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Executive Summary

A total of 6 roadway concepts on Adams Street between E. 40th and E. 36th Streets were considered. Three of the options were explored in-depth. The work effort to date includes field surveys, utility locations, traffic study, performed by The Transpo Group, construction cost estimates, ROW impact evaluation and cost estimate, one-3 day workshop, including a public information meeting, a second public information meeting, and numerous ACHD Team meetings. The project included a joint effort between ACHD, The Transpo Group, Glatting-Jackson, and the City of Garden City, with Garden City personnel actively participating in the planning and conceptual design of the roadway. This led to consideration of three roadway sections for use in this area, two of which provide areas for street landscaping as part of Garden City’s Master Street Plan.

After presentation to Garden City and ACHD Commissioners, it is recommended by the project team that a section similar to the Adams Street west of Veterans Memorial Parkway be used for this roadway. The City of Garden City supports this recommendation.
Adams Street
(E. 40th St. to E. 36th St.)
ACHD Project No. 507048

Introduction

The Ada County Highway District (ACHD) staff performed a field survey and conceptual analysis of Adams Street for the purpose of designing conceptual roadway plans for the project area. Work completed to date includes: field topographic and boundary surveys; utility locations; traffic study analysis; two public information meetings (PIM’s); one – 3 day workshop and preliminary conceptual analysis of six (6) different roadway sections/alignments including right-of-way (ROW) needs and costs.

Project Area

The project is located along Adams Street, East 40th Street to East 36th Street in the City of Garden City. Currently, Adams Street is a 2 lane roadway with intermittent curb, gutter and sidewalk. The East 37th Street intersection will not be included in this project. The East 40th Street intersection is constructed on the west side only to its ultimate size; the east side will be included in this project.

Land use in the project area is mostly single-family residential housing. Commercial businesses are located between East 38th Street and East 37th Street. In addition to the single family homes there are mobile home parks. Most of the parcels along the project front Adams Street.

Adams Street is classified as a collector as well as E. 37th Street. The other streets connecting into Adams Street within the project are classified as local streets.

Field Surveys

Topographic field surveys were conducted along the length of the project. All surface features were recorded and drafted onto a base map for use in determining the future roadway width and alignment. Survey monuments were located in the field and compared to the Ada County Assessor’s records to determine ROW limits and property line locations along the project.
Utilities

ACHD requested Digline to mark existing utilities the length of the project. Most of the utilities were painted in the field. The paint marks were recorded during the topographic survey and supplemented with maps provided by the individual utility companies. This information was combined and drafted onto the base map.

Geotechnical Evaluation

For the purpose of the concept design no geotechnical evaluation was done. The geotechnical information from ACHD Project No. 52180 Adams Street, Kent St. to E. 40th St. was used for informational purposes.

Traffic Study Analysis

The Transpo Group provided planning services for an area of Garden City, focusing on E. 36th St. and Adams Street system. Their services included tasks related to the development of a Master Street Plan for the Old Town Area of Garden City. One such task was traffic and travel analysis.

Public Information Meetings

The three day workshop was held January 8-10, 2008, with day two being the first Public Information Meeting (PIM). The purpose of the workshop was to facilitate selection and preliminary design of the preferred alternative for Adams and E. 36th Street. It was divided into three phases:

Day 1 included exploring options and alternatives, identifying issues, and working with Garden City to understand their goals and expectations.

Day 2 was open to all stakeholders. The goal was to arrive at a consensus design for all elements. The agreed-upon solutions were based on input from stakeholders and pre-workshop discussions.

Day 3 was to put solutions identified during the first two days of the workshop into a detailed conceptual design by the Transpo Group.

PIM #2 held on November 6, 2008. This meeting focused primarily on the E. 36th St. design, but there were displays for Adams Street Concept with favorable comments regarding the three lane section for Adams matching the Adams project west of Veterans Memorial Parkway.

Roadway Sections and Alignments
Based upon the Master Street Plan of Old Town Garden City several sections were evaluated. Concepts prepared included:

- **Concept #1** - 47-foot back-of-curb to back-of-curb (BC-BC) section with 5-foot detached sidewalks within 61-feet of ROW, 5-foot buffer, two travel lanes, one center lane and bike lanes, improvements centered in right-of-way
- **Concept #2** - 37-foot BC-BC section with 5-foot detached sidewalks within 58-feet of ROW, 2-foot buffer, two travel lanes, one center lane and no on-street parking, with improvements centered in right-of-way
- **Concept #3** - 32.5-foot BC-BC section, 13.5-feet to back-of-curb right and 6-foot buffer and 5-foot sidewalk; 19-feet to back-of-curb left with 7-foot attached sidewalks within 60-feet of ROW, with two travel lanes and parking on north side only, improvements centered in right-of-way
- **Concept #4** - 40-foot BC-BC section with 5-foot detached sidewalks within 60-feet of ROW, two travel lanes and one center lane, with improvements centered in right-of-way
- **Concept #5** - 40-foot BC-BC section, with 5-foot detached sidewalk within 60-feet of ROW, two travel lanes and on-street parking, improvements centered in right-of-way
- **Concept #6** - 41-foot BC-BC section with 2-foot buffer, 5-foot sidewalks within 55-feet of ROW, two travel lanes, one center lane, with improvements centered in right-of-way

These concepts were plotted on large roll plots complete with topographic survey information, property lines, and background aerial photos and presented at various Team Meetings.

During the meeting, some the team members opposed the use of the District’s typical sections for use on this roadway. The need to incorporate the “Livable Street” ideas was expressed during the meeting. The “Livable Streets” concepts incorporates narrower traffic lanes to reduce speeds, increase safety, and minimize impacts to adjacent property owners, enhanced bicycle and pedestrian facilities, and increased landscape areas to create a more aesthetically pleasing roadway. It was explained Concept #6 was preferred because it matched the section to the west of Veterans Memorial Parkway and this was the last two blocks on this collector roadway to complete. Based upon comments from team members during this and subsequent meetings, the decision on which section to pursue was taken to the Executive Team and the Mayor of Garden City. The section agreed upon by these individuals was Concept #6, it was also decided that it would be beneficial to separate the Master Street Plan for Old Town Garden City from the Adams/36th Street project and handle it with a separate committee.

**Conclusions**

Project Team Members included Kendall Kemmer, Beverly Hopkins, Dale Kuperus, Steve Sprague, Kathy Murin-Waddell, Josh Saak, Christy Little, Midge Kline, Dale Kuperus, Don Kostelec, Chris Danley, Randy Noble, Matt Edmond, Chuck Rinaldi, and Christy Foltz-Alrich from ACHD and Bob Rhul, Jenah Thornborrow, Diane Kushlan and Joy Gannon from the City of Garden City and Dan Coonce from The Transpo Group.
ADAMS/37TH INTERSECTION

Standard "T" Option

Roundabout Option
ADAMS/37TH INTERSECTION

Roundabout Option

Standard "T" Option
ADAMS STREET
Connection Between E. 37th and Adams St.