

KMPO Board Packet Agenda Item



January 5, 2017

TO: KMPO Board Members
FROM: Glenn F. Miles, Executive Director
SUBJECT: 2017-2021 KMPO TIP Amendment #1 ITD Selected Safety Projects

KMPO 2017-2021 Transportation Improvement Program Amendment #1, ITD Selected Safety Projects

KMPO has been notified by the Idaho Transportation Department that 3 projects have been selected for Safety Project funding. Those projects are:

Sponsor	Project Name	Total
City of Coeur d'Alene	BEACON INSTALLATIONS, COEUR D'ALENE	91,000
Kootenai County	BEACON INSTALLATIONS, LAKES HD	40,000
Kootenai County	SH 53, INT N HOLLISTER HILLS RD, KOOTENAI CO	446,300

The beacon locations are at various locations in both the Lakes Highway District and City of Coeur d' Alene (7 locations). The ITD District 1 project at SH-53 and Hollister Hill Road will make safety improvements that are necessary until the Pleasant View Grade Separation Project is funded for construction.

Details for each of the funded projects can be found on the KMPO Website.



City of Coeur d'Alene—2017 One-Time LHSIP Project

RRFB's at 15th/Montana, 15th/Hastings, 9th/Best, 4th/Miller, 7th/Foster, 6th/Sherman, and 13th/Sherman

Background: Rectangular Rapid Flashing Beacons (RRFBs) have been shown to improve pedestrian crossing safety by making drivers more aware. Studies have shown a driver yield rate exceeding 80%. RRFBs tend to be more effective than traditional crosswalk signing or even standard flashing beacons because they are pedestrian activated. Because they are not always flashing, drivers do not become desensitized to them.

The City of Coeur d'Alene chose several high pedestrian locations that also have had pedestrian-related crashes in the past five years. These intersections are also near pedestrian and bicycle generators such as the downtown business district, parks, schools, and community centers.

Scope: The City will purchase 7 sets of RRFBs with the LHSIP funds. The City and LHTAC will prepare the procurement package to keep costs low. The City will ask LHTAC to complete the environmental clearance. The City will install the RRFBs with their own crews. This installation is expected to count as the City's match for the project.

Locations: The RRFBs are planned in the following non-signalized locations:

- ⇒ **15th/Montana & 15th/Hastings:** These intersections are near the new Boys & Girls Club and Lakes Middle School, where many children are crossing 15th Street. Montana is an offset intersection, which makes it even more difficult to cross. The City will construct the receiving pedestrian ramp within the right of way with their own crews and at their own expense.
- ⇒ **9th/Best:** Best is a busy roadway in a commercial area of Coeur d'Alene. West of 4th, Best is called Appleway. 9th is an offset intersection near Borah Elementary School, an assisted living center, and a church. Therefore, this crossing is frequented by the vulnerable population—children and the elderly.

- ⇒ **4th/Miller:** This intersection is adjacent to a popular transit stop on 4th Street. 4th Street is a busy roadway in a commercial area with restaurants, shops, a supermarket, and churches in the very near vicinity.
- ⇒ **7th/Foster:** This intersection is in the heart of the residential area downtown near Phippeny Park and is a popular route for pedestrians to take between the residential areas, the downtown core, and schools.
- ⇒ **6th/Sherman:** This intersection is in the heart of downtown just a block north of McEuen Park and in an area heavily accessed by pedestrians. The intersection is in close proximity to several restaurants and open space (SE corner) where well attended events are held such as the popular "Live After Five" summer music series.
- ⇒ **13th/Sherman:** This intersection is located in the East Sherman area near restaurants and a supermarket. On the southwest corner, iconic Roger's Ice Cream, is a destination that draws many pedestrians. This is also a popular crossing for residents walking to the Sanders Beach area and a nearby transit stop.

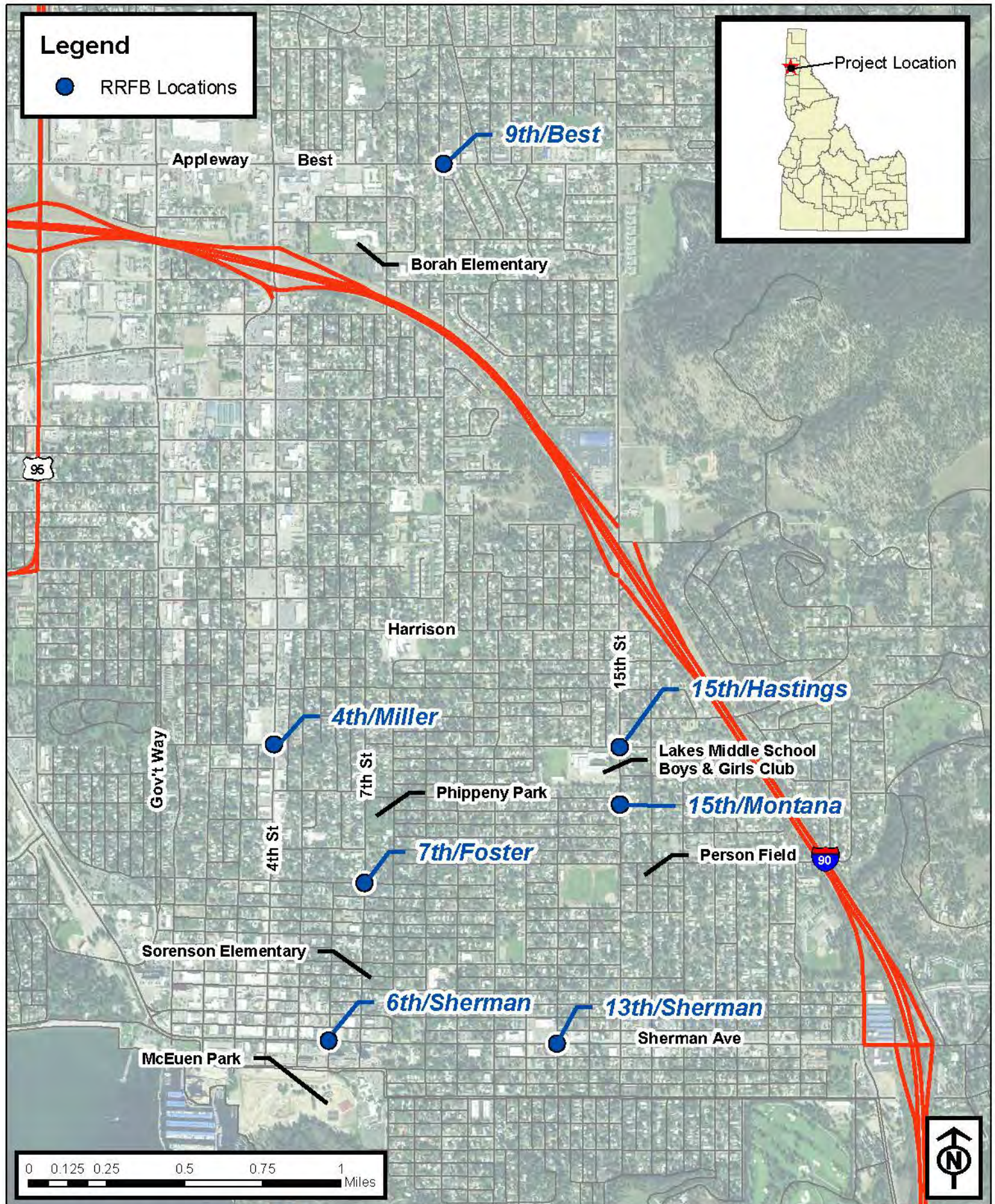
Crashes: There have been eight pedestrian/bicycle related crashes in the near proximity to these intersections in the past five years—seven of them had injury A severity. Therefore, installing the RRFBs in these locations is sure to have a significant positive impact on pedestrian safety in Coeur d'Alene. The City

recently installed an RRFB at 7th/Birch and is happy with the results.

Cost: The City has recent costs from their procurement of the RRFB at 7th/Birch. They expect each set (including the solar unit and post) to cost \$8,000. The City will provide the signs, concrete, and installation themselves.



RRFB at 7th/Birch

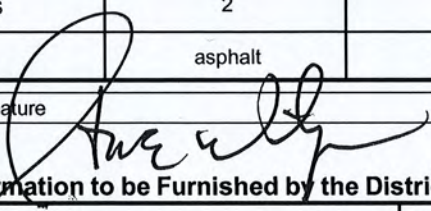


3.2 ITD 2435 Local Federal-Aid Project Request

Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

Note: In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) City of Coeur d'Alene				Date 10/25/2016	
Project Title (Name of Street or Road) RRFBs at Misc High Ped & Crash Locations		F.A. Route Number various	Project Length N/A	Bridge Length N/A	
Project Limits (Local Landmarks at Each End of the Project) 15th/Hastings, 15th/Montana, 9th/Best, 6th/Sherman, 13th/Sherman, 7th/Foster, and 4th/Miller					
Character of Proposed Work (Mark Appropriate Items)					
Excavation	Bicycle Facilities	Utilities	Sidewalk		
Drainage	Traffic Control	Landscaping	Seal Coat		
Base	Bridge(s)	Guardrail	X Ped Signing (RRFBs)		
Bit. Surface	Curb & Gutter	Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 10,000.00	PE is for LHTAC admin/environmental and assistance with bid package		
Right-of-Way (ITD 1150, Line 2)		\$ 0.00			
Construction (ITD 1150, Line 18)		\$ 56,000.00			
Preliminary Engineering By: <input checked="" type="checkbox"/> Sponsor Forces <input type="checkbox"/> Consultant LHTAC will do environmental, Sponsor/LHTAC complete bid package					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing					
Within 2 miles of an Airport					
Parks (City, County, State or Federal)		6th/Sherman one block from McEuen Park; 7th/Foster one block from 7th St Park			
Environmentally Sensitive Areas					
Federal Lands (Indian, BLM, etc.)					
Historical Sites					
Schools		9th/Best near Borah Elem; 15th/Hastings & 15th/Montana adjacent to Lakes Middle School/Boys & Girls Club			
Other					
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					
Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	2	2	Roadway Width (Shoulder to Shoulder)	varies ft	varies ft
Pavement Type	asphalt	asphalt	Right-of-Way Width	varies ft	varies ft
Sponsor's Signature 		Title Mayor			
Additional Information to be Furnished by the District					
Functional Classification		Terrain Type	20	ADT/DHV	

3.3 ITD 1150 (Rev. 9-13) Project Cost Summary Sheet

Round Estimate to Nearest \$1,000

Key Number	Project Number			Date	10/25/2016
Location 15th/Hastings, 15th/Montana, 9th/Best, 6th/Sherman, 13th/Sherman, 7th/Foster, 4th/Miller				District	1
Segment Code	varies	Begin Mile Post	varies	End Mile Post	varies
				Length in Miles	N/A

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE) LHTAC admin/environmental/bid package		\$ 10,000.00
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels _____ Number of Relocations _____		
3. Utility Adjustments: _____ Work _____ Materials _____ By State _____ By Others _____		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing: Grade/Separation Structure _____ At-Grade Signals Yes _____ No _____		
8. Bridges/Grade Separation Structures: New Structure Length/Width _____ Location _____ Repair/Widening/Rehabilitation Length/Width _____ Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$ 56,000.00
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		\$ 56,000.00
16. Mobilization _____ % of Item 15		\$ 0.00
17. Construction Engineer and Contingencies _____ % of Items 15 and 16		\$ 0.00
18. Total Construction Cost (15 + 16 + 17)		\$ 56,000.00
19. Total Project Cost (1 + 2 + 18)		\$ 66,000.00
20. Project Cost Per Mile	N/A	N/A

Prepared By: Melissa Cleveland, P.E./Welch Comer Engineers

3.4 ITD 1983 (Rev. 10-15-10)
itd.idaho.gov

Local Public Agency's Certificate Of Completion Of Right-Of-Way Activities Idaho Transportation Department



Key Number	Project Number	Project Name
		RRFBs at Misc High Ped & Crash Locations
Local Public Agency		
City of Coeur d'Alene		

Complete the applicable section below and the Certification section.

Right-of-Way is Not Required

- ☒ All work will be done within the existing right-of-way
- ☒ No utilities are involved in this project
- ☐ Utilities are impacted and agreements are in place. Number of Utilities _____

Right-of-Way is Required

- Number of ownerships acquired _____ Total amount paid
\$ _____
- Number of parcels in condemnation or pending final settlement _____
- Number of Relocations _____
- ☐ No utilities are involved in this project
- ☐ Utilities are impacted and agreements are in place. Number of Utilities _____

Certification

I hereby certify that all acquisitions and relocations, if any, were performed in accordance with our assurances to comply with state and federal laws and regulations related to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments thereto.

It is further certified that in all cases where the real property rights were obtained through donation, that the property owner(s) was fully informed of the right to receive just compensation and the owner has released our agency from its obligation to appraise the property in the event that the estimated value may exceed \$5,000.00.

Agency Contact's Name (Printed)	Phone Number	E-Mail Address	
Hilary Anderson	(208)769-2270	handerson@cdaid.org	
Attester's Signature (Clerk or Secretary)	Date	Chairman, President, or Mayor's Signature	Date
<i>Hilary Anderson</i>	10/28/16	<i>Steve Wilk</i>	10/28/16

FY 2017 Additional Funding Local Highway Safety Improvement Program Application

Please respond to the following questions:

Local Highway Jurisdiction:	City of Coeur d'Alene
Contact Person:	Hilary Anderson, Community Planning Director
Mailing Address:	710 E. Mullan Avenue, Coeur d'Alene, ID 83814
Phone:	(208)769-2270
E-Mail Address:	handerson@cdaid.org

- 1 Is this safety project for a single site or a systemic solution?

Systemic
- 2 How many fatalities have occurred at this site/s in the past 5 years?

0

 *Fatal Crashes
- 3 How many serious (A) injury crashes have occurred at this site/s in the past 5 years?

7

 *Serious Injury Crashes
- 4 How many evident injury (B) crashes have occurred at this site/s in the past 5 years?

1

 Evident Injury Crashes
- 5 How many crashes with possible injury (C) have occurred at this site/s in the past 5 years?

0

 Possible Injury Crashes
- 6 How many crashes involved property damage only (PDO) in the past 5 years?

0

 Property Damage Only Crashes

** To be eligible, a project must have at least one Fatal or Type A Injury Accident.*

Select Countermeasures:

7	Countermeasure 1 (from Toolbox)	Crash Reduction Factor 1 (percentage)	Service Life 1 (years)	*Project Cost 1 (dollars + match)
	Improve/Install Ped Crossing	25.00%	20	\$ 66,000
8	Select Countermeasure 2	Crash Reduction Factor 2	Service Life 2	Project Cost 2
	Install Pedestrian Signing	15.00%	7	\$ -
9	Select Countermeasure 3	Crash Reduction Factor 3	Service Life 3	Project Cost 3

Result:	80.1 to 1	Benefit-Cost Ratio
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Estimated LHJ Cost:	\$ 4,844	(7.34% Match)
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** Project cost should include environmental, LHTAC, CE&I and State administrative cost. Estimated cost may be adjusted upon receipt and review of application by LHTAC staff.*

Additional Questions:

Does your jurisdiction have a Title VI plan that complies with 28 CFR 35.105 regarding Americans with Disabilities Act and complying with 23 CFR 200, Civil Rights Title VI Program? Yes ☒ X No ☐

Who is your point of contact for your plan?

Jim Hammond

Please Include with this Application:

- A one page project description
- A Vicinity Map with Project Area clearly marked
- An ITD 1150 Form (financial estimate)
- An ITD 1983 Form (right-of-way)
- An ITD 2435 Form (Federal-aid project request)

severity	accident year	intersection related	street1	street2	reference street	impaired	most harmful event	contrib circ 1	traffic control device
A Injury Accident	2013	TRUE	15th St	Montana Ave		FALSE	Pedestrian	Failed to Yield	None
A Injury Accident	2012	FALSE	4th St		Montana Ave	FALSE	Pedestrian	None	Stop Sign on Cross Street Only
A Injury Accident	2014	TRUE	7th St	Foster Ave		FALSE	Pedestrian	Failed to Obey Stop Sign	Stop Sign on Cross Street Only
A Injury Accident	2013	FALSE	Best Ave		9th St	FALSE	Pedestrian	Vision Obstruction	Stop Sign on Cross Street Only
B Injury Accident	2013	TRUE	Best Ave	7th St		FALSE	Pedestrian	Other	None
A Injury Accident	2013	TRUE	Foster Ave	7th St		FALSE	Pedalcycle	Failed to Obey Stop Sign	Stop Sign on Cross Street Only
A Injury Accident	2015	TRUE	Miller Ave	4th St		FALSE	Pedestrian	Failed to Yield	Stop Sign on Cross Street Only
A Injury Accident	2015	FALSE	Sherman Ave		6th St	FALSE	Pedestrian	None	None

Lakes Highway District's 2017/2019 LHSIP GRANT APPLICATION

FOR THE

SYSTEMIC STOP CONTROL INTERSECTION IMPROVEMENTS



Submitted to:
LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL
3330 GRACE STREET
BOISE, IDAHO 83703



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FY 2017 Additional Funding Local Highway Safety Improvement Program Application

Please respond to the following questions:

Local Highway Jurisdiction:	Lakes Highway District
Contact Person:	Eric W. Shanley, P.E.
Mailing Address:	11341 N. Ramsey Rd., Hayden Idaho 83835
Phone:	208-772-7527
E-Mail Address:	eric@lakeshighwaydistrict.com

- 1 Is this safety project for a single site or a systemic solution?

systemic
- 2 How many fatalities have occurred at this site/s in the past 5 years?

1

 *Fatal Crashes
- 3 How many serious (A) injury crashes have occurred at this site/s in the past 5 years?

5

 *Serious Injury Crashes
- 4 How many evident injury (B) crashes have occurred at this site/s in the past 5 years?

5

 Evident Injury Crashes
- 5 How many crashes with possible injury (C) have occurred at this site/s in the past 5 years?

4

 Possible Injury Crashes
- 6 How many crashes involved property damage only (PDO) in the past 5 years?

11

 Property Damage Only Crashes

** To be eligible, a project must have at least one Fatal or Type A Injury Accident.*

Select Countermeasures:

7	Countermeasure 1 (from Toolbox)	Crash Reduction Factor 1 (percentage)	Service Life 1 (years)	*Project Cost 1 (dollars + match)
	Flashing Beacon	60.00%	10	\$ 30,000
8	Select Countermeasure 2			Project Cost 2
9	Select Countermeasure 3			Project Cost 3

Result:	508.7 to 1	Benefit-Cost Ratio
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Estimated LHJ Cost:	\$ 2,202 (7.34% Match)
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** Project cost should include environmental, LHTAC, CE&I and State administrative cost. Estimated cost may be adjusted upon receipt and review of application by LHTAC staff.*

Additional Questions:

Does your jurisdiction have a Title VI plan that complies with 28 CFR 35.105 regarding Americans with Disabilities Act and complying with 23 CFR 200, Civil Rights Title VI Program? Yes ☒ No ☐

Who is your point of contact for your plan?

Eric Shanley, Bonny Flagg

Please Include with this Application:

- A one page project description
- A Vicinity Map with Project Area clearly marked
- An ITD 1150 Form (financial estimate)
- An ITD 1983 Form (right-of-way)
- An ITD 2435 Form (Federal-aid project request)

Project Description

Lakes Highway District ranks third in District One on this list of eligible jurisdictions to apply for safety funds. A major occurrence and significant accident type that is occurring within Lakes Highway District is related to intersection crashes, specifically failing to yield to stop signs. In the rural areas where predominately higher speeds occur, significant attention is brought to this issue to help reduce high severity crashes. Accordingly, to the on-line crash data provided by LHTAC, Lakes Highway District has experience **27 intersection crashes** within the last 5-years at the specified locations below. This grant request will attempt to help reduce those crashes by bring attention to the stop control of the following intersections:

Intersection	Accident Type	# Accidents	Description	# of Stop Signs
Boekel & Ramsey	Injury A	1	Fail to Yield Stop	2
	Property Damage	1	Fail to Yield Stop	
Atlas & Boekel	Injury A	2	Fail to Yield Stop	2
	Injury B	1	Fail to Yield Stop	
	Property Damage	1	Fail to Yield Stop	
Huetter & Lancaster	Injury B	1	Fail to Yield Stop	2
Lancaster & Govt Way	Fatality	1	Fail to Yield Stop	4
	Injury A	1	Fail to Yield Stop	
	Injury B	2	Fail to Yield Stop	
	Injury C	3	Fail to Yield Stop	
	Prop Damage	5	Fail to Yield Stop	
Old 95 & Garwood	Property Damage	3	Fail to Yield Stop	2
Chilco & Ramsey	Injury B	1	Fail to Yield Stop	1
Chilco & Abbot	Injury C	1	Fail to Yield Stop	1
Scarcello & Ramsey	N/A	0	N/A	1
Diagonal & Brunner	Injury A	1	Fail to Yield Stop	2
	Prop Damage	1	Fail to Yield Stop	
Totals		27 Accidents		17 signs

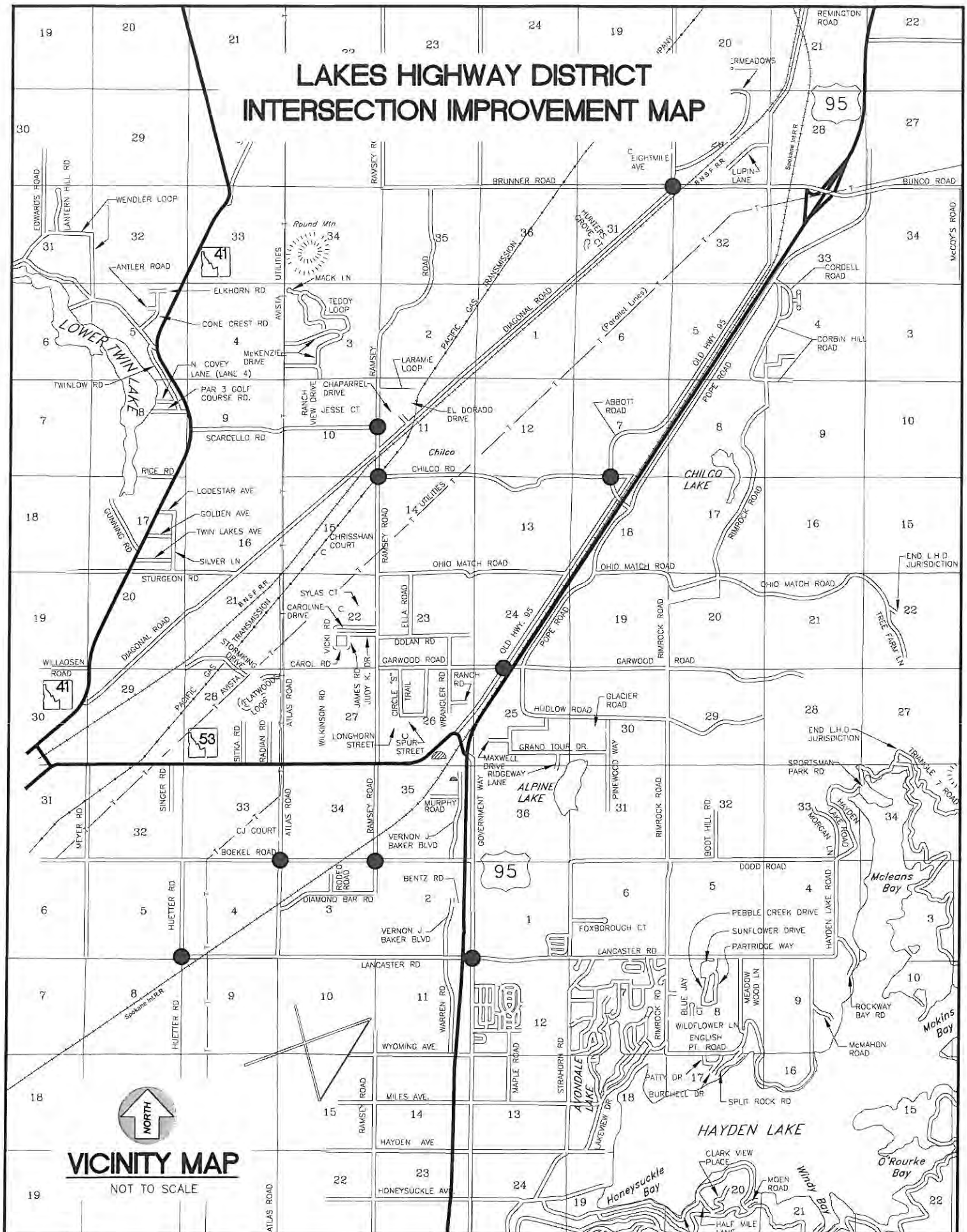
Given the observed accident types and locations, Lakes Highway District is applying for safety dollars to help fund the installation of flashing stop sign beacons. If the grant is received, funds will be used to cover the capital expense of the lights, a new stop sign and post (est \$1,650 Each). The District will then install lights as a consideration of the local matching dollars for the work (est. \$100 labor per sign).

Estimated Match

Based on the completed ITD Form 1150, the estimated total project costs is \$30,000. Considering the District will be installing the signs and beacons, the District would like to consider this portion the match, approximately \$2,000 in labor expense.

Vicinity Map

LAKE HIGHWAY DISTRICT INTERSECTION IMPROVEMENT MAP



VICINITY MAP

NOT TO SCALE



Search Results - New

There were 85 CMFs returned for your search on "**flashing beacons**". [[modify your search](#)].

Having trouble deciding between similar CMFs? Use our [comparison tool](#) or [Check out our FAQs](#).

Overwhelmed by too many results? See our [Search Tips](#).

▶ Star Quality Rating

☐ 1 (0)
☐ 2 (10)
☐ 3 (58)
☐ 4 (17)
☐ 5 (0)

▶ Country

☐ U.S. & Canada (31)
☐ International (54)

▶ Crash Type

☐

▶ Crash Severity

☐

▶ Roadway Type

▶ Area Type

▶ Intersection Type

▶ Intersection Geometry

▶ Traffic Control

▶ In HSM

Filter Results

Results Control: Collapse All | Expand All
Click on the links below to expand individual categories.

Category: Intersection traffic control (31)

Subcategory: Traffic control visibility (15)

Countermeasure: Install flashing beacons as advance warning

Compare	CMF	CRF (%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input type="checkbox"/>	0.64	36	☆☆	Rear end	All	All	Morena et al., 2007	
<input type="checkbox"/>	0.38	62	☆☆	Angle	All	All	Morena et al., 2007	

[Compare](#)

[Reset Compare](#)

**NOTE: You can compare CMFs across countermeasures, subcategories, and categories.*

Countermeasure: Provide flashing beacons at stop controlled intersections

Subcategory: Traffic control type (16)

Category: Signs (54)

Search Results Without Star Ratings

There were 19 CMFs returned for the search that do not have star ratings. ([view additional results](#))

[export all results to Excel](#)

3.2 ITD 2435 Local Federal-Aid Project Request

Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

Note: In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) Lakes Highway District			Date 11/01/2016		
Project Title (Name of Street or Road) SYSTEMIC INTERSECTION IMPROVEMENTS		F.A. Route Number	Project Length	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project)					
Character of Proposed Work (Mark Appropriate Items)					
Excavation	Bicycle Facilities	Utilities	Sidewalk		
Drainage	✓ Traffic Control	Landscaping	Seal Coat		
Base	Bridge(s)	Guardrail			
Bit. Surface	Curb & Gutter	Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1) \$ 0.00					
Right-of-Way (ITD 1150, Line 2) \$ 0.00					
Construction (ITD 1150, Line 18) \$ 30,000.00					
Preliminary Engineering By: ✓ Sponsor Forces Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing					
Within 2 miles of an Airport		COEUR D'ALENE AIRPORT			
Parks (City, County, State or Federal)					
Environmentally Sensitive Areas					
Federal Lands (Indian, BLM, etc.)					
Historical Sites					
Schools					
Other					
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					
Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	N/A		Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type	N/A		Right-of-Way Width	ft	ft

Sponsor's Signature

Don Shady, PE.

Title

Director.

Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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3.3 ITD 1150 (Rev. 9-13) Project Cost Summary Sheet

Round Estimate to Nearest \$1,000

Key Number		Project Number		Date 11/01/2016	
Location LAKES HIGHWAY DISTRICT, SYSTEMIC FLASHING BEACONS				District ONE, LHD	
Segment Code		Begin Mile Post	End Mile Post	Length in Miles	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	
1b. Preliminary Engineering by Consultant (PEC)	<input checked="" type="checkbox"/>	
2. Right-of-Way: Number of Parcels -0- Number of Relocations	<input checked="" type="checkbox"/>	
3. Utility Adjustments: Work Materials By State By Others	<input checked="" type="checkbox"/>	
4. Earthwork N/A	<input checked="" type="checkbox"/>	
5. Drainage and Minor Structures	<input checked="" type="checkbox"/>	
6. Pavement and Base N/A	<input checked="" type="checkbox"/>	
7. Railroad Crossing: Grade/Separation Structure	<input checked="" type="checkbox"/>	
At-Grade Signals Yes No N/A		
8. Bridges/Grade Separation Structures: N/A		
New Structure Length/Width _____		
Location _____		
Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	\$ 30,000	
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	<input checked="" type="checkbox"/>	
11. Detours	<input checked="" type="checkbox"/>	
12. Landscaping	<input checked="" type="checkbox"/>	
13. Mitigation Measures	<input checked="" type="checkbox"/>	
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	<input checked="" type="checkbox"/>	
15. Cost of Constructions (Items 3 through 14)	\$ 30,000	
16. Mobilization % of Item 15	<input checked="" type="checkbox"/>	
17. Construction Engineer and Contingencies % of Items 15 and 16	<input checked="" type="checkbox"/>	
18. Total Construction Cost (15 + 16 + 17)	\$ 30,000	
19. Total Project Cost (1 + 2 + 18)	\$ 30,000	
20. Project Cost Per Mile	N/A	N/A

Prepared By: ERIC W. SHANLEY, P.E.

3.4 ITD 1983 (Rev. 10-15-10)
itd.idaho.gov

Local Public Agency's Certificate Of Completion Of Right-Of-Way Activities Idaho Transportation Department



Key Number	Project Number	Project Name SYSTEMIC INTERSECTION IMPROVEMENTS FLASHING BEACONS
Local Public Agency LAKES HIGHWAY DISTRICT		

Complete the applicable section below and the Certification section.

Right-of-Way is Not Required

- ☒ All work will be done within the existing right-of-way
- ☐ No utilities are involved in this project
- ☐ Utilities are impacted and agreements are in place. Number of Utilities _____

Right-of-Way is Required

- Number of ownerships acquired _____ Total amount paid
\$ _____
- Number of parcels in condemnation or pending final settlement _____
- Number of Relocations _____
- ☐ No utilities are involved in this project
- ☐ Utilities are impacted and agreements are in place. Number of Utilities _____

Certification

I hereby certify that all acquisitions and relocations, if any, were performed in accordance with our assurances to comply with state and federal laws and regulations related to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments thereto.

It is further certified that in all cases where the real property rights were obtained through donation, that the property owner(s) was fully informed of the right to receive just compensation and the owner has released our agency from its obligation to appraise the property in the event that the estimated value may exceed \$5,000.00.

Agency Contact's Name (Printed) ERIC W. SHANLEY, P.E.	Phone Number 208-772-7527	E-Mail Address eric@lakeshighwaydistrict.com	
Attester's Signature (Clerk or Secretary) <i>Bonny A. Slagg</i>	Date 10-19-16	Chairman, President, or Mayor's Signature <i>vice Chairman</i> <i>William E. Montgomerie</i>	Date 10-19-16

FY2017 Application

Highway Safety Improvement Program

One-Time Funding

Application deadline: November 4, 2016, 4:30 PM MST

On September 12, 2016, the ITD Board apportioned a **one-time** lump sum increase of FHWA obligation authority for FY17 of **\$2.5 million** for ITD HSIP projects. These funds are intended for infrastructure projects, with a focus to reduce fatal and serious injury crashes that occurred between 2011 and 2015. The Local Highway Safety Improvement (LHSIP) program also received \$2.5 million in obligation authority for the same purpose.

There is a strong desire to **work cooperatively between state and local agencies** to identify high-risk roads. To this end, ITD and LHTAC are encouraged to focus HSIP and LHSIP funds towards intersections. However, corridor safety improvements should also be explored.

Because there is a strict deadline of August 1, 2017 to have these funds obligated, a quick turn-around for proposed projects is required. All proposals must be submitted no later than November 4, 2016 at 4:30PM MST. Furthermore, the Plans, Specifications, and Estimate (PS&E) submittals must be finalized by July 1, 2017.

This form is intended for districts to initially propose projects. Once project selections have been approved, the standard HSIP process will need to be followed.

When the form is complete, please e-mail it to Kelly Campbell (kelly.campbell@itd.idaho.gov) in Safety for initial review. For any questions, please contact Margaret Pridmore (margaret.pridmore@itd.idaho.gov) in Roadway Data.

Applicant Information

District:

Contact Person:

Title

Phone

Email

Cooperative Program

ITD seeks to work cooperatively with local agencies on projects with severe injury and fatal crashes in the last five years (when appropriate).

Is this project fully contained within the limits of the State Highway System ? ☒ Yes ☐ No

If not, has the local highway district been contacted to pursue a cooperative project? ☐ Yes ☐ No

If pursuing a cooperative project, please provide any pertinent details regarding local roadways affected by this project.

What percentage of the overall project is within the limits of the state highway system?

Local Route(s) or Street(s) if applicable

Local Beginning Mile Point(s) if applicable

Local Ending Mile Point(s) if applicable

Project Cost Estimate

Instructions:

* Project estimate must include all related project costs, including administrative.

* Federal participation will be at 92.66% of project cost, with matching funds from the state distribution account.

Eligible Project Requirements

Infrastructure projects are eligible, under the guidelines of the ITD HSIP program.

Environmental requirements for infrastructure projects shall not exceed Categorical Exclusion.

The acquisition of Right of Way is not an eligible activity.

Project Information

Project Name	N. Hauser Lake Rd and N. Hollister Hills Rd Safety In
Project location Describe the location, including ITD segment codes, state highway number, cross-street names, and beginning/end points (Maximum 500 Characters)	This project will be at the intersection of SH-53 and N. Hauser Lake Rd at milepost 1.903, and also at the intersection of SH-53 and N. Hollister Hills Rd at milepost 2.490; segment code 001650.

1. Description of Project

Describe existing conditions and provide a clear description of the project and the scope of work.

Supplemental materials such as pictures, maps, project plans, exhibits, diagrams, etc. may be provided as necessary to explain existing conditions and proposed improvements. Information about the project scope should be consistent with the project budget. (Max 1200 Characters)

This project will increase safety and decrease crashes at the intersection of SH-53 and N. Hauser Lake Rd. and at the intersection of SH-53 and N. Hollister Hills Rd in Hauser by developing left and right turn bays and installing lighting. This project will construct turn bays and acceleration lanes by widening the current roadway section on the north and south SH-53 at N. Hauser Lake Rd and N. Hollister Rd. Both of these intersections would be made into Green-T Intersections. This will improve the safety and mobility for East and West traffic and increase lighting around these intersection as well.

2. Does the district anticipate needing to obtain Right of Way?

☐ Yes

☒ No

If yes, describe how and when Right of Way will be secured prior to the July 1, 2017 deadline. (Maximum 500 Characters)

3. Safety Need *To be eligible, a project must have at least one fatal or Type A injury accident.*

Briefly describe the cause(s) of the crashes leading to fatality(s) and/or serious injury(s) that will be addressed by this proposed project. What safety improvements will be implemented through this project to reduce future fatalities and/or serious injuries? (Maximum 1500 Characters)

One accident occurred on June 23, 2015, when a vehicle was turning left and didn't have a proper area to stop and yield to turn into N. Hauser Lake Rd, therefore they hit a motorcycle resulting in type A injuries.

Another accident occurred on January 5, 2012, when a vehicle was turning left and hit another vehicle resulting in fatalities on N. Hollister Hills Rd.

The safety improvements that will be implemented throughout this project to reduce future fatalities and/or serious injuries are installing left and right turn bays to give a proper area to store vehicles as they wait until it is clear to move across the intersection to safety. Also, another safety improvement that will be implemented is installing lighting at these intersections in order to illuminate the roadway so these accidents don't occur at night as well.

4. HSIP Justification *To be eligible, a project must answer the three HSIP justification questions (which are part of the HSIP ITD Program Profile Sheet).*

(a). How is the project safety-driven?

Base answers upon the Strategic Highway Safety Plan. Site statistics and results such as the basis of crash experience, crash potential, crash rate, or other data-supported means.

(b). How does the project align with and help implement the strategies found in the Strategic Highway Safety Plan?

Pinpoint safety problems either through a site analysis or systematic approach; Identify counter measures to address those problems.

(c). How does the project eliminate death and serious injury?

Address identified safety issues within a highway safety corridor or a spot location such as an intersection or High Accident Location (HAL) or does it incorporate a system-wide approach such as rumble strips. Each district has a corridor map outlining safety corridors (also known as the HSCA Project). Make sure to review these maps for pertinent system-wide safety corridor analysis.

(Maximum 2500 characters)

(a). This project is safety-driven by improving the motorists awareness of the intersection by installing intersection lighting and by adding turn lanes at the intersection approaches. According to the Strategic Highway Safety Plan Fatalities and Serious Injuries at intersections have decreased since 2007, but with these improvements from this project we could decrease it even further.

(b). This project aligns with and helps implement the strategies found in the Strategic Highway Safety Plan by improving the motorists awareness of the intersection by installing intersection lighting and by adding turn lanes at the intersection approaches.

(c). This project would eliminate death and serious injury by adding turn bays (left and right) so vehicles will be stored in a proper place away from traffic while waiting to cross and make the turn at an appropriate and safe time. Also, this project would be adding lighting at the two intersections, which would be increasing the visibility in the area, allowing vehicles to see one another before turning and if they have slowed or stopped.

5. Cost-Benefit Ratio

Use the attached Benefit-Cost Ratio Worksheet to complete this question. In conjunction with this worksheet, reference the following websites.

- Idaho Local Road Crash Data 2011-2015: <http://gis.lhtac.org/safety/>
- CMF Clearinghouse: <http://www.cmfclearinghouse.org/>
- FHWA Crash Reduction Factor Toolkits: <http://safety.fhwa.dot.gov/tools/crf/resources/#cmfc>
- IPlan Possible HSIP Project List: <http://arcs.is/2dtApL5>
- WebCars: <http://apps.itd.idaho.gov/apps/webcars/>

What is the Benefit-Cost Ratio for this project? to 1

Project Schedule

Instructions:

* Provide a project schedule showing critical project milestones and logical time lines for design and/or construction activities.

Stakeholders

Please indicate any affected stakeholders in the proposed project:

(Stakeholder)

Metropolitan Planning Organization ☐

Tribal Lands ☐

Local Jurisdiction ☐

National Forest ☐

Other ☐

Attachments

The following attachments are to be completed and submitted with the application.

Attachments required for both infrastructure and non-infrastructure projects

- Budget -including match (HSIP: Project Estimating Worksheet)
- Project delivery schedule (construction and/or design)

Additional attachments for infrastructure projects only

- Project site photos
- Site Map(s)
- Right-of-Way Certificate for infrastructure projects (ITD-1983)
- Environmental Screening (ITD-0211)
- Site Checklist