

# Real Time Project Charter Report for:

11/15/2017

This report pulls current charter information including real-time content of lists on Project Sites

## PROJECT INFORMATION

<b>Key Number</b>	19658	<b>Project Name</b>	US 93 - NOTCH BUTTE CLIMBING LANES
<b>District</b>	D4	<b>Route</b>	US 93
<b>Beginning Mile Post</b>	67.76	<b>Funding Year</b>	2020
<b>Ending Mile Post</b>	72.76	<b>Program</b>	SHS Expansion.Expansion
<b>Temporary Key Number</b>	ORN19680	<b>Type of Project</b>	New Construction

## PRIMARY STAKEHOLDERS

<b>Project Manager</b>	<b>Owner</b>	<b>Sponsor</b>
Steve Hunter	Scot Stacey	Devin Rigby

## WORKFLOW SUMMARY INFO

<b>Workflow Phase</b>	<b>Stage Name</b>	<b>Stage Submitted Date</b>	<b>Completed/Approval Date</b>
1.Evaluation	Evaluation Step 4: Planning Services Approval of Evaluation Phase Charter	2/2/2017	2/2/2017

## EXIT CRITERIA

<b>Evaluation Phase</b>	<b>Development Phase</b>		<b>Implementation Phase</b>
<b>Temporary Key Number</b>	<b>PS&amp;E Package Delivered</b>	<b>Contract Awarded</b>	<b>Final Voucher Issued</b>
ORN19680			No

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## SCOPE & STRATEGIC OBJECTIVES

### Project Objective Statement

The project is intended to construct climbing and passing lanes on US-93 between milepost 67.76 to 72.76. This section of US-93 sees a reduced speed by heavy trucks of 10-15 mph with platoons greater than five cars. During 2013 a speed study and needs assessment was performed. The purpose of this project is to:

- Increase transportation safety for all users
- Accommodate the continued economic development of Idaho
- Smooth travel speeds and maintain higher average highway travel speeds

The need for this project is based on the following factors:

- Vehicular deaths and injuries are associated with failing to yield, failing to stop, passing through intersections, rear end crashes and turning crashes;
- Intersecting roadways continue to be identified on the High Accident Location list;
- Predicted future year 2032 peak hour traffic demand exceeds available transportation capacity;
- US 93 is the only high-speed, high capacity corridor which links North and South Magic Valley and the Wood River Valley together; this corridor helps sustain the Idaho economy as it connects to multi-state region of Nevada and Montana.

### Strategic Objectives

Safest Transportation System.Reduction in injuries and fatalities related to distracted driving, Safest Transportation System.Reduction in fatalities, Safest Transportation System.Reduction in serious injuries, Safest Transportation System.Reduction in injuries and fatalities to impaired driving, Mobility Focused Transportation.Increase in Idaho gross domestic product, Mobility Focused Transportation.Increase in the efficiency in which goods are transported, Mobility Focused Transportation.Reduction in travel times for commuting commerce recreation and tourism

### Scope of Work

The project is programmed in Strategic Initiatives with no scheduled construction funds assigned. The existing roadway will consist of the northbound lanes, one for the travel and climbing lane with the other lane serving as the passing lane. Two new lanes will be built west of the existing roadway for the southbound climbing/travel and passing lane. There are currently four accesses in this section, all serving BLM property. Near the butte resides a pressurized irrigation system that crosses the highway to service the grazing allotment west of the highway. While the project is in ED, it anticipated to have 80% Construction plans (PS&E Package) completed. This will include preliminary utility and right of way plans. Notes: A full topographic survey with aerial photographs has already been collected for design use. When the project is ready for schedule construction funding a monument survey and underground survey will be needed. During development of the Access Management plan line and grade was established to be used in further development of plans. Reference Documents:US93 Speed Differential Study (2013)US93 Corridor Assessment Refresh Shoshone South Corridor Proposed ConceptShoshone South Access Management Plan

### HSCA Value

83%

### HSCA Narrative

A speed study was conducted in 2013, showing a differential speed of slower vehicles of greater than 20 mph. A Corridor plan and draft concept report has been completed.The HSCA value for this project is .83. A speed study was conducted in 2013, showing a differential speed of slower vehicles of greater than 20 mph. A Corridor plan and draft concept report has been completed. Based on these safety studies as well as the Strategic Highway Safety Plan, it has been deemed that constructing climbing and passing lanes on US-93 between mileposts 67.76 and 72.76 will increase driver safety.

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## ENVIRONMENTAL CONSIDERATIONS

### Project Need

#### Primary Need

Safety

#### Secondary Need

Traffic Flow

### Anticipated Major Environmental Deliverables

<b>EE/Cat Ex</b>	Yes-Cat Ex ITD Approval	<b>EA/FONSI</b>	False	<b>EIS/ROD</b>	False
<b>Cultural</b>	Determination of Adverse Effect Report	<b>Section 4F</b>		<b>Navigable Waters</b>	False
				<b>Stormwater</b>	False
<b>Noise Air Quality &amp; Hazmat</b>	Haz Mat Phase 1, Noise Report	<b>Miscellaneous</b>	Environmental Justice Report		
<b>Wetlands Stream Alteration</b>	Field Survey, Delineation, Wetland Report (Jurisdictional Determination)	<b>Floodway Floodplain</b>	Sole Source Aquifer Packet		
<b>Species &amp; Habitat</b>	No Effect Report				

### Environmental Narrative

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## DESIGN STANDARDS

### Crash History

Crash Base Rate

Spot Locations that exceed Base Rate

Crash Rate with Project Limits

Identify HALs (High Accident Locations)

### Design Data

Design Exception Anticipated	False	Traffic Signals	False
Pavement Width		Railroad Crossing Protection	False
Proposed Design Vehicle	WB-67	Traffic ADT Present	
Design Year	2040	Traffic ADT Future	
Posted Speed	65	Traffic DHV Present	
Design Speed	65	Traffic DHV Future	

### Project Standards

Project Standards

3R

Other Comments

### Additional Design Data - Development Phase

Proposed Maximum Superelevation

Minimum Curve Radius  
Proposed

Minimum LOS

Deck Width (c-c)

Access Control

Deck Width (o-o)

Maximum Grade Existing

Vertical Clearance  
(Rdwy/Q50)

Maximum Grade Proposed

Design Load

Minimum Curve Radius Existing

Existing Bridge Sufficiency  
Rating

Rail Type

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<b>Traffic Signals Existing Location</b>	<b>Clear Zone Fill</b>
<b>Traffic Signals Proposed Location (Milepost)</b>	<b>Traffic Signals Type of Controller</b>
<b>RR Existing Location (Milepost)</b>	<b>Traffic Signals Type of Warrant</b>
<b>RR Type of Protection</b>	<b>RR Proposed Location (Milepost)</b>
<b>Design Standards - Development Phase</b>	
<b>Project Oversight</b>	<b>RR Type of Warrant</b>
<b>Design Exception District Engineer Approval Date</b>	<b>Design Exception FHWA Approval Date if on NHS</b>
	<b>Design Exception Committee Date if Applicable</b>

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## FUNDING & COST SUMMARY

**\*Based on KEY No.**

Phase	Fiscal Year	Amt
Development (PE PC)	2016	\$200000
Development (PE PC)	2017	\$50000
Development (PE PC)	2018	\$350000
Development (PE PC)	2016	\$200000
Development (PE PC)	2017	\$50000
Development (PE PC)	2018	\$350000
Right-of-Way (RW LP)	2018	\$0
UT+CE+CN	2018	\$0
UT+CE+CN	2020	\$4360000

**\*Based on TEMP KEY No.**

Phase	Fiscal Year	Amt
Development (PE PC)	2016	\$200000
Development (PE PC)	2018	\$350000
UT+CE+CN	2018	\$0
Development (PE PC)	2017	\$50000
Development (PE PC)	2017	\$50000
Development (PE PC)	2018	\$350000
UT+CE+CN	2020	\$4360000
Right-of-Way (RW LP)	2018	\$0
Development (PE PC)	2016	\$200000

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## RESOURCE PLAN & CONSTRAINTS

### Project Constraints

Scope Constraint	M	Budget Constraint	L
Schedule Constraint	H		

### Project Constraints Narrative

### Resource Plan

### Project Design Services

All or Some Design work anticipated to be accomplished by Consultant

### Narrative

## Additional Project Site List Information

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TRUE MINIMUM MILESTONES							
Task WBS	Task Name	Actual Start	Actual Finish	Actual Duration (Days)	Baseline Start	Baseline Finish	Baseline Duration

ALTERNATIVES ANALYSIS		
Title	Location	Description

DESIGN EXCEPTIONS								
Title	NHS	District Engineer	District Engineer Approval	District Engineer Approval Date	Committee Approval Date	FHWA Name	FHWA Approval	FHWA Approval Date

CHANGE REQUESTS								
Title	Request Date	Request Number	Request Desc	Reason for Change	Impact Project Schedule Scope Budget	Impact Resources Risks Quality	Request Results	Request Comments
Funding for Consultant Design	2017-09-27T06:00:00Z	1.0	Request additional \$350,000.00 to be added to PC for consultant design of the project. Currently there is \$150,000.00 in PC. with the additional funding requested, PC funding will total \$500,000.00	Consultant services are needed in order to meet the schedule.	Approval of the requested \$350,000.00 will keep the project schedule on track. There will be no change in the project scope. The project budget will increase by \$350,000.00	There will be no impact to the project resources, risks or quality.	Approved	Owner&#58; Scot Stacey&#58; 9/27/2017 - Approved Sponsor&#58; Devin Rigby&#58; 10/2/2017 - Approved

LESSONS LEARNED						
Title	Project Type	Project Phase	What Worked Well	What Could Be Done Differently	Action Plan	

ISSUES								
Title	Owner	Assigned To	Status	Priority	Due Date	Discussion	Resolution	

RISKS								
Title	Owner	Assigned To	Status	Exposure	Due Date	Description	Mitigation Plan	Contingency Plan