BONNEVILLE METROPOLITAN PLANNING ORGANIZATION

545 Shoup Ste 257 | Idaho Falls, ID 83402
208.612.8530 | BMPO.org |
BMPO@BMPO.org

STBG-URBAN APPLICATION

Project Information Sheet

1. Project Name and Location (in addition, attach at the end of this information sheet a location map that includes project dimensions and if applicable logical termini): Intersection Improvement: 21st S and Crowley Rd

- Project Description (provide ample information regarding the details of the project): The project will improve safety and congestion at the intersection of 21st Street and Crowley Road in the City of Ammon. The project will install a multi-lane roundabout at the intersection that is currently controlled by a two-way stop. Crowley is expected to be widened to 5 lanes at the time of this improvement and 21st Street is assumed to be widened to 3 lanes. The project will install ADA crossings on all legs and integrate the existing walking path that crosses 45th E at this location. It is anticipated that there may need to be utility relocations or adjustments. Right-of-way will need to be acquired on the southeast corner.
- Jurisdiction: City of Ammon
- Contact name: Tracy Bono, City Engineer

  Phone: 208-612-4028
  Email: tbono@cityofammon.us

- Project Type (select primary project type(s) and then check all other types of applicable improvements associated with the project):

Roadway/Intersection Congestion Mitigation Application

Primary Project Type

☐ Roadway Expansion (width and/or length)
☒ Intersection Improvement
☐ Other Congestion Mitigation Improvement

Secondary Project Type

☐ Safety Improvement – Traffic Signal Upgrade
☒ Safety Improvement – Other
☐ Pavement Upgrade
☐ Multi-modal Improvement

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Safety Application – Address high accident locations or prevent serious accidents at unsafe locations.

Primary Project Type
☐ Safety Improvement – Traffic Signal Upgrade
☐ Safety Improvement – Other

Secondary Project Type
☐ Pavement Upgrade
☐ Multi-modal Improvement

Pavement Rehabilitation/Reconstruction Application

Primary Project Type
☐ Sealcoat
☐ Overlay
☐ Reconstruction

Secondary Project Type
☐ Safety Improvement – Traffic Signal Upgrade
☐ Safety Improvement – Other
☐ Multi-modal Improvement

Transportation Plan/Study Application

Primary Project Type
☐ Transportation Plan/Study

Attach the appropriate application related to the "Primary Project Type."

- Current BMPO Long Range Transportation Plan (LRTP) Primary Project Verification

  It is required that the primary project be identified by name or reference in the LRTP: This project is mentioned on page 94 in Appendix F of the LRTP. In the LRTP the project is called out as a mini roundabout however, after evaluating future traffic volumes and the widening of 45th E this has been upgraded to a full-size multi lane roundabout.

Continue to next page…

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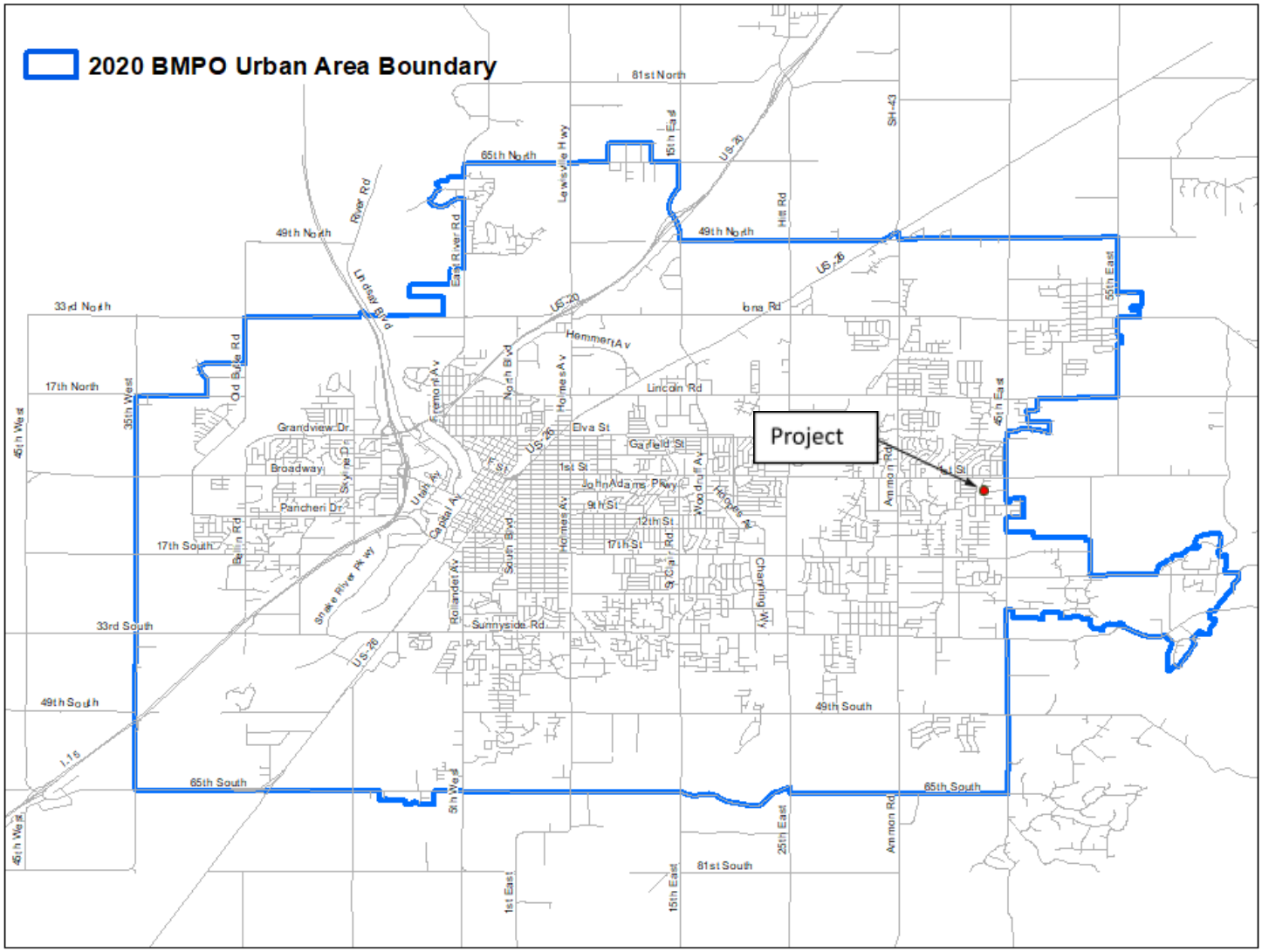
- Verify that the project is located in the current BMPO 2020 Urban Area



- Note all applicants/project sponsors are required to attend the March BMPO Policy Board meeting.

Roadway/Intersection Congestion Mitigation Project Application

This project requires the completion of ITD form 2435. Please use STBG-U Application Data and Worksheets > 2435 https://www.bmpo.org/s/STBG-U-Application-Data-and-Worksheets-x4jz.xlsx

A) Roadway/Intersection Congestion Relief (0-40 points)

When answering questions consider how well the project provides immediate and long-term congestion relief at a roadway, intersection, or the network as a whole.

Using STBG-U Application Data and Worksheets > Capacity Worksheet answer the following:
https://www.bmpo.org/s/STBG-U-Application-Data-and-Worksheets-x4jz.xlsx

How congested is the roadway segment or intersection currently and projected to be in the future?

The current intersection is reaching capacity with a V/C ratio nearing 1.00. The intersection will exceed capacity in the design year without the project.

1) Current v/c ratio: .68

2) Projected no-build v/c ratio: 1.18

To what degree is the project expected to improve capacity, not only on the roadway itself but elsewhere in the transportation system?

This will prepare the corridor for future widening to 4 lanes (possibly 5 lanes) and will improve north to south traffic on all of Crowley Road between US-26 and Sunnyside Road.

3) Projected build v/c ratio*:
0.61 (2 lane round about)

	Location:	**Transportation system v/c ratios*:**			
4)	Crowley	No-build v/c ratio:	1.18	Build v/c ratio:	0.61
5)	21st Street	No-build v/c ratio:	0.69	Build v/c ratio:	0.36
6)		No-build v/c ratio:		Build v/c ratio:	
7)		No-build v/c ratio:		Build v/c ratio:	
8)		No-build v/c ratio:		Build v/c ratio:	

*may require additional model runs to determine traffic projections under build conditions.

B) Safety (0-15 points)

When answering questions consider if the congestion mitigation project includes safety improvements that may benefit both motorists and other users of the transportation system.

What safety improvements are being coordinated with the pavement of the roadway? Why are the improvements deemed important?

The current 2-way stop intersection has a history of several A/B/C type crashes mainly attributed to failure to yield and angle-turning. The installation of a roundabout at this location is hoped to reduce the number and/or severity of these crashes.

C) Pavement Rehabilitation (0-15 points)

When answering questions consider if the congestion mitigation project includes pavement enhancements that helps preserve the roadway network.

Using - STBG-U Application Data and Worksheets > Pavement Rating System answer the following:
https://www.bmpo.org/s/STBG-U-Application-Data-and-Worksheets-x4jz.xlsx

What number would you assign as the pavement surface rating?

6

Explain the current pavement condition as it relates to the rating?

Some longitudinal cracking and wear

D) Multi-modal and Accessibility (0-10 points)

When answering questions consider if the congestion mitigation project includes multi-modal facilities for improved accessibility, connectivity and safety.

Identify plan or study, other than the LRTP, that recognizes the multi-modal project or need:

The connecting our communities map shows a walking path connection across 45th E at this location.

What bicycle and pedestrian improvements, if any, are included in the project and why are the improvements deemed important?

The city already installed a walking path connection with a RRFB across 45th E this last summer. This project would maintain and update this crossing as needed.

E) Support Economic Vitality (0-10 points)

When answering questions consider if the project improves access to housing, jobs, recreation and other areas of economic importance thus promoting a transportation system that enhances the movement of people and goods.

Does the project apply strategies that improves traffic flow and access to areas that are economically vital to the area? If so, how?

This intersection is along the main route used by Ammon and Bonneville county residents along 21st and beyond to get to work, school, and other services. This intersection is anticipated to become more congested with the expected growth in the areas along 21st E.

F) Project Feasibility (0-10 points)

When answering questions consider if the project is good fit for federal funds based on cost and potential environmental impacts.

Using - STBG-U Application Data and Worksheets >1150 answer the following:
https://www.bmpo.org/s/STBG-U-Application-Data-and-Worksheets-x4jz.xlsx

What is the total estimated cost of the project? $1,313,000

Is the project cost consistent with STBG-Urban fund availability and limitations? Yes

What is the estimated cost per mile? 3,549,000

Is the project coordinated with other funding sources? If so, explain.

There are no additional funding sources

What potential environmental impacts may require remediation?

This project is expected to have minimal to no environmental impacts. The will not impact any irrigation facilities or other potential Waters of the US. The project is not a Type 1 project so a noise analysis is not necessary.

ATTACHMENTS:

- ☐ ITD FORM 2435
- ☐ PROJECT LOCATION MAP
- ☐ PRELIMINARY DESIGN AND/OR TYPICAL SECTION
- ☐ CAPACITY WORKSHEET
- ☐ ACCIDENT WORKSHEET (if applicable)
- ☐ DOCUMENTATION FROM RELEVANT PLANS, ORDINANCES OR POLICIES RELATED TO THE PROJECT (at a minimum the project should be identified by project, need or reference in the current BMPO LRTP. If multi-modal improvements are included additional documentation is needed)
- ☐ ITD FORM 1150
- ☐ OPTIONAL MATERIAL THAT IS DEEMED IMPORTANT FOR THE PROPER EVALUATION OF THE PROJECT

Please Complete Additional Supplementary Documents

Surface Transportation Block Grant Program – Urban (STBG-U)
Rating Worksheet – Roadway/Intersection Congestion Mitigation

https://www.bmpo.org/s/STBG-U-Roadway-Scoring-Sheet-hsds.xlsx

Double click on form to complete

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			1/5/24
Project Title (Name of Street or Road)	**F.A Route Number**	**Project Length**	**Bridge Length**
Intersection Improvement 21st and Crowley	7466 / 6692	2000'	N/A

Project Limits (Local Landmarks at Each End of the Project)
Crowley Road: SegCode 015880 MP 10.67 to 10.85
21st: SegCode 020167 MP 100.00 to 100.09 and SegCode 033297 MP 99.95 to 100.04

Character of Proposed Work (Mark Appropriate Items)

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

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

Preliminary Engineering (ITD 1150, Line 1)	$ 220,000
Right-of-Way (ITD 1150, Line 2)	$ 80000
Construction (ITD 1150, Line 18)	$ 1013000

Preliminary Engineering By: ☐ Sponsor Forces ☐ Consultant

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

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	

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

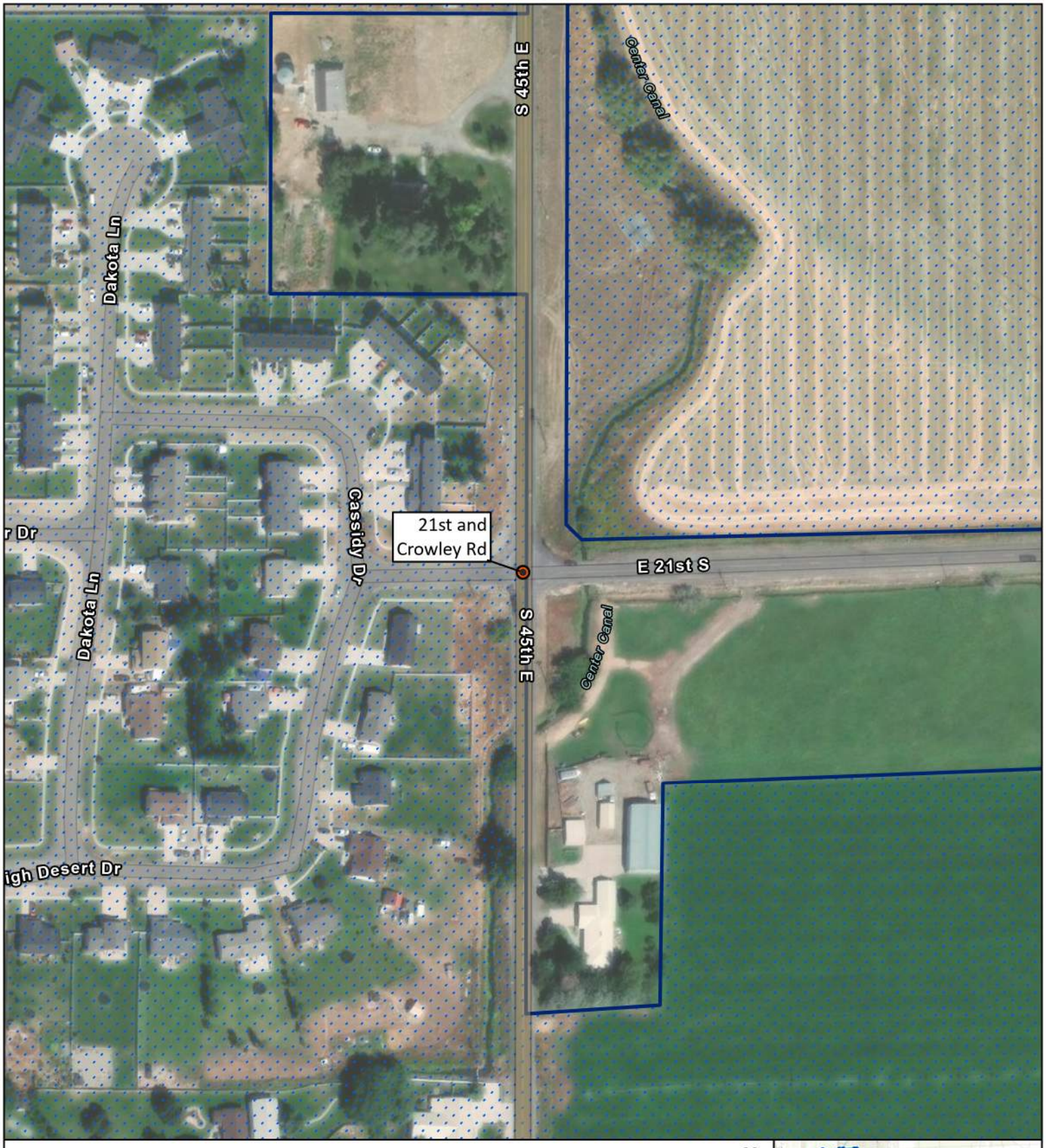
Will any Person or Business be Displaced: ☐ Yes ☒ No ☐ Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	2	5/3	Roadway Width (Shoulder to Shoulder)	Varies ft	Varies ft
Pavement Type	HMA	HMA	Right-of-Way Width	Varies ft	Varies ft

Sponsor's Signature	Title
[signature]	City Administrator

Additional Information to be Furnished by the District

Functional Classification	Major Collector	Terrain Type	Flat	20	ADT/DHV



21st and Crowley Rd

Ammon, Bonneville County, ID

City of Ammon: STBG-U Roadway/Intersection Congestion Mitigation Application Vicinity

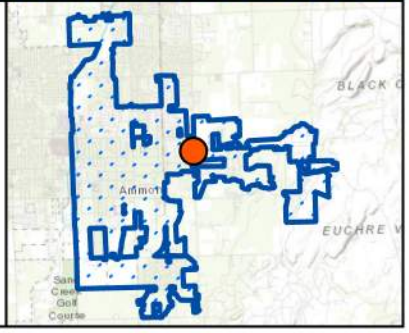
Ammon City Limits

Signalization

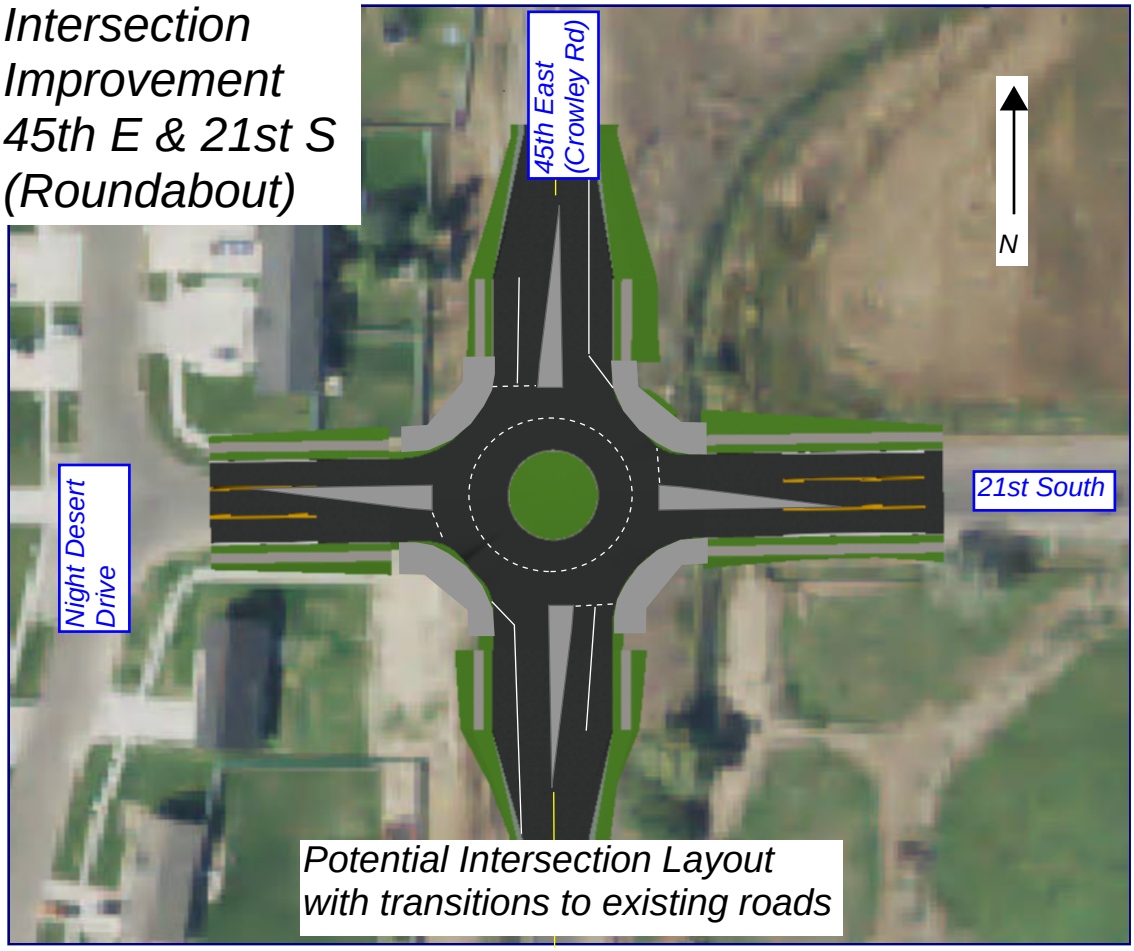
0 50 100 200 US Feet

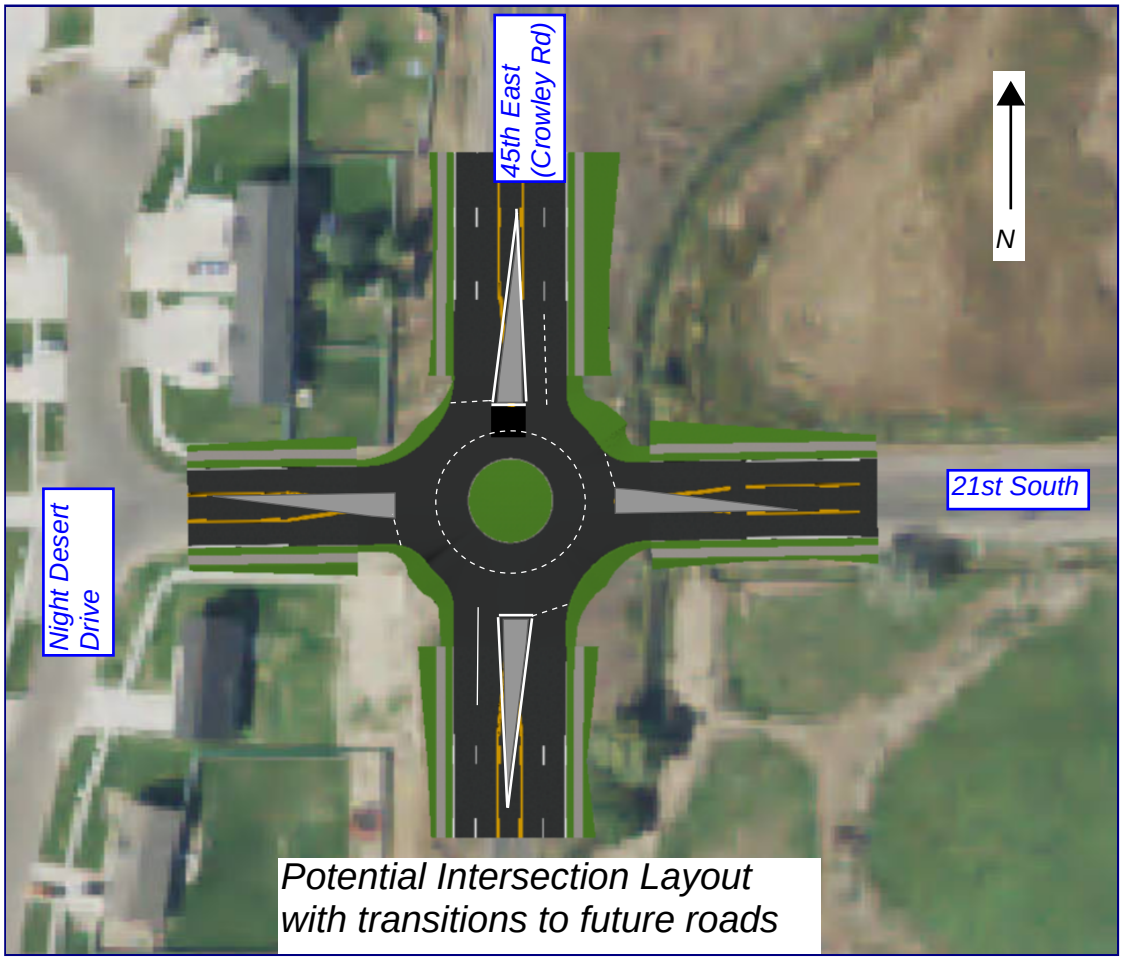
N

CITY OF Ammon
WHERE TOMORROW BEGINS



Intersection Improvement 45th E & 21st S (Roundabout)





Capacity Worksheet for Roadway Segments

Roadway	Crowley
Segment	
Current/Model Year	2019/2050
Functional Classification	Collector
Number of Current/Future Lanes	2
Capacity Threshold	20501
Current/Projected Traffic Volume	7297
V/C Ratio	0.36

Basic Intersection Crash Performance
Location: 21st and Crowley
Years:

			Crashes	Severity
Input Analysis Period (in years)	5		18C484132	C Injury
Input # Fatal Crashes at Intersection (Not # of Persons)	0	Historical Crash Data - WebCARS Office of Highway Safety Crash Analysis Reporting System	18C505785	PDO
Input # of 'A' Severity Crashes at Intersection	1		19C514360	PDO
Input # of 'B' Severity Crashes at Intersection	1		19C519241	B Injury
Input # of 'C' Severity Crashes at Intersection	1		20C53949	PDO
Input # of Property Damage Crashes at Intersection	4		20C543732	A Injury
Input Average # of Vehicles Entering Intersection Daily*	8162	Refer to Traffic Counts Worksheet	22C614494	PDO

*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50

Intersection Crash Rate (average 0.65) =	0.47	per million entering vehicles
Intersection Severity Rate (average 1.00) =	0.87	
Intersection Crash Density (average 5.00) =	1.40	crashes per year

Crash Rate Score	1
Severity Rate Score	2
Crash Density Score	0
Overall Rate (average 1.33)	**1.00**

Appendix F - Planned Projects 2035-2050* Adjustments to TransCAD Build Model Networks

- 1st Street, 25th East (Hitt) to 45th East (Crowley) – widen to 5 lanes (note Ammon to 45th E will be widened to 3 lanes and then eventually to 5 lanes)
- 15th East (St. Leon), US-20 to US-26 – widen to 5 lanes and signals at US-20 IC ramps
- 17th Street, Ammon to 45th East (Crowley) – widen to 5 lanes
- 25th East (Hitt), US-20 to US-26 – widen to 5 lanes
- 25th East (Hitt), ½ mile north to 49th South
- 49th South (Township), 5th West to 25th East (Hitt) – widen to 5 lanes and add signals at 5th East (Holmes) and 15th East (St. Clair)
- 45th East (Crowley), US-26 to Sunnyside – widen to 5 lanes and add signal at Sunnyside and mini-roundabout at 21st Street
- Ammon Road, US-26 to 17th Street – widen to 5 lanes and add a roundabout at Iona
- Ammon Road, Sunnyside to 49th South (Township) – widen to 5 lanes and add a mini-roundabout at Township
- Lincoln Road, Ammon to 45th East (Crowley) – widen to 5 lanes
- Sunnyside Road, Ammon to 45th East (Crowley) – widen 5 lanes and add a roundabout at Crowley

Note: I-15/US-20 realignment was not added to the model at this time. It is anticipated that the impacts will be substantial and addressed in an upcoming LRTP amendment.

*Projects may be completed before 2035. However, because there currently are no identifiable funding sources for the projects, they were included in the 2050 model.

Project Cost Summary Sheet

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

Round Estimates to Nearest $1,000

Key Number	Project Number	Date

Location	District
City of Ammon: Intersection of 21st and Crowley Rd	6

Segment Code	Begin Mile Post	End Mile Post	Length in Miles
015880 / 020167 / 033297	10.67 / 100.00 / 99.95	10.85 /100.09 / 100.04	0.19 / 0.09 / 0.09

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	$20,000	
1b. Preliminary Engineering by Consultant (PEC)	$200,000	
2. Right-of-Way: Number of Parcels 4 Number of Relocations 0	$80,000	
3. Utility Adjustments: Work Materials By State By Others		
4. Earthwork	$105,000	
5. Drainage and Minor Structures	$53,000	
6. Pavement and Base	$245,000	
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals Yes No		
8. Bridges/Grade Separation Structures:		
New Structure Length/Width _____	$0.00	
Location _____		
Repair/Widening/Rehabilitation Length/Width _____	$0.00	
Location		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	$85,000	
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	$45,000	
11. Detours	$1,500	
12. Landscaping	$45,000	
13. Mitigation Measures	$10,000	
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	$176,000	
15. Cost of Constructions (Items 3 through 14)	$766,000	$0
16. Mobilization 15 % of Item 15	$115,000	$0
17. Construction Engineer and Contingencies 15 % of Items 15 and 16	$132,000	$0
18. Total Construction Cost (15 + 16 + 17)	$1,013,000	
19. Total Project Cost (1 + 2 + 18)	$1,313,000	
20. Project Cost Per Mile		

Prepared By:

Kelly Hoopes

Existing Conditions