

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, [John Adams Pkwy and Ammon Rd](#)
 - Project Description (provide ample information regarding the details of the project): [A traffic signal will be installed at the intersection of Ammon Rd. and John Adams Parkway to improve traffic flow, capacity and safety. Work will include adding left and right turn lanes at the intersection, construction of ADA ramps and drainage improvements. No additional Right-of-way is expected, but utility relocations may be required.](#)
 - 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

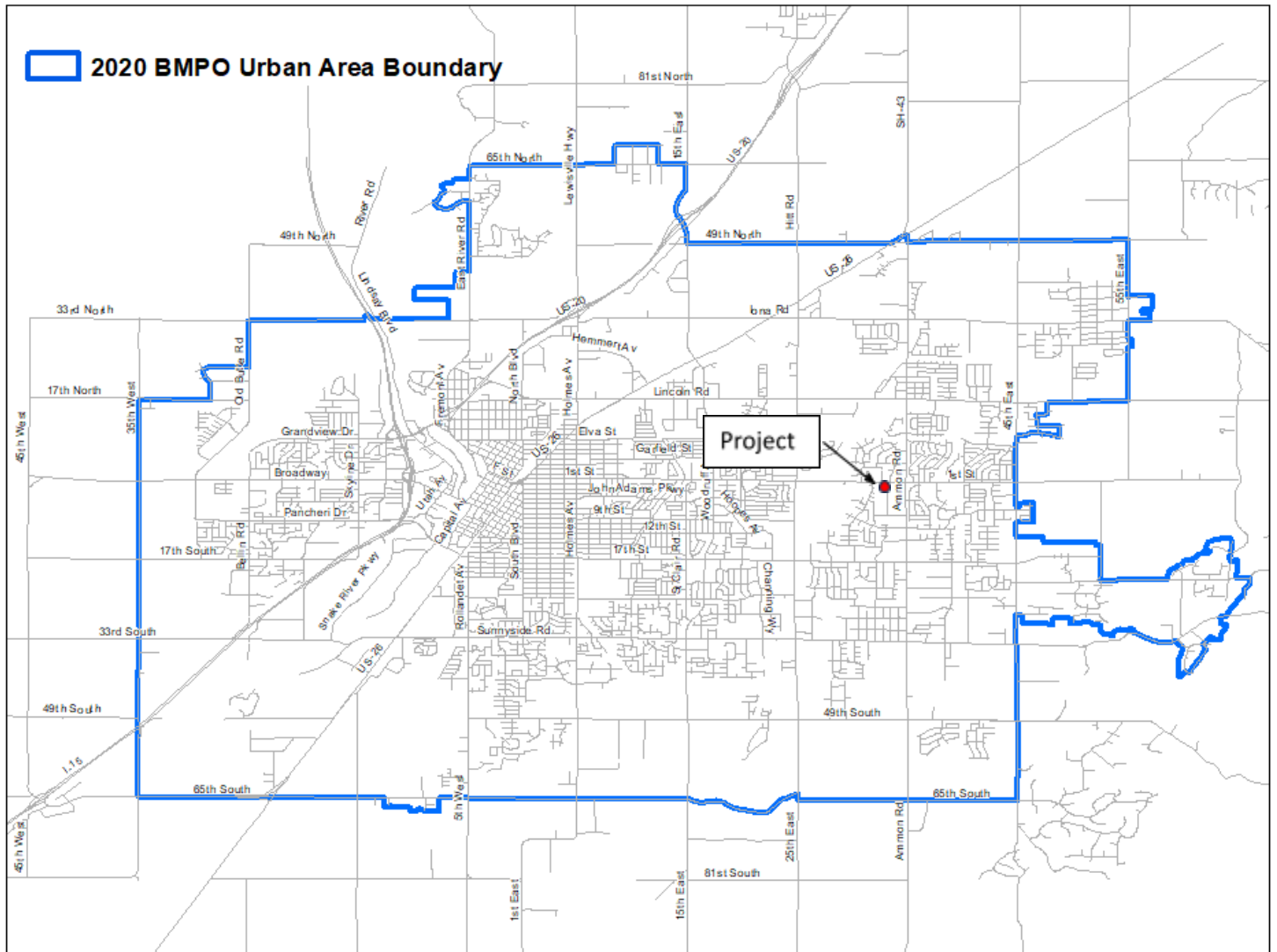
Attach the appropriate application related to the “Primary Project Type.”

- 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 specifically called out in the LRTP. However this project does accommodate projects that are. Page 39 of the LRTP in table 10 mentions bike lanes along John Adams, this project will provide for a crossing across Ammon Rd. to accommodate this connection. Page 94 of the LRTP in Appendix F mentions the widening of this section of Ammon road. This project will widen the intersection to allow for the future expansion.

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

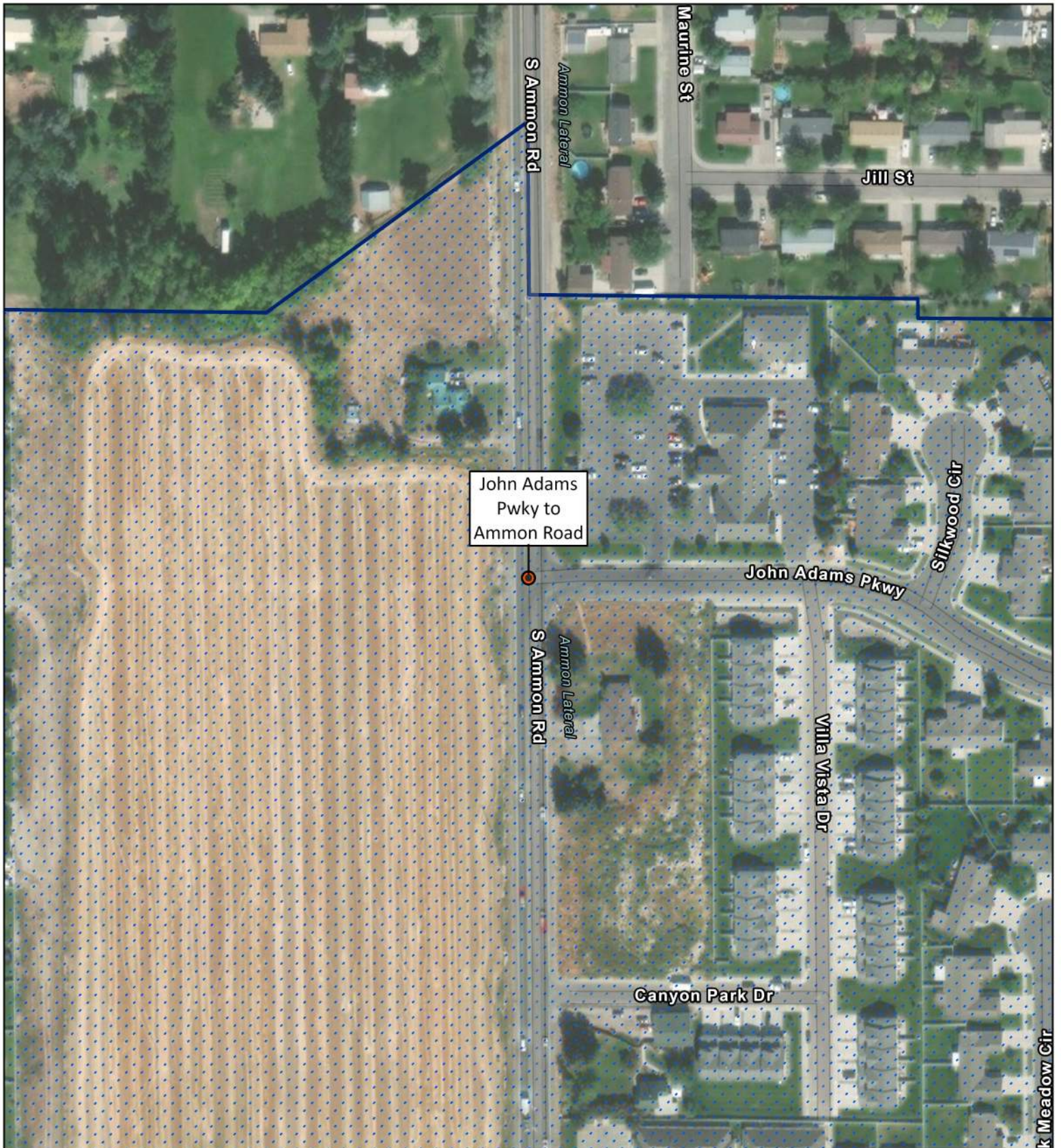


Instructions

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) Inter Impr John Adams Pkwy and Ammon Rd		F.A. Route Number 7286	Project Length 1500'	Bridge Length N/A	
Project Limits (Local Landmarks at Each End of the Project) SegCode 004320 MP 3.48 to 3.61 SegCode 004040 MP 8.60 to 8.78					
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"/> _____ Traffic Signal		
<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)		\$ 65000			
Right-of-Way (ITD 1150, Line 2)		\$ 0			
Construction (ITD 1150, Line 18)		\$ 759000			
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"/> 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	None	4	Roadway Width (Shoulder to Shoulder)	0 ft	ft
Pavement Type	None	Asphalt	Right-of-Way Width	ft	ft
Sponsor's Signature 			Title City Administrator		
Additional Information to be Furnished by the District					
Functional Classification	Major Collector	Terrain Type	Flat	20	ADT/DHV



John Adams Pkwy to Ammon Road

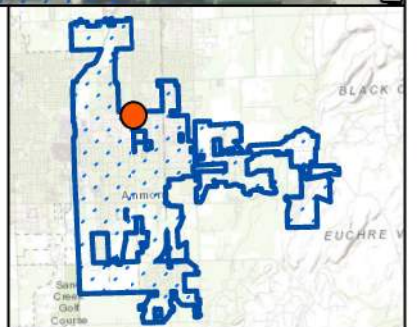
Ammon, Bonneville County, ID

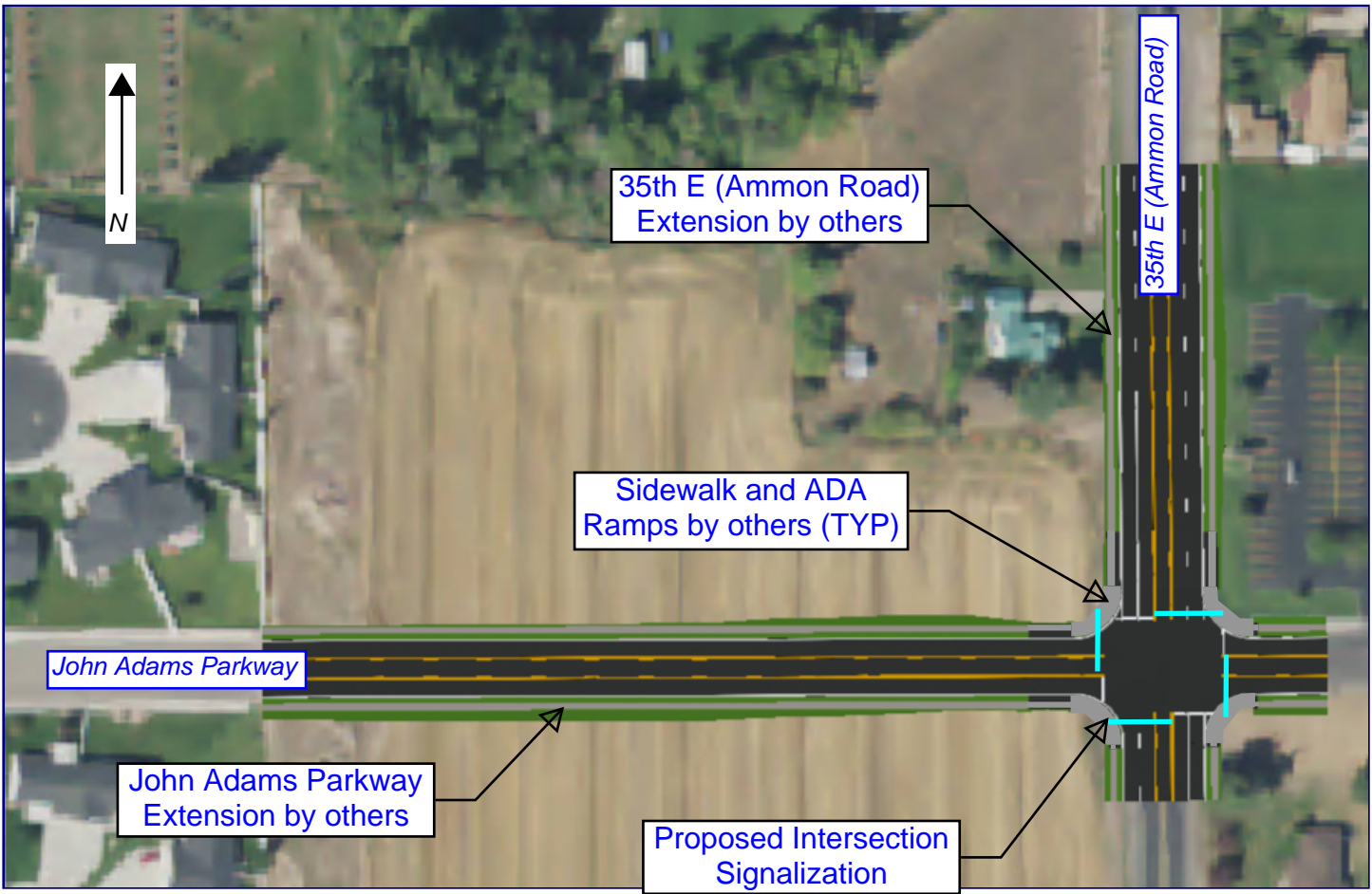
City of Ammon: STBG-U Roadway/Intersection

Congestion Mitigation Application Vicinity

 Ammon City Limits

 Signalization





Capacity Worksheet for Roadway Segments

Roadway Segment	17th and John Adams intersection of 17th and John Adam
Current/Model Year	2019
Functional Classification	Minor Arterial
Number of Current/Future Lanes	3
Capacity Threshold	10501
Current/Projected Traffic Volume	6759
V/C Ratio	0.64

Basic Intersection Crash Performance

Location:

Years:

Input Analysis Period (in years)	5
Input # Fatal Crashes at Intersection (Not # of Persons)	0
Input # of 'A' Severity Crashes at Intersection	0
Input # of 'B' Severity Crashes at Intersection	2
Input # of 'C' Severity Crashes at Intersection	3
Input # of Property Damage Crashes at Intersection	11
Input Average # of Vehicles Entering Intersection Daily*	17507

[Historical Crash Data - WebCARS Office of Highway Safety Crash Analysis Reporting System](#)

[Refer to Traffic Counts Worksheet](#)

*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) =	0.50	per million entering vehicles
Intersection Severity Rate (average 1.00) =	0.72	
Intersection Crash Density (average 5.00) =	3.20	crashes per year

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

Crash	Severity
18C488406	PDO
18C498078	PDO
19C531629	C Injury
19C531524	C Injury
19C507160	PDO
20C551167	B Injury
20C542901	C Injury
20C556604	PDO
20C552852	PDO
20C546655	PDO
20C553750	PDO
21C566950	PDO
21C581883	PDO
21C589355	PDO
22C616447	PDO
22C607710	B Injury

Table 10
High Priority Bicycle and Pedestrian Projects

Location A	Location B	Project
City of Ammon		
Derrald Ave/Owen St	25 th East to Ammon Road	Bicycle Boulevard
East-West Ammon	Ammon City Bridge to McCowin Park	Bicycle Boulevard
John Adams Parkway	Where development occurs	Bike Lanes
City of Idaho Falls		
Idaho Canal	North and East	Multi-Use Path
Greenbelt Southwest	Snake River Landing to Sunnyside Rd	Multi-Use Path
Greenbelt Northeast	Railroad Crossing terminus to E River	Multi-Use Path
Saturn Avenue	Grandview to Pancheri	Bike Lanes
City of Iona		
Main Street	Owens to Denning	Sidewalks
Denning Avenue	Main to Olsen	Sidewalks
Olsen Avenue	Denning to Free	Sidewalks
Free Avenue	Olsen to Crook	Sidewalks
Crook Road	Free to Railroad Tracks	Sidewalks
City of Ucon		
109 th North	Yellowstone to 45 th E (40 th E, 41 st E)	Sidewalks and Crossings
41 st East	107 th N to 105 th N (105 th N)	Sidewalks and Crossing
105 th North	Ucon Park/Ride Lot to 45 th E	Multi-Use Path
Yellowstone Hwy	113 th N to 105 th N	Sidewalks
45 th East	109 th N to 105 th N	Multi-Use Path
105 th North	US-20 (west of) to Ucon Park/Ride Lot	Multi-Use Path

RECENT IMPROVEMENTS TO ADDRESS BICYCLE AND PEDESTRIAN NEEDS

It has been an emphasis of the area to make bicycle and pedestrian improvements in coordination with roadway projects and to improve ADA accessibility. The projects identified in Table 11 reflect that emphasis.

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: John Adams Pkwy and Ammon Rd				6
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
004320 / 004040	3.48 / 8.60	3.61 / 8.78	0.31	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	\$5,000	
1b. Preliminary Engineering by Consultant (PEC)	\$60,000	
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 _____	\$0.00	
Location _____		
Repair/Widening/Rehabilitation Length/Width _____	\$0.00	
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	\$600,000	
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	\$0	
11. Detours	\$0	
12. Landscaping	\$0	
13. Mitigation Measures	\$0	
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	\$0	
15. Cost of Constructions (Items 3 through 14)	\$600,000	\$0
16. Mobilization 10 % of Item 15	\$60,000	\$0
17. Construction Engineer and Contingencies 15 % of Items 15 and 16	\$99,000	\$0
18. Total Construction Cost (15 + 16 + 17)	\$759,000	
19. Total Project Cost (1 + 2 + 18)	\$824,000	
20. Project Cost Per Mile	\$2,658,000	\$1,000

Prepared By:

Kelly Hoopes

Existing Conditions

