

# SH-45 Realignment Concept Report



*Prepared for:*



City of Nampa, Public Works Department  
&  
Nampa Development Corporation

*Prepared by:*

URS  
720 Park Boulevard  
Boise, ID 83712  
June 2014

---

## TABLE OF CONTENTS

### **Section 1**

Concept Approval  
Vicinity Map  
Project Narrative  
Design Standards (ITD 757)  
Preliminary Project Concept (2708)  
Feasibility Study (ITD 0280)  
Design Standard Details and Preliminary Design Criteria

### **Section 2**

Alternate Solutions and Costs (ITD 758)

- Conceptual Plan-view
- Typical Section
- Intersection Layouts

Right of Way Cost Estimate Sheets (ITD 2839)  
Project Cost Summary Sheets (ITD 1150)

### **Section 3**

Existing and Future Traffic Deficiencies Report  
Roundabout Analysis Technical Memo

### **Section 4**

Safety Evaluation Summary  
Safety Evaluation Forms (ITD 2658)

### **Section 5**

Environmental Scan

### **Section 6**

Phase I (G) Geologic Reconnaissance Report

### **Section 7**

Conceptual Stormwater Drainage Design Memo

### **Section 8**

Access and Additional Design Considerations

---

---

## Introduction

State Highway 45 (SH-45) connects Owyhee County and southern Canyon County to Interstate 84 (I-84) by way of the I-84 Business Loop (I-84B) which utilizes 12<sup>th</sup> Avenue South, 11<sup>th</sup> Avenue North, and Garrity Boulevard in Nampa. SH-45 is a crucial facility for regional mobility and agribusiness in southwestern Idaho. However growth in Nampa, the state's second most populated city, has made I-84B somewhat obsolete.

Growth in the region is driving economic development in downtown Nampa, the heart of which is currently served by SH-45 and I-84B. The desire for a more urban, pedestrian friendly downtown moved the Nampa Development Corporation and the city of Nampa to explore several alternative traffic options. Ultimately an option that realigns SH-45 along existing arterial roadways to I-84 via Northside Boulevard was identified as the best option for managing future traffic volumes.

This report refines and documents the concept for a realigned SH-45, as identified in the *Downtown Traffic Alternatives Analysis*. It also highlights issues and concerns that need to be resolved during the project's preliminary and final design phases.

## Project Background

The **project vicinity map** identifies the current and proposed realignment of SH-45. The idea for a realignment of SH-45 was a product of several transportation planning analyses conducted by the city of Nampa with assistance from their urban renewal agency, the Nampa Development Corporation (NDC). The primary precursor documents used to define the SH-45 realignment concept include:

- *The Nampa Citywide Transportation Plan (April 2012)* - This is a long-range transportation plan for the city of Nampa and its area of impact. It identifies current (2010) and future (through the year 2035) capacity needs for roadways and intersections using travel demand forecasts based on projections of future growth. COMPASS' travel demand model was used to identify current and future roadway and intersection deficiencies.
- *The Downtown Traffic Alternatives Analysis (November 2010)* - This is a study that identified and evaluated 13 different traffic alternatives with the intent of finding one that would best improve urban redevelopment conditions in downtown Nampa. Impacts to one block in particular, the "Pivot Block" (now know as the Library Block or Library Square), were of particular interest to the city and NDC as it is the site for a new city library and parking garage. One of the difficulties with this block is it is surrounded by roadways owned and operated by ITD (i.e. SH-45 and I-84B).
- *The One-way Traffic Analysis Technical Report (November 2012)* - An analysis of the two-way travel pattern in downtown Nampa was conducted as a supplement to the *Downtown Traffic Alternatives Analysis*. It focused on three specific changes to the roadway operations in the area involving 2<sup>nd</sup> Street South, 3<sup>rd</sup> Street South, 12<sup>th</sup> Avenue South and 11<sup>th</sup> Avenue South. Intersection delay was estimated for each major intersection in the area given three one-way/two-way scenarios. It was found that creating a one-way couplet using 11<sup>th</sup> Avenue South and 12<sup>th</sup> Avenue South would decrease delay in downtown Nampa. When combined with a realignment of SH-45, it reduced intersection capacity needs at key intersections along 7<sup>th</sup> Street South.

## Current Conditions

ITD owns and operates many of downtown Nampa's major arterial roadways as part of the state highway system. 12<sup>th</sup> Avenue South is currently SH-45 while 2<sup>nd</sup> Street South, 3<sup>rd</sup> Street South, and 11<sup>th</sup> Avenue South are part of I-84B. I-84B also includes 11<sup>th</sup> Avenue North and Garrity Boulevard. The city of Nampa owns and operates all other arterials in the area including 11<sup>th</sup> Avenue South (south of 3<sup>rd</sup> Street South), 7<sup>th</sup> Street South, Yale Street, and Northside Boulevard.

Most of 12<sup>th</sup> Avenue South (SH-45) between 2<sup>nd</sup> Street South and 7<sup>th</sup> Street South is 4 travel lanes wide with curb, gutter, and sidewalk. Some sections have a two-way-left-turn lane (TWLTL) while other sections allow on-street parking instead. 11<sup>th</sup> Avenue South (I-84B) between 2<sup>nd</sup> Street South and 3<sup>rd</sup> Street South is 4 travel lanes wide with a center turn lane, curb, gutter, and sidewalk. Between 3<sup>rd</sup> Street South and 7<sup>th</sup> Street South, 11<sup>th</sup> Avenue South is 3-lanes wide (2-travel lanes and a TWLTL) with curb, gutter, on-street parking, and a detached sidewalk. Signalized and STOP controlled at-grade intersections exist along both 11<sup>th</sup> Avenue South and 12<sup>th</sup> Avenue South.

7<sup>th</sup> Street South and Yale Street are both three-lanes wide with the exception of the segment between 11<sup>th</sup> Avenue South and 12<sup>th</sup> Avenue South which is 5-lanes wide. Both Yale Street and 7<sup>th</sup> Street South have curb, gutter, and sidewalks. STOP controlled at-grade intersections exist along both roadways. Access to 7<sup>th</sup> Street South/Yale Street is plentiful between 12<sup>th</sup> Avenue South and 3<sup>rd</sup> Street South. Each property along Yale Street has direct access while most properties along 7<sup>th</sup> Street South have access to both to a mid-block alley and the roadway. Some properties along 7<sup>th</sup> Street South only have access via 7<sup>th</sup> Street South.

Northside Boulevard is 5-lanes wide (4-travel lanes) and was once part of the state highway system (SH-55) prior to the construction of the Karcher Interchange. It has a raised landscaped median, curbs, gutters, and sidewalks. A large, grade separated railroad crossing is part of the roadway. All other intersections are at-grade.

Performance of the existing arterial roadway network was evaluated as part of a citywide transportation planning process (*Nampa Citywide Transportation Plan*, April 2012). Currently, none of the downtown Nampa roadways or intersections requires capacity improvements. All are operating at or better than LOS D. However, several major intersections along 7<sup>th</sup> Street South are approaching LOS E during peak periods and will require capacity improvements in the near future to continue operating at LOS D.

## Safety

The *Downtown Traffic Alternatives Analysis* identified high accident locations (HALs) within downtown Nampa. From 2004-2006, the intersection of 11<sup>th</sup> Avenue South and 2<sup>nd</sup> Street South had crashes four times more often when compared to the other locations in downtown. Additionally, half of all of the HALs in the downtown area occurred on 11<sup>th</sup> Avenue South between 7<sup>th</sup> Street South and the railroad underpass. From 2007 through 2011, approximately 955 crashes were reported on SH-45 and I-84B (from the Garrity Boulevard interchange, to 12<sup>th</sup> Avenue South/7<sup>th</sup> Street South, to Northside Boulevard). Since 2011, the number of accidents in downtown Nampa has decreased due to completion of a signal interconnection project.

---

### Other Projects in the Study Area

There have not been any major capacity-expanding projects in the area since the 11<sup>th</sup> Avenue Underpass project in the early 2000's. However, recent improvements to the area's transportation network have been made and more are planned in the next couple of years. Recent and forthcoming roadway improvement projects include:

- Installation of "right-in/right out" at Davis Street and Yale Street (2010).
- Interconnection of all the traffic signals in the downtown area (2011).
- Rebuild of 11<sup>th</sup> Avenue South from 3<sup>rd</sup> Street South to 7<sup>th</sup> Street South (2012) (ITD standards).
- Resurfacing of SH-45 (12<sup>th</sup> Avenue South) from 3<sup>rd</sup> Street South to south of the Nampa City limits (2013).
- Implementation of a one-way couplet around the Library Block (or Library Square) increasing capacity and reducing travel times (late 2014).

In addition to these transportation system improvements, two major redevelopment projects were recently undertaken by the NDC. One was a new public safety building located on 2<sup>nd</sup> Street South and 9<sup>th</sup> Avenue South (completed in late 2012). The other is a new public library, parking garage, and commercial development located on the city block between 2<sup>nd</sup> and 3<sup>rd</sup> streets and 11<sup>th</sup> and 12<sup>th</sup> avenues (late 2014). This project is called the "Library Square" project and represents a significant investment in downtown Nampa. Traffic volumes and pedestrian activity will increase in the downtown area as a result of these two projects.

### **Future Conditions (Do Nothing)**

Future capacity needs in downtown Nampa were estimated as part of the *Nampa Citywide Transportation Plan* using the Community Planning Association of Southwest Idaho' (COMPASS') travel demand model and the city's 2035 demographic (growth) forecast. Given the existing state highway system in downtown Nampa and travel demand forecasts, both I-84B and 7<sup>th</sup> Street South between Yale Street and 12<sup>th</sup> Avenue South will operate at LOS F in 2035 if no improvements are made. In addition, almost every key intersection in downtown Nampa will operate at LOS F in the peak hour with vehicle delays averaging 195 seconds at each intersection.

Therefore, capacity improvements (i.e. widening) are needed to SH-45, I-84B, and 7<sup>th</sup> Street South to provide LOS D in 2035. Improvements made to the roadway system in downtown Nampa will require additional right-of-way to construct, impacting adjacent properties, pedestrian facilities, and the potential for continued economic development.

### **Conceptual Alternatives**

#### Purpose and Need

The purpose for developing an alternative to the current alignment of SH-45 and I-84B is three-fold:

- 1). Improve traffic flow in downtown Nampa by increasing capacity while also improving safety and the urban environment desired by pedestrians.

2). Implement transportation improvements that will encourage and support economic development in downtown Nampa.

3). Encourage regional truck traffic to use a more direct route to I-84 that does not conflict with areas of high pedestrian volumes.

The need for a realignment of SH-45 stems from future growth and economic development in downtown Nampa. Traffic volumes, in particular heavy truck traffic on I-84B and SH-45 will continue to grow, increasing congestion and delay. Yet the opportunity to increase the capacity of these state-owned roadways in downtown Nampa is limited. Demand for these facilities is projected to increase through 2035, resulting in an eventual failure of the network in downtown Nampa during peak travel times. In order to accommodate forecasted demand for travel between south Nampa and the interstate, roadways and intersections in downtown Nampa either need to be widened or an adequate alternative route connecting SH-45 to I-84 needs to be established.

The proposed alternative will improve travel time for regional traffic between I-84 and SH-45 by rerouting travelers destined for I-84 around downtown. It will also reduce delay at the intersections surrounding Library Square. By realigning SH-45, future downtown roadways and intersections will require fewer lanes to meet demand, reducing intersection widths and the need for large amounts of right-of-way in downtown. It will also allow a reduction in posted speeds, potentially improving conditions for bicyclists and pedestrians.

#### Preliminary Alternatives Analysis and Screening

The *Downtown Traffic Alternatives Analysis* identified twelve alternatives to the existing SH-45/I-84B route with particular attention paid to making downtown (and in particular Library Square) more accommodating to bicyclists and pedestrians. Conceptual alternatives developed to address downtown traffic patterns were evaluated using a criteria-based process. Several criteria relied upon a comparison between the alternative and the current regional (baseline) route. Specific information on the alternatives considered and the screening criteria is provided in the *Downtown Traffic Alternatives Analysis*.

Alternatives with relatively low impacts (best performing) were identified. All but two alternatives were eventually dismissed by the screening process. The two advanced for further refinement and analysis included one that realigns SH-45 to I-84 via Northside Boulevard and an improved Yale Street/7<sup>th</sup> Street South. The other alternative encourages traffic to use either Northside Boulevard or 16<sup>th</sup> Avenue South by establishing a north/south one-way couplet using 11<sup>th</sup> Avenue South and 12<sup>th</sup> Avenue South between 3<sup>rd</sup> Street South and 7<sup>th</sup> Street South. Both alternatives require limited access to adjacent local roadways and driveways and improvements to several key intersections along the route.

A more refined evaluation of the two alternatives was conducted using traffic forecasts from COMPASS' travel demand model, Synchro, and VISSIM. During this evaluation, the alternative that used Northside Boulevard, Yale Street, and 7<sup>th</sup> Street South required fewer total lane-miles of roadway, reduced intersection delay experienced adjacent to Library Square, and provided a reliable travel time between I-

---

84 and SH-45. For these reasons, this alternative was recommended by the *Downtown Traffic Alternatives Analysis*. The recommended alternative was accepted by the NDC in late 2010 and by the Nampa City Council in early 2012.

### One Way Couplet Analysis

An evaluation of the one-way grid network in downtown Nampa was conducted prior to developing the concept for the SH-45 realignment alternative. The purpose of the evaluation, documented in the *One-way Traffic Analysis Technical Report* (November 2012), was to assess the opportunities and challenges associated with three one-way/two-way scenarios. Each scenario was compared to existing conditions (2012) and those anticipated in 2035 assuming the preferred realignment of SH-45 is constructed.

One of the scenarios evaluated, a one-way couplet using 11<sup>th</sup> Avenue South and 12<sup>th</sup> Avenue South, offers a significant improvement over existing (2012, pre-realignment) conditions. If implemented prior to a realignment of SH-45, it would reduce vehicle delay in downtown Nampa. This scenario will also reduce delay when paired with a realigned SH-45 by almost 2 minutes per vehicle. For these reasons it was recommended that a new one-way couplet accompany the realignment of SH-45. Therefore, the concept for the SH-45 realignment alternative was developed assuming 11<sup>th</sup> Avenue South and 12<sup>th</sup> Avenue South will become a one-way couplet between 2<sup>nd</sup> Street South and 7<sup>th</sup> Street South.

### Conceptual SH-45 Realignment Alternatives

Three primary widening alternatives were used to evaluate right-of-way requirements for the realignment of SH-45:

- Widen equally along centerline,
- Widen to west of centerline, and
- Widen east of centerline.

A 100 foot conceptual section developed for the *Downtown Traffic Alternatives Analysis* was used initially as the basis for estimating impacts. Equal widening along the roadway's centerline provided the fewest property impacts.

To reduce impacts further, the conceptual section was reduced to 80 foot (back-of-walk to back-of-walk, 84 foot total right-of-way) by shrinking the sidewalk width from 15 feet on each side to 5 feet. This section is similar to the one found on Northside Boulevard. Therefore the preferred SH-45 realignment concept is an 80-foot section established along the centerline of existing 7<sup>th</sup> Street South and Yale Street.

### **SH-45 Realignment Design Considerations**

Several design elements were conceptually investigated for the preferred realignment alternative of SH-45. The concept assumes a one-way couplet will be established on 11<sup>th</sup> Avenue South and 12<sup>th</sup> Avenue South between 2<sup>nd</sup> Street South and 7<sup>th</sup> Street South. More detailed information for each element is located in specific sections of this concept report.

### Proposed Design Standards and Criteria

The design standards and criteria applicable to a realignment of SH-45 are established by the ITD Roadway Design Manual and the American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design. All signing, pavement marking, and delineation will conform to the ITD Traffic Manual, city of Nampa specifications, and the standards established by the Manual on Uniform Traffic Control Devices (MUTCD). Those specific to the project's concept are included in Section 1 of this report. A few of the prominent design criteria and features include:

- Approximately 84 foot wide section (80 foot back-of-walk to back-of-walk; 69 foot from face-of-curb to face-of-curb)
- Landscaped median
- 45 mph design speed (40 mph posted)
- Design Hour Traffic Volume (DHV) approximately 2,040
- Minimum roadway and intersection LOS D
- Two curves are needed for the realignment:
  - A curve connecting 7<sup>th</sup> Street South to SH-45 with a 370 foot radius, 4% superelevation, and 35 mph design speed
  - A curve transitioning from 7<sup>th</sup> Street South to Yale Street with a 720 foot radius, 4% super elevation, and 45 mph design speed

### Alternative Solutions and Costs

Section 2 provides more detailed information regarding the alternative development and screening process as well as cost estimates associated with the preferred realignment alternative. Concept-level plan views, intersection layouts, right-of-way cost estimates (ITD Form 2839), and conceptual project cost summaries (ITD Form 1150) are included.

Three full movement signalized intersections are proposed for the route. They are at 11<sup>th</sup> Avenue South, 7<sup>th</sup> Avenue South, and 3<sup>rd</sup> Street South. Two of the three (11<sup>th</sup> Avenue South and 3<sup>rd</sup> Street South) are currently signalized intersections. The 7<sup>th</sup> Street South/7<sup>th</sup> Avenue South intersection is currently a 4-way STOP controlled intersection. Improvements to these intersections are needed to allow for the larger turning radii of the preferred design vehicle (WB-67).

Roundabout designs for the three full-movement intersections along the route were evaluated using both Synchro and HCM 2010 methodologies to determine their feasibility and capacity under 2035 design year conditions. A memo in Section 3 details the evaluation.

Only the intersection of 7<sup>th</sup> Street South at 7<sup>th</sup> Avenue South was forecast to operate at an acceptable LOS (LOS C) as a roundabout. However a roundabout at this location would not offer a consistent set of expectations for users of SH-45. Thus it is recommended that all the full movement intersections along the corridor be controlled by traffic signals.

The preferred realignment of SH-45 is conceptually estimated to cost between \$25 and \$27 million depending on the number of relocations needed to implement the preferred access management strategy. Approximately 3.7 acres of new right-of-way are needed to construct a re-aligned SH-45 based on an 84-foot right-of-way section (80 foot back-of-sidewalk to back-of-sidewalk, 2 additional feet each

side for elevation tie-in and possible easements). Given assumptions for site improvements, relocations, incidentals, and indirect acquisition costs, right-of-way costs alone are anticipated to be in the \$6.1 to \$7.7 million range.

### Safety and Capacity

Section 3 provides more detailed information regarding the existing and future traffic conditions along SH-45, I-84B, and the preferred realignment of SH-45. Although current conditions in the area provide an acceptable LOS, conditions are forecasted to degrade over time. Capacity analysis shows many roadways and intersections in or near downtown Nampa, including 7<sup>th</sup> Street South, will operate worse than the LOS D, with several facilities operating at LOS F by 2035. In order to maintain an acceptable LOS, capacity improvements will be required before 2035. Widening 7<sup>th</sup> Street South/Yale Street between SH-45 and 3<sup>rd</sup> Street South relieves congestion forecasted for other north/south routes in downtown Nampa and improves travel time in the region. Thus implementing this project could improve operation and LOS at locations other than those along 7<sup>th</sup> St South/Yale Street

Section 4 provides a safety data evaluation for the proposed realignment of SH-45. Safety evaluations for the preferred realignment of SH-45 are based on the procedures identified in ITD's *Safety Evaluation Instruction Manual*. Available crash data were obtained from ITD and the city of Nampa and evaluated using ITD's 2658 form. Approximately 955 crashes were reported on ITD roadways in the study area over a five-year time period (2007 through 2011). An additional 59 crashes were recorded by the city along the proposed SH-45 realignment route.

Widening and improving 7<sup>th</sup> Street South/Yale Street will improve safety in the area. The preferred realignment of SH-45 will not widen 12<sup>th</sup> Avenue South between 7<sup>th</sup> Street South and 2<sup>nd</sup> Avenue South, but it could reduce traffic volumes on 12<sup>th</sup> Avenue South north of 7<sup>th</sup> Street South. Additionally, a proposed one-way couplet with 11<sup>th</sup> Avenue South and 12<sup>th</sup> Avenue South between 2<sup>nd</sup> Street South and 7<sup>th</sup> Street South would result in the reconfiguration of several intersections in downtown Nampa, further reducing crashes.

### Environment

Section 5 includes an "Environmental Scan" describing existing environmental conditions and potential impacts of the realignment. Scan-level impacts are documented using ITD's Feasibility Study form (ITD-0280).

This project is not currently funded. Therefore, an environmental study satisfying the requirements of the National Environmental Policy Act (NEPA) will be required should future design and construction phases utilize federal funding. This scan provides the information necessary to determine the required level of NEPA documentation (i.e. environmental impact study, environmental assessment, or categorical exclusion) based on potential impacts that may result from the SH-45 Realignment.

The environmental resources of greatest concern for this project include:

- **Built Environment (Cultural Resources):** The proposed realignment extends through part of the Old Nampa Neighborhood Historic District which is listed in the National Register of Historic

---

Places (NRHP). Modifications to the projects conceptual design could help avoid a constructive use of a historic site and thus reach a de minimus impact level under Section 4(f).

- **Noise:** While residential properties located along both sides of 7<sup>th</sup> Street South and Yale Street would be impacted by increased traffic, noise levels can be reduced from the current condition through better movement, less congestion, and less starting and stopping of vehicles.
- **Environmental Justice:** Locations immediately adjacent to 7<sup>th</sup> Street South and Yale Street range from 30% to 50% percent rental units, with some specific blocks being 100% rentals. Based on the presence of low-income and minority populations in the adjacent neighborhoods, there is potential for adverse impacts.

### Phase I Geotechnical Reconnaissance

Section 6 details the reconnaissance-level geotechnical investigation conducted along 7<sup>th</sup> Street South and Yale Street. A field investigation was conducted in the fall of 2012. Based on the investigation and review of area geologic information, specific design considerations were identified and technical observations made. They include:

- The general geology along Yale Street and 7<sup>th</sup> Street South consists of deep basalt rock deposits, overlain by clays, silts, and sands.
- Near surface soils have R-values ranging between 15 and 18.
- Current pavement thickness ranged from 4.5 to 5 inches on Yale Street to 3.25 to 5.5 inches along 7<sup>th</sup> Street South.
- An initial life cycle cost analysis indicates a flexible (i.e. asphalt) pavement section may be preferred for the realignment of SH-45

### Drainage

Section 7 provides more information about the current and proposed stormwater management concept for a realigned SH-45. The existing stormwater management system along 7<sup>th</sup> Street South and Yale Street consists of a main trunk lines connecting to inlets and laterals. Most of the trunk lines and laterals have been in service for over 50 years and are of mixed sizes and material types ranging from steel to un-reinforced concrete. As part of the realignment project, the existing stormwater management infrastructure along 7<sup>th</sup> Street South and Yale Street will be reconstructed with new materials to manage existing stormwater volumes. Increased stormwater flows generated by increases in impervious surface (i.e. pavement) will be managed using infiltration (seepage) beds located underneath adjacent sidewalks.

### Access and Other Design Elements

One of the key design considerations for the realignment of SH-45 will be property access. Access to 7<sup>th</sup> Street South/Yale Street is currently plentiful between 12<sup>th</sup> Avenue South and 3<sup>rd</sup> Street South. Currently there are twenty local streets and alleyways with direct access to 7<sup>th</sup> Street South/Yale Street between SH-45 and 3<sup>rd</sup> Street South (I-84B). There are also approximately seventy driveways along the route, forty-seven of which are private.

---

This current level of access does not meet ITD's requirements for a multi-lane state highway (Type IV access). The realigned portion of SH-45 will have a raised, landscaped median. This will change local roadway intersections to right-in/right-out only. Additionally, some of the 19 intersections with local roadways and alleyways could be eliminated, further reducing the potential for congestion and conflict caused by turning traffic.

Realigning SH-45 along 7<sup>th</sup> Street South and Yale Street would require significant changes to property access. The most restrictive concept for the project relocates all 70 driveways accessing 7<sup>th</sup> Street South or Yale Street to adjacent local roadways or alleyways. Frontage/backage roads will be required to ensure access for properties adjacent to Yale Street. Rough estimates for frontage/backage roadways are included in this concept. However these concepts need further vetting during the environmental evaluation process.

In addition to access management, Section 8 discusses other design elements that need consideration as the project moves forward. These include:

- **ITS:** Intelligent Transportation Systems (ITS) recommendations presented in the most recent Treasure Valley ITS Strategic Plan will be incorporated into the design of the project as appropriate. The need for Traffic Signal Emergency Preemption will be determined through coordination with the ITD District 3 Traffic Engineer and city of Nampa police and fire departments. It is assumed equipment will be provided by the city, with installation by contractor, at the city's expense. Cooperative Agreements will be required.
- **Bicycle, Pedestrian, and ADA:** The proposed realignment alternative has an urban section that includes curb, gutter, and sidewalk. Sidewalks along the new route will be designed to include pedestrian ramps meeting current AASHTO and ADA standards. Signalized intersections will be designed to include ADA compliant crossings. The city has elected not to include dedicated bicycle facilities on principal arterial roadways. Therefore bicyclists will be discouraged from using SH-45. Given the high level of connectivity adjacent to the corridor, a lower-volume parallel facility will be designated as an alternative bicycle route. This will reduce vehicle/bicycle conflicts and bicycle/pedestrian conflicts.
- **Utilities:** Conflicts with natural gas, overhead power, sanitary sewer, domestic water, and telephone cable are present throughout the project. These conflicts will need to be investigated further during project design. Coordination with all utility companies/owners along 7<sup>th</sup> Street South and Yale Street should occur prior to beginning design to verify existing locations, identify conflicts, and obtain concurrence regarding relocation.

---

## Public Involvement

Minimal public involvement has been conducted to date for the conceptual realignment of SH-45. Most of what has been conducted occurred as part of the *Downtown Traffic Alternatives Analysis* and the *Nampa Citywide Transportation Plan*.

In 2009 a survey was given to NDC board members and other interested Nampa citizens to help identify transportation priorities for downtown as part of the *Downtown Traffic Alternatives Analysis*. The survey asked individuals to consider the following comments about Nampa's transportation system and prioritize them. The results of the survey provided a set of high, moderate, and low transportation priorities for the downtown area. They are:

- High Priorities
  - Facilitate convenient parking
  - Make streets more pedestrian and bike friendly
  - Connect to a regional high-capacity transit system
- Moderate Priorities
  - Reduce non-delivery truck traffic
  - Reduce congestion
- Low Priorities
  - Provide a public downtown circulator

Most of the high and moderate priorities can be achieved by realigning SH-45.

In 2010 advisory committee meetings and an open house were utilized to obtain public input on the city's long-range transportation plan. At these meetings, traffic alternatives for downtown were vetted and preferred alternatives offered up for comment. Thus far comments on the realignment of SH-45 have been few in number, but positive. The city anticipates conducting more targeted outreach for the preferred realignment concept beginning in November 2013.

## Prosecution of Work

Detailed traffic control plans will be developed during preliminary and final design. It is assumed contractors will be able to construct the realignment with minimal change to existing roadway grade. However, it is unknown if 7<sup>th</sup> Street South and Yale Street will remain open to traffic during construction. It may be more practical to close the route to through traffic during construction. Alternate routing of traffic during construction could be accommodated using the network of adjacent local roadways and the state highway system as it exist today (i.e. SH-45 and I-84B).

Nighttime lane closures on SH-45 may be required for activities such as hauling of materials and new overhead sign placements. During those nighttime activities, at least one lane in each direction would be maintained. Coordination with the city of Nampa, adjacent property owners, and other special events will be included in all traffic control strategies.