



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • itd.idaho.gov

**Idaho Transportation Board
Subcommittee on
State Highway System Adjustments**

May 10, 2019

2:00 PM

Idaho Transportation Department
3311 West State Street
Room 209
Boise, Idaho

ACTION ITEMS

	Page
1. Call meeting to Order – Chairman Kempton	
2. December 14, 2018 Meeting Minutes – Chairman Kempton	1
3. I-84 Business; Nampa/Caldwell Boulevard, District 3: possible relinquishment – District 3 Engineering Manager Lakey	3
4. SH-75 Spur, District 4: possible relinquishment – District 4 Engineer Rigby	27
5. Adjourn	

Idaho Transportation Board Subcommittee on
State Highway System Adjustments

December 14, 2018

Idaho Transportation Board (ITB) Subcommittee on State Highway System Adjustments Chairman Dwight Horsch called the meeting to order at 8:30 AM on Friday, December 14, 2018. ITB Vice Chairman Jim Coleman and Member Lee Gagner were present at the Idaho Transportation Department in Boise, Idaho. Also in attendance from ITD were Division of Engineering Services Administrator Blake Rindlisbacher, District 6 Engineer (DE) Jason Minzghor, Planning Services Manager Ken Kanownik, Deputy Attorney General Renee Hollander-Vogelpohl, and Executive Assistant to the Board Sue S. Higgins. Muhammad Zubery from the Local Highway Technical Assistance Council (LHTAC) was also present.

DE 1 Damon Allen and District 6 Planner Mark Layton participated via teleconference and video conference from the Districts 1 and 6 Offices, respectively.

September 12, 2018 Meeting Minutes. Member Coleman made a motion to approve the September 12, 2018 Subcommittee meeting minutes as submitted. Member Gagner seconded the motion and it passed unopposed.

Coeur d'Alene Lake Drive, District 1. Member Coleman said he requested this item be on the agenda, but believes the issue has since been resolved. There was a misunderstanding regarding the relinquishment of this route. He thought the property was transferred to the local jurisdictions, but learned that the transactions are still being processed. DE 1 Allen concurred and said the intent is to quit claim the property.

Relinquishment of SH-48, District 6. DE 6 Minzghor said Jefferson County is interested in accepting jurisdiction of SH-48 if ITD constructs a US-20 and SH-48 interchange in Rigby. He estimates an interchange will cost between \$15 and \$20 million. This proposal is preliminary. No funding or construction year have been identified. He would like to continue exploring the relinquishment after two new commissioners take office in January.

The consensus of the Subcommittee was to continue these discussions.

SH-33, District 6. DE 6 Minzghor said he presented the potential realignment of SH-33 in Rexburg to the full Board last month. Since then, Basic American Foods secured the \$500,000 grant, which was a critical component of the proposal. The City of Rexburg asked ITD to split the cost of the project. ITD's share would be about \$1.75 million. The City would consider assuming jurisdiction of SH-33. DE 6 Minzghor said he talked to Madison County and it also expressed interest in assuming jurisdiction of SH-33. The County also expressed interest in assuming jurisdiction of SH-33 west of Rexburg to the county line; however, staff is not receptive to that proposal because that would result in a segment of a state highway not

connecting to a state highway. The state routes would not be contiguous. The preferred relinquishment would be about six miles, from US-20 in Rexburg to Sugar City.

The consensus of the Subcommittee was to continue negotiating the relinquishment of SH-33 with the impacted local highway jurisdictions.

The meeting adjourned at 8:55 AM.

Respectfully submitted by:
SUE S. HIGGINS
Executive Assistant & Secretary
Idaho Transportation Board

Road Closure Agreement

I-84B, SH-19 to SH-55

10 May 19



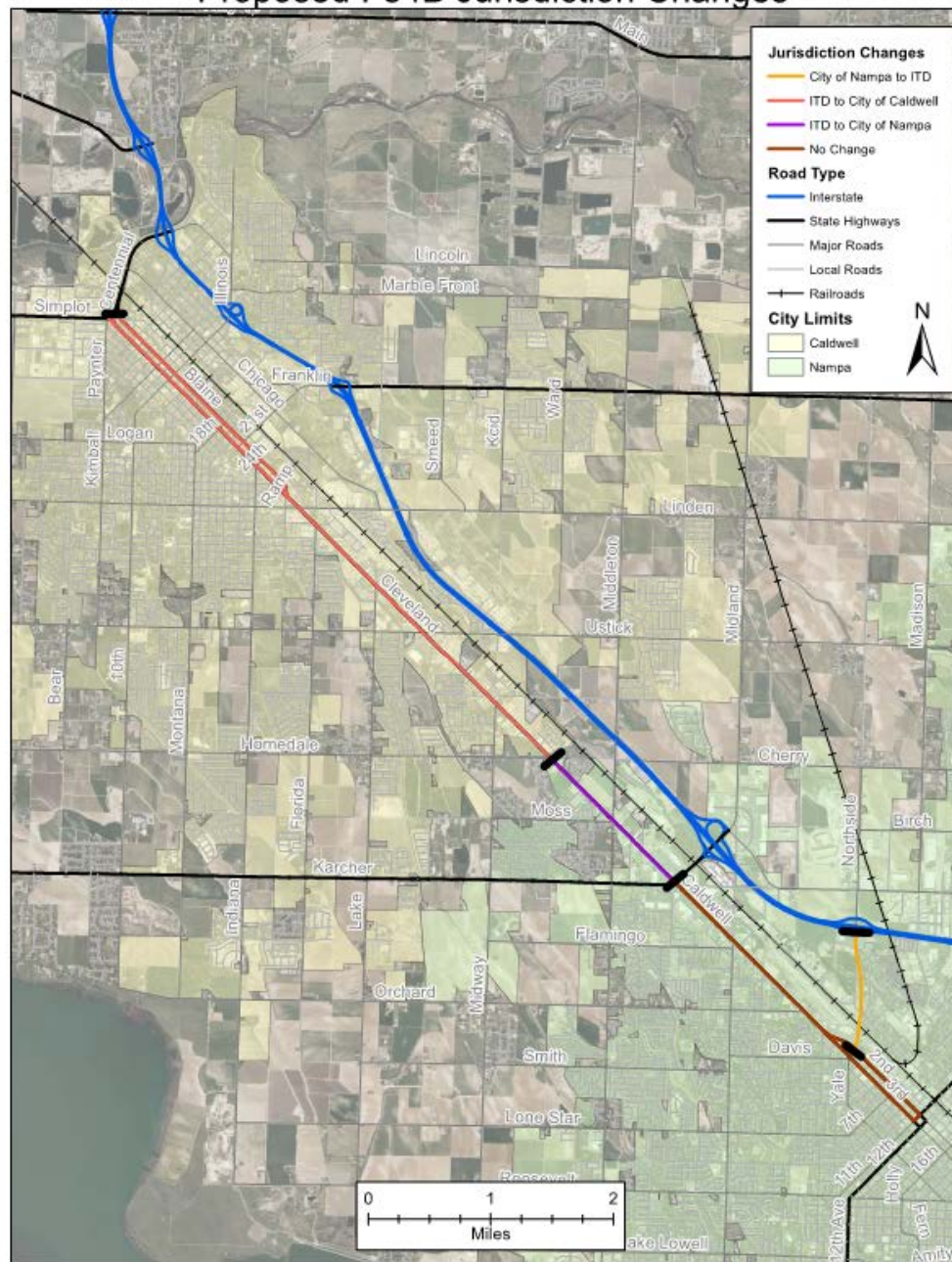
YOUR *Safety* • • • ► YOUR *Mobility* • • • ► YOUR *Economic Opportunity*

Agenda

- Background
- Current Conditions
- Cities' Requests
- Summary
- Questions



Proposed I-84B Jurisdiction Changes



Background

- 2003, Discussions started with Nampa
- 2004, Nampa put on hold (no URD bond)
- 2011, Discussions with Caldwell about US-20/26
- 2013, Board wanted to pursue but agreement never finalized
- 2018, Board fully funds US-20/26 from I-84 to Middleton Rd.
- 2019, D3 staff reengaged with Caldwell and Nampa



Current Conditions (Caldwell)



Current Conditions (Caldwell)



Current Conditions (Caldwell)



Current Conditions (Caldwell)



Current Conditions (Nampa)



YOUR Safety • • • ► **YOUR Mobility** • • • ► **YOUR Economic Opportunity**

Current Conditions (Northside)



Current Conditions (RR Bridge)



Current Forecasted Costs on I-84B in next 10 years

- Last work was 2015 (microseal)
- \$1.1M was programmed in FY25 (SH-19 to 10th Ave only)
- At a minimum would do another preservation treatment (Est. cost \$600,000)
- Doesn't account for manpower, patching, signs or striping



Current Forecasted Costs on Northside in next 10 years

- Last work was 2012 (mill/inlay)
- At a minimum would do another preservation treatment (Est. cost \$80,000)
- Bridge preservation work
- Doesn't account for manpower, patching, signs or striping



Caldwell's Request

- \$1.6M
 - Manpower stipend
 - Striping (1x/yr)
 - Signs (1x/10 yrs)
 - Signal maintenance (annual)



Nampa's Request (DRAFT)

- \$800K
 - Signal at 4th St. N. (est. \$400K)
 - Channelization at 1st St N (est. \$200K)
 - Maintenance Offset (est. \$200K)
 - Take on RR bridge
 - Future consideration of the SH-45 re-route



Northside Blvd & 4th St N



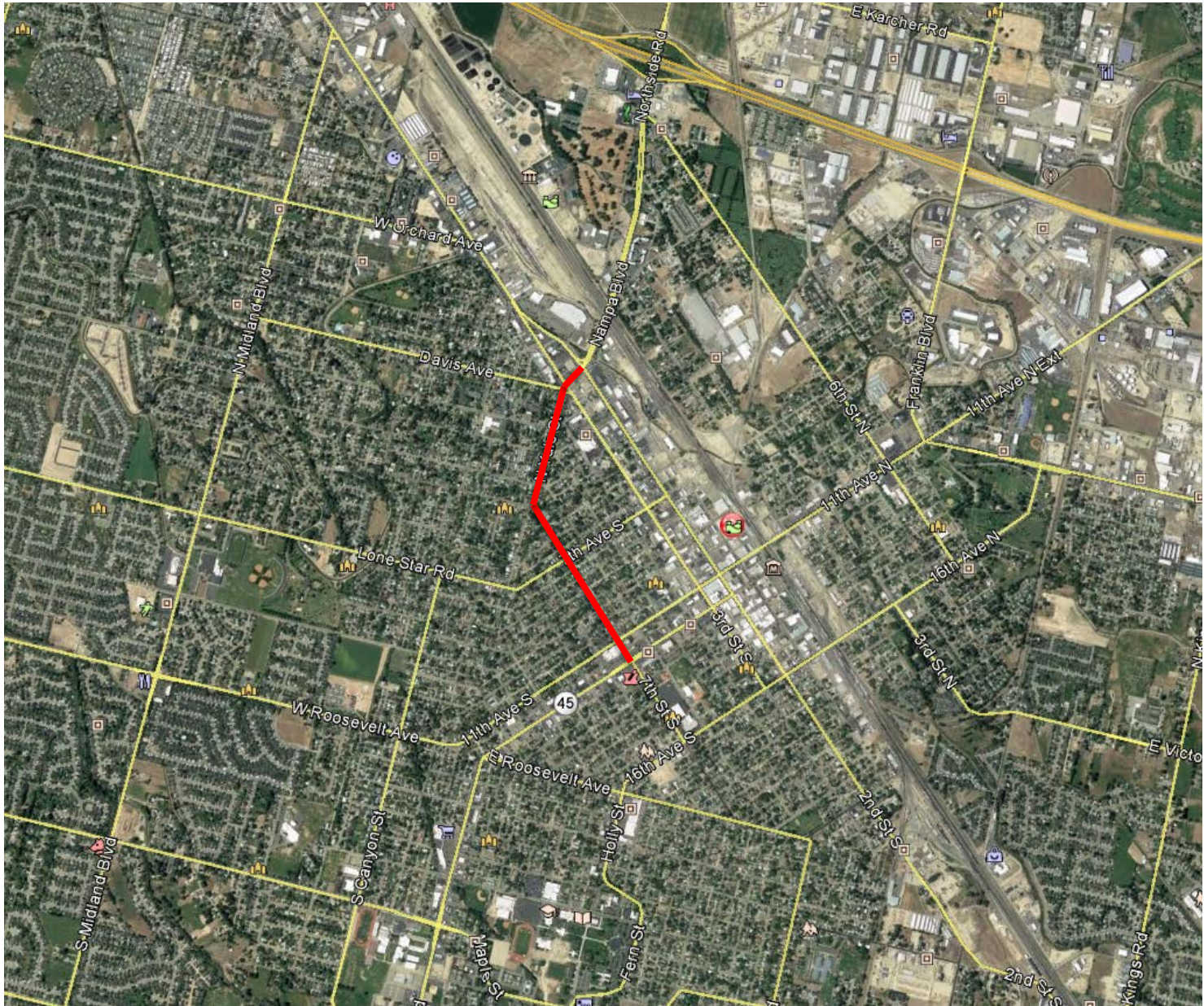
YOUR Safety



YOUR Mobility



YOUR Economic Opportunity



Summary

Location	Lane Mileage Increase	Lane Mileage Decrease	Net Change
Caldwell	20	0	+20
Nampa	6	4	+2
ITD	4	26	-22



Summary

Location	Signal Increase	Signal Decrease	Net Change
Caldwell	14	0	+14
Nampa	2	2*	0
ITD	2*	16	-15
*Including proposed new signal at 4 th St. N			



Summary

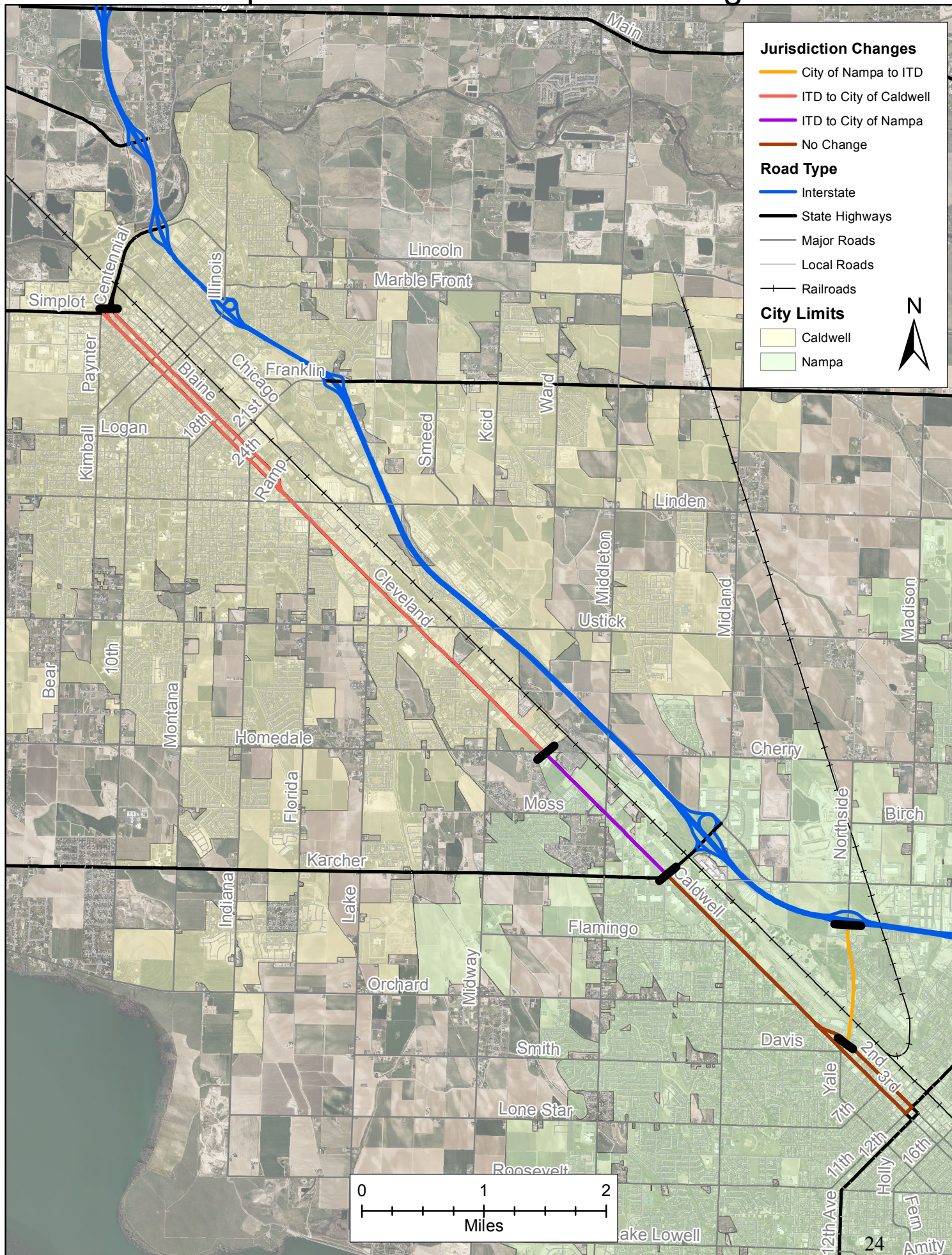
Location	Estimated Dollars
Caldwell	\$1.6M
Nampa	\$800K
ITD	-\$2.4M



Questions?



Proposed I-84B Jurisdiction Changes



History of System Adjustment

I-84 Business: Nampa-Caldwell Boulevard

Prepared April 29, 2019

April 2003

Subcommittee Minutes: Member McClure said City of Nampa expressed interest in assuming jurisdiction of I-84B. No discussion with Caldwell yet.

September 2003

Staff conducted rating of I-84B: scored 42 out of 100. It was noted that the rating system was established for rural routes, not urban roads. (Score of 70 to add route; 30 or less to remove.)

January 2004

Subcommittee Minutes: Nampa requested delaying the system adjustment until the outcome of the Urban Renewal Bond is determined. The outcome of the vote will impact the city's interest in pursuing the I-84B proposal.

November 2004

Subcommittee Minutes: Nampa's urban renewal district was not renewed. The I-84B proposal was put on hold.

March 2007

Subcommittee Minutes: Member McClure encouraged considering revisiting the I-84B proposal. LHTAC will follow up.

Note: next meeting was in 2009. No mention of route; new LHTAC administrator.

December 2011

Subcommittee Minutes: District 3 Engineer Jones said he had discussions with City of Caldwell about ITD improving US-20 if Caldwell would assume jurisdiction of I-84B. He received a favorable response and plans to pursue that. He believes it would cost approximately \$10-12 million.

DE Jones said Nampa is interested in assuming jurisdiction of I-84B in conjunction with ITD realigning SH-45 in downtown Nampa. Estimated cost is \$20 million.

Subcommittee encouraged DE to continue negotiations.

April 2012

Subcommittee Minutes: Nampa willing to assume approximately 7 miles of I-84B in exchange for ITD re-aligning SH-45. Preliminary cost estimate for the 2-mile SH-45 project is \$25 million, but it may take years to re-align due to time-consuming process to complete an environmental impact statement.

City of Caldwell also initiated a proposal to assume jurisdiction of I-84B. The City is widening ½ mile of US-20/26 at its expense to pursue economic opportunities. It is requesting that ITD widen additional mileage on US-20/26 in exchange for the city accepting jurisdiction of the approximately 8-mile I-84B.

October 2012

Subcommittee Minutes: Caldwell receptive to assume jurisdiction of I-84B for \$5.5 million. Transaction may be contingent on ITD widening US-20/26 east of I-84, estimated at \$12 million. The two issues are separate, but DE Jones believes there's leverage if the two are tied together.

Attorney General recommended taking issue to the full Board because there is more involved than just a system transaction.

Idaho Transportation Board Minutes: The proposal was presented to the full Board. Board approved motion to pursue agreement with the City of Caldwell for ITD to widen 1.5 miles of US-20/26 east of I-84 contingent on the City of Caldwell accepting jurisdiction of the approximately 8-mile I-84 Business route and then to add the US-20/26 widening project to Early Development of the ITIP.

October 2013

Idaho Transportation Board Minutes: City of Caldwell met with Board. City widened US-20/26 to the airport. City would like highway widened to Middleton Road. It is willing to fund the project initially if ITD would pay back the city. DE Jones said the project is in Early Development for \$12 million. Mayor Nancolas concurred that the city is receptive to assuming jurisdiction of I-84B if ITD widens US-20/26.

The consensus of the Board was to pursue this this proposal.

July 2018

Idaho Transportation Board Minutes: The Director reported that District 3, COMPASS, and other partners are preparing an application for a US-20/26 project near Caldwell. (Assume it is for the above referenced project.)



IDAHO STATE HIGHWAY SYSTEM ADDITIONS AND DELETIONS REQUEST FORM

PLEASE INDICATE: ☐ Local Agency Request ☐ ITD District Request ☐ IT Board Request

This form has been developed for use in all requests for modification to Idaho's State Highway System. One form must be completed and submitted for each change.

AGENCY CONTACT INFORMATION

Agency Name:		Application Date:
Contact Person and E-mail Address:	Telephone Number:	
Agency Address:		
Is this State Highway System modification request/change completely within or partially within one Jurisdiction? <input type="checkbox"/> Yes <input type="checkbox"/> No – If no, indicate the primary jurisdiction that you will be working with to submit your request.		
District:		
Highway District:		
County:		
City:		

ROUTE DESCRIPTION

Local Name of Route:		Route Number:
Route Description:		
Termini of Route (Milepost (MP) – if available) From MP: To MP:		Length (miles):
Existing Federal Functional Classification, if applicable (choose only one): <input type="checkbox"/> Interstate <input type="checkbox"/> Other Freeway and Other Expressway <input type="checkbox"/> Other Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road		



IDAHO STATE HIGHWAY SYSTEM ADDITIONS AND DELETIONS REQUEST FORM

RATING CRITERIA

Please respond to each question with a yes or no response. If available, attached supporting documentation to validate the responses.

Upon concurrence to further pursue the request by the Board Subcommittee for System Additions and Deletions, the Planning Services Section will generate a formal report to assist in the evaluation of below criteria.

CRITERIA	CONSIDERATION	Yes	No
Employment	Does the roadway support one or more major regional or state employers? <i>*Input on major employers and business size shall be evaluated along with information about the type and volume of traffic using the route.</i>		
Economy	Does the roadway support existing or proposed commercial, industrial, recreational, or agricultural activities and can these activities demonstrate that they significantly contribute to Idaho's Gross State Product. <i>*Input on the commercial, industrial, recreational, or agricultural significance shall be evaluated along with information about the type and volume of traffic using the route.</i>		
Statewide Connectivity	Does the roadway provide the only connection between population centers? If no, does the roadway provide the shortest connection between the population centers? <i>*Consideration on existing and/or forecasted incorporated town or city population shall be evaluated along with proximity of closely spaced parallel roadways serving the same trip generators.</i>		
Mobility	Does the roadway have a prevailing speed of 55 miles per hour (MPH) outside of towns or cities? <i>*If no, input on the investment required to bring the road up to a speed of 55 mph shall be evaluated.</i>		
Safety	Does the roadway have existing geometrics to safely handle the traffic volume and a right-of-way that is available for public use and is wide enough to meet minimum safety standards? <i>*Input on the roadway geometry and crash statistics shall be evaluated along with existing and/or forecasted traffic volumes.</i>		X

IDAHO CHANGE REQUEST SUBMITTAL CHECKLIST *(include with this request form):*

- ☐ Change Request Form
- ☐ Vicinity Map showing the roadway being considered for addition or deletion
- ☐ A letter of request outlining why the road should be added to or deleted from the state highway system
- ☐ Supplemental documentation validating the responses to the above rating criteria



Submit all of the above to the Idaho Transportation Department District in your area. If you have questions or need additional information, you may e-mail planning@itd.idaho.gov.

VICINITY MAP
PROPOSED SH75 SPUR TRANSFER

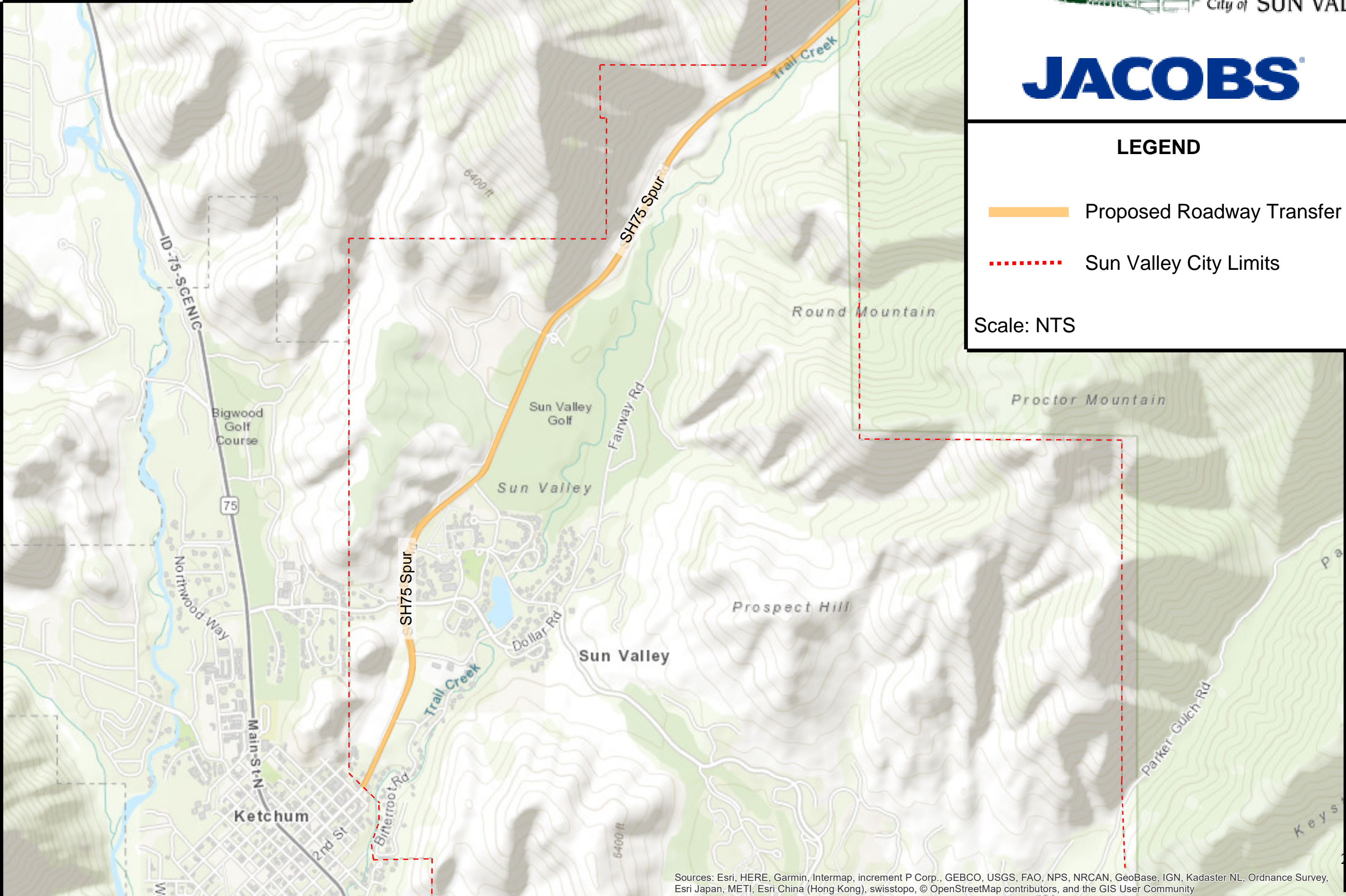


JACOBS

LEGEND

-  Proposed Roadway Transfer Section
-  Sun Valley City Limits

Scale: NTS



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community





Mayor
Peter M. Hendricks

Council
Keith Saks, Council President
Michelle Griffith
Jane Conard
Brad DuFur

April 30, 2019

Idaho Transportation Department – District 4
Jim Kempton
Devin O. Rigby
216 South Date Street, Shoshone, ID

Subject: Letter of Intent- Removal of State Highway 75 Spur

Dear Mr. Kempton and Mr. Rigby:

This letter signifies the City of Sun Valley's (City) interest in assuming jurisdiction of a portion of State Highway 75 Spur (SH75 Spur), approximately 17,800 linear feet long. The City has followed the evaluation process recommended by the Idaho Transportation Department (ITD) Policy 5061 and believes this request is in the best interest of all involved parties. As the Mayor, I would like to assure the ITD that the City is committed to maintaining this road as a public right-of-way to be used by all.

Occasionally, over the past 25 years, ITD District 4 staff have approached the City about transfer of ownership of this same segment of SH75 Spur. At those times, the conversation did not move beyond simple discussions. However, over the past ten years or so, the City has developed along the edges of SH75 Spur. The growth of residential, commercial and recreational space along this segment of SH75 Spur now results in a positive impact to the local economy, connectivity and employment. This segment of SH75 Spur begins at the city limits with Ketchum and extends to the point the roadway transitions jurisdiction to State Forest Route 408. This Forest Route is not plowed throughout the winter, so does not provide connectivity beyond the City on a permanent basis, reinforcing the understanding that the City is a destination. As such, most users of this segment of SH75 Spur view it as a local road.

A more detailed analysis is attached in the City's System Action Evaluation Criteria document.

After years of intermittent discussion about this subject, the City is excited to have the chance to engage in more detailed conversation about this mutually beneficial opportunity.

Sincerely,

Peter M. Hendricks
Mayor, City of Sun Valley



81 Elkhorn Road, P.O Box 416
Sun Valley, Idaho 83353
United States
T +1.208.383.6334
www.betsy.roberts@jacobs.com

Idaho Transportation Department – District 4
Jim Kempton
Devin O. Rigby
216 South Date Street, Shoshone, ID

4/29/19

Subject: System Action Evaluation Criteria

Employment

State Highway 75 Spur (SH75 Spur) is a vital roadway to numerous employers in the Sun Valley area. This roadway connects people to the Sun Valley Company (Sun Valley Co.); the largest employer in the City of Sun Valley and one of the largest in the region. The Sun Valley Company encompasses the entire Sun Valley resort. This resort provides the City with lodging, wellness activities, dining, and shopping, as well as property management and facilities management. With this vast array of entertainment for tourists also comes job opportunities for locals. The resort has seasonal, part-time, and full-time positions available totaling approximately four-hundred jobs. The resort is a crucial part of the daily life of those who live and work in Sun Valley. The SH75 Spur serves as the main access way for these employees to get to work.

Economy

The resort is a vital component to the success of the economy in this region. The Sun Valley Co. has a generous impact on Idaho's Gross State Product. Based on the Idaho Transportation Department (ITD) corridor overview for SH75 Spur the commercial average daily traffic (CADT) volume is 235. With a low CADT value this places the roadway into the "regional" corridor tier. The CADT volume suggests that this is not a crucial route to transport various goods. Due to the small city size and local population there are not a large number of commercial vehicles traveling in this area. However, while the number of commercial/industrial/agricultural vehicles that travel on this roadway may be smaller than other highways, the ones who do travel on SH75 Spur rely on it to get to Sun Valley. Another important component is the fact that SH75 Spur ends after reaching the far end of the Sun Valley city limits. Commercial vehicles are not providing transport through Sun Valley. Similarly, tourists visiting the area are arriving at Sun Valley as a destination.

Statewide Connectivity

The SH75 provides a vital link north and south to other State and US Highways that connect across the state. SH75 Spur provides a direct connection from the City of Ketchum to the City of Sun Valley. Sun Valley has a population of approximately 1,440 people. This puts the City into the extremely low end of the "medium" population center bracket (1,000 to 5,000). It is the most widely used roadway to travel back and forth between the cities. SH75 Spur travels North East from Ketchum towards Sun Valley where it reaches its end at the limits of the city boundary. Once the highway passes through Sun Valley and reaches the city boundary it becomes Forest Route 408. This forest road is only open for portions of the year due to the snow coverage. Sun Valley is a destination site rather than a pass through. There are no population bases past Sun Valley along SH75 Spur. The average daily traffic volume (ADT) varies on the

certain segments of the highway. Areas closer to the city center have higher traffic volumes than those segments closer to the northern city boundary. It is estimated that the through traffic ratio for the SH75 Spur is relatively low based on the fact that there are relatively low ADT values for the majority of the roadway and that it transitions to a Forest Route 408 just past the City. There are much more local travelers than through traffic on SH75 Spur. There are less used local roadways that can be used to get to Sun Valley without using SH75 Spur; however, it is the most direct route. The next closest parallel state highway (State Highway 93) is well over 20 miles away and obviously not an alternative. Without using SH75 Spur, drivers would need to use small local roads to access the Sun Valley resort and community.

Mobility

This roadway serves as the main route for anyone traveling into and around the Ketchum and Sun Valley area. It is the most direct route for travelers between the two communities and hence the most widely used. It is crucial to note that due to the importance of this roadway to everyone in this area, if SH75 Spur were removed from the State Highway System, the City is committed to ensuring the road would remain a public roadway. The roadway's main function and classification will not change. It will still serve as a vital public roadway. SH75 Spur speed limit for the portion in question is 35 mph. This is much lower than an average highway speed. This portion of the highway will not need to support speeds above 55 mph. The roadway serves an urban setting; it travels through the populated city center and will always require low speeds.

Safety

SH75 Spur is currently part of the State's Highway System. Due to the roadway's current jurisdiction it is clear that it has adequate right of way and sufficient geometry to serve as a local, destination road. For reference, the segment from mile post (MP) 0.0 to 0.3 resides in the Ketchum and has a total number of 15 crashes. There were only 2 injuries among those crashes. Although it may seem like a high number of crashes for a short length of roadway, this segment has the highest ADT. MP 0.3 is considered the city limit between Ketchum and Sun Valley. The average daily traffic volumes from MP 0.0 to 0.6 is 6,000 while the rest of the roadway to MP 3.60 has a decreasing ADT, dropping from 5,800 to 500 by the end. Based on the data for SH75 Spur crash summary for MP 0.3 to 3.6 (SH75 Spur segment in question) there have been a total of 13 crashes with 6 injuries. This data is being pulled from 2013 to now, 2019. Due to the termination of the SH75 Spur after Sun Valley it is not anticipated that the traffic volumes will increase dramatically more than they are now. The traffic volumes will most likely reflect the local growth of the community over the years.