TUTTLE LATERAL

from Milwaukee St to Cole Rd

PROJECT DESCRIPTION

The proposed Tuttle Lateral pathway from Milwaukee St to Cole Rd is roughly 1/2 mile in length and falls on City of Boise and Boise School District owned land. It creates safer connections to Capital High School, Milwaukee Park, and Spaulding Ranch. The Tuttle Lateral is operated by the Nampa & Meridian Irrigation District. The City is currently preparing plans for the Spaulding Ranch site to become a publicly accessible agricultural production area.

ESTIMATED COST: $774,070

BENEFITS

Expands safe routes to school

This project would improve access for Capital High students, faculty, and staff to surrounding neighborhoods and parks and shopping centers.

Precedent for pathways along canal laterals

This project would give the City experience in working with agencies along smaller canal laterals where piping canals may be more feasible/appropriate, creating a win-win scenario for both NMID and the community.

City-owned land

This project falls primarily on City of Boise Parks and Recreation owned land, as well as open space included on Boise School District property (Capital High School).

KEY CONSIDERATIONS

Pathway termini

This pathway segment terminates at Milwaukee St and Cole Rd, where limited opportunities for low-stress connections exist. This impacts the ability for residents of varying ages and abilities to utilize the pathway for transportation needs beyond the project area.

Headgate & pinch point

At the corner where Capital High's campus and Spaulding Ranch meet, limited space exists between private property fences to maintain the preferred cross section; irrigation headgates are also found at this location. Coordination with adjacent property owners and NMID may be needed.

THE CORRIDOR AT A GLANCE

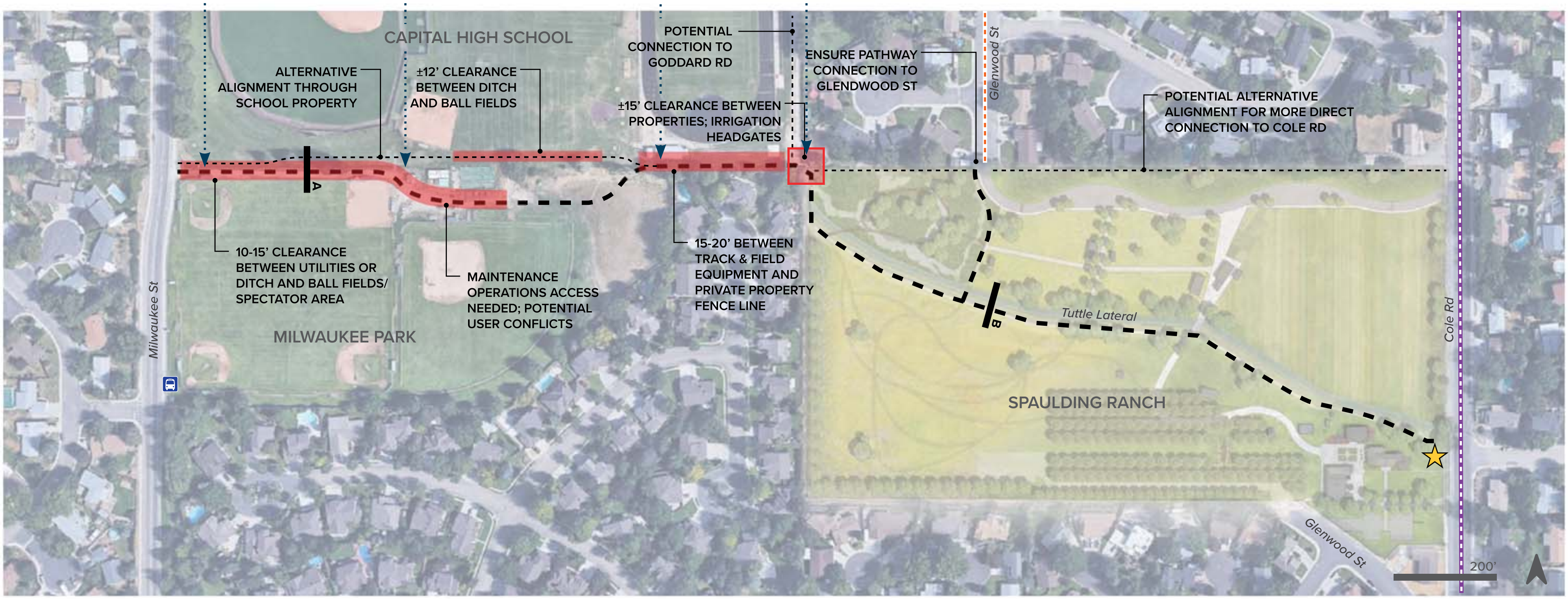
Looking West: Constrained widths

Looking West: Conflicts with maintenance access

Looking West: limited clearance from Capital High track & field equipment

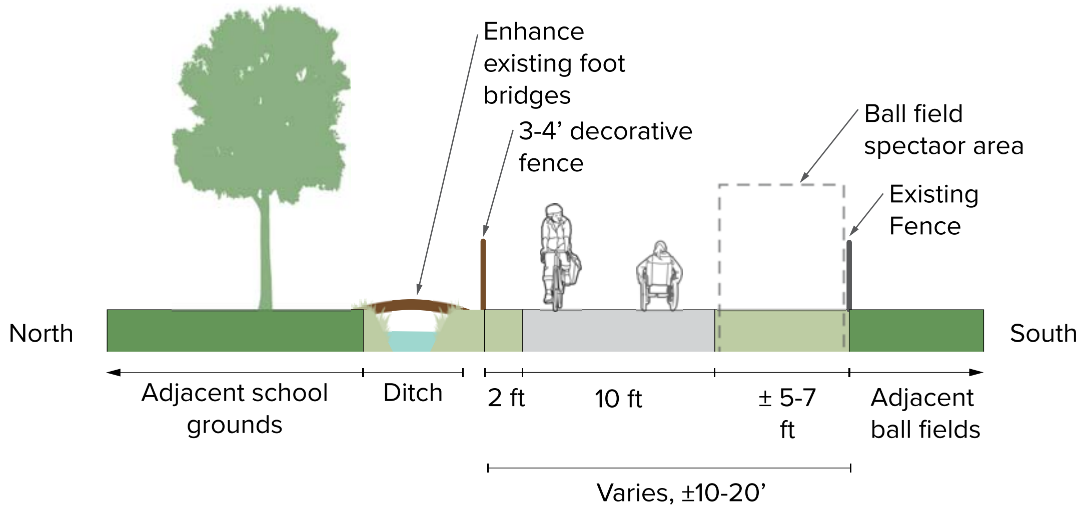
Looking NW: ±15' clearance between properties; head gates

Original alignment
Alternative alignment
Planned bikeway (RLS request)
Planned bikeway (RLS)
Cross section (See pg. G-8)
Mid-block crossing
VRT bus stop
Potential trailhead/rest area



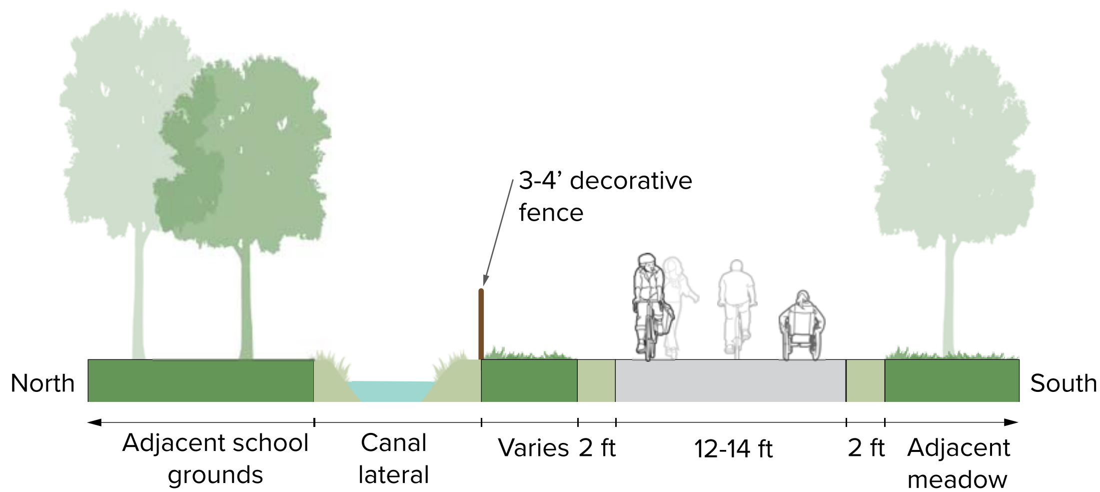
TYPICAL CROSS SECTIONS

A



- Conflicts between pathway users and baseball spectators should be anticipated and mitigated by encouraging cyclists to slow down
- Alternative: utilize school district property on north side of irrigation ditch

B



- Alternative: provide separate walking (6-8') and biking (10') pathways

DESIGN AND IMPLEMENTATION APPROACH

Pathway Width & Material

Based on the project area's surrounding context, it is anticipated that a pathway in this corridor would see medium to high levels of local use and low to medium levels of use by people traveling through (due to the short length and lack of connecting high comfort facilities on either end). A minimum pathway width of 10 feet is recommended through Milwaukee Park to reduce impacts on adjacent properties and to increase the feasibility of the project. More flexibility exists through Spaulding Ranch and a pathway width of 12-14 feet should be used. The pathway material should be concrete with saw cut (not tooled) joints. Center dashed striping may be used to organize pathway traffic.

Supporting Elements and Amenities

Locations and design of pathway amenities along the corridor should be included in the scope of work for future design and engineering services. Pathway amenities should include:

Wayfinding: The City's branded wayfinding signage* should be incorporated along the corridor, including access signage at formalized entry points, decision signs where the pathway intersects with other bicycle or pedestrian routes, turn signs where detours are necessary, and confirmation signs. Both post-mounted signs and pavement markings should be explored for wayfinding and branding.

*It is recommended that a cohesive wayfinding and signage system be established for use along all of Boise's pathways; in the interim, standard bicycle signage as found in Chapter 9 of the Manual on Uniform Traffic Control Devices (MUTCD) should be used.

Bicycle Parking: Bicycle parking along the pathway itself is not included in this concept or cost estimate, but ample bicycle parking should be provided within Milwaukee Park and Spaulding Ranch near building entrances or gathering areas. See the Boise Pathways Master Plan for guidance on bicycle parking rates, rack selection, and rack placement.

Trailheads & Rest Areas: A trailhead or gateway feature is recommended in Spaulding Ranch where the pathway meets Cole Rd.

Connecting to Goddard Road

A connection to Goddard Rd along the eastern boundary of Capital High School's campus should be explored during the design phase of the project as an alternate or additional alignment. This would expand the pathway network, connecting to the future Goddard Rd pathway along Settlers Canal.

COST ESTIMATE BREAKDOWN

Planning level cost estimates for the design and construction of the project are outlined below. These estimates are intended to be used as a guide for future design RFP development and should be refined with current unit costs and any changes that result from the design and engineering process prior to publishing construction bids advertisements or grant applications.

Section	Length (LF)	Unit Cost ($/LF)	Section Cost	Notes
A	1610	$ 150	$ 241,500	10' path, 2' shoulder
B	1500	$ 170	$ 255,000	12-14' path, 2' shoulders
Total	**3110**		**$ 496,500**	

Misc	Unit	Unit Cost	Quantity	Total	
Enhanced foot bridges	EA	$ 25,000	3	$ 75,000	10-20' canal crossings
Wayfinding	EA	$ 400	5	$ 1,885	assumes 8 signs/mile
Easement/Acquisition	SF	TBD	5250	TBD	15' easement for 350 LF
				$ 76,885	

Subtotal		**$ 573,385**
Engineering & Design	10%	$ 57,338
Contingencies	25%	$ 143,346
Project Total		**$ 774,070**

COST ESTIMATE ASSUMPTIONS

See Map on G-35 for assumed alignment. The above cost estimate does not account for property acquisition (although estimated SF is provided), trailhead design and construction (if applicable), utility relocation (e.g., canal headgate and utility pole relocation), or landscaping beyond lawn seeding the 2’ pathway shoulder. This is due to the variance in real estate costs and unknown programming and design elements associated with trail heads (e.g., number of parking spaces, amenities, etc.) and landscaping. These costs should be established during design and factored into total construction costs.

ALIGNMENT FOR COST ESTIMATING PURPOSES