



**Main Street Rehabilitation**  
June 14 & 15, 2023

# Agenda

- Context setting – ITD
  - Elkhorn Road to River Street in 2025/2026
  - <https://itdprojects.org/projects/idaho-75-elkhorn-road/>
  - Options already considered.

- Main Street Rehabilitation

- Discussion & feedback

**75** **Elkhorn Road to River Street**  
IDAHO

Community Discussion #3

**JOIN US**  
in-person Oct. 11  
or online Oct. 11 – 25

See reverse for details.

**FOR MORE INFORMATION:**  
VISIT [itdprojects.org/projects/Idaho-75](https://itdprojects.org/projects/Idaho-75)  
CONTACT Nathan Jerke, Project Manager  
(208) 886-7809 | [SH75ElkhornToRiverSt@itd.idaho.gov](mailto:SH75ElkhornToRiverSt@itd.idaho.gov)

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8884 or TTY/TDD users Dial 711 to use the Idaho Relay System.  
Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al coordinador de participación público al (208) 334-8884. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.

**KETCHUM**  
RIVER ST  
TRAIL CREEK BRIDGE  
MAIN ST  
PROJECT AREA  
SERENADE LN  
BIG WOOD RIVER  
75  
ELKHORN RD

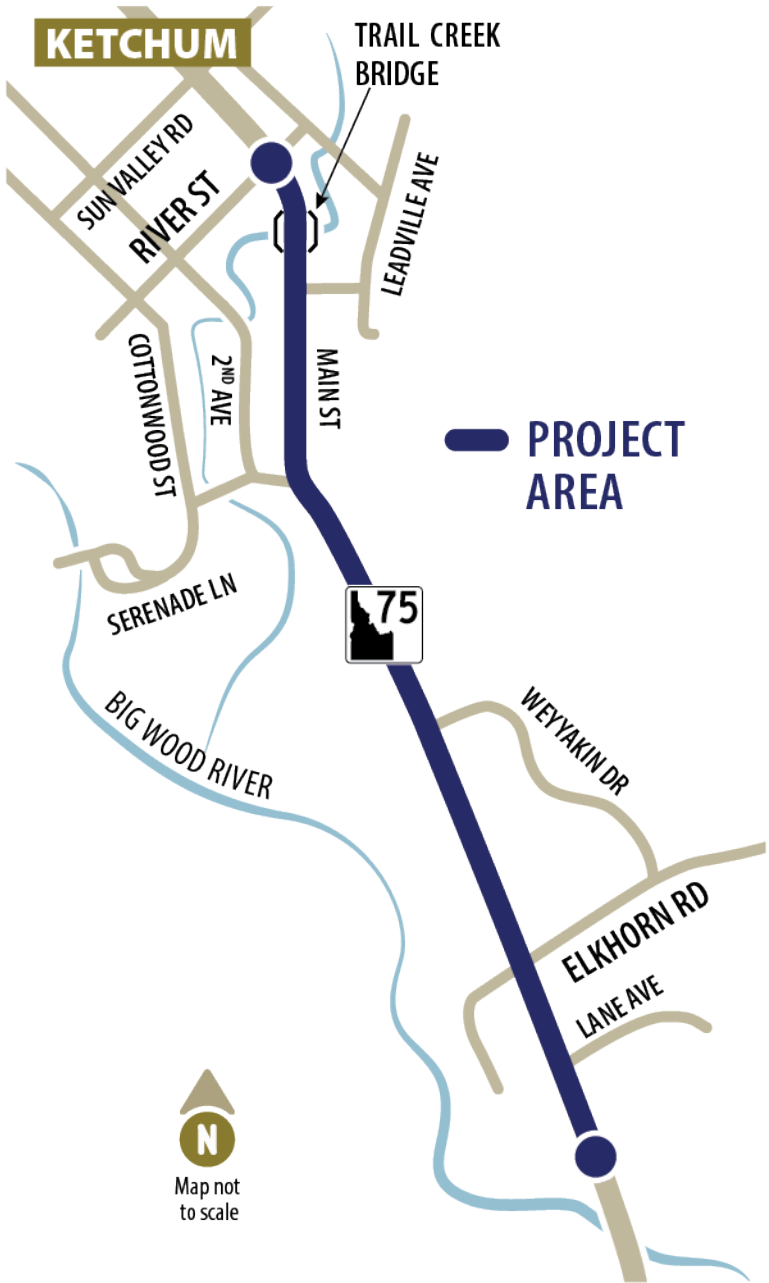
N  
Map not to scale

ITD received feedback during two other community discussions previously held in 2020 and 2021.

SEPT 2022

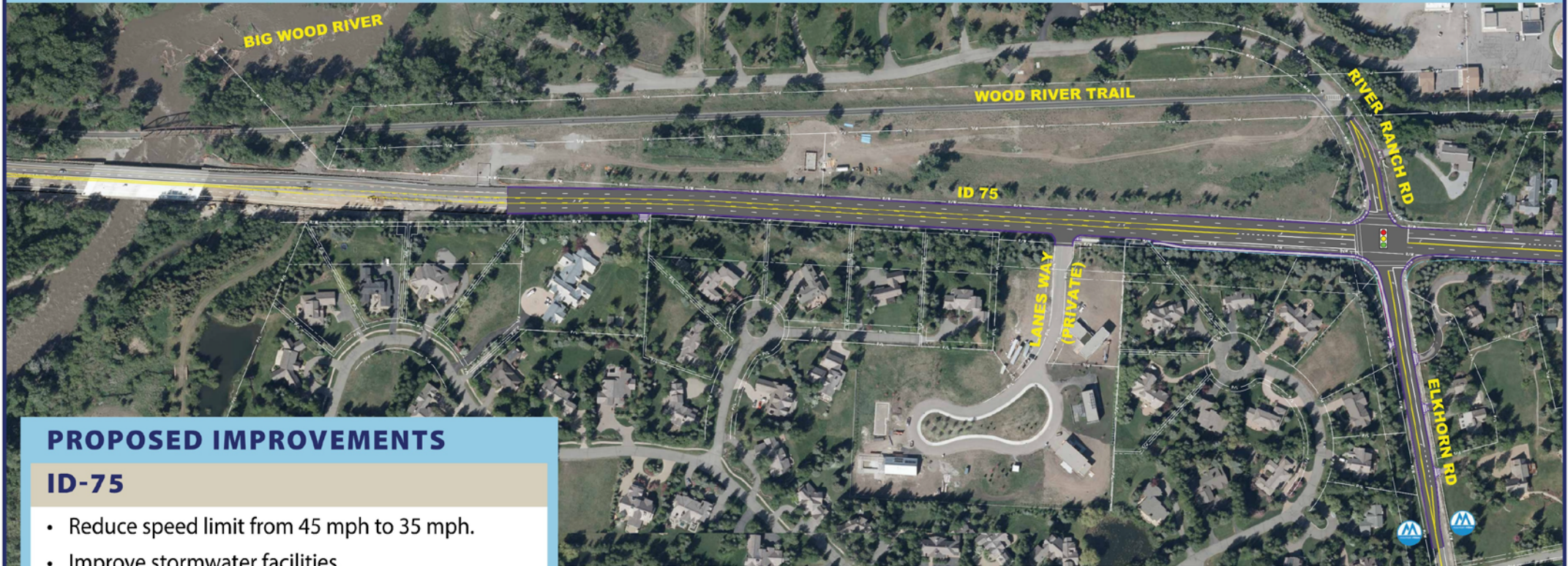
Main Street Rehabilitation

# Elkhorn to River Street – ITD project



# Segment A | South of Elkhorn Road to Elkhorn Intersection | 2022 Design Plan

This design plan is Option 2 presented during the June 2021 Community Discussion.



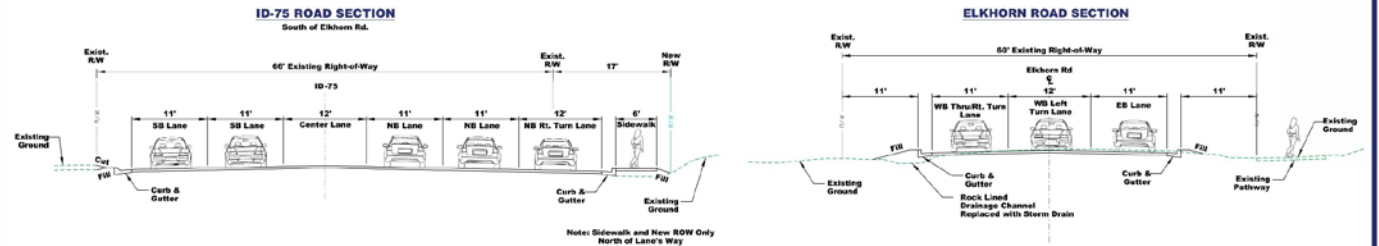
## PROPOSED IMPROVEMENTS

### ID-75

- Reduce speed limit from 45 mph to 35 mph.
- Improve stormwater facilities.

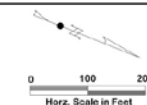
### ELKHORN INTERSECTION

- Upgrade and replace signal.
- Increase width of center turn lane to 12-ft.
- Improve turning movements.
- Add northbound right turn lane.
- Widen Elkhorn Road and reconfigure westbound lanes.
- Add sidewalk to trail connection on Elkhorn Road.



## ID-75, Elkhorn Rd. to River St. Project

OCTOBER 2022



Your Safety - Your Mobility  
Your Economic Opportunity

- Legend**
- New Asphalt Pavement
  - New Sidewalk
  - New Curb
  - New Retaining Wall
  - New ROW/Easement
  - 🚦 Signalized Intersection

# Segment B | Elkhorn Road to Serenade Lane | 2022 Design Plan

This design plan is Option 3 presented during the June 2021 Community Discussion with the 5-lane section shifted to the east.

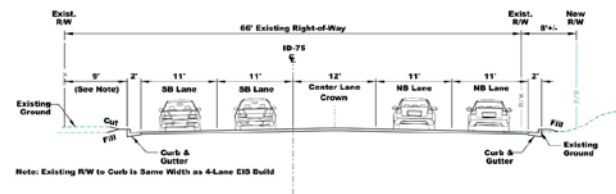


## PROPOSED IMPROVEMENTS

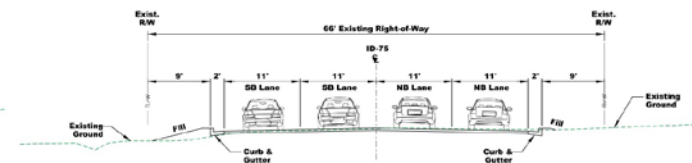
### ID-75

- Speed limit to remain at 35 mph.
- Widen to 5 lanes from Elkhorn to Weyyakin.
- 5-lane section is shifted east to maintain existing snow storage area on west side and will require right-of-way acquisition.
- Widen to 4 lanes from Weyyakin to Serenade.
- Eliminate shoulders.
- Eliminate existing sidewalk on east side of ID-75 from Elkhorn to Weyyakin.

**ID-75 ROAD SECTION**  
North of Elkhorn Rd. to North of Weyyakin Dr.

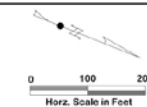


**ID-75 ROAD SECTION**  
North of Weyyakin Dr. to South of Serenade Ln.



## ID-75, Elkhorn Rd. to River St. Project

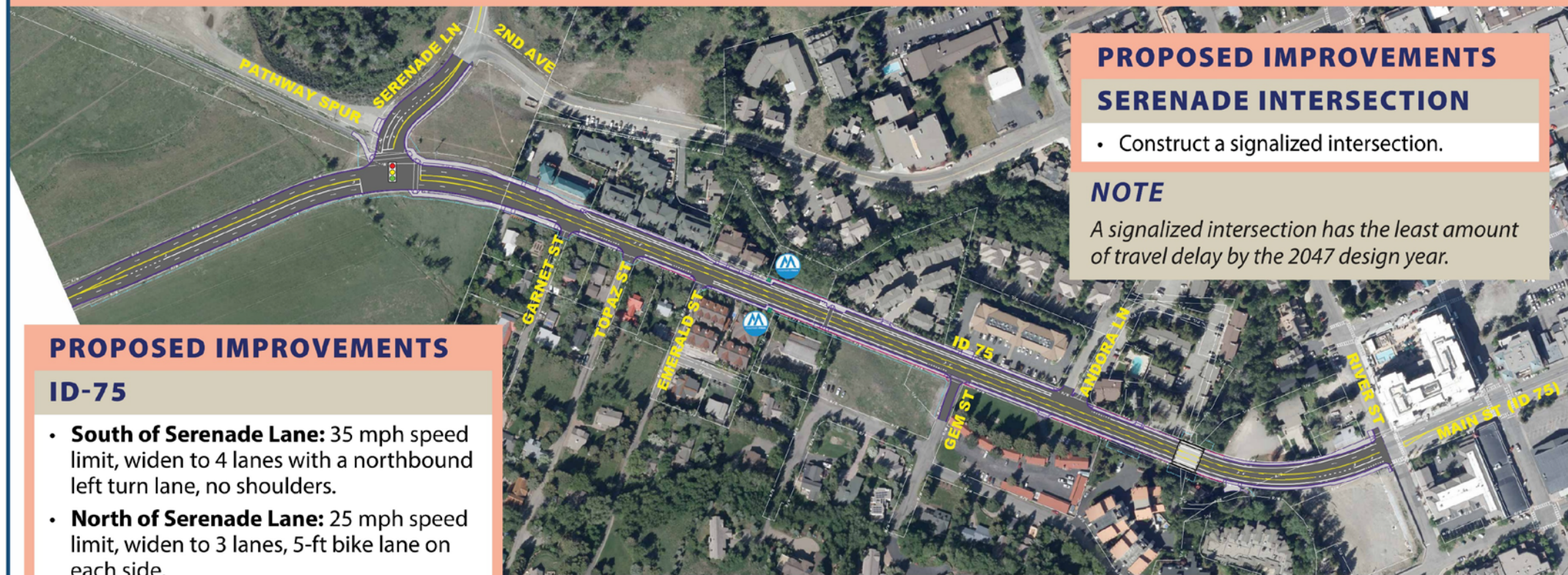
OCTOBER 2022



- Legend**
- New Asphalt Pavement
  - New Sidewalk
  - New Curb
  - New Retaining Wall
  - New ROW/Easement
  - Signalized Intersection

# Segment C | Serenade Intersection to River Street | 2022 Design Plan

This design plan is a combination of Option 2 at Serenade and Option 3 north of Serenade presented during the June 2021 Community Discussion with a mid-block pedestrian crossing.



## PROPOSED IMPROVEMENTS SERENADE INTERSECTION

- Construct a signalized intersection.

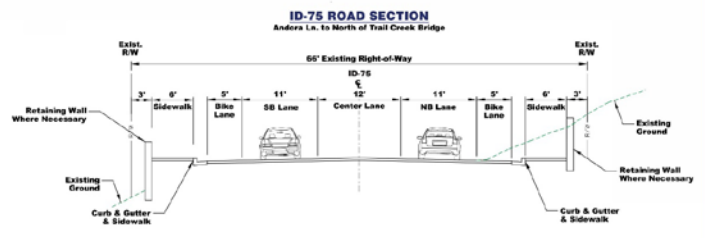
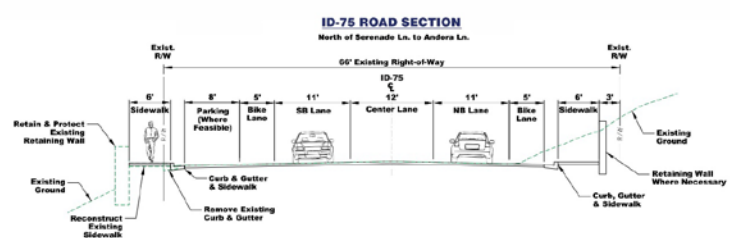
### NOTE

A signalized intersection has the least amount of travel delay by the 2047 design year.

## PROPOSED IMPROVEMENTS

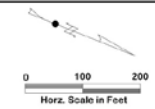
### ID-75

- **South of Serenade Lane:** 35 mph speed limit, widen to 4 lanes with a northbound left turn lane, no shoulders.
- **North of Serenade Lane:** 25 mph speed limit, widen to 3 lanes, 5-ft bike lane on each side.
- Construct 10-ft multi-use sidewalks starting at Serenade intersection, then 6-ft sidewalks at start of bike lanes.
- Add a mid-block pedestrian crossing with a rectangular rapid-flashing beacon.
- Relocate and improve bus stops.
- Construct new Trail Creek Bridge to 4 lanes wide, but stripe to 3 lanes.
- Maintain existing on-street parking, where feasible, north of Serenade.



## ID-75, Elkhorn Rd. to River St. Project

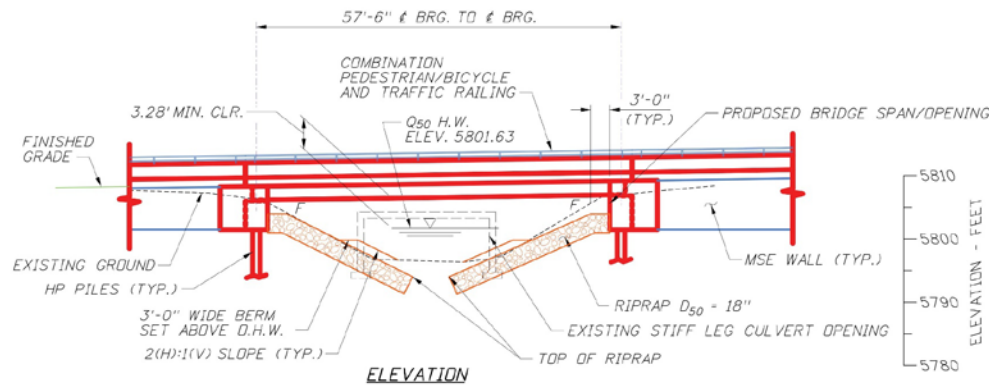
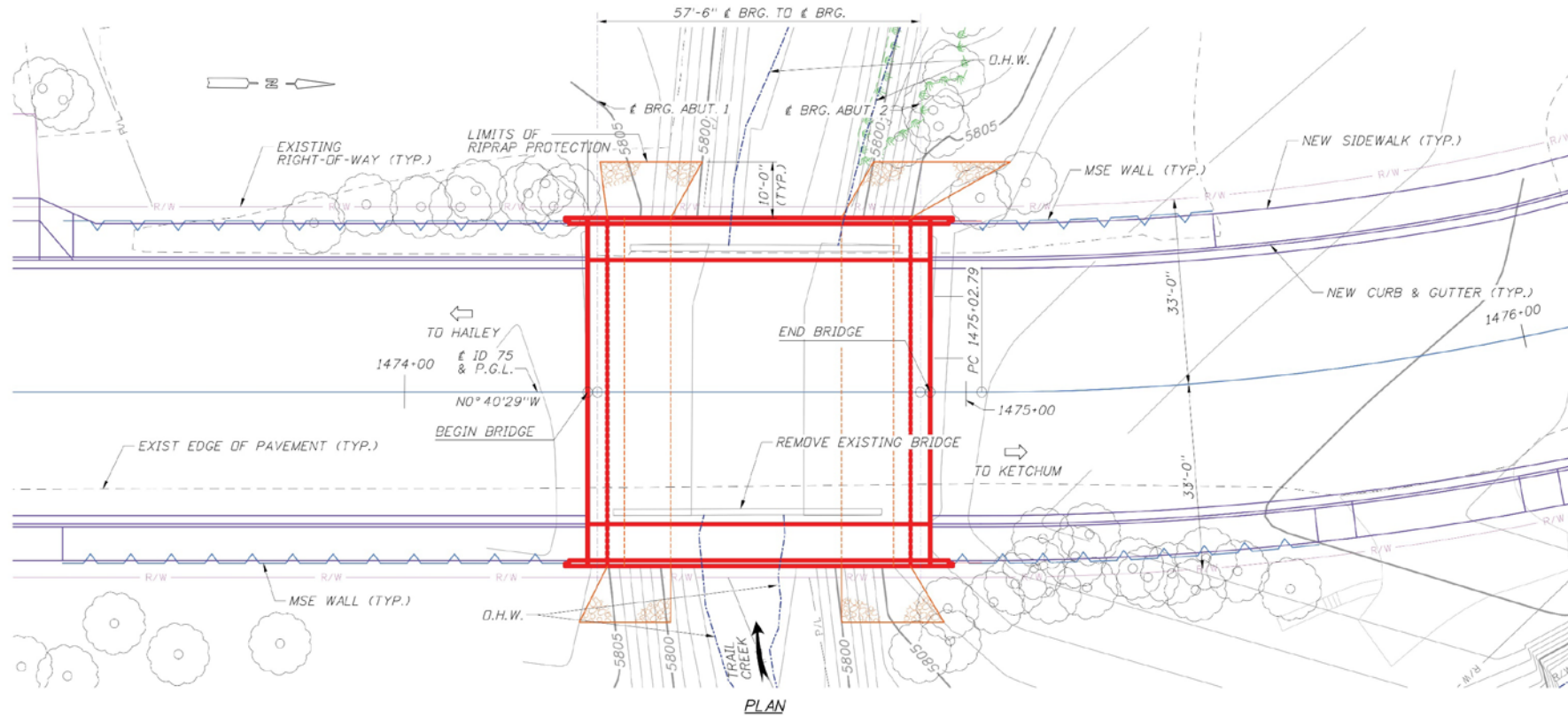
OCTOBER 2022



Your Safety - Your Mobility  
Your Economic Opportunity

- Legend**
- New Asphalt Pavement
  - New Sidewalk
  - New Curb
  - New Retaining Wall
  - New ROW/Easement
  - Signalized Intersection

# Trail Creek Bridge Display

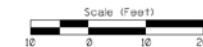


### HYDRAULIC DATA

FLOOD DESIGN	DISCHARGE	H.W. ELEV.	VELOCITY
DESIGN (Q <sub>50</sub> )	900 cfs	5801.63 ft.	5.62 fps
BASE (Q <sub>100</sub> )	1020 cfs	5801.95 ft.	5.88 fps
SCOUR (Q <sub>SC</sub> )	1300 cfs	5802.62 ft.	6.40 fps



**Elkhorn Road to River Street**



Your Safety - Your Mobility  
Your Economic Opportunity

## **Elkhorn to River Street**

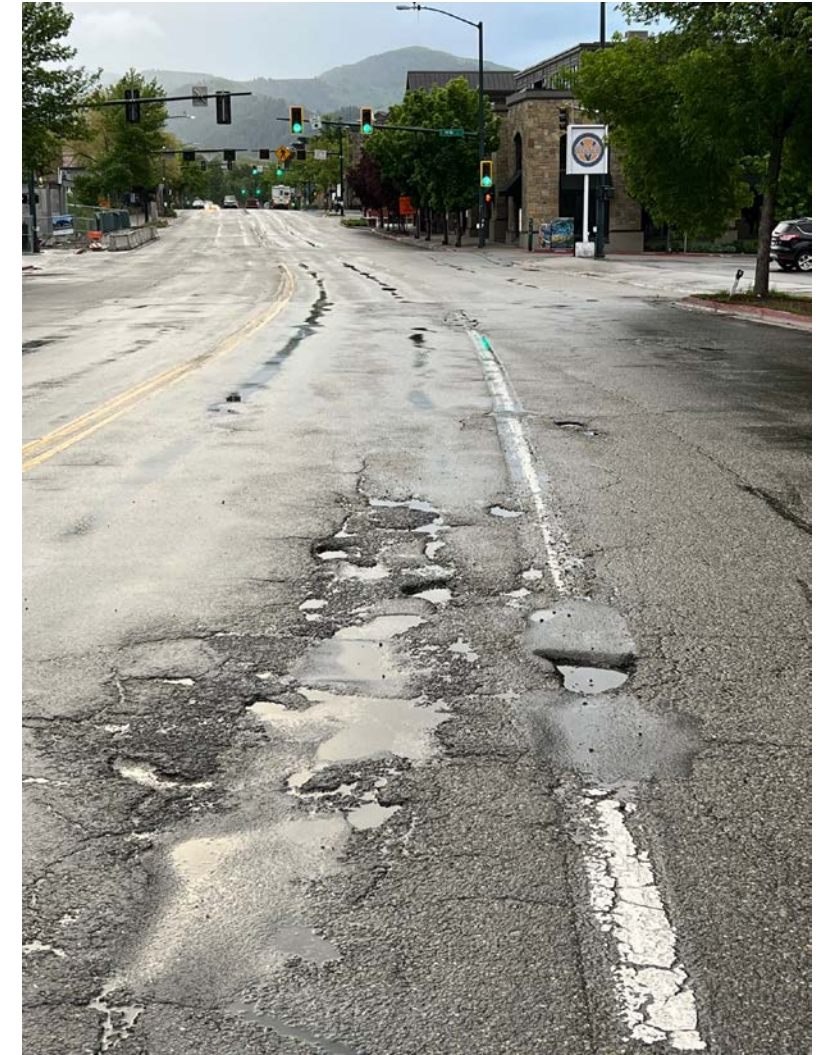
- General project timing| Utilities – 2024; Construction – 2025 & 2026
- Detour route
  - Northbound traffic remains on SH-75
  - Southbound traffic turns onto 1st Street, then 2nd Ave., then Serenade to SH-75
- Trail Creek Bridge Construction periods:
  - East side: Presidents Weekend to Memorial Day – 2025
  - West side: Presidents Weekend to Memorial Day – 2026
  - One-way North-bound during construction
- Construction on SH-75 south of bridge: end of March to October in 2025 and 2026
- Discussion & feedback



**Main Street Rehabilitation**  
(ITD scheduled for 2026)

## Timing Options

- ITD Plan – 2026
  - During the south-of-town project
- Ask ITD to defer to 2027
- City assumes project management and executes in 2024



**ITD has confirmed that a full rebuild is necessary.**

## Existing Conditions – 2022 Main Street Analysis

### Deficiencies:

- Operations
  - Inefficient traffic flow
  - Long queue lengths at Sun Valley Road intersection
  - “Don’t take a left in Ketchum”
- Pedestrian Space
  - Cramped in some places
  - ADA challenges

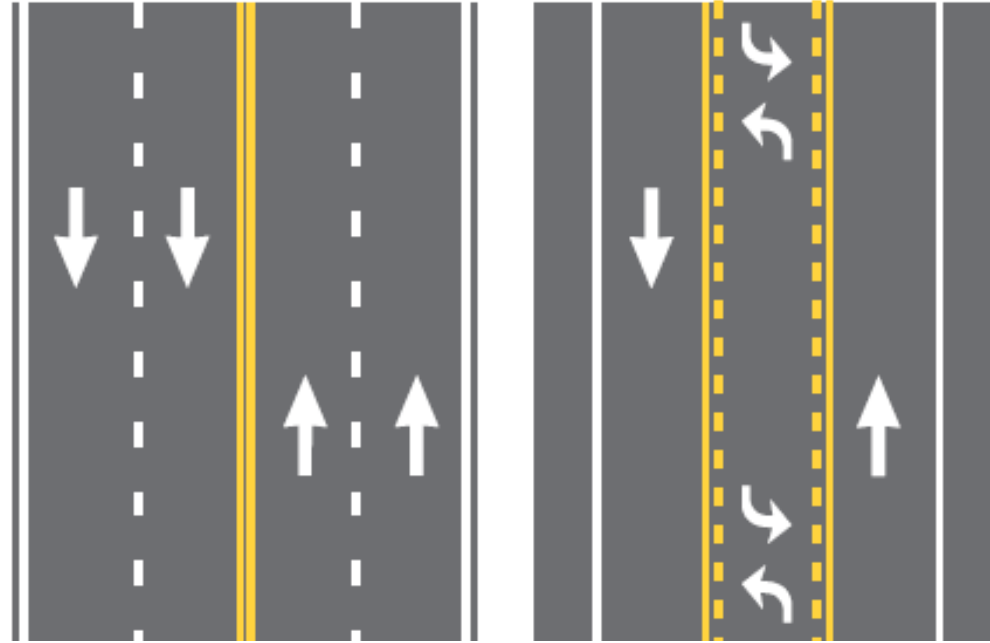
### Goals:

- Improve vehicle progression along the corridor
- Reduce travel times
- Improve pedestrian space where possible (sidewalk reconstruction)
- Ensure ADA compliance
- Invest in a roadway configuration that will operate well in future years

## Options Already Considered

- Lane configuration options
  - Significantly expand sidewalks to adjacent businesses
- Sun Valley Road intersection
  - Allow am/pm peak traffic to flow more consistently
  - Equal pedestrian space on all four corners
  - Address ADA through raised intersection
- Pedestrian improvements
  - Bulbouts at 1<sup>st</sup> & 5<sup>th</sup> (similar to 4<sup>th</sup>)
  - Reduced lane width from 12' to 11' (adds 2.5' on each side)

## Lane Reconfiguration



### Benefits:

- Remove split phasing
- Shorter pedestrian crossings
- Much wider pedestrian and sidewalk areas could be built

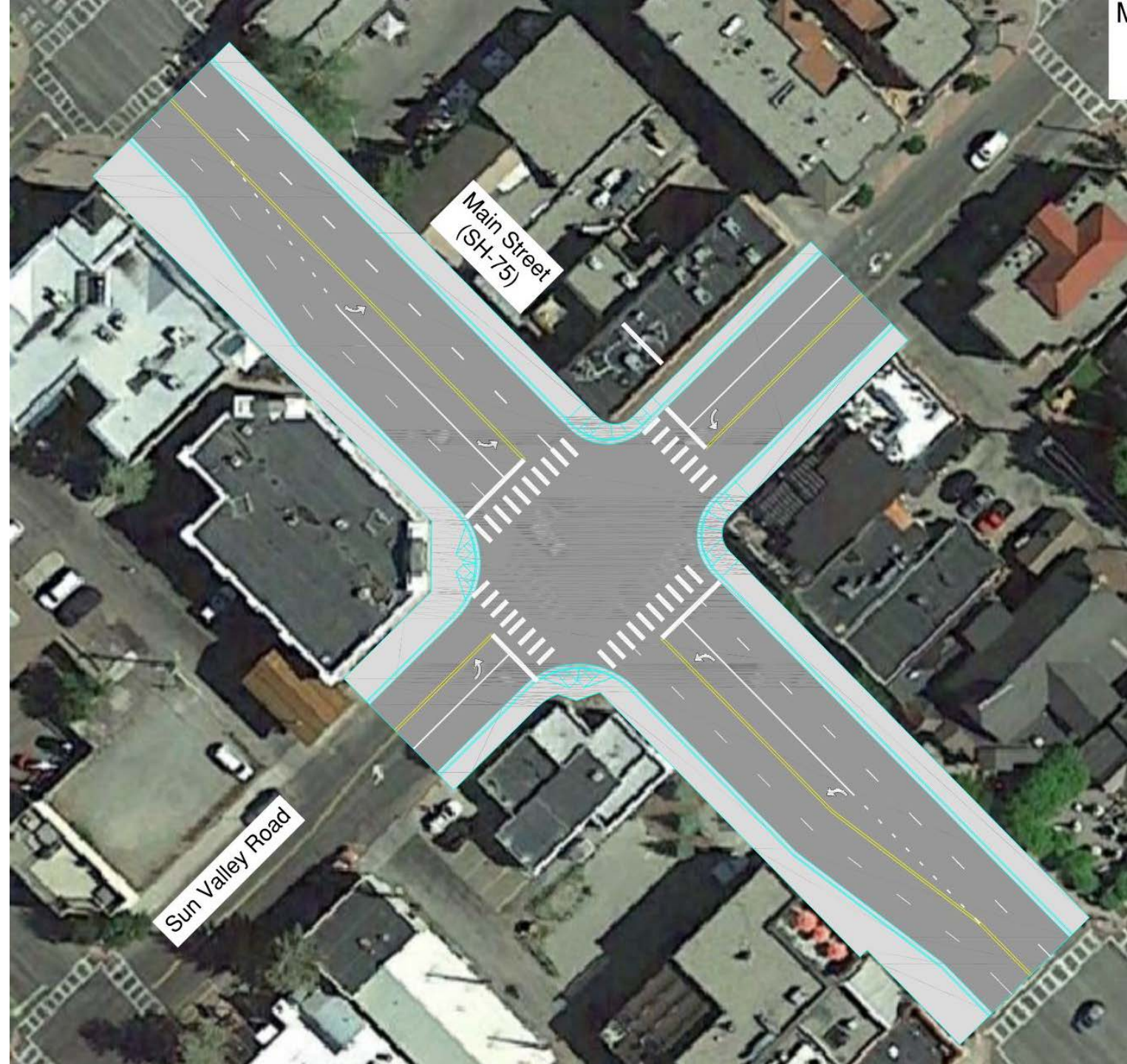
### Drawbacks:

- Congestion on Main Street would increase
- Cannot serve all traffic in the peak period
- Waiting vehicles could extend 3 blocks or more on Main Street and 2 blocks or more on cross streets

## Sun Valley Road Intersection

### Left Turn Lanes

- Improves traffic flow now and in the future
- With right pedestrian treatments, there are still opportunities to improve pedestrian space.
  - Balance sidewalks on each side
  - 11' lanes, 9.5' wide sidewalks
  - Remove parking



## **Adding Left Turn Lanes @ Sun Valley Road & Main Street**

### Benefits:

- Remove split phasing
- Reduces congestion
- Serves all traffic
- Design year traffic sees comparable travel times to today
- Traffic forecast (2042) sees comparable travel times to today

#### **6th Street to River Street**

- Evening rush hour - 2.71 minutes
- In 2042 - 5.1 minutes
- Improved intersection - reduces 2042 from 5.1 to 2.1 minutes

### Drawbacks:

- Removes parking on two blocks
- Tight turning movements for trucks at Sun Valley Road



Main Street Rehabilitation  
**Raised Intersection**



## Bulbouts

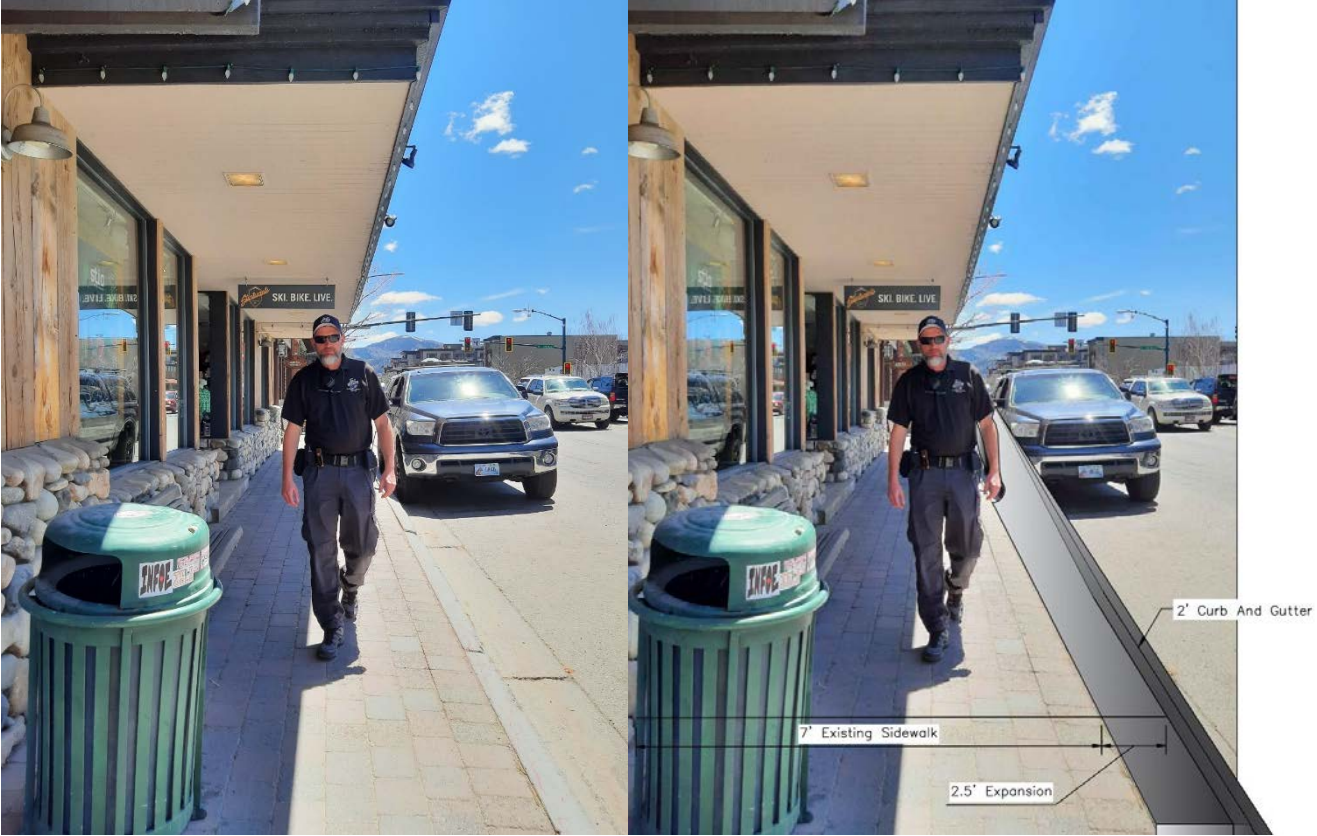
Install additional bulbouts:

- Existing: 4<sup>th</sup> and Main
- Proposed:
  - 1<sup>st</sup> and Main
  - 5<sup>th</sup> and Main



Main Street Rehabilitation  
**Wider Sidewalks**

Narrow travel lanes from 12' to 11' to give extra space to pedestrians.



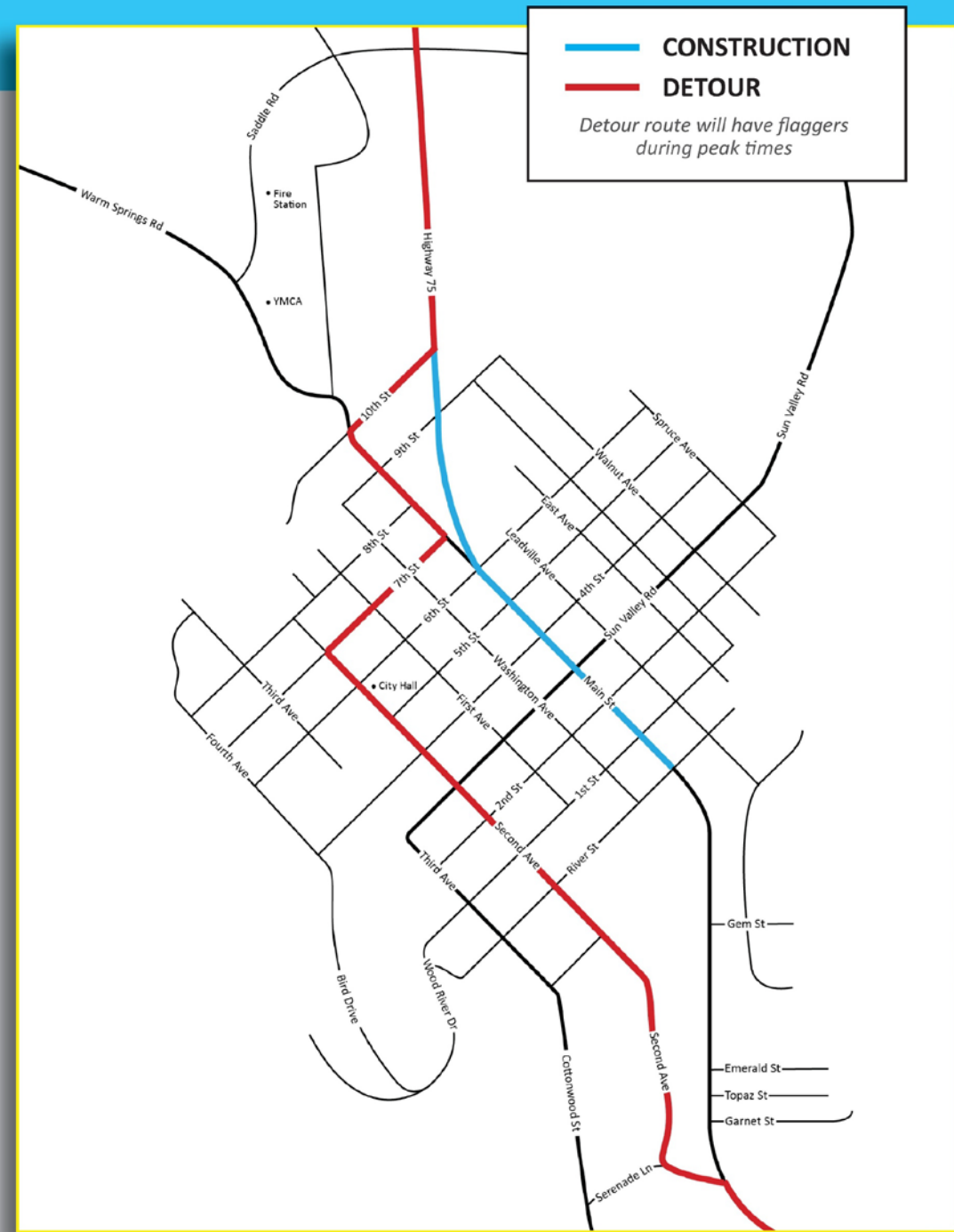
## Project Highlights

- Full reconstruction of roadway is required
  - Hailey mill & overlay project (nightwork only, open in the day)
  - Similar to Sun Valley Road
- Anticipate completing pedestrian improvements first
  - Traffic flow will continue with constrained lanes
  - Contract will require pedestrian business access
- Roadway work will likely require multi-block closures
  - TBD on specific block grouping
  - Approach will accelerate overall project schedule

## Main Street Rehabilitation

### Detour

- Typical city detour for through-town traffic
- City would look to allow commuter traffic in the downtown



## Discussion

- Do you support accelerating work on Main Street to 2024?  
(before south of town work in 2025)
- If so, what have we missed – what else do we need to consider in the design process and the schedule?