

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): Idaho Falls Microsurface; Sunnyside 5th East to 25th East and 17th St 15th East to 25th East.
2. Project Description (provide ample information regarding the details of the project): The project will provide a Microseal pavement rehabilitation on Sunnyside between 15th East (Woodruff) and 25th East (Hitt Road) and on 17th St between 15th east (St Clair) and 25th East (Hitt Road). These roadway segments are some of the highest traffic roadways in the BMPO at 30,320 ADT on Sunnyside and 28,240 ADT on 17th St. This pavement maintenance project will improve the pavement life and enhance safety by improving pavement surface skid friction.
3. Jurisdiction: City of Idaho Falls
4. Contact name: Chris Canfield, P.E.
Phone: (208) 612-8259
Email: ccanfield@idahofalls.gov
5. 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

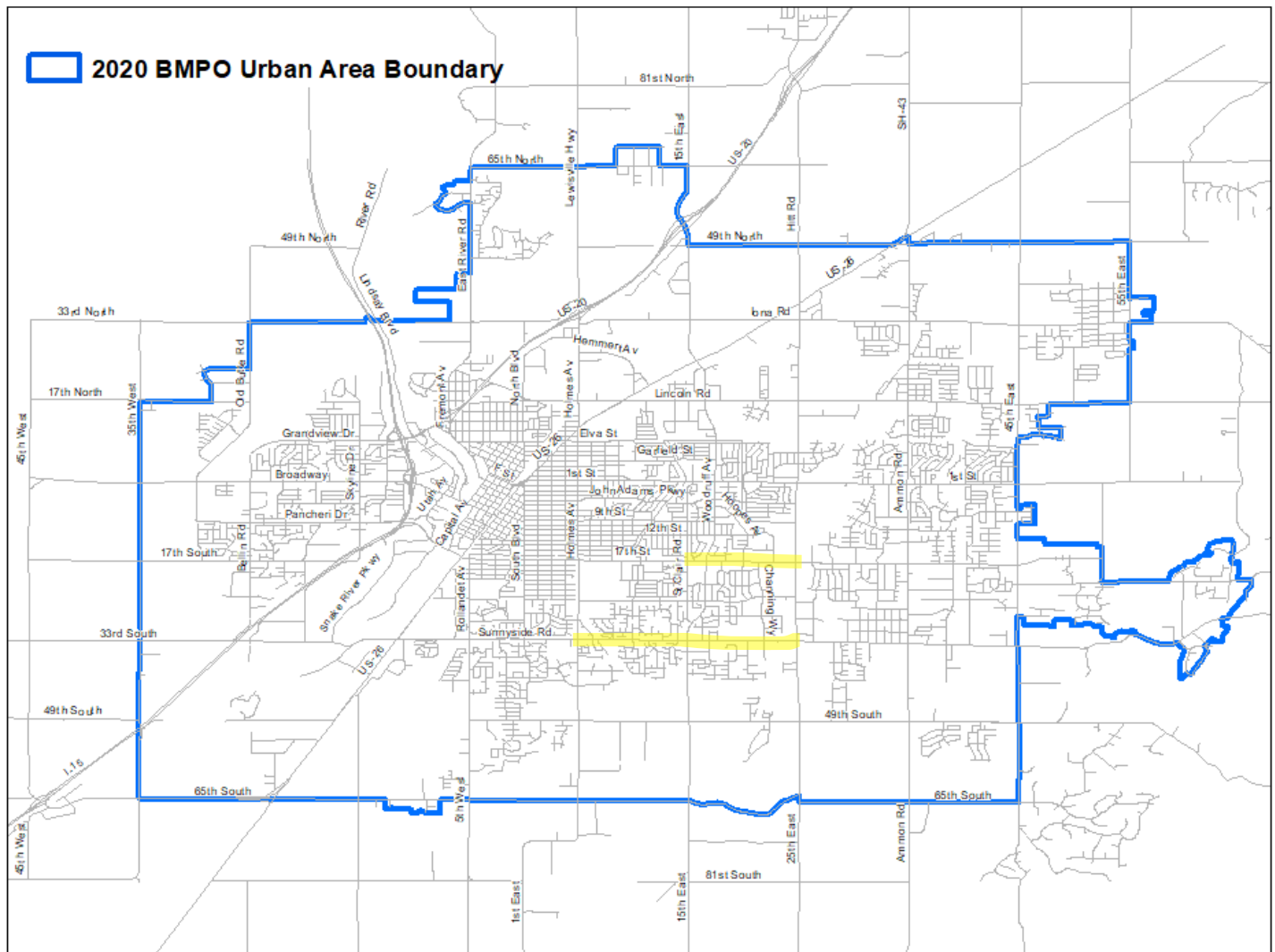
Attach the appropriate application related to the “Primary Project Type.”

6. 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: [On Figure 2: Existing Roadway Classification Sunnyside Road is shown as a principal Arterial and 17th St is shown as a Minor Arterial. Pavement conditions is referenced in the LRTP Needs Summary on page 36 where it references “A trend too use federal-aid funds to preserve the current local transportation infrastructure has recently been established and this focus should continue.”](#)

Continue to next page...

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



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

**Pavement Rehabilitation/Reconstruction
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) Pavement Rehabilitation/Reconstruction (0-60 points)

When answering questions consider how well the project preserves or enhances the roadway network.

Using - STBG-U Application Data and Worksheets > Pavement Rating System answer the following:

What number would you assign as the pavement surface rating? 6, currently, but will be tending towards 5 as this project would go through the Federal Aid program.

Explain the current pavement condition as it relates to the rating? Good. Cracks with polishing (see attached photos).

B) Safety (0-15 points)

When answering questions consider if the pavement 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 Microseal will improve skid friction. The Crash Modification Clearinghouse represents a 33% crash modification factor for all accidents for skid friction improvement projects.

C) Multi-modal and Accessibility (0-15 points)

When answering questions consider if the pavement 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: These routes are shown on the Connecting our Community Bicycle and Pedestrian plan for connectivity.

What bicycle and pedestrian improvements, if any, are included with the pavement project and why are the improvements deemed important? These routes have adjacent sidewalk/shared use paths and curb ramps currently. By preserving the pavement, we will be protecting the disturbance of the existing multi-modal facilities from unnecessary interruption in the future.

D) Project Feasibility (0-10 points)

When answering questions consider if the project is good fit for federal funds based on the estimated cost.

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? \$500,000

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

Yes, This is a low cost project to enhance the maintenance of these high traffic volume roadways.

What is the estimated cost per mile? \$166,000

What benefits exist relative to the programming of the pavement project during this TIP update cycle?

The timing of the pavement condition for these funds will match up well with our I-Work pavement management system where the current condition is in fair condition, however by the time the project is able to be constructed, the pavement will be very ready for a surface treatment.

Is the project coordinated with other funding sources? If so, explain. No.

ATTACHMENTS:

- ITD FORM 2435
- PROJECT LOCATION MAP
- PRELIMINARY DESIGN AND/OR TYPICAL SECTION
- 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 – Pavement Rehabilitation/Reconstruction

<https://www.bmpo.org/s/STBG-U-Pavement-Scoring-Sheet-3nr7.xlsx>

Local Federal-Aid Project Request



Instructions

- Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
- Attach a Vicinity Map showing the extent of the project limits.
- Attach an ITD 1150, Project Cost Summary Sheet.
- 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 Idaho Falls			Date 1/29/24		
Project Title (Name of Street or Road) Idaho Falls Microseal; Sunnyside & 17 th St.		F.A. Route Number 4000 & 3980	Project Length 3 miles	Bridge Length N/a	
Project Limits (Local Landmarks at Each End of the Project) Sunnyside from 5 th East (Holmes) to 25 th East (Hitt Road) and 17 th St from St Clair to 25 th East (Hitt Road)					
Character of Proposed Work (Mark Appropriate Items)					
<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk		
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input checked="" type="checkbox"/> Seal Coat		
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____		
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 5,000			
Right-of-Way (ITD 1150, Line 2)		\$ 0.00			
Construction (ITD 1150, Line 18)		\$ 494,000			
Preliminary Engineering By: <input checked="" type="checkbox"/> Sponsor Forces <input type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing		N/A			
Within 2 miles of an Airport		N/A			
Parks (City, County, State or Federal)		N/A			
Environmentally Sensitive Areas		N/A			
Federal Lands (Indian, BLM, etc.)		N/A			
Historical Sites		N/A			
Schools		N/A			
Other		N/A			
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	5	5	Roadway Width (Shoulder to Shoulder)	65 ft	65 ft
Pavement Type	Plantmix	Plantmix	Right-of-Way Width	114 ft	114 ft

Sponsor's Signature 	Title Assistant Public Works Dir.
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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Project Cost Summary Sheet

ITD 1150 (Rev. 06-1
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
		1/26/2024	
Location			District
Idaho Falls microseal ; Sunnyside & 17th St			6
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
4000 & 3980	1.696 & 6.486	3.628 & 7.463	3

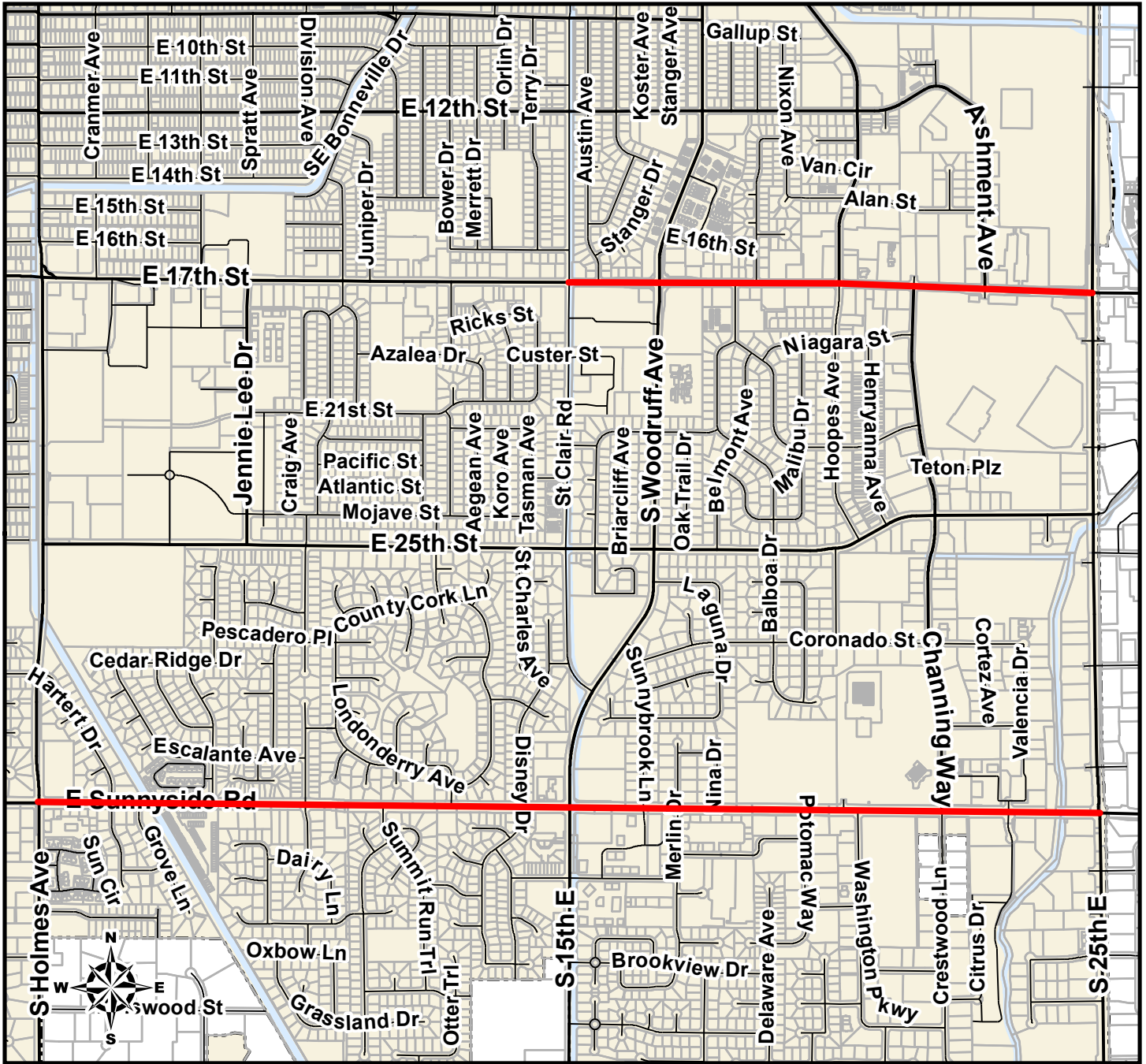
	Previous ITD 1150	Initial or Revise
1a. Preliminary Engineering (PE)		\$5,000
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		\$330,000
7. Railroad Crossing: Grade/Separation Structure _____ At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures: <input type="checkbox"/> New Structure Length/Width _____ Location _____ <input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____ Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$60,000
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)		\$390,000
16. Mobilization 15 % of Item 15		\$59,000
17. Construction Engineer and Contingencies 10 % of Items 15 and 16		\$45,000
18. Total Construction Cost (15 + 16 + 17)		\$494,000
19. Total Project Cost (1 + 2 + 18)		\$499,000
20. Project Cost Per Mile	\$1,000	\$166,000

Prepared By:

Chris Canfield, Assistant PWD

<u>BID NUMBER</u>	<u>UNIT</u>	<u>ESTIMATED</u>		<u>DESCRIPTION</u>	<u>Unit Price (\$)</u> <u>Total Amount (\$)</u>	
		<u>QUANTITY</u>				
408-010A	GAL	11200		DIL EMUL ASPH for Fog Coat	\$3.00	\$33,600.00
415-006A	TON	1412		Microsurfacing	\$120.00	\$169,440.00
415-010A	TON	170		Polymer Modified Asphalt	\$850.00	\$144,500.00
626-010A	SF	924		Temp Traffic Control Signs	\$8.50	\$7,854.00
626-050A	Each	80		Drums	\$50.00	\$4,000.00
626-100A	LS	1		Misc Traffic Control Item	\$1,000.00	\$1,000.00
626-105A	HR	200		Traffic Control Maintenance	\$80.00	\$16,000.00
626-120A	HR	300		Flagger Control	\$75.00	\$22,500.00
626-135A	Each	290		Tubular Markers	\$20.00	\$5,800.00
630-020B	SF	5000		Thermoplastic Pavement Markings	\$9.00	\$45,000.00
						\$449,694.00
Z629-05A	LS	1		MOBILIZATION	\$44,969.40	\$44,969.40
						<u>\$494,663.40</u>
				Total		\$494,663.40

VICINITY MAP



1" = 1,500'

IDAHO FALLS MICROSEAL PROJECT

E SUNNYSIDE RD - S HOLMES AV TO S 25TH E

E 17TH ST - ST CLAIR RD TO S 25TH E

BONNEVILLE COUNTY

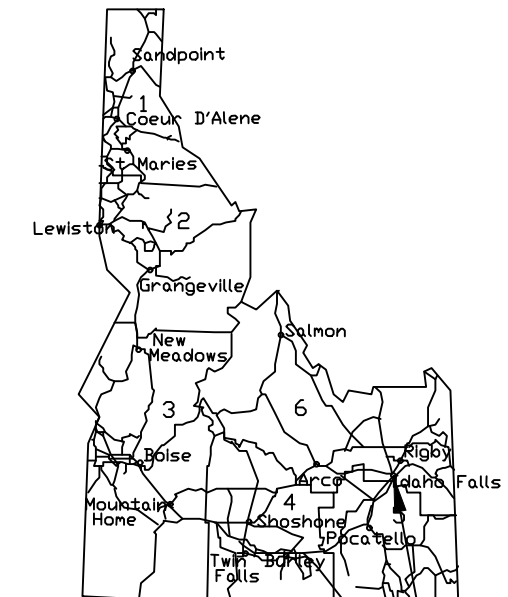
CITY OF IDAHO FALLS

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ROADWAY SUMMARY
3-4	ROADWAY PLAN
5-8	TRAFFIC CONTROL

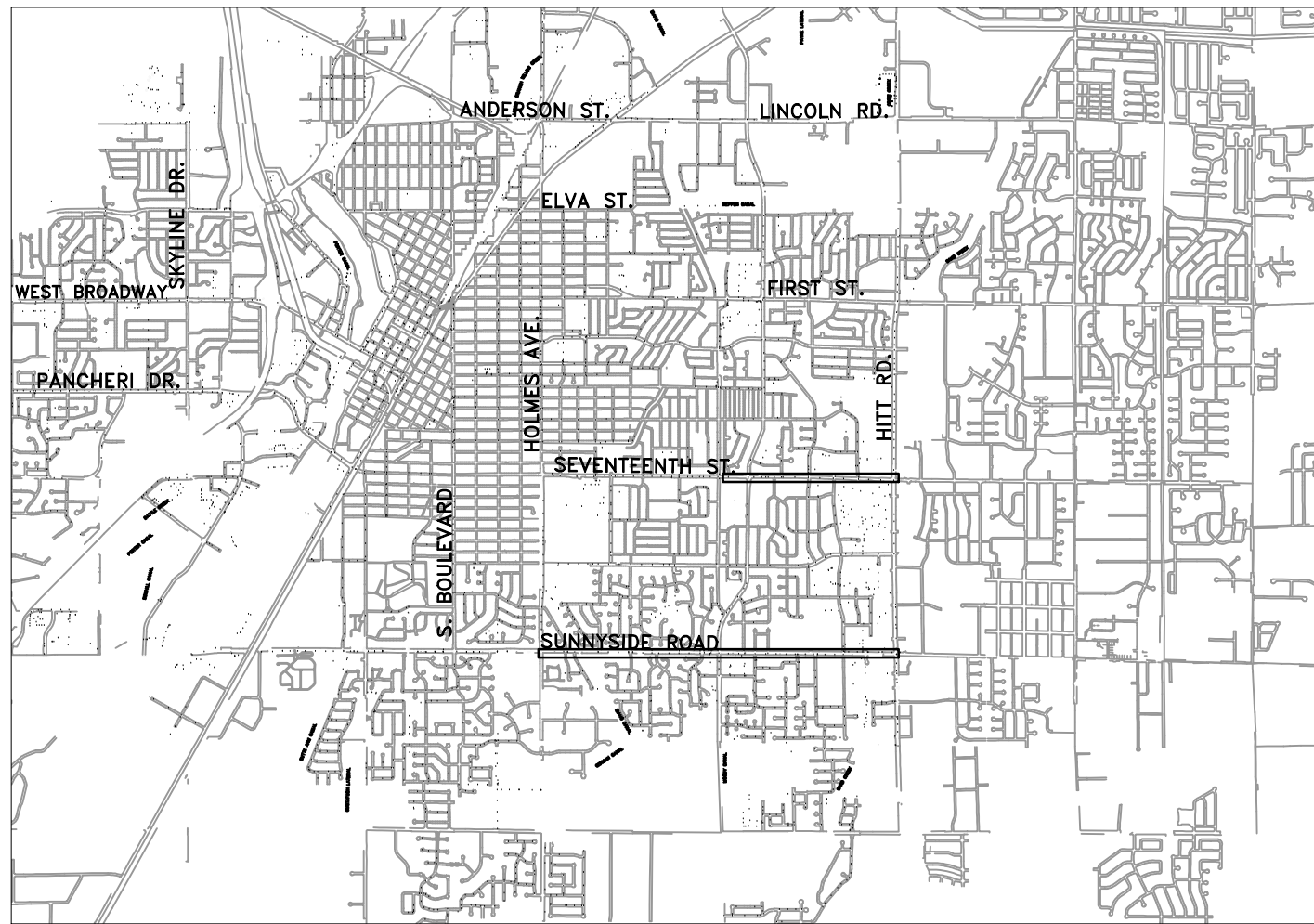
IDAHO TRANSPORTATION DEPARTMENT

PLAN AND PROFILE OF PROPOSED IDAHO FALLS MICRO SEAL PROJECT, IDAHO FALLS E SUNNYSIDE RD & E 17TH ST

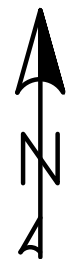
BONNEVILLE COUNTY JANUARY 2024



A020(???)
IDAHO FALLS MICROSEAL
PROJECT,
IDAHO FALLS



VICINITY MAP SCALE POPULATIONS: 2000 U.S. CENSUS



REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED	SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY CADD FILE NAME Titlepage DRAWING DATE: JAN 2024
DESIGN CHECKED	
DETAILED	
DRAWING CHECKED	

IDAHO TRANSPORTATION DEPARTMENT



CITY OF IDAHO FALLS

PROJECT NO.	A020(067)
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TITLE SHEET	IDAHO FALLS MICROSEAL PROJECT E SUNNYSIDE RD & E 17TH IDAHO FALLS
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English
COUNTY BONNEVILLE
KEY NUMBER
SHEET 1 OF 8

Approved for Advertising

Date Approved

SHEET NUMBER				SUNNYSIDE RD.	E 17TH ST	TRAFFIC CONTROL					
				SHEET 3	SHEET 4	SHEET 5-8	SHEET	SHEET	SHEET	SHEET	SHEET
ITEM NO.	ITEM	UNIT	TOTAL								
408-010A	DIL EMUL ASPH FOR FOG CT	GAL	11200	8100	3100						
415-006A	MICRO SURFACING	TON	1412	1021	391						
415-010A	POLYMER MODIFIED EMULSIFIED ASPHALT	TON	170	123	47						
626-010A	TEMP TRAFFIC CONTROL SIGNS	SF	924			924					
626-050A	DRUMS	EACH	80								
626-100A	MISC TEMP TRAFFIC CONTROL ITEM	LS	1								
626-105A	TRAF CNTL MAINTENANCE	MNHR	200								
626-110A	TEMP FLEX RAISED PAV MARKERS	EACH	4395			4395					
626-120A	FLAGGER CONTROL	HR	300								
626-135A	WEIGHTED BASE TUBULAR MARKERS	EACH	290								
630-020B	PAV MKG - PREFORMED THERMOPLASTIC	SF	11608	7439	4169						
S900-50A	CA DIRECTED REPAIR	CA	1								
Z629-05A	MOBILIZATION	LS	1								

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED CW	SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
DESIGN CHECKED KJF	
DETAILED CW	CADD FILE NAME MICROSEAL
DRAWING CHECKED KJF	DRAWING DATE: JAN 2024

IDAHO
TRANSPORTATION
DEPARTMENT

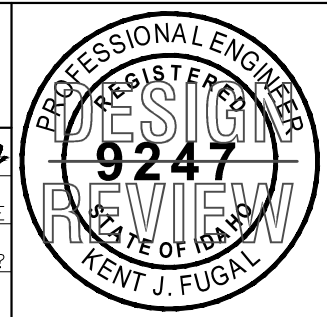


CITY OF IDAHO FALLS

PROJECT NO.
A020(???)

ROADWAY SUMMARY
IDAHO FALLS MICROSEAL PROJECT E SUNNYSIDE RD & E 17TH ST

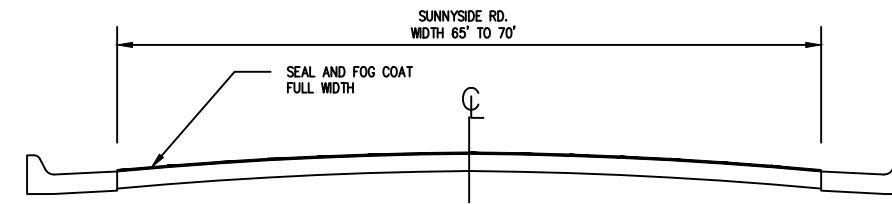
English
COUNTY BONNEVILLE
KEY NUMBER 20???
SHEET 2 OF 8



LIMITS OF MICROSURFACING:

MILEPOST	ROAD NAME
1.636	E SUNNYSIDE & S HOLMES
10.031	S 25TH & E SUNNYSIDE

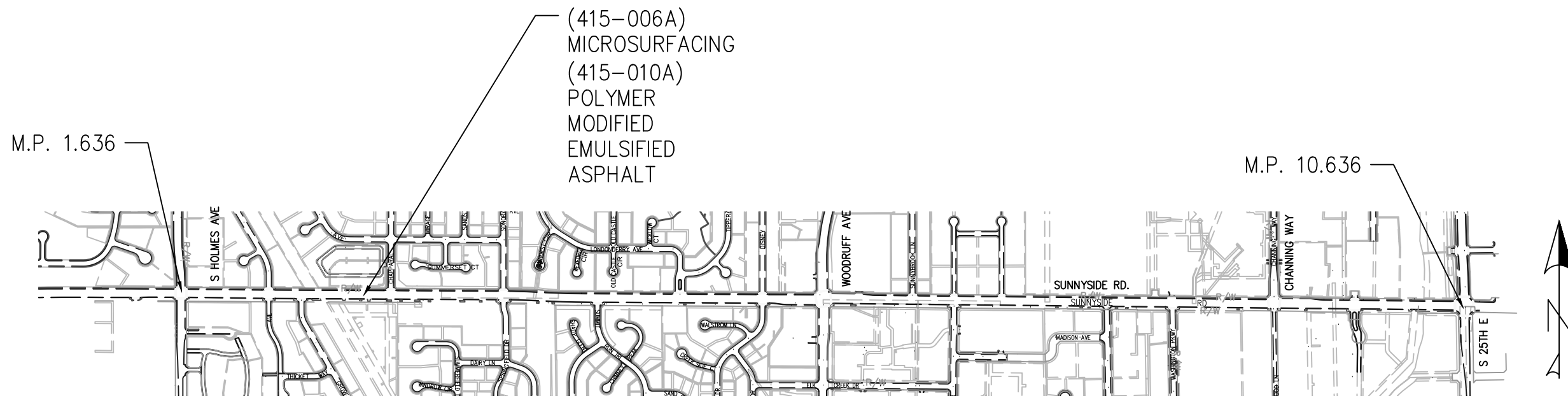
SUNNYSIDE ROAD = 81,000 SQ. YD.
 MICROSURFACING AGGREGATE = 1021 TONS
 POLYMER MODIFIED EMULSIFIED ASPHALT = 123 TONS



TYPICAL CROSS SECTION - N.T.S.
 M.P. 1.636 TO M.P. 10.031

	Area (SF)	Width (FT)	Sunnyside Road (FT)	Total	SF
Stop Bar (24")		2	810	810	1620
Crosswalk (12")		1	3790	3790	3790
Lane Line (8")		0.67	903	903	605
			(Each)	Total	SF
Through Arrow	12.92		0	0	0
Turn Arrow	16.4		76	76	1246
Turn and Through Arrow	27.5		0	0	0
Only	22.2		8	8	178
School (1-Lane)	32.63		0	0	0
Transverse Crosswalk(2'x9')	18		0	0	0
RXR Crossing	61.9		0	0	0
					7439

THERMOPLASTIC PAVEMENT MARKING



E SUNNYSIDE ROAD PLAN VIEW
 SCALE-1"=1000'

REVISIONS				
NO.	DATE	BY	DESCRIPTION	

DESIGNED CW	SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
DESIGN CHECKED KJF	
DETAILED CW	CADD FILE NAME MICROSEAL
DRAWING CHECKED KJF	DRAWING DATE: JAN 2024

IDAHO TRANSPORTATION DEPARTMENT
 CITY OF IDAHO FALLS



PROJECT NO. A020(???)

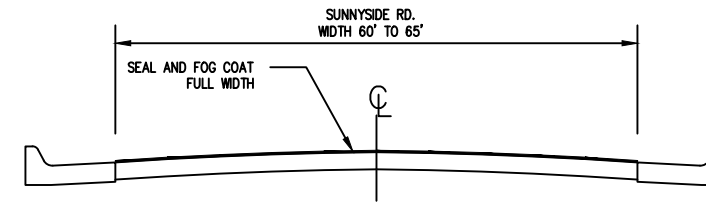
MICROSURFACING PLANS
 IDAHO FALLS MICROSEAL PROJECT
 E SUNNYSIDE RD -
 S HOLMES AVE TO S 25TH E

English
COUNTY BONNEVILLE
KEY NUMBER 20304
SHEET 3 OF 8



LIMITS OF MICROSURFACING:
 MILEPOST ROAD NAME
 6.479 E 17TH ST & ST CLAIR RD
 11.010 HITT RD & E 17TH ST

17TH STREET = 31,000 SQ. YD.
 MICROSURFACING AGGREGATE = 391 TONS
 POLYMER MODIFIED EMULSIFIED ASPHALT = 47 TONS

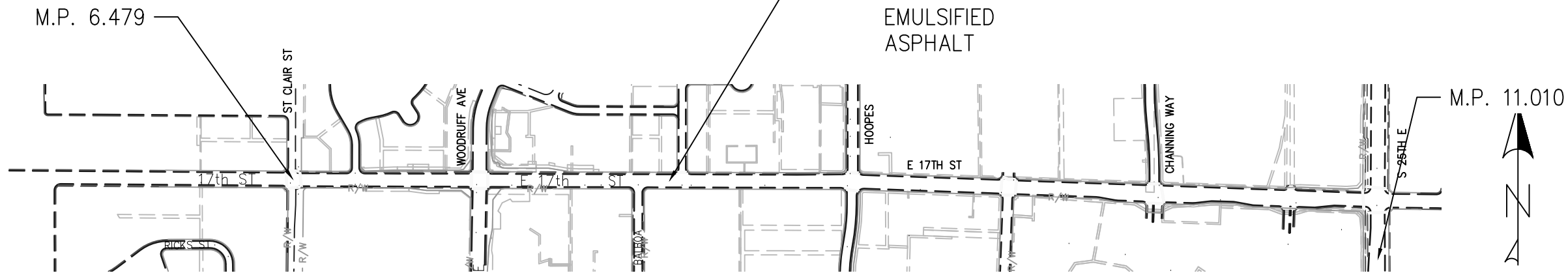


TYPICAL CROSS SECTION - N.T.S.
 M.P. 6.479 TO M.P. 11.010

	Area (SF)	Width (FT)	17th Street (FT)	Total	SF
Stop Bar (24")		2	380	380	760
Crosswalk (12")		1	2010	2010	2010
Lane Line (8")		0.67	800	800	536
			(Each)	Total	SF
Through Arrow	12.92		0	0	0
Turn Arrow	16.4		33	33	541
Turn and Through Arrow	27.5		2	2	55
Only	22.2		12	12	266
School (1-Lane)	32.63		0	0	0
Transverse Crosswalk(2'x9')	18		0	0	0
RXR Crossing	61.9		0	0	0
					4169

THERMOPLASTIC PAVEMENT MARKING

(415-006A)
 MICROSURFACING
 (415-010A)
 POLYMER
 MODIFIED
 EMULSIFIED
 ASPHALT



E 17TH ST PLAN VIEW
 SCALE-1"=600'

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED	CW
DESIGN CHECKED	KJF
DETAILED	CW
DRAWING CHECKED	KJF

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
 CADD FILE NAME MICROSEAL
 DRAWING DATE: JAN 2024

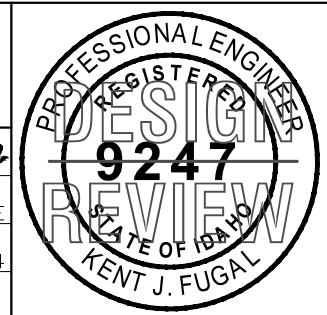
IDAHO TRANSPORTATION DEPARTMENT

 CITY OF IDAHO FALLS

PROJECT NO.
 A020(???)

MICROSURFACING PLANS
 IDAHO FALLS MICROSEAL PROJECT
 E 17TH ST - ST CLAIR RD TO S 25TH E

English
 COUNTY BONNEVILLE
 KEY NUMBER 20304
 SHEET 4 OF 8



GENERAL TRAFFIC CONTROL NOTES

1. THIS SHEET REPRESENTS A SAMPLE TRAFFIC CONTROL PLAN. CONTRACTOR TO SUBMIT TRAFFIC CONTROL PLAN PRIOR TO CONSTRUCTION. ALL CONSTRUCTION SIGNING SHALL MEET OR EXCEED THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AS ADOPTED BY THE STATE.
2. ALL CONSTRUCTION WARNING SIGNS SHALL HAVE TWO WARNING FLAGS AND SHALL HAVE BATTERY OPERATED FLASHING WARNING LIGHTS IN OPERATION DURING THE HOURS OF DARKNESS OR AS DIRECTED. FURNISHING, INSTALLING, AND MAINTAINING FLAGS AND LIGHTS WILL BE PAID UNDER THE MISC TEMPORARY TRAF CONTROL ITEMS BID ITEM.
3. ALL EXISTING WARNINGS AND REGULATORY SIGNS IN CONFLICT WITH CONSTRUCTION SIGNING SHALL BE REMOVED OR COVERED BY AN APPROVED METHOD WHILE CONSTRUCTION SIGNS ARE IN EFFECT.
4. SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR THE DISTANCES BETWEEN TRAFFIC CONTROL DEVICES AND EXACT CONFIGURATION; SOME ADJUSTMENT MAY BE NECESSARY IN THE FIELD DEPENDING ON CONDITIONS ENCOUNTERED.
5. ALL CONSTRUCTION SIGNING, TEMPORARY PAVEMENT MARKINGS, DRUMS AND TUBULAR MARKERS SHALL BE IN PLACE PRIOR TO ANY DIVERSION OF TRAFFIC WITHIN THE CONSTRUCTION ZONE.
6. THE CONSTRUCTION ZONES SHALL BE MONITORED A MINIMUM OF TWICE DAILY TO ENSURE ALL TRAFFIC CONTROL DEVICES ARE OPERATING EFFECTIVELY, AND THAT ALL DEVICES USED ARE CLEARLY VISIBLE AND IN GOOD REPAIR.
7. REFER TO CONTRACT SPECIAL PROVISIONS AS TO WHEN LANE CLOSURES AND DETOURS ARE ALLOWED TO BE IN PLACE.

SIGN NO.	DESCRIPTION	SIGN SIZE	AREA (SF)	QUAN.	TOTAL AREA SF / CLASS B
G20-3	END ROAD WORK	48" X 24"	8	3	24
G20-10	AVOID WINDSHIELD DAMAGE	48" X 30"	10	6	60
R2-1A	SPEED LIMIT	36" X 48"	12	6	72
R2-6	INCR. FINES FOR WORK ZONE	48" X 24"	8	6	48
R4-1A	DO NOT PASS	36" X 48"	12	3	36
W3-5B(o)	25 MPH SPEED ZONE AHEAD	48" X 48"	16	6	96
W4-2BR(o) OR W4-2BL(o)	LANE ENDS	48" X 48"	16	3	48
W13-1A(o)	25 MPH	24" X 24"	4	3	12
W20-7B(o)	GRAPHIC "FLAGGER"	48" X 48"	16	11	176
W20-9B(o)	BE PREPARED TO STOP	48" X 48"	16	11	176
W21-4B	ROAD WORK AHEAD	48" X 48"	16	11	176
TOTAL					924
20% CONTINGENCY					1109
626-110A	TEMP FLEX RAISED PAV MARKERS			4395	

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED CW DESIGN CHECKED KJF DETAILED CW DRAWING CHECKED KJF	SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY CADD FILE NAME MICROSEAL DRAWING DATE: JAN 2024
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**IDAHO
TRANSPORTATION
DEPARTMENT**

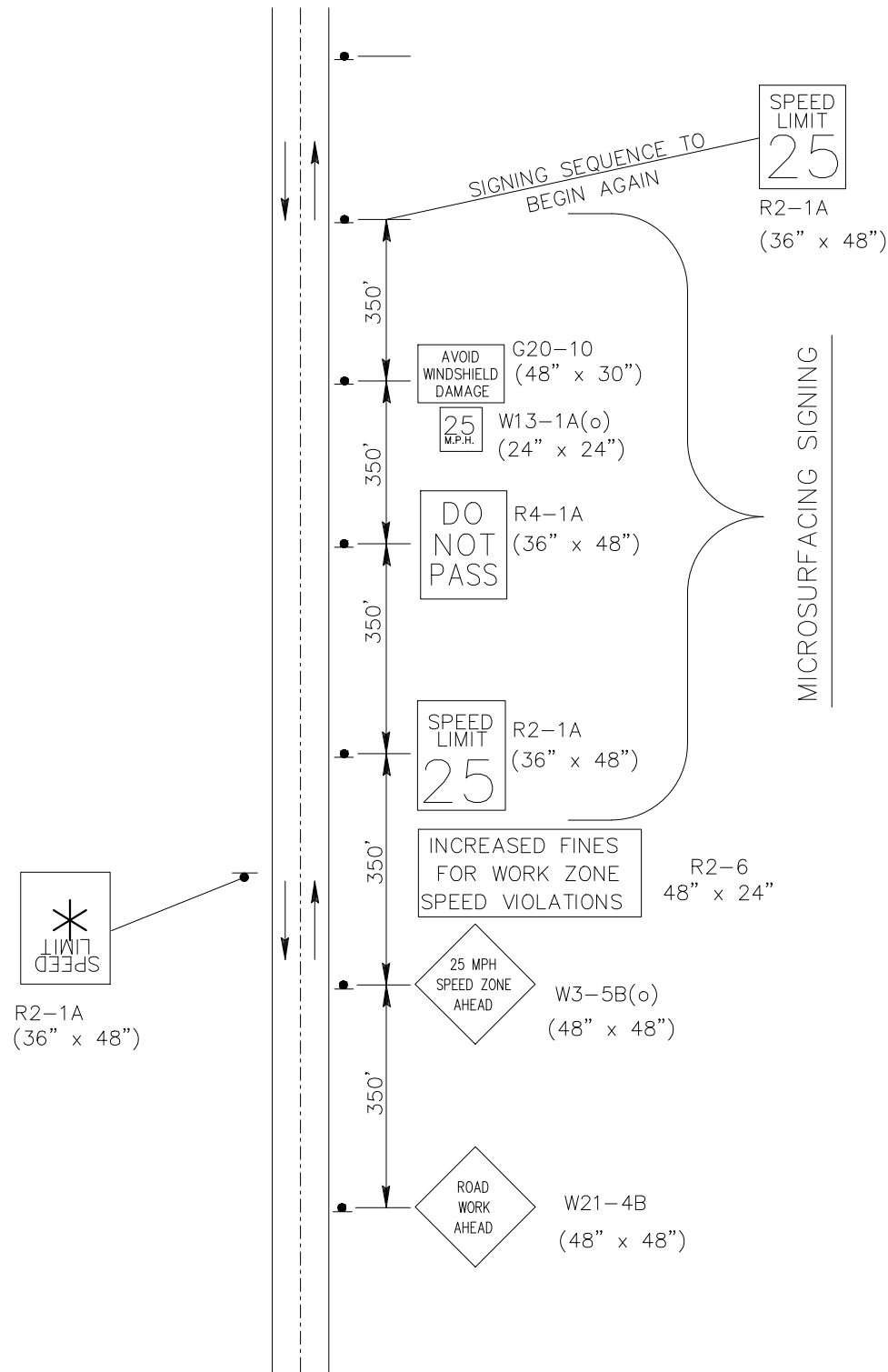
CITY OF IDAHO FALLS

PROJECT NO.	TRAFFIC CONTROL PLAN
A020(???)	IDAHO FALLS MICROSEAL PROJECT

English	
COUNTY BONNEVILLE	
KEY NUMBER	?
SHEET 5 OF 8	



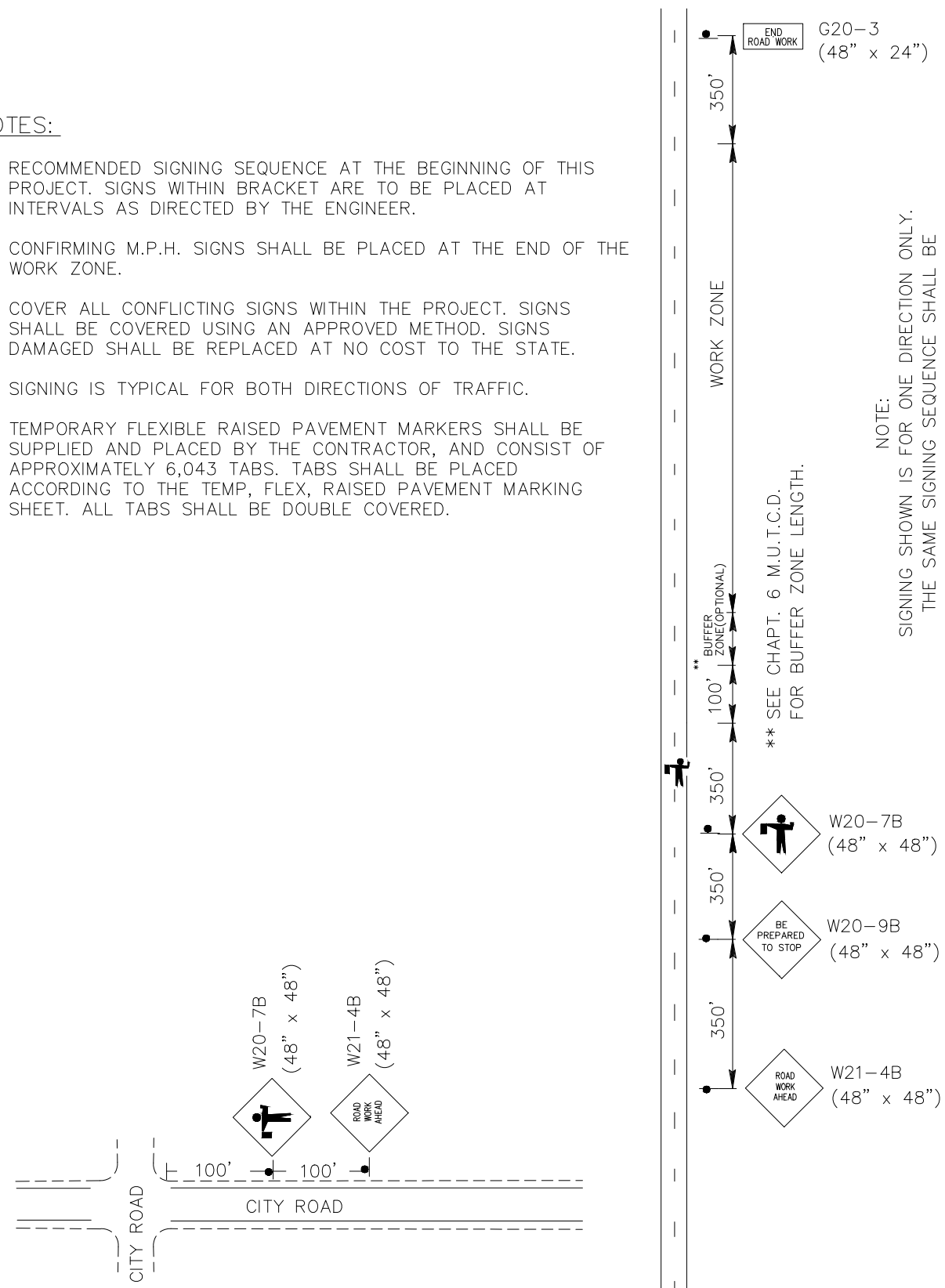
MICROSURFACING SIGNING
WITH TWO-LANE, TWO-WAY ROADWAY
(TYPICAL BOTH DIRECTIONS)



NOTES:

1. RECOMMENDED SIGNING SEQUENCE AT THE BEGINNING OF THIS PROJECT. SIGNS WITHIN BRACKET ARE TO BE PLACED AT INTERVALS AS DIRECTED BY THE ENGINEER.
2. CONFIRMING M.P.H. SIGNS SHALL BE PLACED AT THE END OF THE WORK ZONE.
3. COVER ALL CONFLICTING SIGNS WITHIN THE PROJECT. SIGNS SHALL BE COVERED USING AN APPROVED METHOD. SIGNS DAMAGED SHALL BE REPLACED AT NO COST TO THE STATE.
4. SIGNING IS TYPICAL FOR BOTH DIRECTIONS OF TRAFFIC.
5. TEMPORARY FLEXIBLE RAISED PAVEMENT MARKERS SHALL BE SUPPLIED AND PLACED BY THE CONTRACTOR, AND CONSIST OF APPROXIMATELY 6,043 TABS. TABS SHALL BE PLACED ACCORDING TO THE TEMP, FLEX, RAISED PAVEMENT MARKING SHEET. ALL TABS SHALL BE DOUBLE COVERED.

LANE CLOSURE - TWO LANE/TWO WAY ROADWAY



NOTE:
SIGNING SHOWN IS FOR ONE DIRECTION ONLY.
THE SAME SIGNING SEQUENCE SHALL BE
REQUIRED FOR BOTH DIRECTIONS.

** SEE CHAPT. 6 M.U.T.C.D.
FOR BUFFER ZONE LENGTH.

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED CW	SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
DESIGN CHECKED KJF	
DETAILED CW	CADD FILE NAME MICROSEAL
DRAWING CHECKED KJF	DRAWING DATE: JAN 2024

**IDAHO
TRANSPORTATION
DEPARTMENT**



CITY OF IDAHO FALLS

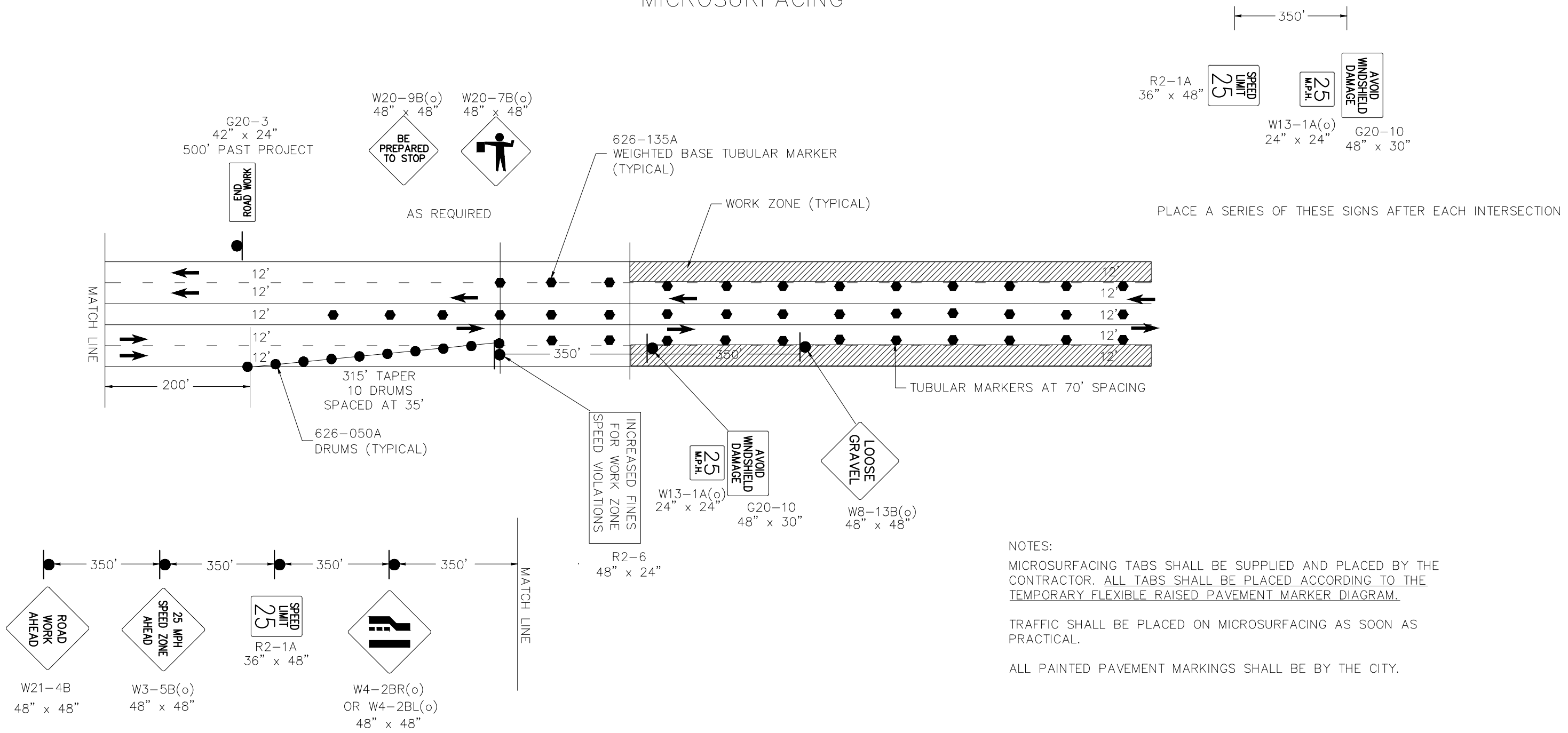
PROJECT NO. A020(???)

TRAFFIC CONTROL PLAN IDAHO FALLS MICROSEAL PROJECT

English
COUNTY BONNEVILLE
KEY NUMBER ?
SHEET 6 OF 8



TYPICAL LANE CLOSURE MICROSURFACING



NOTES:
 MICROSURFACING TABS SHALL BE SUPPLIED AND PLACED BY THE CONTRACTOR. ALL TABS SHALL BE PLACED ACCORDING TO THE TEMPORARY FLEXIBLE RAISED PAVEMENT MARKER DIAGRAM.
 TRAFFIC SHALL BE PLACED ON MICROSURFACING AS SOON AS PRACTICAL.
 ALL PAINTED PAVEMENT MARKINGS SHALL BE BY THE CITY.

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED CW	SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
DESIGN CHECKED KJF	
DETAILED CW	CADD FILE NAME MICROSEAL
DRAWING CHECKED KJF	DRAWING DATE: JAN 2024

IDAHO TRANSPORTATION DEPARTMENT

CITY OF IDAHO FALLS

PROJECT NO.
A020(???)

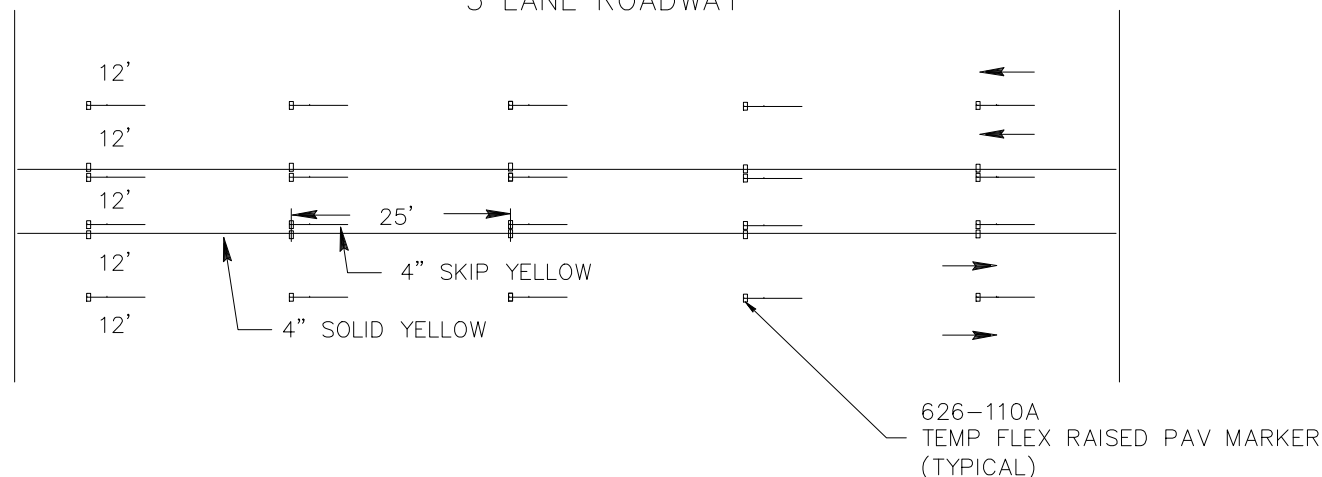
TRAFFIC CONTROL PLAN
IDAHO FALLS MICROSEAL PROJECT

English
COUNTY BONNEVILLE
KEY NUMBER ?
SHEET 7 OF 8

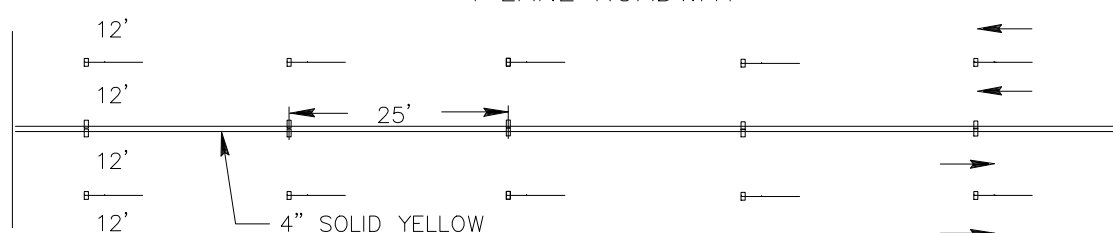


TEMPORARY FLEXIBLE
RAISED PAVEMENT
MARKER DIAGRAMS

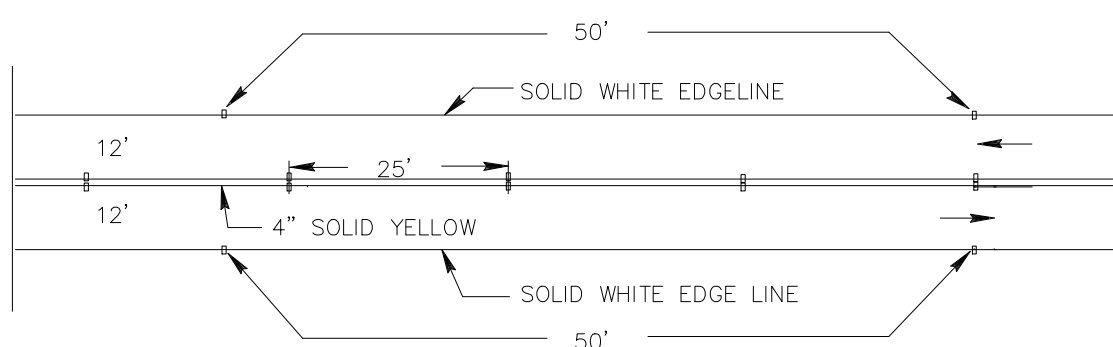
DETAIL 1
5 LANE ROADWAY



DETAIL 2
4 LANE ROADWAY



DETAIL 3
2 LANE ROADWAY



NOTES:

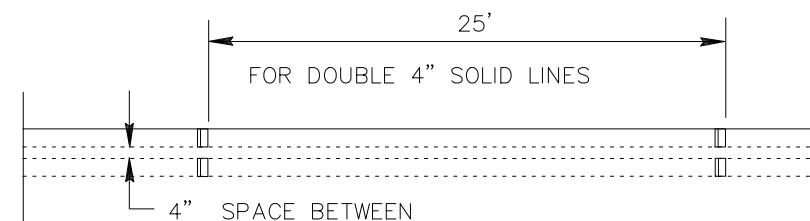
TEMPORARY FLEXIBLE RAISED PAVEMENT MARKERS SHALL BE RETROREFLECTIVE AND SHALL BE DOUBLE COVERED.

MARKERS SHALL NOT BE APPLIED MORE THAN 24 HOURS PRIOR TO MICROSURFACING OPERATIONS.

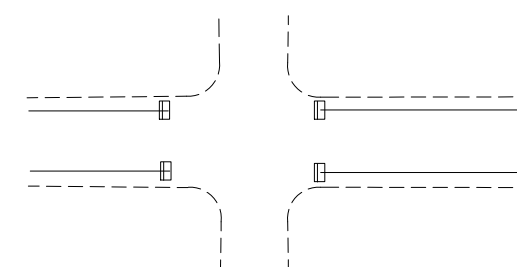
TABS SHALL BE PLACED ACCORDING TO THIS SHEET.

CYCLE LENGTH, REFERING TO SKIP LINE APPLICATION, CONSIST OF ONE LINE SEGMENT LENGTH PLUS ONE GAP LENGTH. SKIP LINE MARKERS SHALL BE PLACED AT THE SAME CYCLE LENGTH AS EXISTING MARKINGS.

DETAIL 4
DOUBLE SOLID LINES



DETAIL 5
EXISTING APPROACH



WHERE THE WHITE EDGELINE IS BROKE AT EACH EXISTING APPROACH ONE MARKER SHALL BE PLACED AT THE BEGINNING AND END OF EACH WHITE LINE

DETAIL 6
8" WHITE CHANNELIZER



REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED	CW
DESIGN CHECKED	KJF
DETAILED	CW
DRAWING CHECKED	KJF

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME MICROSEAL
DRAWING DATE: JAN 2024

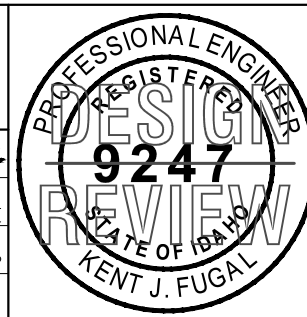
IDAHO TRANSPORTATION DEPARTMENT
CITY OF IDAHO FALLS



PROJECT NO.	A020(???)
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TRAFFIC CONTROL PLAN	IDAHO FALLS MICROSEAL PROJECT
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English
COUNTY BONNEVILLE
KEY NUMBER ?
SHEET 8 OF 8



Basic Intersection Crash Performance

Location:

Years:

Input Analysis Period (in years)	5	
Input # Fatal Crashes at Intersection (Not # of Persons)	2	Historical Crash Data -
Input # of 'A' Severity Crashes at Intersection	6	
Input # of 'B' Severity Crashes at Intersection	59	
Input # of 'C' Severity Crashes at Intersection	92	
Input # of Property Damage Crashes at Intersection	158	
Input Average # of Vehicles Entering Intersection Daily*	60000	Refer to Traffic Counts

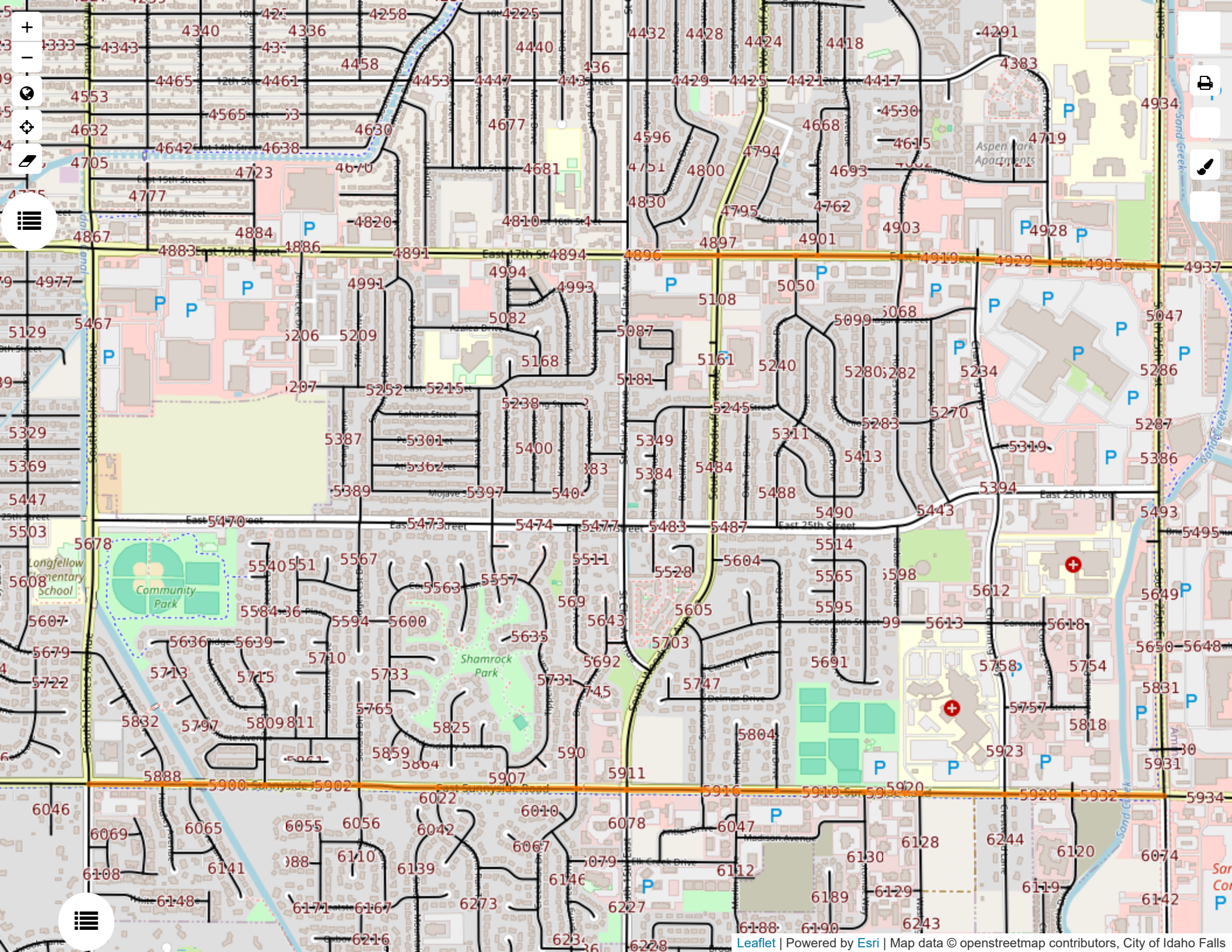
*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50

Intersection Crash Rate (average 0.65) =	2.89	per million entering vehicles
Intersection Severity Rate (average 1.00) =	5.05	
Intersection Crash Density (average 5.00) =	63.40	crashes per year

Crash Rate Score	5
Severity Rate Score	5
Crash Density Score	5
Overall Rate (average 1.33)	5.00

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 1/4").	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 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") 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 1/4"-1/2"), some spaced less than 10'. First sign of block cracking. Slight 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 1/2") 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 (1/2" 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



SAVED SEARCH:

Select View ▾

Selected	Date ▾	Road Name ▾	From Address ▾	To Address ▾	Length ▾	Width ▾	Zones ▾	RSL ▾	Edit/View
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Valencia Dr	S 25th E	901.42401	72.0	Community	12	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Channing Way / Crestwood Ln	Valencia Dr	659.09802	72.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Washington Pkwy	Channing Way	831.85901	72.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Public Access	Washington Pkwy	141.94501	72.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Potomac Way	Public Access	395.08499	72.0	Community	10	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Nina Dr	Potomac Way	858.797	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Merlin Dr	Nina Dr	389.896	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Sunnybrook Ln / Deer Flat Dr	Merlin Dr	339.97101	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	S Woodruff Ave / S 15th E	Sunnybrook Ln / Deer Flat Dr	731.50598	72.0	Community	10	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Disney Dr / Creek Side Dr	S Woodruff Ave / S 15th E	496.25601	84.0	Sandcreek	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Londonderry Ave	Disney Dr / Creek Side Dr	674.88397	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Summit Run Trl	Londonderry Ave	675.19702	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Sonora Dr / Springfield Dr	Summit Run Trl	770.87201	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Chaparral Dr	Sonora Dr / Springfield Dr	921.13599	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Grove Ln	Chaparral Dr	731.94702	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	Hartert Dr / Handly Ave	Grove Ln	267.254	60.0	Sandcreek	20	
<input type="checkbox"/>	11/11/2019	E Sunnyside Rd	S Holmes Ave	Hartert Dr / Handly Ave	717.94702	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E 17th St	Ashment Ave / Public Access	S 25th E	1064.8199	72.0	Community	20	
<input type="checkbox"/>	11/11/2019	E 17th St	Public Access / Channing Way	Ashment Ave / Public Access	704.33197	72.0	Community	20	
<input type="checkbox"/>	11/11/2019	E 17th St	Hoopes Ave	Public Access / Channing Way	744.79498	60.0	Community	20	

Selected	Date ⌵	Road Name ⌵	From Address ⌵	To Address ⌵	Length ⌵	Width ⌵	Zones ⌵	RSL ⌵	Edit/View
<input type="checkbox"/>	11/11/2019	E 17th St	Riviera Dr	Hoopes Ave	817.383	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E 17th St	Balboa Dr	Riviera Dr	211.188	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E 17th St	S Woodruff Ave	Balboa Dr	760.56598	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E 17th St	Austin Ave	S Woodruff Ave	593.815	60.0	Community	20	
<input type="checkbox"/>	11/11/2019	E 17th St	St Clair Rd	Austin Ave	289.939	60.0	Community	20	

1

Records 1 to 25 (of 25)

1

Pavement Distress Photos:

Sunnyside:











17th ST



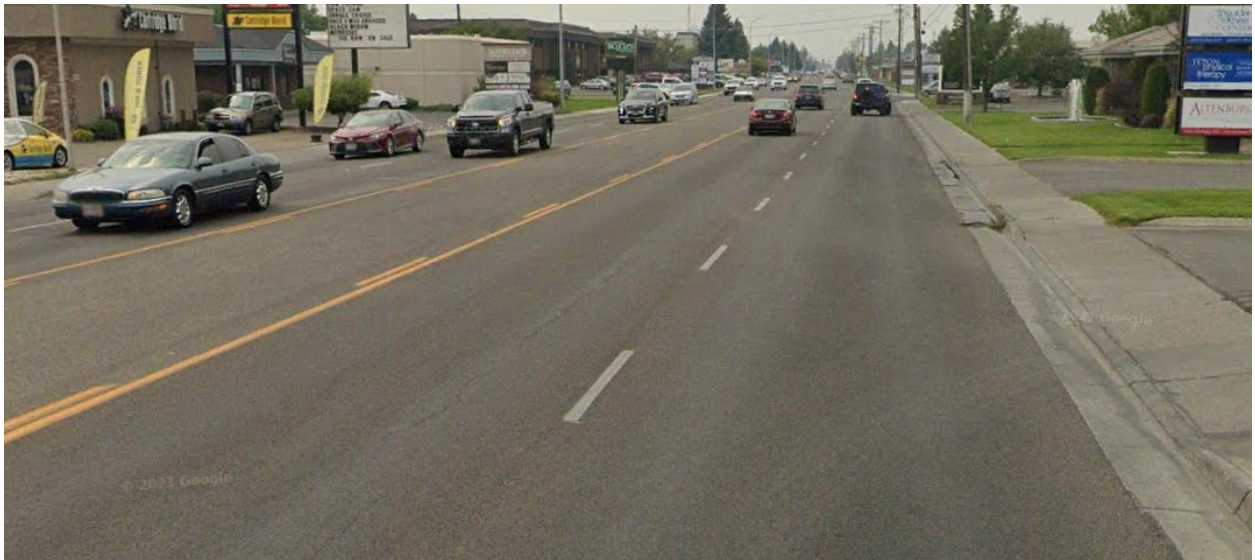


Figure 2 Existing Roadway Functional Classification

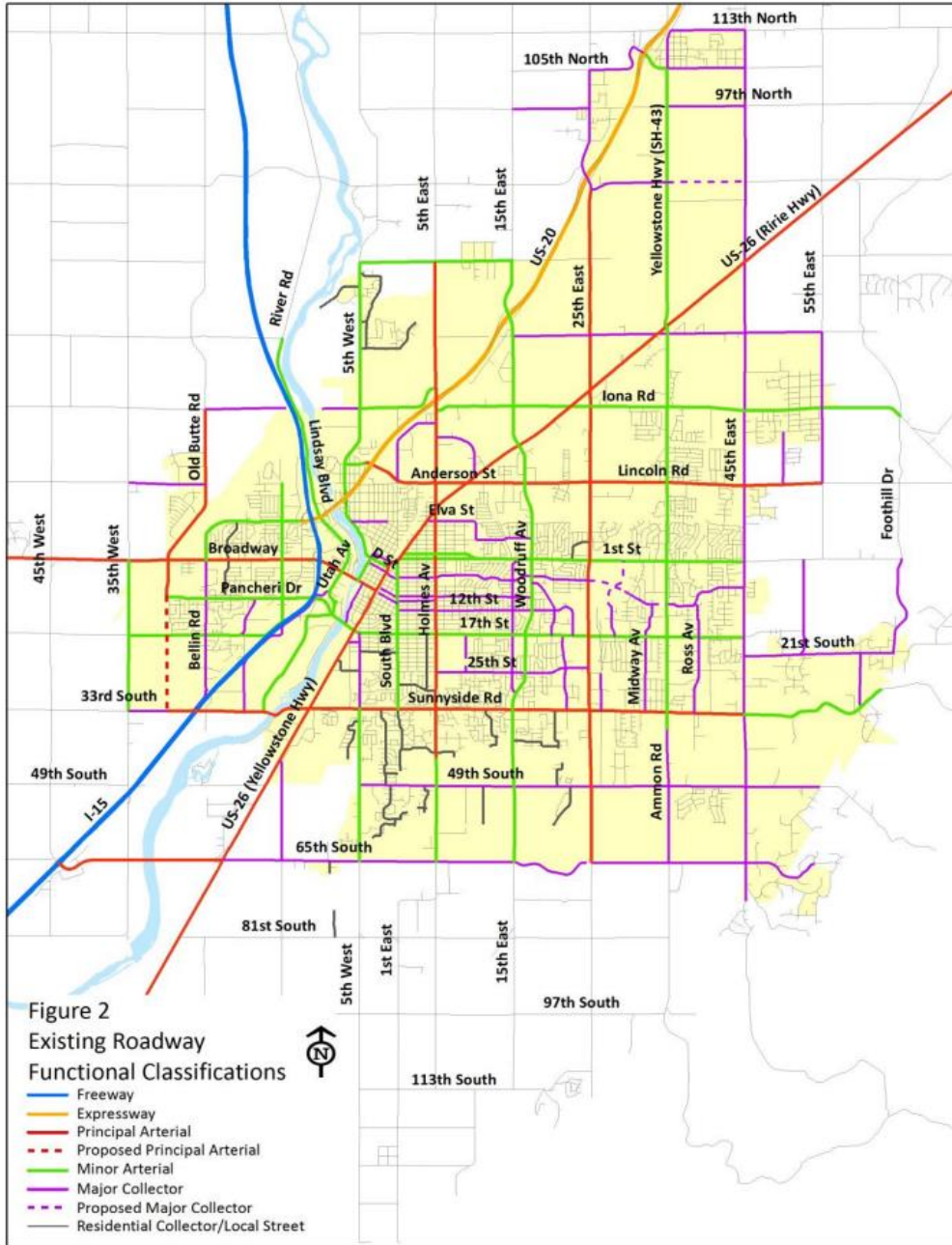
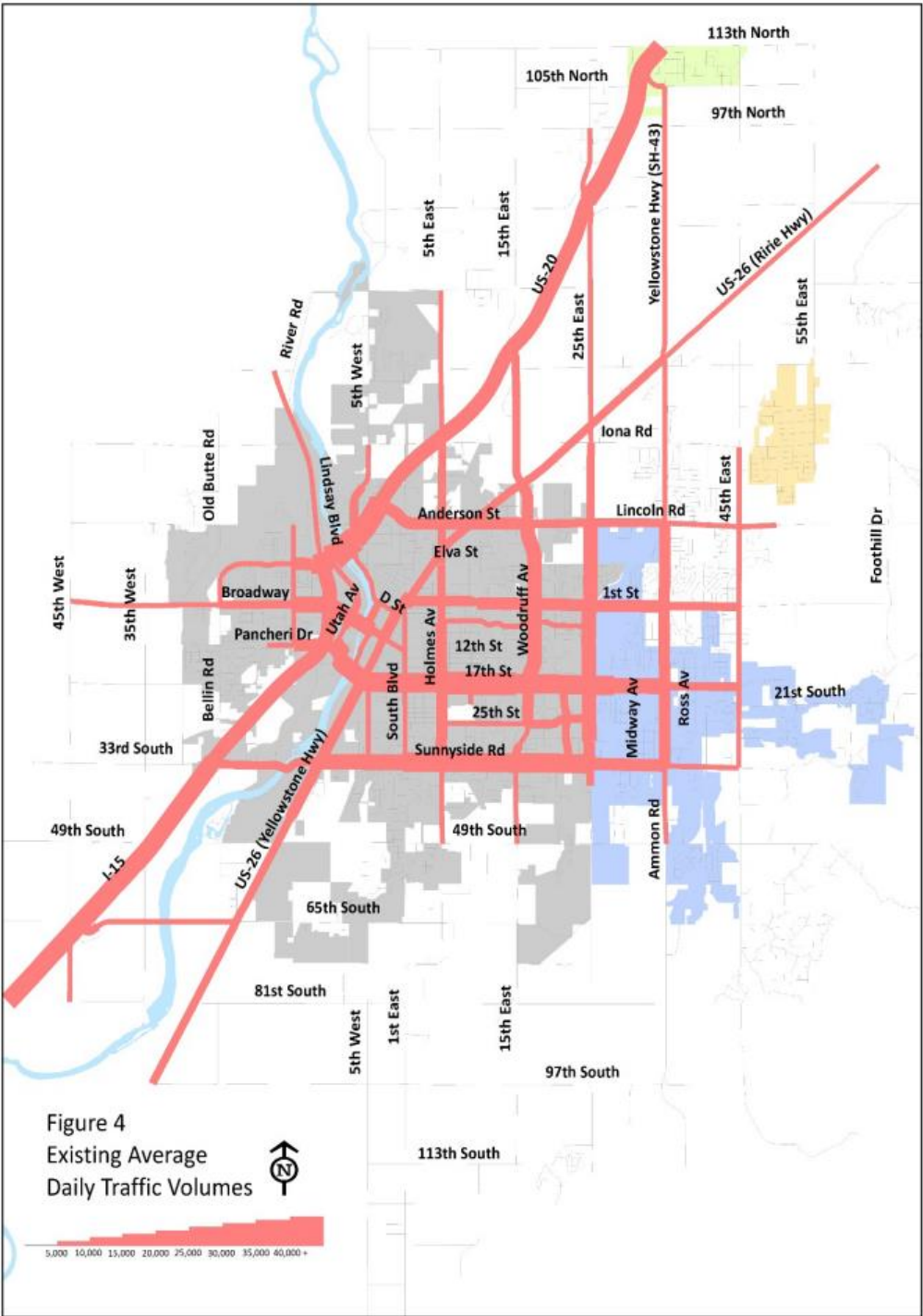


Figure 4 Existing Average Daily Traffic Volumes



L RTP page 36:

NEEDS SUMMARY

A trend to use federal-aid funds to preserve the current local transportation infrastructure has recently been established and this focus should continue. However, there is a need to better gauge and prioritize projects as federal-aid funds are limited.