalk infrastructure is damaged during snow removal, it will be very difficult to hold property owners accountable.

One solution for these snow removal issues is to develop a plan for the City to take charge of all snow removal from the sidewalks within the Downtown Core. There are multiple advantages and financial costs if the City were to take over the responsibility for sidewalk snow removal. The advantages would include protecting sidewalk infrastructure and planned coordination with street snow removal. Prior to starting construction of the Downtown Core, it is recommended that the City thoroughly evaluate costs and benefits of continuing with the existing snow removal requirements for sidewalks provided in the City Code, versus having the City take over snow removal responsibilities.

Project and Construction Alternatives

Four project phasing options were developed during the Downtown Core Feasibility Study to evaluate different ways to reconstruct the Downtown Core, weighing various pros and cons. These phasing options took into consideration the following:

- Incoming funding from the Streets L.O.T.
- The originally approved Street L.O.T. schedule shown to the public
- Other projects scheduled in the Capital Improvement plan
- Design elements and constraints
- Existing and proposed utilities
- Public and business usage and access during construction
- Construction schedule

The Downtown Core reconstruction project is part of the McCall Streets Capital Improvement plan, which is a strategic plan for reconstructing and improving streets within the City of McCall. There are 3 other roadways that are scheduled to be reconstructed within the timeframe of the Downtown Core reconstruction project. The project phasing options presented below show how the Downtown Core reconstruction project may influence the development of these other projects.

Project Phasing Option 1

Project Phasing Option 1 proposes to follow the previously approved Streets L.O.T. funding schedule which slated construction of Park Street in 2018, followed by 2nd Street in 2021, and then Lenora Street in 2022. This phasing option would require 4 years of construction and 6 years total to complete the Downtown Core reconstruction. This project scenario does not include 1st Street reconstruction or the additional stormwater treatment facilities that were discussed in the Conceptual Stormwater Improvements section. See Table 1 below for the proposed schedule and anticipated funds needed for this phasing option. The following funding tables show the expected schedule for each project if Construction Season Option 2 was utilized. See below for a description of the Construction Season options. For additional information about the pros and cons of this alternative, refer to Appendix B and Appendix E.

Year	Road Name/Description	Current Estimated Total Cost	Current Estimated L.O.T. Funds Required	Estimated L.O.T. Funds Accumulated	Estimated L.O.T. Funds Available after Improvements
2017	Commerce St + Park St Phase 1	$2,211,431	$854,041	$2,100,000	$1,245,959
2018	Park St Phase 2	$1,098,621	$1,030,636	$2,245,959	$1,215,323
2019	Idaho St/Brown Circle	$1,051,826	$830,192	$2,215,323	$1,385,131
2020	E Deinhard Ln + 2nd St Phase 1	$1,666,019	$1,579,363	$2,385,131	$805,768
2021	2nd St Phase 2 + Lenora St Phase 1	$1,489,516	$1,343,110	$1,805,768	$462,658
2022	Lenora St Phase 2	$1,125,930	$1,073,493	$1,462,658	$389,165

TABLE 1: ANTICIPATED STREETS L.O.T. FUNDING TABLE – OPTION 1

Project Phasing Option 2

Project Phasing Option 2 proposes to group some streets together for reconstruction and to deviate from the original Streets L.O.T. funding schedule. This alternative proposes to construct 2nd Street and Lenora Street in 2018, followed by Park Street and Veteran's Alley in 2020, and then come back when funding is available to reconstruct 1st Street and the proposed stormwater treatment systems. This phasing option would require 3 years for construction and 5 years total to complete the Downtown Core reconstruction, not including 1st Street and the proposed stormwater treatment systems. See Table 2 on the following page for the proposed schedule and anticipated funds needed for this phasing option. Values shown in red indicate a deficit in funding. See Additional Funding Sources section for ways to remedy lack of funding. For additional information about the pros and cons of this alternative, refer to Appendix B and Appendix E.

Year	Road Name/Description	Current Estimated Total Cost	Current Estimated L.O.T. Funds Required	Estimated L.O.T. Funds Accumulated	Estimated L.O.T. Funds Available after Improvements
2017	Commerce St + 2nd St & Lenora Phase 1	$1,334,854	$1,136,854	$2,100,000	$963,146
2018	2nd St & Lenora Phase 2	$2,248,342	$2,160,842	$1,963,146	($197,696)
2019	Idaho St/Brown Circle + Park St & Veteran's Alley Phase 1	$2,808,344	$1,072,820	$802,304	($270,516)
2020	Park St & Veteran's Alley Phase 2	$1,332,422	$1,211,562	$729,484	($482,078)
2021	E Deinhard Ln	$1,349,270	$1,349,270	$517,922	($831,348)
2022	1st St Phase 1	$346,016	$194,164	$168,652	($25,512)
2023	1st St Phase 2 + Stormwater Facilities	$1,621,428	$1,565,093	$974,488	($590,605)

TABLE 2: ANTICIPATED STREETS L.O.T. FUNDING TABLE – OPTION 2

Project Phasing Option 3

Project Phasing Option 3 reworks Option 2 and proposes condensing the work time in the Downtown Core. Phasing Option 3 also proposes delaying commencement of work in the Downtown Core until 2019. This alternative proposes to construct Park Street and Veteran's Alley in 2019, followed by 2nd Street and Lenora Street in 2020, and then come back when funding is available to reconstruct 1st Street and the proposed stormwater treatment systems. This phasing option would require 3-4 years for construction and 3-4 years total to complete the Downtown Core reconstruction, not including 1st Street and the stormwater improvements. See Table 3 below for the proposed schedule and anticipated funds needed for this phasing option. For additional information about the pros and cons of this alternative, refer to Appendix B and Appendix E.

Year	Road Name/Description	Current Estimated Total Cost	Current Estimated L.O.T. Funds Required	Estimated L.O.T. Funds Accumulated	Estimated L.O.T. Funds Available after Improvements
2017	Commerce St	$651,000	$651,000	$2,100,000	$1,449,000
2018	Idaho St/Brown Circle + Park St & Veteran's Alley Phase 1	$2,808,344	$1,072,820	$2,449,000	$1,376,180
2019	Park St & Veteran's Alley Phase 2 + 2nd St & Lenora Phase 1	$2,016,276	$1,697,416	$2,376,180	$678,764
2020	2nd St & Lenora St Phase 2	$2,248,342	$2,160,842	$1,678,764	($482,078)
2021	E Deinhard Ln	$1,349,270	$1,349,270	$517,922	($831,348)
2022	1st St Phase 1	$346,016	$194,164	$168,652	($25,512)
2023	1st St Phase 2 + Stormwater Facilities	$1,621,428	$1,565,093	$974,488	($590,605)

TABLE 3: ANTICIPATED STREETS L.O.T. FUNDING TABLE – OPTION 3

Project Phasing Option 3A

Project Phasing Option 3A reorganizes the order of Option 3. This alternative proposes to construct 2nd Street and Lenora Street in 2019, followed by Park Street and Veteran's Alley in 2020. To work with the anticipated funds coming in from the Streets L.O.T., this option proposes to finish 1st Street construction in 2022, complete other McCall projects in 2023, and then return to the Downtown Core to construct the proposed stormwater improvements in 2024. See Table 4 for the proposed schedule and anticipated funds needed for this phasing option. This phasing option would still require 3-4 years for construction and 3-4 years total to complete the Downtown Core reconstruction, not including 1st Street and the stormwater improvements.

Year	Road Name/Description	Current Estimated Total Cost	Current Estimated L.O.T. Funds Required	Estimated L.O.T. Funds Accumulated	Estimated L.O.T. Funds Available after Improvements
2017	Commerce St	$651,000	$651,000	$2,100,000	$1,449,000
2018	Idaho St/Brown Circle + 2nd St & Lenora Phase 1	$1,735,680	$1,316,046	$2,449,000	$1,132,954
2019	2nd St & Lenora Phase 2 + Park St & Veteran's Alley Phase 1	$4,004,860	$2,403,470	$2,132,954	($270,516)
2020	Park St & Veteran's Alley Phase 2	$1,332,422	$1,211,562	$729,484	($482,078)
2021	1st Street Phase 1	$346,016	$194,164	$517,922	$323,758
2022	1st Street Phase 2	$901,037	$844,702	$1,323,758	$479,056
2023	E Deinhard Ln	$1,349,270	$1,349,270	$1,479,056	$129,786
2024	Stormwater Facilities	$720,391	$720,391	$1,129,786	$409,395

TABLE 4: ANTICIPATED STREETS L.O.T. FUNDING TABLE – OPTION 3A

Project Phasing Option 3A was developed in response to public comments received during the Open House held January 4, 2017. It was also recognized that there will be specific construction and project execution benefits if the Downtown Core reconstruction project is phased this way, including:

- Completing the main Downtown Core corridors in consecutive years
- Maintaining access for businesses and visitors via 1st Street and Park Street
- Completing 2nd Street first, which has high usage and visibility
- Allowing time for coordination with other projects on Park Street

For additional information about the pros and cons of this alternative, refer to Appendix E.

Construction Season Options

Two options were developed and presented to council and to the public for the construction phasing of the Downtown Core. Either option will work for all project phasing alternatives discussed previously.

Construction Season Option 1

This option proposes constructing all improvements between the months of April and November. “All improvements” would include constructing the subsurface utility improvements and surface treatments, such as the roadway and sidewalks, all within the time frame mentioned. There are numerous advantages and disadvantages if construction is phased this way. Refer to Appendix B and Appendix E for more information.

Construction Season Option 2

This option proposes constructing all subsurface improvements, such as utilities, between the months of August and November (Phase 1) in the year prior to project completion. This option would include a winter shut down period, with the surface improvements completed from April to June (Phase 2). There are numerous advantages and disadvantages if construction is phased this way. Refer to Appendix B and Appendix E for more information.

Public Involvement and Education

There have been multiple efforts to inform, educate and solicit input from the public throughout the development of the Downtown Core Feasibility Study. One goal of the Downtown Core Feasibility Study was to reach out to the public at the earliest stage of the project development so that the Downtown Core reconstruction happens in a way that is best for the whole community. The property and business owners will be greatly affected by construction, so it is important to know their opinions and preferences to mitigate as many concerns as possible prior to construction.

Information Mailer

Horrocks Engineers and City staff worked together to create an informative mailer that was sent out to the Downtown business and property owners the week of December 19-23, 2016. The purpose of this mailer was to refresh the recipients on the goals and benefits of the Downtown Core reconstruction project, give them an outline of what has been done and what is scheduled for the future of the project, and inform them about the Open House. Refer to Appendix D for the public informational mailer.

Property Owner and Public Open House

On Wednesday, January 4, 2017 an Open House was held at Hotel McCall. The first part of the Open House gave the Downtown business and property owners a chance to come view the provided information and talk with a project team member if desired. The second half of the Open House was open to the public. The purpose of the Open House was to show the attendees the Project Phasing and Construction Season Options, discuss these options and answer any questions, and get feedback. Once the attendees had viewed all of the provided information, see Appendix E, they were able to fill out a provided comment form, which allowed them to indicate their preference for both the project phasing and construction season options. See Appendix F for a summary of the Open House, a list of attendees, and the completed comment forms collected.

Public Concerns

Prior to, during, and after the Open House for the Downtown Core, there have been some common concerns heard consistently from McCall residents and Downtown property/business owners. The biggest issues discussed have been snow removal, parking within the Downtown Core, and maintenance of sidewalks within the City right-of-way. Snow removal was previously discussed on pages 9 and 10 of this report.

Parking

The City of McCall has been working with Logan Simpson and Kittelson & Associates on developing a Transportation Master Plan. Part of this Master Plan is devoted to an analysis of existing parking in McCall. Based on parking capacity data collected during Peak Summer and Off-Peak Fall in 2016, it is understood that the overall available parking in the Downtown Core currently does not reach maximum occupancy.

According to the parking data, there are 1,772 existing parking spaces within the parking analysis area and approximately 18% of those are on-street parking spaces [2]. Roughly one-third of all the on-street parking surveyed is located within the Downtown Core. The study shows that some available off-street parking within the Downtown Core is not being fully utilized. This data was used to compare the number of existing parking spaces located within the Downtown Core to the estimated number of spaces that will be available after reconstruction is complete. Refer to Table 5 for a comparison of existing parking to post-construction projected parking. As mentioned before, there is currently a combination of parallel and angled parking within the Downtown Core. The proposed street sections for the Downtown Core eliminate all angled on-street parking, and provide only parallel parking spaces. Therefore, a change in the number of available on-

street parking spaces within the Downtown Core is anticipated. Conceptually, it is estimated that there will be a total loss of 10 parking spaces in the Downtown Core after reconstruction is completed.

Parking Space Analysis				
Street	**Existing On-Street Spaces**	**Proposed On-Street Spaces**	**Spots Lost**	**Spots Gained**
Park St	26	28	-	2
Lenora St	34	35	-	1
2nd St	40	28	12	-
1st St	23	22	1	-
Total	**123**	**113**	**13**	**3**

TABLE 5: EXISTING PARKING VS. PROJECTED PARKING

Right-of-Way Infrastructure Management

Current City Code requires that owners, tenants or occupants of properties with paved sidewalks or that abut paved sidewalks are responsible for the maintenance and replacement of failed sidewalk infrastructure. This maintenance includes filling and resurfacing any potholes or other damage to the surface of the sidewalk. Per discussions with City staff, it is recognized that the City has not maintained enforcement of the maintenance and replacement of sidewalks. More accurately, the City has committed significant staff and financial resources to replacing existing and constructing new sidewalk along private property frontages in the Downtown Core. The Downtown Core reconstruction project will require a substantial public investment in sidewalk infrastructure as the sidewalk area will be increased with the proposed design. Such investments will include considerable financial means for annual and long-term operation, maintenance, and eventual replacement.

With the substantial estimated costs for reconstruction of the Downtown Core, it is strongly recommended that, prior to the commencement of construction, the City evaluates and develops a successful strategy for sidewalk maintenance. It would be beneficial to thoroughly evaluate the costs and benefits for the City to take over maintenance responsibilities for the sidewalks, and other right-of-way infrastructure, versus the responsibility falling on the private property owners. Based on the outcome of the evaluation, it would be useful to have a system in place to ensure that new sidewalk infrastructure is maintained properly, and that there is adequate revenue generated to achieve this maintenance indefinitely.

Recommendations

There are design, infrastructure, construction, and project implementation components that were evaluated throughout the completion of the City of McCall Downtown Core Feasibility Study. These components included:

- Estimated Streets L.O.T. Funding
- Existing Right-of-Way Infrastructure Conditions
- Typical Sections developed in the DMP
- City and Franchise Utilities
- Stormwater Management

- Snow Removal
- Parking
- Council Input and Concerns
- Business and Property Owner Impacts
- Construction Phasing

Project Phasing

Following the study of the previously stated components, and taking into consideration the input from the public, a recommendation for project and construction phasing can be made. Horrocks Engineers recommends following Project Phasing Option 3A for the reconstruction of the Downtown Core. Option 3A proposes to reconstruct 2nd Street and Lenora Street in 2019, Park Street and Veteran's Alley in 2020, 1st Street in 2022, and the proposed stormwater treatment systems in 2024. This phasing option would require 3-4 years total for construction and 3-4 years to complete the project. This option was chosen based on the Downtown Core business owners' and the general public's desire to minimize construction duration on the main streets. This option also plans for the most visible roadways, 2nd Street and Lenora Street, to be completed first.

Based on input received from the public at the Open House, Construction Season Option 2 is recommended while rebuilding the Downtown Core. This option proposes constructing all subsurface improvements between the months of August and November in the year prior to project completion (Phase 1), then issuing a winter shut down period, and then completing the surface improvements from April to June (Phase 2). With this option, construction on the project technically begins in the year prior to the year identified with the project. The year referenced with the project will be the year in which the project is completed.

Horrocks recommends Project Phasing Option 3A and Construction Season Option 2 for the Downtown Core Reconstruction. These options will minimize the construction impacts and provide the best result for the community and the City of McCall. Refer to Appendix G for the Feasibility Report summary presentation made to City Council.

Project Schedule

A project schedule was developed for Project Phasing Option 3A. The schedule shows the design and construction years for each of the projects slated for the Downtown Core. It also shows supplementary tasks such as completion of the feasibility report and completing survey of the project limits, which are necessities for the design of these projects. Refer to Appendix H for the project and construction schedule.

Cost Estimates

As part of the preliminary work for the feasibility study, cost estimates for each corridor included in the Downtown Core reconstruction were developed. These estimates were originally developed by the City Engineer and Horrocks Engineers for previous TIGER Grant applications and have been subsequently analyzed and refined in this study for accuracy and completeness. The estimates are broken down by street and include roadway and utility improvements, as well as additional design elements such as landscaping and lighting. For this stage in the design process, they also include a healthy contingency to cover things that may surface

during preliminary and final design, as well as a contingency for design and construction engineering. There is also a separate cost estimate for Veteran's Alley and the proposed stormwater treatment facilities. Included in the estimates are the different funding sources and the projected amount needed from each source, per street. To study the estimates in their entirety, refer to Appendix J.

Additional Funding Sources

As mentioned previously, the Downtown Core project phasing options were developed considering estimated available funding accumulating from the Street L.O.T. For the funding analysis completed, it was assumed that $1 million of the Streets L.O.T. funds would be used for capital improvement projects, such as the Downtown Core, each year. For years where additional funds may be required, the following additional funding options should be evaluated for use:

- CDBG Grants
- Cash for Towns through ITD
- Tourism L.O.T.
- Streets Department Capital Projects Funds
- Project matches
- Local Rural Highway Investment Program (LRHIP)
- Financing

References

[1] Harmony Design & Engineering, Logan Simpson Design and RPI Consulting, *McCall Downtown Master Plan*, December 19, 2013.

[2] Kittleson & Associates, Inc. and Logan Simpson Design, *McCall Transportation Master Plan*, Technical Memorandum #1, December 15, 2016.

APPENDIX A

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HORROCKS ENGINEERS

Idaho Office
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Fax: 208.463.7561

McCall Downtown Core Reconstruction Feasibility
BE 376-1307 TO 16-2
Kickoff Workshop – Public Works
9:00 a.m. – 10:30 a.m. Monday, May 2, 2016
Legion Hall, McCall, Idaho

Attendees: Nathan Stewart – City of McCall
Peter Borner – City of McCall
Cris Malvich – City of McCall
Michelle Groenevelt – City of McCall
Nate Coyle – City of McCall
Meg Lojek – City of McCall
Kurt Wolf – City of McCall
Levi Brinkley – City of McCall
Bryan Foote – Horrocks Engineers
Trevor Howard – Horrocks Engineers
Karie Davidson – Horrocks Engineers

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1. The Downtown Core Reconstruction Feasibility project team met for a kickoff workshop. The first meeting group consisted of Horrocks Engineers project team members and City of McCall Public Works staff. The following items were discussed:

   General

   - Funding will play a large role in how the phasing of this projects goes
   - Some funding could come from bonding as long as revenue equals the same amount and comes back in one fiscal year – no balloting needed
   - Estimated cost by The City for sewer upgrades = $250,000
   - Estimated cost by The City for water upgrades = $850,000
   - Maintenance will be a big issue for long term considerations
   - Must coordinate with the Master Plan, so future enhancements are considered in the study – such as the planned Library Expansion
     - Anticipated Spring 2018
     - The unused area between the parking lot and street may be used for the expansion – so no on street parking in front of the existing library

- Street lighting is desired every 60' – Nathan checking if current conditions are sufficient
- The drive lane between the Library and City Hall may be removed
- Parking lot behind City Hall may be relocated or a different parking lot may be utilized

Typical Sections

- Proceed with feasibility study with all typical sections as is
- The desired purpose of 2nd Street is for events and markets in the future – explains large sidewalks and narrow roadways
- Snow Removal: who takes care of the sidewalk, the City or the Property Owner? (This is still being addressed)
- 3" rolled curbs may be a better option than vertical curbs for limiting damage from snow plows
- All sidewalks should be one material to decrease complications from frost heave – pavers vs. concrete
- Horrocks to cost out using pavers vs. concrete
- Stamped concrete vs. pavers for designs in roadway should be researched
- Trevor to ask Ketchum about their experience with pavers, heated sidewalks and rolled curbs
    - Completed – refer to email dated 5/12/2016
- Requirements for handicap parking stalls should be researched and considered
- Bollards might be feasible – keep in mind

Landscaping

- Kurt suggests using less trees overall than what is shown in the Master Plan – this will encourage growth and maturity of trees in the future
- Kurt suggested tree clusters in spots away from building access points where sidewalk space could be used, or a parking space could be sacrificed
- The moveable planter idea is well liked
- The possibility of public artwork should be taken into consideration

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McCall Downtown Core Reconstruction Feasibility
BE 376-1307 TO 16-2
Kickoff Workshop – City Utilities
10:30 a.m. – 12:00 p.m. Monday, May 2, 2016
Legion Hall, McCall, Idaho

Attendees: Nathan Stewart – City of McCall
Cris Malvich – City of McCall
Kurt Wolf – City of McCall
Levi Brinkley – City of McCall
David Simmonds – City of McCall
Chris Curtin – City of McCall
Bryan Foote – Horrocks Engineers
Trevor Howard – Horrocks Engineers
Karie Davidson – Horrocks Engineers

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1. The Downtown Core Reconstruction Feasibility project team met for a kickoff workshop. The second meeting group consisted of Horrocks Engineers project team members and the City of McCall Utilities staff. The following items were discussed:

General

- Include improvements to 1st street in the feasibility study and cost estimates
- There is a 20' easement down the alleys

Water

- Fire Hydrants, service lines and water mains in downtown core were all mostly constructed in the 1940s
- City has replaced a few services by the Ice Skating Rink and on Hwy 55, otherwise assume all water mains in the downtown core need to be replaced
- 4" lines need to be replaced to meet DEQ minimum of 8" diameter
- Isolation valves, meters, 6" pipes and fire hydrants all need to be replaced and/or added – need backflow prevention
- Need at least 2 more fire hydrants – no known issues with current fire flows

- Some water mains need to be relocated to achieve lateral separation from sewer
- Levi will send Horrocks number of water service lines
- Include paved surface with storm drain system along Veteran's Alley – Mimic Ice Cream Alley system

Storm Drain

- Can ITD help with the water coming from their ROW?
- Water will continue to be taken to Art Roberts Park for treatment
- Need to take water down Lenora from1st to 3rd
- An additional treatment option is needed to handle all the water – Kurt would like to redo Art Roberts Park anyway
- The parking lot on 1st Street is an option for an additional treatment site
- Can apply for 303 Grant for storm water treatment if Payette Lake is categorized

Sewer

- All sewer lines need to be replaced except the line in Ice Cream Alley – this was slipped in the 90s and is operating well
- Replace service lines past ROW
- Lines are 4' to 5' deep – no network in downtown core is excessively deep
- At least 2 manholes on 1st Street need to be replaced
- Need to be aware of the deep sewer line that runs along the lakeshore behind the businesses on Lake Street
- There is a lift station connected to the deep sewer line – located behind the Yacht Club
- Levi will send Horrocks number of sewer service lines

IT Facilities

- There is NOT currently a grid of 2" conduit running underground, except for 2" conduit interconnecting the City Hall, Public Library, City Annex and Public Works buildings E-W along Park Street.

- There is a need for grid laid (3) 1 ¼" conduit for the City IT and (3) additional for the franchise utilities – below the sidewalks, both sides of streets
- Would like a splice vault at each intersection corner
- Fiber conduit will run to Legacy Park with endpoints at the restrooms and the water intake pumping station

Sidewalk Design

- Proposed roadway section objective is to calm traffic and provide walkable corridor for pedestrians
- Explore concrete vs. pervious pavers
- Look into cost of pavers from Library Square
- Are heated sidewalks feasible?
- Look at using wasted BTUs from the Ice Skating Rink to heat the sidewalk of one corridor – how many BTUs are being wasted
- Look at steel angle protection for vertical curbs (curbs would have to be hand formed) – Nathan has example
- Check if the light poles can be spaced farther than 60' apart for 2-story or higher – existing condition meets photometric standard
- Check light pole spacing for 12' poles – would taller make a difference?

Landscaping

- It was decided that each block will have a cluster of trees and removable planters
- The necessary soil area for the trees can be linear if there is a limit on space in the other direction
- Don't decrease the sidewalk width to less than 10' with landscaping
- Looks into using Silva Cells – research ACHD jobs
- Karie to get Kurt a blank drawing of the project limits and he will sketch out a design
    - Complete

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McCall Downtown Core Reconstruction Feasibility
BE 376-1307 TO 16-2
Kickoff Workshop – Franchise Utilities
1:30 p.m. – 3:30 p.m. Monday, May 2, 2016
Legion Hall, McCall, Idaho

Attendees: Nathan Stewart – City of McCall
Sheri Staley – Idaho Power
Steve Moser – Idaho Power
Matthew White – Frontier
Brett Pike – Cable One
Bryan Foote – Horrocks Engineers
Trevor Howard – Horrocks Engineers
Karie Davidson – Horrocks Engineers

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1. The Downtown Core Reconstruction Feasibility project team met for a kickoff workshop. The third meeting group consisted of Horrocks Engineers project team members and Franchise Utility staff members. The following items were discussed:

General

- No known easements for joint utilities

Idaho Power:

- Large vaults are needed – 5’ deep x 15’ long
    - Sheri to send Horrocks the exact dimensions
        - Complete
- There are currently 3 transformers in Veteran’s Alley way – this will be problematic for reconstruction
- Look into relocating the transformers on to bank properties
- There are (2) 6” conduits on Park St and (3) 2” conduits
- Transformers can go behind sidewalks as long as they are in the road ROW
    - If they end up on private property, easements will be needed

- The three banks have 3-phase power
- It may be possible to joint trench with the other utilities
- The power lines down Veteran's Alley and Park Street will need to be undergrounded
- Idaho Power will be good to relocate and underground after city utilities are replaced
- Lines will need to be taken down Park St across Highway 55
- Vault needed on the corner of Park St and Hwy 55
- Sheri will send Horrocks mapping of their lines and costs for undergrounding
    - Complete
- Nathan will send Horrocks cost estimates from Idaho Power to underground lines
    - Complete

Cable One

- There are overhead lines on Veteran's Alley and some on Park St
- (2) 12" bores across highway 55 will be needed, plus a spare
- (3) 2" conduits
- Brett will send mapping to Horrocks as well as number of conduits and junction boxes
    - Complete
- Might need to establish easements
- Will be more expensive to underground lines
- Cable One can fit in alley
- Keep lines in front of buildings

Frontier

- Frontier has flush mount cases for sidewalks if needed
- Combo of aerial and buried on Park St
- Aerial on Veteran's Alley
- Underground on 2nd St

- Matt will send mapping to Horrocks
    - Complete

City of McCall

Agenda – McCall Downtown Storm Drain Feasibility

Date: August 24, 2016
Project Name: City of McCall Downtown Core Feasibility

Invitees: Nathan Stewart, Bryan Foote, Kelly Hoopes, Karie Davidson

Meeting Objective:
To assemble project team members to discuss the feasibility of potential storm water management plan and phasing of overall downtown construction.

Agenda:

1. **Potential Storm Water Management Plan**
    - **Drainage areas and volumes**
    - **Potential treatment plan**
    - **Ideas for Art Robert's Park**
    - **Any sub-surface on-street treatment?**
    - **Potential issues**
2. **Phasing Ideas**
    - **Alternative 1**
        - **Construct storm water treatment system in Art Robert's Park and 2nd St**
        - **Then construct Lenora and Park**
        - **Lastly construct 1st St and treatment system in parking lot**
    - **Alternative 2**
        - **Construct both storm water treatment systems first**
        - **Then construct 2nd and Lenora**
        - **Lastly construct Park and 1st St**
    - **Alternative 3**
        - **Construct storm water treatment system in Art Robert's Park, north side of 2nd St and Lenora**
        - **Then construct south side of 2nd St and Park**
        - **Lastly construct 1st St and treatment system in parking lot**

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- **Alternative 4**
  - **Construct storm water treatment system in Art Robert's Park and 2nd St**
  - **Then construct 1st St and treatment system in parking lot**
  - **Then construct Lenora St**
  - **Lastly construct Park St**

3. **Finish Cost Estimates**
4. **Prepare Report**

City of McCall

Agenda – McCall Downtown Feasibility Check In

Date: September 9, 2016
Project Name: City of McCall Downtown Core Feasibility
Invitees: Nathan Stewart, Bryan Foote, Trevor Howard, Karie Davidson

Meeting Objective:
To assemble project team members to discuss the cost estimates, phasing and schedule for the downtown reconstruction project.

Agenda:

1. **Revisit what has been done**
   - **Kickoff meeting held 5/2/16**
   - **Storm drain concept meeting held 8/24/16**
   - **Storm drain design concept**
   - **Estimates**
2. **Review cost estimates**
3. **Discuss phasing scenarios**
   - **Is there any failing utility system that may dictate phasing?**
   - **Option 1 – As presented in the McCall CIP**
   - **Option 2 – Fund as you go**
   - **Option 3 – Bonding**
   - **Other scenarios?**
   - **Bid Alt for stormwater treatment systems**
   - **Construction staging area – 1st Street parking lot**
4. **Moving forward with schedule**
   - **Coordination meeting with Nate Coyle – Week of Sept. 19-23?**
   - **Determine date for Council briefing/workshop – Week of Oct. 3rd (Council meets 10/6)**
   - **Determine date for public meeting – Last week in Oct.**
   - **Determine date for Council meeting with draft report – Mid Nov. (11/17&18)**
   - **Determine date for Council meeting with recommendation and final report – December**
   - **Outline for exhibits to have for Council**

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City of McCall

Memo to City Council

Date: November 28, 2016
Project Name: City of McCall Downtown Core Feasibility
Subject: Public Meeting Schedule

The McCall Downtown Core Workshop was held with the City Council on November 18. The construction alternatives and analysis from the Downtown Core Feasibility Study were presented which included summaries of the following:

- Project Schedule for Downtown Core Feasibility Study
- Streets L.O.T. funding collection estimates and project completion timeline
- Downtown Master Plan Recap (adopted December 2013)
- Original Capital Improvement Plan showing scheduled improvements with L.O.T. funding
- Goals of Downtown Core Feasibility Study
- Downtown Feasibility Study Public Involvement Goals
- Alternative Construction Scenarios for the Downtown Core
- Construction Season Options for the Downtown Core
- Future City Council Decisions for the Downtown Core Feasibility Study

Based on the City Council work session discussions, the council was supportive of proceeding with engaging the downtown business and property owners as well as the general public in providing input on the construction phasing scenarios for the Downtown Core. An internal project meeting was held on November 23 to discuss the public involvement approach and meeting dates. The project team agreed that a tri-fold informational hand-out should be created prior to the public meetings. This hand-out will be provided to the business and property owners, as well as the general public, prior to the public meeting to provide information regarding the Downtown Core Feasibility Study and a notification of meeting dates. This hand-out will be mailed out the second or third week of December with the public meetings/open houses being held January 4, 5 or 6. The original schedule that was presented to the City Council at the November 18 council work session showed these open houses being held in December. However, due to the increase in business for the downtown business owners during the holiday's the project team agreed that meeting dates would be better attended in January. A council work session would be held the third or fourth week of January to discuss the public input received from the public meetings.

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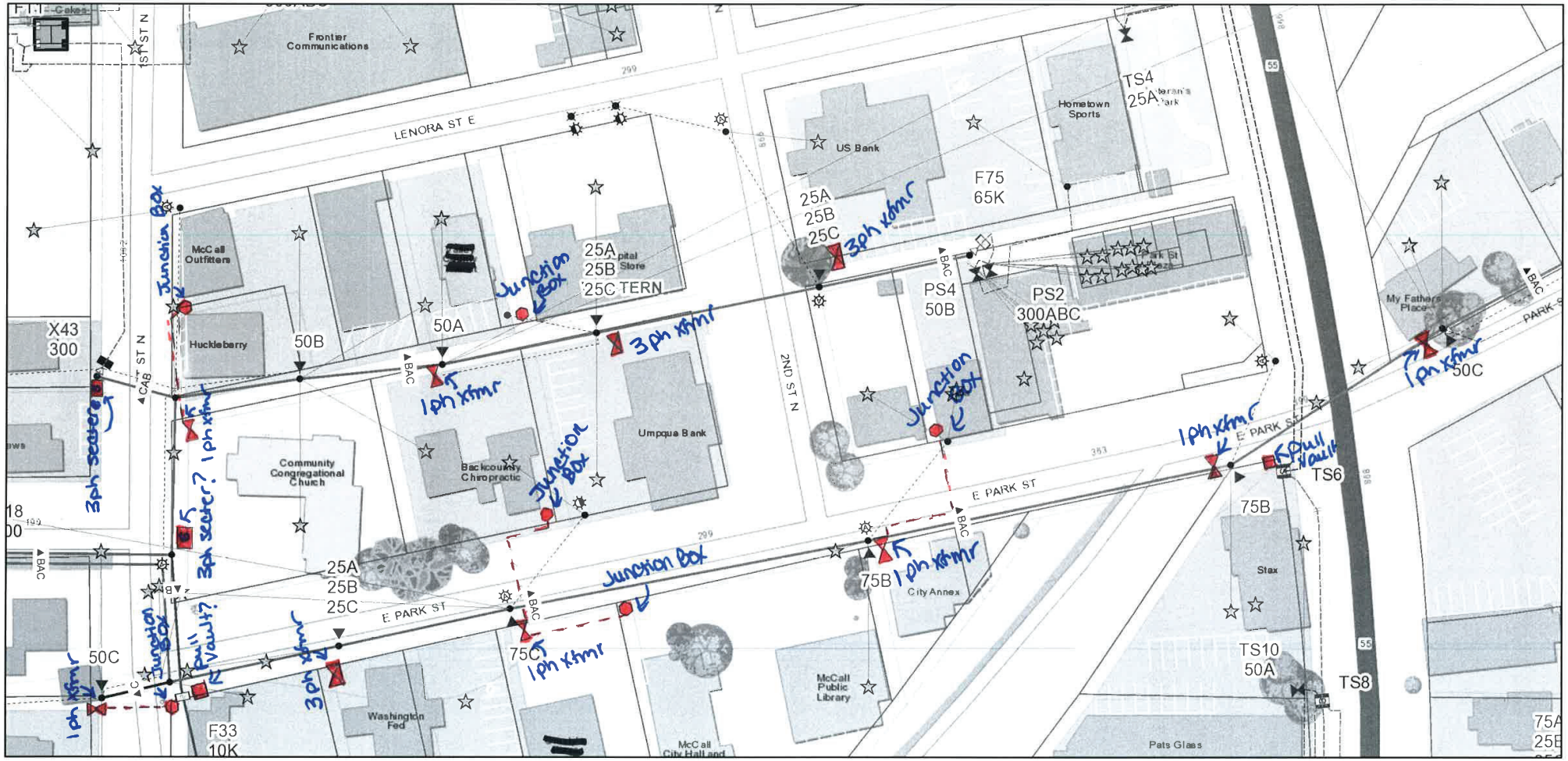
McCall Downtown Core Reconstruction Feasibility
BE 376-1307 TO 16-2
Meeting with Idaho Power
1:00 p.m. – 2:00 p.m. Friday, December 16, 2016
Legion Hall, McCall, Idaho

Attendees: Nathan Stewart – City of McCall
Sheri Staley – Idaho Power
Steve Moser – Idaho Power
Paul Marshall- Idaho Power
Karie Davidson – Horrocks Engineers

Some of the Downtown Core Reconstruction Feasibility project team met with Idaho Power representatives to discuss the estimated project schedule. The feasibility of undergrounding franchise utilities in 2017 was deliberated, as well as conceptual design elements for the process of undergrounding Idaho Power facilities. The following items were discussed:

- An underground vault may be needed at the intersection of Veteran's Alley and 1st St
    - May require an easement
- A secter is needed in front of The Star News Building
    - Underground secter – 3' tall x 6' long x 2' wide
- A single-phase underground transformer is needed at the intersection of 1st St and the alley between Park St and Forest St
    - Very close to an existing structure
    - Most likely will require an easement
    - Frontier has facilities in this location
- A 3-phase transformer is needed in front of the bank on Park St
    - Might have to go on bank property, which will require an easement
- There is an existing sector in front of Stax on Park St
- An additional pull vault will be needed near the sector in front of Stax

- Another pull vault may be needed at the intersection of Park and 1st St.
    - May require an easement
- There was discussion of adding extra conduit on Park St for future 3-phase power
    - May be needed for the library or other future development
- There was discussion of boring across 3rd St to connect new underground utilities to the existing power pole at the intersection of Park St and 3rd St
    - Located south of My Father's Place
    - A pull vault may be needed at the intersection of Samson Trail & 3rd St.
- There was discussion that above ground, 3-phase transformers, will need to be located on Umpqua Bank and US Bank Property
    - These will require easements
- Horrocks to provide Idaho Power with dwgs of existing downtown survey
    - Complete – verify that files are usable
- Idaho Power provided the following equipment dimensions to Horrocks on 5/6/16
    - Vaults: 136" x 70" x 92"
    - Single-phase transformer pads: 50" x 60"x 20" below ground and 38" x 42" x 20" at the ground surface
    - 3-phase transformer pads: 90" x 66" x 6"
    - Junction boxes are 9 ½" x14" x 34"



January 31, 2017

Vault Dimensions: 136" x 78" x 78"
Secter Dimensions: 66" x 23" x 30"
1 phase xfmr pad: 60" x 50" x 20"
3 phase xfmr pad: 90" x 66" x 6"
Junction Box: 9½" x 14" x 34"

1:1,128

0 0.0125 0.025 0.05 mi
0 0.02 0.04 0.08 km

Author: SLS8267

DOWNTOWN CORE FEASIBILITY STUDY – Business/Property Owner and Citizen Meeting Debrief

1/13/17

Public Communication Strategy:

1. City Staff to take over Public communication lead and develop strategy
2. Summarize the community meeting
3. Public Education, not Involvement –
    a. Downtown Plan approved
    b. Economic Benefits
    c. Community Values,
4. Parking Study Results – provide summary of 2017 study results, consult with Kittelson on findings, and communicate this information to the public.
    a. Results do not discuss strategies

Construction Feasibility:

1. Heating sidewalks – propane boiler system
    a. $15.00 per square foot, includes boiler
    b. $5/hour per 1000 sq. foot
    c. Hydronic system is better than
    d. What about Solar sidewalks?

2. Construction Packaging
    a. Need to start formalizing components of construction
        i. Phasing packages (franchise utilities, underground city utilities, surface improvements)
        ii. Finalize preliminary design details with frontier and cableone
        iii. Create preliminary conceptual plans
            1. Franchise utility plan – identifying locations of main structures and easement needs
            2. Water, sewer and stormwater pland – identifying how phasing would occur
            3. Existing encroachment conflict plan – identifying what trees, structures, etc. conflict with the DMP's conceptual
3. Idaho Street
    a. Given input, Idaho Street would need to occur in 2018, so need to consider engineering design schedule in 2017 for Idaho Street (planning meetings, public involvement, preliminary design, etc.)
    b. Coordination with School District, since they're planning to construct a new school on Idaho Street

4. Construction Feasibility Report
    a. Need an outline of the report and suggested appendices (maps, figures, etc.)

5. Project Schedule
    a. Meet with Council late Feb/early March

From: Trevor Howard
To: Heidi Carter; Karie Davidson
Cc: Bryan Foote
Subject: McCAll Downton Core Snow Removal Notes from Jan 13
Date: Friday, January 13, 2017 11:07:00 AM

These are the notes I took regarding heated sidewalks during our meeting:

Concept-Level information

1. It may be practical to use some waste heat from the skate rink to heat a portion of the sidewalks
2. Estimated installation cost is $15/SF (turn-key system)
3. Estimated operating cost is $5/1000 SF/Hr
4. Conventional hydronic heating system of this size will probably be more practical than conventional electric
5. A hydronic system will require a boiler(s)

Nathan requested that Horrocks prepare a proposed system (address)

1. Cost-benefit/Life-cycle analysis compared to plowing
2. How will ice dams be prevented/addressed on surface an in storm drain system
3. Is there a geothermal option?
4. Is Solar Roadway panels an option?

It sounds like this level of effort is beyond our current scope of work. Nathan acknowledge that we may need to process a supplemental.

Thank you,

Trevor L Howard, PE
Project Manager
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APPENDIX B

Downtown Core Feasibility

City Council Briefing – Nov. 18th, 2016

McCall, Idaho

City of McCall

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Presentation Team

Nathan Stewart – City of McCall	City Project Manager
Bryan Foote – Horrocks Engineers	Consultant Project Manager
Heidi Carter – Horrocks Engineers	Traffic/Transportation Engineer
Trevor Howard – Horrocks Engineers	Construction/Utilities Engineer
Karie Davidson – Horrocks Engineers	Design Engineer

City of McCall

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Project Schedule Moving Forward

Council Briefing/Workshop	November 18th, 2016
Open House with Property Owners	December, 2016
Council Meeting	December, 2016
Public Meeting	January/February, 2017
Final Council Meeting	February/March, 2017

City of McCall

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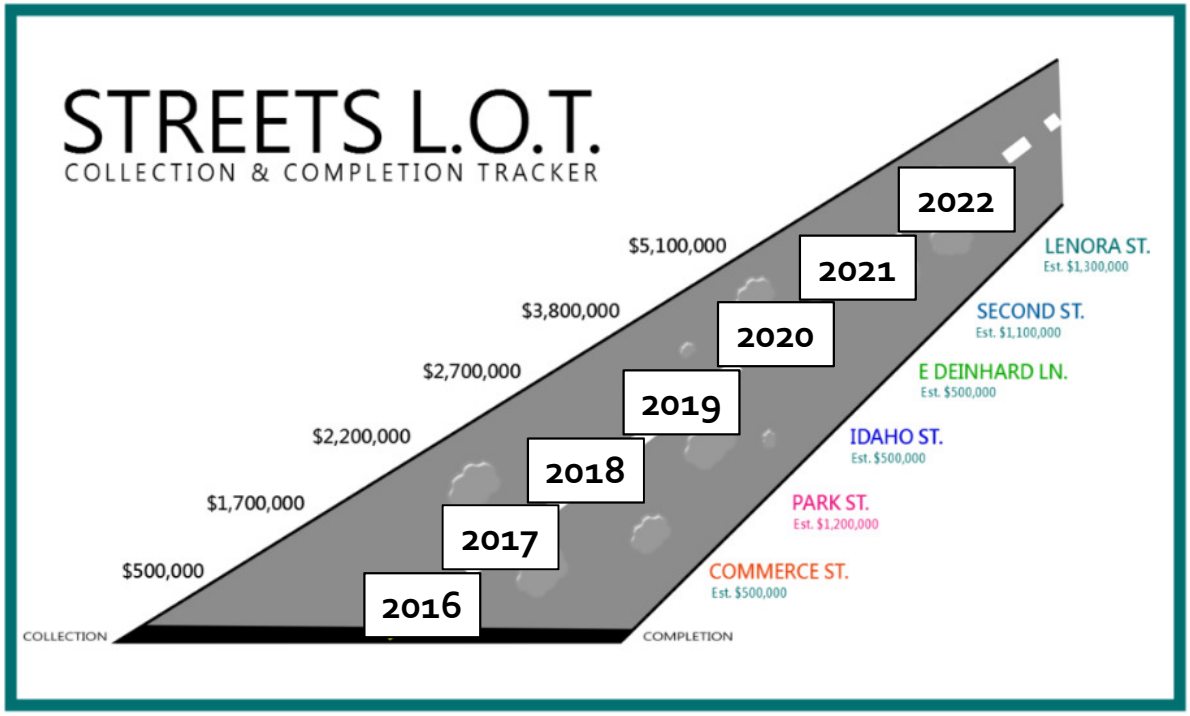
McCall Downtown Master Plan

Streets L.O.T. Tracker



City of McCall

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Downtown Master Plan (DMP) Recap

- Three community workshops held May – October 2013
- Market assessment
- Proposed street sections
- Conceptual downtown core streets plan
- Downtown Master Plan community survey distributed in 2013
- **Adoption of the McCall Downtown Master Plan – December 2013**

Other work

- Proposed location for the Transit Center analyzed
- Work on Public Library expansion

City of McCall

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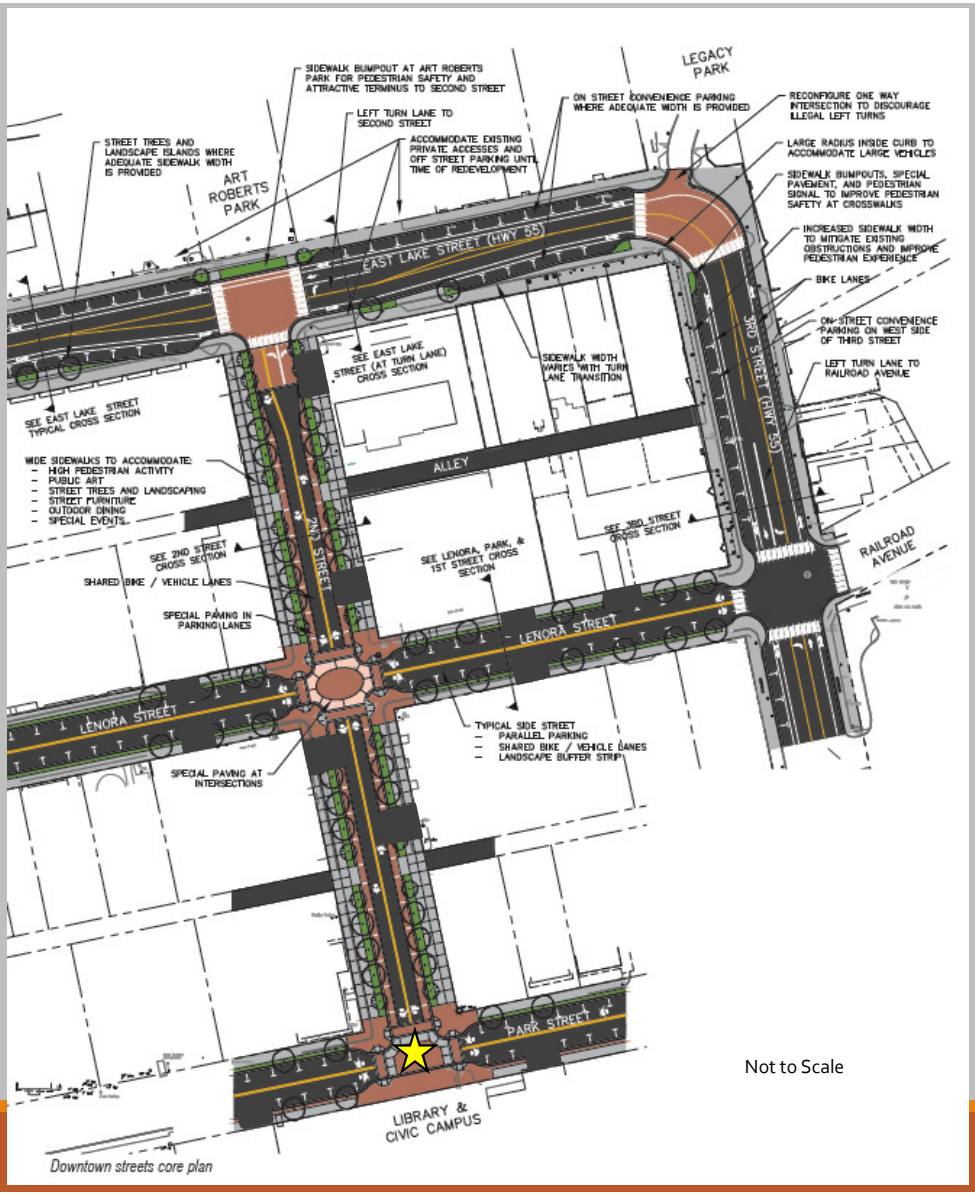
- Current Access Points
- Landscaping
- Street Lighting
- Bulb Outs
- Decorative Intersections
- Coordination with City Projects



Not to Scale

City of McCall

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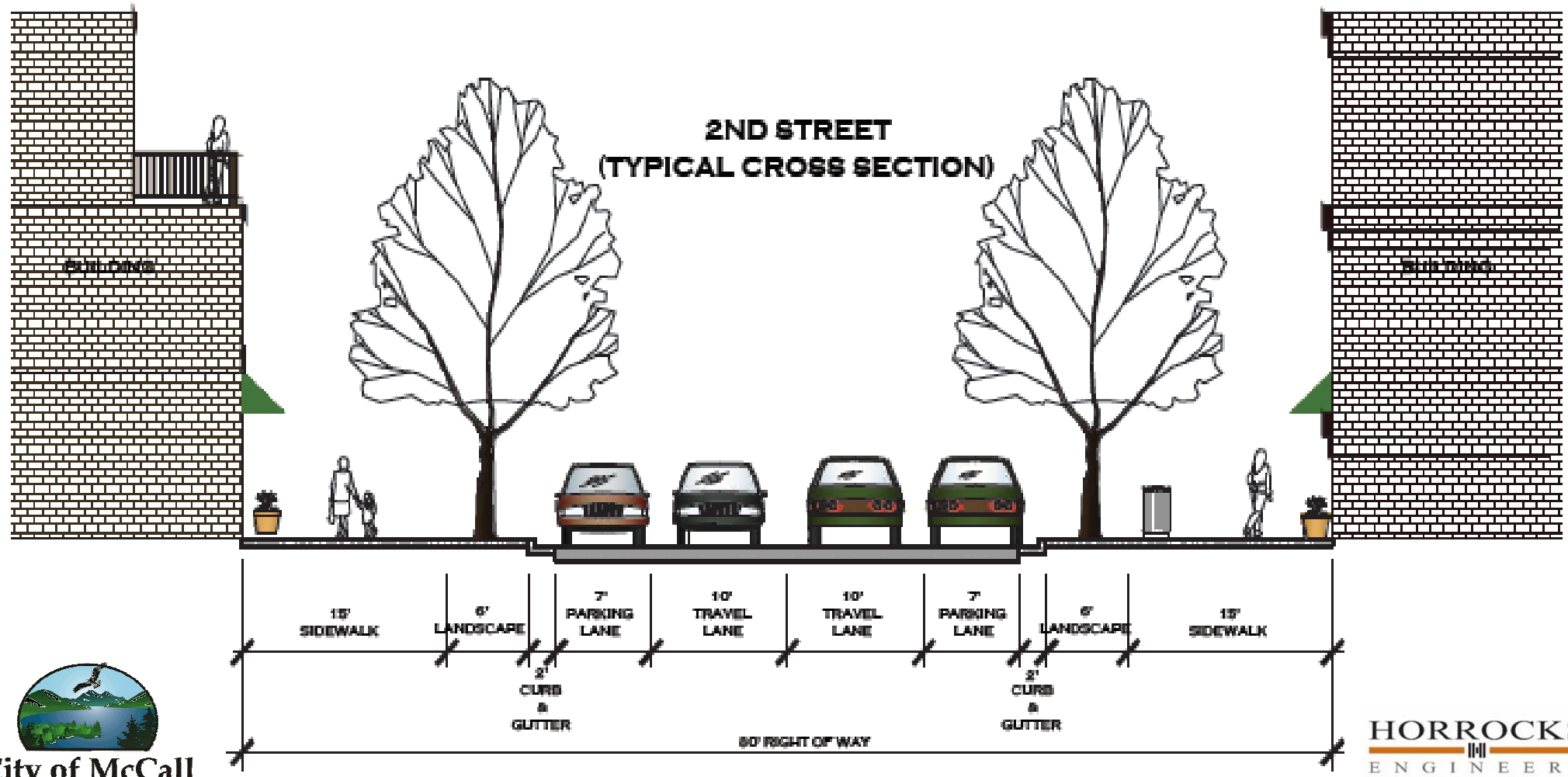
2ND STREET
(TYPICAL CROSS SECTION)



City of McCall

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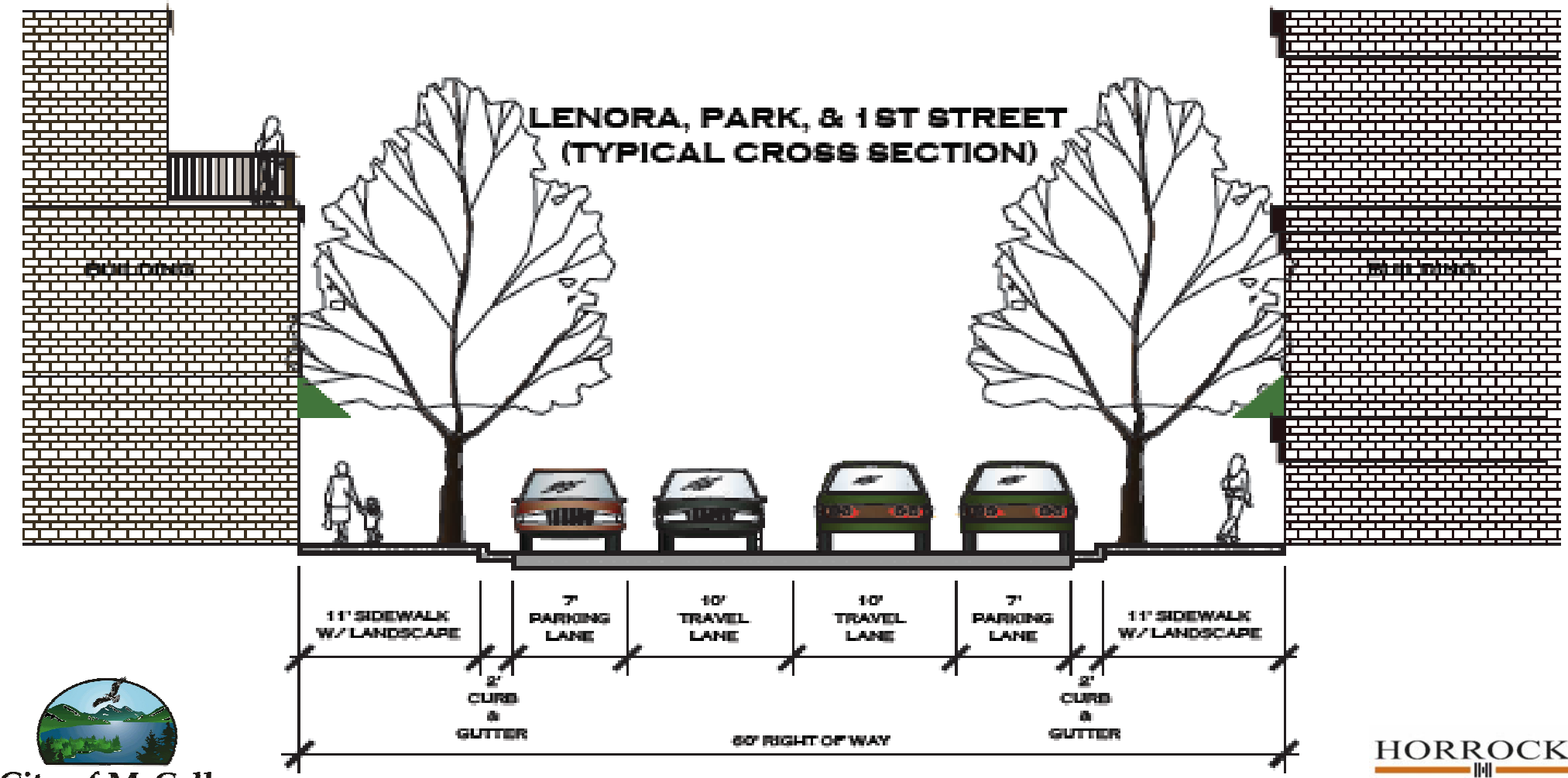

City of McCall

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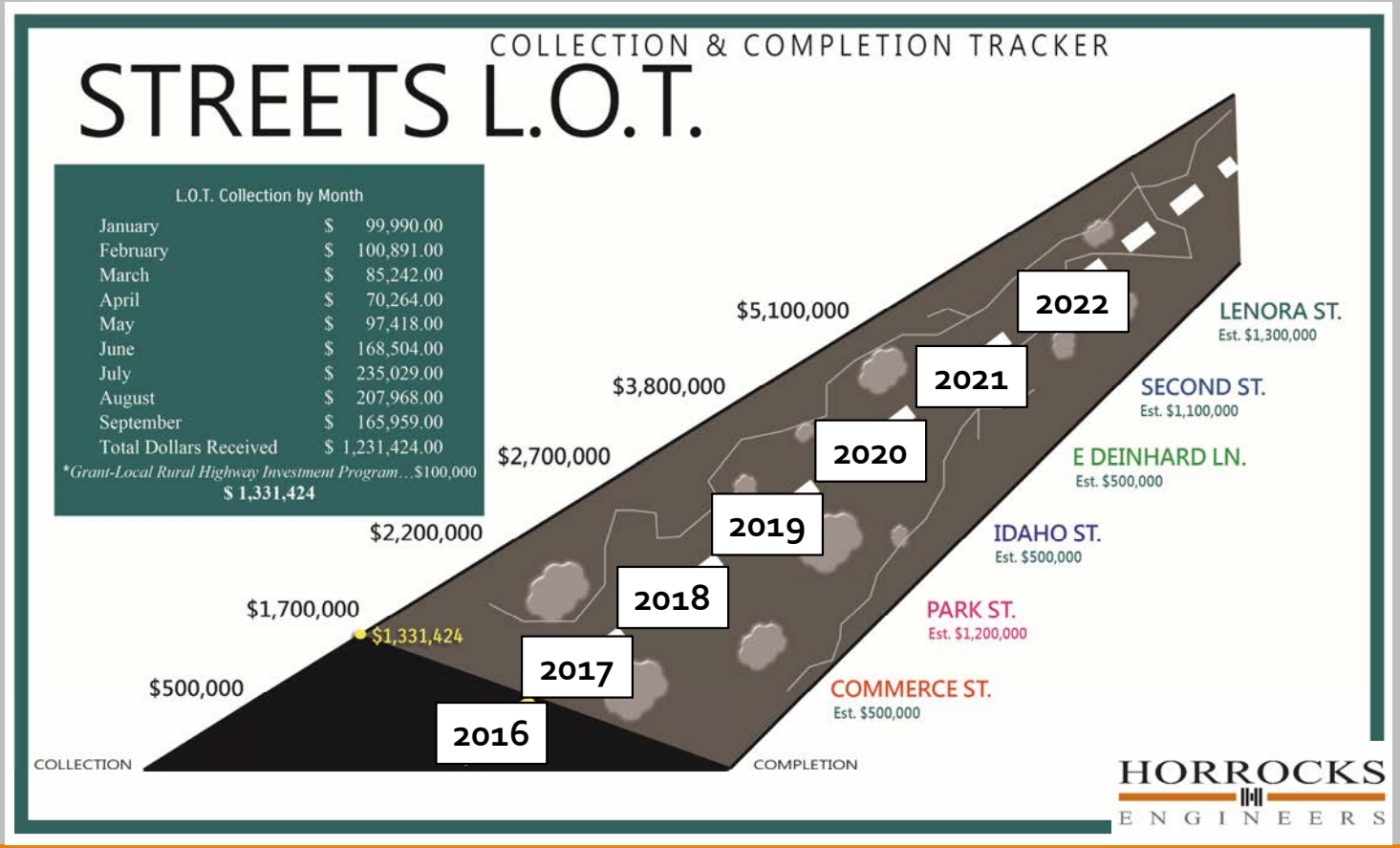
LOT Funding

City of McCall

- Collected $1.23 million through Q3 2016
- Assumes approx. $100,000 for administration
- Assuming $1 million per year available from LOT for capital improvements
- Actual LOT revenues will be better understood in January 2017



Original Capital Improvement Plan – 2016 to 2022 – Based on a $1 Million per Year Program

Year	Road Name/Description	Current Estimated Cost	Estimated LOT Funds Accumulated	Estimated LOT Funds Available after Improvements
2016	Various Capital Improvements	$250,000	$1,000,000	$750,000
2017	Commerce St	$455,000	$1,750,000	1,295,000
2018	Park St	$1,245,000	2,295,000	$1,050,000
2019	Idaho St	$465,000	$2,050,000	$1,585,000
2020	E Deinhard Ln	$1,081,000	$2,585,000	$1,504,000
2021	2nd St	$1,094,000	$2,504,000	$1,410,000
2022	Lenora St	$1,257,000	$2,140,000	$1,153,000

Streets Included in McCall's Original Capital Improvement Plan (CIP)

City of McCall

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Moving Forward with the Downtown Core Feasibility Study

City of McCall

HORROCKS ENGINEERS

Goals of Downtown Feasibility Study

- Implementing the Downtown Master Plan
- Review and confirm proposed street sections and design details
- Analyze cost, constructability, and public/property owner concerns for different phasing scenarios
- Develop conceptual storm water treatment/disposal design
- Determine ideal phasing scenario for reconstruction
- Develop schedule for implementation
- Generate detailed cost estimates
- Engage public and property/business owners

City of McCall

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Public Involvement

- Educate and inform the public and property owners on the project and plan forward
- Gain input regarding construction sequencing and time line
- Identify unique property issues
  - Access
  - Parking
  - Ingress/Egress
- Enhance the design past the adopted DMP

City of McCall

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Existing Downtown Core Utilities

- City utilities outdated and should be replaced
- Reroute sewer on Park and in Alley
- Add sewer on 1st
- Underground franchise utilities

City of McCall

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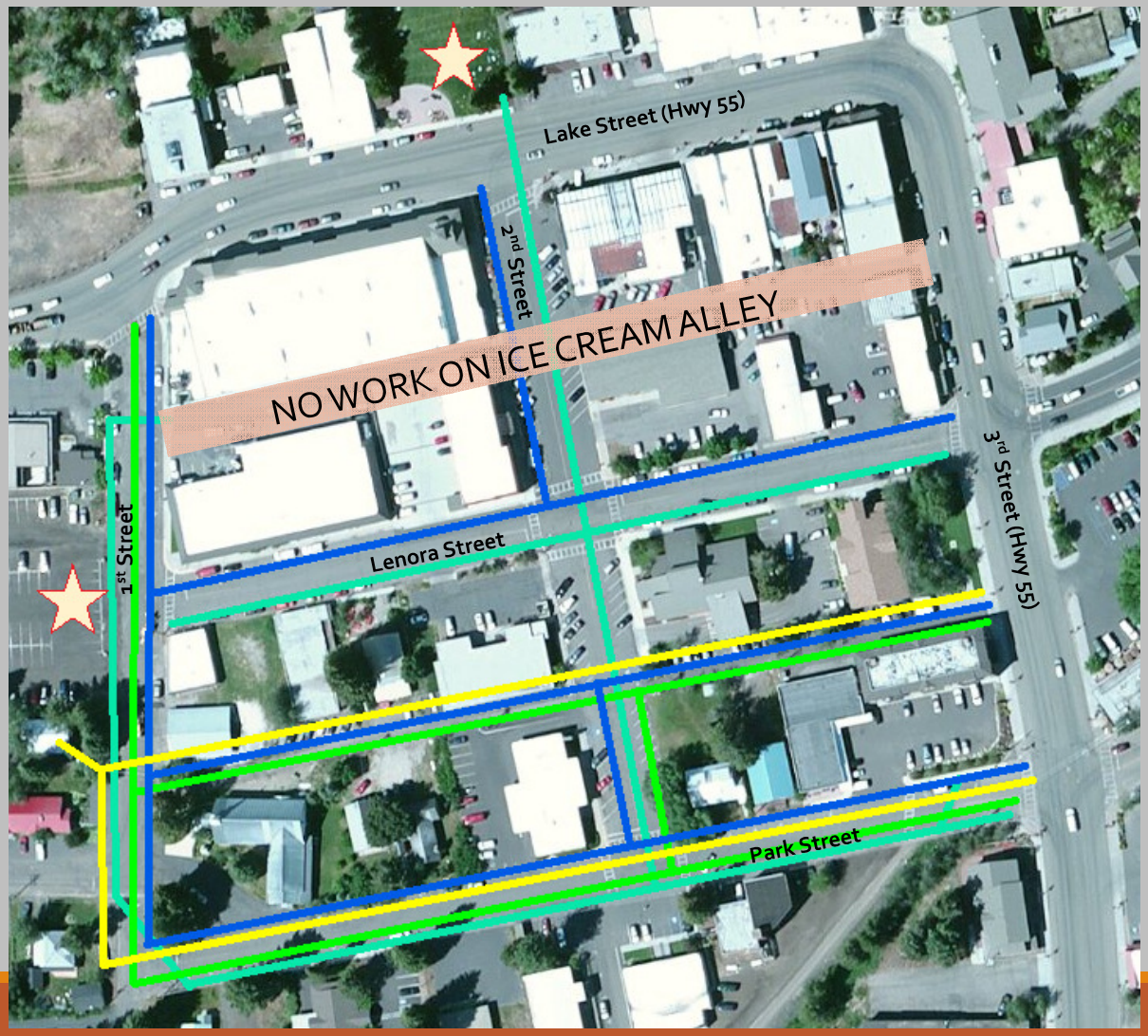
Conceptual Design of Downtown Core Utilities



- Proposed Sewer – 2650 ft
- Proposed Water – 3550 ft
- Proposed Storm Drain – 2950 ft
- Proposed Undergrounded Franchise Utilities
- Proposed Storm Water Infiltration Facilities

City of McCall

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Utility Costs

- Undergrounding Franchise Utilities: $1,345,000 (Franchise Utility Fund)
  - Includes Cable One, Frontier and Idaho Power
- Upgrading sewer facilities: $220,000 (Sewer Fund)
- Upgrading water facilities: $350,000 (Water Fund)
- Upgrading storm water facilities: $275,000 (Streets LOT)
- Addition of storm water infiltration system: $720,000 (Streets LOT)
  - Not included in original CIP

City of McCall

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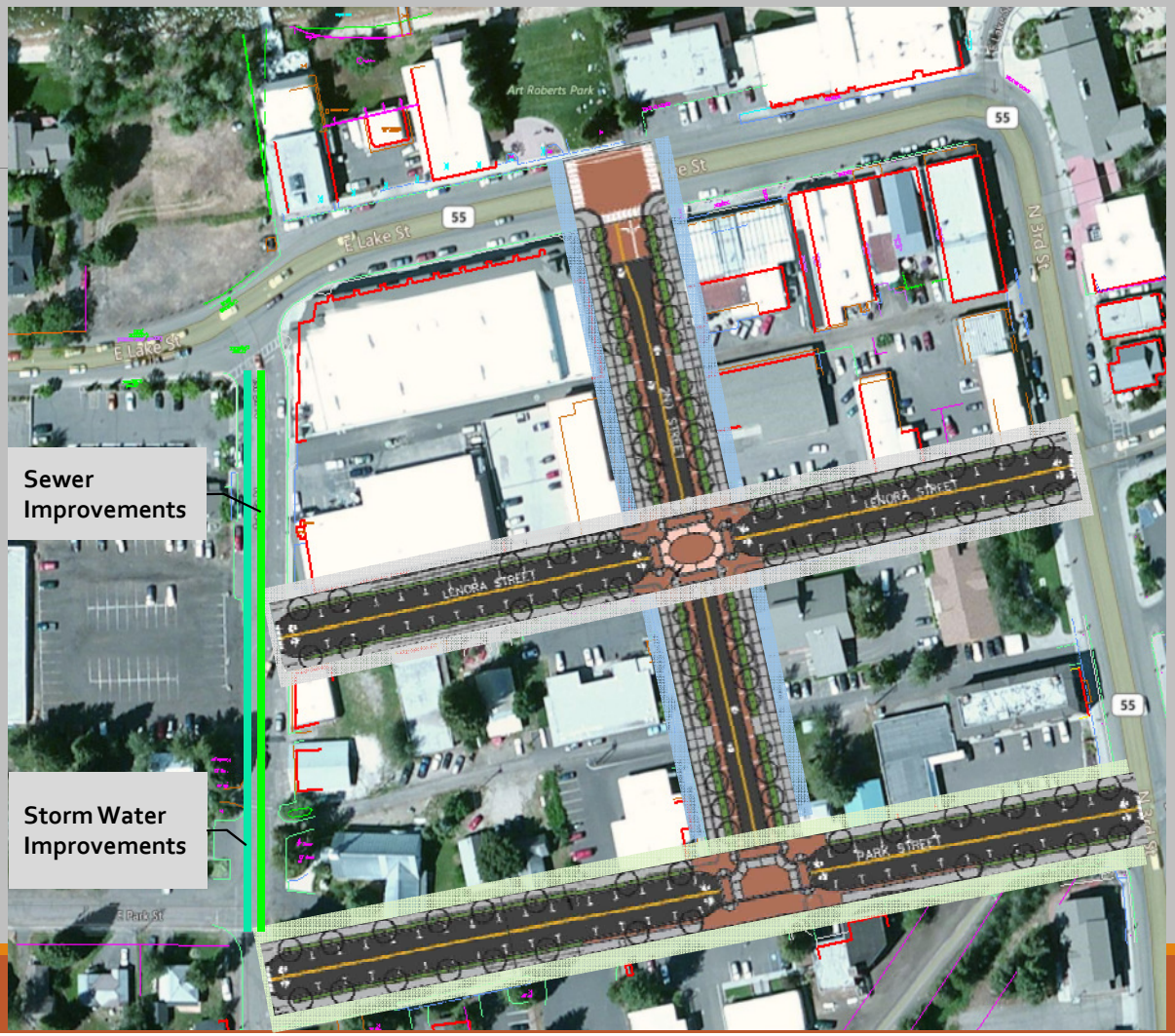
Scenario One: Original McCall CIP

- Underground Franchise Utilities in 2017
- Park St in 2018
  - Est. Construction Cost: $2,660,000
  - Anticipated LOT Fund Balance (January 2019): $1,114,000
- 2nd St in 2021
  - Est. Construction Cost: $1,440,000
  - Anticipated LOT Fund Balance (January 2022): $1,363,000
- Lenora St in 2022
  - Est. Construction Cost: $1,493,000
  - Anticipated LOT Fund Balance (January 2023): $1,203,000



Scenario One: Original McCall CIP Schedule

Revised Capital Improvement Plan – 2016 to 2022 – Based on a $1 Million per Year Program

Year	Road Name/Description	Current Estimated Cost	Current Estimated LOT Funds Required	Estimated LOT Funds Accumulated	Estimated LOT Funds Available after Improvements
2016	Various Capital Improvements	$75,000	$75,000	$1,000,000	$925,000
2017	Commerce St	$691,000	$691,000	$1,925,000	1,234,000
2018	Park St	$2,660,000	$1,120,000	2,234,000	$1,114,000
2019	Idaho St	$750,000	$500,000	$2,114,000	$1,614,000
2020	E Deinhard Ln	$1,081,000	$1,081,000	$2,614,000	$1,533,000
2021	2nd St	$1,440,000	$1,170,000	$2,533,000	$1,363,000
2022	Lenora St	$1,493,000	$1,160,000	$2,363,000	$1,203,000

Scenario One: Original McCall CIP

Pros

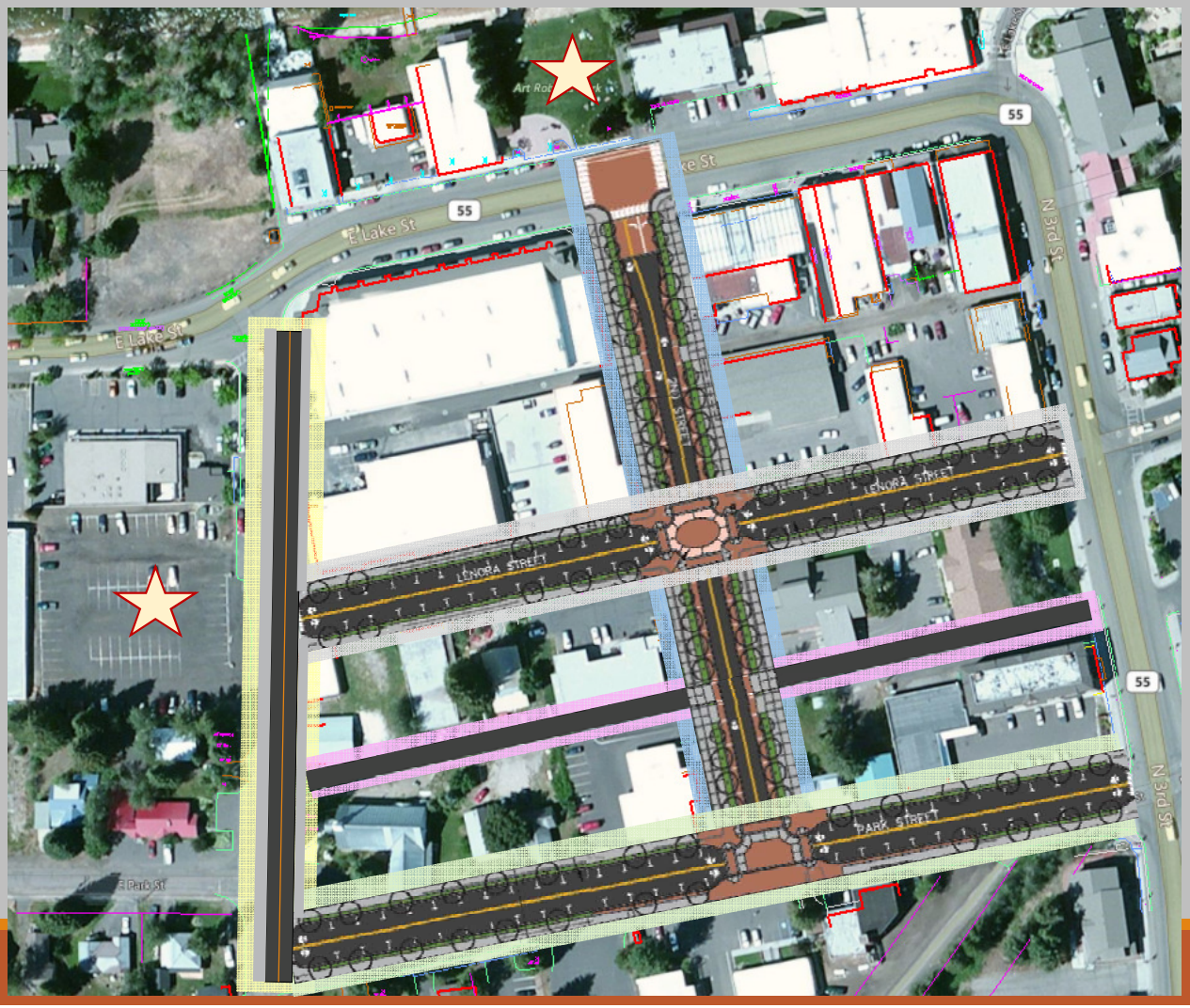
- Follows LOT funding CIP originally approved by voters
- Fits anticipated LOT fund collection schedule
- Constructs Park St first, which has high public usage

Cons

- Doesn't include 1st St or Veteran's Alley
- Doesn't include storm water management facilities
- Potential for conflict with future Library Expansion and Transit Center
- Requires undergrounding franchise utilities in Park St in 2017
- Doesn't address Franchise Utilities in Veteran's Alley
- Park St improvements require utility work on 1st St, requiring temporary patches
- Main corridor (2nd St) not constructed first
- Lengthy overall construction schedule (2017 through 2022 and beyond)

Scenario Two: Complete Downtown Construction in Staggered Years

- Underground Franchise Utilities in 2017
- 2nd St and Lenora in 2018
  - Est. Construction Cost: $2,940,000
  - Anticipated LOT Fund Balance (January 2019): -$96,000
- Veteran's Alley and Park St in 2020
  - Est. Construction Cost: $3,152,000
  - Anticipated LOT Fund Balance (January 2021): $132,000
- 1st St and Storm Water Infiltration Facilities in 2023
  - Est. Construction Cost: $1,970,000
  - Anticipated LOT Fund Balance (January 2024): $421,000



Scenario Two: Complete Downtown Construction in Staggered Years

Revised Capital Improvement Plan – 2016 to 2022 – Based on a $1 Million per Year Program

Year	Road Name/Description	Current Estimated Cost	Current Estimated LOT Funds Required	Estimated LOT Funds Accumulated	Estimated LOT Funds Available after Improvements
2016	Various Capital Improvements	$75,000	$75,000	$1,000,000	$925,000
2017	Commerce St	$691,000	$691,000	$1,925,000	1,234,000
2018	2nd St & Lenora	$2,940,000	$2,330,000	2,234,000	-$96,000
2019	Idaho St	$750,000	$500,000	$904,000	$404,000
2020	Veteran's Alley & Park St	$3,152,000	$1,272,000	$1,404,000	$132,000
2021	E Deinhard Ln	$1,081,000	$1,081,000	$1,132,000	$51,000
*2023	Storm Water Facility & 1st St	$1,970,000	$1,630,000	$2,051,000	$421,000

Scenario Two: Complete Downtown Construction in Staggered Years

Pros

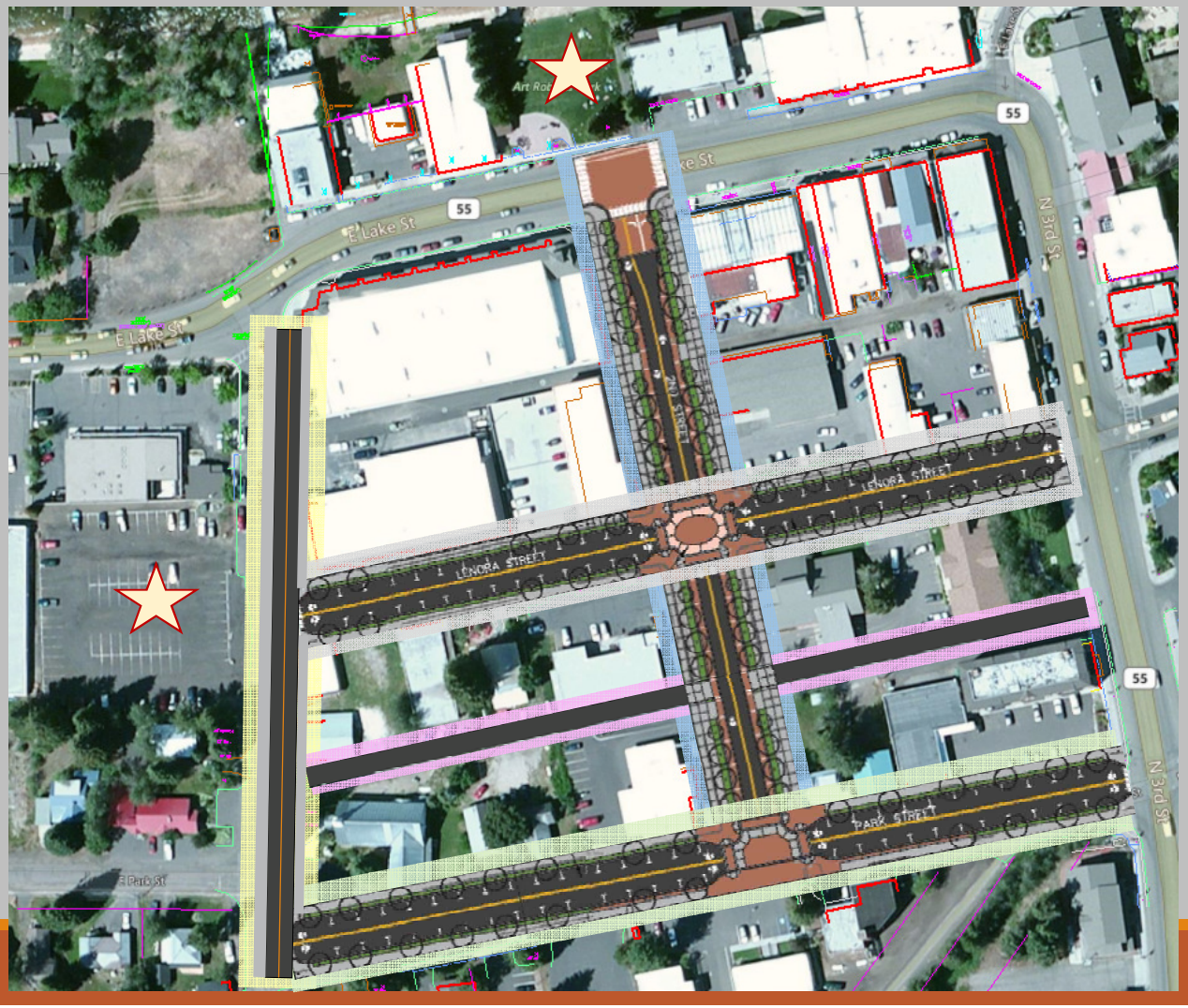
- High visibility by constructing 2nd St and Lenora first
- Allows more time for undergrounding franchise utilities in Park St prior to construction
- Gives time for Library Expansion and Transit Center planning prior to Park St
- Includes 1st St, Veteran's Alley and Storm Water Facilities, to complete Downtown Core
- Doesn't require temporary storm drain connections in 2nd St

Cons

- Doesn't follow LOT funding CIP originally approved by voters
- Exceeds anticipated LOT fund collection schedule at times
- Lengthy overall construction schedule
- Park St improvements require utility work on 1st St, requiring temporary patches

Scenario Three: Complete Downtown Construction in Consecutive Years

- Underground Franchise Utilities in 2017
- Park St and Veteran's Alley in 2019
  - Est. Construction Cost: $3,152,000
  - Anticipated LOT Fund Balance (January 2020): $1,462,000
- 2nd St and Lenora St in 2020
  - Est. Construction Cost: $2,940,000
  - Anticipated LOT Fund Balance (January 2021): $132,000
- 1st St and Storm Water Infiltration Facilities in 2023
  - Est. Construction Cost: $1,970,000
  - Anticipated LOT Fund Balance (January 2024): $421,000



Scenario Three: Complete Downtown Construction in Consecutive Years

Revised Capital Improvement Plan – 2016 to 2022 – Based on a $1 Million per Year Program

Year	Road Name/Description	Current Estimated Cost	Current Estimated LOT Funds Required	Estimated LOT Funds Accumulated	Estimated LOT Funds Available after Improvements
2016	Various Capital Improvements	$75,000	$75,000	$1,000,000	$925,000
2017	Commerce St	$691,000	$691,000	$1,925,000	1,234,000
2018	Idaho St	$750,000	$500,000	$2,234,000	$1,734,000
2019	Veteran's Alley & Park St	$3,152,000	$1,272,000	$2,734,000	$1,462,000
2020	2nd St & Lenora	$2,940,000	$2,330,000	$2,462,000	$132,000
2021	E Deinhard Ln	$1,081,000	$1,081,000	$1,132,000	$51,000
*2023	Storm Water Facility & 1st St	$1,970,000	$1,630,000	$2,051,000	$421,000

Scenario Three: Complete Downtown Construction in Consecutive Years

Pros

- **Accelerated construction of core (2 years)**
- Constructs Park St first, which has high public usage
- Gives time for Library Expansion and Transit Center planning prior to Park St
- Includes 1st St and Veteran's Alley, to complete Downtown Core
- Within anticipated LOT fund collection schedule

Cons

- Doesn't follow LOT funding CIP originally approved by voters
- Park St improvements require utility work on 1st St, requiring temporary patches

Other Considerations

City of McCall

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Construction Season Option 1:

Construct all improvements between April 15th – November 1st

Pros

- Minimizes contract time
- Less total time disrupting businesses
- May allow for extended construction, weather permitting
- Less risk for weather delays

Cons

- Final surfaces will be placed late in the season, difficult to control quality
- Construction through peak tourist season

City of McCall

HORROCKS ENGINEERS

Construction Season Option 2:

Construct subsurface utilities from August 15th – November 1st, with winter shutdown, and surface construction from April 15th – June 31st

Pros

- Avoid construction during peak tourist season (June 31st – Aug 15th)
- Could allow for winter work, weather permitting
- Final surfaces will be placed in May and June, better temperatures

Cons

- Higher risk for weather delays
- Longer contract time
- Open construction and temporary surfaces during the winter months

City of McCall

HORROCKS ENGINEERS

Summary

- Proposed section creates walking mall environment, favoring pedestrian traffic
- Utility improvements require adding Veteran's Alley and 1st Street
- Phasing can accommodate peak tourist season
- Property/Business owner input is needed
- Council Decisions

City of McCall

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Future City Council Decisions

- Approval of construction sequence
- Adding 1st St reconstruction and Veteran's Alley to improvements
- Adding storm water management facilities to improvements
- Deviating from original CIP schedule/projects

City of McCall

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Future City Council Decisions - Policies

- Snow removal
- Infrastructure maintenance within right-of-way
- Who pays?

City of McCall

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City Council Decisions Today

- Approval to present phasing scenarios to business and property owners for input

City of McCall

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Additional and Supplemental Funding

- Anticipated LOT fund revenue may be higher than estimated
- Application of property tax
- Revenue anticipation note
- LID
- Apply for available grants
  - CDBG
  - LHTAC
  - TIGER
  - FEMA Pre-disaster Mitigation (storm drain)
- Timbercrest fund of $97,000 prior to June 1, 2024

City of McCall

HORROCKS ENGINEERS

Project Schedule Moving Forward

Council Briefing/Workshop	November 18th, 2016
Open House with Property Owners	December, 2016
Council Meeting	December, 2016
Public Meeting	January/February, 2017
Final Council Meeting	February/March, 2017

City of McCall

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Questions or Comments?

City of McCall

HORROCKS ENGINEERS

APPENDIX C

From: Trevor Howard
To: nstewart@mccall.id.us
Cc: Bryan Foote; Heidi Carter; Karie Davidson; Chris Malvich (cmalvich@mccall.id.us)
Subject: Downton Core Heated Sidewalks
Date: Thursday, January 26, 2017 12:25:53 PM

Nathan,

We have collected additional information related to snow removal and heating the sidewalks in the Downtown Core:

The cost of conventional snow removal of the sidewalks is $50,000-100,000 per year

The cost of heating the sidewalks is $500,000-$1,000,000 installation + $500,000-1,000,000 per year operation

1. The cost of conventional Snow removal is based on our conversation with Chris Malvich. It takes 4 loaders and 2 motor graders (with operators) 4 hours to plow down town. Approximately once in 5 years, the city spends $15,000-20,000 to haul snow away. The city plowed the streets 3x in Nov 2016, 14x in Dec 2016, 7x in Jan 2017 (as of Jan 23), and 3x in February of 2016. Based on Blue book rates for the equipment and $52/hr for each operator (includes rate, fringe, and overhead), This snow removal cost the city $102,000.

   I recognize that removing snow from the sidewalks would require different equipment and a different level of effort. The estimated cost of conventional snow removal from the sidewalks assumes that it would be between 50-100% of the cost to plow the roads.
2. All sidewalk heating costs were developed assuming that all of the new sidewalks on 1st, Park, Lenora, & Second are heated.
3. Using an installation cost of $15/SF obtained from Warmzones, installation would cost $1.1 million. We also discussed the recommended sidewalk heating system with Ferguson in Twin Falls. They indicated that hydronic tubing and 11 1,000 MBH boilers required would cost $394,000 (materials only). It appears that $15/SF is a reasonable installation cost to use for a cost-benefit analysis
4. Warmzones recommended using $5/1,000SF/HR for an estimated operating cost. Ferguson indicated that each 1,000 MBH boiler would use 524 gal of propane per day (24 hr) during operation.
5. The Sunvalley Company maintenance Supervisor said that they operate 5 miles of heated sidewalks. They operate them continually through the winter, and have no issues with ice dams. Warmzone and Ferguson recommend operating the systems continually to maintain an elevated temperature instead of turning the system on and off.
6. Snow was removed 27 times (Item #1). We assumed that the system was not operated continually, but based on snowfall and required 2 days of operation for each event (60 operated days per year). Operating costs for heated sidewalks would be $533,000/year at $5/1,000 SF/HR (Warmzone Operating estimate). Operating costs would be $885,000/year @2.56/gal of propane (Ferguson Operating Estimate)
7. We have contacted Solar Roadways about their solar powered, heated and lighted panels.

They are currently working on pilot projects, but not mass manufacturing panels. They may be mass manufacturing panels in a year or 2. We have asked if there would be a possibility of using our project as a pilot project, but have not received a response yet.

Thank you,

Trevor L Howard, PE
Project Manager
HORROCKS ENGINEERS
5700 East Franklin Road, Suite 160 | Nampa, Idaho 83687
Cell 208.559.2663 | Office 208.463.4197 ext 339 | Fax 208.463.7561
Email trevorh@horrocks.com www.horrocks.com

Sidewalk	2nd Street	Lenora	Park	1st	
Walk Width (FT)	15	11	11	11	
Landscaping Width (FT)	6	0	0	0	
Length (FT)	652	731	792	600	**Total SQFT**
Sidewalk Area (SQFT)	27384	16082	17424	13200	**74090**
Total ROW Width	80	60	60	60	
Area of ROW (SQFT)	52160	43860	47520	36000	**Total % Sidewalk**
% of Sidewalk in ROW	52.50	36.67	36.67	36.67	**40.63**

Intallation Cost per SQFT	**Total Installation cost**
$ 15.00	**$ 1,111,350.00**

Costs Per Snow Removal Downtown McCall					
	Loader	Grader	Personnel	Time (hrs)	
Quantity	4	2	6	4	**Total per removal**
Rate	$ 116.53	$ 99.59	$ 39.04	$ 899.51	**$ 3,598.05**
Source	(Cat 980H)	(Cat 160M)	1.33*(Davis Bacon)		

Haul Snow From Lot	Cost	Frequency Per Year	**Haul Cost Per Year**
	$ 20,000.00	0.25	**$ 5,000.00**

Month	November	December	January	February	Total Removals Per Year
# of removal days	3	14	7	3	27

Total Removal Cost Per Year	**Total Sidewalk Removal Cost Per Year @ % Sidewalk**
$ 102,147.40	**$ 41,497.38**

Assumed Heater Usage					
Month	Nov	Dec	Jan	Feb	**Overall % used**
Percent Used	25	100	50	25	**50**

Operating Cost	
Operating Cost	$ 5.00
Per (X) SQFT	1000
Per hour	1
Total Cost Per Hour	$ 370.45
Total Operating Cost (4 months running continuous)	**$ 1,066,896.00**
Total Operating Cost (4 months running 50% of the time)	**$ 533,448.00**

From Ferguson	**Jessy.Lawrence@Ferguson.com**			
24 Hour Full Time Consumption		Materials	$ 394,111.07	
Boilers	11	Engineering	$ 98,527.77	?
Gallons Propane Per Boiler	524	Installation	$ 131,370.36	?

Propane $/Gallon	$ 2.56	Installation Cost	$ 624,009.19
24 hr	$ 14,755.84		
60 Days Of Operation	**$ 885,350.40**		

APPENDIX D

GOALS

The condition of McCall's Downtown is a reflection of its overall character and the community it serves. This project aims for a well-designed, pedestrian-oriented, and active Downtown lined with successful businesses to increase its attractiveness to residents,employers and visitors.

MOVING TO THE FUTURE

McCall's Downtown Master Plan calls to create a vibrant city center that boasts live and work space. Enhancements and investment in infrastructure have the proven ability to create jobs, inspire redevelopment, and incubate small business property values while increasing the community's options for goods and services.

LOCATION

Create an original downtown that capitalizes on the "heart"of the community and the unique attributes and location on Payette Lake.

PEDESTRIAN FOCUSED

Incorporate sidewalks, landscaping, lighting, outside seating,event spaces, and commercial enterprises that encourage downtown pedestrian activity.

CONNECTIONS

Encourage efficient, interesting, and enjoyable experiences for pedestrians, cyclists, and motorists through appropriately designed streets and connections.

STABILITY

Build upon the distinctive traits of McCall to create a stable economy with a strong local businesses community.

INCREASE

Increase the number of residents, visitors and consumers who spend time and money in McCall's Downtown.

WHY DOWNTOWN *RECONSTRUCTION ?*

DOWNTOWN

As the "Heart" of the City, McCall's Downtown is the gathering place for the community and a sense of arrival for visitors. The first glimpse of Payette Lake when entering Downtown McCall leaves a lasting impression on anyone who has visited. This project aims to increase the energy of the area and create a vibrant and attractive destination for both residents and visitors. A healthy and attractive Downtown can become a symbol of pride for the community and establish its identity.

Downtown McCall is an important economic catalyst for attracting new businesses, residents, and visitors to McCall. Having a unique Downtown character is an undeniable economic asset and well-worth the long term investment. Research shows that a healthy and vibrant Downtown boosts the economic health and quality of life in a community.

The current dilapidated condition of Downtown McCall roads display the need to rebuild. The Streets L.O.T. has provided a financial solution to repair an important reflection of McCall's overall character. City of McCall remains focused on maintaining and improving the physical and economic aspects of Downtown McCall for visitors, residents and the businesses community.

City of McCall
www.McCall.id.us

HORROCKS ENGINEERS

For more information on the project:
Bryan Foote: Consultant Project Manager
Horrocks Engineers
bryanf@horrocks.com

Karie Davidson: Design Engineer
Horrocks Engineers
karied@horrocks.com

DOWNTOWN CORE PROJECT

Conceptual Rendering of Downtown Intersection

DOWNTOWN RECONSTRUCTION

ATTEND THE UPCOMING OPEN HOUSES at Hotel McCall Library

To discuss conceptual design elements and construction sequencing.

Wednesday, January 4th, 2017

10:00 am – 11:00 am	*2nd Street Businesses*
11:00 am – 12:00 pm	*Lenora Street Businesses*
1:00 pm – 2:00 pm	*Park Street Businesses*
2:00 pm – 3:00 pm	*1st Street Businesses*
4:00 pm – 7:00 pm	*Open to the Public*

Choose a time and email Sdevere@mccall.id.us or call (208) 634-8945 to RSVP

DOWNTOWN CORE PROJECT

Creating a Downtown that is physically attractive, well connected and economically vibrant.

CORE *PROJECTS*

2nd Street

2nd Street is the center of the downtown core and therefore calls for a unique design to define Downtown McCall:

- Potential for special pavement treatments and flush curbs that create a pedestrian focused environment and make the street conducive to temporary closures for people to gather for special events.
- Visual access to Payette Lake through Art Roberts Park from 2nd Street

Lenora, Park and 1st Street

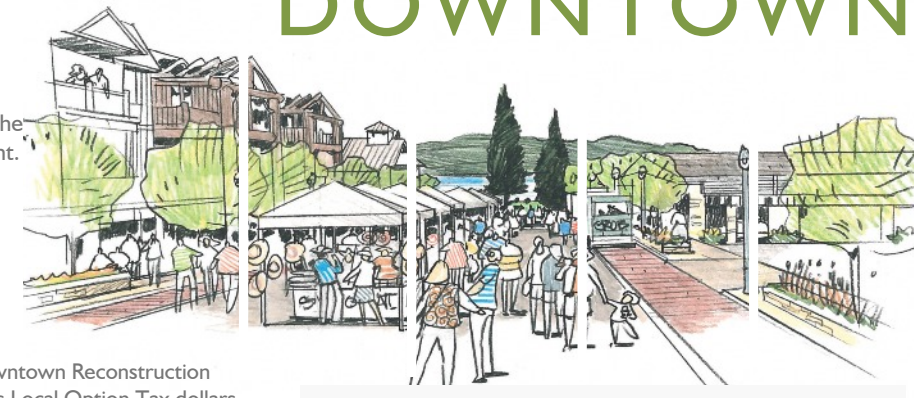
Lenora, Park and 1st Street are typical streets in the downtown with low speeds, short blocks, and relatively low traffic volumes:

- Primary function is to provide pedestrian connections, access to adjacent businesses, public on-street parking, and other uses in the Downtown
- Lenora Street is an important pedestrian connection from the public parking lot at 1st Street to the Downtown Core and the Lakefront.

* 1st Street pending funding

The typical roadway cross sections for 2nd, Lenora, Park and 1st Street, have been developed and vetted through the public involvement process for the McCall Downtown Master Plan. Now that the typical cross sections are defined, the design features that would accomplish the goals as defined in the master plan are being evaluated.

DOWNTOWN



2013

May – October - Three Community Workshops for McCall Downtown Master Plan

December - Adoption of McCall Downtown Master Plan

2015

November 3rd - L.O.T. Passed

July - Initial Cost Estimate for Improvements

2016

May – November - Feasibility Study and Refined Estimates

November 18th - Council Briefing/Workshop

December – Property/Business Owner & Public Involvement *

2017

January 4th - Open House with Property/Business Owners and Public (See inside)

January 20th - Council Meeting to present findings from Open House

February - Public Meeting to further define design and present construction sequencing

February/March - Final Council Meeting to finalize Downtown Core approach and provide approval to proceed with design

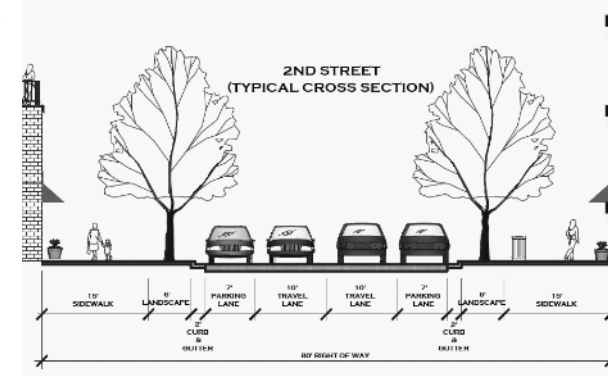
May – January – Begin Design

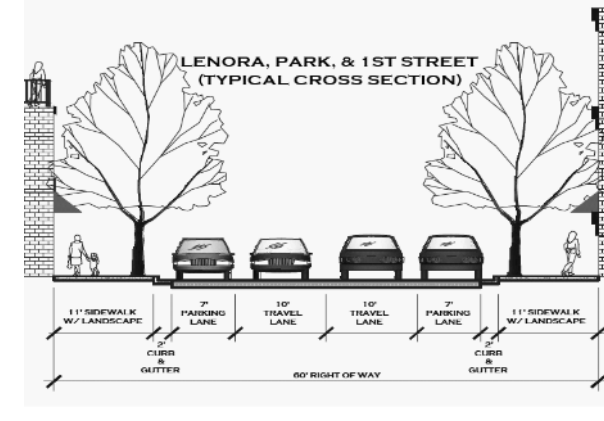
2018

Begin Construction

The Downtown Reconstruction Project uses Local Option Tax dollars to repair McCall roadways. These streets were allocated as a part of the *McCall Improvement Plan* as well as detailed for future growth in the *Downtown Master Plan.*

IMPROVE STREETS





APPENDIX E

Welcome

Thank you for attending the open house. The purpose of this open house is to give you the opportunity to:

- Discuss why downtown reconstruction is important
- Review construction sequencing scenarios that have been developed for the Downtown Core
- Give us your input

DOWNTOWN RECONSTRUCTION

Jan. 4th, 2017

City of McCall

HORROCKS ENGINEERS

Why Downtown Reconstruction?

The current dilapidated condition of Downtown McCall roads display the need to rebuild. The Streets Local Option Tax (L.O.T.) has provided a financial solution to repair the Downtown Core, which remains an important reflection of McCall's overall character.

The McCall Public Works Department has been evaluating the funding and construction needs for our City's street network since 2011. The process included all aspects of street strategies and evaluated necessities in categories such as stormwater management, pavement quality, parking, and underground infrastructure. As demonstrated in the photos, these Downtown streets are beyond their useful life and require complete replacement.

Planned Street Improvements

The condition of McCall's Downtown is a reflection of its overall character and the community. This project aims for a well-designed, pedestrian-oriented, and active Downtown lined with successful businesses to increase its attractiveness to employers, residents, and visitors.

Street Improvements Include:

- New roadway surfaces
- Improved sidewalks
- On-street parking
- Enhanced pedestrian intersections
- Utility upgrades*
- Event space
- Street lighting
- Storm water management upgrades
- Integrated public artwork*
- Opportunities for outside seating*

Expected Benefits to Business Owners:

- Increased property values
- Improved walkability
- Enhanced foot traffic & increased revenue
- Attraction for tourism
- Encourages new business
- Allows more downtown events
- Revitalizes the heart of the City

*Funded by sources other than the Streets L.O.T.

Timeline

2013

May – October - Three Community Workshops for McCall Downtown Master Plan

December 19th - Adoption of McCall Downtown Master Plan

2015

November 3rd - Streets L.O.T. Passed

July - Initial Cost Estimate for Improvements

2016

May – November - Feasibility Study and Refined Estimates

November 18th - Council Briefing/Workshop

December
Property/Business Owner & Public Involvement

2017

January 4th - Open House with Property/Business Owners and Public

Late January - Council Meeting to present findings from Open House

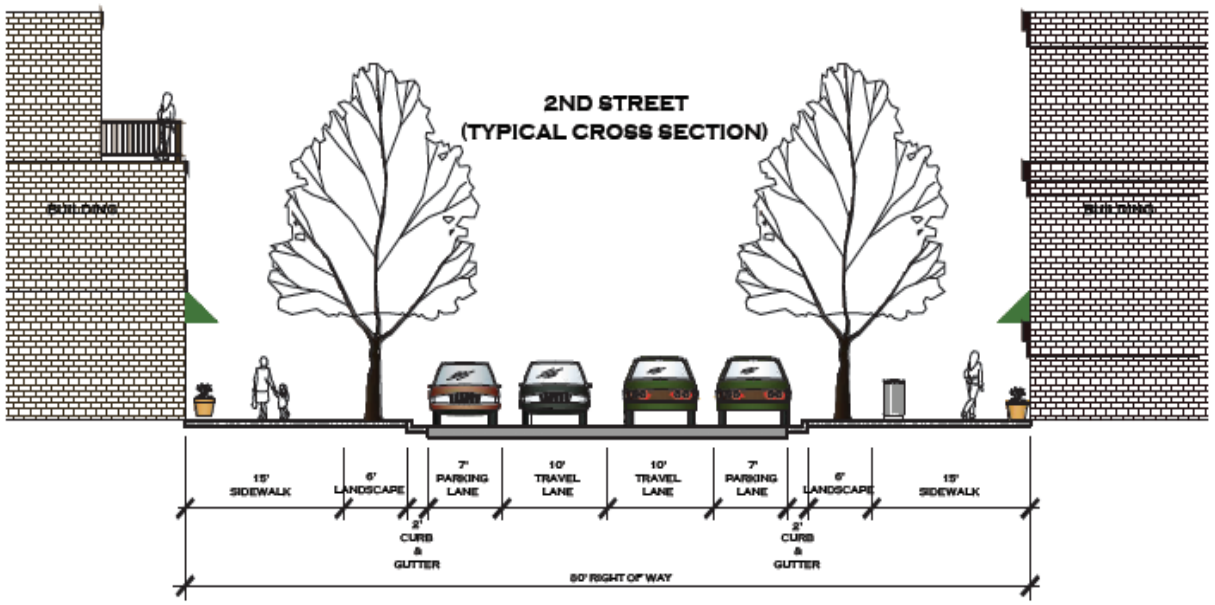
February - Public Meeting to further define design and present construction sequencing

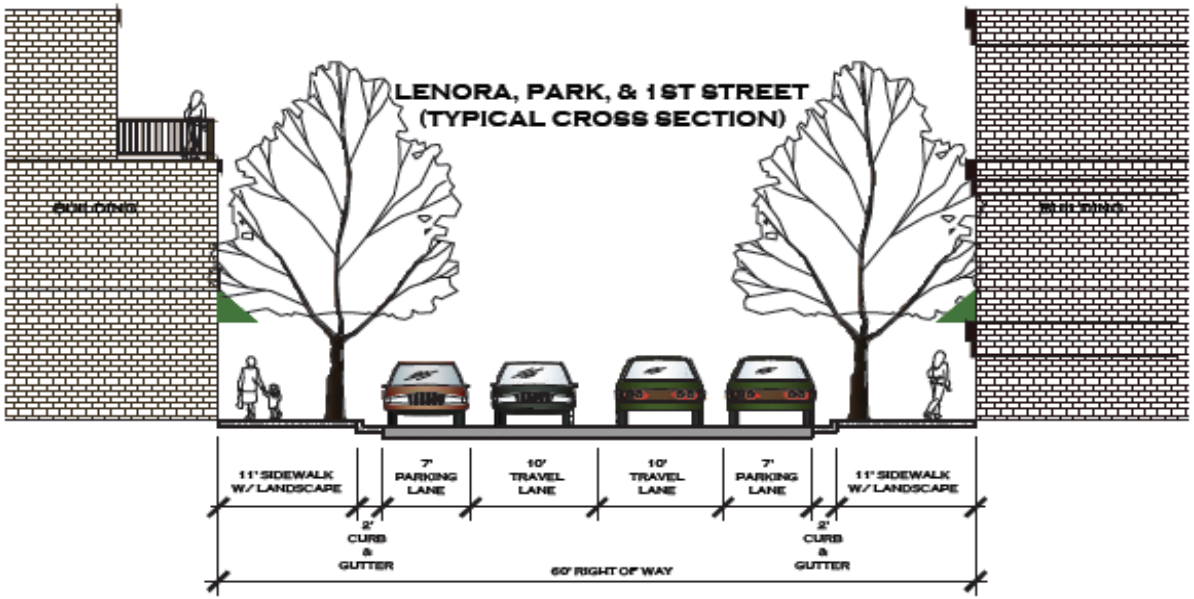
February/March - Final Council Meeting to finalize Downtown Core approach and provide approval to proceed with design

May – January - Begin Design

2018

Begin Construction


2ND STREET
(TYPICAL CROSS SECTION)
BUILDING
BUILDING
15' SIDEWALK
6' LANDSCAPE
2' CURB & GUTTER
7' PARKING LANE
10' TRAVEL LANE
10' TRAVEL LANE
7' PARKING LANE
2' CURB & GUTTER
6' LANDSCAPE
15' SIDEWALK
80' RIGHT OF WAY


LENORA, PARK, & 1ST STREET
(TYPICAL CROSS SECTION)
BUILDING
BUILDING
11' SIDEWALK W/ LANDSCAPE
2' CURB & GUTTER
7' PARKING LANE
10' TRAVEL LANE
10' TRAVEL LANE
7' PARKING LANE
2' CURB & GUTTER
11' SIDEWALK W/ LANDSCAPE
60' RIGHT OF WAY

Planned Utility Improvements

- Sewer – 2650 ft
- Water – 3550 ft
- Storm Drain – 2950 ft
- Undergrounded Franchise Utilities
- Storm Water Infiltration Facilities

Project Phasing Options

The following project phasing options show possible ways in which the Downtown Core can be reconstructed. We would like to know if you prefer one phasing option over the others.

Project Phasing Option 1:

Original Streets L.O.T. Schedule

- Underground Franchise Utilities in 2017
- Park Street in 2018
- 2nd Street in 2021
- Lenora Street in 2022
- 4 years of construction
  6 years to complete

Project Phasing Option 1:

Original Streets L.O.T. Schedule

Pros

- Follows Streets L.O.T. funding schedule originally approved by voters
- Fits anticipated Streets L.O.T. fund collection schedule
- Constructs Park St first, which has high public usage

Cons

- Doesn't include 1st St or Veteran's Alley
- Doesn't include storm water management facilities
- Potential for conflict with future Library Expansion and Transit Center
- Requires undergrounding franchise utilities in Park St in 2017
- Doesn't address Franchise Utilities in Veteran's Alley
- Park St improvements require utility work on 1st St, requiring temporary patches
- Main corridor (2nd St) not constructed first
- Lengthy overall construction schedule (2017 through 2022 and beyond)

Project Phasing Option 2:

Complete Construction in 5 Years

- Underground Franchise Utilities in 2017
- 2nd Street & Lenora Street in 2018
- Veteran's Alley & Park Street in 2021
- 3 years of construction 5 years to complete
- 1st Street and Storm Water Facilities when funding is available

Project Phasing Option 2:

Complete Construction in 5 Years

Pros

- High visibility by constructing 2nd St and Lenora St first
- Allows more time for undergrounding franchise utilities in Park St prior to construction
- Gives time for Library Expansion and Transit Center planning prior to Park St
- Includes 1st St, Veteran's Alley and Storm Water Facilities, to complete Downtown Core
- Doesn't require temporary storm drain connections in 2nd St

Cons

- Doesn't follow Streets L.O.T. funding schedule originally approved by voters
- Exceeds anticipated Streets L.O.T. fund collection schedule at times
- Lengthy overall construction schedule
- Park St improvements require utility work on 1st St, requiring temporary patches

Project Phasing Option 3:

Complete Construction in 3-4 Years

- Underground Franchise Utilities in 2017 or 2018
- Park Street & Veteran's Alley in 2019
- 2nd Street & Lenora Street in 2020
- 3-4 years of construction 3-4 years to complete
- 1st Street and Storm Water Facilities when funding is available

Project Phasing Option 3:

Complete Construction in 3-4 Years

Pros

- **Accelerated construction of core**
- Constructs Park St first, which has high public usage
- Gives time for Library Expansion and Transit Center planning prior to Park St
- Includes 1st St and Veteran's Alley, to complete Downtown Core
- Within anticipated Streets L.O.T. fund collection schedule

Cons

- Doesn't follow Streets L.O.T. funding schedule originally approved by voters
- Park St improvements require utility work on 1st St, requiring temporary patches

Construction Season Options

The following construction season options show possibilities for when construction can occur within a single year. Either option will work for all project phasing alternatives. We would like to know if you prefer one construction season option over the other.

Construction Season Option 1:

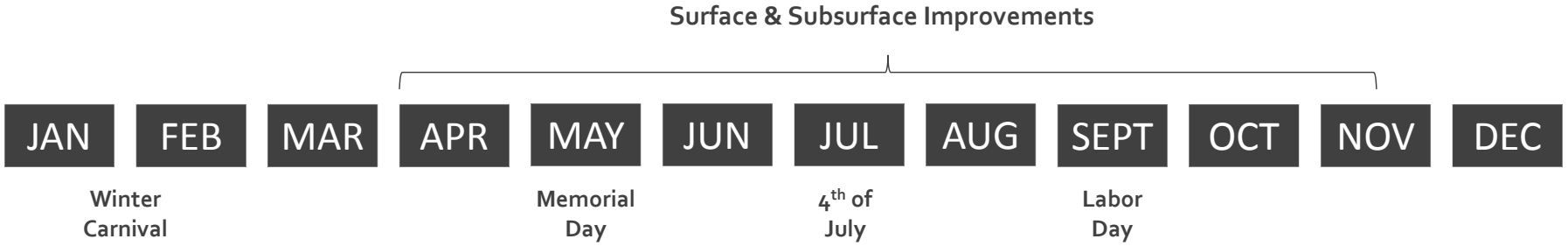
Construct all improvements between **April – November**

Pros

- Minimizes contract time
- Less total time disrupting businesses
- May allow for extended construction, weather permitting
- Less risk for weather delays

Cons

- Final surfaces will be placed late in the season, difficult to control quality
- Construction through peak tourist season



Construction Season Option 2:

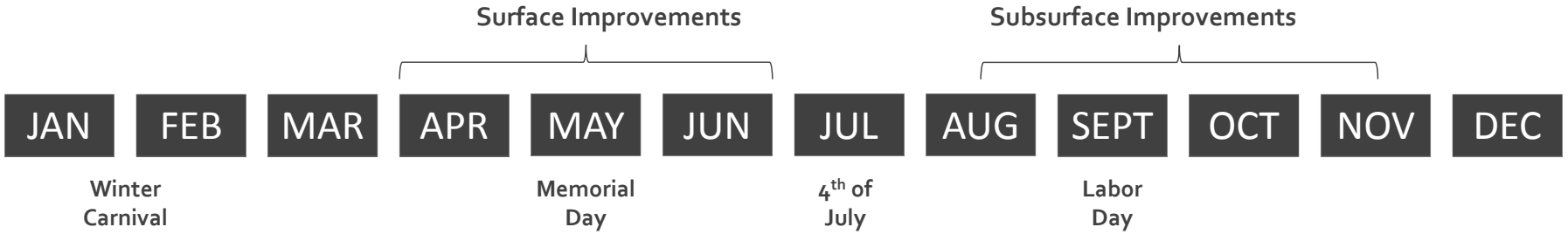
Construct subsurface utilities from **August – November**, with winter shutdown, and surface construction from **April – June**

Pros

- Avoid construction during peak tourist season (July – Aug)
- Could allow for winter work, weather permitting
- Final surfaces will be placed in May and June, better temperatures

Cons

- Higher risk for weather delays
- Longer contract time
- Open construction and temporary surfaces during the winter months



Thank you

What's Next?

2017

Late January - Council Meeting to present findings from Open House

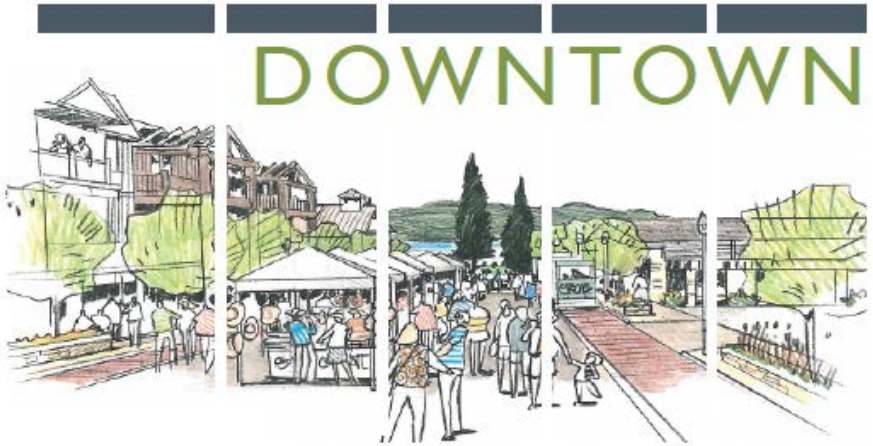
February - Public Meeting to further define design and present construction sequencing

February/March - Final Council Meeting to finalize Downtown Core approach and provide approval to proceed with design

May – January - Begin Design

2018

Begin Construction



APPENDIX F

City of McCall

Public Involvement Meeting Summary

Date: January 5, 2017
Project Name: City of McCall Downtown Reconstruction
Subject: January 4, 2017 Public Involvement Meeting Comment Summary

Overview

The City of McCall Downtown Reconstruction public involvement meeting was held on January 4, 2017 at the Hotel McCall. The purpose of this public meeting was to provide an update on the downtown core reconstruction and acquire input from the public on project phasing and construction season options. There were 41 people that signed in at the open house with 32 comment sheets received during the meeting. The sign-in sheets, the completed comment forms and the display boards presented at the public meeting can all be found in the Appendix.

Survey Summary

The comment form presented to the public consisted of three questions with the majority responding to all questions. Below is a summary of the responses:

Question 1 – Phasing Options

Which Project Phasing option do you prefer?		
Answer Options	**Response Percent**	**Response Count**
Option 1 – 4 years of construction 6 years to complete	0.0%	0
Option 2 – 3 years of construction 5 years to complete	29.0%	9
Option 3 – 3 to 4 years of construction 4 years to complete	64.5%	20
No Preference	6.5%	2
answered question		31
skipped question		1

Question 2 – Construction Season Options

Which construction season would you prefer?		
Answer Options	**Response Percent**	**Response Count**
Construct all improvements April – November	21.9%	7
Construct subsurface utilities from Sept – Nov, with surface construction from April - June	71.9%	23
No Preference	6.2%	2
answered question		32
skipped question		0

HORROCKS ENGINEERS

Question 3 – List ideas for the reconstruction of the McCall Downtown Core?

A number of the public responded to this portion of the survey. These comments are summarized below:

- Several concerns regarding snow removal on sidewalks (who pays?)
- Numerous concerns regarding loss of parking
- Lenora should be first – sets the tone
- Public restrooms
- Interest expressed in "seasonal landscaping" with local species
- Communicate with businesses about the construction schedule and access restrictions during construction
- Design improvements to be as pedestrian friendly and low maintenance as possible
- Artwork needs to be practical and designed so that is can be seen in the winter months
- Preference noted for basic resurfacing with no fancy streetscapes
- Expedite construction time frames
- Be careful of underground river on 2nd Street
- Consider solar panels for sidewalks and streets
- Pass a bill on an Urban Renewal District
- Consider intersection designs to improve turning off of 3rd and Lake Street into core area
- Better recognition of bike traffic – bike lanes
- Consider possibility of bonds paid off by lot to accelerate schedule
- Consider roundabouts
- Coordinate with ITD to correct parking on 3rd in front of My Father's Place
- Look at constructing Lenora and 2nd Street first in Option 3
- Signal on 3rd Street at Lenora or Park
- Sidewalks maximum of 10' with trees only at mid-block to prevent sight restrictions
- Allow construction during the night to achieve more with less business interruption
- Create cost estimate of phasing of certain types of constructions through the winter months

Appendix

Public Information Meeting Sign-in Sheet
Public Information Meeting Comment Forms
Public Information Meeting Boards - See Downtown Core Feasibility Report Appendix E

DOWNTOWN RECONSTRUCTION

Sign In Sheet

Name	Business Name & Address (If Downtown)	Email Address	Phone Number
Jeff Jensen	Lakeview Chevron	lakeviewchevron@frontiernet.net	634.7544
Judy Titus	Auxiliary Thrift Shop		634-2084
Helen Eimers	Auxiliary Thrift Shop	634-3713	634-94664
John Corcoran	McCall Pet Outfitters	mccallpet@gmail.com	634-3440
Mary Nuckols	Century 21 Whitewater Clark	mary@IdahoLandOnTheWeb.com	630-4642
Patti Crandall	Aux. Thrift Shop		634-3996
Dean & Kathy Hordey	Home Town Sports 300 Lenora St	hometownsports@frontiernet.net	634-2302
Bill Sifford	901 2nd Box 2774	Billbstallion@Yahoo.com	338-9031
Gary Kucy			
Scott & Tricia Jackson	McCall Sports Exchange 802 N. 3rd St.	Scott@mccallsports.com	208.634.2334
LYNN LEWINSKI	LANDLORD/CRUSTYS		6345351
David & ANN McQuade	Community Congregational Church	cc.church@citlink.com	634-4740
George Pool	Senior Center	IraGeorge@frontiernet.net	315-1254
Karin Didisse	Huckleberry Garden	huckgdn@frontiero.com	634.8697
(4pm) DAVE PEUGH	EPIKOS	dpeugh@epikosdesign.com	634-4540
MARILYN KRAHN	211 E. Lake Krahn's	—	634-2193
Marge Krahn	211 E Lake	krahnmarge@gmail.com	515-468-1094
Kathy & Tom Menten	276 Morgan Drive	Kmenten@icloud.com	208-867-2813
Marilyn Arp	1004 Pine Circle	Marp@frontieranet.net	634-5533
Greg VANKERSLEY	CRESTLINE ENGINEERS	gtankersley@crestline-eng.com	634-4140
24 GLENN JACOBSEN		glJACOBSEN@frontiernet.net	634-2521
Karen Olde		oldefitz@frontiernet.net	630-4148
Dean Martens			
Joy Hamilton		~~dvgarters~~@idahodino@gmail.com	315-0446
JUDY DRAKE		joyhamilton@citlink.net	634-3151
Mel & TIM Bulkley		JFDRAKE@FRONTIERNET.NET	634-3481
JUDY KIRKLAND		RLBULKLEY@GMAIL.COM	(415) 450-7864
↓ ↓	44 DEGREES NORTH	44DEGREESNORTHMCCALL@GMAIL.COM	208-634-3260
COURTNEY SNYDER		csmcdesign@frontier.com	208 634 5707

DOWNTOWN RECONSTRUCTION

Sign In Sheet

Name	Business Name & Address (If Downtown)	Email Address	Phone Number
HEATHER SUSEMIHL		hsmcdesign@citlink.net	634 5707
DAN KRAHN	KRAHNS	Krahns @ frontiernet.net	634.2193
Earl Dobbs		dobberg@gmail.com	634-4429
Linda Corder		snowshoelou@gmail.com	315-2113
Ryan Speirs	Me	rspeirs@me.com	315-7611
Isaac Speirs		rspeirs@me.com	315-7611
Brent & Monica Morrison			

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- ☐ Option One – *4 years of construction 6 years to complete*
- ☐ Option Two –*3 years of construction 5 years to complete*
- ☒ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
- ☐ No Preference

(FLIP-FLOP LENORA & ~~[illegible]~~ PARK ↓ 1ST!)

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from ~~August~~ SEPT – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

LENORA SHOULD BE FIRST - SETS THE TONE.

Name: DAVE PEUGH

Business: EPIKOS

Address: 303 COLORADO

Email Address: dpeugh@epikosdesign.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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- ☐ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
- ☒ No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☐ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☒ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Name: John Corcoran
Business: McCall Pet Outfitters
Address: 200 Lenora St.
Email Address: Mccallpet@gmail.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

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PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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- ☒ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
- ☐ No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☒ Construct all improvements between April – November
- ☐ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Concerns – Snow removal – who pays
Sidewalks – who pays
Parking – A big one

Name: Helen Eimers

Business: Hospital Auxiliary

Address: _____

Email Address: _____

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

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PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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- ☑ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☑ Construct all improvements between April – November
- ☐ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

start with parking in Downtown — Then reconstruct

Name: Judy Titus

Business: Auxiliary Thrift Shop

Address: Lenora St & 2nd

Email Address: _____

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☑ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

More Parking, Public restrooms, parking garage at Chevron location

Name: Jeff Jensen

Business: Lakeview Chevron

Address: 300 E. Lake St.

Email Address: lakeviewchevron@frontier.net.net.

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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- ☐ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

I'd be interested in "seasonal landscaping" ideas which were mentioned in the presentation -

Name: Patty Hardey

Business: Home Town Sports

Address: 300 E. Lenora St.

Email Address: hometownsports@frontiernet.net

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

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PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Communicate with businesses about the construction schedule specifically about closing venue access to our businesses.

Name: DEAN HOVDEY

Business: HOME TOWN SPORTS

Address: 300 LENORA ST

Email Address: hometownsports@frontier.net

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- [ ] Option One – *4 years of construction 6 years to complete*
- [ ] Option Two –*3 years of construction 5 years to complete*
- [x] Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
- [ ] No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- [ ] Construct all improvements between April – November
- [x] Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- [ ] No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Name: Patti Crandall

Business: Hang Out Thrift Shop

Address: _____

Email Address: _____

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

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PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Pedestrian friendly & low maintenence as possible ... snow cleaning, ice build-up, etc. - need to be paramount while considering design.

Name: Scott & Tricia Jackson

Business: McCall Sports Exchange

Address: 802 N. 3rd St.

Email Address: scott@mccallsports.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☑ Construct all improvements between April – November
- ☐ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

_____

_____

_____

Name: GLENN JACOBSEN

Business: _____

Address: _____

Email Address: _____

Thank you for attending!

DOWNTOWN RECONSTRUCTION

10

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

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PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☒ Construct all improvements between April – November
- ☐ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

_____

_____

_____

Name: Kathy Menten

Business: _____

Address: _____

Email Address: Kmenten@icloud.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- ☐ Option One – *4 years of construction 6 years to complete*
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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☑ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

Ann McQuade
14042 Deerfield
McCall

3. List ideas for the reconstruction of the McCall Downtown Core?

PARKING – huge issues. 15' or 11' side walks seem excessive as lose parking. Perfer trees in pots as they might not work out = take up too much space.
SNOW removal – city needs to remove snow from these wide side walks, not realistic to expect businesses / home owners to handle.

Name: Curbs need to be curved to aid snow removal.

Business: Any art work needs to be practical – can be seen in winter & not be delicate and have to be covered as is the case on 3rd street.

Address:

Email Address: PARKING is being lost all over town & more people come. I don't feel city is realistic about "amount" of parking. City needs to better mark & direct people to public parking areas.

Thank you for attending!

DOWNTOWN RECONSTRUCTION

12

Don't like all the frills of street scaping. Be practical = not a dirty word.

(OVER)

CCC church will be greatly impacted by 11' sidewalks, we aren't alone in this concern. Do both sides of ~~Stet~~ street need wide walks??

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- [ ] Option One – *4 years of construction 6 years to complete*
- [ ] Option Two –*3 years of construction 5 years to complete*
- [x] Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
- [ ] No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- [x] Construct all improvements between April – November
- [ ] Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- [ ] No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

I prefer just basic resurfacing and under-grounding utilities. Not adding ~~fancy~~ streetscapes. Expedited construction time frames.

Name: Karin Didisse

Business: Huckleberry Garden

Address: 903 N. First St.

Email Address: huckgdn@frontier.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- ☐ Option One – *4 years of construction 6 years to complete*
- ☑ Option Two –*3 years of construction 5 years to complete*
- ☒ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
- ☐ No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Concerns are, 1. Parking 2. Width of sidewalks
3. Existing trees & Snow removal from sidewalks
in winter, trees between street and sidewalks
Solarcell heat used in pavement

Name: David McQuade

Business: Community Congregational Church

Address: 901 N 1ST St

Email Address: church - cechurch@citlink.com.
my email - damcquade@frontiernet.net

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- ☐ Option One – *4 years of construction 6 years to complete*
- ☒ Option Two –*3 years of construction 5 years to complete*
- ☐ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
- ☐ No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June

we are a Tourist down

- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?,

Need be careful of underground river on 2ND

Name: _____

Business: Senior Center

Address: 701 1st St

Email Address: _____

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- ☐ Option One – *4 years of construction 6 years to complete*
- ☐ Option Two –*3 years of construction 5 years to complete*
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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☒ Construct all improvements between April – November
- ☐ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Solar Panels for sidewalks & streets

Name: Bill Sifford

Business:

Address: 901 2nd Box 2774 McCall, Id 83638

Email Address: Billbstallion@Yahoo.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

16

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- ☐ Option One – *4 years of construction 6 years to complete*
- ☒ Option Two –*3 years of construction 5 years to complete* - allows immediate allows Business Demand & Lifestyle to Visual Return
- ☐ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
- ☐ No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June allow Business a selling Season
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

pass a BID or an Urban Renewal District

Name: Sherry Mangum

Business: Idaho First Bank

Address: 475 E. Deinhard Ln.

Email Address: SMangum@IdahoFirstBank.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- [ ] Option One – *4 years of construction 6 years to complete*
- [ ] Option Two –*3 years of construction 5 years to complete*
- [X] Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
- [ ] No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- [ ] Construct all improvements between April – November
- [X] Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- [ ] No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

a streetlight at 5th & Lenora

Name: Joy Hamilton

Business:

Address: PO Box 2064

Email Address: joyhamilton@citlink.net

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

LOCAL FLORA / TREE SPECIES FOR SIDEWALKS.
CONSIDER ACCESS IDEAS TO IMPROVE TURNING
OFF OF 3RD / LAKE STREET INTO CORE AREA.

Name: B. MORRISON

Business: _____

Address: 1102 BOBCAT WAY, MCCALL, ID

Email Address: _____

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

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- [x] Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- [ ] No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Name: Karen Olde

Business: _____

Address: _____

Email Address: oldefitz@frontiernet.net

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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- ☒ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*
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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

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- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

~~Etter~~ I'm a new full-time resident so don't have new ideas but my concerns are the plans will decrease parking and that in winter parking lots are used up by snow dumping.

Name: Marge Krahn

Business:

Address: 211 E. Lake St

Email Address: krahnmarge@gmail.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

21

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- [ ] Option One – *4 years of construction 6 years to complete*
- [ ] Option Two –*3 years of construction 5 years to complete*
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- [ ] No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- [ ] Construct all improvements between April – November
- [x] Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- [ ] No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Very concerned about doing final road surfacing late in season. Bad idea.

Name: Marilyn Arp

Business:

Address: 1704 Pine Circle McCall

Email Address: marp@frontiernet.net

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- [x] Construct all improvements between April – November
- [ ] Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- [ ] No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

- BETTER RECOGNITION OF BICYCLE TRAFFIC
- I ASSUME YOU ARE LOOKING AT MATCHING GRANTS, ETC. KEEP POSSIBILITIES OPEN; AGGRESSIVE SCHEDULE ALLOWS FOR NEW FUNDING
- POSSIBILITY OF BONDS, PAID OFF BY LOT TO ACCELERATE SCHEDULE

Name: TOM MENTEN

Business:

Address: PO BOX 830

Email Address: tmenten@cableone.net

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

3 ☐ Option One – *4 years of construction 6 years to complete*

1 ☐ Option Two –*3 years of construction 5 years to complete*

2 ☐ Option Three – *3 to 4 years of construction and 3 to 4 years to completion*

☐ No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

☐ Construct all improvements between April – November

☐ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June

☒ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

- consider Round-a-bouts ☺
- Actual Bike lanes
- Match our environment (greens, browns : Not reds)
- Interp w/ local plants & history

Name: Monica Morrison

Business: Resident

Address: PO Box 2448, 1102 Bay colt Way

Email Address: mcwallinske@hotmail.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

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- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Coordinate w/ State Highway people to correct Parking problem on 3rd St in front of My Fathers Place – a Safety Hazard!!

Name: Earl Dodds

Business:

Address: PO Box 156 McCall

Email Address: dobbenq@gmail.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Name: Ryan Speirs
Business: McCall Dental Care
Address: 327 Deinhard Lane
Email Address: rspeirs@me.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

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CONSTRUCTION SEASON OPTIONS

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- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Sidewalks are a must! Choose an option that includes 1ST Street. Construction shutdown in the middle of summer is a must. Get started and get it done – $ are being collected ... and are being collected at a greater than anticipated rate!

Name: Dean Martens

Business:

Address: 321 Cece Way (P.O. Box 1725)

Email Address: idahodino@gmail.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- ☐ Option One – *4 years of construction 6 years to complete*
- ☐ Option Two –*3 years of construction 5 years to complete*
- ☒ Option Three – *3 to 4 years of construction and 3 to 4 years to completion* CONSTRUCTING 2nd & LENORA FIRST
- ☐ No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

PARKING FOR BUSINESS & OWNER NEEDS TO BE ADDRESSED. DESIGNATED PARKING AREAS ASSIGNED
OPTION 3: DONE IN A TIMELY MATTER.

Name: JUDY KIRKLAND
Business: 44° NORTH
Address: 309 EAST LAKE ST.
Email Address: 44DEGREESNORTHMCCALL@GMAIL.COM

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

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- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

_____

_____

_____

Name: Courtney Snyder

Business: _____

Address: _____

Email Address: csmcdesign@frontier.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

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- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

I really like the idea of building the extra storm water storage facility. I wish another traffic light on the highway at either Ledora or Park could be included.

Name: Linda Corder

Business: N/A

Address: P.O. Box 156 / 903 Backboard Way McCall

Email Address: snowshoelou@gmail.com

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

Please leave your completed comment sheet at the sign-in table

PHASING OPTIONS

1. Which Project Phasing option do you prefer?

- [ ] Option One – *4 years of construction 6 years to complete*
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- [ ] No Preference

CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- [ ] Construct all improvements between April – November
- [x] Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- [ ] No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

_____

_____

_____

Name: Heather Susemihl

Business: McCall Design & Planning

Address: _____

Email Address: _____

Thank you for attending!

DOWNTOWN RECONSTRUCTION

COMMENTS

January 4, 2017 - Open House
Downtown Core Reconstruction

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PHASING OPTIONS

1. Which Project Phasing option do you prefer?

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CONSTRUCTION SEASON OPTIONS

2. Which construction season would you prefer?

- ☐ Construct all improvements between April – November
- ☒ Construct subsurface utilities from August – November, with winter shutdown, and surface construction from April – June
- ☐ No Preference

3. List ideas for the reconstruction of the McCall Downtown Core?

Sidewalks max 8-10' trees only in middle of block to not block intersection sights - late August – mid Dec. & work evenigs/nights to achieve more with less business interuption.
Create cost est. of phasing of certain types of construct through winter.

Name: Dan Krahn

Business: Krahn's Home Furnishings

Address: 211 E. LAKE ST.

Email Address: Krahns@frontiernet.net

Thank you for attending!

DOWNTOWN RECONSTRUCTION

APPENDIX G

DOWNTOWN CORE PROJECT

Feasibility Report Summary – March 24th, 2017

McCall, Idaho

City of McCall

HORROCKS ENGINEERS

Project Schedule Recap

Council Briefing/Workshop	November 18th, 2016
Informational Mailer Sent	Dec. 19th-23rd, 2016
Open House with Property Owners	January 4th, 2017
Draft Feasibility Report	Jan-March, 2017
Final Council Meeting	March 24th, 2017

City of McCall

HORROCKS ENGINEERS

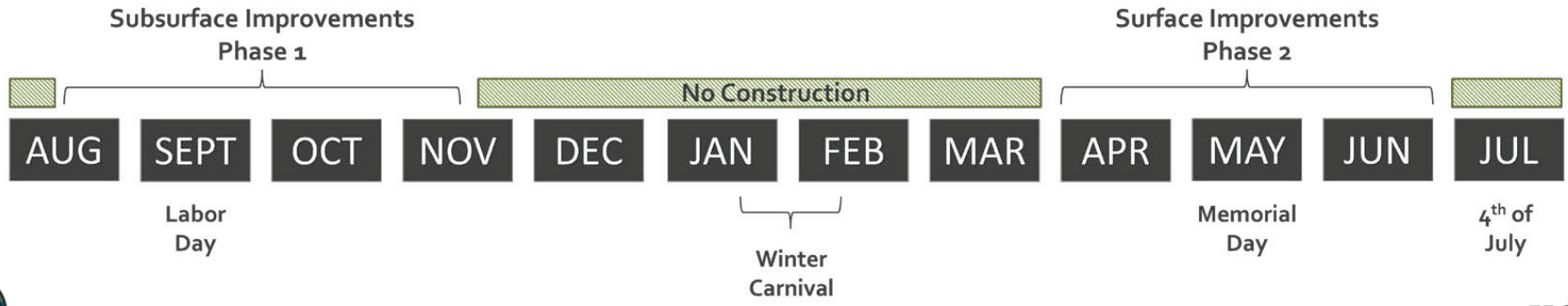
Project Phasing Options

Originally Shown to Council and the Public

- **Option 1:** Original Streets L.O.T. Schedule – 4 years of construction; 6 years to complete
- **Option 2:** 3 years of construction; 5 years to complete
- **Option 3:** 3-4 years of construction; 3-4 years to complete

Construction Season Options

- **Option 1:** All surface and subsurface improvements constructed April – November
- **Option 2:** Subsurface improvements constructed August – November (Phase 1) and surface improvements constructed April-June (Phase 2)



City of McCall

HORROCKS ENGINEERS

Open House Summary

- Occurred January 4, 2017
- 41 people signed in
- 32 comment forms were collected
- Two questions were asked

- Preference for Project Phasing Option 3
- Preference for Construction Season Option 2

Which Project Phasing option do you prefer?		
Answer Options	**Response Percent**	**Response Count**
Option 1 – 4 years of construction 6 years to complete	0.0%	0
Option 2 – 3 years of construction 5 years to complete	29.0%	9
Option 3 – 3 to 4 years of construction 4 years to complete	64.5%	20
No Preference	6.5%	2
answered question		31
skipped question		1

Which construction season would you prefer?		
Answer Options	**Response Percent**	**Response Count**
Option 1 - Construct all improvements April – November	21.9%	7
Option 2 - Construct subsurface utilities from Sept – Nov, with surface construction from April - June	71.9%	23
No Preference	6.2%	2
answered question		32
skipped question		0

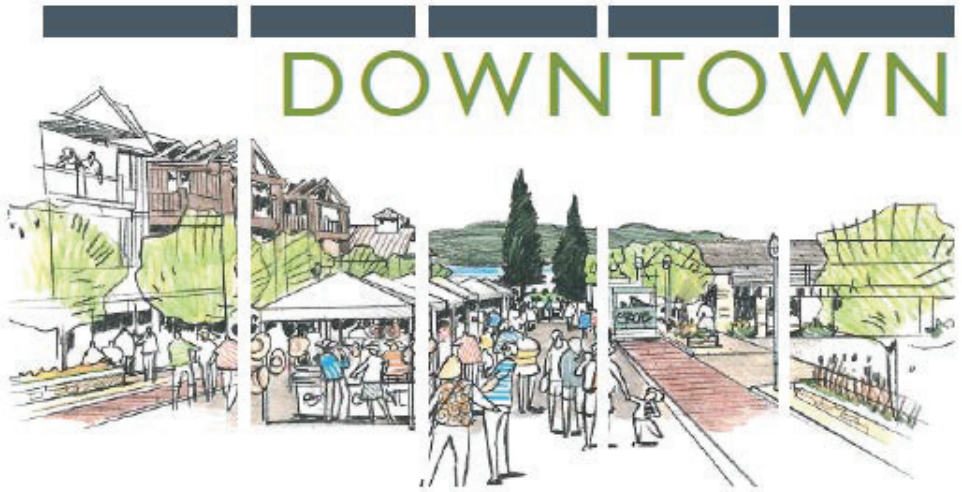
City of McCall

HORROCKS ENGINEERS

Recommendation

It is recommended that the Downtown Core be reconstructed following:

- Project Phasing Option 3a
  (3-4 Years Construction)
- Construction Season Option 2
  (No work during peak Summer Season)



City of McCall

HORROCKS ENGINEERS

Project Phasing Option 3a (Recommended)

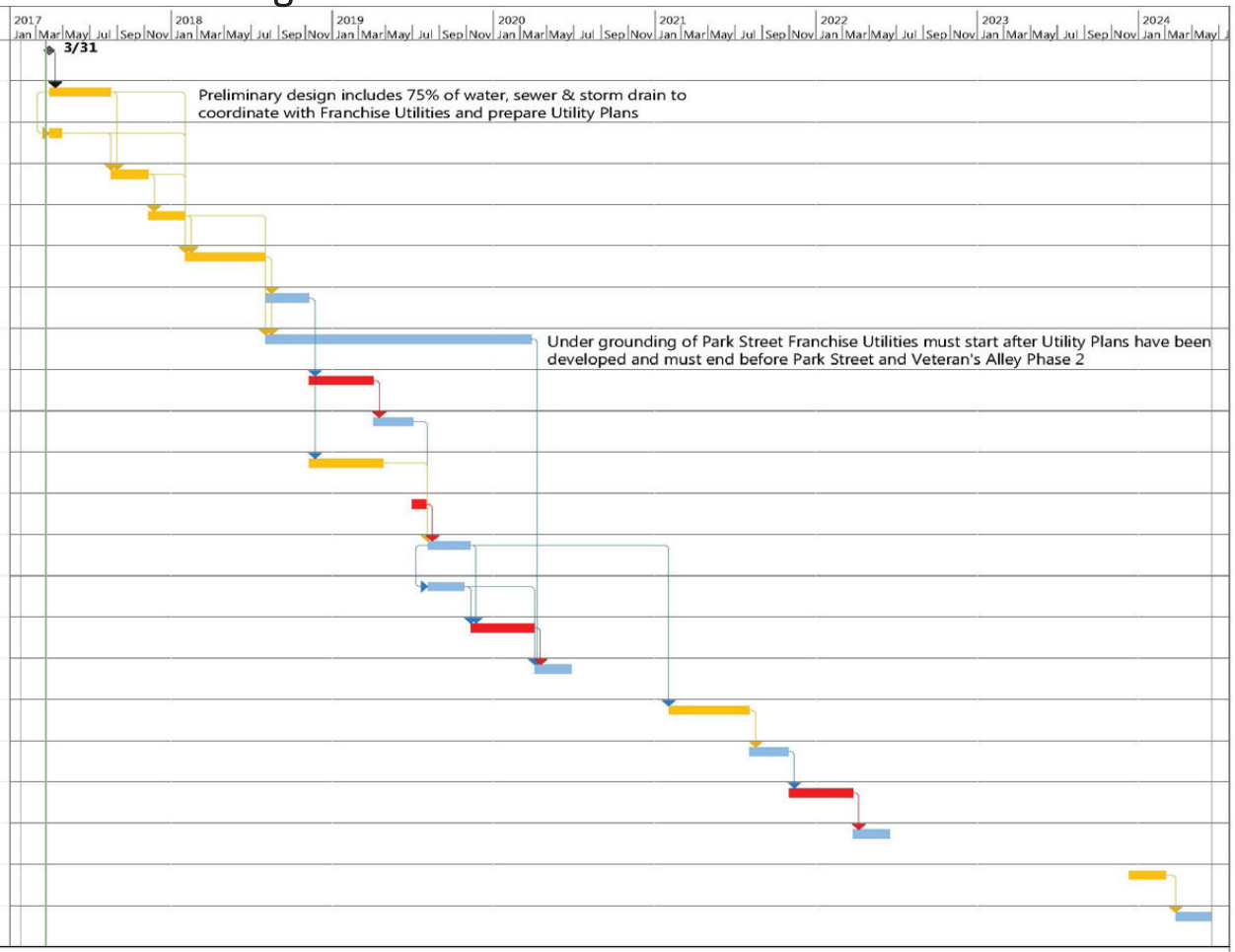
- Underground Franchise Utilities in 2017, 2018 or 2019
- 2nd Street & Lenora Street finish in 2019
- Park Street & Veteran's Alley finish in 2020
- 3-4 years of construction 3-4 years to complete
- 1st Street and Storm Water Facilities when funding is available

City of McCall

HORROCKS ENGINEERS

Option 3A Recommended Design & Construction Schedule

ID	Task Name	Duration	Start	Finish
1	Complete Feasibility Report	0 days	Fri 3/31/17	Fri 3/31/17
2	Downtown Core Preliminary Design	5 mons	Fri 3/31/17	Thu 8/17/17
3	Augment Survey Data	1 mon	Fri 3/31/17	Thu 4/27/17
4	Franchise Utility Design	3 mons	Fri 8/18/17	Thu 11/9/17
5	Franchise Utility Plans	3 mons	Fri 11/10/17	Thu 2/1/18
6	2nd & Lenora Final Design	6.5 mons	Fri 2/2/18	Thu 8/2/18
7	2nd & Lenora Construction Phase 1 (Underground Utilities)	3.5 mons	Fri 8/3/18	Thu 11/8/18
8	Underground Park Franchise Utilities	21.5 mons	Fri 8/3/18	Thu 3/26/20
9	2nd & Lenora Winter Shutdown	5.2 mons	Fri 11/9/18	Wed 4/3/19
10	2nd & Lenora Construction Phase 2 (Surface)	3.2 mons	Thu 4/4/19	Tue 7/2/19
11	Park & Veteran's Alley Final Design	6 mons	Fri 11/9/18	Thu 4/25/19
12	Summer Construction Break	1.2 mons	Mon 7/1/19	Thu 8/1/19
13	Park & Veteran's Alley Construction Phase 1 (Underground Utilities)	3.5 mons	Mon 8/5/19	Fri 11/8/19
14	Underground Veteran's Alley Franchise Utilities	3 mons	Mon 8/5/19	Fri 10/25/19
15	Park & Veteran's Alley Winter Shutdown	5.2 mons	Mon 11/11/19	Thu 4/2/20
16	Park & Veteran's Alley Construction Phase 2 (Surface)	3 mons	Fri 4/3/20	Thu 6/25/20
17	1st Street Final Design	6.55 mons	Mon 2/1/21	Mon 8/2/21
18	1st Street Phase 1 (Underground Utilities)	3.2 mons	Tue 8/3/21	Fri 10/29/21
19	1st Street Winter Shutdown	5.2 mons	Mon 11/1/21	Thu 3/24/22
20	1st Street Phase 2 (Surface)	3 mons	Fri 3/25/22	Thu 6/16/22
21	Stormwater Facilities Final Design	3 mons	Mon 12/11/23	Fri 3/1/24
22	Stormwater Facilities	3 mons	Mon 3/25/24	Fri 6/14/24



Project: Downtown Core
Date: Thu 3/23/17

Design
Construction
Construction Shutdown

City Utilities will probably be deeper than Franchise Utilities, so City Utilities in Veteran's Alley need to be completed BEFORE under grounding the Franchise Utilities to avoid conflicts. 1 construction season should be adequate time for a contractor to complete the underground construction and coordinate with the Franchise Utilities so that they can complete under grounding in Veteran's Alley. Under grounding the Franchise Utilities on Park Street should be more flexible. Under grounding Franchise Utilities on Park Street early may help alleviate scheduling conflicts during Park Street/Veteran's Alley Phase 1 construction.

Streets L.O.T. Funding Schedule

Based on Project Phasing Option 3a and Construction Season Option 2

Year	Road Name/Description	Current Estimated Total Cost	Current Estimated LOT Funds Required	Estimated LOT Funds Accumulated	Estimated LOT Funds Available after Improvements
2017	Commerce St	$651,000	$651,000	*$2,100,000	$1,449,000
2018	Idaho St/Brown Circle + 2nd St & Lenora Phase 1	$1,735,680	$1,316,046	$2,449,000	$1,132,954
2019	2nd St & Lenora Phase 2 + Park St & Veteran's Alley Phase 1	$4,004,860	$2,403,470	$2,132,954	($270,516)
2020	Park St & Veteran's Alley Phase 2	$1,332,422	$1,211,562	$729,484	($482,078)
2021	1st Street Phase 1	$346,016	$194,164	$517,922	$323,758
2022	1st Street Phase 2	$901,037	$844,702	$1,323,758	$479,056
2023	E Deinhard Ln	$1,349,270	$1,349,270	$1,479,056	$129,786
2024	Storm Water Facilities	$720,391	$720,391	$1,129,786	$409,395

*Carries over $1.1 million in Streets L.O.T. fund from 2016
Assumes $1 million from Streets L.O.T. per year after 2016

City of McCall

HORROCKS ENGINEERS

City Council Decisions

- **Approval of Project Phasing Option**
- **Approval of Construction Season Option**
- Adding 1st St reconstruction and Veteran's Alley to improvements
- Adding storm water management facilities to improvements

Next Steps

- Snow removal responsibility policies
- Annual and long term infrastructure maintenance responsibility policies
- Execute the preliminary design and investigate more specific design components

DOWNTOWN RECONSTRUCTION

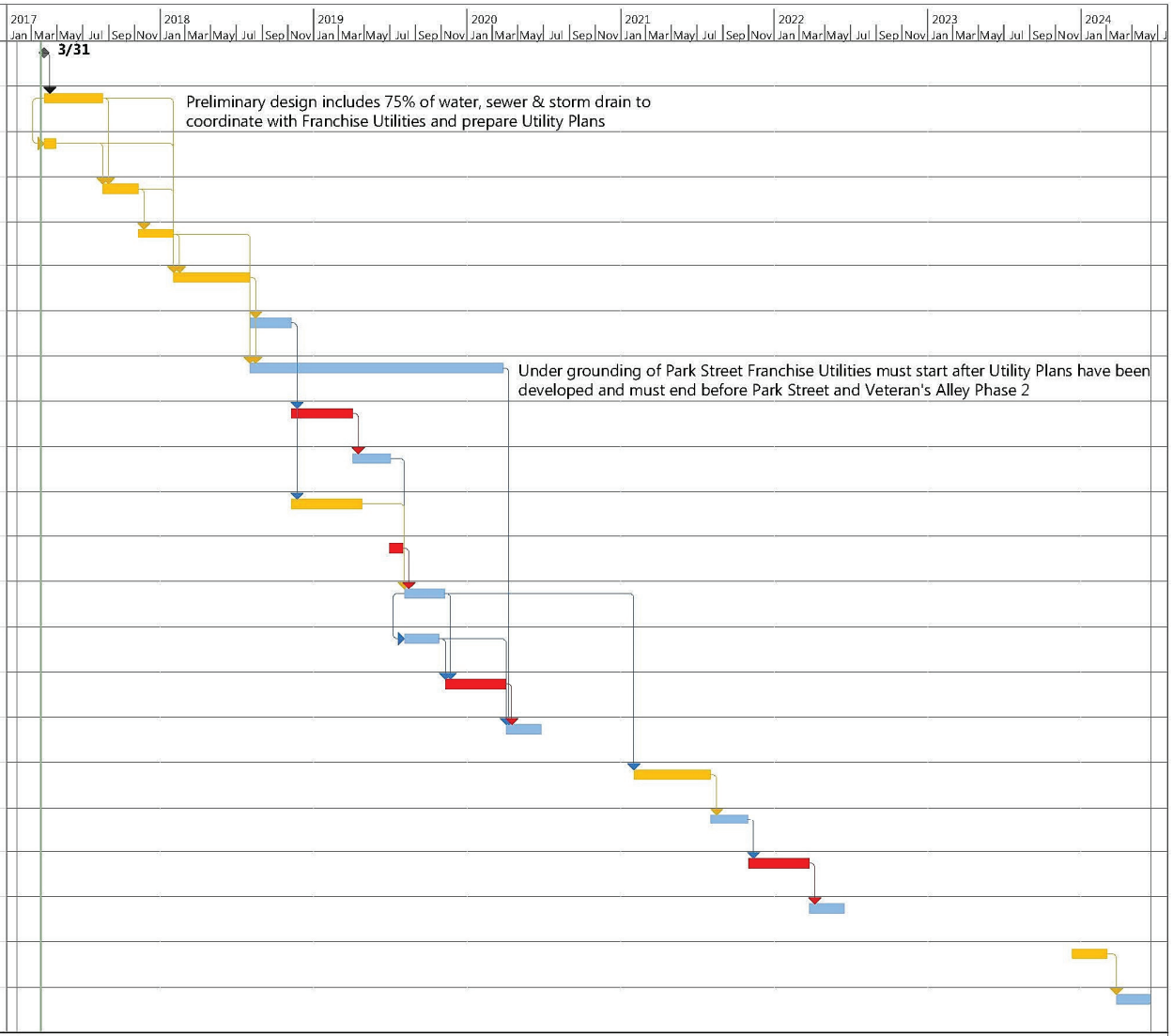
Questions or Comments?

City of McCall

HORROCKS ENGINEERS

APPENDIX H

ID	Task Name	Duration	Start	Finish
1	Complete Feasibility Report	0 days	Fri 3/31/17	Fri 3/31/17
2	Downtown Core Preliminary Design	5 mons	Fri 3/31/17	Thu 8/17/17
3	Augment Survey Data	1 mon	Fri 3/31/17	Thu 4/27/17
4	Franchise Utility Design	3 mons	Fri 8/18/17	Thu 11/9/17
5	Franchise Utility Plans	3 mons	Fri 11/10/17	Thu 2/1/18
6	2nd & Lenora Final Design	6.5 mons	Fri 2/2/18	Thu 8/2/18
7	2nd & Lenora Construction Phase 1 (Underground Utilities)	3.5 mons	Fri 8/3/18	Thu 11/8/18
8	Underground Park Franchise Utilities	21.5 mons	Fri 8/3/18	Thu 3/26/20
9	2nd & Lenora Winter Shutdown	5.2 mons	Fri 11/9/18	Wed 4/3/19
10	2nd & Lenora Construction Phase 2 (Surface)	3.2 mons	Thu 4/4/19	Tue 7/2/19
11	Park & Veteran's Alley Final Design	6 mons	Fri 11/9/18	Thu 4/25/19
12	Summer Construction Break	1.2 mons	Mon 7/1/19	Thu 8/1/19
13	Park & Veteran's Alley Construction Phase 1 (Underground Utilities)	3.5 mons	Mon 8/5/19	Fri 11/8/19
14	Underground Veteran's Alley Franchise Utilities	3 mons	Mon 8/5/19	Fri 10/25/19
15	Park & Veteran's Alley Winter Shutdown	5.2 mons	Mon 11/11/19	Thu 4/2/20
16	Park & Veteran's Alley Construction Phase 2 (Surface)	3 mons	Fri 4/3/20	Thu 6/25/20
17	1st Street Final Design	6.55 mons	Mon 2/1/21	Mon 8/2/21
18	1st Street Phase 1 (Underground Utilities)	3.2 mons	Tue 8/3/21	Fri 10/29/21
19	1st Street Winter Shutdown	5.2 mons	Mon 11/1/21	Thu 3/24/22
20	1st Street Phase 2 (Surface)	3 mons	Fri 3/25/22	Thu 6/16/22
21	Stormwater Facilities Final Design	3 mons	Mon 12/11/23	Fri 3/1/24
22	Stormwater Facilities	3 mons	Mon 3/25/24	Fri 6/14/24



Project: Downtown Core
Date: Thu 3/23/17

Design
Construction
Construction Shutdown

City Utilities will probably be deeper than Franchise Utilities, so City Utilities in Veteran's Alley need to be completed BEFORE under grounding the Franchise Utilities to avoid conflicts. 1 construction season should be adequate time for a contractor to complete the underground construction and coordinate with the Franchise Utilities so that they can complete under grounding in Veteran's Alley. Under grounding the Franchise Utilities on Park Street should be more flexible. Under grounding Franchise Utilities on Park Street early may help alleviate scheduling conflicts during Park Street/Veteran's Alley Phase 1 construction.

APPENDIX J

STREET SEGMENT	Department	Description	Length (FT)	Depth (FT)	Width (FT)	Total Quantity	Unit	Unit Price	Total Cost	FUNDING SOURCE									TIGER VI GRANT REQUEST
										City Match									
										Streets Department	Water Department	Sewer Department	LOT Tax	LHRIP Grant	ITD Funds	CIP	Other Grants	Franchise Utility Fund	
2nd Street (between E. Lake and Park)	General	Mobilization - 8%				1	LS	$66,538.02	$66,538				$66,538						
		Traffic Control				1	LS	$10,000.00	$10,000				$10,000						
		Construction Staking				1	LS	$5,000.00	$5,000				$5,000						
		Materials Testing				1	LS	$20,000.00	$20,000				$20,000						
		Environmental Controls				1	LS	$3,000.00	$3,000				$3,000						
		General Subtotal							**$104,538**										
	Roadway	Asphalt Removal - grinding contractor (includes $1500 mobilization)	700		71	5522	SY	$3.00	$18,067				$18,067						
		Asphalt Removal - haul to City pit				1	LS	$5,000.00	$5,000				$5,000						
		Excavation and embankment under roadway	700	1.333	38	1313	CY	$15.00	$19,699				$19,699						
		Excavation and embankment under sidewalks	700	0.667	42	726	CY	$15.00	$10,894				$10,894						
		Geotextile fabric (Mirifi 500)	700		40	3111	SY	$1.00	$3,111				$3,111						
		Sub-base	700	1	38	985	CY	$23.00	$22,659				$22,659						
		4" Base course (roadway)	700	0.333	38	611	TON	$20.00	$12,224				$12,224						
		Asphalt (parking, roadway)	700	0.333	34	586	TON	$90.00	$52,783				$52,783						
		Signage and striping				1	LS	$5,000.00	$5,000				$5,000						
		4" Base course (sidewalk)	1400	0.333	21	676	TON	$20.00	$13,510				$13,510						
		6" curb and gutter	1400			1400	FT	$12.00	$16,800				$16,800						
		4" thick sidewalk	1400		21	3267	SY	$45.00	$147,000				$147,000						
		Silane 40 Sealer	1400		21	3267	SY	$10.00	$32,667				$32,667						
		Pedestrian ramps				8	EACH	$1,100.00	$8,800				$8,800						
		Electrical system				1	FT	$75,000.00	$75,000				$75,000						
		Street Lights (60 ft apart) - 12' tall				20	EACH	$5,000.00	$100,000				$100,000						
		Colored & patterned Concrete (includes sealant; area at 2nd and Lake)				597	SY	$63.00	$37,611				$37,611						
		Retaining Wall				1	LS	$5,000.00	$5,000				$5,000						
		Roadway Subtotal							**$585,825**										
	Stormwater	Stormwater piping (15" pipe)	700			700	FT	$50.00	$35,000				$35,000						
		Stormwater catch basins				9	EACH	$1,500.00	$13,500				$13,500						
		Stormwater Manholes				2	EACH	$4,000.00	$8,000				$8,000						
		Stormwater Manholes - Adjust to grade				2	EACH	$550.00	$1,100				$1,100						
		Stormwater Subtotal							**$57,600**										
	Sewer	Exploratory Excavation (pre-approval required)				5	HOURS	$300.00	$1,500			$1,500							
		Existing Sewer Infrastructure Removal, Disposal, Backfill and Flowable Fill				1	LS	$5,000.00	$5,000			$5,000							
		ISPWC Type A Sewer Manhole (4-10' depth)				2	EACH	$2,200.00	$4,400			$4,400							
		8-inch SDR-35 Gravity Sewer Pipe	200			200	FT	$45.00	$9,000			$9,000							
		8-inch CCTV Sewer Main Inspection	200			200	FT	$2.00	$400			$400							
		Sewer Subtotal							**$20,300**										
	Water	8" water main	500			500	FT	$40.00	$20,000		$20,000								
		Fittings (35% of total cost)				1	LS	$7,000.00	$7,000		$7,000								
		Valves				4	EACH	$1,200.00	$4,800		$4,800								
		Hydrants				0	EACH	$3,500.00	$0		$0								
		Water service relocation and reconnections				2	EACH	$1,500.00	$3,000		$3,000								
		Water Subtotal							**$34,800**										
	Landscape (*Schematic still needed*)	Irrigation System				1	LS	$25,000.00	$25,000				$25,000						
		Street Trees (includes frame and grate and irrigation and electrical)				16	EACH	$3,500.00	$56,000				$56,000						
		Moveable Planters				8	EACH	$1,025.00	$8,200				$8,200						
		New water service (includes connection fees)				1	EACH	$6,000.00	$6,000				$6,000						
		Landscape Subtotal							**$95,200**										
		Construction Cost Subtotal for 2nd St							**$898,263**	$0	$34,800	$20,300	$843,163	$0	$0	$0	$0	$28,500	$0
		Total Construction Contingency for 2nd St. (25%)							**$224,566**		$8,700	$5,075	$210,791					$7,125	
		Total Construction Cost for 2nd St.							**$1,122,829**		$43,500	$25,375	$1,053,954					$35,625	
		Total Design & Construction Engineering Cost for 2nd St. (25%)							**$280,707**		$10,875	$6,344	$263,489						
		Total Cost for 2nd St.							**$1,403,536**		$54,375	$31,719	$1,317,443					$35,625	
	IT/Franchise Utilities	4" Fiber optic conduit (2 runs each side under sidewalk)	2600			2600	FT	$6.00	$15,600									$15,600	
		Fiber optic junction box				12	EACH	$700.00	$8,400									$8,400	
		Fiber optic vault				3	EACH	$1,500.00	$4,500									$4,500	
		IT/Franchise Utilities Subtotal							**$28,500**										
		Contingency 25%							**$7,125**										
		Total for IT/Franchise Utilities							**$35,625**										
		Subtotal for 2nd St.						**$1,439,161**											

Notes/Assumptions:

1. Costs for Stormwater, Sewer and Water were developed previously and not revised - pricing will be dependent on costs from utility departments
2. Assumed a full section reconstruct of the roadway
3. Landscape costs do not reflect the tree clusters discussed at the kick-off meeting
4. IT prices were estimated and will be dependent con costs provided by the department
5. Unit prices were estimated using ACHD's Bid Averages Report and ITD's Unit Price Report
6. Undergrounding costs were estimated and will be dependent on the franchise utility company
7. Traffic Control costs assume road closure, signage and fence to allow pedestrian accessibility to businesses

ENGINEER'S ESTIMATE OF COSTS - 2016

STREET SEGMENT	Department	Description	Length (FT)	Depth (FT)	Width (FT)	Total Quantity	Unit	Unit Price	Total Cost	FUNDING SOURCE									TIGER VI GRANT REQUEST
										City Match									
										Streets Department	Water Department	Sewer Department	LOT Tax	LHRIP Grant	ITD Funds	CIP	Other Grants	Franchise Utility Fund	
Lenora St. (between 1st and 3rd)	General	Mobilization - 8%				1	LS	$69,572.01	$69,572				$69,572						
		Traffic Control				1	LS	$10,000.00	$10,000				$10,000						
		Construction Staking				1	LS	$5,000.00	$5,000				$5,000						
		Materials Testing				1	LS	$20,000.00	$20,000				$20,000						
		Environmental Controls				1	LS	$3,000.00	$3,000				$3,000						
		General Subtotal							**$107,572**										
	Roadway	Asphalt Removal - grinding contractor (includes $1500 mobilization)	750		50	4167	SY	$3.00	$14,000				$14,000						
		Asphalt Removal - haul to City pit				1	LS	$5,000.00	$5,000				$5,000						
		Excavation and embankment under roadway	750	1.333	38	1407	CY	$15.00	$21,106				$21,106						
		Excavation and embankment under sidewalks	750	0.667	22	408	CY	$15.00	$6,114				$6,114						
		Geotextile fabric (Mirifi 500)	750		40	3333	SY	$1.00	$3,333				$3,333						
		Sub-base	750	1	38	1056	CY	$23.00	$24,278				$24,278						
		4" Base course (roadway)	750	0.333	38	655	TON	$20.00	$13,097				$13,097						
		Asphalt (parking, roadway)	750	0.333	34	628	TON	$90.00	$56,553				$56,553						
		Signage and striping				1	LS	$5,000.00	$5,000				$5,000						
		Base course (sidewalk)	1500	0.333	11	379	TON	$20.00	$7,582				$7,582						
		6" curb and gutter	1500			1500	FT	$12.00	$18,000				$18,000						
		4" thick sidewalk	1500		11	1833	SY	$45.00	$82,500				$82,500						
		Silane 40 Sealer	1500		11	1833	SY	$10.00	$18,333				$18,333						
		Pedestrian ramps				8	EACH	$2,000.00	$16,000				$16,000						
		Electrical system				1	LS	$90,000.00	$90,000				$90,000						
		Street Lights (60 ft apart)				26	EACH	$5,000.00	$130,000				$130,000						
		Colored & patterned Concrete (includes sealant; area at 2nd and Lenora)				731	SY	$63.00	$46,053				$46,053						
		Roadway Subtotal							**$556,950**										
	Stormwater	Stormwater piping (18" pipe)	750			750	FT	$70.00	$52,500				$52,500						
		Stormwater catch basins				11	EACH	$1,500.00	$16,500				$16,500						
		Stormwater Manholes				2	EACH	$4,000.00	$8,000				$8,000						
		Stormwater Subtotal							**$77,000**										
	Sewer																		
		Sewer Subtotal							**$0**										
	Water	8" water main	800			800	FT	$50.00	$40,000		$40,000								
		Fittings (35% of total cost)				1	LS	$14,000.00	$14,000		$14,000								
		Valves				5	EACH	$1,200.00	$6,000		$6,000								
		Hydrants - 1 remove and reset; 2 adjust to grade				3	EACH	$3,500.00	$10,500		$10,500								
		Water service relocation and reconnections				12	EACH	$1,500.00	$18,000		$18,000								
		Water Subtotal							**$88,500**										
	Landscape (*Schematic still needed*)	Irrigation System				1	LS	$25,000.00	$25,000				$25,000						
		Street Trees (includes frame and grate and irrigation and electrical)				20	EACH	$3,500.00	$70,000				$70,000						
		Moveable Planters				8	EACH	$1,025.00	$8,200				$8,200						
		New water service (includes connection fees)				1	EACH	$6,000.00	$6,000				$6,000						
		Landscape Subtotal							**$109,200**										
		Construction Cost Subtotal for Lenora St							**$939,222**	$0	$88,500	$0	$850,722	$0	$0	$0	$0	$20,400	$0
		Total Construction Contingency for Lenora St. (25%)							**$234,806**		$22,125		$212,681					$5,100	
		Total Construction Cost for Lenora St.							**$1,174,028**		$110,625		$1,063,403					$25,500	
		Total Design & Construction Engineering Cost for Lenora St. (25%)							**$293,507**		$27,656		$265,851						
		Total Cost for Lenora St.							**$1,467,535**		$138,281		$1,329,253					$25,500	
	IT/Franchise Utilities	4" Fiber optic conduit (2 runs each side under sidewalk)	1500			1500	FT	$5.00	$7,500									$7,500	
		Fiber optic junction box				12	EACH	$700.00	$8,400									$8,400	
		Fiber optic vault				3	EACH	$1,500.00	$4,500									$4,500	
		IT Utilities Subtotal							**$20,400**										
		Contingency 25%							**$5,100**										
		Total for IT Utilities							**$25,500**										
		Total for Lenora St.							**$1,493,035**										

Notes/Assumptions:

1. Costs for Stormwater, Sewer and Water were developed previously and not revised - pricing will be dependent on costs from utility departments
2. Assumed a full section reconstruct of the roadway
3. Landscape costs do not reflect the tree clusters discussed at the kick-off meeting
4. IT prices were estimated and will be dependent costs provided by the department
5. Unit prices were estimated using ACHD's Bid Averages Report and ITD's Unit Price Report
6. Traffic Control costs assume road closure, signage and fence to allow pedestrian accessibility to businesses

STREET SEGMENT	Department	Description	Length (FT)	Depth (FT)	Width (FT)	Total Quantity	Unit	Unit Price	Total Cost	FUNDING SOURCE									TIGER VI GRANT REQUEST
											City Match								
										Streets Department	Water Department	Sewer Department	LOT Tax	LHRIP Grant	ITD Funds	CIP	Other Grants	Franchise Utility Fund	
Park Street (between 1st and 3rd)	General	Mobilization - 8%				1	LS	$69,742	$69,742				$69,742						
		Traffic Control				1	LS	$10,000.00	$10,000				$10,000						
		Construction Staking				1	LS	$5,000.00	$5,000				$5,000						
		Materials Testing				1	LS	$20,000.00	$20,000				$20,000						
		Environmental Controls				1	LS	$3,000.00	$3,000				$3,000						
		General Subtotal							**$107,742**										
	Roadway	Asphalt Removal - grinding contractor (includes $1500 mobilization)	830		42	3873	SY	$3.00	$13,120				$13,120						
		Asphalt Removal - haul to City pit				1	LS	$5,000.00	$5,000				$5,000						
		Excavation and embankment under roadway	830	1.333	38	1557	CY	$15.00	$23,357				$23,357						
		Excavation and embankment under sidewalks	830	0.667	22	451	CY	$15.00	$6,766				$6,766						
		Geotextile fabric (Mirafi 500)	830		40	3689	SY	$1.00	$3,689				$3,689						
		Sub-base	830	1	38	1168	CY	$23.00	$26,867				$26,867						
		4" Base course (roadway)	830	0.333	38	725	TON	$20.00	$14,494				$14,494						
		Asphalt (parking, roadway)	830	0.333	34	695	TON	$90.00	$62,586				$62,586						
		Signage and striping				1	LS	$5,000.00	$5,000				$5,000						
		4" Base course (sidewalk)	1660	0.333	11	420	TON	$20.00	$8,391				$8,391						
		6" curb and gutter	1660			1660	FT	$12.00	$19,920				$19,920						
		4" thick sidewalk	1660		11	2029	SY	$45.00	$91,300				$91,300						
		Silane 40 Sealer	1660		11	2029	SY	$10.00	$20,289				$20,289						
		Pedestrian ramps				8	EACH	$2,000.00	$16,000				$16,000						
		Electrical system				1	LS	$75,000.00	$75,000				$75,000						
		Street Lights (60 ft apart) - 12' Tall				26	EACH	$5,000.00	$130,000				$130,000						
		Colored & patterned Concrete (includes sealant; area at 2nd and Park)				664	SY	$63.00	$41,832				$41,832						
		Roadway Subtotal							**$563,611**										
	Stormwater	Stormwater piping (15" pipe)	700			700	FT	$50.00	$35,000				$35,000						
		Stormwater catch basins				6	EACH	$1,500.00	$9,000				$9,000						
		Stormwater Subtotal							**$44,000**										
	Sewer	Exploratory Excavation (pre-approval required)				5	HOURS	$300.00	$1,500			$1,500							
		Existing Sewer Infrastructure Removal, Disposal, Backfill and Flowable Fill				1	LS	$5,000.00	$5,000			$5,000							
		ISPWC Type A Sewer Manhole (4-10' depth)				3	EACH	$2,200.00	$6,600			$6,600							
		8-inch SDR-35 Gravity Sewer Pipe	500			500	FT	$45.00	$22,500			$22,500							
		8-inch CCTV Sewer Main Inspection	500			500	FT	$2.00	$1,000			$1,000							
		4-inch Sewer Service Line (SDR-35)	300			300	FT	$35.00	$10,500			$10,500							
		New Sewer Service Line, Connect to Existing				7	EACH	$500.00	$3,500			$3,500							
		Sewer Subtotal							**$50,600**										
	Water	8" water main	840			840	FT	$40.00	$33,600		$33,600								
		Fittings (35% of total cost)				1	LS	$11,760.00	$11,760		$11,760								
		Valves				5	EACH	$1,200.00	$6,000		$6,000								
		Hydrants				3	EACH	$3,500.00	$10,500		$10,500								
		Water service relocation and reconnections				13	EACH	$1,500.00	$19,500		$19,500								
		Extend line to Hwy 55 and connect to existing MH (can cover wall too)				1	LS	$20,000.00	$20,000		$20,000								
		Water Subtotal							**$101,360**										
	Landscape (*Schematic still needed*)	Irrigation System				1	LS	$25,000.00	$25,000				$25,000						
		Street Trees (includes frame and grate and irrigation and electrical)				10	EACH	$3,500.00	$35,000				$35,000						
		Moveable Planters				8	EACH	$1,025.00	$8,200				$8,200						
		New water service (includes connection fees)				1	EACH	$6,000.00	$6,000				$6,000						
		Landscape Subtotal							**$74,200**										
		Construction Cost Subtotal for Park St							**$941,513**	$0	$101,360	$50,600	$789,553	$0	$0	$0	$0	$950,350	$0
		Total Construction Contingency for Park St. (25%)							**$235,378**		$25,340	$12,650	$197,388					$237,588	
		Total Construction Cost for Park St.							**$1,176,892**		$126,700	$63,250	$986,942					$1,187,938	
		Total Design & Construction Engineering Cost for Park St. (25%)							**$294,223**		$31,675	$15,813	$246,735						
		Total Cost for Park St.							**$1,471,114**		$158,375	$79,063	$1,233,677					$1,187,938	
	Idaho Power	Convert Power to underground (includes padmount transformer)				1	LS	$80,000.00	$80,000									$80,000	
		Upgrade Regulators at Boulder Substation				1	LS	$110,000.00	$110,000									$110,000	
		Install Regulators in Davis & Thomas area				1	LS	$100,000.00	$100,000									$100,000	
		Install Regulators in Floyde St area				1	LS	$80,000.00	$80,000									$80,000	
		Tie Idaho St to 1st Street				1	LS	$7,000.00	$7,000									$7,000	
		Remove Overhead and Relocate Overhead Switch				1	LS	$35,000.00	$35,000									$35,000	
		Install 3 Phase Underground Feeds				1	LS	$400,000.00	$400,000									$400,000	
		Idaho Power Subtotal							**$812,000**										
	Cable One	Remove Overhead and Relocate Underground				1	LS	$80,000.00	$80,000									$80,000	
		Cable One Subtotal							**$80,000**										
	Frontier Communications	Fiber Optic Cable	1000			1000	FT	$1.20	$1,200									$1,200	
		(3) 3'x5' Hand Holes - traffic rated and flush mounted in sidewalk				3	EACH	$4,166.67	$12,500									$12,500	
		4" PVC Conduit	500			500	FT	$8.00	$4,000									$4,000	
		Engineering				1	LS	$500.00	$500									$500	
		HH, Conduit and Fiber Placing				1	LS	$12,500.00	$12,500									$12,500	
		Fiber Splicing				1	LS	$3,850.00	$3,850									$3,850	
		Frontier Subtotal							**$34,550**										
	IT Facilities	4" Fiber optic conduit (2 runs each side under sidewalk)	3500			3500	FT	$5.00	$17,500									$17,500	
		Fiber optic junction box				3	EACH	$700.00	$2,100									$2,100	
		Fiber optic splice vault				3	EACH	$1,400.00	$4,200									$4,200	
		IT Facilities Subtotal							**$23,800**										
		IT/Franchise Utilities Subtotal							**$950,350**										
		Contingency 25%							**$237,588**										
		Total for IT/Franchise Utilities							**$1,187,938**										
		Total for Park St.							**$2,659,052**										

Notes/Assumptions:

1. Costs for Stormwater, Sewer and Water were developed previously and not revised - pricing will be dependent on costs from utility departments
2. Assumed a full section reconstruct of the roadway
3. Landscape costs do not reflect the tree clusters discussed at the kick-off meeting
4. IT prices were estimated and will be dependent con costs provided by the department
5. Unit prices were estimated using ACHD's Bid Averages Report and ITD's Unit Price Report
6. Undergrounding costs were provided by each franchise utility company
7. Traffic Control costs assume road closure, signage and fence to allow pedestrian accessibility to businesses

STREET SEGMENT	Department	Description	Length (FT)	Depth (FT)	Width (FT)	Total Quantity	Unit	Unit Price	Total Cost	FUNDING SOURCE										TIGER VI GRANT REQUEST
										City Match										
										Streets Department	Water Department	Sewer Department	LOT Tax	LHRIP Grant	ITD Funds	CIP	Other Grants	Franchise Utility Fund	
Veteran's Alley	General	Mobilization - 8%				1	LS	$20,379.89	$20,380				$20,380						
		Traffic Control				1	LS	$2,000.00	$2,000				$2,000						
		Construction Staking				1	LS	$2,500.00	$2,500				$2,500						
		Materials Testing				1	LS	$5,000.00	$5,000				$5,000						
		Environmental Controls				1	LS	$2,000.00	$2,000				$2,000						
		General Subtotal							**$31,880**										
	Roadway	Asphalt Removal - grinding contractor (includes $1500 mobilization)	750		15	1250	SY	$3.00	$5,250				$5,250						
		Asphalt Removal - haul to City pit				1	LS	$3,500.00	$3,500				$3,500						
		Excavation and embankment	750	1.333	16	592	CY	$15.00	$8,887				$8,887						
		Geotextile fabric (Mirifi 500)	750		16	1333	SY	$1.00	$1,333				$1,333						
		Sub-base	750	1	16	444	CY	$23.00	$10,222				$10,222						
		4" Base course	750	0.333	16	276	TON	$40.00	$11,029				$11,029						
		Asphalt (parking)	750	0.333	16	296	TON	$110.00	$32,527				$32,527						
		Signage and striping				1	LS	$2,000.00	$2,000				$2,000						
		Retaining Wall				1	LS	$24,000.00	$24,000				$24,000						
		Roadway Subtotal							**$98,749**										
	Stormwater	Stormwater piping (18" pipe, C900 water pipe)	150			150	FT	$50.00	$7,500				$7,500						
		Stormwater catch basins				2	EACH	$1,500.00	$3,000				$3,000						
		Stormwater Subtotal							**$10,500**										
	Water	8" water main	800			800	FT	$50.00	$40,000		$40,000								
		Fittings (35% of total cost)				1	LS	$14,000.00	$14,000		$14,000								
		Valves				2	EACH	$1,500.00	$3,000		$3,000								
		Water service relocation and reconnections				11	EACH	$1,500.00	$16,500		$16,500								
		Water Subtotal							**$73,500**										
	Sewer	Exploratory Excavation (pre-approval required)				5	HOURS	$300.00	$1,500			$1,500							
		8-inch SDR-35 Gravity Sewer Pipe (slip line)	750			750	FT	$60.00	$45,000			$45,000							
		8-inch CCTV Sewer Main Inspection	750			750	FT	$3.00	$2,250			$2,250							
		4-inch Sewer Service Line (SDR-35)	150			150	FT	$35.00	$5,250			$5,250							
		New Sewer Service Line, Connect to Existing				13	EACH	$500.00	$6,500			$6,500							
		Sewer Subtotal							**$60,500**										
		Construction Cost Subtotal for Alley							**$275,129**	$0	$73,500	$60,500	$141,129	$0	$0	$0	$0	$50,000	$0
		Total Construction Contingency for Alley (25%)							**$68,782**		$18,375	$15,125	$35,282					$12,500	
		Total Construction Cost for Alley							**$343,911**		$91,875	$75,625	$176,411					$62,500	
		Total Design & Construction Engineering Cost for Alley (25%)							**$85,978**		$22,969	$18,906	$44,103						
		Total Cost for Alley.							**$429,888**		$114,844	$94,531	$220,513					$62,500	
	IT/Franchise Utilities	Burry Overhead Franchise Utilities (*Cost has not been evaluated*)				1	LS	$50,000.00	$50,000									$50,000	
		IT/Franchise Utilities Subtotal							**$50,000**										
		Contingency 25%							**$12,500**										
		Total for IT/Franchise Utilities							**$62,500**										
		Subtotal for 3rd St.						**$492,388**											

Notes/Assumptions:

1. Costs for Stormwater, Sewer and Water were developed previously and not revised - pricing will be dependent on costs from utility departments
2. Assumed a full section reconstruct of the roadway
3. Landscape costs do not reflect the tree clusters discussed at the kick-off meeting
4. IT prices were estimated and will be dependent con costs provided by the department
5. Unit prices were estimated using ACHD's Bid Averages Report and ITD's Unit Price Report
6. Undergrounding costs were estimated and will be dependent on the franchise utility company
7. Traffic Control costs assume road closure, signage and fence to allow pedestrian accessibility to businesses

Stormwater Treatment System	Stormwater	Filter System - Art Roberts Park (collection of 2nd St and half of 1st St)				1	LS	$300,000.00	$300,000											
		Filter System - 1st St parking lot (collection of half of 1st St)				1	LS	$150,000.00	$150,000											
		Sod and Sprinkler Repair				170	SY	$65.00	$11,050											
		Construction Cost Subtotal for Stormwater System							**$461,050**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
		Total Construction Contingency for Stormwater System (25%)							**$115,263**											
		Total Construction Cost for Stormwater System							**$576,313**											
		Total Design & Construction Engineering Cost for Stormwater System (25%)							**$144,078**											
		Stormwater Treatment System Subtotal						**$720,391**												

Notes/Assumptions:

1. Costs for the Stormwater treatment system do not include landscaping or park amenities - this is a very preliminary estimate
2. Treatment is sized only for water within the City ROW - additional costs may occur for private water treatment

STREET SEGMENT	Department	Description	Length (FT)	Depth (FT)	Width (FT)	Total Quantity	Unit	Unit Price	Total Cost	FUNDING SOURCE									TIGER VI GRANT REQUEST
													City Match						
										Streets Department	Water Department	Sewer Department	LOT Tax	LHRIP Grant	ITD Funds	CIP	Other Grants	Franchise Utility Fund	
1st Street (between E. Lake and Park)	General	Mobilization - 8%				1	LS	$57,632.16	$57,632				$57,632						
		Traffic Control				1	LS	$10,000.00	$10,000				$10,000						
		Construction Staking				1	LS	$5,000.00	$5,000				$5,000						
		Materials Testing				1	LS	$20,000.00	$20,000				$20,000						
		Environmental Controls				1	LS	$3,000.00	$3,000				$3,000						
		General Subtotal							**$95,632**										
	Roadway	Asphalt Removal - grinding contractor (includes $1500 mobilization)	625		50	3472	SY	$3.00	$11,917				$11,917						
		Asphalt Removal - haul to City pit				1	LS	$5,000.00	$5,000				$5,000						
		Excavation and embankment under roadway	625	1.333	38	1173	CY	$15.00	$17,588				$17,588						
		Excavation and embankment under sidewalks	625	0.667	22	340	CY	$15.00	$5,095				$5,095						
		Geotextile fabric (Mirifi 500)	625		40	2778	SY	$1.00	$2,778				$2,778						
		Sub-base	625	1	38	880	CY	$23.00	$20,231				$20,231						
		4" Base course (roadway)	625	0.333	38	546	TON	$20.00	$10,914				$10,914						
		Asphalt (parking, roadway)	625	0.333	38	585	TON	$90.00	$52,672				$52,672						
		Signage and striping				1	LS	$5,000.00	$5,000				$5,000						
		4" Base course (sidewalk)	1250	0.333	11	316	TON	$20.00	$6,319				$6,319						
		6" curb and gutter	1250			1250	FT	$12.00	$15,000				$15,000						
		4" thick sidewalk	1250		11	1528	SY	$45.00	$68,750				$68,750						
		Silane 40 Sealer	1250		11	1528	SY	$10.00	$15,278				$15,278						
		Pedestrian ramps				8	EACH	$2,000.00	$16,000				$16,000						
		Electrical system				1	FT	$75,000.00	$75,000				$75,000						
		Street Lights (60 ft apart)				20	EACH	$5,000.00	$100,000				$100,000						
		Roadway Subtotal							**$427,542**										
	Stormwater	Stormwater piping (18" pipe)	530			530	FT	$70.00	$37,100				$37,100						
		Stormwater catch basins				7	EACH	$1,500.00	$10,500				$10,500						
		Stormwater Manholes				2	EACH	$4,000.00	$8,000				$8,000						
		Stormwater Subtotal							**$55,600**										
	Sewer	Exploratory Excavation (pre-approval required)				5	HOURS	$300.00	$1,500			$1,500							
		Existing Sewer Infrastructure Removal, Disposal, Backfill and Flowable Fill				1	LS	$5,000.00	$5,000			$5,000							
		ISPWC Type A Sewer Manhole (4-10' depth)				4	EACH	$2,200.00	$8,800			$8,800							
		8-inch SDR-35 Gravity Sewer Pipe	580			580	FT	$45.00	$26,100			$26,100							
		8-inch CCTV Sewer Main Inspection	580			580	FT	$2.00	$1,160			$1,160							
		Sewer Subtotal							**$42,560**										
	Water	8" water main	600			600	FT	$50.00	$30,000		$30,000								
		Fittings (35% of total cost)				1	LS	$10,500.00	$10,500		$10,500								
		Valves				8	EACH	$1,200.00	$9,600		$9,600								
		Hydrants				2	EACH	$3,500.00	$7,000		$7,000								
		Water service relocation and reconnections				9	EACH	$1,500.00	$13,500		$13,500								
		Water Subtotal							**$70,600**										
	Landscape (*Schematic still needed*)	Irrigation System				1	LS	$20,000.00	$20,000				$20,000						
		Street Trees (includes frame and grate and irrigation and electrical)				16	EACH	$3,500.00	$56,000				$56,000						
		Moveable Planters				4	EACH	$1,025.00	$4,100				$4,100						
		New water service (includes connection fees)				1	EACH	$6,000.00	$6,000				$6,000						
		Landscape Subtotal							**$86,100**										
		Construction Cost Subtotal for 1st St							**$778,034**	$0	$70,600	$42,560	$664,874	$0	$0	$0	$0	$25,100	$0
		Total Construction Contingency for 1st St. (25%)							**$194,509**		$17,650	$10,640	$166,219					$6,275	
		Total Construction Cost for 1st St.							**$972,543**		$88,250	$53,200	$831,093					$31,375	
		Total Design & Construction Engineering Cost for 1st St. (25%)							**$243,136**		$22,063	$13,300	$207,773						
		Total Cost for 1st St.							**$1,215,678**		$110,313	$66,500	$1,038,866					$31,375	
	IT/Franchise Utilities	4" Fiber optic conduit (2 runs each side under sidewalk)	2500			2500	FT	$5.00	$12,500									$12,500	
		Fiber optic junction box				12	EACH	$700.00	$8,400									$8,400	
		Fiber optic vault				3	EACH	$1,400.00	$4,200									$4,200	
		IT/Franchise Utilities Subtotal							**$25,100**										
		Contingency 25%							**$6,275**										
		Total for IT/Franchise Utilities							**$31,375**										
		Subtotal for 1st St.						**$1,247,053**											

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