

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: 17th and Crowley Rd \(45th E\)](#)
 - Project Description (provide ample information regarding the details of the project): [The project will improve safety and congestion at the intersection of 17th Street and Crowley Road in the City of Ammon. This project will install a 4-way multi-lane roundabout, replacing the current 3-way single-lane mini roundabout. The new fourth leg will provide access to a future commercial development to the east of this intersection. Crowley Road and 17th Street, west of the project, are assumed to be widened to 5-lanes at the time of this improvement. This project will also include ADA crossings on all legs to connect in with future pedestrian facilities. Right of way will need to be acquired on the northwest corner, and it is anticipated that there may be utility relocations or minor adjustments. Total project cost is expected to be around \\$1,453,000.](#)
 - Jurisdiction: [City of Ammon](#)
 - Contact name: [Tracy Bono, City Engineer](#)
 - Phone: [208-612-4028](tel: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

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

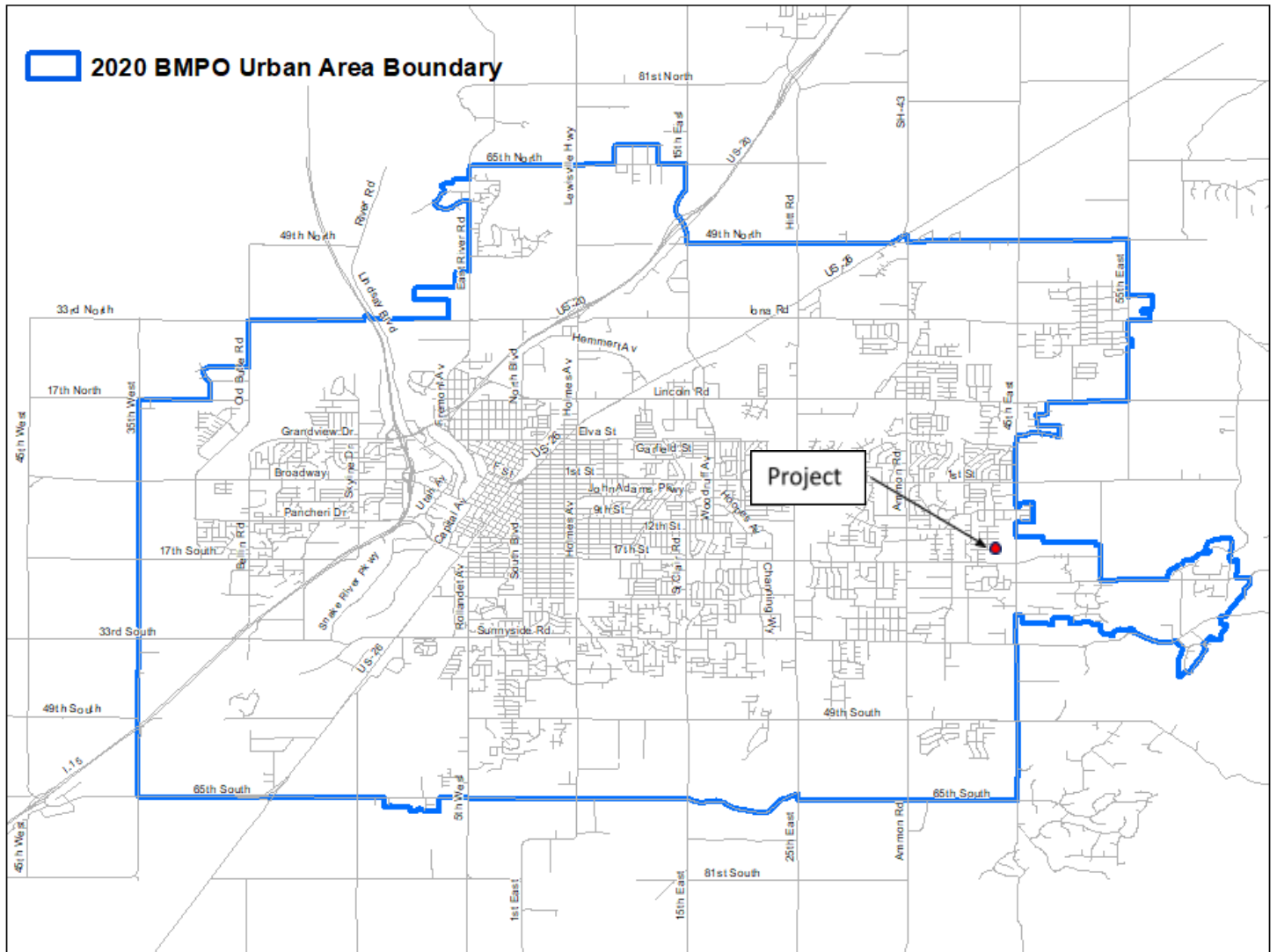
Attach the appropriate application related to the “Primary Project Type.”

- 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 not mentioned specifically in the LRTP. However, page 94 of the LRTP in appendix F references the widening of 17th and 45th E to 5 lanes in this area. Widening this roundabout to a full size multi-lane roundabout will allow for the future widening of these roads.](#)

Continue to next page...

- 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?

1) Current v/c ratio:

2) Projected no-build v/c ratio:

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

3) Projected build v/c ratio*:					
Location:		Transportation system v/c ratios*:			
4)		No-build v/c ratio:		Build v/c ratio:	
5)		No-build v/c ratio:		Build v/c ratio:	
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?

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?

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

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:

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

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?

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?

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

What is the estimated cost per mile?

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

What potential environmental impacts may require remediation?

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.

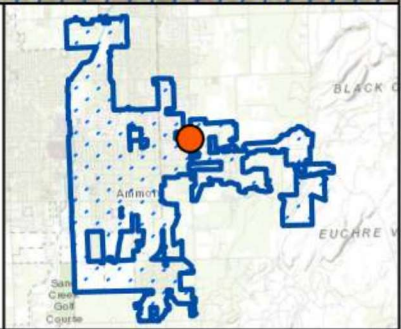
Sponsor (City, County, Highway District, State/Federal Agency) City of Ammon			Date 1/5/24		
Project Title (Name of Street or Road) Intersection Improvement 17th and Crowley		F.A. Route Number 003980 / 015880	Project Length 1500'	Bridge Length N/A	
Project Limits (Local Landmarks at Each End of the Project) SegCode 003980 MP 9.38 to 9.56 SegCode 015880 MP 10.92 to 11.01					
Character of Proposed Work (Mark Appropriate Items)					
<input checked="" type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input checked="" type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk		
<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input checked="" type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input checked="" type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Roundabout		
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 245000			
Right-of-Way (ITD 1150, Line 2)		\$ 80000			
Construction (ITD 1150, Line 18)		\$ 1128000			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> 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: <input type="checkbox"/> None <input checked="" type="checkbox"/> Min or (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	5	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 City Administrator		
Additional Information to be Furnished by the District					
Functional Classification	Min Art/Maj Col	Terrain Type	Flat	20	ADT/DHV



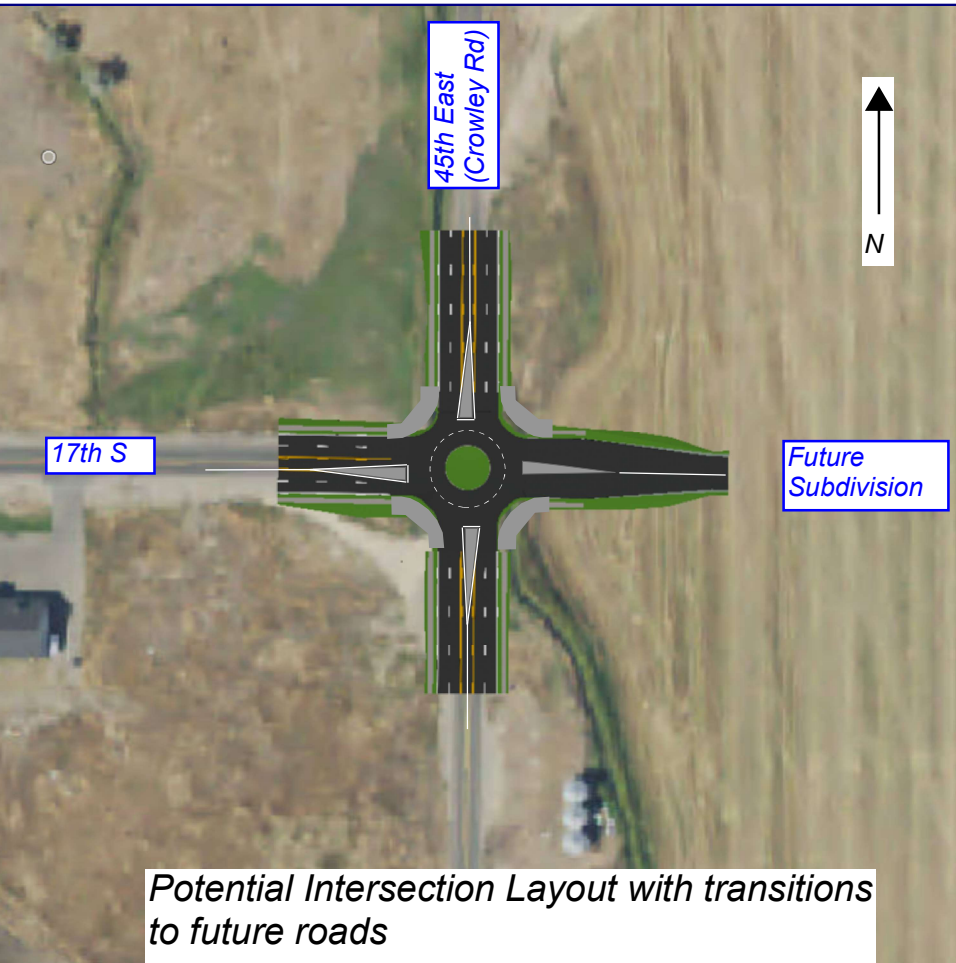
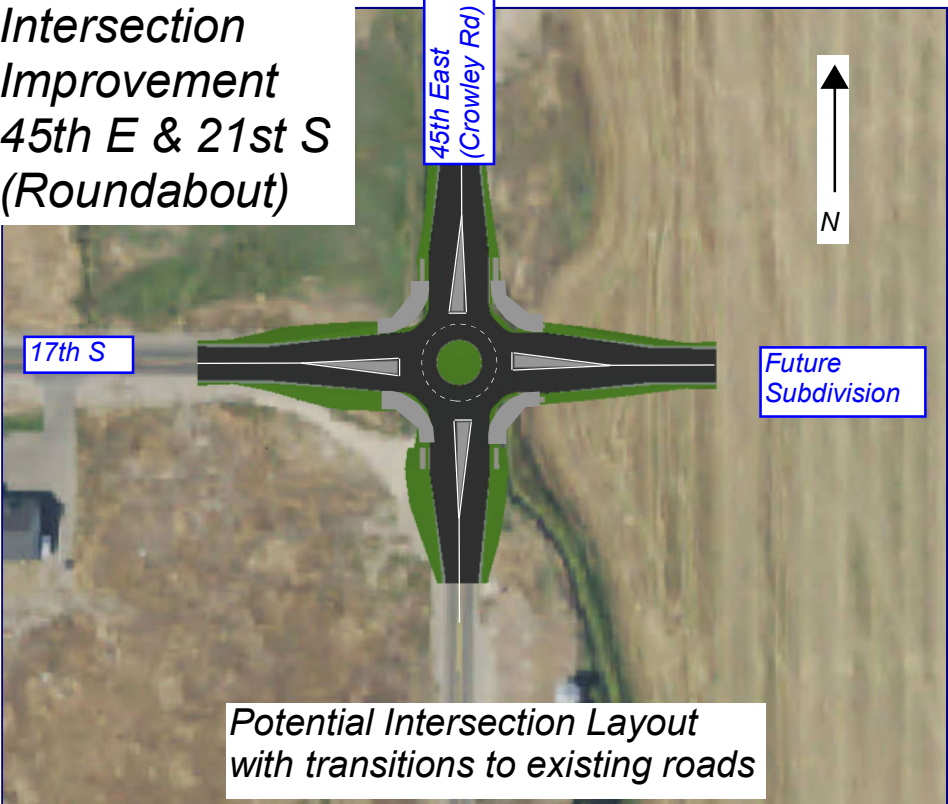
17th and Crowley Rd

Ammon, Bonneville County, ID
 City of Ammon: STBG-U Roadway/Intersection
 Congestion Mitigation Application Vicinity

-  Ammon City Limits
-  Signalization



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



Capacity Worksheet for Roadway Segments

Roadway Segment	17th and Crowley Intersection
Current/Model Year	2019
Functional Classification	Minor Arterial
Number of Current/Future Lanes	2
Capacity Threshold	20501
Current/Projected Traffic Volume	13217
V/C Ratio	0.64

Basic Intersection Crash Performance**Location: 17th and Crowley****Years: 2018-2022**

Input Analysis Period (in years)	5
Input # Fatal Crashes at Intersection (Not # of Persons)	0
Input # of 'A' Severity Crashes at Intersection	2
Input # of 'B' Severity Crashes at Intersection	2
Input # of 'C' Severity Crashes at Intersection	1
Input # of Property Damage Crashes at Intersection	5
Input Average # of Vehicles Entering Intersection Daily*	12650

[Historical Crash Data - WebCARS Office of Highway Safety Crash Analysis Reporting System](#)[Refer to Traffic Counts Worksheet](#)

Crash	Severity
18C492085	C Injury
20C557079	A Injury
20C561065	B Injury
20C543721	A Injury
20C544056	PDO
21C569037	PDO
21C566917	PDO
21C582314	PDO
21C587356	PDO
22C617369	B Injury

*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) =	0.43	per million entering vehicles
Intersection Severity Rate (average 1.00) =	0.91	
Intersection Crash Density (average 5.00) =	2.00	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 roundabout at Iona
- Ammon Road, Sunnyside to 49th South (Township) – widen to 5 lanes and add 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 City of Ammon: Intersection of 17th and Crowley Rd		District 6
Segment Code 003980 / 015880	Begin Mile Post 9.38 / 10.92	End Mile Post 9.56 / 11.01
Length in Miles 0.28		

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	\$20,000	
1b. Preliminary Engineering by Consultant (PEC)	\$225,000	
2. Right-of-Way Number of Parcels 3 Number of Relocations 0	\$80,000	
3. Utility Adjustments: Work Materials By State By Others		
4. Earthwork	\$120,000	
5. Drainage and Minor Structures	\$64,000	
6. Pavement and Base	\$276,000	
7. Railroad Crossing: Grade/Separation Structure _____ At-Grade Signals: Yes No		
8. Bridges/Grade Separation Structures: New Structure Length/Width _____ Location _____	\$0.00	
Repair/Widening/Rehabilitation Length/Width _____ Location _____	\$0.00	
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	\$105,000	
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	\$45,000	
11. Detours	\$1,200	
12. Landscaping	\$45,000	
13. Mitigation Measures	\$10,000	
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and	\$187,000	
15. Cost of Constructions (Items 3 through 14)	\$853,000	\$0
16. Mobilization 15 % of Item 15	\$128,000	\$0
17. Construction Engineer and Contingencies 15 % of Items 15 and 16	\$147,000	\$0
18. Total Construction Cost (15 + 16 + 17)	\$1,128,000	
19. Total Project Cost (1 + 2 + 18)	\$1,453,000	
20. Project Cost Per Mile	\$5,189,000	\$1,000

Prepared By:

Kelly Hoopes

Existing Conditions

