

CAPITAL CITY DEVELOPMENT CORPORATION  
Special Board of Commissioners Meeting  
Conference Room, Fifth Floor, 121 N. 9th Street  
March 24, 2017 9:00am.

A G E N D A

- I. **CALL TO ORDER**.....Chairman Hale
- II. **AGENDA CHANGES/ADDITIONS**.....Chairman Hale
- III. **ACTION ITEM**
  - A. **CONSIDER:** Resolution 1490 Approving Cooperative Agreement with Idaho Transportation Department  
-- Front and Myrtle...Matt Edmond
- IV. **ADJOURN**

*This meeting is being conducted in a location accessible to those with physical disabilities. Participants may request reasonable accommodations, including but not limited to a language interpreter, from CCDC to facilitate their participation in the meeting. For assistance with accommodation, contact CCDC at 121 N 9th St, Suite 501 or (208) 384-4264 (TTY Relay 1-800-377-3529).*



## AGENDA BILL

<b>Agenda Subject:</b> CONSIDER: Resolution 1490 Cooperative Agreement with ITD for Front and Myrtle Improvements		<b>Date:</b> March 24, 2017
<b>Staff Contact:</b> Matt Edmond	<b>Attachments:</b> 1) Resolution 1490	
<b>Action Requested:</b> Adopt Resolution No. 1490, approving and authorizing the execution of a cooperative agreement with Idaho Transportation Department to implement near term improvements as identified by the Front and Myrtle Alternatives Analysis as part of its US20 resurfacing project in 2017.		

### Fiscal Notes:

**If approved, Resolution 1490 authorizes the Executive Director to execute a cooperative agreement with Idaho Transportation Department for design and construction costs up to \$80,000 to implement near term improvements identified by the Front & Myrtle Alternatives Analysis as part of its US20 resurfacing project in 2017.** This agreement will be funded from the Front & Myrtle line item 31a (\$125,000) in the 2017-2021 CIP Update adopted by the CCDC Board on March 13, 2017. The remaining balance of this line item will be used to widen the Pioneer Pathway at the southwest corner of 11<sup>th</sup> and Myrtle separately from the ITD project.

### Background

In coordination with representatives from the City of Boise, ACHD, ITD, and COMPASS, CCDC staff retained Sam Schwartz Consulting in September 2016 to conduct the Front and Myrtle Alternatives Analysis. During the summer of 2016, ITD requested and received approval to advance a resurfacing project for US20, including Front and Myrtle Streets, from 2019 to 2017. As a result, the resurfacing project would be done or well underway before the Front and Myrtle Alternatives Analysis was completed in or around August 2017. In order to minimize the loss of any opportunity to incorporate improvements as part of a larger resurfacing project, the Front and Myrtle Alternatives Analysis included a task to identify improvements that could be accomplished during the resurfacing project with minimal additional cost or impact to the public. The project team identified the following improvements that could be incorporated with the US 20 resurfacing project, subject to a cooperative agreement between CCDC and ITD.

### Reduced Curb Radius

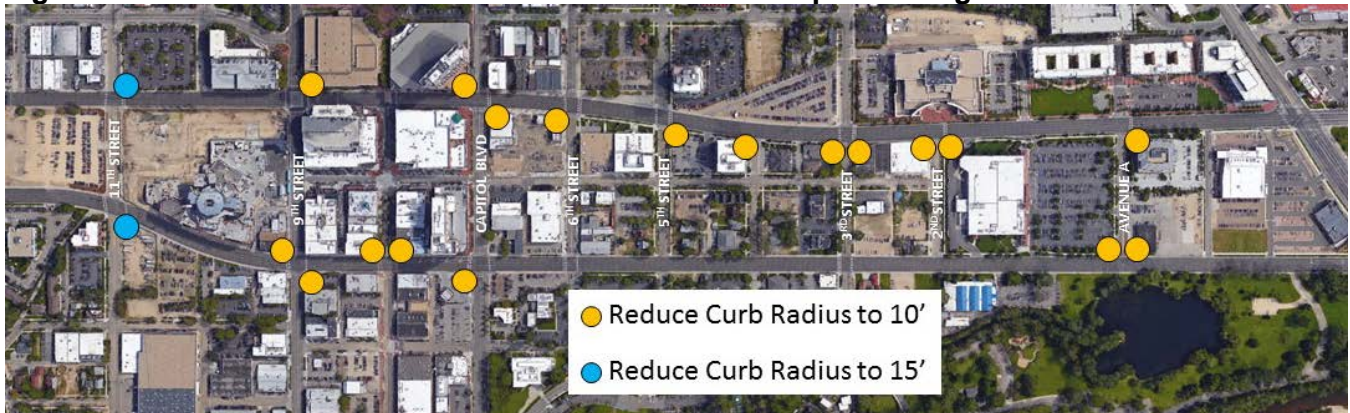
The project team identified a number of corners at public street intersections along Front and Myrtle where the curb radius exceeds what is necessary for traffic operations (less radius for turning traffic meaning more sidewalk for pedestrian use and shorter pedestrian street crossings), and could therefore be reduced. Reduced corner radii reduce the pedestrian crossing distance at intersections and provide additional pedestrian/sidewalk space at the corner. For example, reducing a corner radius from 30 feet to 10 feet (as proposed in front of the Boise Centre at Front/9<sup>th</sup> and Grove Hotel at Front/Capitol) can reduce the pedestrian crossing distance by up to 6 feet, while increasing the pedestrian/sidewalk space on the corner by up to 170 square feet. Figure 1 shows an illustration of what the curb radius reduction would look like at the northeast corner of Front and 9<sup>th</sup>, in front of the Boise Centre.

**Figure 1: Illustration of Curb Radius Reduction at the Northeast Corner of Front and 9th**



Additionally, where vehicle turning movements occur, they can reduce vehicle turning speeds. ITD has agreed to reduce the radii of the 20 corners shown in Figure 2 could be reduced to 10 or 15 feet with its resurfacing project, subject to this cooperative agreement.

**Figure 2: Corner Curb Radius Reductions Included in Cooperative Agreement**



### **Conduit Installation**

Ongoing and recently completed developments along the Front and Myrtle corridor raise the possibility that new signals may be warranted along these corridors in the near future, in the form of either full traffic signals or enhanced pedestrian crossings. Construction of the Fowler and the new Julia Davis pathway entrance at the south end of 5<sup>th</sup> Street indicate potential need for a signal at Myrtle and 5<sup>th</sup>. The completion of JUMP/Simplot HQ may result in the need for a signal at Front and 10<sup>th</sup>. Pioneer Crossing, once complete, may result in the need for a signal at Front and 12<sup>th</sup>. Installation of conduit can help facilitate signal installation by eliminating the need to bore or trench across Front or Myrtle in the future. CCDC has already installed conduit across Myrtle at 5<sup>th</sup> Street through the geothermal extension project. ITD has agreed to install conduit across Front Street at 10<sup>th</sup> and 12<sup>th</sup> Streets, subject to this cooperative agreement. This cooperative agreement does not obligate ITD to fund or permit a signal at any of these locations in the future.

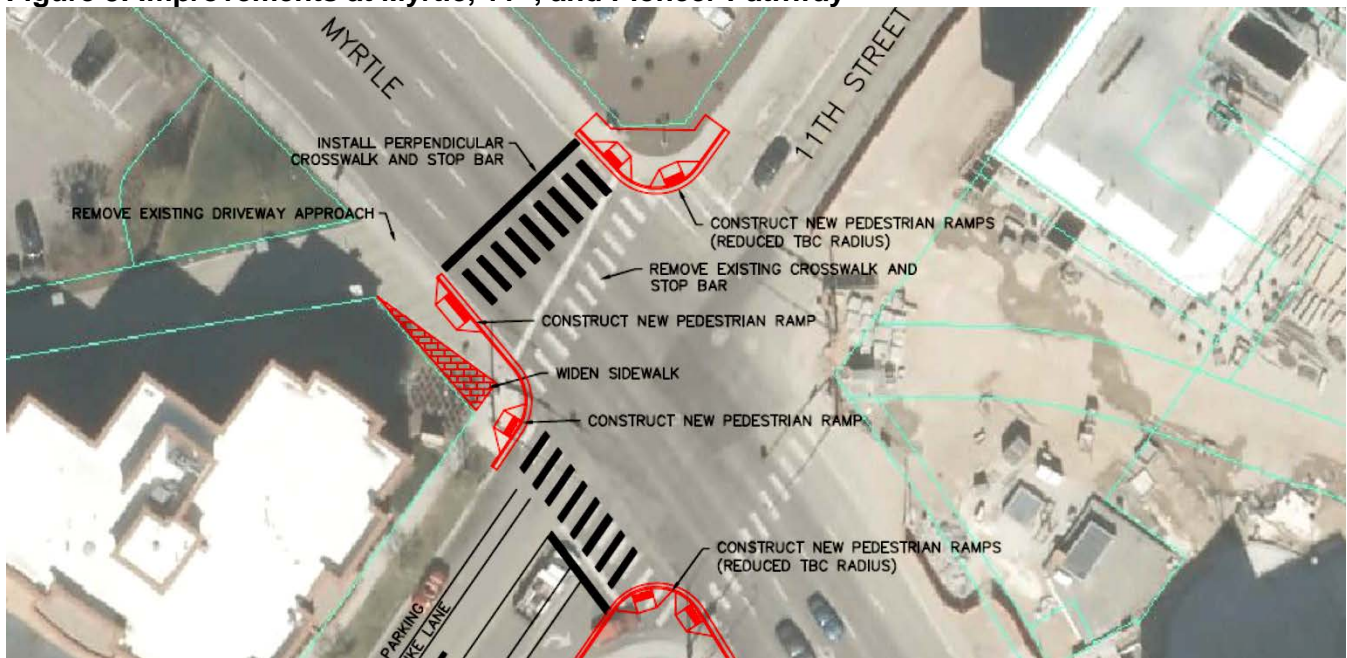
### **Intersection Improvements at Myrtle, 11<sup>th</sup>, and Pioneer Pathway**

Currently, the Myrtle and 11<sup>th</sup> intersection does not connect well with the Pioneer Pathway due to a skewed crosswalk across the west leg of Myrtle; a narrow, misaligned pedestrian ramp at the



southwest corner of Myrtle and 11<sup>th</sup>; and a narrow sidewalk on the south side of Myrtle. ITD has agreed to install split perpendicular ramps at the southwest corner and a realigned, continental style sidewalk to improve the intersection connection with the Pioneer Pathway, subject to this cooperative agreement. CCDC will widen the Pioneer Pathway to 11<sup>th</sup> Street as a separate project this summer. Figure 3 depicts an approximation of the proposed improvements to better connect the Pioneer Pathway with the Myrtle/11<sup>th</sup> intersection. Together, these improvements will connect the existing Pioneer Pathway south of Myrtle with the Pioneer Pathway through JUMP/Simplot and the plaza in Pioneer Crossing that are under construction north of Myrtle.

**Figure 3: Improvements at Myrtle, 11<sup>th</sup>, and Pioneer Pathway**



### Driveway Closures

ITD has agreed to close the four unused driveway cuts depicted in Figure 4 as part of its resurfacing project, subject to this cooperative agreement. One driveway abuts property owned by CCDC (adjacent to the Pioneer Pathway), two driveways abut property owned by the City of Boise adjacent to Julia Davis Park, and the fourth driveway abuts two privately owned parcels.

**Figure 4: Unused Driveway Cuts to be Removed**



### Staff Recommendation:

Agency staff recommends that the CCDC Board adopt Resolution 1490 approving the cooperative agreement with Idaho Transportation Department to implement near term improvements identified by

the Front & Myrtle Alternatives Analysis during its US20 resurfacing project in 2017, and authorizing the Agency's Executive Director to execute the agreement.

**Suggested Motion:**

I move to adopt Resolution 1490 approving the cooperative agreement with Idaho Transportation Department to implement near term improvements identified by the Front & Myrtle Alternatives Analysis during its US20 resurfacing project in 2017, and authorizing the Agency's Executive Director to execute the agreement.

## **RESOLUTION NO. 1490**

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF THE CITY OF BOISE, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, APPROVING A COOPERATIVE AGREEMENT FOR THE US20, MYRTLE, FRONT, BROADWAY RESURFACING PROJECT BY AND BETWEEN THE AGENCY AND THE IDAHO TRANSPORTATION DEPARTMENT; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT AND ANY NECESSARY DOCUMENTS OR AGREEMENTS SUBJECT TO CERTAIN CONTINGENCIES; AUTHORIZING ANY TECHNICAL CORRECTIONS TO THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION is made on the date hereinafter set forth by the Urban Renewal Agency of Boise City, Idaho, an independent public body, corporate and politic, authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code, and the Local Economic Development Act, as amended and supplemented, Chapter 29, Title 50, Idaho Code (collectively, the "Act"), as a duly created and functioning urban renewal agency for Boise City, Idaho (hereinafter referred to as the "Agency"); and,

WHEREAS, the City Council of the City of Boise City, Idaho (the "City"), after notice duly published, conducted a public hearing on the 1987 Amended and Restated Urban Renewal Plan for the Boise Central District Project I, Idaho R-4, and Project II, Idaho R-5 (the "Boise Central District Urban Renewal Plan") and, following said public hearing, the City adopted its Ordinance No. 5026 on August 19, 1987, approving the Boise Central District Urban Renewal Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the 1994 Amended and Restated Urban Renewal Plan for the Boise Central District Project I, Idaho R-4, and Project II, Idaho R-5 (the "1994 Amended Urban Renewal Plan") and, following said public hearing, the City adopted its Ordinance No. 5597 on December 6, 1994, approving the 1994 Amended Urban Renewal Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the 2007 Amended and Restated Urban Renewal Plan for the Boise Central District Project I, Idaho R-4, and Project II, Idaho R-5 (the "Central District Plan") and, following said public hearing, the City adopted its Ordinance No. 6576 on June 26, 2007, effective upon publication on July 23, 2007, approving the Central District Plan; and,

WHEREAS, the City after notice duly published, conducted a public hearing on the River Street-Myrtle Street Urban Renewal Plan (the "River Street Plan"), and following said public hearing the City adopted its Ordinance No. 5596 on December 6, 1994, approving the River Street Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amended and Restated Urban Renewal Plan, River Street-Myrtle Street Urban Renewal Project (annexation of the Old Boise Eastside Study Area and Several Minor Parcels) and Renamed River Myrtle-Old Boise Urban Renewal Project (the "River Myrtle-Old Boise Plan"); and,

WHEREAS, following said public hearing, the City adopted its Ordinance No. 6362 on November 30, 2004, approving the River Myrtle-Old Boise Plan and making certain findings; and,

WHEREAS, the Amended and Restated Urban Renewal Plan and the River Myrtle-Old Boise Plan, along with the Agency's Westside Plan 30<sup>th</sup> Street Plan, are collectively referred to as the "Downtown Urban Renewal Plans"; and,

WHEREAS, the Agency is responsible for the implementation of the Downtown Urban Renewal Plans, which plans identify certain transportation goals and objectives and the establishment of transit, pedestrian, and bicycle facilities to encourage use of alternative means of transportation; and,

WHEREAS, under the provisions of the Downtown Plans and as authorized by Idaho Code §50-2015, the Agency may enter into cooperative agreements with public bodies to achieve the objectives of an urban renewal plan; and,

WHEREAS, the Agency staff is working in collaboration with representatives from the Ada County Highway District, the City of Boise, the Community Planning Association of Southwest Idaho, and the Idaho Transportation Department on the "*Front and Myrtle Street Alternatives Analysis Project*"; and,

WHEREAS, the Idaho Transportation Department is planning to resurface Front and Myrtle Streets in 2017 (ITD project 19727); and,

WHEREAS, Agency staff, in collaboration with representatives from the Ada County Highway District, the City of Boise, the Community Planning Association of Southwest Idaho, and the Idaho Transportation Department, identified a list of improvements that could be accomplished with the upcoming Idaho Transportation Department resurfacing project on Front and Myrtle Streets (the "Cooperative Agreement"); and,

WHEREAS, the Agency's FY2017 Budget, adopted on August 24, 2016, has sufficient funds designated and available to pay for the eligible project costs identified in the Cooperative Agreement, attached hereto as Attachment 1; and,

WHEREAS, Agency staff recommends approval of the Cooperative Agreement; and,

WHEREAS, the Agency Board finds it in the best interests of the Agency and public to approve the Cooperative Agreement and to authorize the Executive Director to execute same.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, AS FOLLOWS:

Section 1: That the above statements are true and correct.

Section 2: That the Agreement, a copy of which is attached hereto as Attachment 1 and incorporated herein as if set out in full, is hereby approved and adopted.

Section 3: That the Executive Director of the Agency is hereby authorized to sign and enter into the Agreement to execute all necessary documents required to implement the

actions contemplated by the Agreement, subject to representations by the Agency staff and Agency legal counsel that all conditions precedent to actions have been met; and further, any necessary technical changes to the Agreement or other documents are acceptable upon advice from the Agency's legal counsel that said changes are consistent with the provisions of the Agreement and the comments and discussions received at the March 24, 2017 Agency Board meeting; and further, the Agency is authorized to appropriate any and all funds contemplated by the Agreement and to perform any and all other duties required pursuant to said Agreement.

Section 4: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED By the Urban Renewal Agency of Boise City, Idaho, on March 24, 2017.  
Signed by the Chairman of the Board of Commissioners, and attested by the Secretary to the Board of Commissioners on March 24, 2017.

URBAN RENEWAL AGENCY OF BOISE CITY

By: \_\_\_\_\_  
John Hale, Chairman

ATTEST:

By: \_\_\_\_\_  
Ryan Woodings, Secretary



**COOPERATIVE AGREEMENT  
PROJECT NO. A019(727)  
US20, MYRTLE, FRONT, BROADWAY RESURFACING  
ADA COUNTY  
KEY NO. 19727**

**PARTIES**

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between the Idaho Transportation Department, hereafter called the State, and the Capital City Development Corporation, hereafter called the CCDC.

**PURPOSE**

The State has programmed the construction of the US20, Myrtle, Front, Broadway Resurfacing project in Boise. The State has agreed to incorporate the CCDC's request for additional work on this segment of US20, as detailed in the attached letter from Six Mile Engineering dated February 24, 2017 marked Exhibit A and a summary of the anticipated construction costs in Exhibit B, both of which are attached hereto. The CCDC will be responsible for the costs of that work. This Agreement will set out the terms for funding, construction, and maintenance of the fire hydrant relocations.

Authority for this Agreement is established by Section 40-317, Idaho Code.

The Parties agree as follows:

**SECTION I.** That the State will:

1. Revise construction plans to reflect the revisions detailed in Exhibit A.
2. Upon completion of the project and after all costs have been accumulated; provide a statement to the CCDC summarizing the actual costs for the work, indicating an adjustment for or against the CCDC. Any excess funds paid by the CCDC pursuant to this Agreement will be returned to the CCDC.

**SECTION II.** That the CCDC will:

1. Upon execution of this Agreement, pay to the State the sum of Seventy-Four Thousand Dollars (\$74,000) for the cost of design and estimated construction elements of the project per Exhibit A and Exhibit B. CCDC's estimated cost of the work is:
  - a. \$37,000 for re-design and design of new features as detailed in Exhibit A.
  - b. \$37,000 for construction elements as detailed in Exhibit B.

2. Upon receipt of the statement referred to in Section I, Paragraph 2 above, pay to the State any additional funds necessary for the work.

**SECTION III.** General:

1. **State Sufficient Appropriation.** It is understood and agreed that the State is a governmental agency, and this Agreement shall in no way be construed so as to bind or obligate the State beyond the term of any particular appropriation of funds by the Federal Government or the State Legislature as may exist from time to time. The State reserves the right to terminate this Agreement if, in its sole judgment, the Federal Government or the legislature of the State of Idaho fails, neglects or refuses to appropriate sufficient funds as may be required for the project. Any such termination shall take effect immediately upon notice and be otherwise effective as provided in this Agreement.
2. This Agreement shall become effective on the first date mentioned above, and shall remain in full force and effect until amended or replaced upon the mutual consent of the State and the CCDC.

**EXECUTION**

This Agreement is executed for the State by its District Engineer, and executed for the CCDC by its authorized representative.

**IDAHO TRANSPORTATION DEPARTMENT**

\_\_\_\_\_  
District Engineer

**CAPITAL CITY DEVELOPMENT CORPORATION**

\_\_\_\_\_  
Title: \_\_\_\_\_



**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 8028  
Boise, ID 83707-2028

(208) 334-8300  
[itd.idaho.gov](http://itd.idaho.gov)

February 15, 2017

## EXHIBIT A

Matt Edmond  
Project Manager, Capital Improvements  
Capital City Development Corporation  
121 N 9th St Suite 501, Boise, Idaho 83702

Re: Front & Myrtle Streets

Dear Mr. Edmond,

This is in response to the Capital City Development Corporation's (CCDC) request for reduced corner radii, installation of enhanced pavement markings, installation of conduit for potential future signals, intersection improvements at Myrtle and 11<sup>th</sup> St. and closures of unused driveways along US-20, also known as Front & Myrtle Streets.

The Idaho Transportation Department (ITD) provides the safest transportation system possible by following recommended AASHTO guidelines and safety standards. US-20 is currently classified as a Principle Arterial roadway with high Average Daily Traffic. ITD has reviewed this request in coordination with the Ada County Highway District (ACHD) and provides the following responses.

### **REDUCED CORNER RADII:**

ITD had previously indicated that certain curbs could potentially be altered to reduce the radius based upon existing conditions and turning movements, but had not approved the specific revisions. ITD and ACHD recently met to determine minimum curb radii on corners requested in Attachment 1. While ITD and ACHD prefer not to go smaller than a 15' radius, ACHD indicated they sometimes allow as small as a 10' radius on corners where there are no turning movements.

Based upon the specific turning movements at those corners requested, we are willing to include revisions to 15 of the 22 ramps listed on Attachment 1 of your letter, which has been included again in the table below. Of these 15, six cannot be reduced as small as requested but could be reduced to a 10' radius (highlighted in yellow). After consulting with ACHD, three of the ramps previously identified are not good candidates for a reduction in the radius due to the type of turns being made at those corners (highlighted in blue) and one other would only have a 2' change in radius (highlighted in green) which is a negligible change, but will be included in the project at ITD expense.

You requested reconsideration of the northeast corner (NEC) of Front and Capitol, northwest corner (NWC) of Front and 11<sup>th</sup>, and southeast (SEC) corner of Myrtle and 11<sup>th</sup> however ITD and ACHD are not comfortable making a reduction in the radius at these locations because of the type of turns being made or having to use multiple lanes to make the turns. ITD and ACHD standard radius for arterials that intersect collectors is 30' radius.

Street	Cross Street	Corner	ITD ADA Work?	Estimated Current Radius	Proposed Radius	ITD/ACHD Minimum Radius	Notes
Front	Ave A	SEC	Y	16	10	10	Okay to make change. *
Front	Ave A	SWC	Y	17	10	15	Negligible change, but will include.
Front	2nd	SEC	Y	15	10	10	Okay to make change. *
Front	2nd	SWC	N	15	10	10	Include in project at CCDC/City expense.
Front	3rd	SEC	N	20	10	10	Include in project at CCDC/City expense.
Front	3rd	SWC	Y	20	10	10	Okay to make change. *
Front	4th	SWC	Y	28	10	10	Okay to make change. *
Front	5th	NEC	Y	30	20	30	Unable to make requested change.
Front	5th	SEC	Y	15	10	10	Okay to make change. *
Front	6th	SEC	Y	28	20	28	Unable to make requested change.
Front	6th	SWC	N	20	10	10	Include in project at CCDC/City expense.
Front	Capitol	NEC	Y	30	20	30	Unable to make requested change.
Front	Capitol	NWC	Y	30	10	10	Okay to make change. *
Front	Capitol	SEC	N	18	5	10	Include in project at CCDC/City expense.
Front	9th	NEC	Y	30	5	10	Okay to make change. **
Front	11th	NEC	Y	20	15	15	Okay to make change. *
Front	11th	NWC	N	25	15	25	Unable to make requested change.
Myrtle	Ave A	NEC	Y	17	10	10	Okay to make change. *
Myrtle	Ave A	NWC	Y	15	10	10	Okay to make change. *
Myrtle	Capitol	SWC	Y	17	5	10	Okay to make change. *
Myrtle	8th	NEC	Y	17	5	10	Okay to make change. **
Myrtle	8th	NWC	Y	17	5	10	Okay to make change. **
Myrtle	9th	NWC	Y	15	5	10	Okay to make change. *
Myrtle	9th	SEC	Y	20	5	10	Okay to make change. *
Myrtle	11th	SEC	Y	35	15	15	Separate discussion below.**

Corners shaded in gray indicate no ITD ramp work planned; CCDC is responsible for these design and construction costs.

\* CCDC and/or City of Boise responsible for cost of design revisions

\*\* Above note (\*) applies, plus costs to adjust brick pavers will be the responsibility of CCDC/City of Boise.

ITD and ACHD require the City of Boise to enter into an agreement to assume responsibility for the costs to replace/revise the redesigned corners listed above that are included in the project if there are changes in traffic patterns or turning movements that would be impacted by the reduced radii.

Additional design costs to revise the ramps that have already been designed, design for the new ramps, revising the materials list and prepare the documents for another final design review will be the responsibility of CCDC and/or City of Boise. The ramps that were already included in ITD's plan set will not have an increase for the cost of construction, however the average construction price for the new ramps is approximately \$2,000 each and the final price will be based upon the unit bid item by the successful contractor.

#### INSTALLATION OF ENHANCED PAVEMENT MARKINGS:

ITD is willing to include the full-coverage, colored, and patterned thermoplastic pavement markings, similar to the existing crosswalk markings found at the intersection of 8<sup>th</sup> Street and Front at CCDC or City of Boise expense.



However, we want to bring to your attention that ITD is planning a microseal or sealcoat of the corridor in the next 1-2 years and would recommend placing these special crosswalk pavement markings after that pavement treatment takes place to save the cost of replacing them in such a short period of time.

ITD can program the microseal as soon as FY18 if this of interest to the CCDC and/or City of Boise, and the pavement markings could be included in that contract under separate agreement of roles/responsibilities.

#### **INSTALLATION OF CONDUIT FOR POTENTIAL FUTURE SIGNALS:**

ITD is willing to include conduit for the requested locations provided it is at CCDC expense. Including conduit in this project is not an approval of any future signal, but we appreciate the foresight to have it in place for other future needs.

Cost to design and include conduit for future electrical needs in the construction contract would be the responsibility of CCDC/City of Boise. Design costs are included in the figure below and the construction costs are estimated to be approximately \$5,000 per location, but will be based upon the actual cost of the successful contractor.

#### **INTERSECTION IMPROVEMENTS AT MYRTLE AND 11<sup>TH</sup> ST:**

ITD and ACHD reviewed the plan proposed in Attachment 3. ITD's primary concern is that the bulb-outs, lanes widths on 11th St and parking buffer from the intersection will negatively impact the capacity and safety on both 11th and Myrtle St. The radii on the bulb outs is not sufficient to allow trucks to make turns without encroaching into the oncoming lane. While it may be acceptable to have the occasional truck encroach into the oncoming lane or drive over a truck apron, this proposed design causes this with trucks that would routinely be making this movement. Also, if a truck apron is being proposed, the design does not show how it would be distinguished from the roadway and sidewalk to not interfere with the pedestrian waiting area. We are also concerned that signing would be needed that is not shown to meet set backs from the corner for parking spaces.

ITD is moving forward with including the following elements in the project:

- Southwest corner split ramp lining up with northwest corner (northwest corner to be constructed by GBAD Parcel B) as a perpendicular ramp with standard-width continental style crosswalk in the same general location as shown on Attachment 3.
- Southwest corner to southeast corner to be included in project as standard ramps across 11th without bulb-outs.

Any pole alterations/relocations required to reconfigure the southwest corner are the responsibility of CCDC/City of Boise and must be complete prior to ITD's contract work in this area.

CCDC/City of Boise will need to coordinate with ACHD on the lane configuration and design detail regarding bulb-outs and parking on 11th St, and provide written confirmation to ITD regarding agreed lane configuration. Any agreed upon revisions can be included in the contract with a change order at CCDC/City of Boise's expense.

#### **CLOSURES OF UNUSED DRIVEWAYS ALONG US-20:**

ITD is willing to work with the property owners to close the requested unused driveways along US-20 listed in Attachment 4. If no permit exists, ITD will notify the property owner of our intentions and request their concurrence. Costs associated with reconstructing the closed approaches shall be divided, with the curb and gutter being the responsibility of ITD and the sidewalk being the responsibility of CCDC/Boise City.



For the approach at 1101 Myrtle, Attachment 4 indicates that the Fire Department would like continued access for maintenance and emergencies, therefore ITD will permit the approach for this specific use and leave the curb as-is. If CCDC and/or City of Boise would like a rolled-curb at this location, it could be included in the project with a commitment from CCDC or the City of Boise for the cost of the improvements.

#### **TIMELINE & COSTS**

The project is at the final design stage and is expected to be advertised this spring with construction beginning this summer. If this is an acceptable proposal, we request that you let us know as quickly as possible. We will draft a Cooperative Agreement to document the agreed upon improvements and initiate a change in contract for the design firm to be incorporating this work into the contract documents.

The additional design costs have been negotiated with the consultant and the supplemental for them to complete the work included above is CCDC/City of Boise's responsibility, which totals \$37,000. The construction costs for the additional ramps and the conduit are listed in the above sections, which will be collected prior to bidding the project. The Cooperative Agreement will document a reconciliation process for costs over or under the estimated construction costs stated above.

Sincerely,



Amy Revis  
District 3 Engineer  
Idaho Transportation Department

cc: Darren Fluke, Planning and Development Services  
Shawn Martin, ACHD Traffic Engineer  
Amy Schroeder, District 3 Engineering Manager  
Jennifer Gonzalez, District 3 Public Involvement Coordinator

K19727

Exhibit B

203-060A	REM OF CONC SIDEWALK	179	SY	\$ 16.14	\$ 2,889.06
203-070A	REM OF CURB & GUTTER	165	FT	\$ 3.35	\$ 552.75
405-240A	MISC PAV	216	SY	\$ 19.24	\$ 4,155.84
614-015A	SIDEWALK	155	SY	\$ 70.00	\$ 10,850.00
614-025A	CURB RAMP (PERPENDICULAR	52	SY	\$ 95.00	\$ 4,940.00
615-492A	CURB & GUTTER TY 2	178	FT	\$ 15.20	\$ 2,705.60
656-005A	TRAF SIGNAL INSTALLATION	1	LS	\$ 5,000.00	\$ 5,000.00
656-005B	TRAF SIGNAL INSTALLATION	1	LS	\$ 5,000.00	\$ 5,000.00
S912-05A	LANDSCAPE REPAIR	30	SY	\$ 15.00	\$ 450.00
S912-05B	BRICK REPAIR	19	SY	\$ 25.00	\$ 475.00
ESTIMATED ROADWAY CONSTRUCTION COST					
					\$ 37,018