

Five-Year Work Plan [2012 to 2016]

# Five-Year Work Plan 2012-2016 Table of Contents

SECTION 1: INTRODUCTION	
Introduction to the 2012-2016 Five-Year Work Plan	Page
Overview	1-1
Prioritization	1-2
Vehicle Registration Fee Congestion Mitigation Projects	1-3
Reading the Five-Year Work Plan	1-4
Major Project Changes from the 2011-2015 FYWP to the 2012-2016 FYWP	1-7
Contingency Projects	1-8
2012-2016 Summary Page	1-9
List of Acronyms	1-10
Glossary	1-11
ACHD General Information	
ACHD Mission	1-14
ACHD Guiding Principles	1-14
ACHD Commission	1-14
ACHD Commission Districts Map	1-15
ACHD & ITD Roads	1-16
Additional Resources	1-17
CECTION 2 EVIND CURANAADV	
SECTION 2 FYWP SUMMARY	
ROADWAY PROGRAM	D
Arterial Roadway Projects  20th Street Extension, Faining Ave / State St	Page 2-1
30th Street Extension, Fairview Ave / State St	
Avalon St, Linder Ave / Orchard St	2-1
Cloverdale Rd, Fairview Ave / Ustick Rd	2-1
Cloverdale Rd, Franklin Rd / Fairview Ave	2-2
Cloverdale Rd, McMillan Rd / Chinden Blvd (US 20/26)	2-2
Cloverdale Rd, Ustick Rd / McMillan Rd	2-2
Cole Rd, I-84 / Franklin Rd	2-3
Fairview Ave Access Management, Linder Rd / Orchard St	2-3
Five Mile Rd, Fairview Ave / Ustick Rd	2-3
Five Mile Rd, Franklin Rd / Fairview Ave	2-4
Franklin Rd, Black Cat Rd / Ten Mile Rd	2-4
Franklin Rd, Ten Mile Rd / Linder Rd	2-4
Franklin Rd, Touchmark Rd / Five Mile Rd (Phase II)	2-5
McMillan Rd, Locust Grove Rd / SH 55 (Eagle Rd)	2-5
Meridian Rd and Main Street (Ph 2 of Split Corridor), Franklin Rd to Cherry/Fairview	2-5
State St, 36th St / 27th St	2-6
State St, Collister Dr / 36th St	2-6
State St, Glenwood St/ Pierce Park Lane	2-6
State St, Pierce Park Lane / Collister Dr	2-7
Ten Mile Rd, Cherry Lane / Ustick Rd	2-7
Ten Mile Rd, Victory Rd / Overland Rd	2-7
Ustick Rd, Cloverdale Rd / Five Mile Rd	2-8
Ustick Rd, Duane Dr / Campton Way	2-8

Ustick Rd, Locust Grove Rd / Leslie Way

Ustick Rd, Meridian Rd / Locust Grove Rd

2-8 2-9

ROADWAY PROGRAM (continued)		
Collector Roadway Projects	Page	
36th St, Chinden Blvd / Clay St	2-10	
Adams / 37th St / Clay St	2-10	
Hill Rd Extension, State Hwy 55 / State Street	2-10	
INTERSECTION PROGRAM		
Intersection Rebuilds		
36th Street and Hill Rd and Catalpa Dr	2-11	
Cloverdale Rd and Ustick Rd	2-11	
Cole Rd and Franklin Rd	2-11	
Eagle Rd and McMillan Rd	2-12	
Maple Grove Rd and Franklin Rd	2-12	
SH 44 (State St) and Linder Rd	2-12	
State St and Collister Dr	2-13	
State St and Glenwood St	2-13	
State St and Pierce Park Ln	2-13	
State St and Veterans Memorial Parkway	2-14	
Ustick Rd and Locust Grove Rd	2-14	
Ustick Rd and Meridian Rd	2-14	
INTERSECTION PROGRAM		
New Signalized Intersections / Roundabouts		
Amity Rd and Eagle Rd	2-15	
Avenue D / E; Main St / 04th Street; Bridge Ave (Kuna)	2-15	
Black Cat Rd and Cherry Lane (Interim Signal)	2-15	
Black Cat Rd and Franklin Rd	2-16	
Locust Grove Rd and Victory Rd (Interim Signal)	2-16	
Pine Ave and Linder Rd	2-16	
SH 44 (State St) and Bogart Lane	2-17	
SH 55 and Hill Rd	2-17	
Star Rd and Ustick Rd	2-17	
Ten Mile Rd and Amity Rd	2-18	
Ten Mile Rd and Victory Rd (Interim Signal)	2-18	
Ustick Rd and Ten Mile Rd	2-18	
BRIDGE PROGRAM		
Bridge Replacements		
Amity Rd Bridge #299; ½ mile E of Linder Rd	2-19	
Amity Rd Bridge #300; ¼ mile E of Ten Mile Rd	2-19	
Amity Rd Bridge #301; ½ mile E of McDermott Rd	2-19	
Amity Rd Bridge #302; 700' E of McDermott Rd		
Cloverdale Rd Bridge #344; 1800' N of Deer Flat Rd	2-20	
Eagle Rd Bridge #35; ¼ mile N of Floating Feather Rd	2-20	

BRIDGE PROGRAM (continued)	
Bridge Replacements (continued)	Page
Edgewood Bridge #70; 1000' N of State St	2-21
Hubbard Rd Bridge #345	2-21
Latah Bridge #390B; ½ mile S of Emerald St	2-21
Old Horseshoe Bend Rd Bridge #42a; 1000' N of Hill Rd	2-22
State Street Bridge #458	2-22
Victory Rd Bridge #296; ¼ mile E of Locust Grove Rd	2-22
Wylie Lane Bridge # 93; 400' SW of State St	2-23
TRAFFIC PROGRAM	
Intelligent Transportation Systems (ITS) Projects	
ACHD Communications and Equipment Upgrade	2-24
Arterial Dynamic Message Sign Installation	2-24
Cherry Lane Communications Interconnect, McDermott / Ten Mile	2-24
Chinden Blvd (US 20/26) Communications Interconnect	2-25
Cloverdale Rd Communications Interconnect, Amity Rd / Victory Rd	2-25
Meridian Rd Communications Interconnect	2-25
SH 55 Communications Interconnect, SH 44 / Beacon Light Rd	2-26
State St ITS, 17 <sup>th</sup> St to SH 16	2-26
Ustick Rd Communications Interconnect, Eagle Rd / Cole Rd	2-26
Victory Rd Communications Interconnect, Cloverdale Rd / Orchard St	2-27
Wireless CCTV and Signal Interconnect	2-27
COMMUNITY PROGRAM	
Individual Projects	
50 <sup>th</sup> St, Chinden Blvd / Greenbelt	2-28
Arney Lane, Riverside Dr / State St	2-28
Boise Ave, Holcomb Rd / Eckert Rd	2-28
Broadway Ave, W 4 <sup>th</sup> St / Meridian Rd	2-29
Carlton Dr, West 1 <sup>st</sup> St / Main St	2-29
Carlton Dr, West 8 <sup>th</sup> St / West 4 <sup>th</sup> St	2-29
Cloverdale Rd, Amity Rd / LaGrange St	2-30
Curtis Rd, Overland Rd / Franklin Rd	2-30
Fairview Ave, Milwaukee St / Maple Grove Rd	2-30
Floating Feather Rd, Chaucer Way / Ballantyne Ln	2-31
Floating Feather Rd, Meridian Rd / Chaucer Way	2-31
Goddard St, Christine St / Milwaukee St	2-31
Linder Rd, Cherry Ln / Sandalwood Dr	2-32
Milwaukee St, King St / Wesley St	2-32
Overland Rd, Vista Ave / Columbus St	2-32
Pennsylvania St, Boise Ave / Parkcenter Blvd	2-33
Pennsylvania St, Broadway Ave / Longmont Ave	2-33
Pierce Park Lane, State St / Hill Rd	2-33

COMMUNITY PROGRAM (continued)	
Individual Projects (continued)	Page
Pine Ave, Linder Rd / Ocean Ave	2-34
Roosevelt St, Overland Rd / Nez Perce St	2-34
State St (Pedestrian Improvements), Collister Dr / Veterans Memorial Parkway	2-34
State St, Ballantyne Ln / Eagle Rd	2-35
Sunset Ave, 38 <sup>th</sup> St/ 34 <sup>th</sup> St	2-35
Washington St, N West 4 <sup>th</sup> St / Main St	2-35
West 3 <sup>rd</sup> St, Center St / Star Rd	2-36
West 4 <sup>th</sup> St, Washington St / Carlton Ave	2-36
West 8 <sup>th</sup> St, Pine Ave / Carlton Ave	2-36
MISCELLANEOUS PROJECTS	
Miscellaneous Projects	
Park & Ride - City of Kuna	2-37
Park & Ride - I-84, Cole Rd / Broadway Area	2-37
SECTION 3: LEVEL OF EFFORT PROJECTS	
Corridor Preservation Projects	3-1
Bridge Rehab and Guardrail/Handrail Projects	3-2
Intelligent Transportation Systems (ITS) Projects	3-2
Traffic Signal Upgrades	3-2
Surface Maintenance Projects	3-3
Developers Cooperative	3-5
Community Programs (Core, Application, VRF, Bikeway)	3-6
MAPS	
2012-2016 Five Year Work Plan Map	MAP 1
2012-2016 Community Programs Map	MAP 2

#### Overview

The Five-Year Work Plan (FYWP) is a capital programming document that identifies roadway improvements the Ada County Highway District (ACHD) plans to undertake in the next five years. It is a fiscally constrained document that is developed through input of the six cities and Ada County, ACHD's Capital Improvements Citizens Advisory Committee (CICAC), ACHD's Bicycle Advisory Committee (BAC), citizens, neighborhood associations, and adopted planning documents.

Updated annually, the FYWP serves multiple functions. Within ACHD, it is the first step in the annual budgeting process in determining the allocation of resources in the next fiscal year for capital projects. The FYWP also serves as a deliberative process to ensure an appropriate allocation of fiscal resources among competing needs, such as maintenance, congestion mitigation and capacity improvements, pedestrian facilities, and partner agency requests within the county. The FYWP also serves as a coordination document providing guidance to District personnel in the conduct of ACHD business. Municipalities and utility companies use the FYWP in order to coordinate utilities and other capital improvements. Also, the FYWP serves as an information source for the public.

For planning purposes, the FYWP serves as ACHD's mid-range plan, whereas the Budget is ACHD's short-range plan, and the Capital Improvements Plan (CIP) is ACHD's long-range plan. The FYWP also plays a role in the development of the Transportation Improvement Plan (TIP), which is the regional mid-range transportation plan developed by COMPASS; and the Statewide Transportation Improvement Plan (STIP), which is the state-level transportation plan developed by Idaho Transportation Department (ITD).

The ACHD Commission is not necessarily committed to specific future projects or the projected dates for construction. Actual allocation of funds to a project occurs when the ACHD annual budget is adopted by the Commission. Projects scheduled for construction in 2012, 2013 and 2014 may be regarded as more committed than projects shown in 2015 and 2016. Latter years are more tentative and subject to change as priorities, revenue projections, and project cost estimates change. The Preliminary Development (PD) category is for projects that currently have no funding year committed, but are identified as a recognized need. A project phase marked as PD indicates that phases of the projects will be funded within two years of the last programmed year of the FYWP (in the 2012-2016 FYWP, PD would indicate the project phase will be funded in either 2017 or 2018). Projects with construction identified as 'UF' (Unfunded) are included in the FYWP, but are typically at least eight years from construction.

## **Prioritization**

Major projects are generally programmed in the FYWP based on a prioritization rank, available funding, and programmatic considerations. Additionally, some categories of projects, including community programs, bikeway projects, maintenance overlays, traffic signal upgrades, and Vehicle Registration Fee (VRF)-funded projects are programmed based on annual spending targets.

ACHD currently uses a benefit/cost-based prioritization system for roadways, new signals, and intersection rebuilds. Annual safety and congestion reduction benefits are estimated for each project and compared against the estimated project cost to determine an estimated cost/benefit ratio. Additionally, each project is scored against a set of programming criteria to account for considerations other than congestion and safety. There are a total of 100 programming points possible, and every 3 points a project earns results in a 1% adjustment upward in its benefit/cost ratio. The programming criteria are:

- CICAC Narrative (30 points possible)
- Agency Support (10 points possible)
- System Importance (20 points possible, 5 for each of the following):
  - o Communities in Motion Corridor
  - o Freeway Diversion Route
  - Mobility Corridor
  - Designation Priority Corridor
- Previous Investment (10 point possible)
- Project with a Specific Area Plan (5 points)
- Project has a comprehensive access management plan component (5 points)
- Portion of project inside city limits (10 points possible)
- Roadways to Bikeways score, Appendix H (10 points possible)

Although the benefit/cost ratio and the resulting prioritization rank is the predominant factor in determining the order in which projects are programmed, it is not the only factor. Other factors include:

- Scheduling conflicts with other projects
- Project cost
- Project complexity
- Utility work ACHD projects are coordinated with other utility work to minimize impacts to the public
- Irrigation work Projects involving water crossings must often be completed over the winter when canals are empty
- Bridge work
- Funding and reimbursement agreements

Using the above criteria and the current prioritization system, the following are the top 20 ranked projects in the combined category of roadways, new signalized

intersections/roundabouts, and intersection rebuilds, and their programmed construction years in the 2012-2016 FYWP.

Rank	Top Twenty Projects	<b>Construction Year</b>
1.	Locust Grove Rd & Victory Rd (Interim Signal)	2012
2.	Black Cat Rd & Cherry Lane (Interim Signal)	2012
3.	Ten Mile Rd & Victory Rd (Interim Signal)	2012
4.	Pine Ave & Linder Rd	2012
5.	Fairview Access Management	2014-2015
6.	Maple Grove Rd & Franklin Rd	2012
7.	Cloverdale Rd, Fairview Ave / Ustick Rd	2016
8.	Eagle Rd (SH 55) & McMillan Rd	PD
9.	Cloverdale Rd & Ustick Rd	2012
10.	Black Cat Rd & Franklin Rd	2014
11.	Ten Mile Rd, Cherry Lane / Ustick Rd	2014
12.	Ustick Rd, Locust Grove / Leslie Way	2015
13.	Meridian Split Corridor, Phase 2	2013
14.	Ustick Rd & Ten Mile Rd	2012
15.	36 <sup>th</sup> Street & Hill Rd & Catalpa Dr	2015
16.	Ustick Rd, Meridian Rd / Locust Grove Rd	PD
17.	Ustick Rd & Meridian Rd	PD
18.	Franklin Rd, Ten Mile Rd / Linder Rd	2012
19.	Cloverdale Rd, Franklin Rd / Fairview Rd	2016
20.	SH 44 (State St) & Linder Rd	PD

FTR – future PD – preliminary development UF – unfunded

# **Vehicle Registration Fee (VRF) Congestion Mitigation Projects**

In 2008, the voters of Ada County elected to extend and increase Vehicle Registration Fees. The new local Vehicle Registration Fees from this ballot measure are to be used exclusively for construction projects that provide Safe Routes to School, sidewalks, bike lanes, and traffic congestion relief on and along facilities under the jurisdiction of ACHD. The Commission has directed that half of these funds, approximately \$2 million, be used to fund the portion of congestion mitigation projects not eligible or programmed for other funding, such as development impact fees or federal aid. VRF funding will be apportioned first to intersection rebuilds and new signals/roundabouts, then to road widening/lane additions, and finally to Intelligent Transportation System (ITS) projects. ACHD will average VRF congestion mitigation funding over the course of each FYWP, to compensate for years where there are insufficient project expenditures that are eligible to meet VRF funding targets.

# **Reading the Five-Year Work Plan**

## **Summary Page**

The Summary Page on page 1-9 shows projected revenues and expenditures for each year and preliminary development in the FYWP. All values in these tables are escalated, based on expected inflation rates for the various types of expenditures over the course of the FYWP. While reimbursements are included in the ACHD capital budget, outside funding, usually administered through Idaho Transportation Department, is not.

## **Program Categories**

Projects and expenditures in the FYWP are divided into eight programs, listed in the FYWP in the following order:

**Roadway Program**: Projects in the roadway program typically involve widening or major rebuilding of arterial and collector roads. This program also includes an annual allocation to the Corridor Preservation program, which allows ACHD to purchase right-of-way from new development adjacent to roadways or alignments that have been identified as candidates for future capital improvements.

**Intersection Program**: This program category includes the reconstruction of intersections that are already signalized, as well as projects that involve the installation of a traffic signal or roundabout at intersections that are currently only stop-controlled. Both intersection rebuilds and new signal/roundabout projects typically include the addition of lanes or other improvements to the existing configuration of the intersection.

**Bridge Program**: This program category includes new bridges, bridge replacements, bridge repair/rehabilitation/widening, and guardrail/handrail installation projects.

**Traffic Program**: This program category includes upgrades of traffic signal equipment and installation of Intelligent Transportation Systems (ITS) hardware and software.

**Maintenance Program**: This program category includes annual programming for overlays, crack sealing (both stand-alone crack sealing and in preparation for chipsealing), seal coating of cul-de-sacs, and scrub coat projects (also known as thin lift overlays).

**Cooperative Program**: This program category provides an annual allocation for projects that result from cooperative agreements between ACHD and private developers.

**Community Programs (formerly Neighborhood Enhancement):** This program category includes projects to install or repair curb, gutter, sidewalk, bikeway facilities, and projects to enhance school and pedestrian safety. Naming of individual community projects in the FYWP does not occur until after scoping. Thus, in years later on in the FYWP, part or all of the funds intended for community programs are reserved as a level of effort.

**Miscellaneous Projects:** This program category includes projects that don't fit into other categories, such as Park & Ride lots or Commuteride projects.

## **Project Information**

Each project in the FYWP includes the following information:

**Identification Data:** Each project has, at a minimum, a unique *Project Name* and *GIS number*, and may also have a *Project number*, a *Federal Aid number*, and an *ITD Key number*. Roadway projects are named as the roadway to be improved, along with the west/east or south/north project limits, usually identified as cross streets or other conspicuous landmarks. For example, *Ten Mile Rd, Cherry Lane / Ustick Rd* should be read as, "The roadway section of Ten Mile Road between Cherry Lane and Ustick Road." Most Community Programs will be named using the same format.

**Priority Data:** Individual roadway and intersection projects, as well as community program projects, include a *Priority* ranking of how each project ranks against the total number of projects prioritized within its respective category. This year, there are a total of 154 roadways, intersection rebuilds, and new signals/roundabouts, and 85 community program projects.

**General Data:** All projects include information on the *Project Level*, or complexity of a project, which may be simple, routine, complex, or involve federal funding. Individually named projects include information on the *City Limits* (A-Ada County, B-Boise, E-Eagle, G-Garden City, K-Kuna, M-Meridian, S-Star), *Commission District*, and *Impact Fee Service Area* in which they are located. Individually named roadway projects also include information on *Project Length*, in miles, and *Classification* (local, collector, minor arterial, or principal arterial).

**Description Data:** Each project contains a brief *Description* outlining the project and its purpose, as well as other important details for which there is not a dedicated field.

Estimate and Expenditure Data: All projects include an *Estimate Source* (CIP, Planning, Concept, Scoping, Engineer's Estimate, or Other), as well as a list of *Programmed Expenditures* for 2012-2016. Expenditure data includes type (Concept Design, Professional Services – Design, Professional Services – Right-of-Way, Right-of-Way Acquisition, Construction, Construction Engineering, Traffic Materials, or Utilities); amount, and programmed year.

**Outside Funding & Reimbursement Data:** This data identifies all outside funds available for a given project, whether from state or federal aid, a cost sharing agreement, or other available outside funding. *Reimbursements* are for expenses directly incurred by ACHD and are included in the ACHD budget. *Funds* are applied directly to a project, and are not administered through the ACHD budget.

**Project Cost Data:** This sums *Programmed Expenditures* data, *Funding & Reimbursement* data, as well as prior costs and current budget year amounts to determine the *Project Total* cost.

**Impact Fee Eligibility:** Each project has an *Impact Fee Eligible* box to indicate whether or not any portion of its costs are impact fee eligible. In order to be eligible for any impact fee funding, a project must be listed in the ACHD Capital Improvements Plan (CIP).

**Vehicle Registration Fee (VRF) Projects:** Any project that has been programmed to receive VRF funds will be identified with a check in the *Vehicle Registration Project* box, accompanied by the estimated *Vehicle Registration Amount* and *Year* to receive the funding, usually the programmed construction year.

**Contingency Projects:** In order to prepare for the possibility of a funding shortfall, and the inability to fully fund the FYWP as programmed, the ACHD Commission has identified one or more contingency projects in each year of the FYWP as the most likely candidates to be delayed in order to close any funding gap. These projects are identified by a watermark across the project data stating *CONTINGENCY PROJECT*.

# Major Project Changes from the 2011-2015 FYWP to the 2012-2016 FYWP

The following tables identify the significant changes to individually named projects between the 2011-2015 FYWP and the 2012-2016 FYWP, as well as their respective prioritization (where applicable), the jurisdiction in which they're located, and where they were in 2010 agency request lists. Projects shaded in gray indicate a delay in construction or removal from the FYWP.

Droinet	2011/15	2012/16	Priority	City	Poguest	Remarks
Project	CN Year	CN Year	Rank	City	Request	Kemarks
36 <sup>th</sup> & Hill & Catalpa	PD	2015	15 of 154	В	8	
Amity Rd Bridge #300	N/A	PD	12 of 13	Α	N/A	New in FYWP
Avalon, Linder / Orchard	N/A	2016	23 of 154	K	N/A	New in FYWP
Avenue D / E; Main / 4 <sup>th</sup> Street	PD	2016	114 of 154	K	7	
Black Cat & Cherry	UF	2012	2 of 154	М	15+	Interim signal
Black Cat & Franklin	PD	2015	10 of 154	Α	15	Federal aid project
Cloverdale, Fairview / Ustick	PD	2016	7 of 154	В	12	
Cloverdale Bridge #344	2014	2013	4 of 13	Α	N/A	
Cloverdale, Franklin / Fairview	PD	2016	19 of 154	В	11	
Eagle (SH 55) & McMillan	N/A	PD	8 of 154	В	N/A	New in FYWP; joint signal
Eagle Rd Bridge #35	N/A	2016	10 of 13	Е	N/A	New in FYWP
Edgewood Bridge #70	N/A	PD	13 of 13	E	N/A	New in FYWP
Fairview Access Management	2014	2014-	3 of 154	В, М	9	Possible multi-year project
	2011	2015			(Boise)	r doctore triain. Year project
Franklin & Liberty	UF		134 of 154		N/A	
Franklin, Black Cat / Ten Mile	UF	2016	110 of 154	Μ	15+	Federal aid project
Hubbard Bridge #345	2012	2013	1 of 13	Α	N/A	
Latah Bridge #390B	2015	2012	5 of 13	В	N/A	
Locust Grove & Victory	UF	2012	1 of 154	М	10	Interim signal
Maple Grove & Franklin	2011	2012	6 of 154	В	N/A	RTL added to project
SH 44 / State & Linder	2015	PD	20 of 154	Ε	10	Federal aid, joint signal
SH 69 & Lake Hazel	PD	UF	143 of 154	Α	N/A	Joint intersection
Star & Ustick	UF	PD	26 of 154	Α	N/A	
State & Collister	PD	UF	94 of 154	В	4	
State Bridge #458	N/A	2015	3 of 13	В	N/A	New in FYWP
Ten Mile, Cherry / Ustick	2015	2014	11 of 154	М	5	
Ten Mile & Amity	UF	PD	73 of 154	Α	6	
Ten Mile & Victory	UF	2012	3 of 154	Α	15+	Interim signal
Three Cities River Crossing	UF	Removed	N/A	B,E,G	9 (Eagle)	No-build decision pending
Ustick, Duane / Campton	2014	2012	25 of 154	B,M	14, 11	Included with intersection
Victory Rd Bridge #296	N/A	PD	11 of 13	A,M	N/A	New in FYWP

<sup>\*</sup> A – Ada County, B – Boise, E – Eagle, G – Garden City, K – Kuna, M – Meridian, S – Star

# **Contingency Projects**

Per direction from the ACHD Commission, the 2012-2016 FYWP also includes identified contingency projects that will be the first candidates to be considered for delay in the event of a funding shortfall. In selecting projects, District staff took into account project prioritization score, project cost, and general programming and sequencing considerations. As much as possible, only construction phases are identified for possible delay, both in order to avoid cascading effects and because delaying a construction phase generally yields a higher cost savings than a design or right-of-way phase.

Year	Contingency Project	Priority	Phase	Amount	% of Capital Budget
2012	Franklin, Ten Mile / Linder	18 of 154	CN	\$3,700,000	9.5%
2013	Five Mile, Fairview / Ustick	38 of 154	ROW	\$1,543,000	7.7%
2013	Cloverdale Bridge #344 4 of 13	CN	\$1,170,000	7.770	
2014	Ten Mile, Cherry / Ustick	11 of 152	CN	\$2,245,000	6.2%
2015	Five Mile, Fairview / Ustick	38 of 154	CN	\$4,850,000	14.4%
2016	Cloverdale, Fairview / Ustick	7 of 152	CN	\$3,305,000	21.5%
Cloverdale, Franklin/Fairview		19 of 152	CN	\$3,855,000	21.5/0

# Five-Year Work Plan 2012-2016 - Summary

				Ехр	enditures				
	Concept Design	Design Prof Services	Right-of-Way Prof Services	Right-of-Way Acquisition	Construction	Construction Engineering	Utilities	Traffic Material	Programmed Expenses
2012	\$300,000	\$2,220,000	\$310,000	\$9,320,000	\$28,360,000	\$350,000	\$720,000	\$1,440,000	\$43,020,000
2013	\$160,000	\$1,190,000	\$250,000	\$5,260,000	\$25,950,000	\$310,000	\$800,000	\$1,900,000	\$35,820,000
2014	\$130,000	\$2,770,000	\$120,000	\$5,860,000	\$27,180,000	\$230,000	\$780,000	\$1,530,000	\$38,610,000
2015	\$380,000	\$1,740,000	\$190,000	\$5,280,000	\$26,110,000	\$260,000	\$610,000	\$1,380,000	\$35,950,000
2016	\$340,000	\$3,300,000		\$5,000,000	\$26,640,000	\$150,000	\$820,000	\$1,820,000	\$38,080,000
Sub Total	\$1,310,000	\$11,220,000	\$870,000	\$30,720,000	\$134,240,000	\$1,300,000	\$3,730,000	\$8,070,000	\$191,480,000
PD	\$240,000	\$9,710,000	\$330,000	\$12,690,000	\$47,670,000	\$240,000	\$380,000	\$2,590,000	\$73,860,000
Sub Total	\$240,000	\$9,710,000	\$330,000	\$12,690,000	\$47,670,000	\$240,000	\$380,000	\$2,590,000	\$73,860,000
Program Totals	\$1,550,000	\$20,930,000	\$1,200,000	\$43,410,000	\$181,910,000	\$1,540,000	\$4,110,000	\$10,660,000	\$265,340,000

Revenue						
	Revenue	Reimbursements	Total Revenue			
2012	\$37,600,000	\$2,690,000	\$40,290,000			
2013	\$33,200,000	\$620,000	\$33,820,000			
2014	\$34,000,000	\$3,290,000	\$37,290,000			
2015	\$35,200,000	\$700,000	\$35,900,000			
2016	\$36,300,000		\$36,300,000			
PD	\$76,000,000	\$4,240,000	\$80,240,000			
	\$252,300,000	\$11,540,000	\$263,840,000			

Difference
Revenue Minus
Programmed Expenses
(\$2,730,000)
(\$2,000,000)
(\$1,320,000)
(\$60,000)
(\$1,780,000)
\$6,380,000
(\$1,510,000)

Funding
Outside Funding
\$5,680,000
\$6,810,000
\$4,420,000
\$4,680,000
\$4,710,000
\$12,190,000
\$38,490,000

#### Notes:

- 1. Programmed Expenses = (Concept Design) + (Design Prof Services) + (Right-of-Way Prof Services) + (Right-of-Way Acquisition) + (Construction) + (Construction Engineering) + (Utilities) + (Traffic Materials)
- 2. Total Revenue = (Revenue) + (Reimbursements)
- 3. Difference = (Total Revenue) (Programmed Expenses)
- Programmed Expenses are within \$500,000 of Total Revenue each year; except in 2011 and 2013 when revised budget estimates on Federal Aid projects are anticipated.
- 5. PD = about two years of projects
- 6. All figures are rounded to the nearest \$10,000.
- 7. All amounts on this summary page are escalated by phase and year. Amounts listed in individual projects, however are not escalated.

# **List of Acronyms**

AASHTO American Association of State Highway Transportation Officials ACHD Ada County Highway District ADT Average Daily Traffic BAC Bicycle Advisory Committee CMAQ Congestion Mitigation & Air Quality Program (Federal Aid) C Collector Roadway CICAC Capital Investments Citizens Advisory Committee CIP Capital Improvements Plan CE Construction Engineering CN Construction Engineering CN Construction COMPASS Community Planning Association of Southwest Idaho DSN Design FA Federal Aid FYWP Five-Year Work Plan GARVEE Grant Anticipation Revenue Vehicles (ITD funding mechanism) IF Impact Fee IS Intersection ITD Idaho Transportation Department ITE Institute of Transportation Engineers ITS Intelligent Transportation Systems L Local Roadway LOE Level of Effort LOS Level of Service MA Minor Arterial MPO Metropolitan Planning Organization M&O Maintenance and Operations NAC Neighborhood Advisory Committee NWFTS Northwest Foothills Transportation Study PA Principal Arterial PBTP Pedestrian Bicycle Transition Plan PD Preliminary Development Projects (2016-2017) PS Professional Services RW, ROW Right-of-Way SD Storm Drain STP-E Surface Transportation Program – Rural (Federal Aid) STP-TMA Surface Transportation Program – Transportation Management Area STP-U Surface Transportation Program – Transportation Management Area		,
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HF   Hansportation improvement Flugialli (COMPASS)	TIP	Transportation Improvement Program (COMPASS)
TLIP Transportation Land-Use Integration Plan		
UF Unfunded (Construction is unfunded, but DSN and/or RW is in FYWP)		
VRF Vehicle Registration Fee		
VRT Valley Regional Transit		

# Glossary

**Alignment:** The general line of a roadway or angle formed by an intersection. ACHD projects involve re-alignment of current roads and intersections as well as studies involving the alignment of future roads and bridges, such as the Three Cities River Crossing.

**Capital Improvements Plan (CIP):** The CIP is the long-range (20-year) capital transportation project plan for ACHD. It is required by state law in order to collect and spend development impact fees.

**Capital Projects**: These are projects consisting of building or improving existing roadways, intersections, bridges, railroad crossings, traffic controls, drainage, pedestrian and bicycle facilities, park and ride lots, and Intelligent Transportation Systems (ITS). Although Capital Projects are often perceived as projects to build new or expand existing facilities, they also include capital maintenance, such as roadway reconstruction or overlays.

**Communities in Motion (CIM):** *CIM* is the Long-Range Regional Transportation Plan developed by COMPASS for Ada and Canyon counties. It also includes regional transportation corridors in Boise, Elmore, Gem, and Payette counties.

Community Planning Association of Southwest Idaho (COMPASS): COMPASS is the Metropolitan Planning Organization (MPO) for Ada and Canyon counties. An MPO is a regional transportation planning organization required by federal law in order to receive federal transportation funding. COMPASS is responsible for developing the mid-range Transportation Improvement Program (TIP) and the Regional Long-Range Transportation Plan, known as Communities in Motion.

**Concept Phase:** The purpose of the concept phase is to collect new data, evaluate alternatives, identify the project's issues, challenges and strategies for resolution, and prepare a concept design and concept level engineering cost estimate.

**Construction Phase**: During the construction phase, the project is put out to bid, the contract is awarded, materials and permits are obtained, and the project is constructed. This phase will also include activities and expenses such as construction engineering, utility relocation, and installation of traffic materials.

**Collector:** A roadway the main function of which is to connect local and arterial roadways, and the secondary function of which is to provide access to abutting property. A collector street generally has daily traffic volumes below 8,500 vehicle trips.

**Corridor:** A well traveled road that forms a passageway from one area to another, for example, the Amity Road Corridor is a roadway that connects Canyon and Ada counties.

**Design Phase:** The purpose of the design phase is to continue design activities from the concept phase, coordinate with agencies to prepare permits, licenses and interagency

agreements, provide an updated cost estimate and lead to the right-of-way acquisition process. The design phase closes with acceptance of final design plans.

**Functional Classification:** Typically refers to the function of a roadway in the road network. Ada County currently has five types of roads: interstate, principal arterial, minor arterial, collector, and local roads. Also, as a part of the ACHD Transportation Land-Use Integration Plan, the Livable Streets Design Guide addresses additional street typologies.

**Idaho Transportation Department (ITD):** Idaho Transportation Department is the statewide designated Department of Transportation, which is common to all states in the United States. ITD has a mission "to provide cost-effective transportation systems that are safe, reliable and responsive to the economical and efficient movement of people and products."

**Impact Fee:** Also known as a development impact fee, this is the proportional charge to a new development used to fund improvements to the transportation network made necessary by that development. Only projects listed in the Capital Improvements Plan (CIP) are eligible for impact fee funding.

**Level of Service (LOS):** A measure of the effectiveness of a transportation network, or the elements thereof, such as roadways and intersections. LOS is expressed as a letter A-F, with A being best and F being worst. ACHD has set LOS D as an acceptable level of service for collectors and minor arterials, and LOS E as an acceptable level of service for principal arterials.

**Local Street:** A roadway the main function of which is to provide access to abutting property. A local street generally has daily traffic volumes below 2,000 vehicle trips.

**Minor Arterial:** A roadway the main function of which is to carry through traffic, although some allowance is made for access. Minor arterials may see daily traffic volumes up to 30,000 vehicle trips.

**Principal Arterial:** A roadway the main function of which is to carry through traffic, with an emphasis on regional mobility. Principal arterials may see daily traffic volumes up to 50,000 vehicle trips.

**Right-of-Way Phase:** During this phase, ACHD acquires the necessary land for the project from surrounding landowners. Right-of-way activities may begin as early as preliminary design and all remaining right-of-way acquisition will begin after review of the final draft design plans. If early right-of-way acquisition is in ACHD's interest, some acquisition activities may run concurrent with design. Project right-of-way may also be acquired through the development process and/or corridor preservation.

**Scoping Phase:** The first phase of a project, the purpose of the scoping phase is to gather and evaluate existing information to better define the project, develop an improved cost estimate, define obvious constraints and challenges, and determine if the project is to proceed as scheduled. Scoping for Community Projects will occur during the project application and review

process. Additional data may be collected for those projects that are judged to have potential challenges that could significantly affect project cost or feasibility.

**Stakeholders:** Any party that is affected by a project, including cities, developers, and businesses and residents in the project area.

**Statewide Transportation Improvement Program (STIP):** The STIP is a fiscally constrained 3-5 year capital improvement plan developed by ITD, in conjunction with the State's MPOs, for the state's surface transportation system. It includes only improvements to facilities under the jurisdiction of ITD. The current STIP is for fiscal years 2010-2013.

**Transportation Improvement Program (TIP):** Also known as the Regional Transportation Improvement Program, the TIP is a 3-5 year capital improvement program developed by COMPASS, in conjunction with local highway districts, for transportation projects in the region. It includes all projects for which federal funds are anticipated (both roadway and public transit), as well as other projects that are regionally significant, regardless of whether the facilities are under state or local jurisdiction. The current TIP is for fiscal years 2010-2014, and was adopted by the COMPASS board on November 16, 2009.

**Valley Regional Transit (VRT):** Valley Regional Transit is the regional public transportation authority (RPTA) for Ada and Canyon counties.

**ValleyRide:** ValleyRide is the regional fixed-route bus service for Ada and Canyon counties. It is administered by VRT.

# **ACHD General Information**

# **ACHD Mission**

Provide the best public highway system for the safe and efficient movement of people and goods throughout Ada County.

# **ACHD Guiding Principles**

- Progressively maintain, improve, design and build a high quality highway system through systematic and innovative practices.
- Lead in all areas of safety associated with our activities.
- Optimize the use of fiscal resources.
- Proactively plan, layout and preserve corridors for future highway needs.
- Be one of the most responsive and informative public service organizations in the Treasure Valley.
- Respect the environment in all our activities.
- Pursue beneficial relationships with public and private entities.
- Make ACHD an exciting, rewarding and value-centered workplace.

#### **ACHD Commission**

A five-member Commission governs the Ada County Highway District. Each Commissioner is elected to office and represents a sub-district as equal in population as practical. The term of office for each Commissioner is four years and based on a rotation schedule designated by Idaho Code 40-1404. The Board of Commissioners meets in formal session weekly. The law provides the Commissioners with the authority to manage and conduct the business affairs of ACHD. The Commission makes and executes all necessary contracts; employs such agents, officers, attorneys and employees as necessary; stipulates employee duties; and manages employee compensation.

The current Commissioners are:

Rebecca W. Arnold, President (District 2)

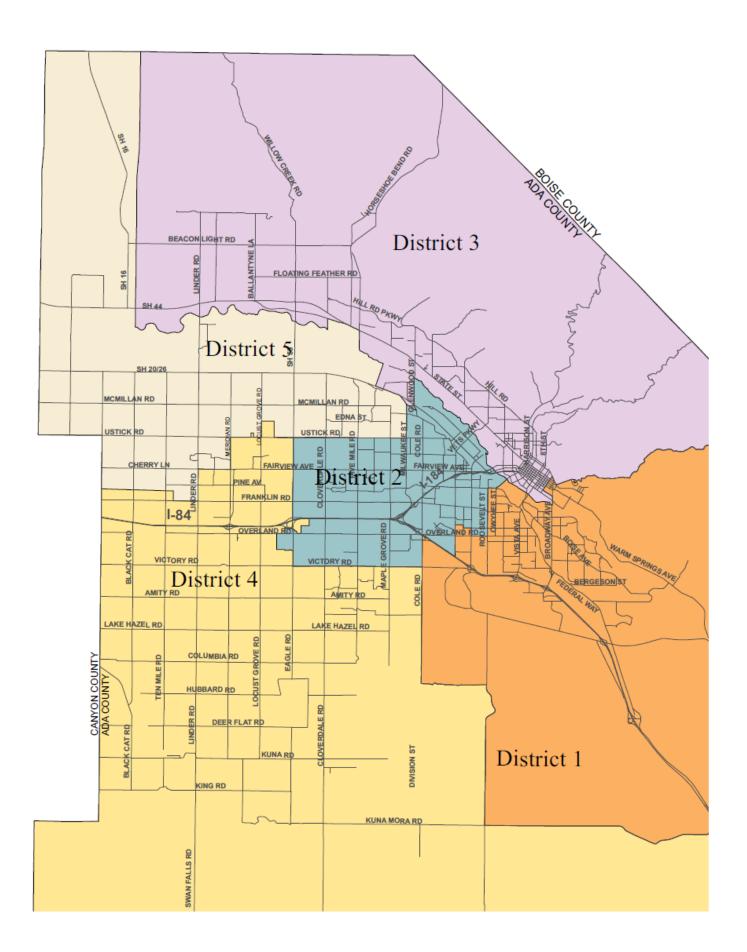
John S. Franden, Vice President (District 3)

Carol A. McKee, Commissioner (District 1)

Sara M. Baker, Commissioner (District 5)

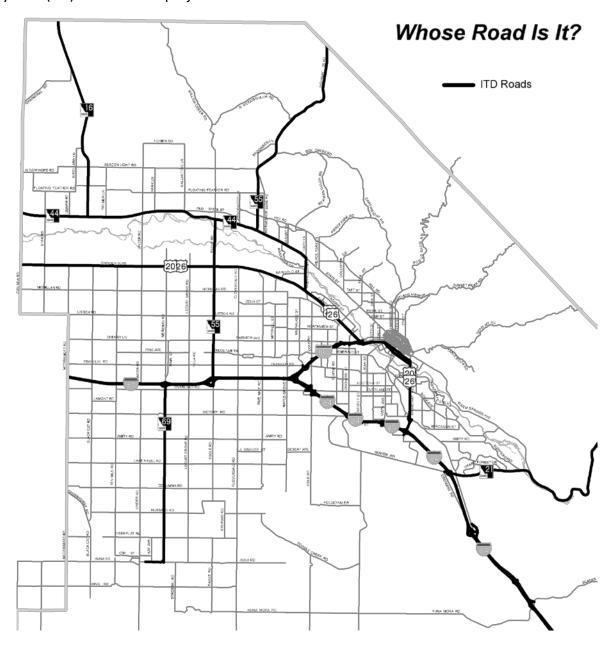
David L. Case, Commissioner (District 4)

Commissioner Baker, Commissioner McKee, and Commissioner Arnold are serving four-year terms which began in January 2009. Commissioner Case and Commissioner Franden are serving four-year terms which began in January 2011. A map of the Commission Districts is located on the following page.



# **ACHD and ITD Roads**

While ACHD is the countywide highway district for Ada County, it does not have jurisdiction over all public roads within the county. Idaho Transportation Department (ITD), the statewide designated department of transportation for Idaho, has jurisdiction over all state highways, including those within Ada County. This includes I-84, I-184 (the Connector), all interstate overpasses and interchanges, SH 69 (Meridian Road between I-84 and Kuna Road), US 20/26 (Chinden Boulevard, Front and Myrtle Streets, and Broadway Avenue north of I-84), SH 44 (Glenwood and State Street west of Glenwood), SH 55 (Eagle Road from I-84 to SH 44, and SH 55 north of SH 44), all of which are shown on the map below. ACHD work on these roads is limited to signal timing, intersections with county/local roads, and Intelligent Transportation System (ITS) interconnect projects.



## **Additional Resources**

ACHD Capital Improvements Plan, www.achdidaho.org/Departments/ROWDS/CIP.aspx

ACHD Development Impact Fees, www.achdidaho.org/Departments/ROWDS/ImpactFees.aspx

ACHD Planning & Programming, www.achdidaho.org/Departments/PP/Planning.aspx

ACHD Projects Page, www.achdidaho.org/Projects/Default.aspx

Amity Corridor Roundabout Study, www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=76

Cloverdale Road Concept Design, www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=55

Communities in Motion, www.communitiesinmotion.org/

COMPASS, www.compassidaho.org/

Fairview Avenue Concept Design,

http://www.achdidaho.org/projects/PublicProject.aspx?ProjectID=80

Idaho Transportation Department, www.itd.idaho.gov/

Northwest Foothills Transportation Study,

www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=124

Pedestrian & Bicycle Transition Plan, www.achdidaho.org/Departments/PP/Ped-Bike\_Plan.aspx

Roadways to Bikeways Bicycle Master Plan,

www.achdidaho.org/Departments/PP/RoadwaysBikeways.aspx

South Meridian Transportation Plan,

www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=62

Southwest Boise Transportation Study,

www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=74

Statewide Transportation Improvement Plan, www.itd.idaho.gov/planning/stip/

Transportation Improvement Program, www.compassidaho.org/prodserv/transimprovement.htm

Transportation Land-Use Integration Plan, www.achdidaho.org/Departments/PP/TLIP.aspx

Valley Regional Transit, www.valleyregionaltransit.org

West Bench Circulation Study, www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=89