

# Five-Year Work Plan

ADA COUNTY HIGHWAY DISTRICT  
*Adopted February 24, 2010*

2011 to 2015





# Five-Year Work Plan 2011-2015

## Table of Contents

<b>SECTION 1: INTRODUCTION</b>	
<b>Introduction to the 2011-2015 Five-Year Work Plan</b>	<b>Page</b>
Overview	1-1
Prioritization	1-2
Vehicle Registration Fee Congestion Mitigation Projects	1-4
Reading the Five-Year Work Plan	1-6
Major Project Changes from the 2010-2014 FYWP to the 2011-2015 FYWP	1-8
"Slip" Projects	1-10
2011-2015 Summary Page	1-11
List of Acronyms	1-12
Glossary	1-13
<b>ACHD General Information</b>	
ACHD Mission	1-16
ACHD Guiding Principals	1-16
ACHD Commission	1-16
ACHD Commission Districts & City Limits Map	1-17
ACHD & State Highways	1-18
Additional Resources	1-19
<b>SECTION 2: MAJOR INDIVIDUAL PROJECTS</b>	
<b>ROADWAY PROGRAM</b>	
<b>Arterial Roadway Projects</b>	
30th Street Extension, Fairview Ave / State St	2-1
Cloverdale Rd, Fairview Ave / Ustick Rd	2-1
Cloverdale Rd, Franklin Rd / Fairview Ave	2-1
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	2-2
Eagle Rd, Victory Rd / Ridenbaugh Canal	2-3
Fairview Ave Access Management, Linder Rd / Orchard St	2-3
Fairview Ave, Cloverdale Rd / Five Mile Rd	2-3
Fairview Ave, Five Mile Rd / Maple Grove Rd	2-4
Fairview Ave, Locust Grove Rd / SH 55 (Eagle Rd)	2-4
Fairview Ave, Maple Grove Rd / Cole Rd	2-4
Fairview Ave, Meridian Rd / Locust Grove Rd	2-5
Fairview Ave, SH 55 (Eagle Rd) / Cloverdale Rd	2-5
Five Mile Rd, Fairview Ave / Ustick Rd	2-5
Five Mile Rd, Franklin Rd / Fairview Ave	2-6
Franklin Rd, Black Cat Rd / Ten Mile Rd	2-6
Franklin Rd, Ten Mile Rd / Linder Rd	2-6
Franklin Rd, Touchmark Rd / Five Mile Rd (Phase II)	2-7
Linder Rd, Cherry / Ustick	2-7
Linder Rd, Franklin / Cherry	2-7
McMillan Rd, Locust Grove Rd / SH 55 (Eagle Rd)	2-8
Meridian Rd and Main Street (Ph 2 of Split Corridor), Franklin Rd to Cherry Lane / Fairview Ave	2-8
Overland Rd Ten Mile Rd / Linder Rd Phase IIB	2-8
State St, 36th St / 27th St	2-9

# Five-Year Work Plan 2011-2015

## Table of Contents

<b>ROADWAY PROGRAM</b>	
<b>Arterial Roadway Projects, continued</b>	<b>Page</b>
State St, Collister / 36th St	2-9
State St, Glenwood St/ Pierce Park Lane	2-9
State St, Pierce Park Lane / Collister Dr	2-10
Ten Mile Rd, Cherry Lane / Ustick Rd	2-10
Ten Mile Rd, New Overland / Interchange	2-10
Three Cities River Crossing	2-11
Ustick Rd, Cloverdale Rd / Five Mile Rd	2-11
Ustick Rd, Duane Dr / Cloverdale Rd	2-11
Ustick Rd, Locust Grove Rd / Leslie Way	2-12
Ustick Rd, Meridian Rd / Locust Grove Rd	2-12
<b>Collector Roadway Projects</b>	
36th St, Chinden Blvd / Clay St	2-13
Adams / 37th St / Clay St	2-13
Hill Rd Extension, State Hwy 55 / State Street	2-13
<b>INTERSECTION PROGRAM</b>	
<b>Intersection Rebuilds</b>	
36th Street and Hill Rd and Catalpa Dr	2-14
Avenue D / E; Main St / 04th Street; Bridge Ave (Kuna)	2-14
Cloverdale Rd and Ustick Rd	2-14
Franklin, Touchmark / Five Mile (Phase I)	2-15
Maple Grove Rd and Franklin Rd	2-15
SH 44 / State and Linder	2-15
State St and Collister Dr	2-16
State St and Veterans Memorial Parkway	2-16
Ustick Rd and Locust Grove Rd	2-16
Ustick Rd and Meridian Rd	2-17
<b>New Signalized Intersections / Roundabouts</b>	
Amity Rd and Eagle Rd	2-18
Black Cat Rd and Cherry Lane	2-18
Black Cat Rd and Franklin Rd	2-18
Franklin Rd and Liberty St	2-19
Gowen Rd and Farman St and Pleasant Valley Rd	2-19
Hill Rd and Plaza Dr and State St	2-19
Lake Hazel Rd and SH69 (Meridian Road)	2-20
Locust Grove Rd and Victory Rd	2-20
Maple Grove Rd and Desert Ave	2-20
Maple Grove Rd and Hackamore Dr	2-21
McMillan Rd and Locust Grove Rd	2-21
Overland Rd and Ten Mile Rd	2-21
Pine Ave and Linder Rd	2-22
SH 44 (State St) and Bogart Lane	2-22
SH 44 / State St / Ballantyne Ln Realignment	2-22
SH 55 and Hill Rd	2-23

# Five-Year Work Plan 2011-2015

## Table of Contents

<b>INTERSECTION PROGRAM</b>	
<b>New Signalized Intersections / Roundabouts, continued</b>	<b>Page</b>
Star Rd and Ustick Rd	2-23
Ten Mile Rd and Amity Rd	2-23
Ten Mile Rd and Victory Rd	2-24
Ustick Rd and Ten Mile Rd	2-24
<b>BRIDGE PROGRAM</b>	
<b>Bridge Rehab, Replacement and Rail Projects</b>	
Five Mile Rd Bridge #139; 1800' N of Ustick Rd	2-25
<b>Major Bridge Projects</b>	
Amity Rd Bridge #299; 1/2 mile E of Linder Rd	2-25
Amity Rd Bridge #301; 1/2 mile E of McDermott Rd	2-26
Amity Rd Bridge #302; 700' E of McDermott Rd	2-26
Cloverdale Rd Bridge #344; 1800' mile N of Deer Flat Rd	2-26
Hubbard Rd Bridge #345	2-27
King Rd Bridge #336; 500' E of Black Cat Rd	2-27
Latah Bridge #390B; 1/2 mile S of Emerald St	2-27
Old Horseshoe Bend Rd Bridge #42a; 1000' N of Hill Rd	2-28
Ottawa Bridge #271; 200' W of Maple Grove Rd	2-28
Wylie Lane Bridge # 93; 400' SW of State St	2-28
<b>TRAFFIC PROGRAM</b>	
<b>Intelligent Transportation Systems (ITS) Projects</b>	
<b>Page</b>	
Arterial Dynamic Message Sign Installation	2-29
Meridian Rd Communications Interconnect	2-29
SH 44 Communications Interconnect	2-29
State St Communications Interconnect, 23rd to Saxton	2-30
US 20/26 (Chinden) Communications Interconnect	2-30
<b>COMMUNITY PROGRAM</b>	
<b>Individual Projects</b>	
Carlton Dr, West 01st St / Main St	2-31
Washington, N West 04th / Main	2-31
<b>SECTION 3: LEVEL OF EFFORT PROJECTS</b>	
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
Miscellaneous Projects	3-5
Developers Cooperative	3-5
State Highway Cooperative	3-6
Community Programs (Core, Application, VRF, Bikeway)	3-6

# Five-Year Work Plan 2011-2015

## Table of Contents

### SECTION 4: MAP

#### Five-Year Work Plan Map

2011-2015 Five-Year Work Plan Map

Map

## 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 Neighborhood Advisory Committee (NAC), ACHD's Bicycle Advisory Committee (BAC), citizens, neighborhood associations, and other planning agency 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 municipalities 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 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, 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 2011, 2012 and 2013 may be regarded as more committed than projects shown in 2014 and 2015. 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 2011-2015 FYWP, PD would indicate the project phase will be funded in either 2016 or 2017). 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 score, 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 the following criteria in its prioritization system for roadways, new signals, intersection rebuilds, and community programs. ACHD staff, in consultation with the Capital Investment Citizens Advisory Committee (CICAC), will revisit prioritization methods and criteria in 2010, following the adoption of the 2011-2015 FYWP.

Prioritization Criteria	Roadway	New Intersection	Intersection Rebuild	Community Program
Additional Capacity	X		X	
Accident Rate/Safety	X	X	X	
Street Functional Classification	X			
System/Signal Improvement Points	X	X	X	
Freeway Diversion Route	X	X	X	
Pavement Condition Index	X			
Project Cost/Benefit	X	X	X	X
Funds Previously Expended	X	X	X	
Non-ACHD Funds Available	X	X	X	X
Agency Support	X	X	X	X
Scheduled in Previous FYWP	X			
Logical Sequencing	X			
Development Acquisition	X	X	X	
Signal Warrants		X		
Pedestrian Traffic		X		
Traffic Volumes, Volume/Capacity Ratio		X	X	X
Adverse Signal Spacing		X		
Distance to School, Transit, Civic Facilities				X
Existing Pedestrian Facilities				X
ADA Deficiencies				X
Demographic Data				X

Although the prioritization score is the predominant factor in determining the order in which projects are programmed, it is not the only factor. Other factors include:

- Where the project ranks on a city's request list
- 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 10 ranked projects in the categories of roadways, new signalized intersections/roundabouts, and intersection rebuilds, and their programmed construction years in the 2011-2015 FYWP.

<b>Rank</b>	<b>Top Ten Roadway Projects</b>	<b>Construction Year</b>
1.	Eagle Rd, Victory Rd / Ridenbaugh Canal	2010/2011
2.	Franklin Rd, Touchmark Rd / Five Mile Rd (Phase II)	2012
3.	Meridian Rd and Main St (Ph 2 of Split Corridor), Franklin Rd /Cherry Ln	2013
4.	Franklin Rd, Ten Mile Rd / Linder Rd	2012
5.	Ustick Rd, Locust Grove Rd / Leslie Way	2015
6.	30 <sup>th</sup> Street Extension, Fairview Ave / State St	2013
7.	Ustick Rd, Meridian Rd / Locust Grove Rd	PD
8.	Cole Rd, I-84 / Franklin Rd	PD
9.	Five Mile Rd, Franklin Rd / Fairview Ave	2013
10.	Fairview Ave, SH 55 (Eagle Rd) / Cloverdale Rd	UF

<b>Rank</b>	<b>Top Ten New Signalized Intersection/Roundabout Projects</b>	<b>Construction Year</b>
1.	Maple Grove Rd and Hackamore Dr	2011
2.	Victory Rd and Eagle Rd	2010
3.	SH 44 / State St / Ballantyne Ln Realignment	2012
4.	Pine Ave and Linder Rd	2012
5.	SH 55 and Hill Rd	2012
6.	Gowen Rd and Farman St and Pleasant Valley Rd	2011
7.	Ustick Rd and Ten Mile Rd	2012
8.	Black Cat Rd and Franklin Rd	PD
9.	Lake Hazel Rd and SH 69 (Meridian Rd)	PD
10.	Black Cat Rd and Cherry Ln	UF

<b>Rank</b>	<b>Top Ten Intersection Rebuild Projects</b>	<b>Construction Year</b>
1.	Maple Grove Rd and Franklin Rd	2011
2.	Emerald St and Five Mile Rd	2013
3.	Eagle Rd (SH 55) and Fairview Ave	Not in FYWP or CIP
4.	State St and Collister Dr	PD
5.	Ustick Rd and Locust Grove Rd	2015
6.	Ustick Rd and Meridian Rd	PD
7.	Eagle Rd and McMillan Rd	FTR
8.	Cloverdale Rd and Ustick Rd	2012
9.	Fairview Ave and Cole Rd	FTR
10.	Cole Rd and Franklin Rd	FTR

FTR – future

PD – preliminary development

UF – unfunded

## **Community Programs Prioritization**

Community Programs to be built in 2011 and beyond will not be prioritized until the latest rounds of project scoping are completed later this year, after the 2011-2015 FYWP has been adopted. Funds will be set aside in the 2011-2015 FYWP for Community Programs, equaling approximately of 5% of the capital budget and one-half of the new revenues from the Vehicle Registration Fees collected in each fiscal year. These funds will be allocated to projects in accordance with their respective prioritization ranks.

## **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.

<b>VRF Congestion Mitigation Projects</b>	<b>Priority</b>	<b>VRF-Eligible Amount</b>
<b>2011</b>		
Eagle Rd, Victory Rd / Ridenbaugh Canal	1 of 135	\$650,000
Gowen Rd and Farman St and Pleasant Valley Rd	5 of 19	\$325,000
Maple Grove Rd and Franklin Rd	1 of 38	\$677,000
McMillan Rd and Locust Grove Rd	11 of 19	\$166,000
SH 44 Communications Interconnect	N/A	\$250,000
Ten Mile Rd, New Overland / Interchange	12 of 135	\$540,000
<b>2011 VRF-Eligible Total</b>		<b>\$2,608,000</b>
<b>2012</b>		
Cloverdale Rd and Ustick Rd	8 of 38	\$142,000
Franklin Rd, Ten Mile Rd / Linder Rd	4 of 135	\$830,000
Meridian Rd Communications Interconnect	N/A	\$68,000
Pine Ave and Linder Rd	4 of 19	\$167,000
US 20/26 (Chinden) Communications Interconnect	N/A	\$61,000
Ustick Rd and Ten Mile Rd	7 of 19	\$157,000
<b>2012 VRF-Eligible Total</b>		<b>\$1,431,000</b>
<b>2013</b>		
2013 Intelligent Transportation Systems (ITS) Projects - Level of Effort	N/A	\$300,000
30th Street Extension, Fairview Ave / State St	6 of 135	\$376,000
Meridian Rd and Main Street (Ph 2 of Split Corridor), Franklin Rd to Cherry Lane / Fairview Ave	3 of 135	\$1,782,000
<b>2013 VRF-Eligible Total</b>		<b>\$2,458,000</b>
<b>2014</b>		
2014 Intelligent Transportation Systems (ITS) Projects - Level of Effort	N/A	\$300,000
Ustick Rd, Cloverdale Rd / Five Mile Rd	21 of 135	\$1,905,000
Ustick Rd, Duane Dr / Cloverdale Rd	17 of 135	\$646,000
<b>2014 VRF-Eligible Total</b>		<b>\$2,851,000</b>
<b>2015</b>		
Five Mile Rd, Fairview Ave / Ustick Rd	31 of 135	\$2,858,000
State St Communications Interconnect, 23rd to Saxton	N/A	\$72,000
Ten Mile Rd, Cherry Lane / Ustick Rd	21 of 135	\$917,000
Ustick Rd and Locust Grove Rd	5 of 38	\$94,000
Ustick Rd, Locust Grove Rd / Leslie Way	5 of 135	\$655,000
<b>2015 VRF-Eligible Total</b>		<b>\$4,596,000</b>
<b>PD</b>		
36th Street and Hill Rd and Catalpa Dr	27 of 38	\$111,000
Cloverdale Rd, Fairview Ave / Ustick Rd	12 of 135	\$900,000
Cloverdale Rd, Franklin Rd / Fairview Ave	28 of 135	\$853,000
Cole Rd, I-84 / Franklin Rd	8 of 135	\$908,000
PD Intelligent Transportation Systems (ITS) Projects - Level of Effort	N/A	\$600,000
Ustick Rd and Meridian Rd	6 of 38	\$130,000
Ustick Rd, Meridian Rd / Locust Grove Rd	6 of 135	\$1,055,000
<b>PD VRF-Eligible Total</b>		<b>\$4,557,000</b>

## Reading the Five-Year Work Plan

### Summary Page

The Summary Page on page 1-11 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 (listed in Section 3), 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 conditions of the intersection.

**Bridge Program:** This program category includes new bridges, bridge replacements, bridge repair/rehabilitation, and guardrail/handrail installation projects. Individually named bridge projects are listed in Section 2, while bridge guardrail/handrail level of effort amounts are listed in Section 3.

**Traffic Program:** This program category includes upgrades of traffic signal equipment and installation of Intelligent Transportation Systems (ITS) hardware and software. Individually named ITS projects are listed in Section 2, while traffic program level of effort amounts are listed in Section 3.

**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). All maintenance programming is listed in Section 3.

**Cooperative Program:** This program category provides an annual allocation for projects that result from cooperative agreements between ACHD and ITD or private developers. All cooperative programming is listed in Section 3.

**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. Only a few individually named projects are listed in Section 2, and the remainder of community program funds are included as level of effort amounts in Section 3.

**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 has includes the following information:

**Identification Data:** Each individually named project has a *Project Name* and *GIS number*. Roadway projects are named as the roadway to be improved, as well as 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 from Cherry Lane to Ustick Road." Most Community Programs will be named using the same format.

**Description Data:** Each individually named 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.

**Programming Data:** Each individually named project includes general programming data, including *Construction Year*, *Previous Expenditures*, *ACHD Portion*, *Other Funding*, and *Project Total*. *Construction Year* coincides with the District's fiscal year, which runs October 1 through September 30. *Previous Expenditures* includes both funds already expended as well as those budgeted for expenditure in the current fiscal year. *ACHD Portion* is the amount that ACHD will spend on the project, less outside funding and reimbursements. *Other Funding* includes all outside funds available for a given project, whether from state or federal aid, a cost sharing agreement, or other available outside funding.

**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.

**Slip 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 slip 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 *SLIP PROJECT*.

## Major Project Changes from the 2010-2014 FYWP to the 2011-2015 FYWP

The following tables identify the significant changes to individually named projects between the 2010-2014 FYWP and the 2011-2015 FYWP, as well as their respective prioritization (where applicable), the jurisdiction in which they're located, and where they were in 2009 agency request lists. An "NA" indicates that there is currently no entry for a project in that category.

Roadway Projects	2010-2014 CN Year	2011-2015 CN Year	Priority Rank	City*	Request
30 <sup>th</sup> Street Extension, Fairview / State	2014	2013	6 of 135	B	1
36 <sup>th</sup> St, Chinden Blvd / Clay St	2010	PD	99 of 135	G	1
36 <sup>th</sup> Street, Hill Rd / Cartwright Rd	UF	Removed	67 of 135	B	NA
Adams / 37 <sup>th</sup> St / Clay St	2014	PD	12 of 135	G	1
Cole Rd, I-84 / Franklin Rd	Not in FYWP	PD	8 of 135	B	NA
Eagle Rd, Victory Rd / Ridenbaugh Canal	2011	2010/2011	1 of 135	M	1
Fairview Access Management	2013	2014	43 of 135	B, M	12 (B)
Fairview Ave Pavement Rehab Cole / Milwaukee	UF	Removed	NA	B	NA
Five Mile Rd, Fairview Ave / Ustick Rd	UF	2015	31 of 135	B	7
Ten Mile Rd, Cherry Lane / Ustick Rd	2014	2015	20 of 135	M	5
Ustick Rd, Cloverdale Rd / Five Mile Rd	PD	2014	21 of 135	B	11
Ustick Rd, Duane Dr / Cloverdale Rd	UF	2014	17 of 135	B	12
Ustick Rd, Locust Grove Rd / Leslie Way	UF	2015	5 of 135	M	11
Ustick Rd, Meridian Rd / Locust Grove Rd	UF	PD	6 of 135	M	10

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

The most significant changes to roadway programming from the 2010-2014 FYWP include the following:

- 30<sup>th</sup> Street Extension, Fairview Ave / State St: This project was advanced from 2014 to 2013 in order to be completed in time for the opening of Esther Simplot Park in Boise. An increased revenue forecast and reduced cost estimates allowed this project to be advanced.
- 36<sup>th</sup> Street, Chinden Blvd / Clay St and Adams / 37<sup>th</sup> St / Clay St: These projects were delayed to preliminary development pending finalization of a cost sharing agreement between ACHD and Garden City and an implementation plan for Adams Street improvements.
- 36<sup>th</sup> Street Extension, Hill Rd / Cartwright Rd: This project was removed from the FYWP because it was removed from impact fee funding in the 2009 Capital Improvements Plan update, and including it in the ACHD capital plan is cost prohibitive. Instead, it will be built through extraordinary impact fees.
- Five Mile Rd, Fairview Ave / Ustick Rd: This project was advanced from unfunded to 2015 to provide a complete north-south corridor east of Eagle Road between I-84 and Chinden Blvd.

Intersection Projects	2010-2014 CN Year	2011-2015 CN Year	Priority Rank	City	Request
36 <sup>th</sup> St & Hill Rd & Catalpa Dr	UF	PD	27 of 38	B	4
Amity Rd & Black Cat Rd	UF	Removed	24 of 54	A	NA
Ave D / E; Main St / 4 <sup>th</sup> St; Bridge Ave	2014	PD	30 of 38	K	6
Cloverdale Rd & Ustick Rd	PD	2012	8 of 38	B	6
Gowen Rd & Farman St & Pleasant Valley Rd	UF	2011	5 of 19	B	3
Federal Way & Victory Rd	UF	Removed	11 of 54	B	2
Hill Rd & Plaza Dr & State St	2013	2012	4 of 54	E	2
Maple Grove Rd & Franklin Rd	2013	2011	1 of 38	B	5
SH-44 (State St) & Bogart Lane	UF	PD	6 of 54	B, G	7, 1
SH-44 / State & Linder	NA	2015	22 of 38	E	1
State St & Collister Dr	UF	PD	4 of 38	B	1
Ustick Rd & Locust Grove Rd	PD	2015	5 of 38	M	1
Ustick Rd & Meridian Rd	UF	PD	6 of 38	M	2
Ten Mile Rd & Amity Rd	2014	UF	17 of 19	M	11
Ten Mile Rd & Victory Rd	PD	UF	13 of 54	M	4
Ustick Rd & Ten Mile Rd	2014	2012	7 of 19	M	2
Victory Rd & Eagle Rd	2011	2010	2 of 19	M	1

The most significant changes to intersection programming from the 2010-2014 FYWP include the following:

- Amity Rd & Black Cat Rd: This project was removed from the FYWP due to the fact that it does not meet warrants, and is not programmed in the CIP to be signalized until 2019-2027.
- Cloverdale Rd & Ustick Rd: This project was advanced from preliminary development to 2012 because it is an essential intersection for both the Cloverdale and Ustick corridors.
- Gowen Rd & Farman St & Pleasant Valley Rd: This project was advanced from unfunded to 2011 and redesigned to an interim solution that will cost much less than the originally planned realignment. Additionally, the Idaho National Guard and Department of Corrections facilities in the vicinity of these intersections are expected to generate significant additional traffic in the near future. This improvement will not preclude the need to realign Gowen/Orchard/Pleasant Valley in the future.
- Federal Way & Victory Rd: This project was removed from the FYWP because it does not meet signal warrants, and is not programmed in the CIP to be signalized until 2019-2027.
- SH-44 / State & Linder: This project was added to the FYWP in 2015 as part of a federal aid application. This project is dependent upon federal and state funding to go forward.
- Ustick Rd & Ten Mile Rd: This project was advanced from 2014 to 2012 due to expectations that the opening of the Ten Mile Interchange will significantly increase traffic at this intersection. The intersection was separated from the roadway project to do this.

Bridge Projects	2010-2014 CN Year	2011-2015 CN Year	Priority Rank	City	Request
Amity #299	2012	2014	8 of 11	A	NA
Amity #301	PD	2014	9 of 11	A	NA
Amity #302	2013	2014	10 of 11	A	NA
Cloverdale #344	2013	2014	5 of 11	A	NA
Five Mile #139	2013	2011	1 of 11	B	NA
Hubbard #345	NA	2012	2 of 11	A	NA
King #336	2013	2011	6 of 11	A	NA
Latah #390B	2012	2015	11 of 11	B	NA
Old Horseshoe Bend #42a	2012	2013	3 of 11	E	NA
Ottawa #271	2012	2011	4 of 11	B	NA
Wylie #93	PD	2014	7 of 11	B	NA

Beginning with the 2011-2015 FYWP, bridges are programmed based on a prioritization system that takes into account sufficiency ratings, safety issues and timing, and where bridge projects best fit into the funding scenario.

## Slip Projects

Per direction from the ACHD Commission, the 2011-2015 FYWP also includes identified slip 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.

Project	Priority	Phase	Cost Savings
<b>2011</b>			
Maple Grove & Franklin intersection	1 of 38	Construction	\$687,000
Maple Grove & Hackamore intersection	1 of 19	Construction	\$886,000
<b>2012</b>			
Hill & Plaza & State intersection	4 of 54	Construction	\$235,000
SH-55 & Hill intersection	5 of 19	Construction	\$310,000
Pine & Linder intersection	4 of 19	Construction	\$2,390,000
<b>2013</b>			
Old Horseshoe Road Bridge #42a	3 of 11	Construction	\$717,000
Five Mile Rd, Fairview Ave / Ustick Rd	31 of 135	Right-of-Way	\$500,000
Intelligent Transportation Systems, Level of Effort	NA	Construction	\$300,000
<b>2014</b>			
Ustick Rd, Duane Dr / Cloverdale Rd	17 of 135	Construction	\$2,582,000
<b>2015</b>			
Ten Mile Rd, Cherry Lane / Ustick Rd	20 of 135	Construction	\$2,815,000

## Five-Year Work Plan 2011-2015 – Summary

Expenditures									
	Concept Design	Design Prof Services	Right-of-Way Prof Services	Right-of-Way Acquisition	Construction	Construction Engineering	Utilities	Traffic Materials	Programmed Expenses
2011		\$2,060,000	\$370,000	\$10,530,000	\$20,210,000	\$280,000	\$310,000	\$1,630,000	\$35,390,000
2012	\$150,000	\$2,510,000		\$6,950,000	\$26,690,000	\$420,000	\$300,000	\$1,780,000	\$38,800,000
2013		\$1,350,000	\$320,000	\$5,390,000	\$25,420,000	\$210,000	\$630,000	\$2,410,000	\$35,720,000
2014		\$2,300,000	\$330,000	\$6,350,000	\$26,610,000	\$150,000	\$860,000	\$1,600,000	\$38,200,000
2015	\$330,000	\$1,950,000	\$210,000	\$5,960,000	\$26,330,000	\$360,000	\$420,000	\$1,870,000	\$37,430,000
<b>Sub Total</b>	\$480,000	\$10,170,000	\$1,230,000	\$35,180,000	\$125,260,000	\$1,420,000	\$2,520,000	\$9,290,000	\$185,540,000
PD	\$390,000	\$4,670,000	\$260,000	\$9,820,000	\$55,590,000	\$970,000	\$1,760,000	\$3,680,000	\$77,130,000
<b>Sub Total</b>	\$390,000	\$4,670,000	\$260,000	\$9,820,000	\$55,590,000	\$970,000	\$1,760,000	\$3,680,000	\$77,130,000
<b>Program Totals</b>	\$870,000	\$14,840,000	\$1,490,000	\$45,000,000	\$180,850,000	\$2,390,000	\$4,280,000	\$12,970,000	\$262,670,000

Revenue			
	Revenue	Reimbursements	Total Revenue
2011	\$31,700,000	\$3,010,000	\$34,710,000
2012	\$32,600,000	\$5,710,000	\$38,310,000
2013	\$33,600,000	\$620,000	\$34,220,000
2014	\$34,500,000	\$3,230,000	\$37,730,000
2015	\$35,300,000	\$1,710,000	\$37,010,000
PD	\$73,400,000	\$2,110,000	\$75,510,000
	\$241,100,000	\$16,390,000	\$257,490,000

Difference
Revenue Minus Programmed Expenses
(\$680,000)
(\$490,000)
(\$1,500,000)
(\$480,000)
(\$420,000)
(\$1,620,000)
(\$5,190,000)

Funding
Outside Funding
\$5,280,000
\$460,000
\$5,040,000
\$860,000
\$6,340,000
\$7,910,000
\$25,890,000

**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)
4. 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
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
SH	State Highway – Managed by the Idaho Transportation Department
STIP	Statewide Transportation Improvement Program (ITD)
STP-E	Surface Transportation Program – Enhancement (Federal Aid)
STP-R	Surface Transportation Program – Rural (Federal Aid)
STP-TMA	Surface Transportation Program – Transportation Management Area
STP-U	Surface Transportation Program – Urban (Federal Aid)
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.

**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**

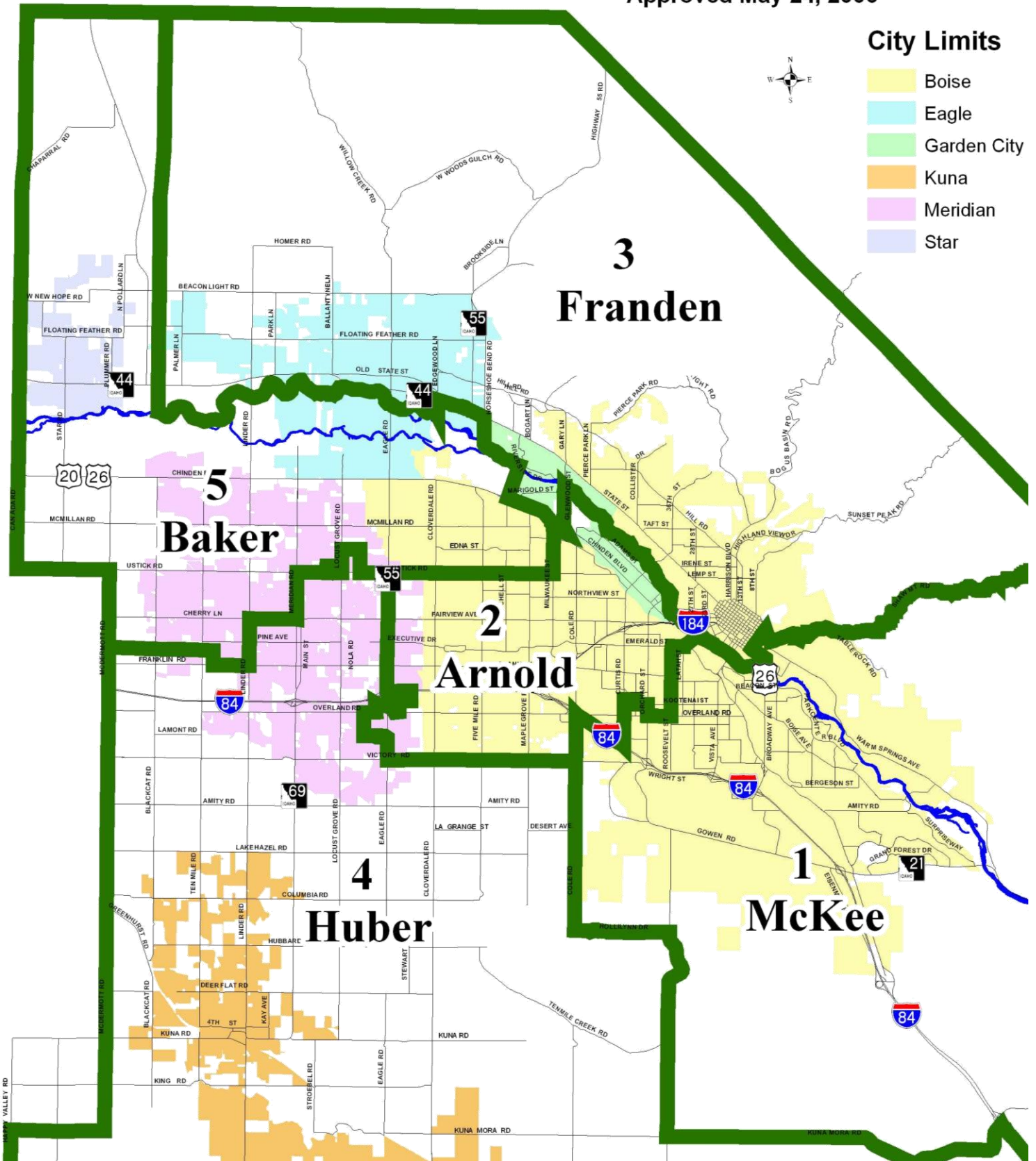
A five-member Commission governs the Ada County Highway District. Each Commissioner is elected to office and represents a sub-district as equal in population as practical. The term of office for each Commissioner is four years and based on a rotation schedule designated by Idaho Code 40-1404. The Board 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:

Sherry R. Huber, President (District 4)  
Rebecca W. Arnold, Vice President (District 2)  
John S. Franden, Commissioner (District 3)  
Carol A. McKee, Commissioner (District 1)  
Sara M. Baker, Commissioner (District 5)

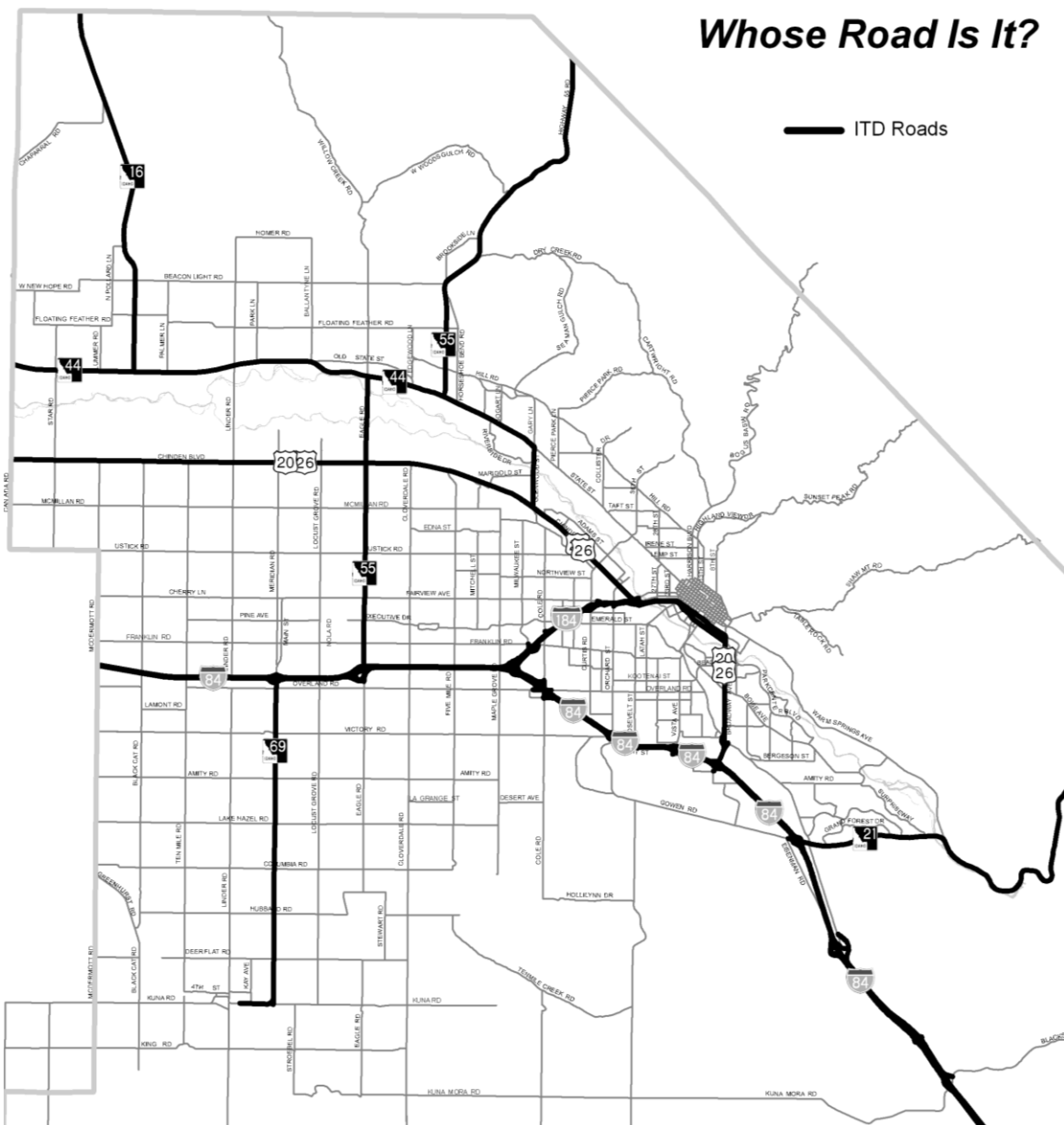
Commissioner Baker, Commissioner McKee, and Commissioner Arnold are serving four-year terms which began in January 2009. Commissioner Huber and Commissioner Franden are serving four-year terms which began in January 2007. A map of the Commission Districts and city limits is located on the following page.

ACHD Commissioner District Boundaries  
Approved May 24, 2006



## 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 adjacent map. 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](http://www.achdidaho.org/Departments/ROWDS/CIP.aspx)

*ACHD Development Impact Fees*, [www.achdidaho.org/Departments/ROWDS/ImpactFees.aspx](http://www.achdidaho.org/Departments/ROWDS/ImpactFees.aspx)

*ACHD Planning & Programming*, [www.achdidaho.org/Departments/PP/Planning.aspx](http://www.achdidaho.org/Departments/PP/Planning.aspx)

*ACHD Projects Page*, [www.achdidaho.org/Projects/Default.aspx](http://www.achdidaho.org/Projects/Default.aspx)

*Amity Corridor Roundabout Study*, [www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=76](http://www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=76)

*Cloverdale Road Concept Design*, [www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=55](http://www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=55)

*Communities in Motion*, [www.communitiesinmotion.org/](http://www.communitiesinmotion.org/)

*COMPASS*, [www.compassidaho.org/](http://www.compassidaho.org/)

*Fairview Avenue Concept Design*,

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

*Idaho Transportation Department*, [www.itd.idaho.gov/](http://www.itd.idaho.gov/)

*Northwest Foothills Transportation Study*,

[www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=124](http://www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=124)

*Pedestrian & Bicycle Transition Plan*, [www.achdidaho.org/Departments/PP/Ped-Bike\\_Plan.aspx](http://www.achdidaho.org/Departments/PP/Ped-Bike_Plan.aspx)

*Roadways to Bikeways Bicycle Master Plan*,

[www.achdidaho.org/Departments/PP/RoadwaysBikeways.aspx](http://www.achdidaho.org/Departments/PP/RoadwaysBikeways.aspx)

*South Meridian Transportation Plan*,

[www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=62](http://www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=62)

*Southwest Boise Transportation Study*,

[www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=74](http://www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=74)

*Statewide Transportation Improvement Plan*, [www.itd.idaho.gov/planning/stip/](http://www.itd.idaho.gov/planning/stip/)

*Transportation Improvement Program*, [www.compassidaho.org/prodserv/transimprovement.htm](http://www.compassidaho.org/prodserv/transimprovement.htm)

*Transportation Land-Use Integration Plan*, [www.achdidaho.org/Departments/PP/TLIP.aspx](http://www.achdidaho.org/Departments/PP/TLIP.aspx)

*Valley Regional Transit*, [www.valleyregionaltransit.org](http://www.valleyregionaltransit.org)

*West Bench Circulation Study*, [www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=89](http://www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=89)