Surface Transportation Block Grant Program – Urban (STBG-U)
Project Application and Ranking Process - Pavement

Due: February 3, 2021

Project Name, Location and Brief Description: **Project Name: 17th Street, Hitt Road to Avocet**
Project Description: Mill and inlay 17th Street from Hitt Road to Avocet to remove rutting and restore pavement driving surface. Add a directional turn lane and raised curb median near the parking lot entrances for Albertsons and the Drink Factory/Discount Tire to limit left-turns. Existing ADA ramps will be upgraded and brought up to ADA Standard.

Attachment 2435 Form

A) Pavement Rehabilitation/Reconstruction (0-35 points)

When assigning points consider how well the project preserves or enhances the transportation system.

What is the current pavement condition? **The roadway has significant rutting along this section of 17th along with a number pavement patches from utility work or pothole repair. The average rutting on this section is about 1 inch in depth; however, within about 100 ft East and West of the intersection with Curlew, rutting reaches depths over 2 inches.**

Pavement surface rating: **5**

Pavement Rating System (for more information regarding surface rating)

B) Project Cost (0-5 points)

When scoring points consider if the project is a good use of limited federal funds.

Attachment 1150 Form

What is the total estimated cost of the project? **$618,000**

What is the estimated cost per mile? **$1,030,000**

What cost benefits exist relative to the timing of the pavement project or what value is gained by programming the project during the current update cycle? **Preferably this project should be completed before the construction of the 1st street bridge over the Sand Creek canal. During the bridge's construction, a portion of 1st Street will need to close for a period of time. Traffic will likely need to reroute down this section of 17th during that road closure.**

C) Safety (0-5 points)

When assigning points consider if the pavement project includes safety upgrades that may benefit both motorists and other users of the transportation system.

What safety upgrades are being coordinated with the pavement of the roadway? Why are the upgrades deemed important? **Current pavement conditions include rutting and potholes. The rutting and potholes in the roadway can allow for water and/or snow to collect on the roadway. Additionally, over 25% of the crashes on this section of 17th Street occurred when the road was wet or icy. Improving the pavement surface to allow for proper drainage could reduce the frequency and severity of crashes. Resurfacing an urban or suburban roadway can reduce all crash types by 19.4 percent. In addition to the improved pavement a concrete median will be installed to restrict left turn movements coming in and out of the Albertsons parking lot and the entrance to the Drink Factory/Discount Tire lots. There is a significant amount of crashes at this location and Ammon residents have expressed their concerns to the city regarding the hazards at this location. Most accidents at this location occur when a vehicle is attempting a left hand turn out of these lots. The crashes in this area will reduce by over half if the median is implemented.**

D) Multi-modal and Accessibility (0-5 points)

When scoring points consider if the project includes multi-modal facilities for improved accessibility, connectivity and safety.

What bicycle and pedestrian and/or public transportation improvements, if any, are included as part of the project? Why are the improvements deemed important? **Current pedestrian ramps at several locations do not meet ADA standards. These would be brought up to code to increase pedestrian accessibility.**

Pavement Application Requirements and Criteria

A) Pavement Rehabilitation/Reconstruction

Project types: pavement seal coats and overlays.

Pavement condition rating system - Typically roadways with a lower pavement surface rating assumes a higher point value be assigned to this category.

Pavement Surface Ratings:

Surface rating	*Visible distress**	*General condition/ treatment measures*
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40′ or greater). All cracks sealed or tight (open less than ¼").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open ¼") due to reflection or paving joints. Transverse cracks (open ¼") spaced 10′ or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open ¼"–½"), some spaced less than 10′. First sign of block cracking. Sight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open ½") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (½" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.

2 **Very Poor**	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep) Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 **Failed**	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

Source: Pavement Surface Evaluation and Rating (PASER) Asphalt Roads Manual

Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)
itd.idaho.gov

Round Estimates to Nearest $1,000

Key Number	Project Number	Date
		1/29/2021

Location	District
17th Street, Hitt Road to Trailwood Drive	6

Segment Code	Begin Mile Post	End Mile Post	Length in Miles
3980	7.46	8.06	0.6

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		$25,000
1b. Preliminary Engineering by Consultant (PEC)		$50,000
2. Right-of-Way: Number of Parcels Number of Relocations		$0
3. Utility Adjustments: Work Materials By State By Others		$0
4. Earthwork		$72,000
5. Drainage and Minor Structures	$0	$0
6. Pavement and Base	$0	$182,000
7. Railroad Crossing:	$0	NA
Grade/Separation Structure _____		
At-Grade Signals Yes No		
8. Bridges/Grade Separation Structures:		
New Structure Length/Width _____	$0.00	NA
Location _____		
Repair/Widening/Rehabilitation Length/Width _____	$0.00	NA
Location		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	$0	$105,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	$0	$50,000
11. Detours	$0	$0
12. Landscaping	$0	$0
13. Mitigation Measures	$0	$0
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	$0	$40,000
15. Cost of Constructions (Items 3 through 14)	$0	$449,000
16. Mobilization 10 % of Item 15	$0	$45,000
17. Construction Engineer and Contingencies 10 % of Items 15 and 16	$0	$49,000
18. Total Construction Cost (15 + 16 + 17)	FALSE	$543,000
19. Total Project Cost (1 + 2 + 18)	FALSE	$618,000
20. Project Cost Per Mile	$1,000	$1,030,000

Prepared By:

K. Hoopes

ITD 2435 (Rev. 01-09)

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)	Date
City of Ammon	1/29/2021

Project Title (Name of Street or Road)	F.A. Route Number	Project Length	Bridge Length
17th Street, Hitt Road to Trailwood Drive	7406	0.49	NA

Project Limits (Local Landmarks at Each End of the Project)
Hitt Road to Trailwood Drive

Character of Proposed Work (Mark Appropriate Items)

☐ Excavation	☐ Bicycle Facilities	☐ Utilities	☐ Sidewalk
☐ Drainage	☒ Traffic Control	☐ Landscaping	☐ Seal Coat
☐ Base	☐ Bridge(s)	☐ Guardrail	☒ Milling
☒ Bit. Surface	☒ Curb & Gutter	☐ Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	$ 75000
Right-of-Way (ITD 1150, Line 2)	$ 0
Construction (ITD 1150, Line 18)	$ 543000

Preliminary Engineering By: ☐ Sponsor Forces ☒ Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	NA
Within 2 miles of an Airport	NA
Parks (City, County, State or Federal)	Orland Bailey City Park is 100 Feet south of 17th on Falcon Drive
Environmentally Sensitive Areas	Sand Creek
Federal Lands (Indian, BLM, etc.)	NA
Historical Sites	Homes along 17th May be eligible for historic registry
Schools	NA
Other	

Additional Right-of-Way Required: ☒ None ☐ Minor (1-3 Parcels) ☐ Extensive (4 or More Parcels)

Will any Person or Business be Displaced: ☐ Yes ☒ No ☐ Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	5	5	Roadway Width (Shoulder to Shoulder)	60 ft	60 ft
Pavement Type	HMA	HMA	Right-of-Way Width	80 ft	80 ft

Sponsor's Signature	Title
Tracy Bow	City Engineer/Public Works Director

Additional Information to be Furnished by the District

Functional Classification Minor Arterial	Terrain Type Flat	20 19	ADT/DHV 20,500

Mill and Inlay (Pavement Project)

Total Length of Project = 2180 LF
Width (Lip of Gutter to Lip of Gutter) = 64'
Total Mill and Inlay Depth = 0.15' (1.8")

Assumptions:
1. *Unit Wt HMA = 148 PCF*
2. *Price per ton HMA = $90/Ton*
3. *Price per SY Cold Milling = $4.00/SY*

Estimate:

Cold Milling	18,050 SY	= $72,000
HMA	1,800 Tons	= $162,000
Scrub Coat	200 Tons	= $20,000
ADA Improvements	12	= $65,000
Median Barrier	1000 LF	= $40,000
Traffic Control		= $50,000
Incidental Items	10%	= $40,000
Mobilization	10%	= $45,000
Total Project Construction Cost		**$494,000**

N W E S

0 125 250 500 Feet

17th - Hitt Road to Trailwood Drive

CITY OF Ammon
WHERE TOMORROW BEGINS