

FASTLANE Cover Page

Project Name:	U.S 95 North Corridor Access Improvement Project
<i>Previously Incurred Project Cost</i>	\$6,734,522
<i>Future Eligible Project Cost</i>	\$8,500,000
Total Project Cost	\$9,730,000
NSFHP Request	\$5,100,000
Total Federal Funding (including NSFHP)	\$15,234,522
Are matching funds restricted to a specific project component? If so, which one?	No
Is the project or a portion of the project currently located on National Highway Freight Network?	In the Designation Process as essential Urban connector to NHFN
Is the project or a portion of the project located on the National Highway System	Yes/No (for each question)
<ul style="list-style-type: none"> • Does the project add capacity to the Interstate system? • Is the project in a national scenic area? 	No No
Do the project components include a railway-highway grade crossing or grade separation project?	No
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	No
If answered yes to either of the two component questions above, how much of requested NSFHP funds will be spent on each of these project components?	N/A
State(s) in which project is located	Idaho
Small or large project	Small
Also submitting an application to TIGER for this project?	No
Urbanized Area in which project is located, if applicable	Coeur d' Idaho
Population of Urbanized Area	100,110 (2010)
Is the project currently programmed in the: <ul style="list-style-type: none"> • TIP • STIP • MPO Long Range Transportation Plan • State Long Range Transportation Plan • State Freight Plan 	Elements of Project Elements of Project Yes Not a project specific Plan Current being drafted



Application to the FASTLANE Nationally Significant Freight and Highway Projects Grant Program

U.S. 95 North Corridor Improvement Project
City of Coeur d'Alene, Kootenai County, Idaho



Interstate 90 (47.698844, -116.792100)
To
Idaho State Highway 53 (47.698887, -116.791739)
8.39 Miles



Submitted to:
FASTLANE Grant Program Manager
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Submitted by:
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Project Description

The Idaho Transportation Department (ITD) and the Kootenai Metropolitan Planning Organization (KMPO), the Metropolitan Planning Organization for Kootenai County, jointly prepared this application and are excited to submit a FASTLANE grant request for the **U.S. 95 North Corridor Improvement Project in Kootenai County, Idaho between Interstate 90 (47.698844, -116.792100) and U.S 95 intersection with Idaho State Highway 53 (47.698887, -116.791739)**

This project is multi-jurisdictional project approved by both the ITD Board and KMPO Board will address existing and long term access and operational challenges to an essential commerce corridor providing freight and goods access in Northern Idaho, from the Port of Lewiston (Inland Seaport), in Lewiston, ID north into portions of western British Columbia and Alberta, Canada. **The total estimated cost for this segment is \$8.5 million, of which \$5.1 million is requested in federal assistance through a FASTLANE grant.** When funded, this project, providing access to a nationally significant freight corridor, will achieve the following:

- **Improve safety, efficiency, and reliability of the movement of freight and people.** Improve the service levels by correcting traffic signal spacing, implementation of adaptive signal timing, close vehicle median crossings at non signalized locations to reduce the 162 crossing conflict points, and provide better connectivity to adjacent local roads and businesses in the corridor. With no improvements on U.S. 95, projected speeds during peak hours are forecast to drop 25% (30/40 mph) by 2035.
- **Generate national and regional economic benefits increasing global economic competitiveness of the US.** I-90 is the northern most National Freight Network Corridor through Idaho, providing east west access from Pacific Northwest Ports to destinations in the Midwest and East Coast. This U.S. 95 project begins at the intersection with I-90 on the south end and provides access to two International Border crossings at Porthill and Eastport (ranked 17th in the nation for loaded containers), which provides access to destinations in eastern British Columbia and Alberta Canada.
- **Reduce highway congestion and bottlenecks.** This project is specifically designed to provide operational improvements to eliminate bottlenecks and congestion caused by inefficient traffic signal spacing and access conflict points with adjacent local roads.
- **Enhance the resiliency of critical highway infrastructure and help protect the**

environment with reduced traffic delay and travel time savings and the resulting decreased emissions in PM 2.5 is expected to improve conditions for the 5310 people in areas that according to EPA Environmental Index in the range of **EJ Index: PM 2.5 Level in Air (66%)**.

- **Address the impact of population growth on the movement of people and freight.** The 2010 population in the Coeur d Alene Urbanized area is just over 100,000 people. That is expected to growing to 197,000 by 2035. While new arterial corridors located to the west side of the urbanized area are expected to be constructed by 2035. This 8.9 miles of U.S 95 is physically limited to only two lanes per direction and currently experiences nearly 34,500 vehicles on an average weekday; with an average daily speed of 40 mph. Those numbers are expected to reach 49,000 vehicles per day and average 30 mph by 2035 even with proposed improvements.
- **Mitigate the impacts of freight movements on communities** as congestion increases through trips are more likely to utilize parallel arterials located one mile to east and west of U.S. 95. Modeling indicates the proposed improvements will avoid this potential for trip diversion, by providing more efficient and reliable movement for freight and goods through the area. These improvements will then prevent the diversion of trips into and through nearby neighborhoods where between 14% and 18% of the population are in households with income levels lower than \$15,000 per year.

This request is essential to protect the long term movement of freight and goods seeking connection to I-90 and the National Freight Network, as well as the Port of Lewiston. Among the 7 major unfunded projects contained in the Metropolitan Transportation Plan, this is highest priority lower cost project. Within Kootenai County, ITD has invested over \$65 million on U.S. 95 in Kootenai County through Grant Anticipated Revenue Bonds (GARVEE). ITD will provide a match investment of \$850,000 for this project, with an addition \$810,000 in match by local jurisdictions.

The 5.1 million requested from FASTLANE is only 8% of the overall amount ITD and local jurisdictions have already invested in the U.S. 95 North Corridor in the last ten years. ITD had invested \$176,193,359 on U.S. 95 in Kootenai County of the past 10 years.

Components of the proposed FASTLANE improvements on U.S. 95 include:

- Realign existing traffic signal spacing to a minimum of 1/2 mile in order to improve traffic signal coordination and the introduction of adaptive signal control.
 1. Remove 2 existing traffic signals on U.S. 95.
 2. Install 2 new traffic signal on U.S. 95 at Wilbur Road and Miles Avenue.
 3. Construct new cross street (Wilbur Road) to meet 1/2 mile spacing requirements and provide access to existing businesses east of U.S. 95 that use a signal identified for removal.
- Close crossing capability to U.S. 95 at 8 locations not meeting the 1/2 mile spacing requirement.

- Introduce various turning movement restrictions at 8 cross street closures to U.S. 95.
- Implement Adaptive Signal Timing at the 16 traffic signals in the corridor using recently acquired signals.
- Implement Idaho Transportation Department video surveillance and remote signal control in the corridor using previously installed fiber optic cable.
- Modify and improve turning movement radius at locations with high truck traffic levels.
- Modify and improve adjacent Pedestrian-Bike Path in the corridor to reduce vehicular conflicts.
- Modify and close gaps between U.S 95 and local roadways to meet ADA requirements that are required when upgrading the system.
- Associated work on the I-90/U.S. 95 Interchange.

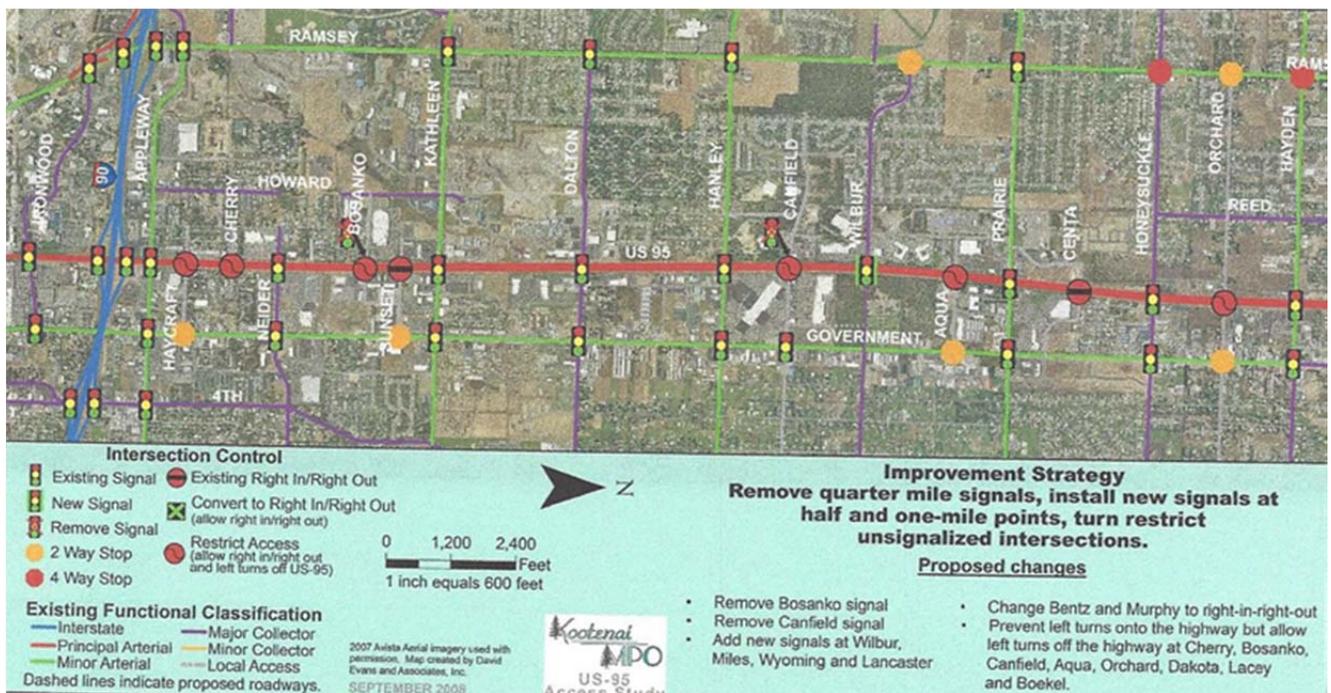


Figure 1. U.S. 95 North Access Improvement Strategy

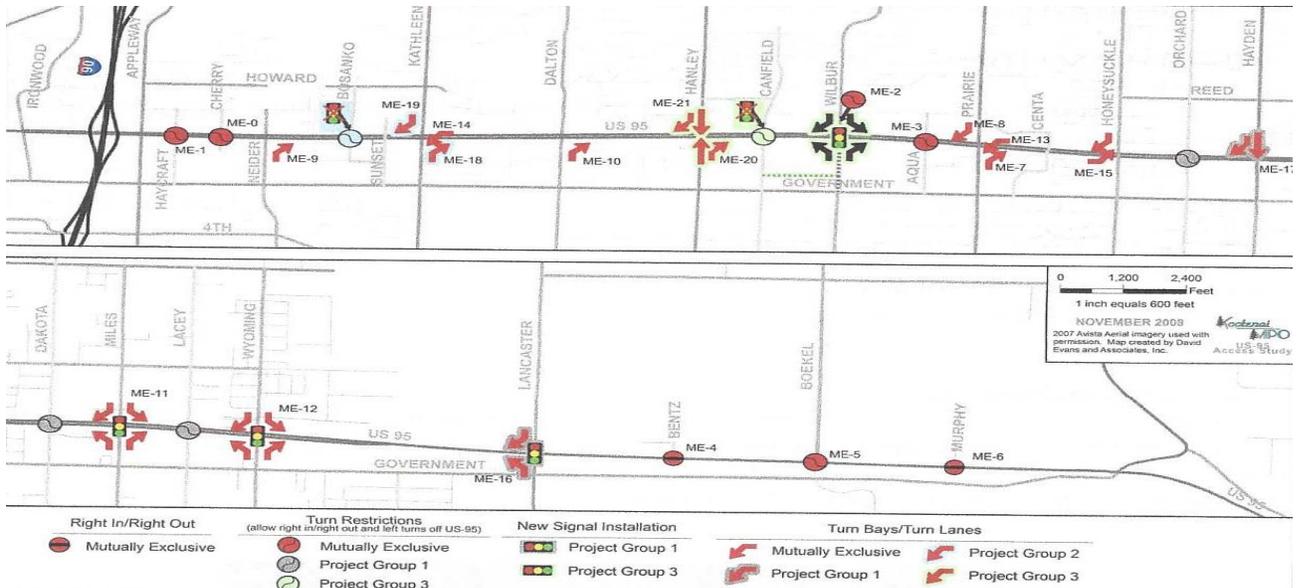


Figure 2. U.S. 95 North Access Improvement Plan

Project Location

The segment of U.S. 95 North for which funds are being requested is located in the City’s of Coeur d’ Alene and Hayden, Kootenai County, Idaho – within the Coeur d’ Alene, Idaho Urbanized Area. Coeur d’ Alene is just east of Spokane, WA (Spokane County), which is the major employment center and home to Fairchild Air Force Base, and Gonzaga University with its 17 consecutive season’s to the NCAA “Sweet 16”.

Spokane and Kootenai Counties together are referred to as the “Inland Northwest,” which is the most urbanized area of Eastern Washington and Northern Idaho with a combined population of 574,000 people. However, Like the Treasure Valley in Southwest Idaho, the Inland Northwest and is isolated from

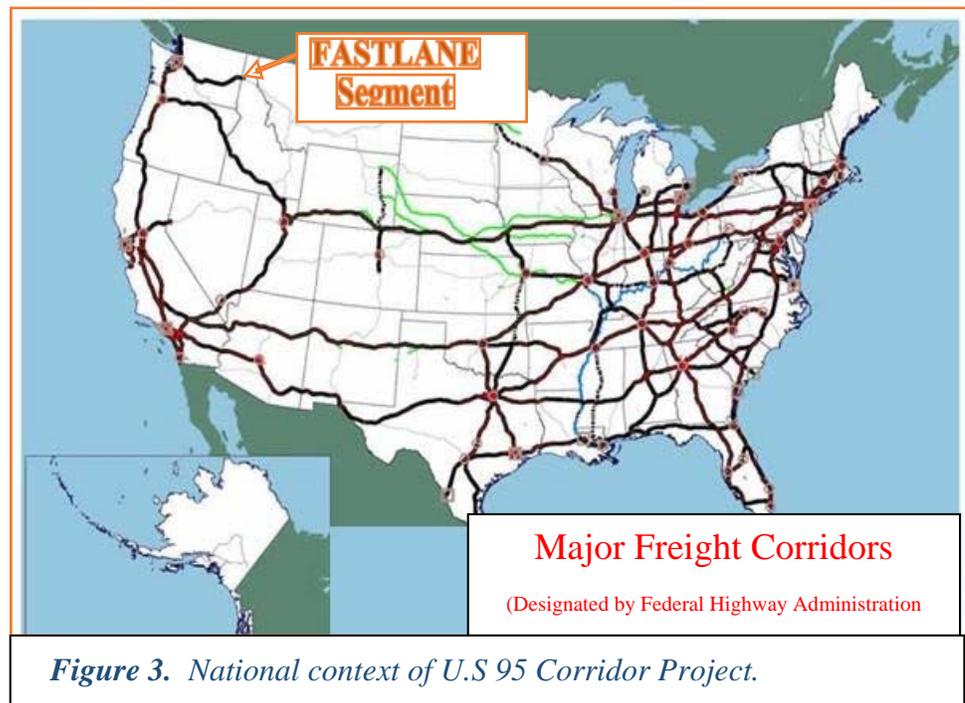


Figure 3. National context of U.S 95 Corridor Project.

other metropolitan areas in the state.

The map in Figure 2 demonstrates the project location in relation to the Nation. U.S 95 is connected to both Major Freight Corridors in the State of Idaho. Improvements to the bottlenecks experienced on I-90 and I-84 throughout the Pacific Northwest will impact regional, national, and International freight movements. US-95 is the only north-south corridor connecting southern Idaho to Idaho’s northern-most County. US-95, in fact, provides a north-south corridor between Canada and Mexico, with a northern terminus at the Canadian border crossing at Eastport, extending south of Nampa, running through the southeastern corner of Oregon, Nevada, and Arizona, to its southern terminus in San Luis, Arizona, on the Mexican border

This project primarily consists of operational improvements to an existing state highway within an urbanized area. Improvements on U.S. 95 will not require additional right of way. Construction of Wilbur Road between U.S. 95 and Government Way (1/4 mile), will require an environmental assessment, as it is a new roadway on new alignment. The preliminary engineering for Wilbur Road has been completed as part of the previous project and there are no known environmental issues at this time, and right of way will be required.

Growing Population

Population in Kootenai County surpassed 100,000 population in 2000 and population by is expected to exceed 275,000 by 2030. Kootenai County’s population alone has more than doubled since the 1990 Census. Almost 32% of the county’s population resides in the City of Coeur d’ Alene. The 2010 Census reported Coeur d’ Alene’s population at 44,270—nearly 10,000 more people than in 2000.

	1990 Population	2000 Population	2010 Population	2015 Population
Kootenai County	70,443	109,541	138,892	150,346
Coeur d Alene	24,689	34,942	44,270	47,500
Idaho	1,012,000	1,299,000	1,571,000	1,654,930

Figure 4. Population counts over 25 years (1990-2015) Bureau of the Census

Expected users of the project are commuters, freight truck drivers, travelers, students, delivery and service workers, and others who pass through this segment of U.S 95 as they travel for their portion of the 12.8 million trips at this location each year. U.S. 95 is the main north-south commuting and freight corridor in Kootenai County, with over 60% of workers living in Kootenai County traveling to employment centers located in the City of Coeur d’ Alene and Post Falls, Idaho.

Congestion



U.S. 95 North –North Bound at Bosanko 7:45 a.m.



U.S. 95 North - South Bound Approaching Hanley 7:48 am

Figure 5. Traffic Congestion on U.S. 95 North in Coeur d' Alene ID

WITHOUT IMPROVEMENTS, BY 2035 – Congestion is predicted to worsen dramatically on U.S. 95, negatively affecting local, inter-state and intra-freight movements, and the regional economy. The change in volumes from today to 2035 is expected to be over 31%, climbing to over 46,000 vehicles per day. The average daily speeds will further decrease to 24 mph; however, during the peak hours, speeds will hovering around 12 miles per hour. **This FASTLANE funding is critical.**

WITH IMPROVEMENTS, BY 2035- Most of the change from today's condition is a primarily a factor of population growth. The change in volumes from today to 2035 will still increase; however planned improvements in other parts of the Urbanized area are expected to provide some relief to the U.S. 95 corridor; thereby lessening the rate of increase. Projects such as the Huetter Corridor, will re-route intrastate and interstate north bound traffic toward Canada as an effective alternative to the corridor going through the City of Coeur d' Alene. While the facility will still experiences an increase in volume, the improvements allow U.S. 95 to function as intended, and less traffic will divert onto the local system as we see less congested periods occur. The average speeds throughout the day will be around 25 mph; however, during the peak hours speeds will drop around 15 mph.

Existing Infrastructure Condition:

The condition of the U.S. 95 in this corridor is currently classified as Good on the Pavement Condition Rating. With the project, the pavement condition in this segment is expected to remain good.

Mobility and Economic Activity

U.S. 95 is the main commerce corridor connecting communities in North Idaho to the I-90, which is part of the National Freight Network. The current travel time is just under 18 minutes in off peak conditions,

*U.S 95 is the only North-South
Commerce Corridor that
traverses the full length of
Idaho connecting to both I-90
and Interstate 84*

and 27 minutes during the congested PM peak hour. Without improvements, the forecasted travel time between the same points is expected to increase to over 41 minutes by 2035. With this project's improvements to the corridor, travel times are expected to increase 8 minutes from current conditions.

Keeping U.S. 95 in a state of good repair ensures reliable and safe access for manufacturers, agricultural producers, and hundreds of industries needing to reach national and international markets. Residents and elected officials in Kootenai County have a history of supporting ITD in their efforts to upgrade and maintain U.S. 95 because of its importance to the region and to the City of Coeur d' Alene and City of Hayden.

Project Parties

This project is a local, regional, and state priority. The region has a strong planning framework linking transportation and land use through the long range transportation plan, developed by the Kootenai Metropolitan Planning Organization (KMPO). KMPO serves as the Metropolitan Planning Organization for all of Kootenai County. KMPO membership includes most of the cities and the four highway districts within its boundaries.

Improvements to the U.S. 95 corridor support the regional vision through improved freight and commuting access, and by opening up land for development in already urbanized areas to the north surrounding the Coeur d' Alene airport, just west of U.S. 95.

Developed through an extensive collaborative process approved by ITD, KMPO, City of Coeur d' Alene and the City of Hayden— **the corridor included in this FASTLANE project is ranked the highest for lower cost TSM operational improvements that can extend the operational life of U.S. 95 beyond 25 years.**

The *Coeur d' Alene Transportation Plan*, incorporates existing conditions and operational improvement recommendations for U.S. 95, which includes additional traffic signals and the construction of Wilbur Road between U.S. 95 and Government Way.

The *Hayden Transportation Plan* incorporates existing and operational improvement recommendations to U.S. 95, such as the new signal at Miles Avenue, and worked with ITD in the recent construction of the Wyoming and Lancaster Road traffic signals on U.S.95, which were also contained in the Corridor Improvement Plan.

U.S 95 Corridor Improvement Project is the highest priority among the lower cost TSM related unfunded projects in the KMPO long- range transportation plan for Kootenai County.

Idaho's Long Range Transportation Plan (LRTP), *Idaho on the Move*, adopted in 2010, is a high level planning document establishing long-range goals and objectives for Idaho's transportation system. Specific projects are not identified or programmed as part of this Plan, however goals are identified including seeking partnerships and cooperative initiatives to improve freight mobility and provide intermodal access to jobs and centers of commerce. All of these planning activities, including the vision for and

selection of this project as the highest priority, were the result of rigorous public input at every step of the process. ITD will be responsible for the completion of the project design, right-of-way acquisition, selection of the contractor(s), and oversight of the construction of this project. ITD has extensive experience with both federal grants and highway construction projects.

Grant Funds, Sources and Uses of Project Funds

The future eligible cost for this segment of the larger \$ 12 million U.S. 95 Corridor project is \$8.5 million, of which \$5.1 million in FASTLANE funds is requested. ITD will provide 30% match (\$2.55 million), with an additional \$.85 million match from the City of Coeur d’ Alene and City of Hayden.

SOURCE	AMOUNT	PERCENT
FASTLANE Funds	\$5,100,000	60%
Idaho Transportation Department-Federal	\$1,700,000	20.00%
Idaho Transportation Department-State Gas Tax	\$850,000	10.00%
City of Coeur d’ Alene	\$672,300	8.00%
City of Hayden	\$177,700	2.0%
TOTAL REMAINING PROJECT COSTS		

Figure 6. Summary of U.S. 95 Corridor funding sources

The \$2,550,000 ITD plans to provide for this project includes \$1,700,000 of federal funds and \$850,000 of state funds. These funds are not targeted as match for any other federal funding. Below is a summary of the current budget for the future eligible project costs for this Corridor (Figure 7). Please note that all funding sources will share proportionately in the cost for each – no restrictions apply.

BUDGET		
Design	\$74,715	8.79%
Right of Way	\$1,200,000	7.08%
CE/CC	\$74,715	8.79%
Construction	\$6,403,900	75.34%
TOTAL	\$8,500,000	100%

Figure 7. Summarized budget for U.S 95 Corridor Project

Cost-Effectiveness

There are 962 businesses are located within one mile on each side of this project, employing over 12,649 current employees. That number is projected to rise to over 29,000 employees by 2035. Current businesses range from small sole-proprietors to those that employ over 300 workers and small industrial, commercial, and retail facilities that are using U.S. 95 for primary access and as a delivery/freight route. Improvements to U.S. 95 and the cross street access at ½ mile spacing, will provide a more reliable and a better business environment in this area due to its dependence on access to the corridor.

These are the final improvements projected for the corridor due to both its physical and operational limitations within an incorporated area. Future expansion of economic growth is expected to take advantage of future planned transportation corridors 4 miles west of U.S. 95. This is expected to redistribute economic growth to land surrounding the Coeur d' Alene Airport and provide a more direct access to Interstate 90 using the Huetter Corridor.

Freight

The highway network in Idaho consists primarily of two regions of activity -- the high desert belt-shaped region in the south, from Nampa to Idaho Falls and beyond, and the panhandle region in the north. The primary interstate in the north is I-90 which begins at the Port of Seattle on Puget Sound, then traverses east through the two major cities in northern Idaho, and then eastward toward Chicago.

As one of two Major Freight Corridors through Idaho, the efficient movement of freight, particularly along I-90, is key to not only Idaho's economy, but the region and the nations as well:

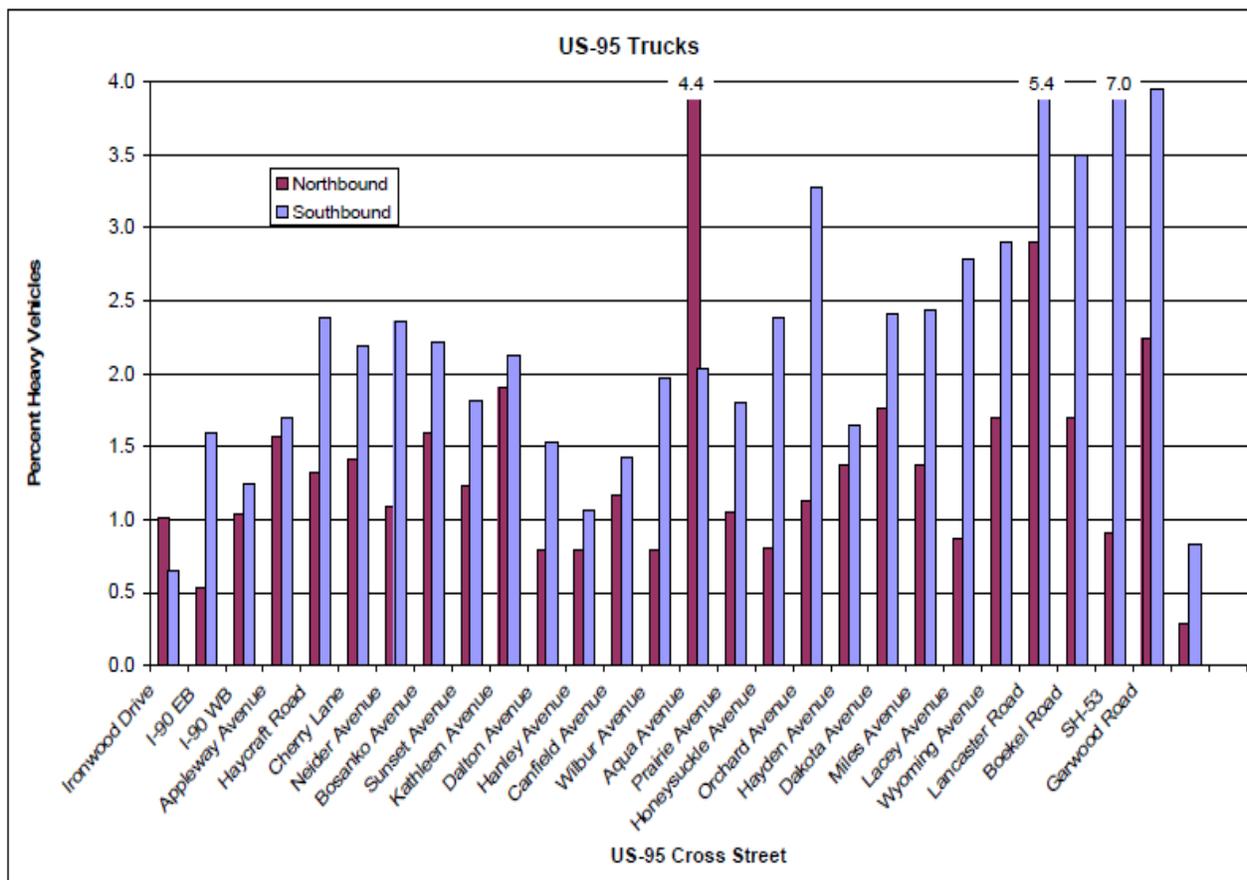


Figure 8. Heavy Truck's on U.S 95 North of I-90.

- Coeur d' Alene Urbanized area is considered a "Four Corners" freight location, where commerce from all directions make changes in direction e.g. I-90 to/from Canada on U.S. 95, or I-90 to/from Port of Lewiston and southerly to Nampa, ID and I-84). According the Inland Pacific Hub study (2010), the area has several elements showing transition to an inland port location.
- U.S 95 provides the only link to in Idaho to two U.S. Border crossings into Canada moving 167,237 loaded containers in 2014, destined for west coast ports and distributions centers across on west coast and in the Midwest.
- 511,000 freight truck trips occur on U.S. 95 north of I-90 every year.
- 71,408 (14%) of freight truck trips on U.S. 95 crossed between the U.S and Canada.
- By 2035 the number of Truck trips are expected to exceed 1 million per year.
- 5,000 of the 60,000 miles of roadways in Idaho (8.3%) are maintained by the state (ITD), including the stretch of U.S. 95 crossing north and south through Idaho.
- This 8.3% of total roadway miles carries 54% of the state's total vehicle miles traveled.
- According to the *Idaho Statewide Freight Study* (2013), 64% of all freight moves by truck in Idaho.

Source: Inland Pacific Hub Study. BTS Border Data, <http://transborder.bts.gov/> 2014

Safety

Improving the safety of the state's transportation system is ITD's top priority. ITD's mission is: Your safety, Your Mobility, Your Economic Opportunity. This project fulfills all three of those aspects. In an effort to fund the most cost effective safety projects, ITD implemented an innovative data-driven program for safety analysis on roadways throughout the state and began using a new method to identify highest priority locations for safety improvements. The Highway Safety Corridor Analysis (HSCA) Project, prioritizes safety improvement spending on projects where fatalities and injuries will be greatly reduced, helps determine which segments had worse than average, average, and better than average health. This section of U.S 95 between I-90 and SH-53 has been identified as **average** through the HSCA process and is a moderate-priority segment for safety enhancement. This is primarily due to the number of crossing conflicts with mainline traffic moving north and south in the corridor. In 2015, two fatality accidents, not yet in the available data, occurred in the corridor, resulting in the death of two adults and two children. Both resulted in extended lane closures and several hours of delay. As reported in the Coeur d' Alene Press:

Coeur d Alene man was traveling westbound on Honeysuckle in a 1997 Honda Accord when a male driver hit him broadside on the driver's side door, killing the driver, then spun out and struck a 2014 Kia Sportage. All vehicles came to a stop in the intersection blocking both the north and southbound lanes of U.S. 95. – June 1, 2015

Hayden man was driving his 1997 Dodge Caravan southbound on when he encountered a male driver traveling northbound in the southbound lane. They collided south of Athol at milepost 448. The male driver was taken to Kootenai Health. The Hayden man and his two children died at the scene. – September 12, 2015

In reviewing crash data over the past five years, **there are crashes on an average of once a day.** Due primarily to intersections and their 163 crossing conflict points. Most every crash results in delays and various degrees of re-routing. 192 (41%) of the total 465 “crash events” in this corridor in 2014 (2015 data is not yet available) were injury reported accidents, while 269 involved only property damage. Most all were intersection related. Collisions result in hours of cumulative delay and affect livability, vehicle emissions, and efficient movement of people and goods. This has a disproportionate effect on freight as there are limited parallel roads for re- routing heavy vehicles.

Total Crashes on US 95	2010	2011	2012	2013	2014	Total	5 year Avg
A Injury Accident	15	15	12	6	2	50	10
B Injury Accident	38	64	54	41	73	270	54
C Injury Accident	104	75	122	88	117	506	101
Property Damage Report	157	146	210	181	269	963	193
Non-reportable	0	0	0	0	4	4	1
Total	314	300	398	316	465	1793	359

Figure 9. Summarized Traffic Crash data for U.S. 95 North I-90 to SH-53, 2010-2014

These factors, as well as the large geographical size of Idaho and the thousands of miles of roads to maintain, local and state funding can’t possibly keep up with the infrastructure required to accommodate the large population increases being experienced around the State. The congestion that results from increased traffic multiplies the likelihood of crashes, further deteriorating the safety rating of this portion U.S 95 without making access and operational improvements.

Based on 2014 and historical crash data, and the nature of the proposed FASTLANE improvements, merge-related accidents will be significantly reduced.

State of Good Repair

This FASTLANE grant will leverage funds that mirror the investments undertaken through GARVEE funding by ITD. Improving this corridor will increase safety, reliability and mobility for all users of US 95, and will streamline access to Interstate 90 for trucks. ITD anticipates fuel taxes and revenue from registration fees will continue to be the primary source of funding for maintenance activities. The project is appropriately capitalized, and ITD has instituted a data driven approach to ensuring seal coats, crack sealing and rehabilitation on commercial corridors are appropriately programmed.

Additional traffic signals are expected to result in additional maintenance costs; however, median crossing closures and traffic signals under adaptive signal control are expected to more than offset additional costs by an expected reduction in vehicle accidents.

Quality of Life

While not a BCA factor, it is generally understood that when cars and trucks are moving in a predictable and reliable manner, drivers are generally happy. When drivers are happy they are less likely to take chances and make unsafe maneuvers. It is also generally understood that employers like to locate on sites that have good access to the regional transportation system, to facilitate the movement of freight and goods, as well as the opportunity to attract employees and public transportation. This access improvement balances the need for access with the need for mobility in the region, which was recognized through the support of the Coeur d' Alene Chamber of Commerce and the business community.

Multimodal Considerations

Multimodal transportation has been considered in this project. ITD has an existing pathway on U.S. 95 that passes through the cities of Coeur d' Alene and Hayden that support both walking and biking. Rehabilitation of this pathway to meet current ADA standards as well as updated crossing controls and configurations to address the proximity of the path to the highway and the local roadway system will be undertaken.

The transportation planning for the corridor was conducted in coordination with local land use economic development plans of the cities. The proposed transportation improvements will support continued development, rehabilitation, and redevelopment in an area experiencing the turnover of land to higher uses, which in turn will be encouraging walking/biking, and save energy.

Benefit-Cost Information

Figure 10 (next page) illustrates outcomes from the Benefit-Cost Analysis. The BCA includes operational improvements on 8.39 miles of U.S. 95, 12 traffic signals, 1 mile of new connecting road to address the ½ mile spacing, adaptive signal timing, and elimination of non-signalized median crossings. Given the relatively low cost (.905 million per mile) this project is able to accomplish all the goals of the access management plan through a 20 year horizon.

The overall Benefit Cost Ratio (BCA) for this project is .97 (3% discount rate) or .62 (7% discount rate). The benefit-cost analysis was completed by the ITD Economics Branch using TREDIS. The net benefits estimated below are the result of adding only the U.S 95 corridor improvements in this request and not the result of other completed or future improvements of the U.S. 95 corridor.

Benefit	3% discount rate (\$M)	7% discount rate (\$M)
Vehicle Operating Costs	5.9	2.5
Business Time and Reliability Costs	38.8	21.5
Value of Personal Time and Reliability*	43.8	24.2
Safety**	13.1	8.7
Logistics/Freight Costs	10.7	5.9
Productivity from Access/Connectivity	0.0	0.0
Environmental Factors	0.8	0.4
<i>TOTAL BENEFIT</i>	<i>113.1</i>	<i>63.2</i>
Costs	3% discount rate (\$M)	7% discount rate (\$M)
Capital Investment Costs	8.13	7.68
Operation and Maintenance Costs	-0.44	-0.19
<i>TOTAL COST</i>	<i>7.69</i>	<i>7.49</i>
Benefit/Cost Ratio	3% discount rate (\$M)	7% discount rate (\$M)
	14.71	8.44

Figure 10. Summary table of the Benefit Cost Analysis results

Project Readiness

Upon receipt of a FASTLANE Grant, some elements of this project (U.S. 95 signal relocations and installations) could be accelerated and advertised for construction in 2017 and 2018; the remaining project elements (Wilbur Road segment) can be advertised for bid as early as December 2017 with construction possible to begin in March 2018 and be completed by July 2019. Figure 20 shows a summarized project schedule for the proposed improvements. A more detailed schedule is provided in Appendix B. While an environmental evaluation and right of way acquisition will be required, ITD has had previous experience completing those processes quickly for other recent U.S. 95 improvements. Most of the ROW is already in ITD ownership; however, there may be the need for small/sliver takes at some intersections; no businesses/residences will be displaced, and the property for Wilbur Road is undeveloped. Construction is expected to begin on schedule with no anticipated delays.

Technical Feasibility

This project is both practical and technically feasible due to the straightforward nature of installing operational enhancements, employing state of practice design, materials, and construction techniques. With a nearly all of the project located within existing State right of way, and a clear scope of the proposed project, the presented schedule is easily attainable. There are no anticipated special or unique features that would risk completing design or present any unusual challenges during construction. The level of detail provided in the Project Schedule attached describes every step to be included in the Statement of Work.

Project Schedule

SCHEDULE	
Notice to Proceed	October 2016
Environmental Evaluation	May 2017
Design Approval	May 2017
Right of Way	August 2017
PS&E/Bid-Ready	December 2017
Obligate & Advertise	December 2017
Notice to Proceed - Construction	February 2018
Construction Complete	July 2019

Figure 11. Anticipated schedule upon receipt of a FASTLANE grant

Required Approvals

Environmental Permits and Reviews: All environmental permits and reviews are listed in detail in the FASTLANE schedule attached. ITD has reviewed the project and believes given the scope of work, the environmental assessment will find the proposed action will probably not create significant environmental impacts, either individually or cumulatively. An evaluation will be initiated immediately upon receiving notice of selection of a FASTLANE Grant, and is expected to be completed within seven months.

Right of way will be required to construct Wilbur Road east of U.S. 95. The property is undeveloped and would not alter, but rather enhance future land use designations in a way that is consistent with regional planning, as well as comprehensive plans and zoning already in place with the City of Coeur d' Alene.

State and Local Planning: Letters of commitment verifying these improvements will be added to the TIP (from KMPO) and the STIP (from ITD) following award of FASTLANE funds are attached. Improvements to this corridor are supported by the Freight Advisory Committee for the state, and will be included in the State Freight Plan which is currently being drafted.

ITD partnered with KMPO and its member agencies, which include cities, counties, and road districts, to address the needs on U.S. 95. Improvements to this corridor support local land use plans and economic development goals. It also aligns with the KMPO Regional Pedestrian Bikeway System Plan, City of Coeur d' Alene's Bicycle and Pedestrian Master Plan, and supported by the Centennial Trail Foundation.

Assessment of Project Risks and Mitigation Strategies

The following potential risks and mitigation techniques for this project have been analyzed to allow the project to stay on schedule and produce the highest quality delivery.

Floodplains: There are no floodplains in the project area

Utility Agreements: Upon receipt of a FASTLANE grant, coordination with utility companies will begin immediately. Utilities that are within the U.S 95 right-of-way or along properties that would be acquired for the project be ordered to move if they are there by permit or the relocation costs will be a project expense if the utility has property rights. The ability to avoid utilities or identify potential impacts to utilities will be evaluated during preliminary design, and the dedicated utility coordinator will manage the coordination and relocations.

Right of Way Acquisition: Right-of-Way (ROW) is needed from up 7 parcels, mostly very small sliver acquisitions. One acquisition will be approximately five acres of undeveloped land. Mitigation would include using advanced ROW acquisition, as only one alignment is being considered and no environmental impacts are anticipated that would prevent using an advanced acquisition strategy. ITD also utilizes an incentive program to encourage early settlement on right of way offers, which would also be used on this project. Because ROW acquisition is traditionally risky, ITD begins acquisition as early as possible to prevent any delay to the critical path. To help mitigate that risk, advanced acquisition strategies will be applied, as only the existing alignment is being improved and no adverse environmental impacts are expected.

Environmental Assessment: Five months is anticipated for the environmental evaluation, however no substantial issues are expected. The environmental evaluation process will be included in the overall scope of work to complete this project. While the environmental evaluation is on the critical path, diligent project management and close coordination with resource agencies and FHWA will allow the project to advance as expected. A similar model was implemented by ITD in the GARVEE Program, with great success.

Appendix A. Detailed Project Element Costs - FASTLANE

Appendix B. Letters (TIP/STIP, Support)

Appendix C. Benefit-Cost Analysis

PROJECT COST ESTIMATES

IMPROVEMENT GROUPING		LOCATION	IMPROVEMENT DESCRIPTION	ESTIMATED SUB-PART COST	ESTIMATED TOTAL COST	ACCESS	MOBILITY	SAFETY	AMS Rating
ME	ME-0	US-95 at Cherry Lane	Install Turn Restrictions	\$40,000	\$40,000	○	●	●	●
	ME-1	US-95 at Haycraft	Install Turn Restrictions	\$40,000	\$40,000	○	●	●	●
	ME-2	US-95 at Wilbur	Install Turn Restrictions	\$40,000	\$40,000	○	●	●	●
	ME-3	US-95 at Aqua	Install Turn Restrictions	\$40,000	\$40,000	○	●	●	●
	ME-4	US-95 at Bentz	Restrict to Right-in/Right-out ¹	\$10,000	\$10,000	○	●	●	●
	ME-5	US-95 at Boekel	Install Turn Restrictions	\$40,000	\$40,000	○	●	●	●
	ME-6	US-95 at Murphy	Restrict to Right-in/Right-out ²	\$10,000	\$10,000	○	●	●	●
	ME-7	US-95 at Prairie	Add EB Right Turn Lane	\$470,000	\$708,000	●	●	○	●
	ME-8	US-95 at Prairie	Add WB Right Turn Lane	\$238,000		●	●	○	●
	ME-9	US-95 at Neider	Add WB Right Turn Lane	\$263,000	\$263,000	●	●	○	●
	ME-10	US-95 at Dalton	Add WB Right Turn Lane	\$100,000	\$100,000	●	●	○	●
	ME-11	US-95 at Miles	Install Traffic Signal (Z-Structure)	\$325,000	\$815,000	●	●	○	●
		US-95 at Miles	Add two lanes to EB approach for exclusive left and right turn lanes.	\$225,000		●	●	○	●
		US-95 at Miles	Add two lanes to WB approach for exclusive left and right turn lanes.	\$265,000		●	●	○	●
	ME-12	US-95 at Wyoming	Install Traffic Signal (Z-structure)	\$325,000	\$805,000	●	●	○	●
US-95 at Wyoming		Add two lanes to EB approach for exclusive left and right turn lanes.	\$215,000	●		●	○	●	
US-95 at Wyoming		Add two lanes to WB approach for exclusive left and right turn lanes.	\$265,000	●		●	○	●	
ME-13	US-95 at Prairie	Add 2nd SB Left Turn Lane	\$55,000	\$55,000	●	●	○	●	
ME-14	US-95 at Kathleen	Add 2nd SB Left Turn Lane	\$55,000	\$55,000	●	●	○	●	
ME-15	US-95 at Honeysuckle	EB Right Turn Lane Addition Add 2nd NB Left Turn Lane	\$500,000	\$500,000	●	●	○	●	
PG-1	US-95 at Orchard	Install Turn Restrictions	\$40,000	\$1,332,000	○	●	●	●	
	US-95 at Dakota	Install Turn Restrictions	\$40,000		○	●	●	●	
	US-95 at Lacey	Install Turn Restrictions	\$40,000		○	●	●	●	
	ME-16	US-95 at Lancaster	Add EB Right Turn Lane Lengthen Existing Left Turn Lane		\$185,000	●	●	○	●
		US-95 at Lancaster	Add WB Left Turn Lane Lengthen Existing Right Turn Lane		\$185,000	●	●	○	●
	ME-17	US-95 at Hayden	Install Traffic Signal (Z-structure)		\$325,000	●	●	○	●
US-95 at Hayden	Add EB Right Turn Lane and 2nd Thru Lane.	\$517,000	●	●	○	●			
PG-2	US-95 at Bosanko	Remove Existing Signal. Install Turn Restrictions	\$100,000	\$766,000	○	●	●	●	
	ME-18	US-95 at Kathleen	Add WB Right Turn Lane		\$283,000	●	●	○	●
	ME-19	US-95 at Kathleen	Add EB Right Turn Lane		\$383,000	●	●	○	●
PG-3 ³	US-95 at Canfield	Remove Existing Signal. Install Turn Restrictions	\$100,000	\$1,115,000	○	●	●	●	
	US-95 at Wilbur	Widen EB Approach to create left, thru & right turn lanes. Add signal. Extend Wilbur to Gov't Way and connect extended Wilbur south to Canfield.	\$518,000		●	●	○	●	
	ME-20	US-95 at Hanley	Convert Existing WB right turn to thru lane Widen for Relocated Right Turn Lane		\$245,000	●	●	○	●
	ME-21	US-95 at Hanley	Add EB Right Turn Lane and 2nd Thru lane		\$252,000	●	●	○	●
PG-4	Corridor	Signal Re-timing	\$35,000	\$35,000	○	●	○	○	
Total Improvements					\$6,769,000				

ME: Mutually Exclusive, PG: Project Group
 Note: Cost estimates include provisions for R/W acquisition, engineering and contingencies

Source: U.S. 95 North Access Study, [http://www.kmpo.net/US
%2095%20Access%20Study%20Update.html](http://www.kmpo.net/US%2095%20Access%20Study%20Update.html)



City of Coeur d'Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d'Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

Mr. Damon Allen, P.E.
District 1 Administrator
Idaho Department of Transportation
600 W Prairie Ave,
Coeur d'Alene, ID 83815

Subject: U.S. 95 North Corridor Improvement Project – FASTLANE Grant Application

Dear Mr. Allen,

The Kootenai Metropolitan Planning Organization appreciates the close collaboration in the development and submission of the FASTLANE grant to implement the recommendations of the U.S. 95 North Corridor Improvement Study that was approved by the ITD Board and the Kootenai Metropolitan Planning Organization.

Given the close coordination, the projects inclusion in the adopted Metropolitan Transportation Plan, and with project elements completed, as well as some already contained in the 2016 Regional Transportation Improvement Program (TIP); KMPO will agree to expedite the approval the FASTLANE grant in the event it is awarded to the Idaho Transportation Department.

This series of projects are essential to the long term viability of the U.S 95 corridor providing access and mobility for freight, commerce, economic develop and the citizens of this region. KMPO supports the application and look forward to its award by the USDOT, Federal Highway Administration.

Should you have questions, please feel free to contact this office at (208) 930-4164

Regards,

Glenn F. Miles
Executive Director
Kootenai Metropolitan Planning Organization
250 Northwest Blvd., Suite 209
Coeur d'Alene, ID 83814

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

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