

Build Cover Page

Project Name:	Pleasant View & Ramsey Road Grade Separation and Rail Crossing Consolidation Project
<i>Previously Incurred Project Cost</i>	
<i>Future Eligible Project Cost</i>	
Total Project Cost	\$31,144,000
Build Request	\$17,757,000
Total Federal Funding (including NSFHP)	\$ 24,769,000
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?	Yes
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? 	No
<ul style="list-style-type: none"> Is the project in a national scenic area? 	No
Do the project components include a railway-highway grade crossing or grade separation project?	YES
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?	100% on Grade Separations
State(s) in which project is located	Idaho
Small or large project	Small
Also submitting an application to INFRA for this project?	No
Urbanized Area in which project is located, if applicable	Coeur d' Idaho UA # 18451
Population of Urbanized Area	156,000 (2016)
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 	YES YES Yes Yes Approved Plan



Pleasant View & Ramsey Road Grade Separation and Rail Crossing Consolidation Project

Working Together to Move People and Goods Safely and
Efficiently Across the Region, the State and the Nation

Applicant: Kootenai Metropolitan Planning Organization, on behalf of:
Idaho Transportation Department, District 1, Coeur d' Alene, ID
Post Falls Highway District, Post Falls, Idaho
Lakes Highway District, Hayden, Idaho

250 Northwest Blvd, Ste 250
Coeur d' Alene, ID 83814

p. (208) 930-4164
Cell. 509-994-6173

Email: gmls@kmpo.net
Website: www.kmpo.net

Table of Contents

I.	Project Description.....	3
	National and Regional Context	
	Introduction to Pleasant View Grade Separation	
	Purpose and Need for Pleasant View Grade Separation	
	Introduction to Ramsey Road Overpass	
II.	Location of Projects.....	12
	Project Location Details	
	Pleasant View Grade Separation:	
	Ramsey Road Overpass:	
III.	Grant Funds, Sources and Uses of Project Funds	14
	Pleasant View Grade Separation Project Costs:	
	Pleasant View Grade Separation Budget by Agency and Source:	
	Ramsey Road Overpass Project Costs:	
	Ramsey Road Budget by Agency and Source:	
	Status of Funding Availability	
IV.	Criteria	19
	(a) Safety	
	(b) State of Good Repair	
	(c) Economic Competitiveness	
	(d) Environmental Protection	
	(e) Quality of Life	
	(f) Innovation	
	(g) Partnerships	
	(h) Non-Federal Revenue for Transportation Infrastructure Investment	
V.	(2) Project Readiness.....	25
	(a) Technical Feasibility	
	(b) Project Schedule(s)	
	(c) Required Approvals	
VI.	(3) Benefit Cost Analysis	30
	Overview	
	BCA Findings	
VII.	Conclusion	31

VIII. **Appendix**..... 32

Benefit Cost Analysis:

Project Schedules

BNSF Grade Crossing Closure PM Peak Hour

Project Design Report and/or Project Charter

of Environmental Clearances

Letters Financial Commitment

Miscellaneous Documents

I.

Project Description

This application focuses on constructing two railroad grade separations on the BNSF transcontinental mainline located to the northwest of the Coeur d' Alene Urbanized Area in Northern Idaho. The two projects will result in the elimination of four existing at-grade railroad crossings on the heavily used rail corridor. This will be accomplished through replacement with a rail overpass and grade separated interchange that connects Pleasant View Road to Idaho State Highway 53; and the construction of a rail overpass of the BNSF transcontinental mainline at Ramsey Road, which includes a reconfiguration of intersections to adjacent connecting roads. With the completion of the two grade separations, Post Falls Highway District will also close two adjacent grade crossings to improve overall safety and operational efficiency of the regional transportation system

This application is requesting BUILD funding in the amount of \$17,757,000 to be used the two grade separation projects

Pleasant View Grade Separation and Interchange Project	\$15,080,000 Urban Project
Ramsey Road Railroad Overpass Project	\$ 2,667,000 Rural Project

National and Regional Context

The BNSF corridor was established in the Railway Act of 1864, as a charter railroad right of way. It is therefore a well-defined, highly protected and a highly coveted transcontinental rail corridor between Seattle, WA and Chicago, IL. At grade rail crossings along the corridor were established during an era that was very rural, allowing access for farm to market and commerce to reach small communities located on both sides of the tracks, such as Post Falls, Rathdrum, Twin Lakes, Hayden, Hauser, Spirit Lake, and Athol. The crossing were created during a time when both train size and frequency; as well as vehicular traffic was lower and much slower. Kootenai County has grown significantly, from 45,000 population in 1980 to 156,000 population in 2016. Today, Kootenai County, Idaho is among the fastest growing areas in the nation. Formerly very small communities, such as Post Falls, Rathdrum, and Hayden have seen four-fold increases since the 2000 Census, which created the Coeur d' Alene, Urban Area.

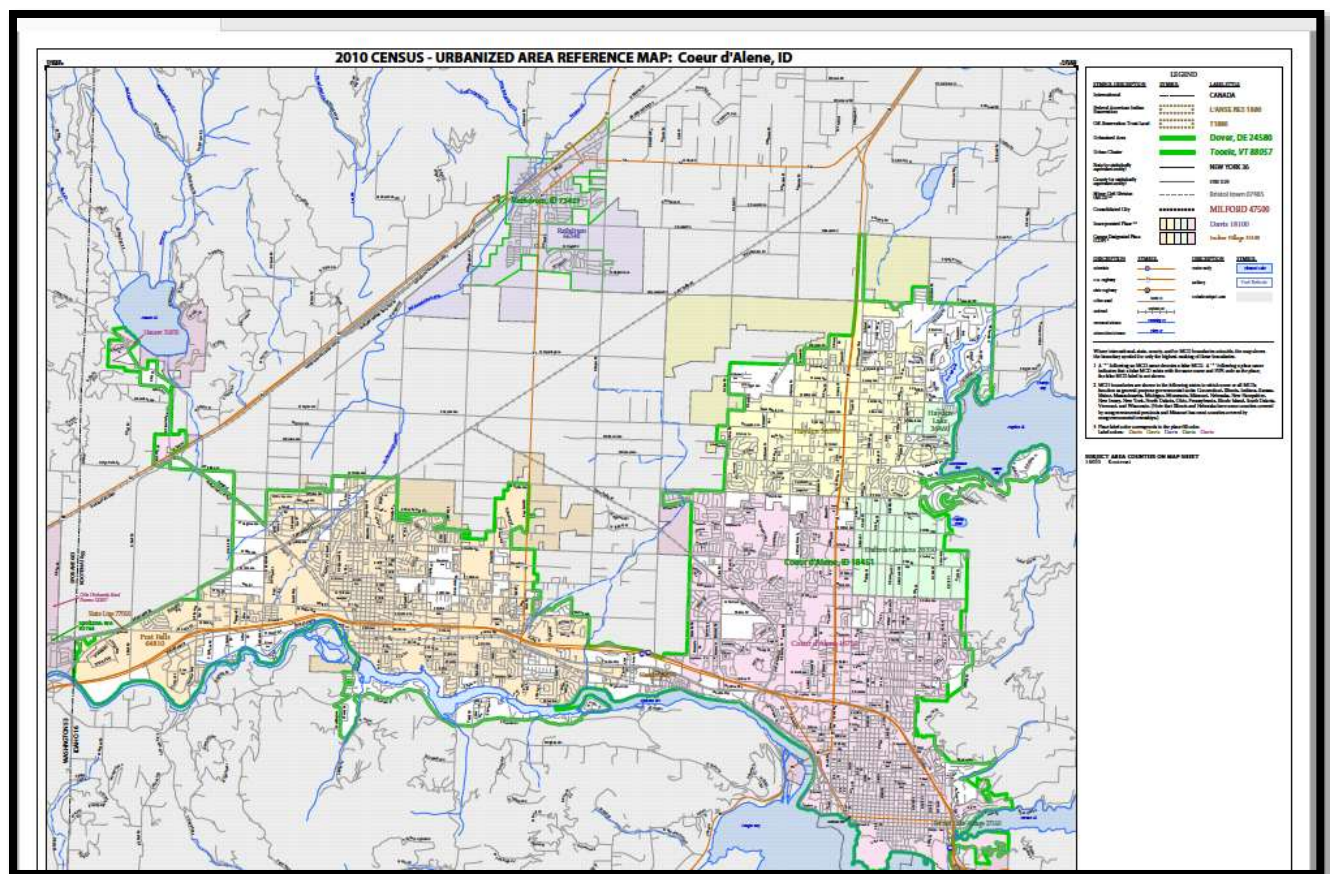


Figure 1 Coeur d Alene, ID Urban Area 2010 (18451)

Kootenai County is also considered an economic cross road for commerce and industry to and from Canada, as well as between West Coast Ports and the Midwest. As a result, the area has seen significant growth in local, regional, national, and international traffic (rail and truck). The County has two Class 1 railroads (BNSF & Union Pacific) with parallel mainlines across the Rathdrum Prairie. They collectively operate over 75 unit trains (225 cars) per day, carrying oil, propane, lumber products, coal, potash, wheat etc. to west coast ports; and unit trains from Port of Seattle, Port of Tacoma, Port of Portland etc., containing consumer goods eastbound to the Midwest and East Coast. In addition, BNSF operates their northwest refueling depot to service all trains moving through the region. This mix of high rail activity, 7,700 foot trains, and refueling operations means mainline rail traffic moving through the area will cross 75 road and highway crossings significantly impacting the safe and efficient movement of people and goods into and through the region.

A recent article in the Coeur d' Alene Press concisely summarizes the reason for this application: "I get a call just about every day, and often times it doesn't turn out well for the person in the car," (Payton Barber, Executive Director of Idaho Operation Lifesaver) he said, adding that Kootenai County tops Idaho for such accidents. The Rathdrum Prairie, where there has been significant growth and the Union Pacific and BNSF Railway both operate lines, has been a hotbed for crashes for years. In a recent railroad crossing emphasis patrol involving Operation Lifesaver, police and UP, law enforcement pulled over 140 drivers in eight hours. (Coeur d' Alene Press October 5, 2017).

On June 21, 2018 a crash involving a turning car with an oncoming motorcycle resulted in one injury and one fatality. The solution contained in this application will permanently eliminate that conflict in the future.

Highlights:

Improves transportation system performance, safety, and reliability for regional, national and international commerce moving on the BNSF transcontinental mainline with the construction of 2 overpasses and one interchange.

Guarantees safer, more efficient, and reliable access to rural communities for residents and commerce using SH-53; especially for first responders currently impeded by crossing closures

Permanently closes 3 at-grade rail crossings and 5 high speed roadway intersections.

Introduction to Pleasant View Grade Separation

This project will permanently eliminate three at-grade crossings, remove access to SH-53 from two roads on the north side of the highway and then constructs a single rail overpass and highway interchange that connects all of these roads at Pleasant View Road and SH-53. This has been part of a larger program of projects approved by FHWA in August 2006 referred to as “Bridging the Valley”, which is a long term strategy to eliminate at grade crossing on the BNSF corridor between Spokane, Washington and Athol, ID through the establishment of 10 grade separations. To date, two grade separations (Havana Street in Washington and SH-41/SH-53 in Idaho) have been constructed. The recently awarded USDOT grant for Barker Road Overpass in Spokane Valley WA is nearly ready for construction, and Ramsey Road Overpass (Kootenai County) is currently in final design, with the project being construction ready in March 2020.

The Pleasant View design was completed previously to the 30% level under the Bridging the Valley (BTV) Project. This application would complete the design, acquire needed right-of-way and execute the construction. The project was identified by the Kootenai Metropolitan Planning Organization (KMPO) Board as the next highest priority as identified in the BTV study. The original study was sponsored by the Spokane Regional Transportation Council (SRTC), in cooperation with the Washington State Department of Transportation, the Idaho Transportation Department, the Regional Chamber Alliance, the Union Pacific Railroad (UPRR), and the Burlington Northern Santa Fe Railway (BNSF).



Figure 2 Pleasant View Grade Crossing (July 10, 2018), Courtesy of ITD District 1

Purpose and Need for Pleasant View Grade Separation

Technology allows rail traffic to have closer time separation between trains, and sidings or double tracking provides opportunities for rolling passes between oncoming trains. While this increases efficiencies for the railroads, it can provide for extended periods of crossing delays at multiple adjacent crossings. Pleasant View Road, Mc Guire Road and Prairie/Beck Road are railroad grade crossings and carry over 18,270 cars and trucks per day across the BNSF tracks. According to BNSF operating data (October 2017), vehicular traffic competes with more than 54 trains per day, averaging 2.25 trains per hour (3 miles of railcars operating at 30 mph). These crossings are gated and lighted; however, as stated in the article above, very susceptible to impatience and distracted driving by motorists. On average motorists/truck drivers can expect to experience an average delay of 4 minutes each time they use a crossing. This amounts to between 1,522 and 3,045 hours a day in vehicular delay. In most situations, all three crossings are closed at the same time when a train traverses the area. The nearest open crossing would be 3 miles to the east or west.

In addition to the delay factor, the existing at-grade rail crossings are adjacent to intersections with Idaho State Highway 53, which is on the National Freight Network and provides connections to State Route 290 in Washington and U.S. 95 North. The lack of separation between the BNSF grade crossings and SH-53 (150ft), creates hazardous conditions on SH-53 for eastbound and westbound vehicles turning south. Construction of the interchange will create a safer and more efficient means to access SH-53 and eliminate the queues created on SH-53 by rail crossing closures. A fatality on June 21, 2018 occurred at the intersection of SH-53 and Pleasant View road when a westbound

vehicle turned south onto Pleasant View Road in front of an eastbound motorcycle. This project eliminates turns across high speed oncoming traffic.

SH-53/Pleasant View Grade Separation

Crash Map

2011-2016*



Figure 3

*Does not include Serious Injury and fatality crash on 6/21/2018 at Pleasant View/SH-53 Intersection

Pleasant View Grade Separation
60% Overall Design Completion

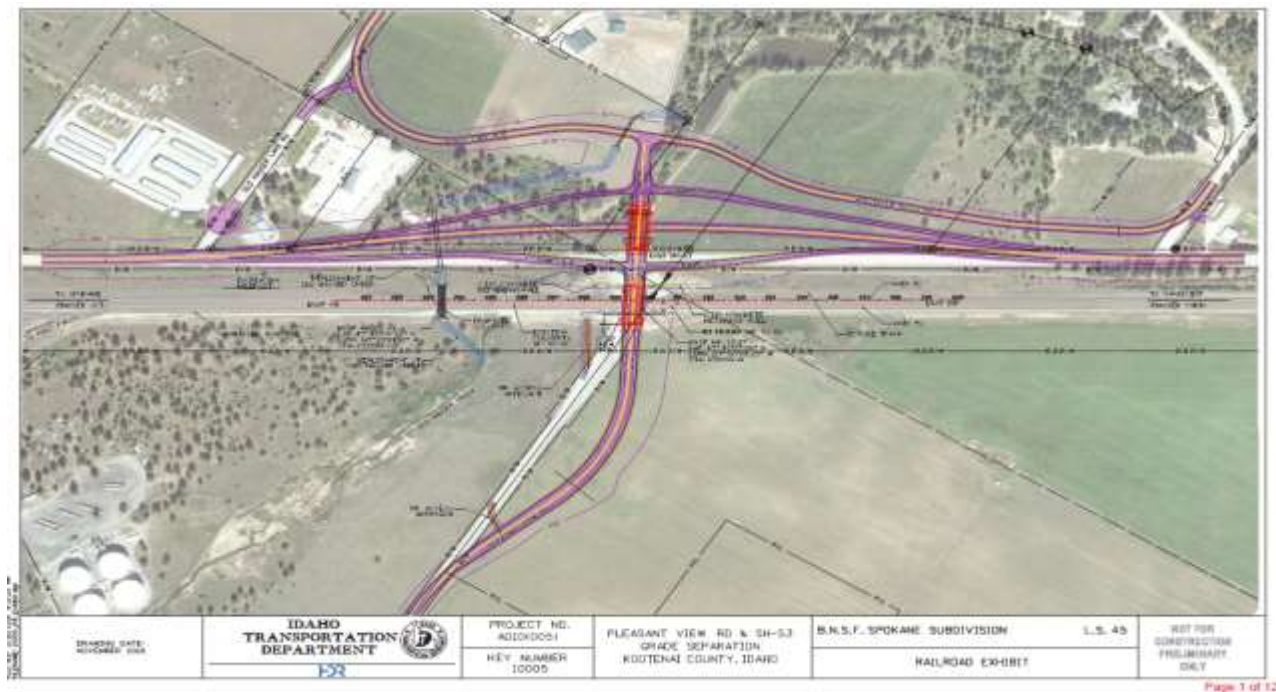


Figure 4 Pleasant View Design

Highlights:

Improves transportation performance, safety, and reliability with an overpass and interchange by eliminating the current conflict points that exist with the railroad and highway.

Guarantees safe and efficient access to rural communities for residents and commerce using SH-53

Permanently closes 3 at-grade rail crossings and 5 roadway intersections with one grade separation

The Ramsey Road Overpass project is another BTV project located in the rural area of northern Kootenai County. It is also located just 2 miles east of Rathdrum, ID where the BNSF has their main refueling depot that serves their transcontinental trains destined for West Coast ports in Oregon and Washington. The crossing location, while subject to the same number of trains per day previously described in the corridor, is subject to long closure times similar, if not worse than at Pleasant View, due to the slower speeds of locomotives entering and exiting the refueling depot.

The current intersection of Ramsey Road with these facilities is at an extreme skew angle (41 degrees), creating poor intersection sight distance and an unsafe condition. There were 13 accidents at this location over a 5 year period, 2012-2016. One of the accidents was a fatality collision with a train.

North Ramsey Rd/BNSF Grade Separation Project

Crash Map

2011-2016



Figure 6 Ramsey Road Crash Map 2011- 2016

Purpose and Need for Ramsey Road

Ramsey road has a posted speed limit of 50mph, with vehicles often exceeding that speed limit (based on property owner observation) due to the long tangent (6 miles) of the roadway. The railroad intersection with Ramsey is an extremely busy double track with a signal, horn and gates, but vehicles can still bypass the gates. Diagonal Road also experiences high speeds as it is on a long tangent (8 miles) and is a shortcut for those traveling from Rathdrum to Athol, Idaho Forest Products Mill at Chilco, as well as the Silverwood Theme Park on U.S. 95. The intersection of Ramsey with Diagonal is two-way stop controlled (on Diagonal). The Ramsey/Diagonal intersection has large paved returns to allow turning movements. This results in a stop sign locations that are approximately 30' from the edge of pavement on Ramsey Road, which creates sight distance issues for motorists on Diagonal Road.

The Ramsey Road Overpass Project will build a bridge on Ramsey road to cross over the BNSF Transcontinental mainline and remove the existing at-grade rail crossing and roadway intersection with Diagonal Road. When constructed, Diagonal Road will become disconnected from Ramsey Road. To maintain Diagonal Road access to Ramsey Road, Scarcello Road will be extended to meet Diagonal Road, creating a jug handle shaped intersection.

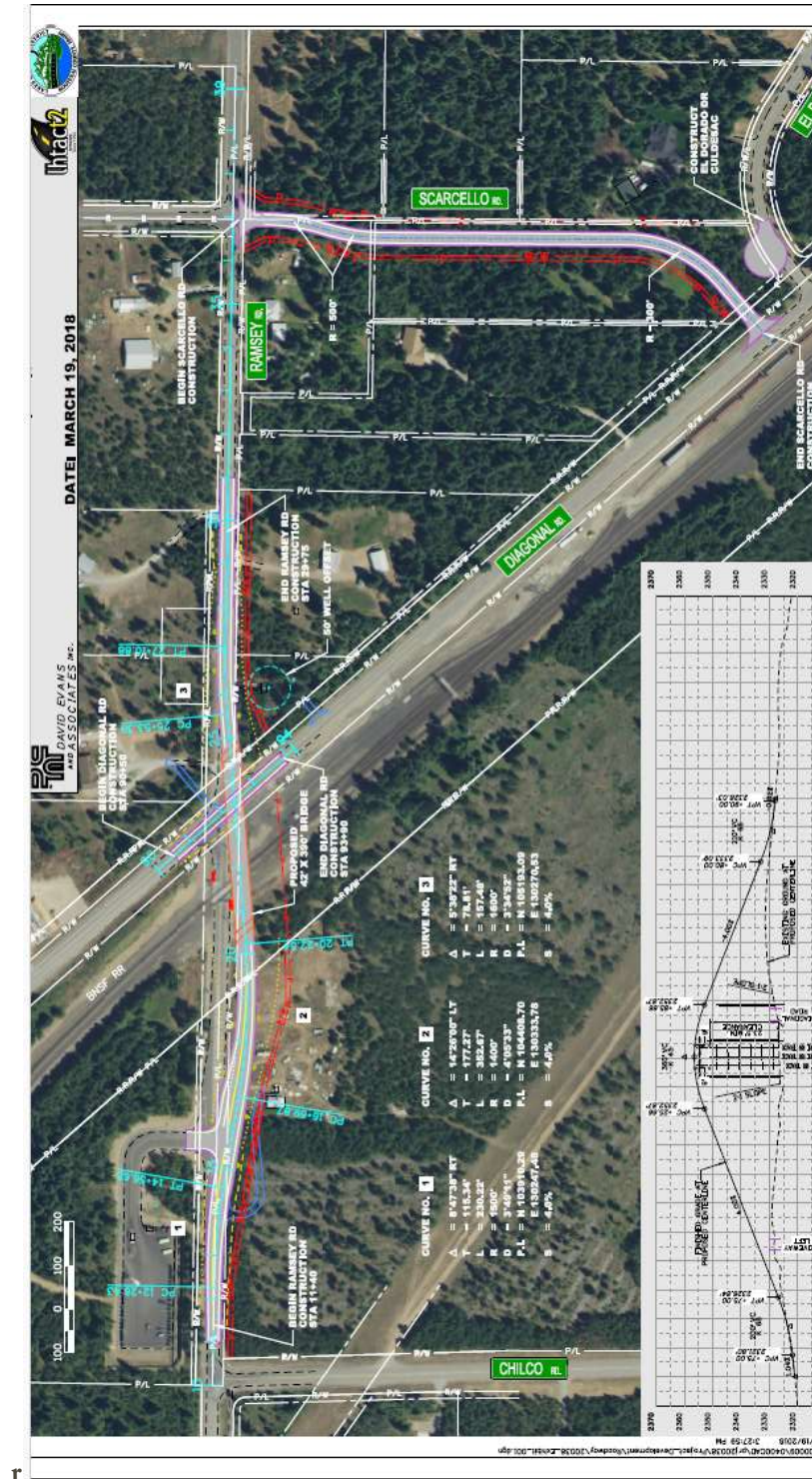


Figure 7 Ramsey Road Overpass Design



Project Location Details

These projects are located in Kootenai County, Idaho in the vicinity of the cities of Post Falls and Rathdrum. The specific project locations:

Pleasant View Grade Separation:

Coeur d' Alene, ID Urbanized Area – 18451 (This was not within the Bureau of the Census Urban Area; however, it was included in the FHWA Urbanized Area Boundary in 2015 for connectivity with the UA designation north of Idaho State Highway 53 at Hauser)

Geographic Coordinates: 47 degrees 45' 7.98" N 117 degrees 0' 10.3" W

Connectivity and Relevancy to State and National Transportation Network:

- * Direct impact to Idaho State Highway 53 (SH-53) milepost 2.07. Designated on the National Freight Network
- * Provides improved connections to **Interstate 90** Milepost 2.0 and SH-53, 3.07 miles north of I-90
- * Crosses over the BNSF transcontinental mainline (Great Northern Corridor) from Seattle, WA to Chicago, IL the primary rail corridor to Pacific Northwest Ports (Status of the Nation's Highways, Bridges, and Transit, 23rd Edition



Figure 9 BNSF Great Northern Corridor in Green south of Canadian Border

- * Connects with U.S. 95, 9.7 miles east of Pleasant View, providing access to Canada (Eastport/Kingsgate) and the Southwest U.S.

Ramsey Road Overpass:

Located in rural Kootenai County, Idaho and **not within a Census designated Urban Area**

Geographic Coordinates: 47 degrees 51' .59" N 116 degrees 48' 29.5" W

Connectivity and Relevancy to the Region, State and National Transportation Network:

- * Direct improvement for communities of Spirit Lake, ID, Athol, ID, Hayden, ID and Coeur d'Alene, ID by providing a more direct and reliable route.
- * Provides improved and more reliable access to Idaho Forest Products (IFP) Mill at Chilco, 2.6 miles east of the project. IFP is the 5th highest lumber producer in the nation, and this 248-acre facility, located just north of Coeur d'Alene, Idaho, is a technologically advanced mill producing up to 280 million board feet of lumber per year (12th largest lumber producing mill in the U.S)
- * Crosses over the BNSF transcontinental mainline (Great Northern Corridor) from Seattle, WA to Chicago, IL the primary rail corridor to Pacific Northwest Ports (Status of the Nation's Highways, Bridges, and Transit, 23rd Edition (See figure 9)
- * Connects with U.S. 95, 2.07 miles east of Ramsey Road, providing access to Canada (Eastport/Kingsgate) and the Southwest U.S.

Grant Funds, Sources and Uses of Project Funds

Funding to support the two grade separations contained in this application are being derived from a variety of local, State, and Federal sources. Each project is identified separately as each have their own unique funding sources and own budgets. The funding sources within each project are grouped as Non-Federal, BUILD, and Other Federal.

Table 1.

Pleasant View Grade Separation Project Costs:

Project Costs Items	Total Cost	% of Project Cost
Engineering & Design	\$ 1,400,000.00	
Subtotal Engineering & Design	\$ 1,400,000.00	6%
Right of Way	\$ 3,000,000.00	
Subtotal Right of Way	\$ 3,000,000.00	14%
Utility Adjustments	\$ 250,000.00	1%
Earthwork	\$ 1,126,000.00	5%
Drainage and Minor Structures	\$ 500,000.00	2%
Pavement and Base	\$ 5,000,000.00	23%
Grade Separation Structures	\$ 4,500,000.00	20%
Traffic Items	\$ 770,000.00	3%
Temporary Traffic Control	\$ 300,000.00	1%
Illumination	\$ 200,000.00	1%
Other Items	\$ 1,550,000.00	7%
Subtotal Construction Cost	\$ 14,196,000.00	64%
Mobilization	\$ 1,419,600.00	6%
Construction Engineering & Contingencies	\$ 2,129,400.00	10%
Total Project Cost	\$ 22,145,000.00	100%

Source: Idaho Transportation Department (HDR Engineering Inc.), July, 2018

Table 2

Pleasant View Grade Separation Budget by Agency and Source:

<u>Project Revenues</u>	<u>Amount</u>	<u>% of Revenue</u>
Non Federal Source		
<i>Idaho Transportation Dept. State Gas Tax</i>	\$ 1,350,000.00	
<i>Post Falls Highway District Match</i>	\$ 2,000,000.00	
BNSF * 5% of Rail Overpass Structure	\$ 1,100,000.00	
Subtotal Non Federal	\$ 4,450,000.00	20%
BUILD Application		
Subtotal Build Application	\$ 15,080,000.00	68%
Other Federal Source		
Idaho Transportation Dept.- Federal BTV	\$ 986,000.00	
National Highway Freight Program	\$ 1,429,000.00	
Federal Rail- Highway Crossing Program	\$ 200,000.00	
Subtotal Other Federal Sources	\$ 2,615,000.00	12%
Total Project Revenue	\$ 22,145,000.00	100%
Benefit Cost Ratio ¹		3.75

Source: Idaho Transportation Department & Post Falls Highway District (HDR Engineering Inc.), July, 2018

¹ Based on ITD TREDIS Analysis, July 2, 2018. See Merit Criteria (3) Benefit Cost Analysis and Appendix

Table 3
Ramsey Road Overpass Project Costs:

<u>Project Items</u>	<u>Item Cost</u>	<u>% of Project Cost</u>
Engineering & Design	\$ 783,000.00	
Subtotal Engineering & Design	\$ 783,000.00	9%
Right of Way (none required)	\$ -	
Subtotal Right of Way	-	
Utility Adjustments	\$ 60,000.00	1%
Earthwork	\$ 1,126,000.00	13%
Drainage and Minor Structures	\$ 252,000.00	3%
Pavement and Base	\$ 326,000.00	4%
Grade Separation Structure	\$ 3,287,000.00	37%
Traffic Items	\$ 101,000.00	1%
Temporary Traffic Control	\$ 151,000.00	2%
Detours	\$ 25,000.00	0.3%
Other Items	\$ 205,000.00	2%
Subtotal Construction Cost	\$ 5,533,000.00	61%
Mobilization	\$ 553,000.00	6%
Construction Engineering & Contingencies	\$ 2,130,000.00	24%
Subtotal Mobilization & Contingencies	\$ 2,683,000.00	30%
Total Project Cost	\$ 8,999,000.00	100%

Source: Lakes Highway District (David Evans & Associate Inc.) April, 2018

Table 4
Ramsey Road Budget by Agency and Source:

<u>Project Revenues By Source</u>	<u>Amount</u>	<u>% of Revenue</u>
Non Federal Source		
<i>Lakes Highway District (Board Approved Funding)</i>	\$ 1,000,000.00	
<i>Local Highway Technical Assistance Council</i>		
Local Highway Safety Program (Council Approved)	\$ 750,000.00	
Local Highway Rural Improvement Program	\$ 100,000.00	
BNSF * 5% of Rail Overpass Structure	\$ 75,000.00	
Subtotal Non Federal	\$ 1,925,000.00	21%
BUILD Application	\$ 2,677,000.00	
Subtotal Build Application	\$ 2,677,000.00	30%
Other Federal Source		
FHWA Surface Transportation Program (Rural FY 2020)	\$ 4,397,000.00	
Subtotal Other Federal Sources	\$ 4,397,000.00	49%
Total Project Revenue	\$8,999,000.00	100%
Benefit Cost Ratio¹		3.18

Source: Lakes Highway District (David Evans & Associate Inc.) April, 2018

¹ Benefit Cost Ratio based on Safety Benefit Only. See Merit Criteria (1) (a) Safety

Status of Funding Availability

Funds identified within the application have been committed and are available for obligation to the project(s) upon approval and execution of the BUILD grant. The Appendix includes copies of letters from local agencies for their contribution to the respective projects contained in the application. The BNSF contribution is required by statute as 5% of the cost of the structure crossing the rail system. While attributed to project, BNSF historically charges projects as much or more for permits and flagging while working on BNSF right of way.

For Other Federal funds, these funds have been selected and/or already programmed within the KMPO TIP. Tables 2 and 4, which identify the project budgets, also identify the fiscal year for which they will be available.

In all cases, the secured funding is available within the guidelines and timelines included in the BUILD Grant narrative for obligation and completion of construction.

Criteria

Merit Criteria

(a) Safety

Pleasant View Grade Separation

The purpose and need for this project is to eliminate conflict points between vehicle/vehicle and vehicle rail crashes at three existing at grade crossings (see Section II). With both rail and vehicular traffic are expected to increase significantly. Vehicle traffic is expected to double in the next 22 years (18,500 to 26,000 vehicles per day). BNSF does not provide forecasts of anticipated train traffic; however, with over 57 225 car train sets currently operating in the corridor, continued double tracking of the mainline, approval of the second bridge across Lake Pend Oreille, siting underway for the Millennium Energy Bulk Coal Export Facility; and continued Oil by Rail exports from Pacific Northwest Ports, it is reasonable to expect significant increase in rail traffic as well.

Historical Crash History -

According to the 5 year crash history maintained by the Idaho Transportation Department (ITD) there were **52 crashes in the project area**. (See Figure 3, page 6). This included 2 fatalities, 22 injury, and 28 property damage related crashes.

Using the Crash Modification Factors Clearinghouse (CMF) worksheet, ITD analyzed the conversion of the 5 at-grade intersections on Idaho State Highway 53, with one grade separated interchange at SH-53 and Pleasant View.

Table 5
Crash Modification Factors Worksheet
Pleasant View Rd Grade Separation

Please input data in the colored cells:

IDaho TRANSPORTATION DEPARTMENT

Project Name: SH-53 & Pleasant View Rd Grade Separation

Segment Code: 1050

Intersecting/Cross Street: Pleasantview Rd

Seg MP: 1.700

End MP: 2.600

Total Project Cost (include non safety costs): \$ 10,000,000

CMF

PROJECT CRASH DATA AND COSTS

	Total Crash Count Previous 5 Years	Idaho Crash Costs (\$001k)	Annualized Cost
*Fatal	2	\$6,498,816.00	\$1,498,816
*Serious Injury Crashes (A Injury)	8	\$454,261.00	\$1,034,261
*Non-Injured Injury Crashes (B Injury)	3	\$132,732.00	\$1,113,589
*Possible Injury Crashes (C Injury)	17	\$65,161.00	\$947,910
*Property Damage Only Crashes	22	\$2,201.00	\$78,824
TOTAL	52	-	\$ 15,773,191

Countermeasure #1:

Countermeasure: Convert at grade intersection into grade-separated interchange

Crash Reduction Factor (N): 88% Star Rating (3-4): 4 Type of Crashes: All

CMF ID: 488 Service Life, years: 50

Crash Severity: All Area Type: Suburban

Countermeasure Analysis

	Crash Count/Per Previous 5 Years	% Crashes Addressed	Annualized Crashes	Est. Crashes Prevented Over Service Life	Cost Savings over Service Life	Annualized Crashes Prevented
Total	52	88%	10.38	296.80	\$ 76,772,750	5.32
Fatal	2	100.00%	0.39	5.80	\$5,800,130	0.12
Serious Injury Crashes (A Injury)	8	87.50%	1.08	29.00	\$13,174,340	0.08
Non-Injured Injury Crashes (B Injury)	3	66.66%	1.00	29.00	\$3,589,278	0.08
Possible Injury Crashes (C Injury)	17	80.00%	2.42	66.80	\$4,891,986	1.18
Property Damage Only Crashes	22	100.00%	9.60	161.00	\$510,841	0.18

Notes:

The need for this project is to separate traffic from the Burlington Northern Santa Fe (BNSF) tracks, with east traffic. This area is projected to almost double over the next 52 years. The project is needed in order to increase the safety and reliability of residents, and the movement of commerce by eliminating the at-grade railroad crossing as well as eliminating two intersections with SH-53. The project also includes the closing of two additional at-grade crossings at Mainline Rd and Noble Ave. The Port of Idaho Highway District has agreed to participate in funding this project with 10% equity. The project has the potential to save money as well. FY19710, 16-24 from State of ID assessment.

The countermeasure analysis determined the improvements would address 89% of the crashes, thereby preventing over 295 crashes over the service life (50 years). This results in a \$76,772,750 cost savings over the service life of the project. **Safety improvements result in a BCR of 1.62**

Ramsey Road Overpass

The purpose and need for this project is to eliminate conflict points between vehicle/rail crashes at an existing at grade railroad crossing (see Section II). As previously indicated both rail and vehicular traffic are expected to increase significantly. Vehicle traffic is expected to nearly double in the next 22 years (8,000 to 14,000 vehicles per day). BNSF does not provide forecasts of anticipated train traffic; however, with over 57 225 car train sets currently operating in the corridor, continued double tracking of the mainline, approval of the second bridge across Lake Pend Oreille, siting underway for the Millennium Energy Bulk Coal Export Facility; and continued Oil by Rail exports from Pacific Northwest Ports, it is reasonable to expect significant increase in rail traffic as well.


Historical Crash History -

According to the 5 year crash history maintained by the Idaho Transportation Department (ITD) there were **10 crashes in the project area**. (See Figure 6, page 9). This included 1 fatalities and 9 injury related crashes.


Using the Crash Modification Factors Clearinghouse (CMF) worksheet, ITD analyzed the conversion of the at-grade BNSF rail crossing, with an overpass and reconfiguration of adjacent roads to match the new alignment.

Table 6
Crash Modification Factors Worksheet
Pleasant View Rd Grade Separation

Please input data in the colored cells:



District:
 Contact Person:
 Email Address:
 Phone:
 Route:
 Project Name:
 Key Number:
 Segment Code:
 Intersection/Cross Street:
 Sign MP:
 End MP:
 Total Project Cost (include one safety cost):



PROJECT CRASH DATA AND COSTS

Total Crash Count Previous 5 Years	Idaho Crash County (2014)	Economic Cost
10	2	\$0,468,800.00
	3	\$454,381.00
	5	\$128,750.00
	2	\$45,381.00
	6	\$5,391.00
TOTAL:	18	\$11,575,606

*Fatal: 2
 *Serious Injury Crashes (A Injury): 3
 *Non-Incorporating Injury Crashes (B Injury): 5
 *Possible Injury Crashes (C Injury): 2
 *Property Damage Only Crashes: 6

Countermeasure #1:

Countermeasure: CVP ID: Service Life, years:

Crash Reduction Factor (N): Safety Rating (S-0): Type of Crashes: Crash Severity: Area Type:

Countermeasure Analysis

	Crash Count/yr. Analysis 1 Year	% Crashes Addressed	Annual Crashes	Prevented Over Service Life	Cost Savings over Service Life	Annualized Cost
Total	18	63%	2.00	57.00	\$63,658,580	3.18
Serious Injury Crashes (A Injury)	3	100.00%	0.40	11.40	\$1,750,809	0.23
Non-Incorporating Injury Crashes (B Injury)	5	100.00%	1.30	36.70	\$8,506,869	0.57
Possible Injury Crashes (C Injury)	2	100.00%	0.40	11.40	\$700,308	0.23
Property Damage Only Crashes	6	0.00%	0.90	0.00	\$0	-

Notes:

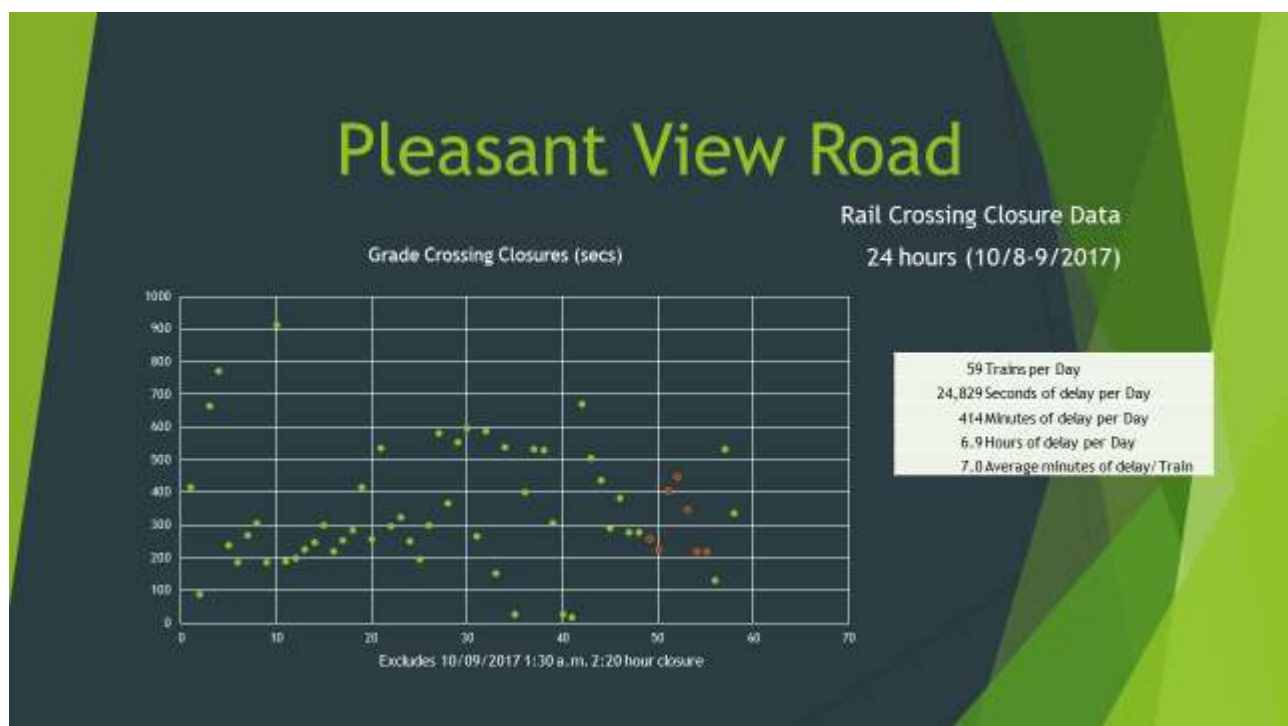
Project will be included in the Budget Utilizing Investments to Improve Transportation (PUBIT) 2018 cost application submitted to Governor's Transportation Planning Commission along with 30 S-2, Pleasant View Interchange.

The counter measure analysis determined the improvements would address 63% of the crashes, thereby preventing over 57 crashes over the service life (50 years). This results in a \$63,658,580 cost savings over the service life of the project. **The safety improvements result in a BCR of 3.18**

(b) State of Good Repair

The four existing at-grade rail crossings impacted by this application and all currently in a state of good repair; however, **due to excessive closure times, do not currently provide reliability or resiliency to the transportation system.** Given the close proximity of the at-grade crossings to each other, the typical 7,700' unit train lengths, and slower operating speeds (entering and exiting the Rathdrum refueling depot), multiple crossings are closed simultaneously. These operating conditions exist for both projects.

Table 7
BNSF Rail Crossing Closure Data



Source: BNSF Gate Actuation Data

Since the timing of trains vary by time of day, day of week, and season motorists cannot plan on when crossing closure will occur, thus eliminating the opportunity to utilize alternate routes. There are also no realistic alternative routes nearby to divert to upon arriving at one of these crossings.

Construction of the Pleasant View Grade Separation and Interchange, as well as the Pleasant View Overpass will provide significantly higher reliability and resiliency to address current and future rail operations that are expected to increase crossing closures and contribute to overall vehicular delay. Existing at-grade crossing treatments also require a higher level of ongoing maintenance and coordination with ITD, Post Falls Highway District, Lakes Highway District and BNSF. The proposed actions will reduce the annual maintenance and costs by eliminating the four (4) at-grade crossings and 3 roadway intersections.

(c) Economic Competitiveness

Pleasant View Grade Separation Project:

Pleasant View Road is a key regional connector for people and good movement between Interstate 90 (I-90) and Idaho State Highway 53 (SH-53); both of which are on the National Freight Network and included within the approved Idaho State Freight Plan. This route provides alternate access to U.S. 95 North, avoiding congested areas on U.S. 95 in the City of Coeur d' Alene, Idaho..... until train traffic closes the existing at-grade crossings at Beck Road, Pleasant View Road and Mc Guire Road.

In addition, safe, efficient and reliable access to Pacific West Coast Ports by BNSF improves economic competitiveness for import and export opportunities across the U.S. BNSF indicated (circa 2005) that a line closure due to a crash, results in approximately \$65,000 per hour in lost operating revenue. Permanently removing the 4 at-grade crossings increases the key factors safety, reliability and on time performance. This occurs for both truck and rail modes of transportation. The Benefit Cost Analysis Section (3) contains the TREDIS analysis conducted for this application, which takes into account truck travel time savings.

Ramsey Road Overpass Project:

This project is located on the regional transportation system, providing access to businesses and property located in northern Kootenai County. No attempt has been made to assess the project impact for economic competitiveness.

(d) Environmental Protection

Both projects contained in this application were environmentally cleared by the FHWA, Washington Division Office as part of the Bridging the Valley Rail Consolidation Project's Documented Categorical Exclusion (DCE) originally approved on August 26, 2006. Since that time, environmental re-evaluations have been conducted in accordance with NEPA and FHWA guidelines. The last re-evaluation was approved June 19, 2018. The Appendix contains a copy of the original Signature page for the DCE as well as the most recent Environmental Reevaluation.

(e) Quality of Life

As a charter railway corridor created through the Railway Act of 1864, the BNSF transcontinental rail line from Chicago, IL to Seattle, WA has a unique and specific purpose for which it was created. That is to move goods safely, efficiently and reliably across the country to the west coast. That purpose still exists 154 years later.

The difference now however, is the size, length and frequency of those transcontinental trains is much more extensive. This makes interaction of trains and the populations within communities that exist along the corridor much more challenging. This is especially true as growth takes place.

BNSF, as well as both rural Kootenai County and the Coeur d' Alene Urban area have seen this, as described in **Section 1 Project Description**.

These two grade separation projects significantly improve the quality of life for people living in adjacent communities and as well as the BNSF locomotive engineers operating the trains that pass through the region.

1. With the requirement to blow the trains horn (96 dB (A) to 110 dB (A) ¼ mile before each at-grade crossing, residents typically experience over 236 train horns per day from the four at-grade crossings covered by this application. With 59 trains per day, train horns are heard throughout the day and night. On average, there are about 2.5 trains per hour. Since train operations occur on the Rathdrum Prairie, noise can travel relatively unimpeded across the 8 mile valley floor where over 60,000 people live and work. Construction of the two grade separations would significantly improve their quality of life through the elimination of train whistle blowing, especially during the night time hours.

2. Delay caused by crossing closures is also a significant quality of life issue for the region. Based on actual gate actuation data (see Table 7, page 20), vehicles crossing these at-grade crossing locations (collectively about 26,000 cars per day) are subject to, on average, 6.9 hours of gate closure time per day, with each closure lasting about 7 minutes, depending on the train speed and length. Elimination of the crossing closures will significantly improve the quality of life by reducing traffic delays, and potential for impatient people attempting to “beat the train”. The BCA in Section 3 quantifies the benefits associated with reduced passenger vehicle delay associated with the Pleasant View grade separation.

3. The overall quality of life for families and friends of those 34 people killed or injured from crashes over the past 5 years and knowing there will no longer be the estimated 409 preventable crashes over the service life of the projects, will be enhanced.

3. The quality of life for BNSF locomotive engineers is an often unstated benefit for them and the community in which they live. As written in a recent Coeur d' Alene Press article **“I get a call just about every day, and often times it doesn't turn out well for the person in the car,” (Payton Barber, Executive Director of Idaho Operation Lifesaver)** he said, adding that Kootenai County tops Idaho for such accidents. The Rathdrum Prairie, where there has been significant growth and the Union Pacific and BNSF Railway both operate lines, has been a hotbed for crashes for years. In a recent railroad crossing emphasis patrol involving Operation Lifesaver, police and UP, law enforcement pulled over 140 drivers in eight hours. **(Coeur d' Alene Press October 5, 2017)**. It should be noted the Union Pacific Railroad operates on a branch mainline parallel to the BNSF across the Rathdrum Prairie north to Canada. They have on average 12 trains per day compared to BNSF with 59 trains per day.

Construction of the two grade separations will significantly reduce the stress and potential for traumatic experiences from only being able to watch an avoidable crash from the cab by locomotive engineers operating in the corridor.

(f) Innovation

The projects in this application will not be using innovative strategies for project development and delivery. Given the close interaction with the BNSF Railroad, proven and accepted methods and designs will be incorporated to avoid extensive review times and approval delays.

(g) Partnerships

Continuing a long KMPO tradition of encouraging the development and implementation of multi-agency partnerships for the construction of regional projects, KMPO currently has two multijurisdictional projects under construction:

1. Government Way Project – This project is jointly sponsored by three local jurisdictions, a sewer district, a water district, and the Lakes Highway District. The project expands an existing road from two to five lanes, with designated bike lanes and bus pull outs. The project is currently under construction, on time, and on budget with completion the fall of 2018

2. The U.S. 95 Corridor Improvement Project – This project is a FASTLANES grant sponsored by the Idaho Transportation Department (ITD), City of Coeur d'Alene, and City of Hayden. The project makes a series of improvements on the U.S. 95 corridor, which are located on both the State and local road system.

The Pleasant View Grade Separation project is a partnership project between ITD and the Post Falls Highway District, with improvements taking place on both the State and local road system. Each agency has been actively involved in the project's development and are providing almost equally to the local match requirements.

The Ramsey Road Overpass, given its location does not provide an opportunity to jointly partner with other agencies, even though several communities and businesses will be positively impacted by its construction.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

Not applicable to this application

(2) Project Readiness

Overview:

This application contains two projects that were developed as part of a broader “Bridging the Valley” rail corridor consolidation project managed jointly by the Spokane Regional Transportation Council (SRTC) and the Kootenai Metropolitan Planning Organization (KMPO). BTV identified a program of grade separation projects in a 42 mile corridor between Spokane, Washington and Athol, Idaho. BTV was developed through a congressional appropriation supported by State of Washington, State of Idaho; the Cities of Spokane and Spokane Valley in Washington; Post Falls, Rathdrum, Hauser, Coeur d’ Alene, Hayden and Athol in Idaho; as well as the BNSF railroad and Union Pacific Railroad. The BTV oversight team consisted of WSDOT Eastern Region Administrator, ITD District Engineer, BNSF Vice-President of Engineering, UP Vice President of Engineering, SRTC/KMPO Executive Director; and supported by HDR Inc., Portland, OR.

In order to effectively develop the program of projects, each grade separation received the same level of project development and design review by the respective agencies. As a result each grade crossing received the same Type, Size and location Studies (TS&L), Alternatives Analysis, Preliminary Engineering, Environmental Reviews, permit reviews to determine technical feasibility, and receive preliminary design approval by the railroads, FRA and FHWA. BTV also completed and full environmental analysis, including 4f and 106 reviews for the entire 42-mile corridor and inter-agency coordination and review with EPA, US Army Corps of Engineers, US Fish & Wildlife, USDA; as well as State Office of Historic Preservation and Idaho Department of Environmental Quality. The environmental review culminated with a Documented Categorical Exclusion (DCE) signed on August 22, 2006 (See appendix). The BTV project stalled after obtaining the DCE and the Army Corps of Engineers 404 permits, when BNSF railroad decided to no longer supported the program of projects, citing economic competitiveness issues with Union Pacific. BNSF did however, support continued development of grade crossings in their corridor. Idaho Transportation Department (ITD) has used Environmental Reevaluations to update information as individual projects have moved forward.

(a) Technical Feasibility

Pleasant View Grade Separation Project:

This project is in the advance stages of design (grade crossing 60% and roadway 70%) completion due to the previous work conducted under the BTV program. The current design meets ITD and BNSF standard design features for grade separations in order to ensure timely review and approval by the BNSF and ITD Engineering Design Office in Headquarters. The Design Report is contained within the Appendix

Ramsey Road Overpass Project:

This project is in the advanced stages of preliminary engineering and design due to the previous work conducted under the BTV program. The current consulting firm David Evans & Associates recommended a bridge approach modification and alternate bridge design to reduce structure costs. Those changes have been approved by ITD and Lakes Highway District. The current design meets

ITD and BNSF standard design features for grade separations in order to ensure timely review and approval by the BNSF and ITD Engineering Design Office in Headquarters. The Project Charter is contained within the Appendix

(b) Project Schedule(s)

Pleasant View Grade Separation Project:

Major project milestones:

Final Design	Complete March 25, 2019
Right of Way Plans	Complete January 21, 2019
QA/QC Constructability Review	Complete February 23, 2019
Plans, Specifications, and Estimates	Complete August 26, 2019
Right of Way Acquisition	Complete March 1, 2020
Project Advertisement	Complete December 1, 2020
Project Complete	Complete October, 2022

A copy of the detailed project development schedule is included in the Appendix

Ramsey Road Overpass Project:

Major project milestones:

Preliminary Design Package	Complete November 7, 2018
Right of Way Plans	Complete March 27, 2019
BNSF Agreement	Complete July 7, 2019
QA/QC Constructability Review	Complete May 22, 2019
Environmental Reevaluation Approval	Complete August 21, 2019
Plans, Specifications, and Estimates	Complete August 21, 2019
Right of Way Certificate	Complete September 11, 2019
Project Advertisement	October, 2019
Project Complete	Complete October, 2022

A copy of the detailed project development schedule is included in the Appendix

(c) Required Approvals

(1) Environmental Permits and Reviews:

(a) NEPA status of the Project(s)

Pleasant View Grade Separation Project:

The project received a Documented Categorical Exclusion (DCE) August 22, 2006. The Environmental Reevaluation required by NEPA and FHWA guidelines was approved June 19, 2018. It is included in the Appendix

Ramsey Road Overpass Project:

The project received a DCE August 22, 2006. The Environmental Reevaluation required by NEPA and FHWA guidelines is scheduled for completion August, 2019.

(1) Environmental Permits and Reviews Continued

(b) Information on reviews, approvals and permits by other agencies:

Both projects contained within this application have the same basic reviews, approvals and permits to reach the construction stage. They are also included in the previous section of Project Readiness, Schedule; however, there are no permits required by other State or Federal Agencies (besides FHWA) to proceed to construction.

Remaining Reviews and Approvals prior to final obligation construction:

Preliminary Engineering Design Approval by ITD and BNSF (Ramsey Overpass Only)

Final Design Approval by the Idaho Transportation Department (ITD)

Final Bridge Design Approval by the BNSF Railroad

Final Right of Way Plan and Acquisition package by ITD

Final Right of Way Certification

Plans, Specifications and Estimates (PS&E) Approval

Approval for Advertisement

ITD Board Approval to Award Bid

(c) Environmental Studies:

See Environmental Approvals NEPA status discussion, page 26

(d) Discussions with appropriate DOT offices regarding project compliance with NEPA:

See Environmental Approvals NEPA status discussion, page 26 and Project Readiness Overview, page 25

(e) Description of Public Involvement that has occurred:

The BTV effort was a multi-year multi-faceted public involvement program that involved:

- i. Mail notifications to all property owners within 1 mile of the BNSF corridor of project area, and specifically grade crossing considerations that could potentially impact their property. This occurred during the initial scoping process and during the alternative design phase for each grade separation. This included the notification of proposed at-grade crossing closures up completion of the grade separation
- ii. A highly developed webpage was developed (www.bridgingthevalley.org) to provide ongoing information as the program was developed and finalized
- iii. A series of public meeting and open houses to provide feedback on proposed grade separations and proposed closures.
- iv. Speakers bureau met with neighborhoods; civic, environmental and business groups; and elected officials from local jurisdictions in the corridor

ITD held public meetings and a design hearing on the Pleasant View Grade Separation during the update of the preliminary design in December, 2018 to receive public comment and testimony of the updated designs and configurations.

Lakes Highway District has programmed a public meeting and design hearing for January 20, 2019 for the Ramsey Road Overpass preliminary design update. Lakes Highway District has also met with property owners in the vicinity of the project to discuss the changes being made from the original BTV design.

Public comments received throughout the process, including environmental, 4f, and 106 reviews were addressed and considered in the project development process. The numerous comments received were more about when grade separations would be constructed. Public comments related to design, concept and scope of the at-grade crossings were deminimis.

(2) State and Local Approvals – Both projects contained within the application are within the 2018 Transportation Improvement Program and the upcoming 2019-2026 Transportation Improvement Program prepared by the Kootenai Metropolitan Planning Organization (KMPO), as well as the Idaho State Department of Transportation Statewide Transportation Improvement Program (STIP). When awarded, the projects will be amended to incorporate the BUID funds.

The KMPO Board prioritizes at-grade rail separations and the number 1 priority for the region due to the long term impact and safety, reliability, mobility to people and goods moving into and through the area.

(3) Federal Transportation Requirements Affecting State and Local Planning

KMPO as the project applicant of behalf of ITD and local agencies is also the metropolitan planning organization (MPO) for the Coeur d' Alene Urbanized area, which has a countywide planning boundary. KMPO ensures the requirements for complying with Title 23 USC Section 134 and 135 have been met and these project have been included in the Metropolitan Transportation Plan and considered in local comprehensive plans for cities in the affected areas.

(d) Assessment of Project Risks and Mitigation Strategies

All projects have project delivery risks, many of which come from unknown aspects of the projects. Because of the extensive planning, design, engineering, environmental and public involvement efforts that have taken place to deliver the BTV program over the past 13 years, there is very little that is not known. These are well defined, well understood, and well recognized by the region as essential projects. That being said, there are still risks associated project delivery in a timely manner.

Risk #1 Final Design and Construction Agreement Approval by BNSF Railroad. While improving, BNSF has a long history of plan review and construction agreement delays; as well as last minute requests for modifications and additions outside the original scope of the project. Staff turnover by BNSF during the review and approval process, also has led to delays in the ability to advertise the project and therefore project delivery. BNSF processes and procedures are beyond the ability of the project sponsors to manage or significantly influence.

Mitigation: BNSF has committed to timely review of complete documents within a 6 week window from the time they are delivered to the designated person at BNSF. If the project sponsors begin to see response times exceeding the 6 week window, consulting staff and the project sponsor will request an in person meeting at BNSF in Seattle, WA to address the submittal in question.

JL

Risk #2 Significant Increase in Project Costs and Long Lead Times for Procuring Materials.

According to recent articles, the State of Idaho is among the fastest growing States in the nation, and Kootenai County is among the fastest growing counties in the state. New building starts for residential, commercial, and light industrial construction have set new records in 2018. As a result, costs for contractors, labor and materials have increased significantly. The MPO area, according to the 2018 Transportation Improvement Program, is approaching \$150 million in transportation projects over the next four years, to try and address growth on the major highways and arterials. This will require a clear understanding of the bidding climate when timing project advertisement.

Mitigation: Many local and regional contractors have the capability and capacity to construct bridges the size associated with each of the projects. Several bridges and overpasses on I-90 have been rebuilt or newly constructed over the past five years.

However, due to a limited construction time frame caused by winter weather and BNSF operating policy not to allow work over or around their transcontinental mainline during the 4th quarter of each year (BNSF is busiest during the 4th quarter).

Experience has shown to use this time for advertising construction projects during the September – November provides the best opportunity for good bids.

- i. Prime Contractors and subcontractors are building the schedule for the upcoming calendar year
- ii. Market prices for construction materials in the Inland Northwest are softer in the fall and can be locked in for the upcoming year;
- iii. Uses time to finalize contracts, negotiate staging areas if necessary and relocate utilities (typically power and phone) prior to construction season.

The project sponsors propose to advertise projects in Sept – October to moderate this risk of escalating prices when bids occur in January – April.

Risk # 3 Real Estate Acquisition

There are nine (9) properties associated with the Pleasant View Grade Separation and four properties associated with the Ramsey Road Overpass. Property owners are aware of the project, and are supportive of the opportunity to reduce crashes and save lives. As is pretty typical, even with willing sellers, is the time it takes to reach the fair market price.

Mitigation: Both projects have scheduled approval of right of way acquisition plans immediately upon reaching final design and environmental clearance to provide adequate time to acquire land for the project. Given the jump in real estate market activity during the past 2 years, and the relatively small number of parcels involved; establishing comparable properties in the vicinity in order to determine fair market prices is expected to go relatively smooth. This is considered to be a low to moderate risk.

Local and State funding for the two projects is considered a low risk. ITD and local projects have already approved funding, anticipate cost increases the longer the project gets delayed. There is a higher probability of funding delays from Congressional Continuing Resolutions releasing currently programmed FHWA STP and Freight Formula funding, than availability of State and local funding.

(3) Benefit Cost Analysis

Overview

The Idaho Transportation Departments (ITD), Economics Branch has provided Benefit Cost Analyses (BCA) to several USDOT Competitive Grant Programs in the past 5 years. This includes TIGER 6, FASTLANES, and INFRA Grants awarded in Idaho. Their standardized approach is now used within ITD for prioritizing and programming projects for inclusion in the STIP.

ITD Economics Branch utilizes the TREDIS model in conducting the analysis and the generating the Benefit Cost Report. They also utilize standardized rates and vehicle travel and vehicle hour forecasts developed from KMPO's VISUM travel demand model in the analyses. KMPO uses approved land use plans, regional population and employment forecasts based on Idaho Department of Labor reporting data, and traffic data to operate and maintain the model. The data used in the analyses for both projects can be found in the Appendix

BCA Findings

The TREDIS Model was used to prepare the BCA and BCR for the Pleasant View Grade Separation & Interchange Project because of its association with Idaho State Highway 53, US 95 and Interstate 90. The TREDIS analyses indicates **the BCR for the Pleasant View project is 3.75** and report is provided in the Appendix

The TREDIS Model was not used on the Pleasant View Overpass, because it is solely located on the local transportation system. ITD does not maintain data for the rural local/regional system in sufficient detail to provide reliable TREDIS output from the analyses. As a result, the Pleasant View Grade Separation is relying on a Cost Benefit Analysis generated from the Crash Modification Factor Clearinghouse (CMF) model where actual crash data from specific locations are used to evaluate Countermeasures for safety projects. The results are reported as a Benefit Cost Ratio by multiplying the Annualized Economic Cost Savings by the assumed service life of the project, then dividing the total construction cost. As a bridge project, the service life selected was 50 years. The CMF analyses indicates **the BCR for the Ramsey Road Overpass Project is 3.18**. The worksheet is included in the Appendix.

Conclusion

This BUILD application was prepared by the Kootenai Metropolitan Planning Organization (KMPO) on behalf of, and at the request of, the Idaho Transportation Department, Post Falls Highway District, and the Lakes Highway District. The Idaho Transportation Department will be the lead agency on behalf of its partners to ensure both projects are in compliance with State and Federal project rules and guidelines.

More importantly, this partnership has work collaboratively together for the past 13 years to eliminate at-grade rail crossings across the Rathdrum Prairie to eliminate car/rail related injuries, save lives, and significantly reduce train whistle blowing . Growth and development is placing higher demands on our regional transportation system, while at the same time rail traffic continues to increase in response to growing global trade into and out of Pacific Northwest Ports that are serving into the Midwest and Canada. These projects increase efficiency, reliability, redundancy, and most of all safety for both the railroad workers and the people that cross the tracks.

Your time and consideration in reviewing this application is recognized and certainly appreciated.

Regards,



Glenn F. Miles
Executive Director
Kootenai Metropolitan Planning Organization
250 Northwest Blvd., Suite 209
Coeur d' Alene, ID 83814
(208) 930-4164 Office
(509) 994-6173 Cell



Appendix

Benefit Cost Analysis:

Pleasant View Grade Separation

The economic analysis of the SH-53 Pleasant View Rd. Grade Separation IC Project was performed using TREDIS software. The information provided below is meant to quantify only that data which TREDIS can monetize and does not encompass all of the benefits this project may generate. Other benefits may include environmental, property values, future growth potential, and smart development vs. sprawl.

The benefits of the project are both mobility and safety related. Changes in safety, or crash rates (#460 from the CMF Clearinghouse) were based on converting an at-grade intersection into a grade separated interchange. The MPO in which the project is located also conducted a travel analysis which showed significant congestion relief at peak travel times.

The project was analyzed over a 20 year period with project operations beginning in 2027. All other timing and analysis input factors required by the TREDIS model are listed below. Except where noted, all other inputs are the default values provided by TREDIS.

The screenshot displays the TREDIS software interface for the project "SH 53 & Pleasantview Rd Grade Separation". The top navigation bar includes tabs for Project, Analysis, Modes, Timing, Regions, Alternatives, Costs, Travel, Access, and Results. The "Timing" tab is active.

Project Timing

Years to Analyze: Design and Construction Spending
Start: 2025 End: 2026

Years to Analyze: Changes in Travel or O&M Spending
Start: 2027 End: 2046

Constant Dollar Year: 2016

Analysis Periods

TREDIS requires at least one time period. To add additional time periods, please click on the 'Add' button below, which will create a new entry which you can then rename by typing the desired name in the box.

Period Name
Annual

Period

Crash rates between the Base (no-build) and Project (build) scenarios are listed in the table below and generate present value (discounted at 7%) safety benefits of \$13 million.

TREDIS Project: SH 53 & Pleasantview Rd Grade Separation

Project Analysis Modes Timing Regions Alternatives Costs Travel Access Results

All \$ inputs should be entered as constant 2016 Dollars

Data Year: 2046

Required Inputs Occupancy Congestion and Flow Taxes, Fees, Tolls Safety

Alternative	Region	Period	Mode	Purpose	Fatalities per 100m VMT	Injuries per 100m VMT	Property Damage Accidents per 100m VMT
Base	Default	Annual	Passenger Car	Personal	0.02	0.57	0
Base	Default	Annual	All Trucks	Freight	0	0.03	0
Project	Default	Annual	Passenger Car	Personal	0.01	0.24	0
Project	Default	Annual	All Trucks	Freight	0	0.01	0

The table below lists the 2046 no build and build travel characteristics used in the TREDIS model. The reduction in VHT generates approximately \$25.8M in travel benefits, mostly due to improvements in vehicle travel time.

TREDIS Project: SH 53 & Pleasantview Rd Grade Separation

Project Analysis Modes Timing Regions Alternatives Costs Travel Access Results

All \$ inputs should be entered as constant 2016 Dollars

Data Year: 2046

Required Inputs Occupancy Congestion and Flow Taxes, Fees, Tolls Safety

Alternative	Region	Period	Mode	Purpose	Period Veh. Trips	Period VMT	Period VHT	Transit Passenger Trips	Transit Passenger Miles	Transit Passenger Hours	Out of Pass To
Base	Default	Annual	Passenger Car	Personal	335,240,296.13	2,261,366,705.21	139,976,782.58	0	0	0	0
Base	Default	Annual	All Trucks	Freight	21,398,316.14	144,341,917.35	8,934,868.25	0	0	0	0
Project	Default	Annual	Passenger Car	Personal	335,240,296.13	2,261,305,995.92	139,832,907.83	0	0	0	0
Project	Default	Annual	All Trucks	Freight	21,398,316.14	144,338,680.59	8,925,504.76	0	0	0	0

The present value of all costs, including construction, ongoing maintenance, and residual value, is \$10.3 million. When divided by the present value of all benefits, the project achieves a benefit-to-cost ratio (BCR) of 3.75.

Final results generated by the TREDIS model are listed below.

TREDIS Project: SH 53 & Pleasantview Rd Grade Separation

Project Analysis Modes Timing Regions Alternatives Costs Travel Access Results

Summary Economic Impact Benefit - Cost Financial Impact Tracing / Validation Freight

Graphics Benefit Cost Overview Value of Benefits Cost and Net Benefits Environmental Grant Report Performance Metrics

Benefit-Cost Overview

	3% discount rate (\$M)	7% discount rate (\$M)
Present Value of Benefit Stream	80.053	38.731
Travel Benefits	75.814	36.663
Value of Vehicle Operating Cost (VOC)	-1.8471	-1.857
Value of In-Vehicle Travel Time (IVTT)	50.299	24.629
Value of Out-of-Vehicle Travel Time (OVTT)	0.000	0.000
Value of Improved Travel Time Reliability	1.428	0.706
Value of Safety Improvement	27.559	12.986
Value of Consumer Surplus From Induced New Activity	0.000	0.000
Environmental and Social Benefits	-0.697	-0.388
Wider Economic (Productivity) Benefits	4.935	2.435
Transfer Benefit Effects (net benefit adjustment)	0.000	0.000
Present Value of Cost Stream	14.562	10.335
Project Costs	14.562	10.335
Cost Adjustments	0.000	0.000
Net Benefit (Benefits - Costs)		
Transportation System Efficiency - Traveler Benefits Only	61.258	26.328
Traditional BCA - Traveler Benefits + Environmental Benefits	60.555	25.961
Full Societal BCA - All Benefit Categories	65.481	28.396
Benefit Cost Ratio (Benefits / Costs)		
Transportation System Efficiency - Traveler Benefits Only	5.206	3.548
Traditional BCA - Traveler Benefits + Environmental Benefits	5.158	3.312
Full Societal BCA - All Benefit Categories	5.497	3.748

TREDIS

Project: SH 53 & Pleasantview Rd Grade Separation

Preferences

Help

User Resources

Logout

Project

Analysis

Models

Timing

Regions

Alternatives

Costs

Travel

Access

Results

Summary

Economic Impact

Benefit - Cost

Financial Impact

Tracing / Validation

Freight

Graphics

Benefit-Cost Overview

Value of Benefits

Cost and Net Benefits

Environmental

Grant Report

Performance Metrics

Value of Benefit Stream by Year

Value of Benefit Stream by Mode

7% Discount Rate

Value of Benefit Stream by Year - 7% Discount Rate (\$M)

Data Year	(A) Transfer Benefits (\$M)		(B) Transfer Benefits Incon (\$M)			(C) Shipper/Logistics Cost (\$)	(D) Business Productivity (\$)	(E) Social/Environ. Incon. (\$)	Total Benefits
	Vehicle Operating Costs	Business Time & Reliability Costs	Value of Personal Time & Reliability	Safety Cost	Additional Consumer Surplus				
2027	-0.2	0.2	2.0	0.9	0.0	0.2	0.0	0.0	3.1
2028	-0.2	0.2	1.9	0.9	0.0	0.2	0.0	0.0	2.9
2029	-0.2	0.2	1.8	0.9	0.0	0.2	0.0	0.0	2.8
2030	-0.2	0.2	1.7	0.8	0.0	0.2	0.0	0.0	2.7
2031	-0.2	0.2	1.6	0.8	0.0	0.2	0.0	0.0	2.6
2032	-0.1	0.2	1.5	0.8	0.0	0.2	0.0	0.0	2.5
2033	-0.1	0.2	1.4	0.7	0.0	0.2	0.0	0.0	2.3
2034	-0.1	0.2	1.3	0.7	0.0	0.1	0.0	0.0	2.2
2035	-0.1	0.2	1.3	0.7	0.0	0.1	0.0	0.0	2.1
2036	-0.1	0.1	1.2	0.6	0.0	0.1	0.0	0.0	2.0
2037	-0.1	0.1	1.1	0.6	0.0	0.1	0.0	0.0	1.9
2038	-0.1	0.1	1.0	0.6	0.0	0.1	0.0	0.0	1.7
2039	-0.1	0.1	0.9	0.6	0.0	0.1	0.0	0.0	1.6
2040	0.0	0.1	0.8	0.5	0.0	0.1	0.0	0.0	1.5
2041	0.0	0.1	0.7	0.5	0.0	0.1	0.0	0.0	1.4
2042	0.0	0.1	0.7	0.5	0.0	0.1	0.0	0.0	1.3
2043	0.0	0.1	0.6	0.5	0.0	0.1	0.0	0.0	1.2
2044	0.0	0.1	0.5	0.5	0.0	0.1	0.0	0.0	1.1
2045	0.0	0.1	0.4	0.4	0.0	0.0	0.0	0.0	1.0
2046	0.0	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.8
Total	-1.9	2.8	22.7	13.0	0.0	2.4	0.0	-0.4	38.7

Project: SH 53 & Pleasantview Rd Grade Separation

TREDIS

PreferencesHelpUser ResourcesLogout

ProjectAnalysisModelsTimingRegionsAlternativesCostsTravelAccessResults

SummaryEconomic ImpactBenefit - CostFinancial ImpactTracing / ValidationFreight

GraphicsBenefit-Cost OverviewValue of BenefitsCost and Net BenefitsEnvironmentalGrant ReportPerformance Metrics


7% Discount Rate

Cost and Net Benefits - 7% Discount Rate (\$M)


Data Year	Project Costs				Project Benefits		Net Total Benefits
	Startup Costs	O&M Costs	Residual Value	Total Costs	Total Benefits		
2025	10.3	0.0	0.0	10.3	0.0	-10.3	
2026	0.0	0.0	0.0	0.0	0.0	0.0	
2027	0.0	0.0	0.0	0.0	3.1	3.1	
2028	0.0	0.0	0.0	0.0	2.9	2.9	
2029	0.0	0.0	0.0	0.0	2.8	2.8	
2030	0.0	0.0	0.0	0.0	2.7	2.7	
2031	0.0	0.0	0.0	0.0	2.6	2.6	
2032	0.0	0.0	0.0	0.0	2.5	2.5	
2033	0.0	0.0	0.0	0.0	2.3	2.3	
2034	0.0	0.0	0.0	0.0	2.2	2.2	
2035	0.0	0.0	0.0	0.0	2.1	2.1	
2036	0.0	0.0	0.0	0.0	2.0	2.0	
2037	0.0	0.0	0.0	0.0	1.9	1.9	
2038	0.0	0.0	0.0	0.0	1.7	1.7	
2039	0.0	0.0	0.0	0.0	1.6	1.6	
2040	0.0	0.0	0.0	0.0	1.5	1.5	
2041	0.0	0.0	0.0	0.0	1.4	1.4	
2042	0.0	0.0	0.0	0.0	1.3	1.3	
2043	0.0	0.0	0.0	0.0	1.2	1.2	
2044	0.0	0.0	0.0	0.0	1.1	1.1	
2045	0.0	0.0	0.0	0.0	1.0	1.0	
2046	0.0	0.0	0.0	0.0	0.8	0.8	
Total	10.3	0.0	0.0	10.3	38.7	28.4	

Ramsey Road Overpass CMF Worksheet

Please input data in the colored cells:



District: 3
 Contact Person: William Feltman
 Email Address: william.feltman@idaho.gov
 Phone: 208.343.4000
 Project Name: Ramsey Rd 8th- Grade Separation
 Key Number: 6100
 Segment Code: 6100
 Intersection/Cross Street: Ramsey Rd/Disposal Rd
 Beg MP: 13.011
 End MP: 14.538
 Total Project Cost (Include non safety costs): \$ 4,070,000



State of Idaho - 2018 CMF Worksheet

Countermeasure #1:

Countermeasure: Convert 42-Grade Intersections into grade-separated interchanges

Crash Reduction Factor (%): 67% Star Rating (1-4): 4 Type of Crash: All Crash Severity: A, B, C Area Type: Not Specified

Countermeasure Analysis:

	Crash Count for Previous 5 Years	% Crashes Addressed	Annualized Crashes	Est. Crashes Prevented Over Service Life	Cost Savings over Service Life	Annualized Crash Prevented
Total	1	100.0%	0.20	9.70	\$14,142,231	0.12
*Fatal	1	100.0%	0.20	9.70	\$14,142,231	0.12
*Serious Injury Crashes (A Injury)	0	0.0%	0.00	0.00	\$0	0.00
*Non-Incapacitating Injury Crashes (B Injury)	0	0.0%	0.00	0.00	\$0	0.00
*Possible Injury Crashes (C Injury)	0	0.0%	0.00	0.00	\$0	0.00
*Property Damage Only Crashes	0	0.0%	0.00	0.00	\$0	0.00
TOTALS	1	100%	0.20	9.70	\$14,142,231	0.12

Notes:
Project will be included in the Better LID&B Investments to Leverage Development (BLID&B 2018 Grant application submitted by Eastern Metropolitan Planning Organization along with SH 53 Pleasant View Interchange.

PROJECT CRASH DATA AND COSTS

	Total Crash Count Previous 5 Years	Major Crash Costs (2008)	Economic Cost
*Fatal	1	\$9,496,836.00	\$1,696,836
*Serious Injury Crashes (A Injury)	0	\$454,381.00	\$908,762
*Non-Incapacitating Injury Crashes (B Injury)	0	\$119,742.00	\$239,484
*Possible Injury Crashes (C Injury)	0	\$69,381.00	\$138,762
*Property Damage Only Crashes	0	\$1,351.00	\$2,702
TOTAL	1	\$10,131,300.00	\$2,038,784

Countermeasure #2:

Countermeasure:

Crash Reduction Factor (%): Star Rating (1-4): Type of Crash: Crash Severity: Area Type:

Countermeasure Analysis:

	Crash Count for Previous 5 Years	% Crashes Addressed	Annualized Crashes	Est. Crashes Prevented Over Service Life	Cost Savings over Service Life	Annualized Crash Prevented
Total	0	0.0%	0.00	0.00	\$0	0.00
*Fatal	0	0.0%	0.00	0.00	\$0	0.00
*Serious Injury Crashes (A Injury)	0	0.0%	0.00	0.00	\$0	0.00
*Non-Incapacitating Injury Crashes (B Injury)	0	0.0%	0.00	0.00	\$0	0.00
*Possible Injury Crashes (C Injury)	0	0.0%	0.00	0.00	\$0	0.00
*Property Damage Only Crashes	0	0.0%	0.00	0.00	\$0	0.00
TOTALS	0	0%	0.00	0.00	\$0	0.00

Notes:

Countermeasure #3:

Countermeasure:

Crash Reduction Factor (%): Star Rating (1-4): Type of Crash: Crash Severity: Area Type:

Countermeasure Analysis:

	Crash Count for Previous 5 Years	% Crashes Addressed	Annualized Crashes	Est. Crashes Prevented Over Service Life	Cost Savings over Service Life	Annualized Crash Prevented
Total	0	0.0%	0.00	0.00	\$0	0.00
*Fatal	0	0.0%	0.00	0.00	\$0	0.00
*Serious Injury Crashes (A Injury)	0	0.0%	0.00	0.00	\$0	0.00
*Non-Incapacitating Injury Crashes (B Injury)	0	0.0%	0.00	0.00	\$0	0.00
*Possible Injury Crashes (C Injury)	0	0.0%	0.00	0.00	\$0	0.00
*Property Damage Only Crashes	0	0.0%	0.00	0.00	\$0	0.00
TOTALS	0	0%	0.00	0.00	\$0	0.00

Notes:

Countermeasures Summary:

	Crash Count for Previous 5 Years	% Crashes Addressed	Annualized Total Crashes	Est. Crashes Prevented Over Service Life	Annualized Economic Cost Savings	% Crashes Mitigated
*Fatal	1	0.20	0.20	9.70	\$14,142,231	97.2%
*Serious Injury Crashes (A Injury)	0	0.0%	0.00	0.00	\$0	0.0%
*Non-Incapacitating Injury Crashes (B Injury)	0	0.0%	0.00	0.00	\$0	0.0%
*Possible Injury Crashes (C Injury)	0	0.0%	0.00	0.00	\$0	0.0%
*Property Damage Only Crashes	0	0.0%	0.00	0.00	\$0	0.0%
TOTALS	1	100%	0.20	9.70	\$14,142,231	97.2%

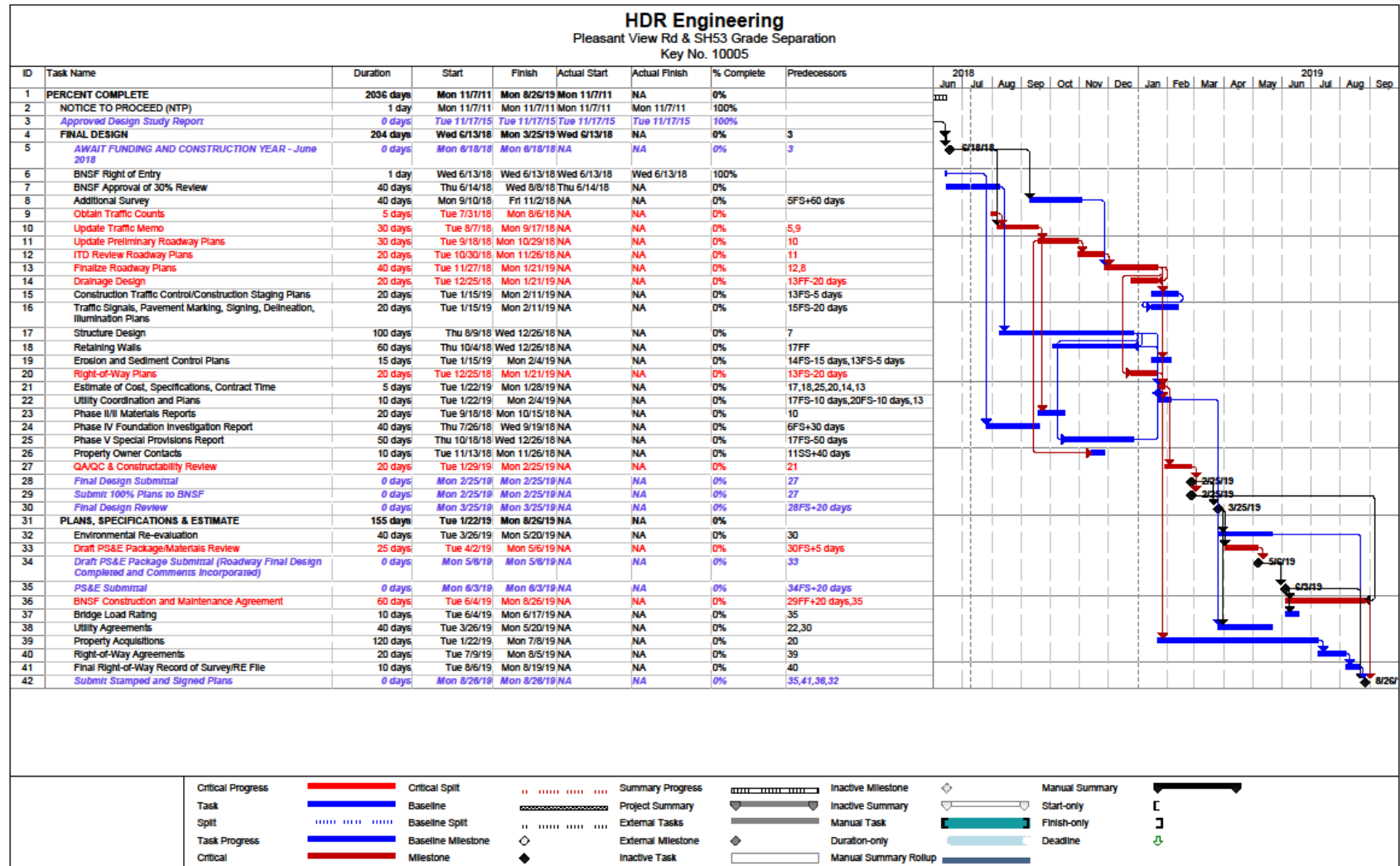
BENEFIT COST RATIO

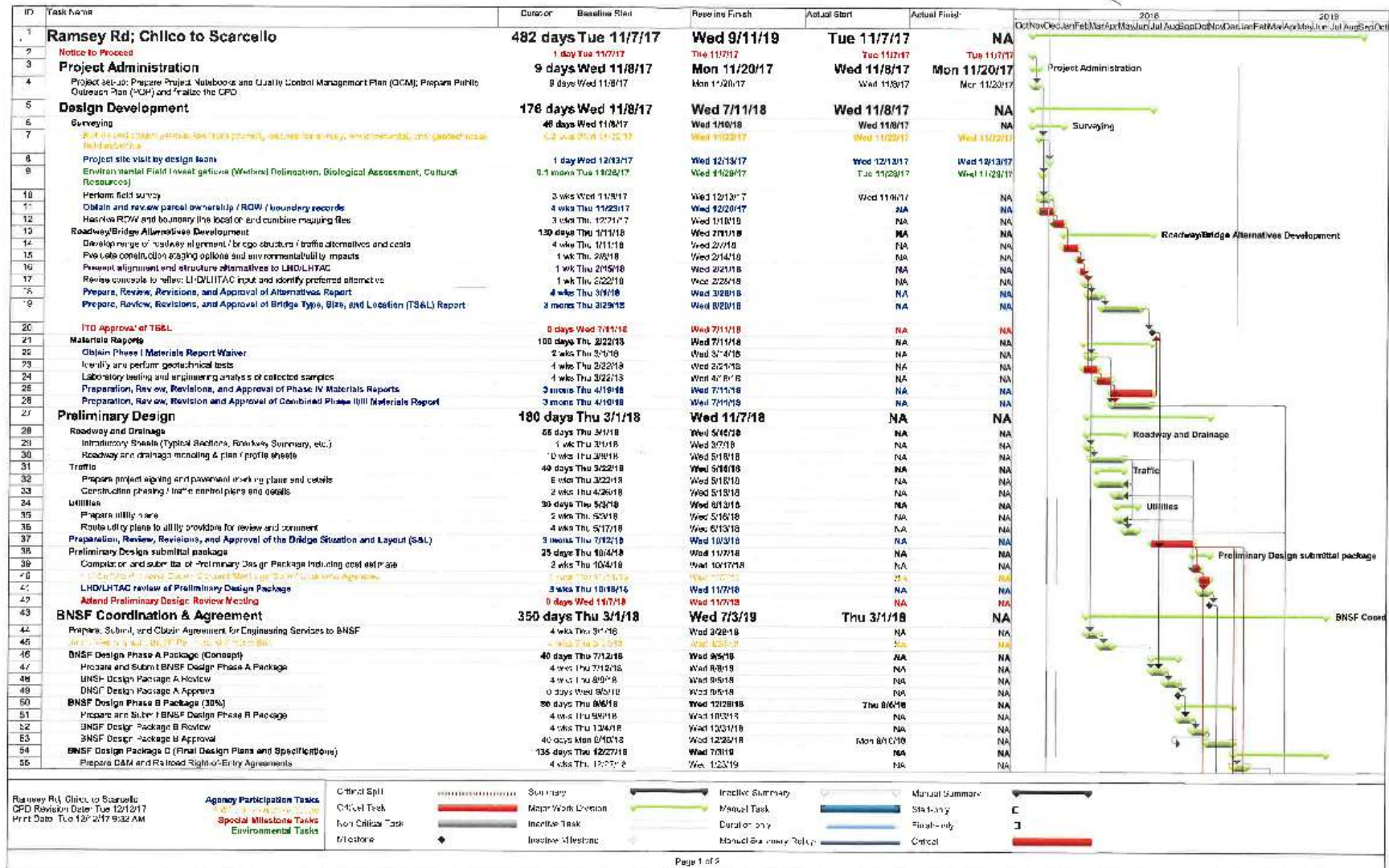
3.18

Benefit cost ratio is computed by multiplying the Annualized Economic Cost Savings by the assumed service life of the project, 20 years, and then dividing by the total construction cost.

Project Schedules

Pleasant View Grade Separation:





Mc Guire Road

Rail Crossing Closure Data
PM Peak hours (10/9/2017)

Average Closure 5.1 minutes


Rail Crossing Closure by Time of Day and Duration

Time	Duration (min:sec)
4:23 PM	257
4:35 PM	406
4:38 PM	224
5:01 PM	450
5:19 PM	348
5:33 PM	220
5:47 PM	219

JL
PLEASANT VIEW & RAMSEY ROAD GRADE SEPARATION AND RAIL CROSSING CONSOLIDATION PROJECT - JULY 2018

Project Design Report and/or Project Charter

Pleasant View Grade Separation Final Project Design Report


DESIGN STUDY REPORT
FOR
PLEASANT VIEW RD & SH-53 GRADE SEPARATION
ITD PROJECT NO. A010(005)
KEY NO. 10005

KOOTENAI COUNTY

November 2015

Prepared by: Heather Camire
(HDR)

Date: 11/6/15

Reviewed by: [Signature]
(Gregory F. Brads, P.E., Project Manager)


Date: 11/9/15

Recommended by: [Signature]
(Jerry Wilson, P.E., Project Development Engineer)

Date: 11/17/15


Approved by: [Signature]
(Damon Allen, P.E., District Engineer)

Date: 11-19-15


HDR Engineering, Inc.

Reviewed by: [Signature]
Glenn F. Miles, Executive Director
Kootenai Metropolitan Planning Organization (KMPO)

Date: 11/20/15



Alternatives Analysis Recommendation Memorandum

*STC-5 7 2 7 , Ramsey Rd; Chi/co to Scarce/lo,
Lakes Highway District*

A020(038), KN 20038



DAVID EVANS & ASSOCIATES, INC.
11ND ASSOCIATES, INC.

David Evans and Associates, Inc
663 W. Canfield Avenue
Coeur d'Alene, ID 83815
208.762.2200

5/7/2018

Bridging The Valley (BTV) Documented Categorical Exclusion Signature Page

JL
PLEASANT VIEW & RAMSEY ROAD GRADE SEPARATION AND RAIL CROSSING CONSOLIDATION PROJECT - JULY 2018

Documented Categorical Exclusion (DCE)

Volume II



Bridging the Valley

**WSDOT Local Agency Agreement No. SRTC 2003-01
Federal Aid No. STPUL-9923(028)**

June 12, 2006

Pleasant View Road Environmental Reevaluation June 16 2018



Environmental Reevaluation Idaho Transportation Department

ITD 0674 (Rev. 05-11)
itd.idaho.gov

[Go to instructions](#)

A. Proposed Project

District 1	Key Number 10005	Project Number A010(005)	Project Name Pleasant View Rd & SH-53 Grade Separation	Beginning Milepost 1.75	Ending Milepost 2.57
Approved Under Key Number N/A (Fed Aid Proj # TPUL-9932(028))		Original Approval Date August 22, 2006	Last Re-evaluation Date May 22, 2014	Document Type (select one) Cat Ex (d) Approved by WA DOT FHWA	

B. Reason for Reevaluation

<input checked="" type="checkbox"/> Project is proceeding to federal approval for RW	<input type="checkbox"/> Changes in construction
<input type="checkbox"/> Project is proceeding to federal approval for PSE	<input type="checkbox"/> 3 years have lapsed on EIS since action
<input type="checkbox"/> Optional - to update project to address change	

C. Phasing Summary (Complete as needed; see instructions)

Key Number	Phases or Project Name The original project was known as "Bridging the Valley" - Fed Aid Proj # TPUL-9932(028) and was approved by WA FHWA as a Categorical Exclusion in 2006. Pleasant View Rd. & SH-53 Grade Separation is one of numerous crossings documented in the original Categorical Determination document.	Status (select one) In Design
------------	--	----------------------------------

D. Changes and/or New Findings

☒ None ☐ Documented Below ☐ Documentation Attached (List documents below)

Document Changes/Findings or List Attached Documents:
This re-evaluation is for the purpose of securing funds to purchase right-of-way. There have been no changes to project design or built environment since the last environmental re-evaluation in 2014. However, since the last re-evaluation, US Fish and Wildlife Service has changed the procedure for determining species that have the potential to occur in the project area. An Official Species List was obtained on June 21, 2018 using USFWS online Information for Planning and Consultation (IPaC) system. There are no threatened, endangered or candidate species or critical habitats within the project area. The original determination remains valid. See attachment.

E. PSE Readiness (Required at PSE only)

Environmental Commitments	<u>Yes</u>	<u>No</u>	<u>NA</u>
Have all mitigation measures and commitments been addressed and included in the project bid package?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Permits	<u>Yes</u>	<u>No</u>	<u>NA</u>
Have all needed permits been obtained, remain valid (unexpired), and are attached to the bid package?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

F. Reevaluation Findings and Conclusion

Based on the review, the following conclusion was reached.

☒ No Change

- There have been no changes that would require revised or additional documentation, new determinations or findings, public involvement, or approvals.
- The previous approved environmental documentation and determination remains valid.
- No further documentation or approvals are necessary.
- The date of this document will serve as the most current reevaluation.

☐ Change

- There have been changes that require revised or additional documentation or new determination or finding.
- The documentation is included within or attached.

Letters of Financial Commitment



POST FALLS HIGHWAY DISTRICT
5629 E SELTICE WAY
POST FALLS, ID 83854
(208) 765-3717

October 10, 2017

Mr. Damon Allen PE
Idaho Transportation Department
District 1 Engineer
800 W Prairie Avenue
Coeur D'Alene, ID 83815

Re: Letter of Commitment for Design and Construction of SH 53 & Pleasant View Rd Interchange

Dear Mr. Allen:

We are writing to express our support for the Transportation Investment Generating Economic Recovery (TIGER) Grant for the Design and Construction of SH 53 & Pleasant View Rd Interchange.

The Post Falls Highway District is excited to support this proposal by Kootenai Metropolitan Planning Organization (KMPO). PFHD will contribute the following resources: 10% for the design, construction and right-of-way acquisition for the project. We will work collaboratively with Idaho Transportation Department and KMPO to ensure our goals are aligned with the goals of the grant proposal, including efforts to track and report on outcomes. We believe our support and commitment will significantly improve safety, mobility and economic opportunity for the users of this critical roadway infrastructure.

Thank you for your consideration and we wish you luck on your endeavor.

Sincerely,

A handwritten signature in blue ink, appearing to read "Terry Werner", is written over a horizontal line.

Terry Werner
Board Chairman



11341 N. Ramsey Road, Hayden, ID 83835
Phone (208)772-7527 Fax (208)772-7411

July 12, 2018

Mr. Glenn Miles
KMPO
250 Northwest Blvd., Ste 209
Coeur d'Alene, Idaho 83814

RE: RAMSEY ROAD BNSF CROSSING
KEY NO. 20038 - PROJECT NO. A020 (038)

Dear Glenn:

The Lakes Highway District has committed one million (\$1,000,000) of local tax dollars towards the Ramsey Road BNSF Crossing Improvement Project referenced above (KEY NO. 20038). Additionally, the District has also applied for and obtained, an STP Rural Grant through the Local Highway Technical Assistance Council and has also committed the 7.34% matching funds for the grant.

We appreciate your consideration of our improvement project.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric W. Shanley".

Eric W. Shanley, P.E.
Director, Lakes Highway District

EWS/bf

S:\Roads\Ramsey Road\Projects\BNSF Crossing Improvements @ Diagonal Road - STP Rural Funding Key No. 20038\Ltr of Financial Commitment 7.12.2018.doc



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
600 W. Prairie Ave. • Coeur d'Alene, ID 83815-8764
(208) 772-1200 • itd.idaho.gov

July 12, 2018

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

Re: State Highway 53 & Pleasant View Interchange and Ramsey Rd/Diagonal Rd Grade Separation

Dear Mr. Miles:

We are writing to express our support for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant for the Design and Construction of the State Highway 53 & Pleasant View Interchange and Ramsey Rd/Diagonal Rd Grade Separation.

The Department is eager to support this proposal by Kootenai Metropolitan Planning Organization (KMPO) and will contribute the resources as indicated in the BUILD 2018 Grant application.

We will work collaboratively with KMPO to ensure our goals are aligned with the goals of the grant proposal, including efforts to track and report on outcomes. We believe our support and commitment will significantly improve safety, mobility and economic opportunity for the users of this critical roadway.

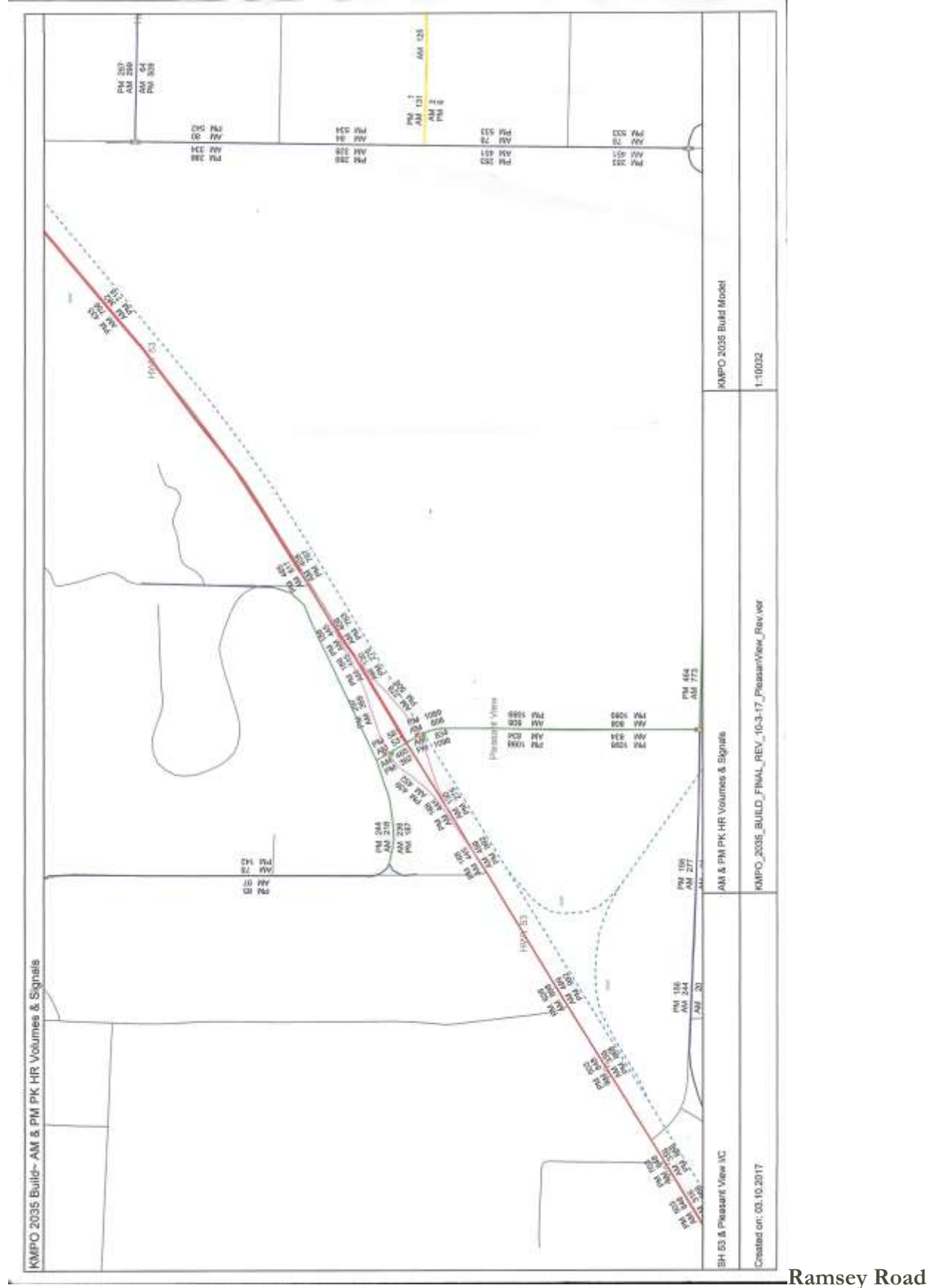
Thank you and we wish you luck in this endeavor.

Sincerely,

Damon L. Allen, P.E.
District Engineer

Pleasant View Grade Separation 2014 Build Scenario

Pleasant View Grade Separation 2035 Build Scenario



[illegible]

Ramsey Road Overpass Traffic Forecast 2035

