TO: ACHD Commissioners, Director, and Deputy Directors  
FROM: Phillip M. Bowman, P.E., Project Manager  
DATE: February 17, 2015  
SUBJECT: Linder Road and Deer Flat Road Intersection  
ACHD Project No. 313024, ITD Key No. 13492  
Regular Agenda Item on February 25, 2015  

Programmed Expenditures:  

<table>
<thead>
<tr>
<th></th>
<th>FY2015-2019</th>
<th>FY2015 Approved Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prof Services - DSN</td>
<td>$298,997</td>
<td>2015</td>
</tr>
<tr>
<td>Appraisals – RW</td>
<td>$5,000</td>
<td>2016</td>
</tr>
<tr>
<td>RW Acquisition</td>
<td>$377,000</td>
<td></td>
</tr>
<tr>
<td>Survey</td>
<td>$8,000</td>
<td>2016</td>
</tr>
<tr>
<td>Construction</td>
<td>$82,000</td>
<td>PD</td>
</tr>
<tr>
<td>Construction Eng</td>
<td>$12,000</td>
<td>PD</td>
</tr>
<tr>
<td><strong>PROGRAMMED TOTAL</strong></td>
<td><strong>$782,997</strong></td>
<td></td>
</tr>
</tbody>
</table>

Total Federal Funding: $1,764,000  
Total ACHD Out-of-Pocket: $283,000  
Total Project: $2,047,000  

ACHD Priority Rating: 16 of 93

Executive Summary  
Staff has evaluated two alternatives as improvements for the Linder Road and Deer Flat Road intersection as well as a no build option. This project will design and reconstruct the intersection to increase vehicular capacity and increase the overall pedestrian connectivity between the high school, elementary school, and neighborhoods in the area. This project is funded with federal aid dollars. Staff recommends the project advance with Alternative 1, the Signalized Intersection.

Facts & Findings  
On February 13, 2013 the ACHD Commission executed the State/Local Agreement (SLA) for Project Development and concept design began. ACHD is the lead agency for the concept evaluation, preliminary and final design, right of way acquisition, and construction. ACHD must complete the selection of the Preferred Alternative to proceed with the project.

In August of 2014, staff conducted an online survey to gauge public interest in the project as well as understand from the public where the project team should focus our efforts. We received 280 responses to the survey identifying concerns including the delays and congestion experienced at the existing intersection, the lack of sidewalks, and the lack of bike lanes. When survey respondents were asked to choose what three items were most important to address from a list of factors, the top selections were Safety (78%), Improving Traffic Flow (52%), and Pedestrian Facilities (40%).

After the public survey, the project team developed two alternatives for evaluation as well as a no build option. Alternative 1 was a Signalized Intersection, Alternative 2 was a Multilane Roundabout, and Alternative 3 was the No Build option. Alternative 1 and Alternative 2 both include pedestrian and bicycle facilities, while Alternative 3 did not include any improvements of that nature. A full traffic analysis of each alternative was completed, and it was determined that both Alternative 1 and 2 would function at an acceptable level of service in the design year (2040) while Alternative 3 would fail. The full traffic analysis has been reviewed by ACHD Traffic Engineering staff.
In addition, staff hosted an Open House presenting all alternatives for public comment on November 6, 2014 at the Reed Elementary School located approximately ¼ mile north of the project site in Kuna. The comment period was open until November 20, 2014. ACHD received 46 comments about the project and staff tallied the results as follows:

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Count</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1 (Signalized)</td>
<td>25</td>
<td>58%</td>
</tr>
<tr>
<td>Alternative 2 (Roundabout)</td>
<td>14</td>
<td>33%</td>
</tr>
<tr>
<td>Alternative 3 (No Build)</td>
<td>4</td>
<td>9%</td>
</tr>
</tbody>
</table>

Comments about Alternative 1 (Signalized) included the theme that members of the public felt a Signalized Intersection would be safer for school age children and pedestrians to use, and that this alternative would be easier for younger drivers (specifically noted as high school age) to use as well. Comments about Alternative 2 (Roundabout) included themes that the roundabout would increase vehicular safety and improve traffic flow. Comments about Alternative 3 expressed a desire to leave the existing intersection, but only do a sidewalk project to improve pedestrian connectivity in the immediate area.

Following the Open House and public comment period, the project team met to consider the comments received and to reach a team recommendation for the Preferred Alternative. A number of factors were evaluated and considered for Alternative 1 and Alternative 2. Alternative 3 was excluded from consideration because the traffic analysis showed it was not a functional option for the project design year. After significant discussion and input by team members, and consideration of input from City of Kuna and Kuna School District staff, it is the project team recommendation that Alternative 1 (Signalized Intersection) be the Preferred Alternative identified in the Concept Report.

**Fiscal Implications**

At the concept planning level, project cost estimates can range from +20% to -15%. The current concept level Right of Way and Construction cost estimate for each alternative is as follows:

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Right of Way</th>
<th>Construction</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1</td>
<td>$320,000</td>
<td>$2,150,000</td>
<td>$2,470,000</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>$670,000</td>
<td>$2,200,000</td>
<td>$2,870,000</td>
</tr>
</tbody>
</table>

The Construction cost estimate above for Alternative 1 is approximately $1.0 million higher than originally included in the SLA for Project Development executed in February 2013. The two areas that account for the bulk of this increased cost are the full replacement of all pavement surfaces within the project limits, and the full replacement of all traffic signal components at the intersection. The Construction cost estimate will become more accurate when the project proceeds into design, and we reach major milestones at the completion of preliminary design and final design. As the cost estimate is refined and the construction funding is programmed in an actual fiscal year (currently PD), additional federal funds can be requested through COMPASS.

**Policy Implications**

The project complies with the approved *ACHD 2015-2019 Integrated Five Year Work Plan (IFYWP).*

**Alternatives**

1. Select Alternative 1 (Signalized Intersection) as the Preferred Alternative, and submit the Concept Report to ITD for approval.
2. Select Alternative 2 (Roundabout) as the Preferred Alternative, and submit the Concept Report to ITD for approval.
3. Select the No Build Alternative and discontinue the project. ACHD will be required to pay back any costs incurred to date.

**Recommendation**
Staff recommends Alternative 1, the Signalized Intersection, as the Preferred Alternative, and submit the Concept Report to ITD for approval.
February 19, 2015

Ada County Highway District
3775 N. Adams Street
Garden City, ID 83714

Re: Linder Road and Deer Flat Road Intersection

Dear Ada County Highway District Commissioners;

During the regular scheduled City Council meeting on February 17, 2015, the Mayor and City Council considered the alternatives for the Linder Road and Deer Flat Road Intersection. The Mayor and Council has chosen “Alternative 1 – Improved Signalized Intersection” as their preferred alternative and recommends approval to the Ada County Highway District Commissioners.

Thank you for the hard work and cooperation that went into this project. If you have any questions, please feel free to contact me at (208) 922-5546.

Sincerely,

[Signature]

Mayor W. Greg Nelson
City of Kuna

cc: Phillip Bowman, ACHD, Project Manager
    Rodney Ashby, ACHD, Sr. Transportation Manager
    Wendy I. Howell, Kuna Planning and Zoning Director