

Welcome

Adams Gulch Road-Big Wood River Bridge
Blaine County Road and Bridge



LHTAC Workshop

Local Highway Technical Assistance Council

October 2019



Introductions/ Agenda

- Federal-aid Programs – Bridge, Urban, Freight
- Local Highway Safety Improvement Program (LHSIP)
- Transportation Alternatives Program (TAP)
- Local Rural Highway Investment Program (LRHIP)
- Trucking – Permitting, Route Evaluation, Funding
- Bridges – Inspection Forms, Assistance, Inventory
- T2 Program – Classes, Loaner Equipment
- Wrap up



What is LHTAC?

Highway Districts

Gilbert Hofmeister, Chairman – Power County Hwy District

Terry Werner – Post Falls Hwy District

Neal Gier – Buhl Hwy District

*Nick Veldhouse, Idaho Association of Hwy Districts

Counties

Todd Smith, Vice Chairman – Maddison County

Phil Lampert – Benewah County

Mark Rekow – Gem County

*Seth Grigg, Idaho Association of Counties

Cities

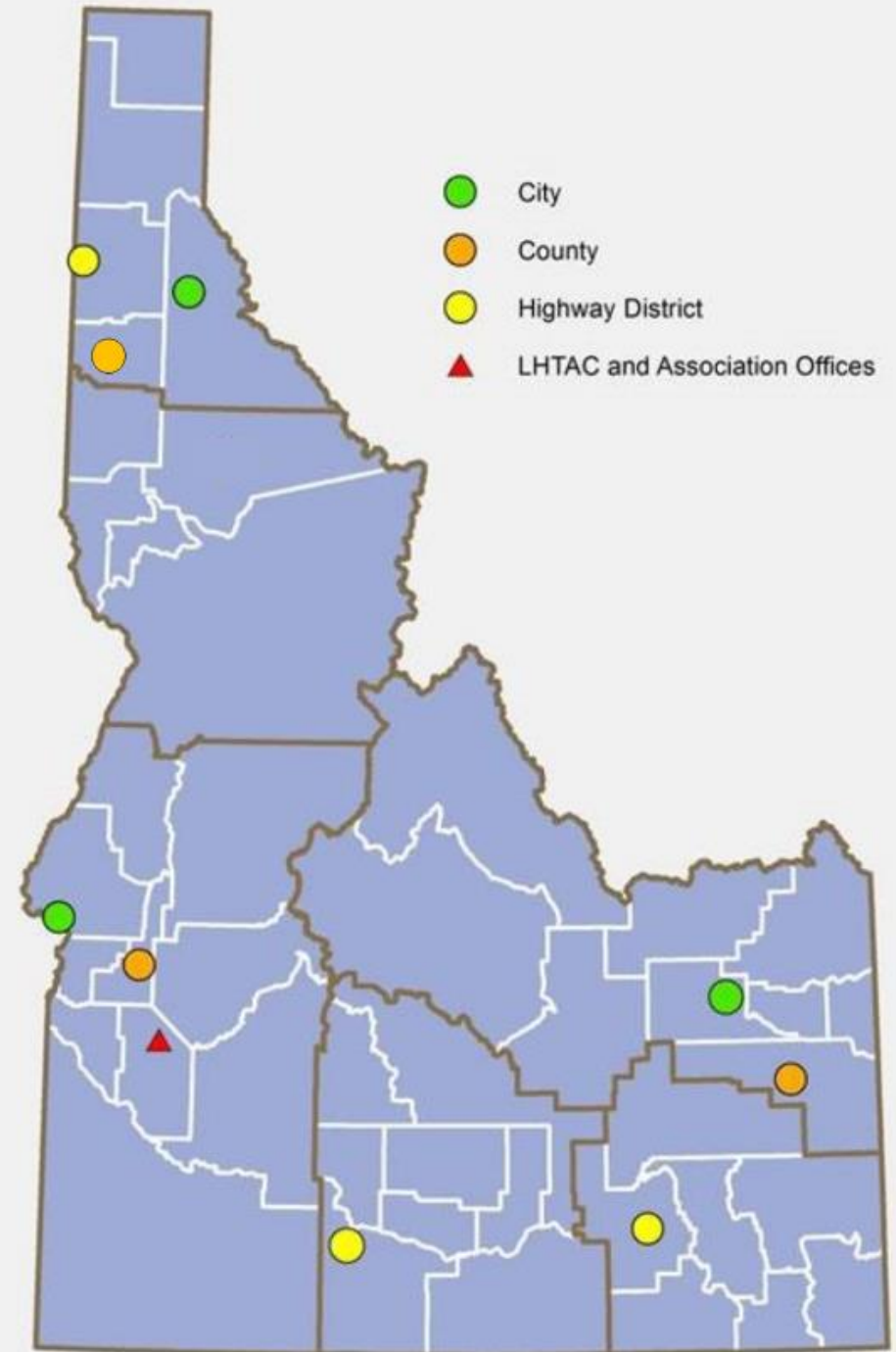
Mayor Robert (BJ) Berlin, Secretary/Treasurer – City of Roberts

Mayor Diana Thomas – City of Weiser

Mayor Mac Pooler, Chairman – City of Kellogg

*Jessica Harrison, Association of Idaho Cities

*Ex-Officio Members



What do we do?

- Funding
 - Programs
 - Applications
 - Support
 - Alternative options
- Training
- Technical Assistance
 - In-house experience
 - Geotechnical, Bridge, Survey, R&S Support, Traffic... and more!
- Resources



Who we serve?



WHO WE SERVE

288

192
Cities

There are currently 288*
Local Highway Jurisdictions
with road ownership in Idaho.
There are nine cities and eleven
counties who have roads that
are maintained by their
local Highway District.

33
Counties

63
Highway
Districts

*This number may fluctuate yearly.

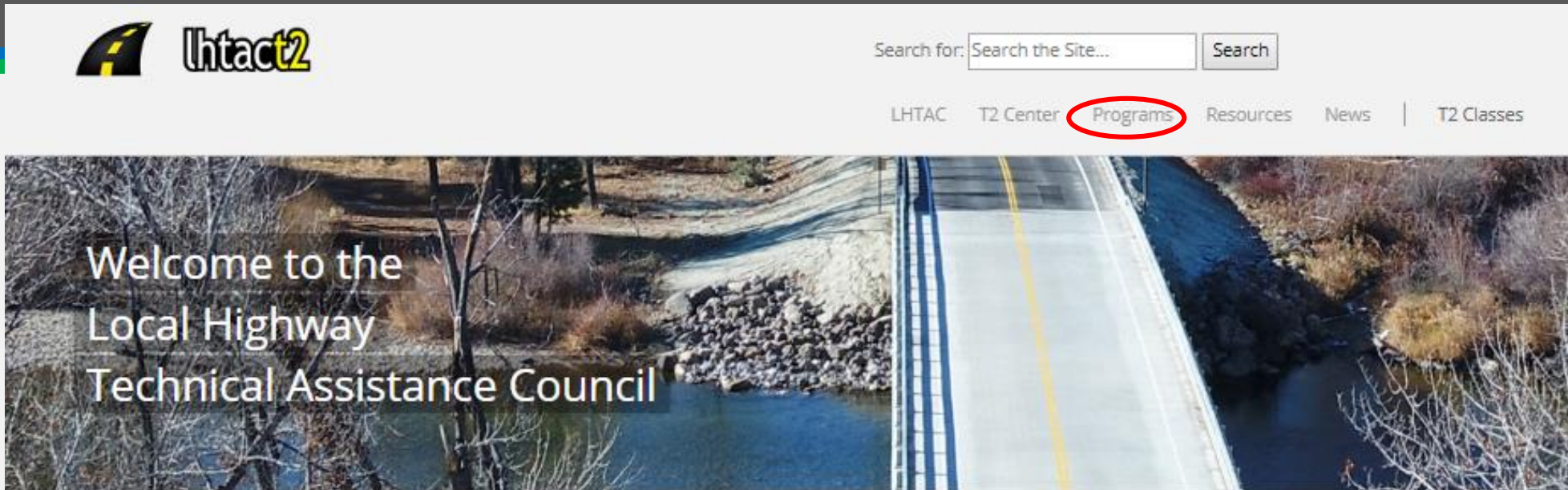


Where to find us?

3330 W Grace St. Boise, ID



Where to find Applications?



Advocate. Support. Train.

The Local Highway Technical Assistance Council connects Local Highway Jurisdictions in Idaho with available resources for maintenance and construction of Idaho's Local Highway System in the most efficient and effective manner possible.

LHTAC.org

*2019 Photo Contest Winner – Jeff Werner, T-O Engineers
Pine Road Bridge—Mountain Home and Glenns Ferry Highway District*

It is our [mission](#) to advocate, support and train. We work hard to always represent Local Highway Jurisdictions' best interest, deliver the highest quality assistance, and provide information and educational courses to every Local Highway Jurisdiction in Idaho. Have a look around, sign up for our email [subscriptions](#), and please [contact us](#) if we can be of further assistance to you or your staff.



Programs

Overview of our Programs

LHTAC manages a variety of funding programs to assist Local Highway Jurisdictions in utilizing the available resources for maintenance and construction of Idaho's Local Highway System.

Download our [Local Highway Transportation Funding Options \(PDF\)](#) for an easy-to-read snapshot of all our funding options for the upcoming fiscal year

Quarterly Progress Status Reports

These quarterly progress reports include the status listing of current and upcoming LHTAC projects for each district.

Programs

- ▶ [Children Pedestrian Safety Program](#)
- ▶ [Construction](#)
 - ▶ [Project Plans & Specs](#)
- ▶ [Federal-aid](#)
 - ▶ [Bridge](#)
 - ▶ [Rural](#)
 - ▶ [Urban](#)
- ▶ [FLAP](#)
- ▶ [LHSIP](#)
 - ▶ [Analyzing the Data for LHSIP](#)
 - ▶ [Completing the Application for LHSIP](#)
- ▶ [Local Strategic Initiatives Program](#)
- ▶ [LRHIP](#)
- ▶ [Transportation Alternatives Program](#)

Changes to 2019-2020

- No Local Strategic Initiatives Program
 - \$36M distributed to 46 locals for major system improvements
- No Children Pedestrian Safety Program
 - \$4M distributed to 26 locals for connectivity and pedestrian improvements
- Bridge Application Cycle
- LHTAC administering all local Freight/Urban projects
- Demo Workshops – Unstable slope, bridge preservation
- **\$6M+ Federal Competitive Highway Bridge Grant**



Federal-aid Programs

Scott Ellsworth, P.E., P.L.S.

Federal-aid Manager



Federal-aid Program Last 25 Years

- LHTAC created in 1994
- LHTAC Federal-aid Design Oversight began in 2001
- LHTAC Federal-aid Construction Oversight began in 2010
- Since 2001
 - 411 Projects Designed/Constructed
 - \$141M in Project Costs
- Rural and Urban Application Process began in 2000
- Bridge Application Process began in 2003



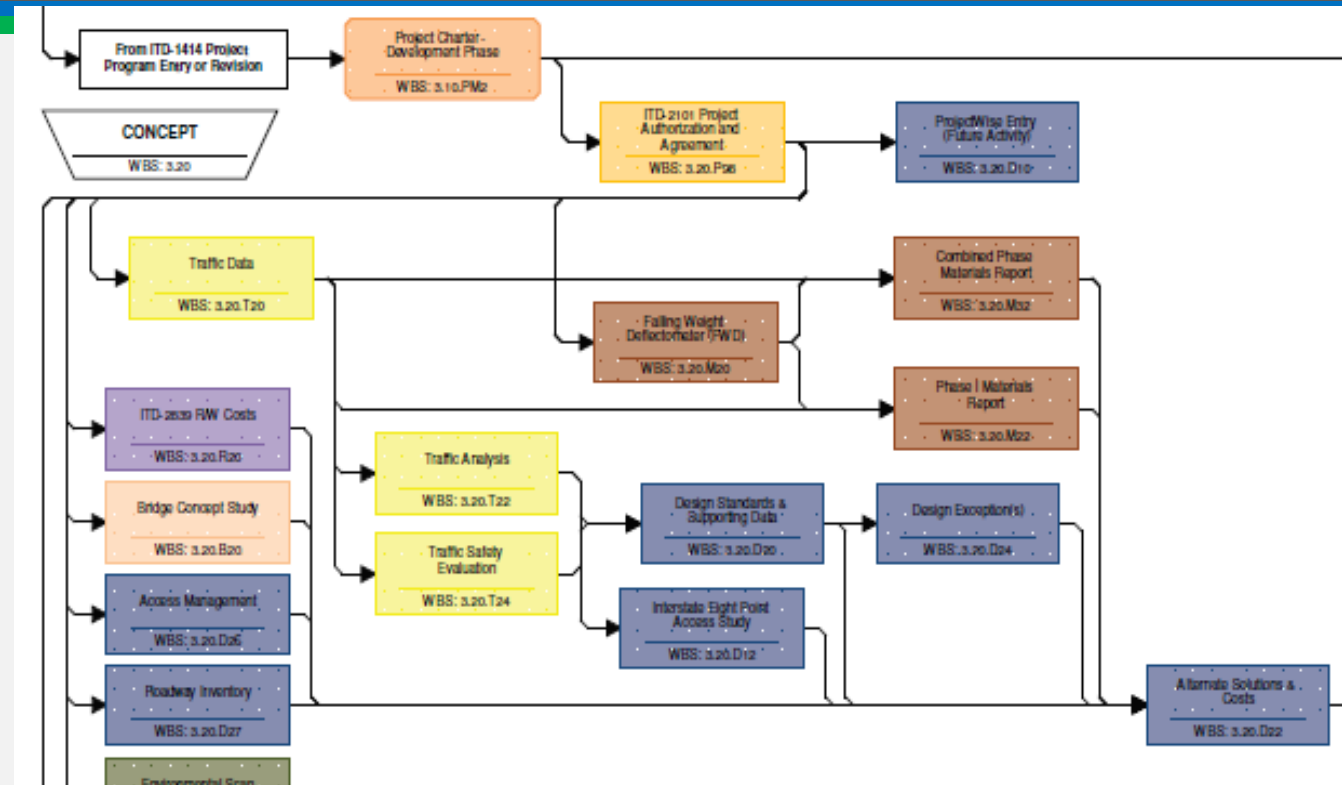
Federal-aid Program

- Federal-aid Process
- Applications
 - Rural
 - Urban
 - Bridge
 - Freight



Federal-aid Process

- LHTAC's Role
- Application
- Consultant Selection for Design
- Design Process
- Bid Project for Construction
- Construction Process
- Project Close-out



- LHTAC opens application process
 - Federal-Aid Rural (population less than 5,000)
 - Federal-Aid Urban (population 5,000 to 50,000)
 - Federal-Aid Bridge (Local and Off-System)
 - LHSIP (Fatal and Serious Injury)
- Other applications that follow Federal-aid Process include Freight



Federal-aid Program Summary

- STP Federal-aid Projects for design and construction
- Federal-aid System – Collectors or Arterials
- Local Match of 7.34%
- Federal-aid process on ITIP = 5 to 6 year program
 - Applications, Programming, Design, and Construction
- All Completed with help of Consultants



LHTAC's Role

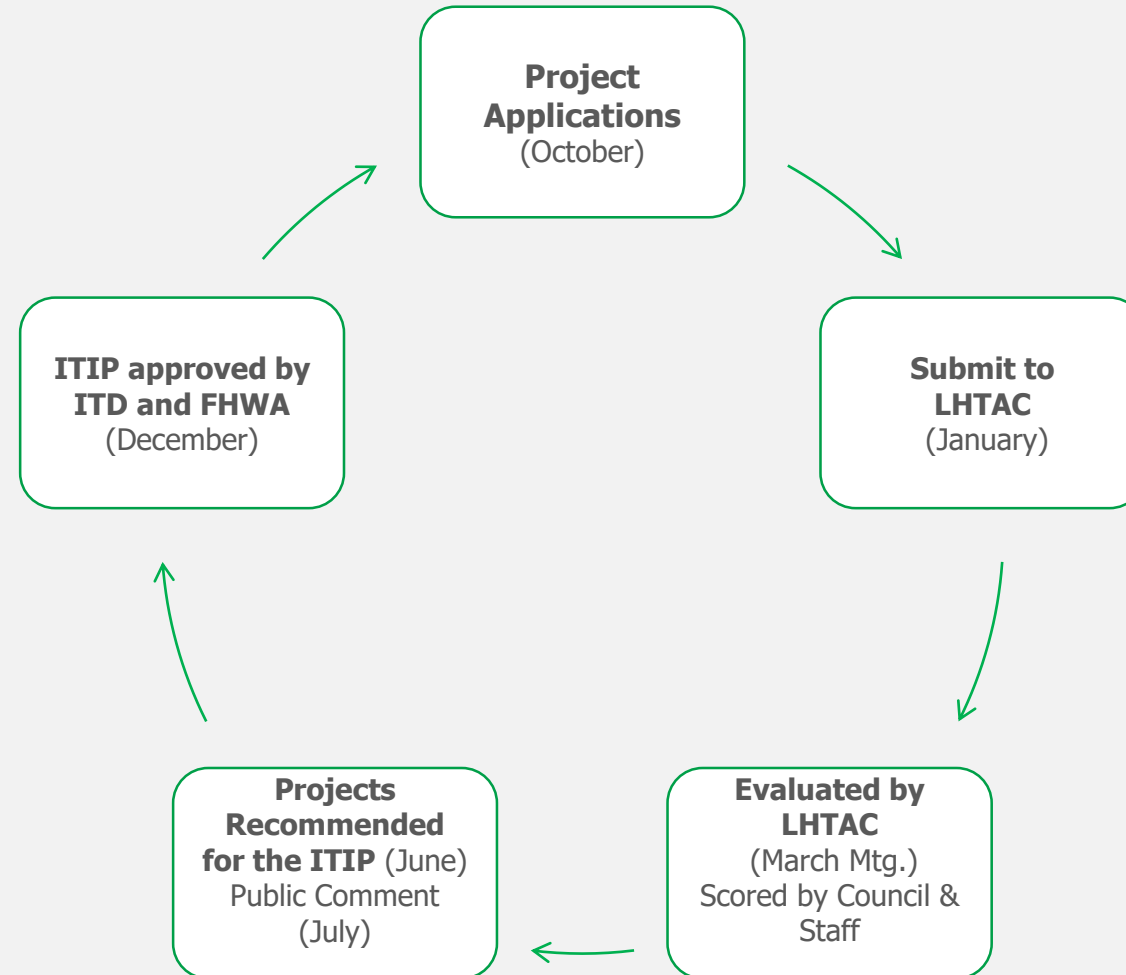
- Federal-aid Regulations
- ITD, ACHD, and LHTAC can administer Federal-aid in Idaho
- Stewardship Agreement with ITD and FHWA
 - List responsibilities
 - Project identification
 - List who can approve which steps in process
 - Performance measures
 - List of over 50 tasks and roles and responsibilities of each

Idaho Transportation Department and Local Highway Technical Assistance Council Stewardship Agreement

WHEREAS, this Agreement is entered into by the Local Highway Technical Assistance Council (LHTAC) and the Idaho Transportation Department (ITD) to define procedures which will be used to administer the Local Federal-aid highway projects in Idaho. This agreement supersedes any previous stewardship agreement entered into between the parties.



Federal-aid Application Process



Federal-aid Process

- Application is Selected and Included in the Approved ITIP
- State/Local Agreement for Development
- Consultant Selection, Negotiation, and Agreement Signed
- Design Project
- State/Local Agreement for Construction
- ITD Bids Project
- CE&I Selection, Negotiation, and Agreement Signed
- Project Constructed

Federal-aid State & Local Agreements

SLA Design

- Deposit submitted with SLA
- Estimate of Project Cost
- Consultant Invoices Paid by Sponsor and Reimbursed

SLA Construction

- Project Total Match Due
- Based on Final Design Estimate submitted
- Bids Awarded between -25% and +10%
- Bid Justification if more
- Responsible for overage

STATE/LOCAL AGREEMENT
(PROJECT DEVELOPMENT)
PROJECT NO. A014 (059)
STC-6770 SALEM ROAD RECONSTRUCTION PROJECT
FREMONT COUNTY
KEY NO. 14059



Federal-aid Process

- Application is Selected and Included in the Approved ITIP
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- Design Project
- State/Local Agreement for Construction
- ITD Bids Project
- CE&I Selection, Negotiation, and Agreement Signed
- Project Constructed



CONSULTANT SELECTION

- Sponsors select consultants to solicit
- ITD Term Agreement List
- **1) Direct Selection**
 - up to \$100,000
- **2) Request for Information (RFI)**
 - \$100,000 to \$500,000
 - LHTAC emails directly to consultants (min. of 3)
- **3) Request for Proposal (RFP)**
 - exceeds \$500,000
 - ITD advertises
 - Use more often since consultant may design and inspect project

IDAHO TRANSPORTATION DEPARTMENT,

**LOCAL HIGHWAY TECHNICAL
ASSISTANCE COUNCIL**

And

CITY OF WALLACE

REQUEST FOR PROPOSALS

FOR

**6TH ST; S FK CDA RV BR, WALLACE
PROJECT NO. A020(383)
KEY NO. 20383**



SELECTION COMMITTEE

- Optimum size is 5 members*
 - 2 Sponsors (only one elected official)
 - 1 Subject Matter Expert
 - 2 LHTAC Project Administrators
- Proposals ranked by Qualification
- Consultant selected

REQUEST FOR INFORMATION EVALUATION SHEET			
Project:		Key:	20182
Consultant:		Rater:	
QUESTIONS	COMMENTS	SCORE	
1) Project Manager biography (20 points)			
2) Relevant key Personnel experience (15 Points)			
3) Quality Assurance Program (20 points)			

Federal-aid Process

- Application is Selected and Included in the Approved ITIP
- State/Local Agreement for Development
- Consultant Selection, Negotiation, and Agreement Signed
- Design Project
- State/Local Agreement for Construction
- ITD Bids Project
- CE&I Selection, Negotiation, and Agreement Signed
- Project Constructed



Federal-aid Applications

- Rural
- Urban
- Bridge
- Freight

RURAL

**Local Federal-aid Incentive Program:
STP Rural FY18-19 Application**

Idaho Local Highway Jurisdictions
Submittal Deadline (Postmark date via FedEx, UPS or USPS): January 3, 2019
Submittal Deadline (Hand Delivered): January 7, 2019 4:30 p.m. MST

LAST YEAR

R
Rural

Local Highway Technical Assistance Council
3330 Grace Street
Boise, Idaho 83703
208-344-0565 / 1-800-259-6841
Fax 208-344-0789
www.lhtac.org

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Serving Idaho
Since 1994

URBAN TRANSPORTATION

**Local Federal-aid Program:
Urban Transportation Plan FY20 Application**

Idaho Local Highway Jurisdictions
Submittal Deadline (Postmark date via FedEx, UPS or USPS): January 2, 2020
Submittal Deadline (Hand Delivered): January 6, 2020 4:30 p.m. MST

Urban
U
Transportation
Plan

Local Highway Technical Assistance Council
3330 Grace Street
Boise, Idaho 83703
208-344-0565 / 1-800-259-6841
Fax 208-344-0789
www.lhtac.org

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BRIDGE

**Local Federal-aid Program:
Bridge FY20 Application**

Idaho Local Highway Jurisdictions
Submittal Deadline (Postmark date via FedEx, UPS or USPS): January 2, 2020
Submittal Deadline (Hand Delivered): January 6, 2020 4:30 p.m. MST

B
Bridge

Local Highway Technical Assistance Council
3330 Grace Street
Boise, Idaho 83703
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Fax 208-344-0789
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Federal-aid Rural Applications

- All Counties, Highway Districts, and Cities under population of 5,000 are Eligible
 - **Two year Application Cycle – LAST YEAR**
 - Will use last year rated list
 - 2019 Applications
 - 2 included on FY20-24 ITIP
 - Received 28 Applications
 - For Projects estimated up to \$2M Construction
 - Good to get started for next year
- | R# | Local Sponsor | Project Title |
|-----|-------------------------------------|--|
| R22 | Raft River Highway District | Old Highway 81 S Road Rehabilitation, Stage 2 |
| R19 | Pan Falls Highway District | Hayden Ave. & Mayor Rd Intersection Improvements |
| R15 | Mountain Home Highway District | STC-2811, Pine-Featherville Road Rehabilitation Project |
| R2 | Wendell Highway District | Bak Burton, 2200E-2400E |
| R23 | Oakley Highway District | Geldon Valley Road (1000S) Rehabilitation; 950W to 1000S |
| R24 | Filler Highway District | 3700 N Road; 2100 E to 2200 E |
| R17 | Glance Ferry Highway District | Old Highway 20; Hammett to Billy Rio Loop Rd STC-2816 |
| R21 | Mortough Highway District | 1500W Road Rehabilitation Project; 1000S to 1000E |
| R25 | Hilldale Highway District | Crotona Road Rehabilitation Phase II |
| R18 | Onaside County | Old Highway 37, Phase III |
| R12 | Warley Highway District | Rockford Bay Road, Ph. I Improvements |
| R14 | Benson County | Garfield Bay Rd Reconstruction |
| R3 | Barley Highway District | Yale Road Stage 5 |
| R28 | Hagerman Highway District | Hagerman Highway; 1200 E to 1400 E |
| R6 | City of McCall | E Duikard Lane Improvement Project |
| R27 | Wart Point Highway District | 1500 E Road; 3200 S to 3400 S |
| R16 | Hawer Farms Highway District #2 | Galloway Road; Stafford to I-84 |
| R24 | Lent River Highway District | Trail Creek Road Rehabilitation, Curter County |
| R4 | Teton County | SS000W Reconstruction |
| R19 | Madron County | South Salem Highway |
| R11 | East Side Highway District | E Sunnydale Road Improvements |
| R20 | Jefferson County | Vallaurtane Highway and 4000 E Turning Lane |
| R7 | Blaine County | Buttercup Road Improvements |
| R9 | Curter County | Garden Creek Road, Phase 2 |
| R1 | City of Driggs | LaGrand Pierre Road Improvement |
| R8 | North Latah County Highway District | Rabbsen Park Rd Improvements |

2019 Rural Application Ranking - Approved March 13, 2019							
R R #	Local Sponsor	Project Title	Total Project Cost	LHTAC Construction Funds Available	Route	Total Score	
R2	Raft River Highway District	Old Highway 51S Road Rehabilitation, Stage 2	\$2,042,000.00	\$1,783,000.00	STO-2847	##	1 Included in DRAFT FY2020-2024 ITIP
R19	Port Falls Highway District	Hayden Ave & Mayor Rd Intersection Improvement	\$1,901,000.00	\$1,520,000.00	STO-5791	##	2 Included in DRAFT FY2020-2024 ITIP
R13	Mountain Home Highway District	STO-3111, Pine-Foothills Road Rehabilitation Project	\$2,004,000.00	\$1,749,000.00	STO-3111	##	3
R2	Wendell Highway District	Bak Baran; 2200E-2400E	\$2,119,992.00	\$1,999,992.00	STO-2765	##	4
R23	Oakley Highway District	Golden Valley Road (1000S) Rehabilitation; 950W to 1000W	\$1,999,000.00	\$1,744,000.00	STO-2742	##	5
R24	Filler Highway District	3700N Road; 2100 E to 2300 E	\$2,278,000.00	\$1,999,000.00	STO-2713	##	6
R17	Glasco Ferry Highway District	Old Highway 38; Hammond to Billy Joe Lane Rd STO-3416	\$2,000,000.00	\$1,653,000.00	STO-3416	##	7
R21	Mutwagh Highway District	1500W Road Rehabilitation Project; 1000S to 1000S	\$2,003,000.00	\$1,753,000.00	STO-2742	##	8
R25	Hilldale Highway District	Courtouse Road Rehabilitation Phase II	\$2,423,000.00	\$2,037,000.00	STO-2793	##	9
R18	Onaida County	Old Highway 37, Phase III	\$2,000,000.00	\$1,615,000.00	STO-1701	##	10
R12	Warley Highway District	Rackford Bay Road, Pk 1 Improvement	\$2,001,967.94	\$1,445,364.00	STO-5749	##	11
R14	Banner County	Gerfield Bay Rd Reconstruction	\$1,097,037.00	\$902,350.00	STO-5774	##	12
R3	Burley Highway District	Yale Road Stage 5	\$2,204,000.00	\$1,014,000.00	STO-2837	##	13
R28	Hagerman Highway District	Hagerman Highway; 1200 E to 1400 E	\$2,274,000.00	\$1,996,000.00	STO-2775	##	14
R1	City of McCall	E Duinker Lane Improvement Project	\$1,424,000.00	\$1,303,000.00	STO-3907	##	15
R27	West Paina Highway District	1900 E Road; 3200 S to 2400 S	\$2,271,000.00	\$1,999,000.00	STO-2711	##	16
R16	Natur Palms Highway District #2	Gallaway Road; Stafford Rd to I-84	\$1,571,000.00	\$1,303,000.00	STO-3710	##	17
R24	Lost River Highway District	Trail Creek Road Rehabilitation, Curter County	\$2,006,000.00	\$1,755,000.00	STO-4368	##	18
R4	Taton County	S5000W Rd reconstruction	\$1,999,000.00	\$1,615,000.00	STO-4820	##	19
R19	Madras County	South Salem Highway	\$2,045,000.00	\$1,719,000.00	STO-4770	##	20
R11	East Side Highway District	E Sunnyvale Road Improvement	\$5,420,953.34	\$2,076,216.00	STO-5746	##	21
R20	Jafferson County	Yellowstone Highway and 4000 E Turning Lane	\$40,000.00	\$596,000.00	Minor Collector SHM-6002	##	22
R7	Blaine County	Buttercup Road Improvement	\$1,700,000.00	\$1,594,164.00	STO-2316	##	23
R9	Curter County	Garden Creek Road, Phase 2	\$2,572,000.00	\$1,994,000.00	STO-4467	##	24
R1	City of Driggs	LaGrand Plaza Road Improvement	\$1,419,000.00	\$1,271,000.00	Minor Collector	##	25
R19	North Latah County Highway District	Rehman Park Rd Improvement	\$1,950,000.00	\$1,702,000.00	SHM-7724 STO-4751	##	26
R15	City of Collierville	Main Street Improvement	\$1,415,000.00	\$1,316,000.00	Minor	##	27
R5	City of Challis	Main Street West Road Improvement	\$1,703,000.00	\$1,219,000.00	STO-4467	##	28
Total			\$54,001,576.78	\$46,497,494.00			
Note: Rankings are priority for funding in each program. Note: LHTAC will notify Sponsors which projects are included in the Draft ITIP in spring 2019.							

Federal-aid Urban Application

- Urban Areas with population between 5,000 and 50,000
- LHTAC represents 17 small urban areas
- Urban Program is Managed by Urban Balancing Committee
- Urban Construction Projects – NOT THIS YEAR
- Small Urban Transportation Plan Application – YES! THIS YEAR
 - Taking Applications This Year – 15 small urban areas eligible
 - Working with Jerome and Blackfoot to get an updated plan
- LHTAC will help select and direct Consultant on Proper Plan



Federal-aid Bridge Application

- All Cities, Counties, and Highway Districts are eligible
- Bridge is defined as over 20 feet in length and carries a public road
- **Two year Application Cycle – THIS YEAR**
- **LHTAC will use rated list for two years**
- Most points for Description to include the benefit for replacement, safety issues, how the bridge meets community needs, and what economic impact it has (1 page)
- Bridge needs to be in poor condition – Deck, Superstructure, or Substructure (Bridge Inspection Report Lines 58, 59, & 60)
- What is the load rating, Traffic, Detour length, and Scour rating



Federal-aid Bridge Application

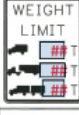
- Points for LHTAC Engineer Site Visit
- Estimated cost
 - Detail how to estimate the bridge costs in the application
 - Application is for \$3 Million in Construction
 - If estimated over \$3 Million, is there a funding package: Explain your package (1/2 page description)
- Examples given for Project Description

3.3 LHTAC FY20 BRIDGE APPLICATION SCORE SHEET

Sponsor: _____

Project Name: _____

Total Project Cost: _____

	Y	N	Pts Available	LHTAC Use
1a. Provide a ½ page description of the proposed bridge project. Include the benefit of the project to the community and the LHJ, the current condition of the bridge, any safety concerns, and if the existing bridge meets the community's needs.			0-20	
1b. Provide a ½ page description of the economic impact the bridge crossing has in the area. Discuss freight and commerce use and route criticality to the community.			0-15	
2. Condition items found on the inspection Bridge Inspection Report. Look for the Item (##) on the report that corresponds to these and report the codes. Condition Deck (58) _____ Condition Super (59) _____ Condition Sub (60) _____ Or Condition Culvert (62 if applicable) _____			1-15	
3. Load rating and service items found on the Bridge Inspection Report. Look for the Item (##) that corresponds to these and report the values. a. Bridge Posting (70) _____ If (70) is less than 5, fill in the # on the applicable signs.    b. ADT (29) _____ c. Truck ADT (109) _____ d. Detour Length (19) _____ e. Scour Critical (113) _____			1-5 1-5 1-5 1-5	
4. Has your Local Highway Jurisdiction received LHTAC funding previously? If so, what program and what year did your jurisdiction last receive funding through LHTAC? Year _____ Program _____			1-5	
5. Are you involved with an active multi-jurisdictional transportation group? (include first page of minutes or attendance for the last 1-2 years of meetings) Was your project ranked in the top 3 projects for your group? List examples of cooperation with other public/private agencies which improve efficiency in maintaining your roads. (List - 1-page max) Include up to 3 letters of support for your project.			0-10	
6. Has there been a site visit with an LHTAC Engineer? Up to 5 points are given based on application format, completeness, and site visit/coordination with LHTAC staff including Jurisdiction Project Resolution.			1-5	
7. Is there a plan to cover the estimated construction cost? ITD Form-1150 Line 18 _____ If over \$3M, provide a ½-page explanation of any partnerships with other agencies or funding sources.			1-10	

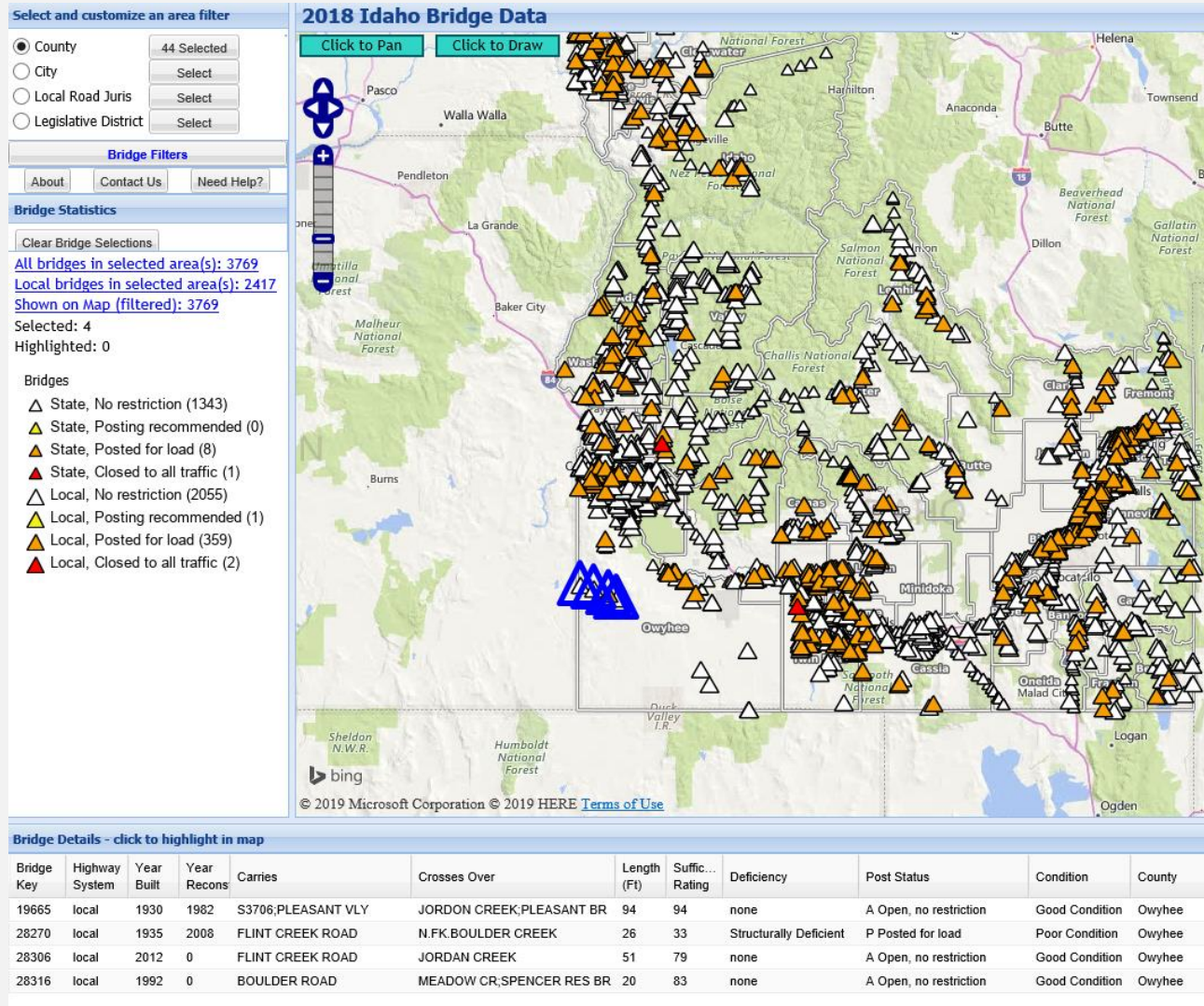
Total Possible 105

Bridge Application Page 13

3.2 LHTAC FY20 BRIDGE APPLICATION QUESTION RATIONALE

- Please provide a written response for a and b.
 - Description of proposed project (½-page max). A short concise description of what the project entails is critical to compare it to other applications submitted. To score the maximum amount

Bridge Resources



LHTAC Website Resources Interactive Bridge Map

Freight Applications

- ITD Program
- Anticipate Release of Freight Application
- Purpose is to provide funding for multimodal freight integration and enhancing freight safety and efficiency in Idaho
- Selection would use the following Criteria
 - Located on Critical Rural and Urban Freight Corridors
 - Safety Improvement
 - Economic Benefit
 - Mobility enhancement
 - Environmental Benefit
- LHTAC will Administer Freight Projects on Local System
- LHTAC is Ex-Officio on Freight Advisory Committee



Federal-aid Applications

Program Questions or Assistance with Application

Scott Ellsworth, P.E. , P.L.S.

SEllsworth@lhtac.org

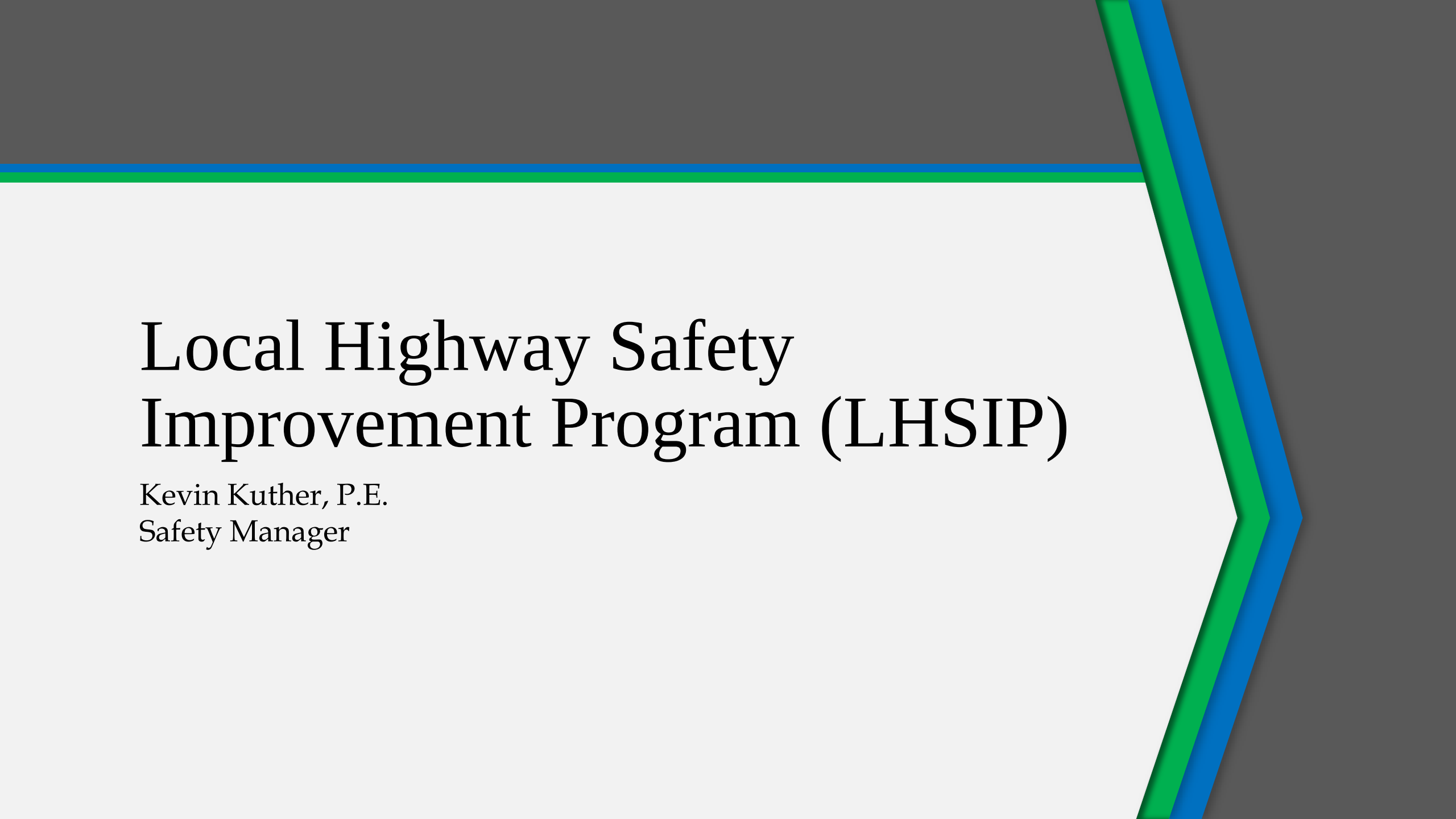
208-344-0565

Urban & Bridge Due:

January 6, 2020 at 4:30 pm (Mountain)
Hard Copies

Freight?
Rural – Next year





Local Highway Safety Improvement Program (LHSIP)

Kevin Kuther, P.E.
Safety Manager

LHSIP

- Federal Highway Safety Improvement Program (HSIP) Funds
- Shared Between Local and State System
- ~50% Local Share, ~\$8.9M Available
- Eliminate Fatal (K) and Serious Injury (Type A) Crashes
- All Public Roadways
- Data Driven

LHSIP

Local Highway Safety Improvement Program: LHSIP FY22 Application

Idaho Local Highway Jurisdictions

Submittal Deadline: January 16, 2020 4:30 p.m. MST

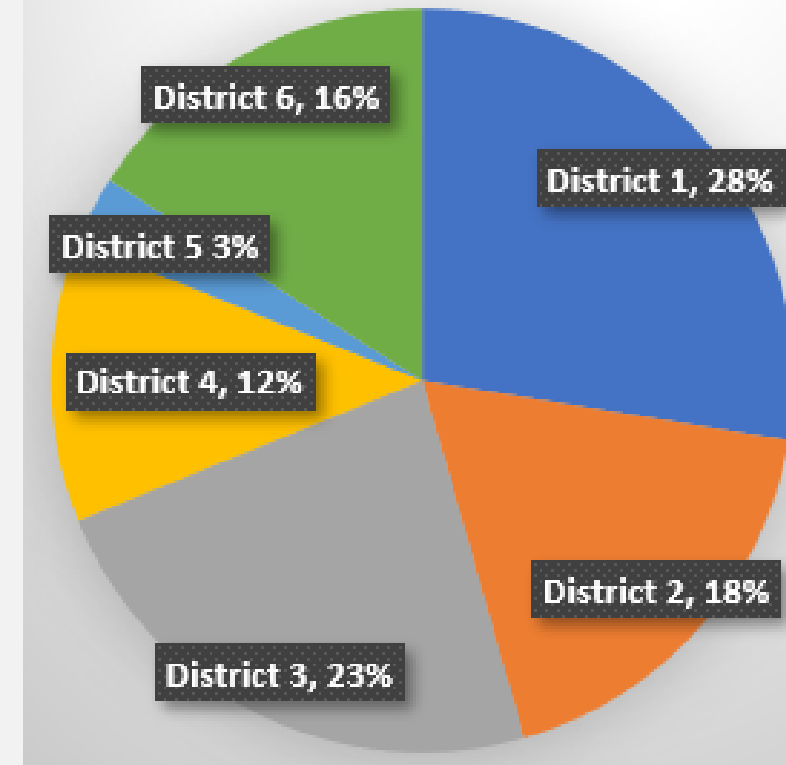


Local Highway Technical Assistance Council
3330 Grace Street
Boise, Idaho 83703
208-344-0565/ 1-800-259-6841
Fax 208-344-0789
www.lhtac.org



LHSIP

- 171 LHSIP Projects Administered by LHTAC
FY14 was the first year
- Total LHSIP Funds Allocated: \$53,601,609
- 55 Different LHJs in all Districts
- 47 Different Contracted Design Engineering Firms
- 17 Contracted CE&I Firms



Who is Eligible?

District 1 LHSIP Eligible		
Benewah County		City of Post Falls
Bonner County		City of Rathdrum
Boundary County		City of Sandpoint
City of Coeur d'Alene		City of Spirit Lake
City of Dalton Gardens		City of St Maries
City of Hauser		City of Wallace
City of Hayden		Clarkia Better Roads HD
City of Kellogg		East Side HD
City of Kootenai		Independent HD
City of Moyie Springs		Lakes HD
City of Oldtown		Plummer-Gateway HD
City of Plummer		Post Falls HD
City of Ponderay		Shoshone County
		Worley HD

Who is Eligible?

District 2 LHSIP Eligible		
City of Cottonwood		Fenn HD
City of Kamiah		Grangeville HD
City of Lapwai		Greencreek HD
City of Lewiston		Idaho County
City of Moscow		Keuterville HD
City of Nezperce		Nez Perce County
City of Orofino		North Latah County HD
City of Potlatch		South Latah HD
Clearwater County		Union Independent HD
Clearwater HD		White Bird HD
Deer Creek HD		

Who is Eligible?

District 3 LHSIP Eligible	
Ada County HD	Gem County
Adams County	Gem HD
Atlanta HD	Glenns Ferry HD
Boise County	Golden Gate HD
Canyon HD	Highway District #1
City of Caldwell	Mountain Home HD
City of Emmett	Nampa HD
City of Fruitland	Notus-Parma HD
City of Horseshoe Bend	Owyhee County
City of McCall	Payette County
City of Middleton	Valley County
City of Mountain Home	Washington County
City of Nampa	

Who is Eligible?

District 4 LHSIP Eligible	
Blaine County	City of Wendell
Bliss HD	Filer HD
Buhl HD	Gooding HD
Burley HD	Hagerman HD
Camas County	Hillsdale HD
City of Bellevue	Jerome HD
City of Burley	Minidoka County HD
City of Gooding	Murtaugh HD
City of Hagerman	Oakley HD
City of Hailey	Raft River HD
City of Jerome	Richfield HD
City of Ketchum	Shoshone HD
City of Kimberly	Twin Falls HD
City of Rupert	Wendell HD
City of Shoshone	West Point HD
City of Twin Falls	

Who is Eligible?

District 5 LHSIP Eligible		
Bannock County		City of Franklin
Bear Lake County		City of Montpelier
Bingham County		City of Pocatello
Caribou County		City of Preston
City of Aberdeen		City of Rockland
City of American Falls		City of Shelley
City of Blackfoot		Franklin County
City of Chubbuck		Power County HD

Who is Eligible?

District 6 LHSIP Eligible		
Bonneville County		City of Ucon
Butte County		Custer County
City of Ammon		Fremont County
City of Arco		Jefferson County
City of Ashton		Lemhi County
City of Idaho Falls		Lost River HD
City of Rexburg		Madison County
City of Rigby		Teton County
City of Salmon		

Where is the Information?

- List of Eligible Jurisdictions
 - <http://lhtac.org/programs/lhsip/>
- Crash data online
 - <http://gis.lhtac.org/safety/>

Crash Data

<http://gis.lhtac.org/demo2safety/>

The screenshot displays the LHTAC GIS Crash Data interface. The top navigation bar includes icons for home, layers, edit, filter, list, and chart. Below the navigation bar, the left sidebar contains filter sections: "Select and customize an area filter", "ITD District" (with a "Select" dropdown and "Select All" / "Clear All" buttons), "County" (with a "Bingham" dropdown and "Select All" / "Clear All" buttons), "City" (with a "Pocatello" dropdown and "Select All" / "Clear All" buttons), and "Rural Road Jurisdiction" (with a "Select" dropdown and "Select All" / "Clear All" buttons). A "Reset" button is located at the bottom of the sidebar. The main map area shows a map of Idaho and surrounding regions, with various counties and cities labeled. A search bar at the top right allows for location searches. The bottom right corner features a scale bar (50 mi) and a location pin icon.

Select and customize an area filter

ITD District

Select

Select All Clear All

County

Bingham

Select All Clear All

City

Pocatello

Select All Clear All

Rural Road Jurisdiction

Select

Select All Clear All

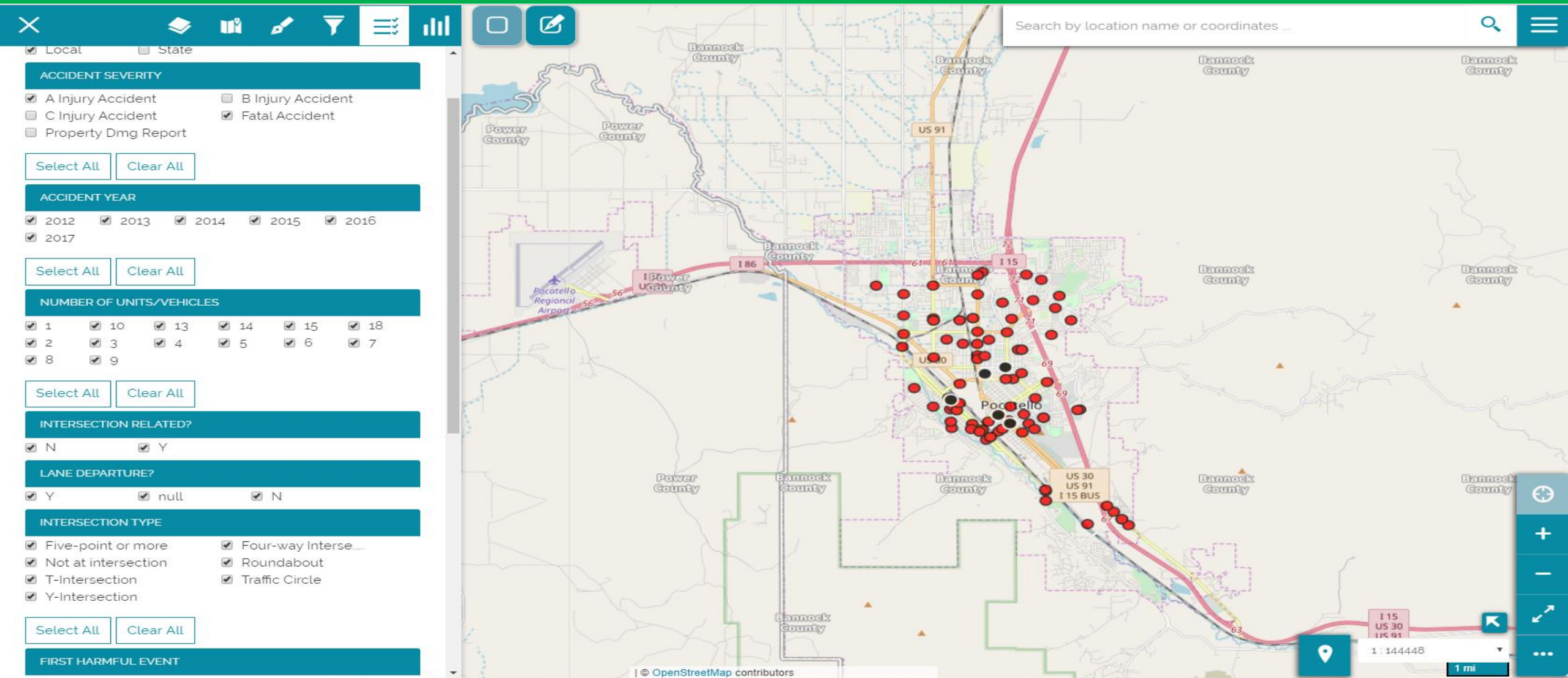
Reset

Search by location name or coordinates ...

© OpenStreetMap contributors

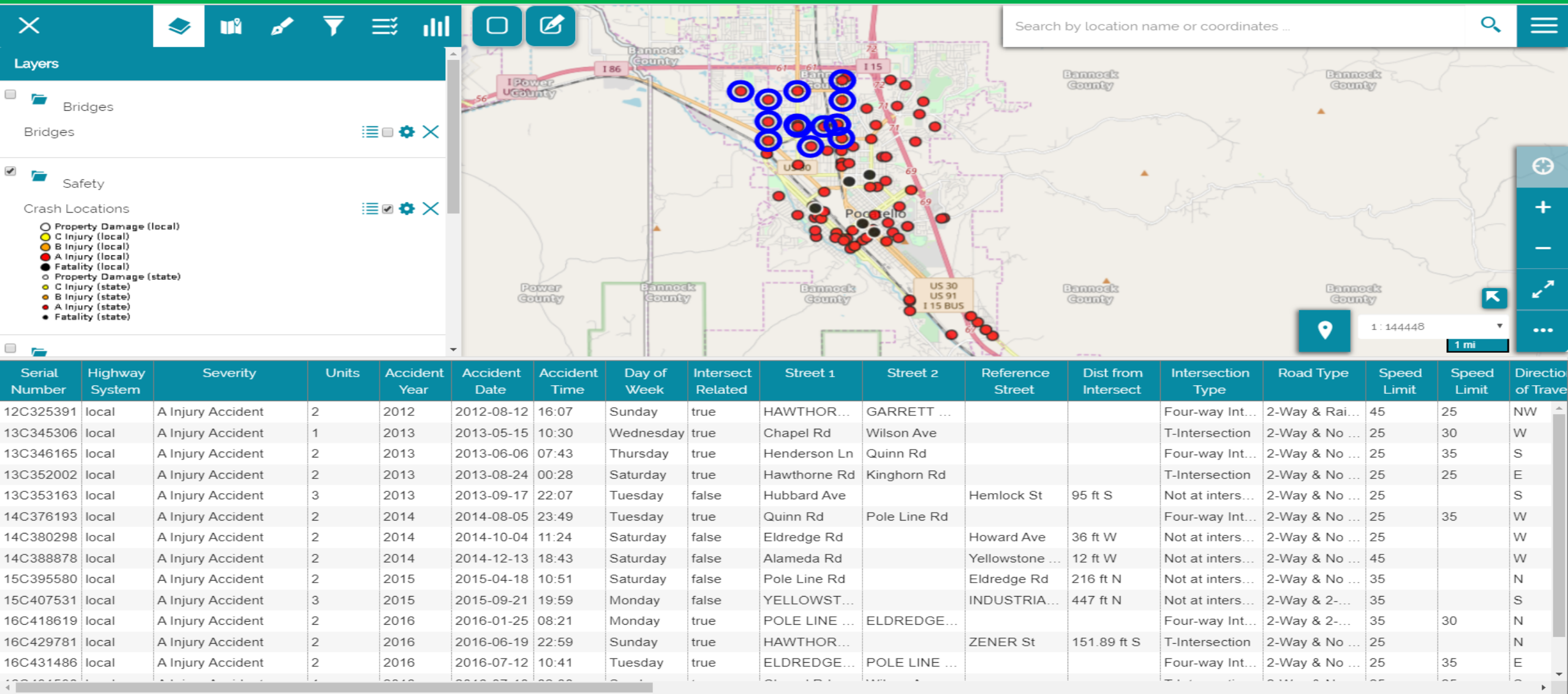
Crash Data

<http://gis.lhtac.org/demo2safety/>



Crash Data

<http://gis.lhtac.org/demo2safety/>



Application

FY 2022 Local Highway Safety Improvement Program Application

Please respond to the following questions:

Local Highway Jurisdiction:	
Contact Person:	
Mailing Address:	
Phone:	
E-Mail Address:	

- 1 Is this safety project for a single site or a systemic solution?
[]
- 2 How many fatalities have occurred at this site/s in the past 5 years?
[] *Fatal Crashes
- 3 How many serious (A) injury crashes have occurred at this site/s in the past 5 years?
[] *Serious Injury Crashes
- 4 How many evident injury (B) crashes have occurred at this site/s in the past 5 years?
[] Evident Injury Crashes
- 5 How many crashes with possible injury (C) have occurred at this site/s in the past 5 years?
[] Possible Injury Crashes
- 6 How many crashes involved property damage only (PDO) in the past 5 years?
[] Property Damage Only Crashes

** To be eligible, a project must have at least one Fatal or Type A Injury Accident.*

Select Countermeasures:

7	Countermeasure 1 (from Toolbox)	Crash Reduction Factor 1 (percentage)	Service Life 1 (years)	*Project Cost 1 (dollars + match)
	Install Raised Median	25.00%	10	\$ 45,000
8	Select Countermeasure 2	Crash Reduction Factor 2	Service Life 2	Project Cost 2
	[]	[]	[]	[]
9	Select Countermeasure 3	Crash Reduction Factor 3		Project Cost 3
	[]	[]	[]	[]

Result: 0.0 to 1 Benefit-Cost Ratio

Estimated LHJ Cost: \$ 3,303 (7.34% Match)

** Project cost should include environmental, LHTAC, CE&I and State administrative cost. Estimated cost may be adjusted upon receipt and review of application by LHTAC staff.*

Additional Questions:

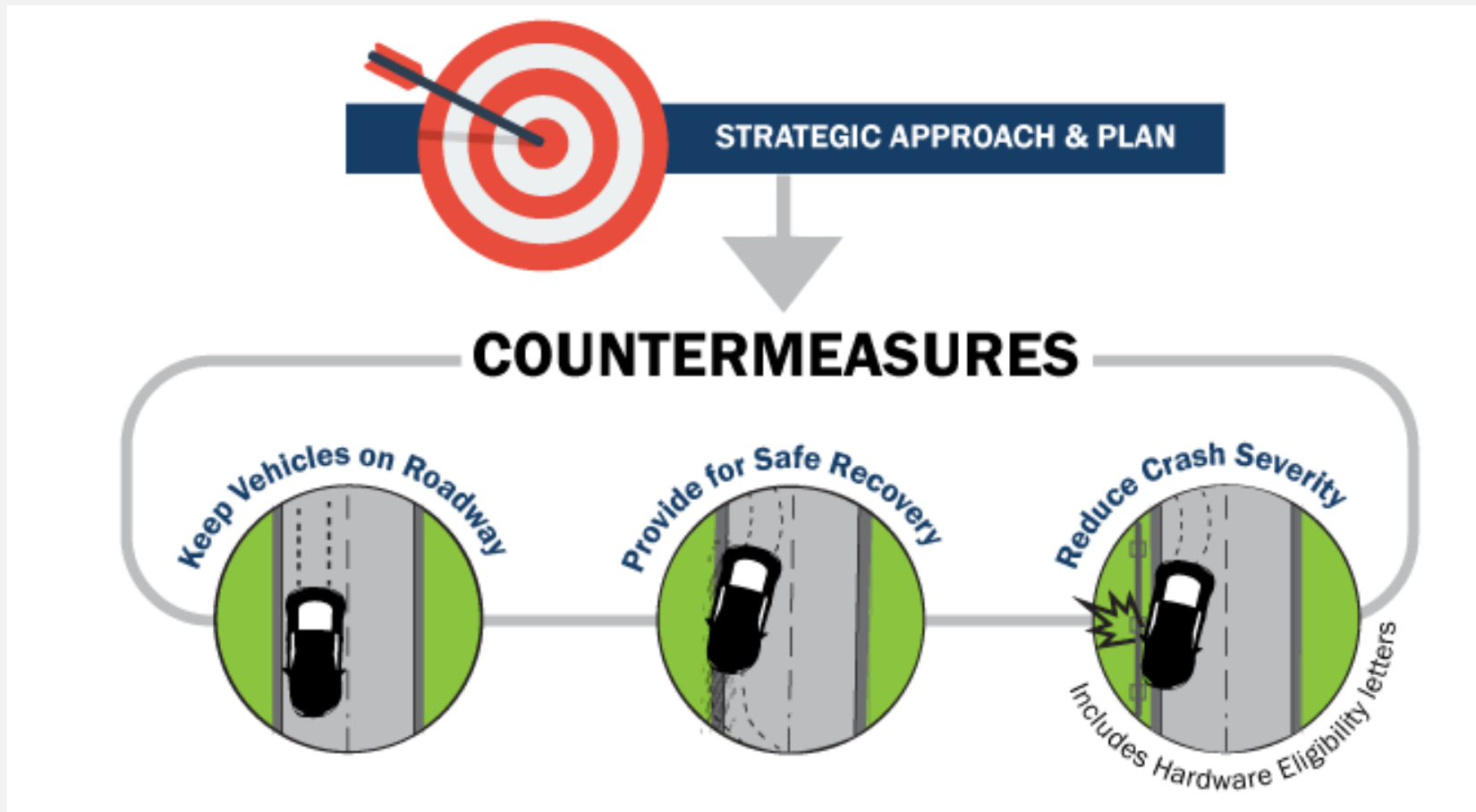
Does your jurisdiction have a Title VI plan that complies with 28 CFR 35.105 regarding Americans with Disabilities Act (ADA) and complying with 23 CFR 200, Civil Rights Title VI Program? Yes [] No []

Who is your point of contact for your plan? []

Please Include with this Application:

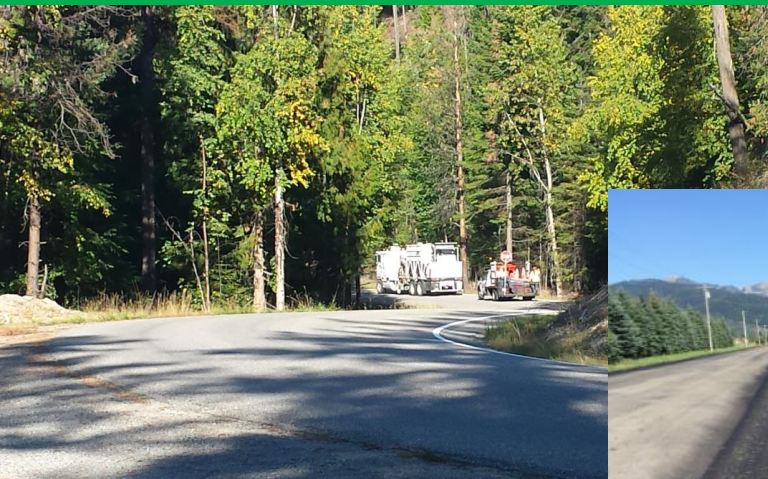
- A one page project description
- A Vicinity Map with Project Area clearly marked
- An ITD 1150 Form (financial estimate)
- An ITD 1983 Form (right-of-way)
- An ITD 2435 Form (Federal-aid project request)

Rural Roadway Departures



https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/roadway_departures.cfm

Each year roadway departure crashes account for more than half of the highway fatalities in the United States



Delineators and Markings
Bonner County



Guardrail
Nez Perce County



Shoulder Widening
Teton County



Slope improvement
Bingham County



Flashing Curve Warning Signs
Greencreek HD



Delineators and Signs
Benewah County



http://www.cmfclearinghouse.org/



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[About the CMF Clearinghouse](#) | [Using CMFs](#) | [Developing CMFs](#) | [Additional Resources](#)

Search for:

in

Countermeasure Name ▼

[Need Help?](#)

[Search CMFs](#)

State CMF Lists

See the CMFs that various states have decided to use statewide to improve their consistency of practice.

1 2 3 4

A crash modification factor (CMF) is used to compute the expected number of crashes after implementing a [countermeasure](#) on a road or intersection. The Crash Modification Factors Clearinghouse provides a searchable online database of CMFs along with guidance and resources on [using CMFs](#) in road safety practice. It also provides guidance to researchers on best practices for [developing](#) high quality CMFs.

Recently Added CMFs

[Provide a raised median](#)

CMF: 0.49

CRF: 51

Crash type: Other

Crash severity: All

[Convert diamond interchange to Diverging Diamond Interchange \(DDI\) or Double Crossover Diamond \(DCD\)](#)

CMF: 0.59

CRF: 41

Crash type: All

Crash severity: Fatal, Serious Injury, Minor Injury

[Install intersection conflict warning systems \(ICWS\) for two-lane at two-lane intersections](#)

CMF: 0.7

CRF: 30

Crash type: All

Crash severity: Serious injury, Minor injury



This site is funded by the U.S. Department of Transportation Federal

Highway Administration and maintained by the University of North Carolina Highway Safety Research Center



<http://lhtac.org/programs/lhsip/>

Local Highway Safety Improvement Program (LHSIP)

Description: The Highway Safety Improvement Program (HSIP) is a federally funded program aimed at eliminating Fatal and Serious Injury (Type A) crashes on the roadway system. LHJs receive approximately \$8.5M of the state HSIP funds through the Local Highway Safety Improvement Program (LHSIP), a program administered through LHTAC. Eligibility for the LHSIP is based on Local Highway Jurisdictions (LHJs) with a Fatal and Serious Injury (Type A) crash from 2014-2018. LHJs with at least one Serious Injury (Type A) or Fatal crash over the last five years are eligible to apply. Qualifying LHJs are identified by LHTAC and notified each fall to begin the application process. This federally funded program requires a local match, not to exceed 7.34%.

LHSIP Application Deadline January 16, 2020

Completed applications must be submitted electronically to applications@lhtac.org by 4:30 p.m. MST

Downloadable Forms

Packet:

[LHTAC FY22 LHSIP Application Packet \(PDF\)](#)

Packet above includes program background information, directions for filling out the forms, and descriptions show how applications are graded.

It does not include the Excel form listed below.

Individual Forms:

- [LHTAC FY22 LHSIP Application Worksheet \(Excel Form\)](#)

Supplemental:

- [Analyzing the Data for LHSIP](#)
- [Completing the Application for LHSIP](#)
- [FY21 LHSIP Eligible Jurisdictions \(PDF\)](#) *We are finalizing the crash data and updating the FY22 Eligibility List. Check back October 2019.*
- [Crash Data \(online\)](#) *We are finalizing the crash data and updating this tool to include 2013-2018 data. Check back October 2019.*
- [Intersection Workbook \(PDF\)](#)
- [Roadway Departure Workbook \(PDF\)](#)
- [Traffic Signals Workbook \(PDF\)](#)
- [Pedestrian Hybrid Beacon \(PHB\) Countermeasure Tech Sheet](#)
- [Roadside Design Improvements at Curves](#)

Rankings

The following attachment shows the draft list of projects proposed to be funded through LHSIP. Required coordination efforts with the sponsors have not been completed. A final list will be published when available.

- [2021 Application Rankings \(PDF\)](#)
- [2020 Application Rankings \(PDF\)](#)

Programs

- ▶ [Children Pedestrian Safety Program](#)
- ▶ [Construction](#)
 - ▶ [Project Plans & Specs](#)
- ▶ [Federal-aid](#)
 - ▶ [Bridge](#)
 - ▶ [Rural](#)
 - ▶ [Urban](#)
- ▶ [FLAP](#)
- ▶ [LHSIP](#)
 - ▶ [Analyzing the Data for LHSIP](#)
 - ▶ [Completing the Application for LHSIP](#)
- ▶ [Local Strategic Initiatives Program](#)
- ▶ [LRHIP](#)
- ▶ [Transportation Alternatives Program](#)



LHSIP

Program Questions or Assistance with Application

Kevin Kuther, P.E.

kkuther@lhtac.org

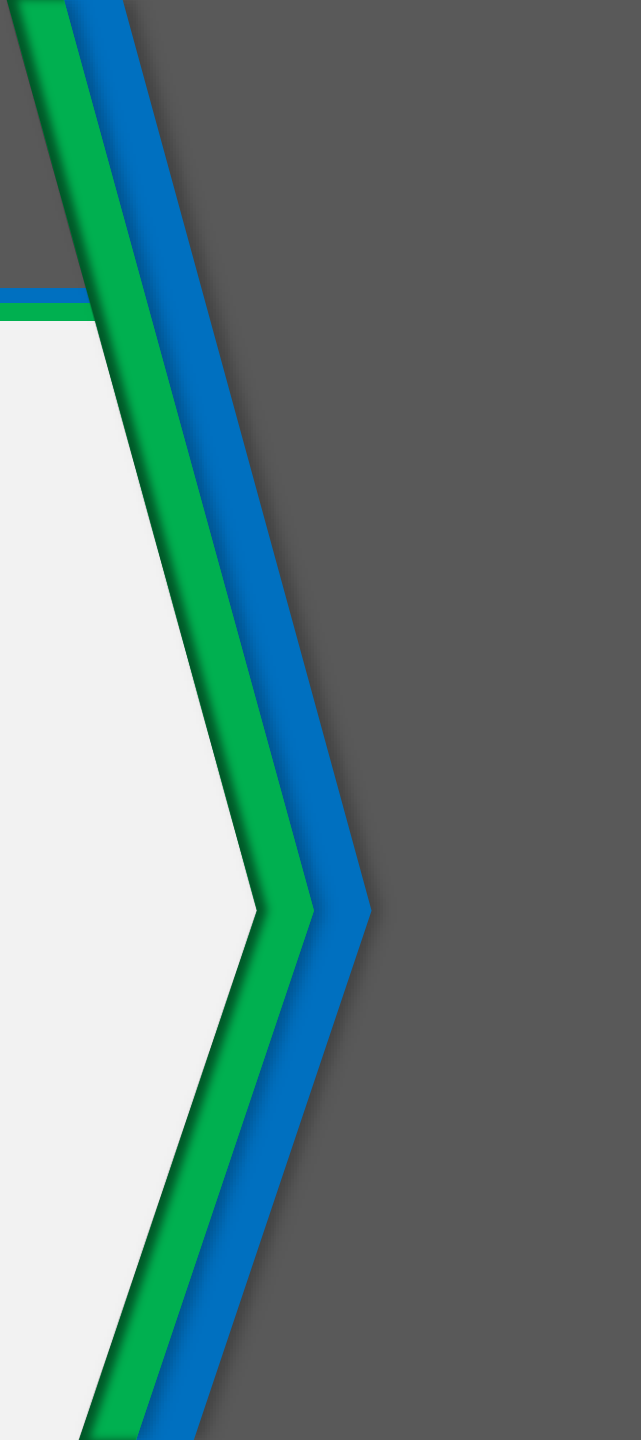
208-344-0565

Due: January 16, 2020 at 4:30 pm (Mountain)

Electronic submittal

Applications@lhtac.org





Transportation Alternatives Program (TAP)

Laila Kral, P.E.

Deputy Administrator

Amanda LaMott, P.E.

Safety/TAP Engineer

Transportation Alternatives Program (TAP)

- Idaho Transportation Department program
- Provides funding for projects defined as transportation alternatives including:
 - On- and off-road pedestrian and bicycle facilities
 - Infrastructure projects for improving non-driver access to public transportation
 - Safe routes to school and education projects
 - **NOT FOR CARS**
- \$11.5M available this year



Transportation Alternatives Program (TAP)

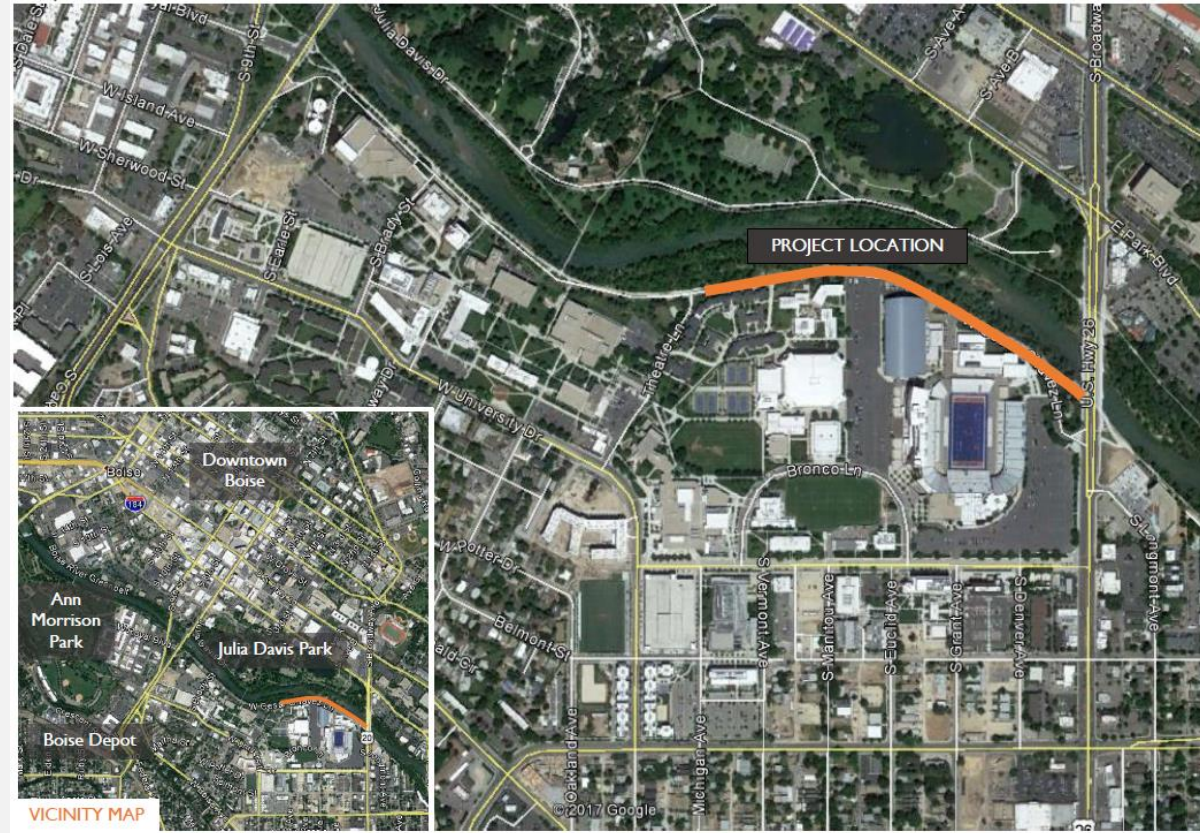
- Quick tips:
 - Federal-aid match required (7.34%)
 - Maximum of \$500k in grant funds per project
 - This includes administration, design, and construction
 - Must own all Right of Way
 - If crossing a railroad – must have a written agreement
 - Reimbursement program
 - Local sponsor bids the project
 - Bid support from design team and LHTAC
 - Davis Bacon wages apply to TAP grants
 - \$3.5 M available annually - 2020 application cycle will fill \$11.5M (FY 21,22,23)
 - Additional funds from closing old projects and advancing projects that were complete and ready early
 - TAP committee scores the applications



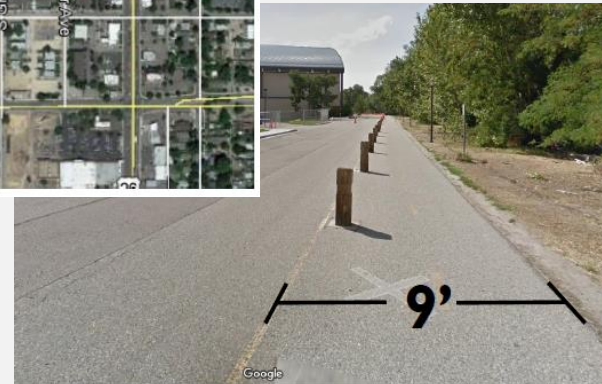
City of Moscow
2018 TAP project

TAP Application Guidance – Project Elements

- Description of the project
 - Include pictures!
 - Include a map!
 - A good description will go a long way into helping the reviewer understand why it's important to your community!
- Don't worry about the character limit. Include as many pictures and aides as you want



Example map



TAP Application Guidance – Financial Readiness

- Is this project supported by a Transportation Plan?
 - Bonus points if you have a written bicycle/transportation plan
- Need documentation of approval of financial match by governing body

3. Financial Readiness (15 pts)

(a) Is the proposed project in a Transportation Plan? **2 pts.**

- ☐ Yes, by: _____
☐ No
☐ Not Applicable

(b) If project is in a Transportation Plan, is the plan current (updated and/or re-adopted within last 5 years)? **2 pts.**

- ☐ Yes, date of last update _____
☐ No
☐ Not Applicable

(c) Does your community have a written bicycle/pedestrian transportation plan, either as part of an overall transportation plan or a standalone? **2 pts.**

- ☐ Yes, this project implement this plan by: _____ ☐ No
☐ No
☐ Not Applicable

(d) Do you have a written commitment to bring this project forward for approval of funds at a town meeting, through capital reserves funds, through inclusion in a capital improvement program/plan or any other available funds? **2 pts.**

- ☐ Yes
☐ No
☐ Not Applicable

(e) Are the funds appropriated or programmed to be appropriated in an adopted budget? **2 pts.**

- ☐ Yes
☐ No
☐ Not Applicable

(f) Please provide the details for (a)-(f) and provide details on the available financial management practices and accounting software used for this project. **5 pts.**



TAP Application Guidance - Mobility

- It helps to provide a map with the different connections labeled
- Explain why this project will improve the number of people who will walk or bike instead of drive. OR provide a safe place to walk that didn't exist
- Projects that provide a new connection and fill a gap get bonus points!

(b) Does the project provide a new connection? **4 pts.**

☐ Yes

☐ No

(c) Does the project fill a sidewalk or pathway gap? **4 pts.**

☐ Yes

☐ No

TAP Application Guidance - Mobility

It doesn't have to be fancy!

This is a map from the highest scoring application from 2018, the City clerk put this map together.



Example mobility map

You don't HAVE to hire a consultant to submit an application. You can print a map from google earth and write on it if needed!

TAP Application Guidance - Safety

- Check as many boxes that apply
- Pick a project scope that has safety data or crashes to support your project
- 3-5 bonus points if you're working with OHS. BUT – must directly apply to the project!

(d) Is the project within two miles of a school and provide a safe connection between a residential community, the school, library, park, after-school activities, et cetera? **3 pts.**

(e) If a traffic safety issue has been identified in direct connection with this proposed project and proposed project location, are the applicants and/or their community based law enforcement partners already working with the ITD Office of Highway Safety (OHS) traffic safety grant programs (5pt), planning to work with OHS (3pt) or No/Not applicable (0 pt)? Please identify the primary contact at OHS. **3-5 pts.**

☐ Yes, already working with OHS Contact _____

☐ Yes, planning work with OHS Contact _____

☐ No/Not Applicable

(f) Please describe the details of the safety improvements: **3 pts.**
Click here to enter text.

New question
this year

TAP Application Guidance - Safety

Close to
schools,
residential,
and parks

Includes 5
year crash
history.

(3) Please describe the details of the safety improvements outlined in (a)-(d): 10pts

The “connecting my city” project will create a significant safety benefit by moving the pedestrian and bicycle traffic off of busy roadways with little to no shoulder. This project is within a quarter mile of an elementary school and City Hall and also a senior living center.

Review of the Idaho Local Road Crash Data analysis from 2011 to 2016 reflects that there were 15 accidents involving vehicles and pedestrians or bicyclists within ¼ mile of the project limits. Of these accidents there was one fatality, two severe injury A accidents and ten injury (B&C) accidents, and two property damage accidents. Construction of this pathway will move pedestrians and bicyclists travelling north or south through this area away from the busy roadways and intersections on this separated trail. A safety analysis cost benefit ratio for the bicycle and pedestrian improvements noted for this project as compared to the project costs yield a 4:1 cost benefit ratio (see attached safety analysis).

Includes
cost/benefit
analysis from
LHSIP
program



TAP Application Guidance – Economic Opportunity

- Include a map of key connections (can be the same map generated for mobility question)
- The TAP committee is looking for projects that close a gap.
- How is this project going to increase commerce?

6. Economic Opportunity (10 pts)

- (a) The project improve economic opportunity by bringing more people to businesses. **2 pts.**
☐ Yes
☐ No (If no, the following answers are not needed to be completed)
- (b) The project provides a NEW connection to small businesses. **2pts.**
☐ Yes
☐ No
- (c) The project close a gap in existing walking and biking infrastructure to improve usability in a downtown, revitalization or business district. **3 pts.**
☐ Yes
☐ No
- (d) Please give details that substantiate answers (a)-(g): **_3_ pts.**
[Click here to enter text.](#)

TAP Application Guidance – Economic Opportunity



Example map

TAP Application Guidance – Estimate

- The current estimating worksheet is on the TAP website
- General tips:
 - No less than \$30k for design
 - Add funds for PE & PL administration – by ITD or LHTAC
 - Have at least \$30 to \$40k for construction inspection. Part time inspection is ok
 - 20% construction contingency
 - This is to protect you from rising construction pricing
 - \$500k is the maximum total grant funds

TAP: Project Estimating Worksheet (Infrastructure)

Project Name: _____

Instructions:

- * Only input information in grey shaded areas below only.
- * Enter 0 in the percentages column if not seeking federal participation.
- * For infrastructure projects, the maximum federal funding is \$500,000.00.
- * Only work performed after the execution of the State and Local agreement is eligible for federal reimbursement.
- * The minimum local match amount is 7.34% of total project cost.
- * Local match is limited to cash only. In-kind contributions are not eligible.
- * Initial sponsor cash match payment is due prior to execution of the State and Local Agreement and counts towards the local cash match. (See amount below)

Proposed Funding Match Rates				Local	Federal		
					100.00%		
Infrastructure Project				Local Portion		Federal Portion	
Phase Code	Description (Include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) (Construction cost only)		\$0.00	0.00%	\$0.00	100.00%	\$0.00
CN	Construction Contingency 20% of PCE (Quantity overruns, change orders)		\$0.00		\$0.00		\$0.00
CE	Construction Engineering (ITD) 3% to 10% of PCE - (\$3,500 minimum) (for ITD construction administrative expenses) \$1,000 Off-system \$10,000 On-system		\$0.00		\$0.00		\$0.00
CC	Consultant Construction Inspection (Consultant) 5% to 25% of PCE (Consultants shall be selected through ITD established procedures) \$30,000 - \$40,000		\$0.00		\$0.00		\$0.00
CL	Construction Engineering (LHTAC) (Consultants shall be selected through ITD established procedures) \$10,000 Off-system		\$0.00		\$0.00		\$0.00
PE	Preliminary Engineering (ITD) 3% to 10% of PCE - (\$3,500 minimum) (for ITD design administrative expenses) \$1,000 Off-system \$10,000 On-system		\$0.00		\$0.00		\$0.00
PL	Preliminary Engineering (LHTAC) (for ITD design administrative expenses) \$10,000 On-system		\$0.00		\$0.00		\$0.00
PC	Preliminary Engineering (Consultant) 5% to 30% of PCE (Consultants shall be selected through ITD established procedures) \$30,000 - \$90,000		\$0.00		\$0.00		\$0.00
Total Estimate (Infrastructure):			\$0.00		\$0.00		\$0.00
Total Project Estimate				Total Local Match		Total Federal Match	
\$0.00				\$0.00		\$0.00	
Meets maximum federal limit for infrastructure.							

Initial cash match payment (10% of Total Local Match, \$3,500 minimum): _____

Funding Year		
Activity	Fiscal Year (Option 1)	Fiscal Year (Option 2)
Design		
Construction		

* In this section, indicate the fiscal years in which the project will be designed and constructed. Design activities should occur one year prior to construction. For scheduling flexibility, provide two options.

Fiscal Year - The fiscal year is the accounting period for the federal government which begins on October 1 and ends on September 30. The fiscal year is designated by the calendar year in which it ends; for example, fiscal year 2016 begins on October 1, 2015 and ends on September 30, 2016.

TAP Application Guidance – Estimate



- We do NOT score based on how much money you ask for
- BE CONSERVATIVE!
- Add contingency to your estimates!
- If you don't spend the money, you can return it to the TAP program with no penalty!

TAP Application Guidance – other attachments

- Environmental screening (ITD 0211)
 - If off-system, this will be reviewed and signed by LHTAC environmental staff for cultural impacts.
 - If on-system, the ITD district environmental planner will review & sign
- Right of Way Certification (ITD 1983)
 - MUST own the right of way and certify on this document
 - List utility conflicts here as well
- TAP project schedule
 - Simple form – link on the TAP website

These forms are all linked directly on the TAP website under “attachments”



TAP Pre-Application coordination

- Required prior to submitting the Draft Application
 - Work with your local ITD TAP contact (or LHTAC if off-system)
 - District 1 – Greg Brands (208) 772-1274
 - District 2 – Ken Helm (208) 799-4223
 - District 3 – Amanda LaMott (208) 344-0565
 - District 4 – Adrienne Woods (208) 886-7848
 - District 5 – Melodie Halstead (208) 239-3370
 - District 6 – Mark Layton (208) 745-5626
 - Off system statewide – Amanda LaMott (208) 344-0565
 - An email documenting coordination with one of the above listed people will satisfy the requirement.
 - If you would like to schedule a site visit, reach out to one of these ITD staff to get that going ASAP



TAP Applications

Program Questions or Assistance with Application

Amanda LaMott, P.E.

ALamott@lhtac.org

208-344-0565

TAP Applications Due:

November 8, 2019– Draft application due *Do not miss

December 13, 2019 – Application returned with comments

February 2, 2020 – Final application due

Email: TAP@ITD.IDAHO.GOV





Local Rural Highway Investment Program (LRHIP)

Laila Kral, P.E.

Deputy Administrator

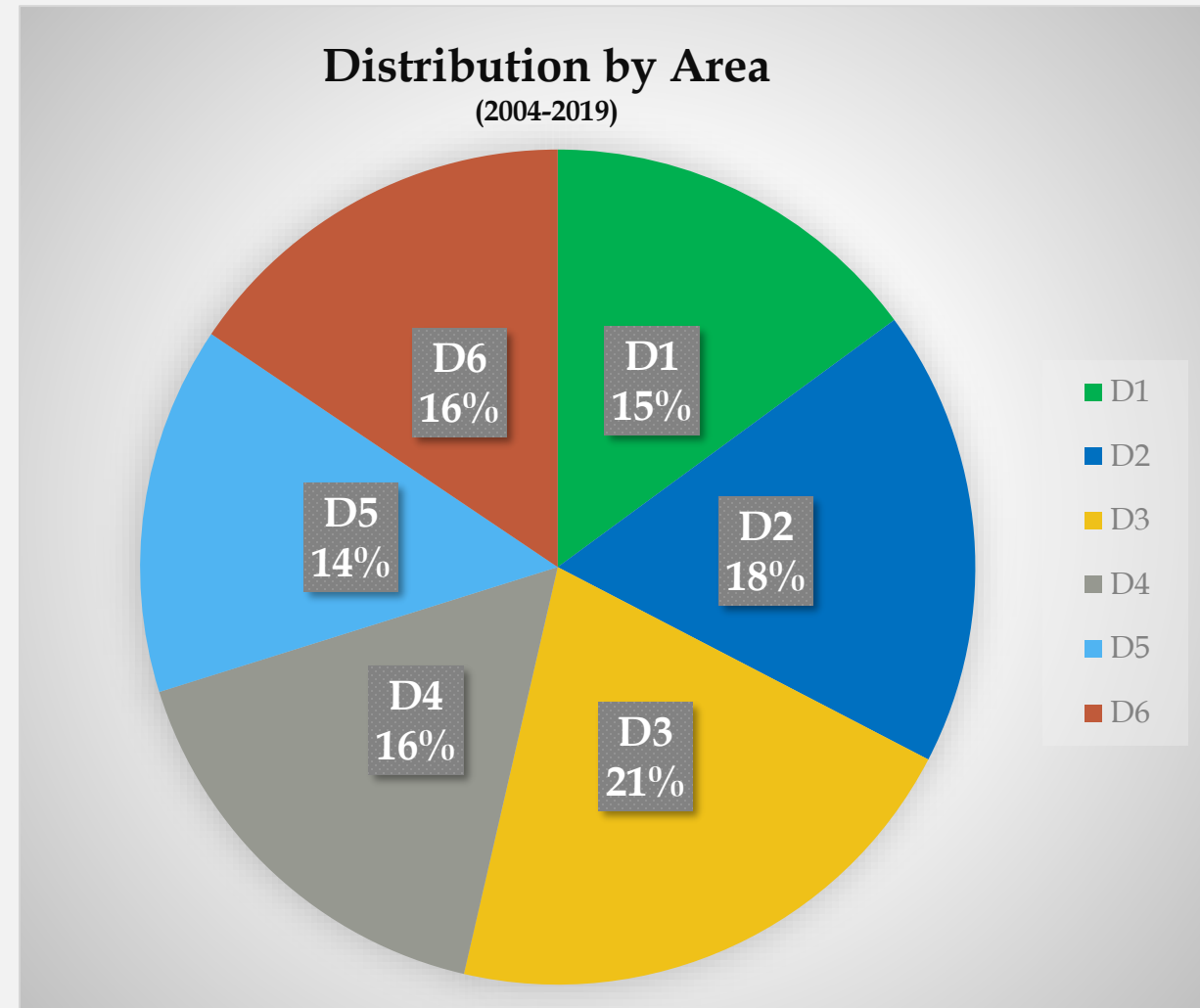
Background

- Established in 2004
- Idaho Transportation Board Policy 4030
 - \$0.80 State funds/\$1 Federal-aid Rural Funds
 - Maximum Available - \$4M
 - LHJ must collect local taxes or have alternate funding
 - Cannot be used for wages/equipment reimbursement
- Rural jurisdictions
- Scored by members of Council & Staff



LRHIP History

- 237 Agencies have applied
- 211 Agencies awarded
- 610 Grants funded
- \$40M distributed as grants



Four Project Types

- Construction
 - Approximately 75% of funds
 - \$100K max. grant
 - Includes Federal-aid Match (\$200K annually)
- Transportation Plans
 - Approximately 15% of funds
 - New Plans - \$50K max. grant
 - Plan Update - \$30K max. grant
- Signs
 - Approximately 10% of funds
 - \$30K max. grant
 - Focused on MUTCD/regulatory signs
- Emergency
 - \$400k reserved annually
 - \$100k max. grant
 - Applications always available



FY21 Application

LRHIP

Local Rural Highway Investment Program: LRHIP FY21 Application

Idaho Local Highway Jurisdictions

Submittal Deadline (Postmark date via FedEx, UPS or USPS): December 2, 2019

Submittal Deadline (Hand Delivered) December 3, 2019 4:30 p.m. MST



Local Highway Technical Assistance Council
3330 Grace Street
Boise, Idaho 83703
208-344-0565 / 1-800-259-6841
Fax 208-344-0789
www.lhtac.org



Minor Revisions

- Items for Trans. Plan scope
- Digital Before/ After Pictures
- Application Packet requirements
- Clarification to Description
- Clarification to Sign %
- Rated in Top 3
- Due in December



Question Clarifications

QUESTION	PTS	SUGGESTED SCORING
1. Annual Road and Street Financial Report Ending balance and % for future projects	8-10 1-7 0	Line 67 is \$0 & % for future is 50% or greater Line 67 is \$0 & % for future is 49% or less Line 67 is greater than \$0
2. Annual Road and Street Financial Report Local (non-user) % of road funding	10 7-9 5-6 2-4 1 0	Local is greater than 30% Local is 25-29% Local is 20-24% Local is 10-19% Local is 1-9% Local is 0% - Does not contribute
3. Provide a description of the proposed project. Include the importance and need of the project to the community and jurisdiction , the regional and safety benefit, and the overall impact to the system. Include a project map.	15 10-14 5-9 0-4	Excellent desc. including importance, need, safety & financial benefit, + map Excellent desc. including importance, need & financial benefit Adequate description of need/benefit Poor description of need/benefit
4. Are you involved with an active multi-jurisdictional transportation group?	5-10 4 2-3 0-1	Involved with multi-group, ranked, share resources, minutes, examples, plus 3 quality letters of support Involved with multi-group, ranked, share resources, minutes, examples Involved with multi-group, share resources Involved with multi-group or shared resources

Question Clarifications

4. The LHTAC Council believes that increased efficiencies come through communication across neighboring jurisdictions and resource sharing. Involvement in a multi-jurisdictional transportation group provides the opportunity to coordinate construction schedules, reduce duplication, and share ideas/resources. Prioritizing projects helps identify those that are most beneficial to the area. Community support is also important. To score the maximum amount of points on this question, the LHJ should be active in a multi-jurisdictional transportation group, provide examples of efficiencies through shared resources, have their project ranked in the top 3 within their multi-jurisdictional group, and submit 3 unique letters of support.

Question Clarifications - Signs

7. What percent of this project is to replace Warning and/or Regulatory signs? (% of Warning/Regulatory signs x 20 pts = __) % should be based on cost. Please submit cost calculations and the number of each type of sign.		0-20
---	--	------

Submitting the Application

- Due December 3, 2019 4:30 pm @ LHTAC
- Postmark due date December 2, 2019
- Organize application to correspond to question #
- No spiral binding, no hard covers
- Signed original plus two copies (hard copies)

LRHIP

2. APPLICATION CHECKLIST

2.1 CHECKLIST AND SUBMITTAL DEADLINE

Have you included?

- ☐ [LHTAC FY21 LRHIP Application Cover Sheet](#) Answer all the questions and organize backup information in the same order as questions are asked so the package is easy to read and easy to score. **Label backup information to correspond with the appropriate numbered question.**
- ☐ Include your project specific application with score sheet.
- ☐ Application **must be signed** by the Mayor of a City (or designated signatory) or by the Chairman of the Board for County or Highway Districts.
- ☐ Include additional information or project description.
- ☐ Include project map
- ☐ Only one application can be submitted per jurisdiction annually.
- ☐ Application cannot be faxed or emailed.
- ☐ No spiral bound (or similar) applications will be accepted. **No Hard Covers.** Please staple or binder clip applications.

Remember to submit 2 copies and the signed original complete application package.

SUBMITTAL DEADLINE

- ☐ **Deadline Date:** Completed application must be received by LHTAC's office, located at 3330 Grace Street, Boise, ID 83703, **no later than 4:30 p.m. (MST) on Tuesday, December 3, 2019 or postmarked dated by Monday, December 2, 2019.** Include 2 copies and the signed original.

Note: All the above items must be included, or the application will be considered incomplete and rejected. Please contact LHTAC at 1-800-259-6841/208-344-0565 or by email at LKral@lhtac.org if you have any questions.

LRHIP

Program Questions or Assistance with Application

Laila Kral, P.E.

lkral@lhtac.org

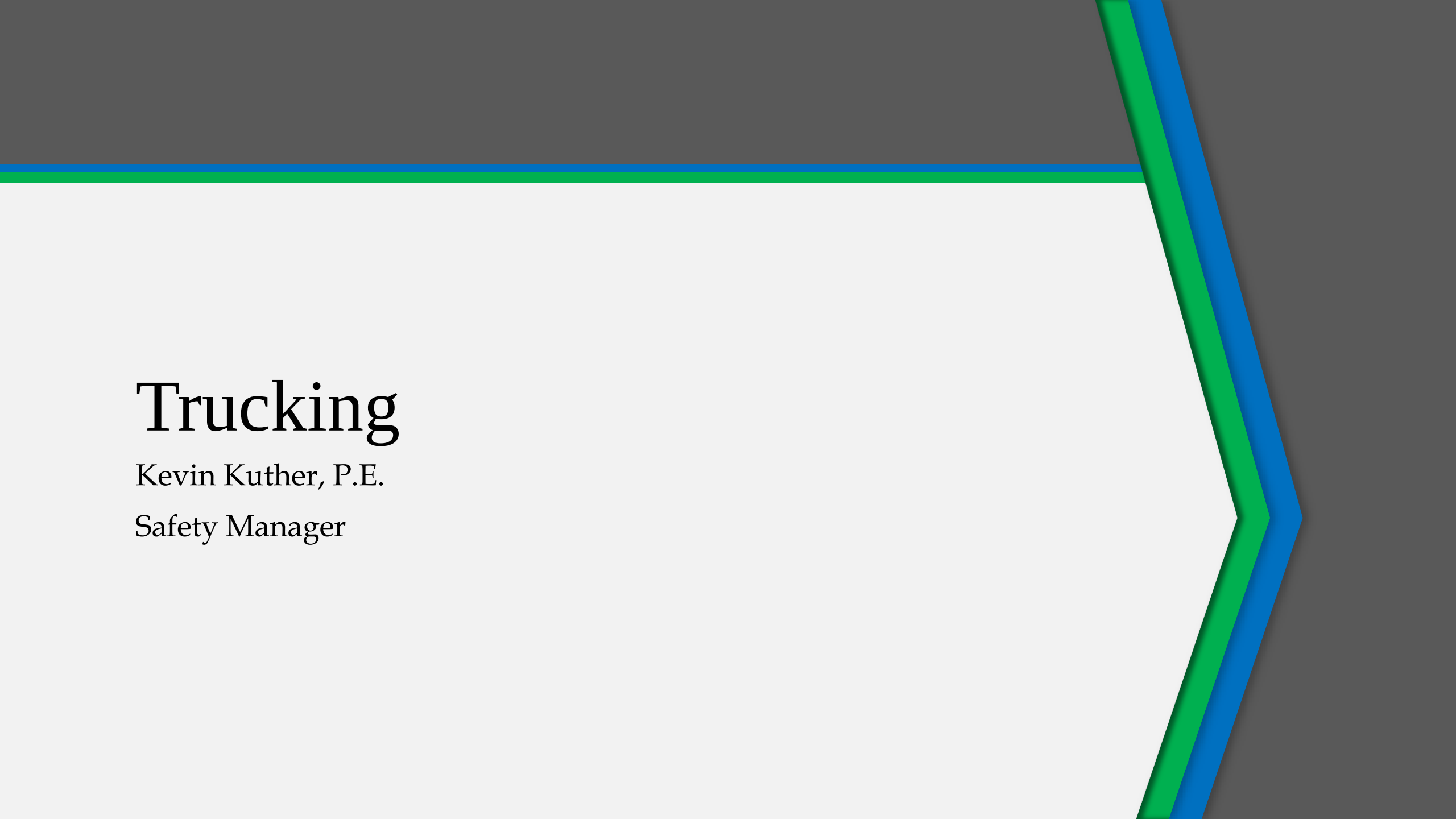
208-344-0565

Due: December 3, 2019 at 4:30 pm (Mountain)

Postmark: December 2, 2019

Hard Copies



A decorative graphic consisting of a horizontal blue line and a green line, and a large blue and green chevron shape pointing right, set against a dark gray background.

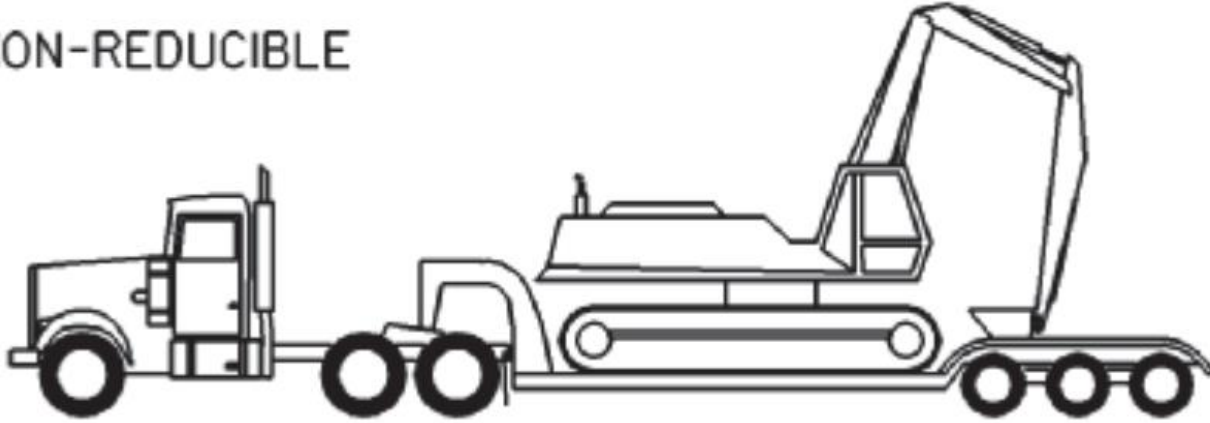
Trucking

Kevin Kuther, P.E.

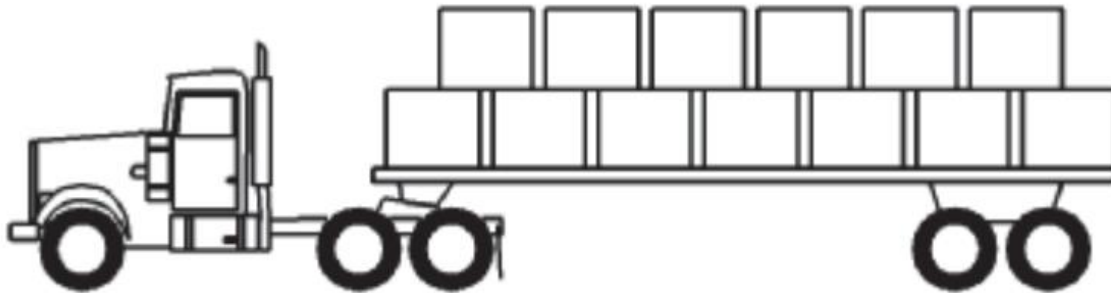
Safety Manager

Permit vs. Approved Routes

NON-REDUCIBLE



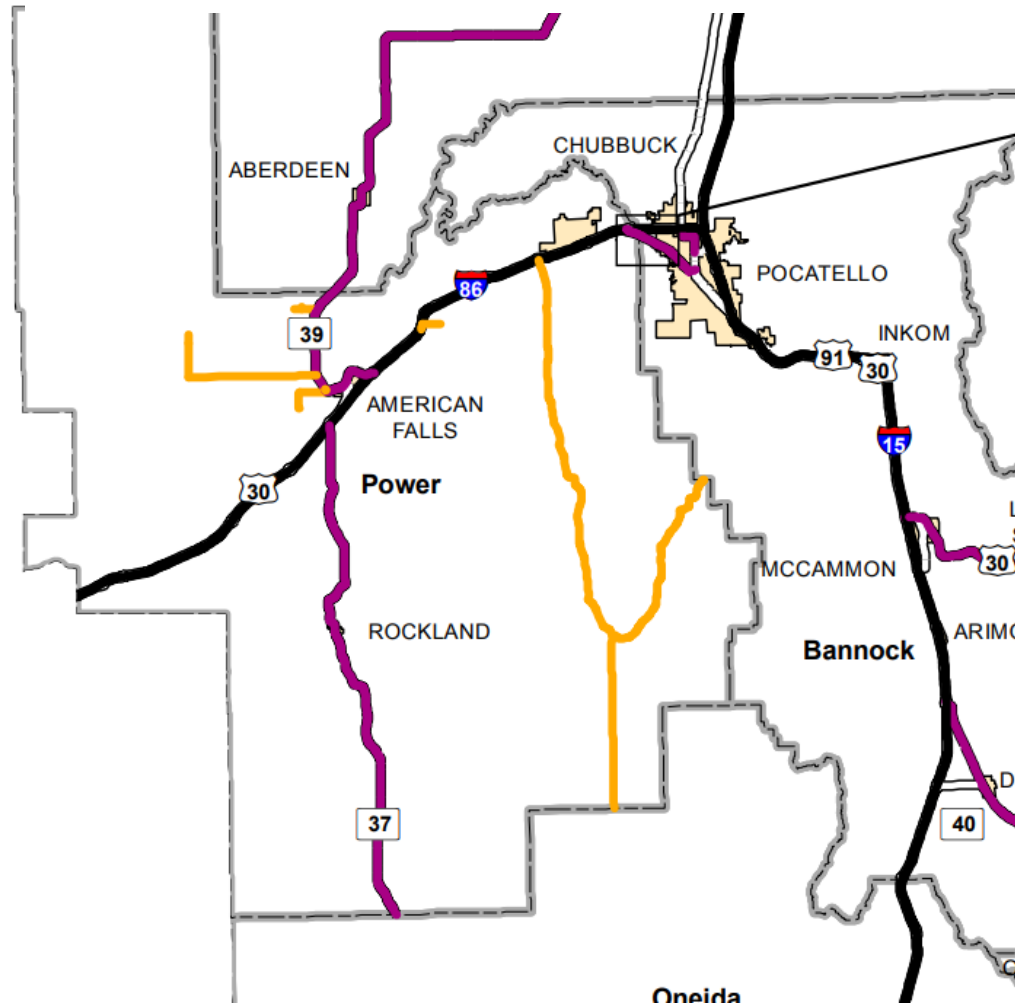
REDUCIBLE



Permit vs. Approved Routes

Designated Routes up to 129,000 Pounds

Idaho State Highway System



Benefits Statewide Truck Permitting

- LHJs are encouraged to work with ITD to ensure a complete freight network
- Improve Enforcement
- Protect Non-Approved Route Roadways

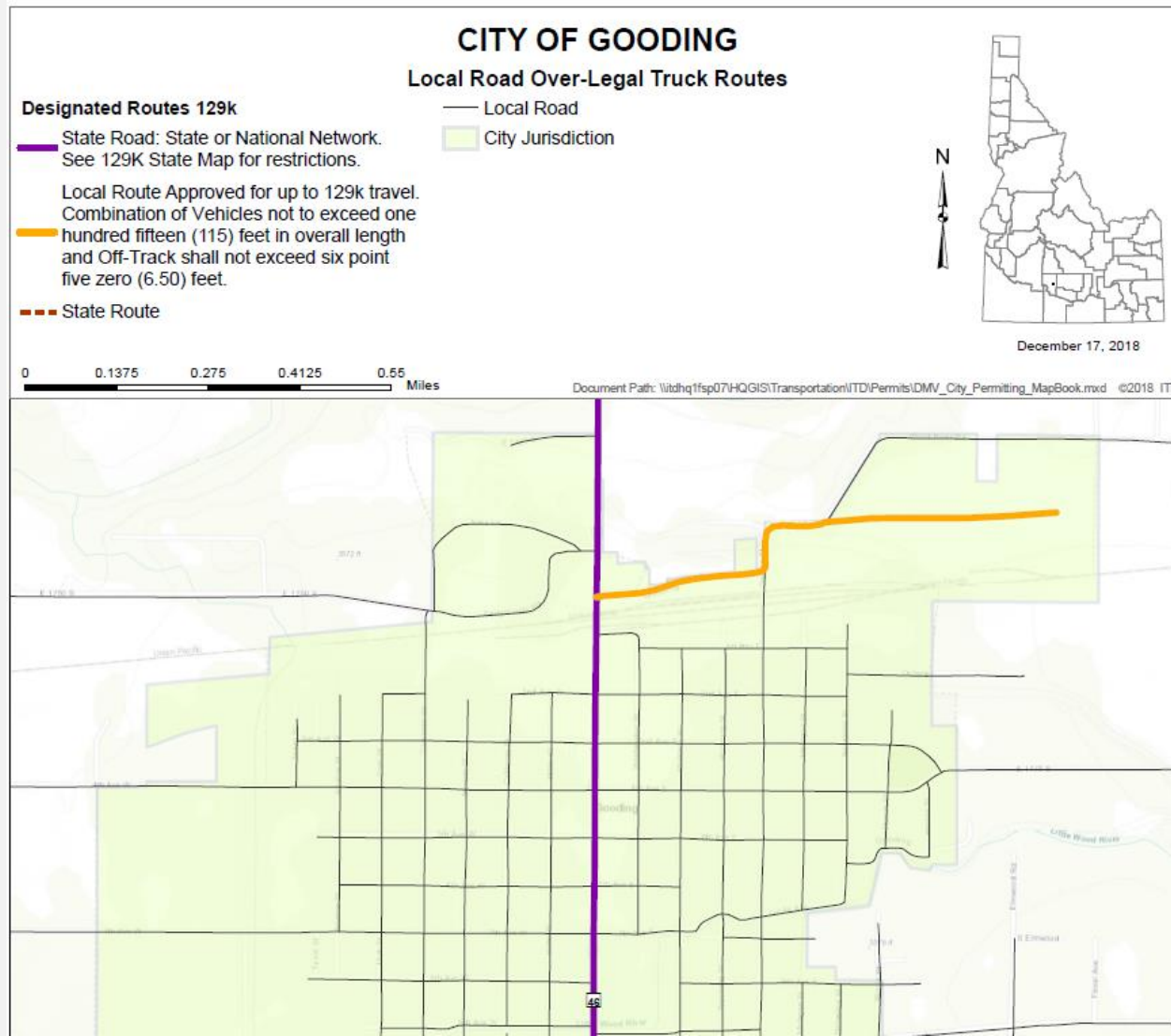
LHTAC Encourages Opting-In

- We represent LHJs interests
- Proportionally few local roads are engineered or constructed to ITD standards
- Coordinate routes to ensure safety and reliability can be maintained now and in the future

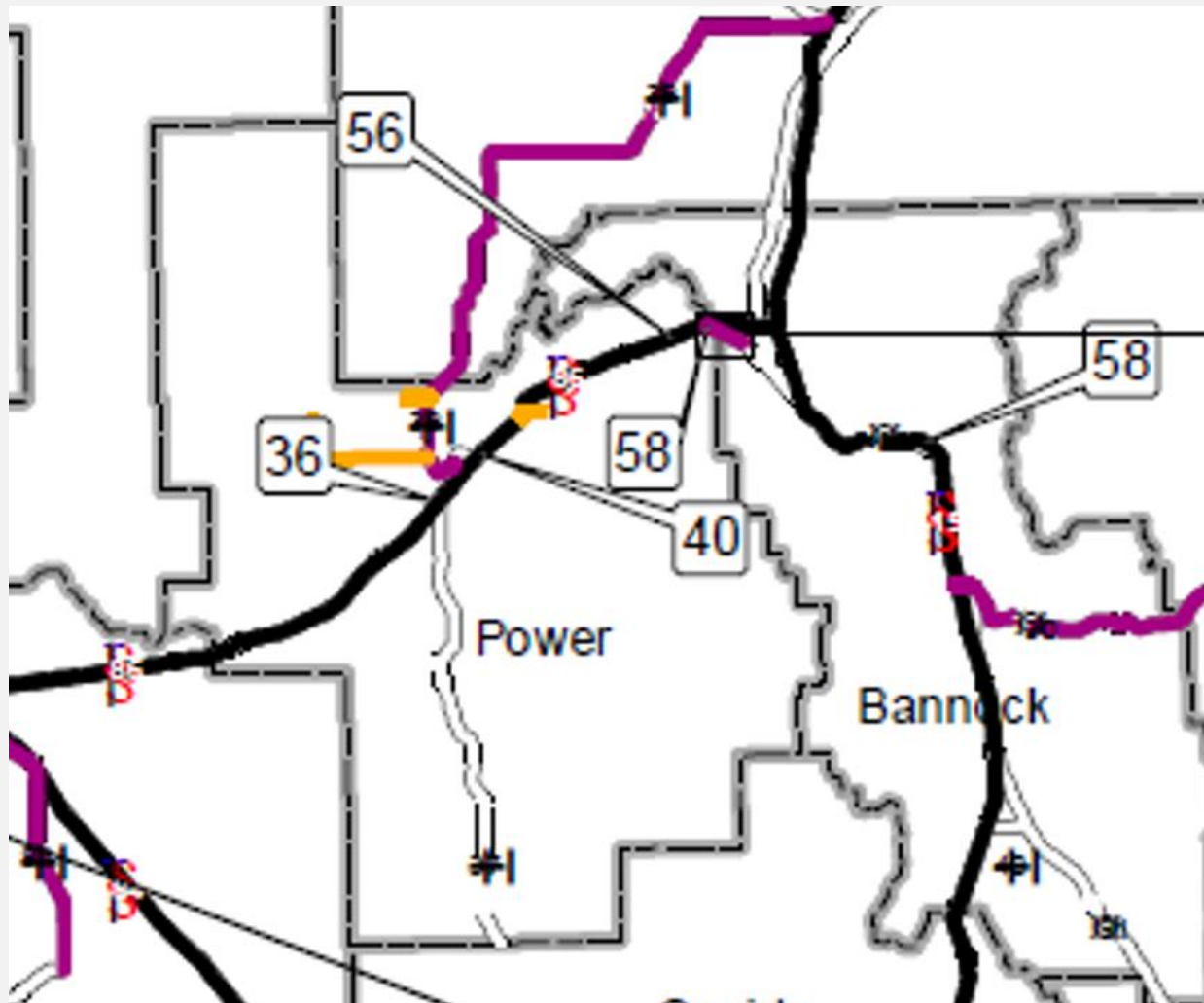
Distribution of Information

- LHJ Must provide ITD maps indicating routes and allowable limits
- LHJ Must provide a point of contact
- Maps must be reviewed and updated

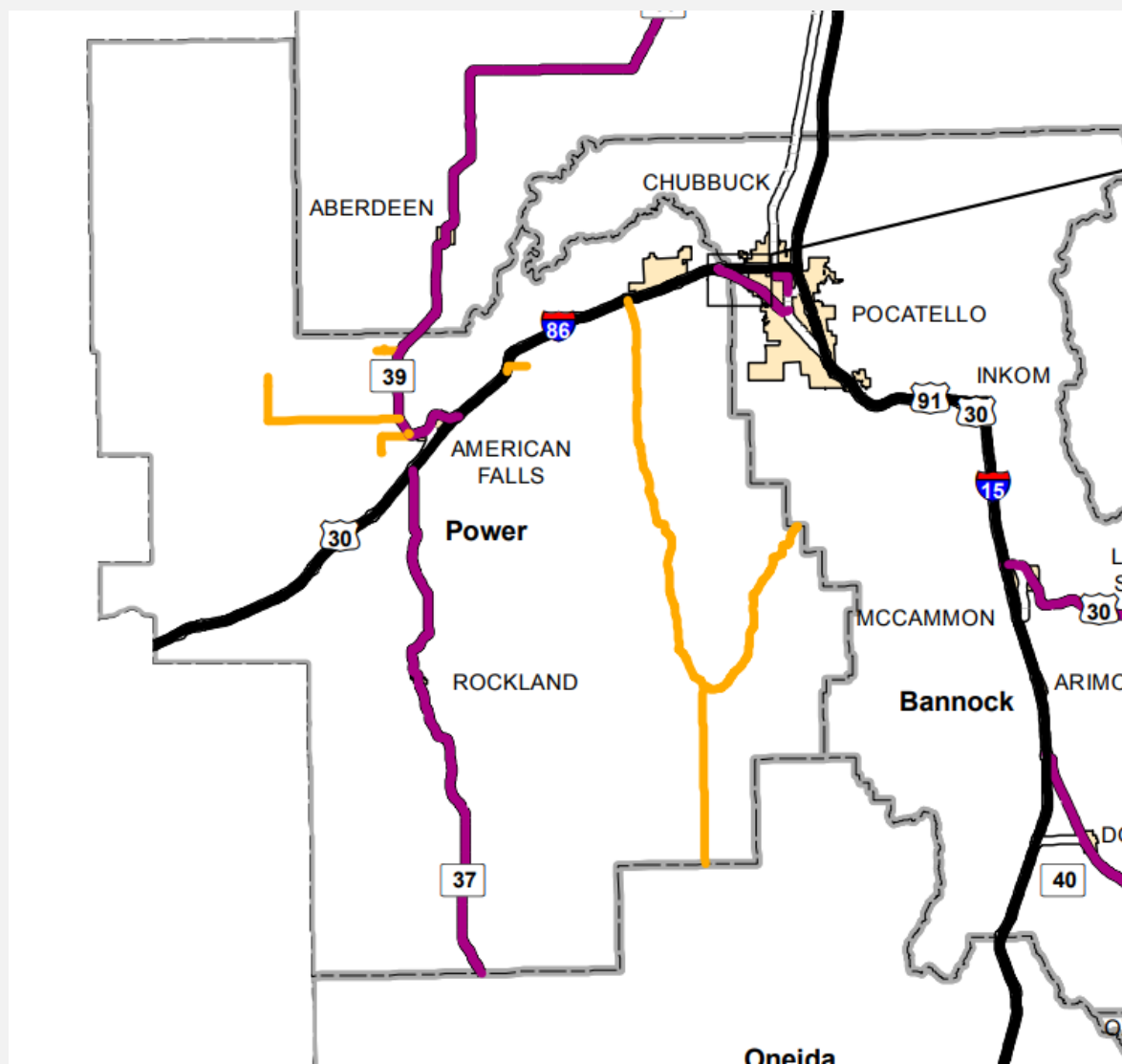
City Map



Dynamic Map



Dynamic Map



ITD

- Local knowledge of economic drivers and route capabilities is key
- ITD receive regular request to issue both annual and single trip permits for over-legal trucks on local routes
- Local permit holders need to comply with all State safety standards on local routes

Idaho Code 49-1004 and 49-1004A

- Modifications became law on 07/01/2019
- Changes created a fund to assist LHJs with the cost of analyzing 129,000 truck routes



Trucking

- Initial cost of analysis (up to \$5,000) may be paid for by the requesting shipper
- An additional \$5,000 may be available using this fund
- Applications submitted to LHTAC



Trucking

- Supported by an additional \$5 fee collected for all over 105,500 permits issued
- LHJs that issue permits must remit this fee to ITD on a monthly basis
- ITD collects the fee for LHJs that have Opted-in



Route Analysis Standard

In exercising jurisdiction to designate a route under this section, a local authority shall analyze the long-term physical and safety consequences of allowing vehicles covered by this section to use the route at issue. In conducting such analysis, the local authority shall use Idaho transportation department standards or the Idaho standards for public works construction, or a successor publication



“For standards related to the process of submittal, analysis, review, and approval of 129,000-pound truck routes, refer to the standards available through LHTAC and the *Guide to Assist Idaho Local Highway Jurisdictions in Evaluating Route Requests for Trucks up to 129,000 pounds* available by request or on LHTAC’s website <http://lhtac.org/>”

Trucking Resources

The procedures and requirements for 129,000 Pound Truck routes on the state highway system are currently being prepared by the Idaho Transportation Board's 129,000 Pound Truck Route Subcommittee. LHTAC is serving in an advisory capacity to represent the interests of LHJs on the Subcommittee.

Download blank trucking maps to fill out

For local agencies with road jurisdiction, please make the appropriate selection to download a map. Please contact LHTAC for any questions.

Counties and Highway Districts

Cities

► [Archived Local Highway Inventory Maps](#)

► [Interactive Bridge Map](#)

► [Interactive Crash Map](#)

► [Interactive Project Map](#)

► [Presentations](#)

► [Trucking](#)

[Local Truck Route Designation – Fall 2017 workshop slides \(PDF\)](#)

[Map of Designated 129,000 Pound State Routes \(ITD Site\)](#)

[Guide to Assist Idaho Local Highway Jurisdictions in Evaluating Route Requests for Trucks up to 129,000 Pounds \(PDF\) *Final*](#)

[Instructions for Completing a State/Local Over-Legal Permit Agreement \(PDF\)](#)

[Excess Weight Extra Length Permit Overview \(PDF\)](#)

[129,000 Pound Local Truck Routes Brochure \(PDF\)](#)
Includes: LHTAC's Suggested Local Procedure

[Draft 129,000 Pound Truck Permit Application \(PDF\)](#)

[Draft Resolution \(Word or PDF\)](#)

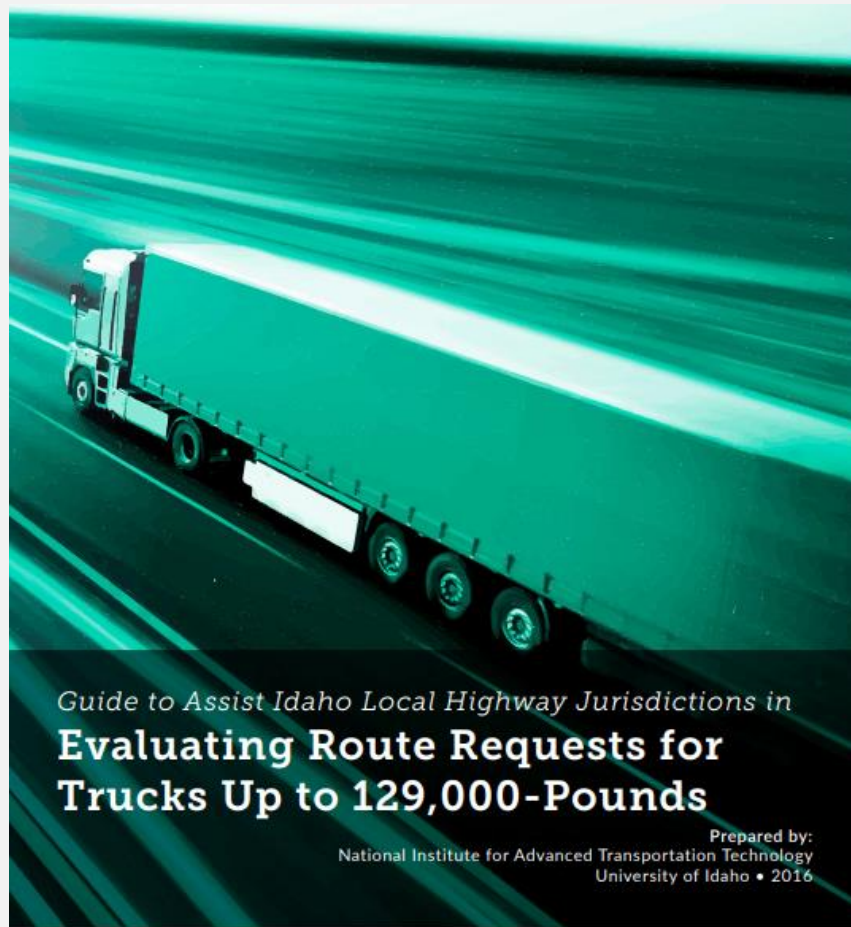
[Draft Scope of Work \(Word or PDF\)](#)

[State-Local Over Legal Permit Agreement \(PDF\) *Final November 7, 2016*](#)

[129,000 Pound Truck Route Subcommittee \(ITD Site\)](#)



Trucking Resources



PROCESS FOR EVALUATING ROUTE REQUEST FOR TRUCKS UP TO 129,000-POUNDS

PART 1 GENERAL

In accordance with Idaho Code 4-1004B, the following provides Local Highway Jurisdictions (LHJs) with a standard process for analyzing the long-term physical and safety consequences associated with allowing permitted 129,000lb (129K) trucks to use a route.

Idaho Code 49-1004B, "Local authorities may, by resolution on their own initiative or pursuant to written request, designate routes and revoke previously authorized routes within their respective jurisdictions for the operation of vehicle combination with a legal maximum gross weight between 105,001 and 129,000 pounds".

PART 2 PROCESS

2.1 129,000 POUND ROUTE REQUEST

- A. Applicant shall submit a formal request (ITD form 4886 or similar) to the LHJ having jurisdiction of roadway.
 - a. Indicate complete route requested to get from nearest approved 129K route to destination. Include other LHJs roadways required to complete route (if applicable).
 - b. Forward application to adjacent LHJs.
- B. LHJ has one hundred fifty (150) days to make a determination.
 - a. LHJ may charge the applicant up to \$5,000 for the cost of the review.
 - i. LHTAC may assist in Scope of Work (SOW) and level of effort negotiations (if requested by LHJ).
 - b. Local Highway Technical Assistance Council (LHTAC) may distribute an additional \$5,000 grant.
 - i. Applications for grant must be submitted to LHTAC within ten (10) days after receiving application.
 - ii. LHTAC may administer contract with Consultant (if requested by LHJ).

2.2 REVIEW/ANALYSIS

Review and analysis should be conducted in accordance with the "Guide to Assist Idaho Local Highway Jurisdictions in Evaluating Route Requests for Trucks up to 129,000-Pounds" published by the National Institute for Advanced Transportation Technology (NIATT) and the University of Idaho.

Action

- More people;
 - More travel demand;
 - More demand for goods;
- = More Trucks on the Road!

Trucking

- LHJs and ITD need to work together ensuring availability of dependable reliable routes now and in the future
- Success requires open dialog and coordination between LHJs, ITD and the freight community



Questions?

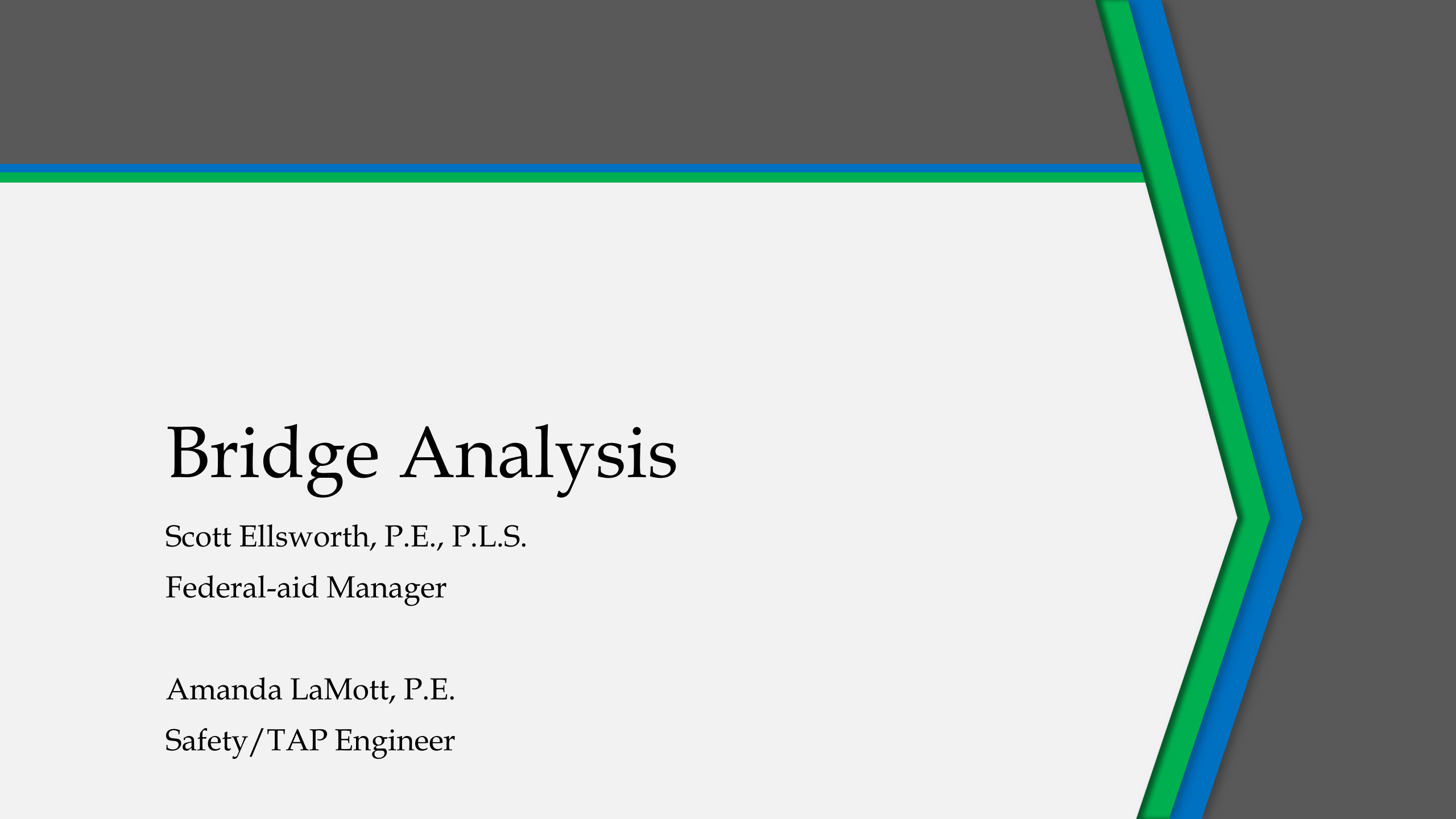
Assistance:

Kevin Kuther, P.E.

kkuther@lhtac.org

208-344-0565



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Bridge Analysis

Scott Ellsworth, P.E., P.L.S.

Federal-aid Manager

Amanda LaMott, P.E.

Safety/TAP Engineer

Bridge Asset Management & Guidance



- 24 local bridges get posted every year (average)
- The notification of posting to a sponsor comes as an email
 - From ITD bridge Asset Management
 - Little to no specific information about why the bridge was posted.
- Most local jurisdictions do not have a plan on how to manage their bridge inventory

Example Bridge Posting Notice

BRIDGE INFORMATION:

Bridge Key:	29540
Structure Name:	X994290 1.83
XREF Structure Name:	
Route:	Jenkins Road
Admin Jurisdiction:	South Latah Highway District
Feature Intersected:	Cow Creek
Location:	2.5 N. 1.6E. Genesee
Date Analyzed:	August 9, 2018
Mile Point:	101.135
District:	2

SCHEMATIC OF PROPER POSTING SIGNS:



How can LHTAC help?

- **Gather information from local sponsor**
 - Route priorities
 - Available funds for bridge maintenance
- **Work with ITD bridge asset management staff**
 - Generate list of locally maintained bridges
 - Ideas for low/med/high cost solutions to load posted bridges
 - Cost estimates for repair vs replacement
- **Present options to local sponsor**
 - Meet with local representatives to review the information
 - Guidance on grant opportunities
 - Help local sponsor make a plan of action



Washington County example

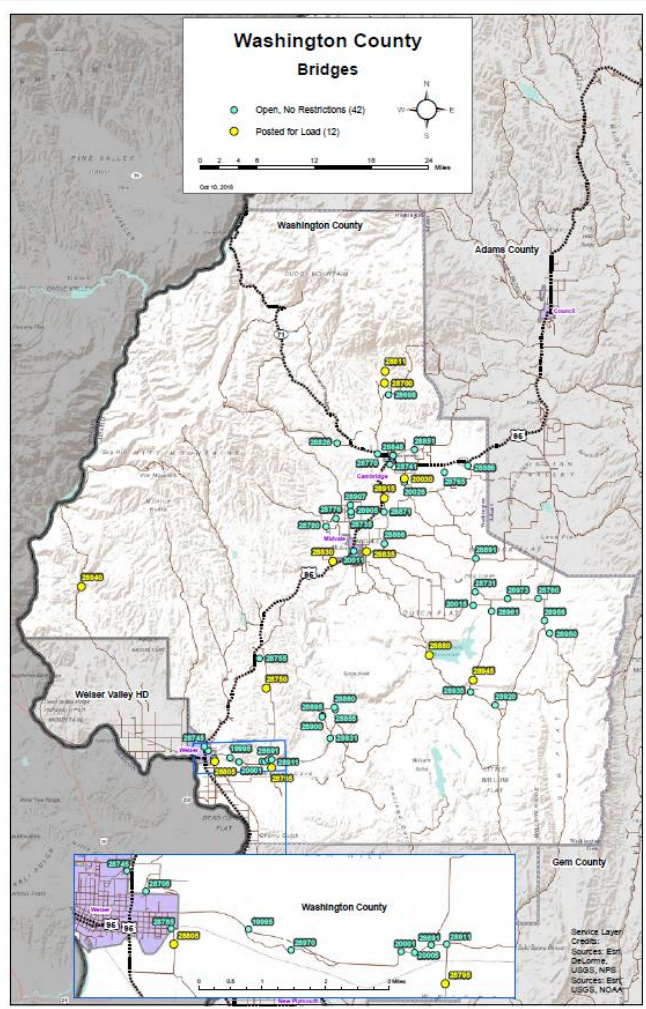
- Washington County Bridges
- 55 bridges within Washington County
- 12 load restricted bridges
- Focus on 7 of the 12 bridges (as directed by the County)
- Presented to three Washington County Commissioners & the Road and Bridge foreman

Bridge ID	Facility	Features	Year Built	Condition	Priority
28795	UNITY ROAD	WEISER RIVER	1910	Poor	High
28835	OLD HWY ROAD	CREEK	1930	Good	High
28940	ROCK CREEK ROAD	ROCK CREEK	1970	Good	Med
28700	WARD ROAD SOUTH	RUSH CREEK	1987	Good	Med
28750	JONES ROAD	MANN CREEK	1960	Good	Med
28811	WARD ROAD NORTH	RUSH CREEK	2002	Good	Med
28830	SAGE CREEK ROAD	SAGE CREEK	1965	Poor	Med

Two high
priority bridges



Bridge Locations



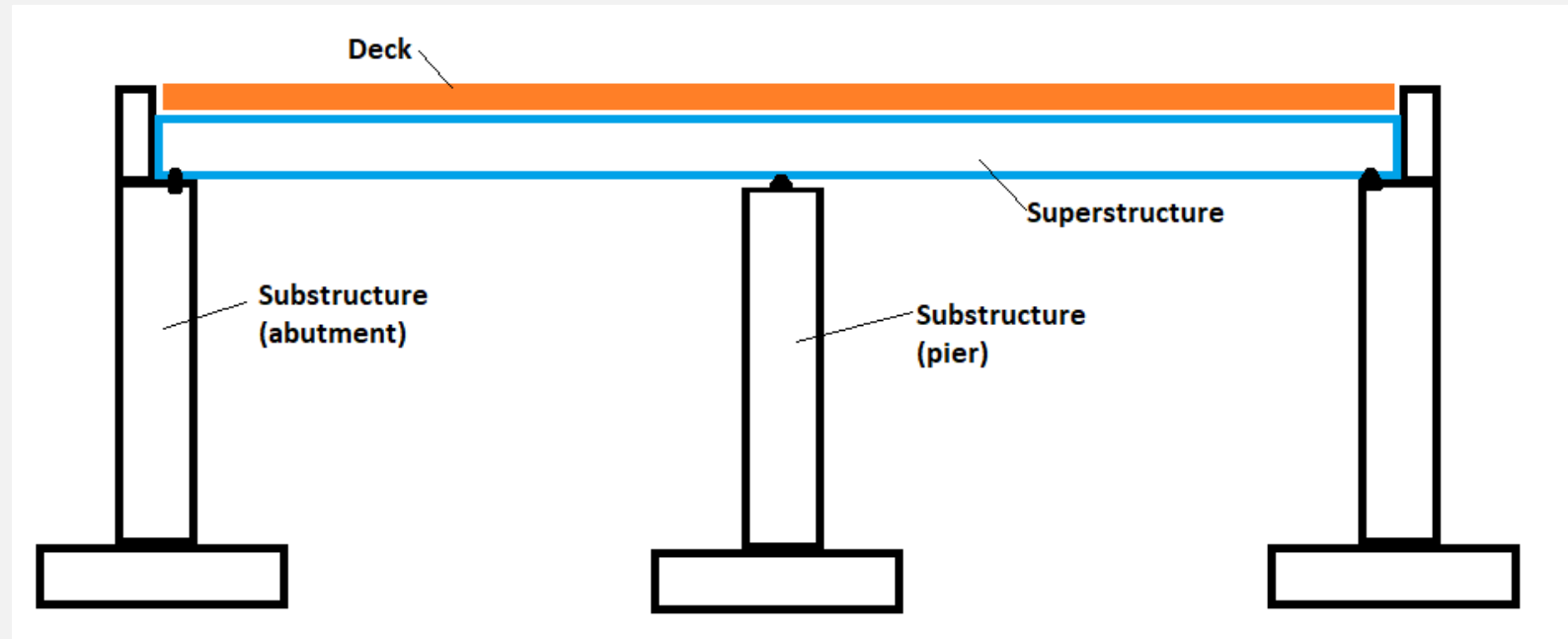
- Provide a map showing all posted & unposted bridges to provide a reference where the structures are within the jurisdiction

Bridge Definitions

Many elected officials aren't familiar with how to read a bridge inspection report, so I will start with a quick overview of the terms and what to look for on the report

Each bridge gets rated (1-10) on three elements:

- (58) Deck
 - Driving surface
- (59) Superstructure
 - Structural elements supporting the deck
- (60) Substructure
 - piers, abutments, piles, footings



What do the ratings mean?

These are the numbers
on the inspection report



9	Excellent Condition
8	Very Good
7	Good
6	Satisfactory
5	Fair
4	Poor
3	Serious Condition
2	Critical Condition
1	Imminent Failure
0	Failed

- Good: 7+
- Fair: 5 & 6
- Poor: 4 and below

Bridge Key: 28700
Route: Ward Road South (Rush Creek)

Example Bridge #1



Overall Bridge Condition: Good

Deck: 6

Super: 7

Sub: 7



Strengthen

This bridge is load posted

Bridge Key: 28700

Route: Ward Road South (Rush Creek)



Bridge in good condition – it just needs additional capacity in the girders to remove weight restrictions

Short term investment:

- Repair broken weld at SE post connection (medium priority)
This came directly from inspection report

Long term investment:

- Add c-channels or a plate to increase the capacity
- Design – discuss with a Subject Matter Expert
Can use your own engineering resources or we can recommend a contact
- Labor/Materials - \$20k repair if do work with own staff
- Would likely remove the posting when complete

Bridge Key: 28835
Route: Old Hwy Rd (Creek)

Example Bridge #2



Bridge Condition: **Good**

Deck: 6

Super: 6

Sub: 6



This bridge is load posted

Test



Bridge Key: 28835

Route: Old Hwy Rd (Creek)

Notes:

- ITD doesn't have confirmation of what yield strength the steel is – they assume 30ksi in their analysis to be conservative
- Can test to determine the actual yield strength – would need a coupon test
- If the yield strength in their analysis were raised to 36ksi, the posting would be removed

For the testing:

- ITD provided contacts for two consultants who could do the work



UPDATE: Washington County had the coupon test conducted (~\$3k) and the tests increased the yield strength in the analysis and they are working with ITD to remove the posting

Bridge Asset Management & Guidance



- Washington County
 - 7 bridges analyzed by LHTAC
 - For under \$50,000, the County is able to remove the load posting for 5 of the 7 structures.

Upcoming: Bridge Preservation & Maintenance Workshop



- LHTAC is pursuing STIC funding for a bridge preservation and maintenance workshop
- Topics to include (but not limited to):
 - Reading inspection reports
 - How to perform deck condition assessments
 - Preservation treatments & how to self-perform
 - Information on routine maintenance and cleaning
- Travel and per diem would be covered by the grant

Look for more information on this workshop over the next few months



LHTAC – Bridge Technical Assistance

Who is next?

Reach out to LHTAC and let us help you
prioritize your structures and provide
technical assistance on your bridge
inventory!

For Assistance:

Amanda LaMott, P.E. or Scott Wood, P.E.
ALamott@lhtac.org SWood@lhtac.org



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Small Structure Inventory

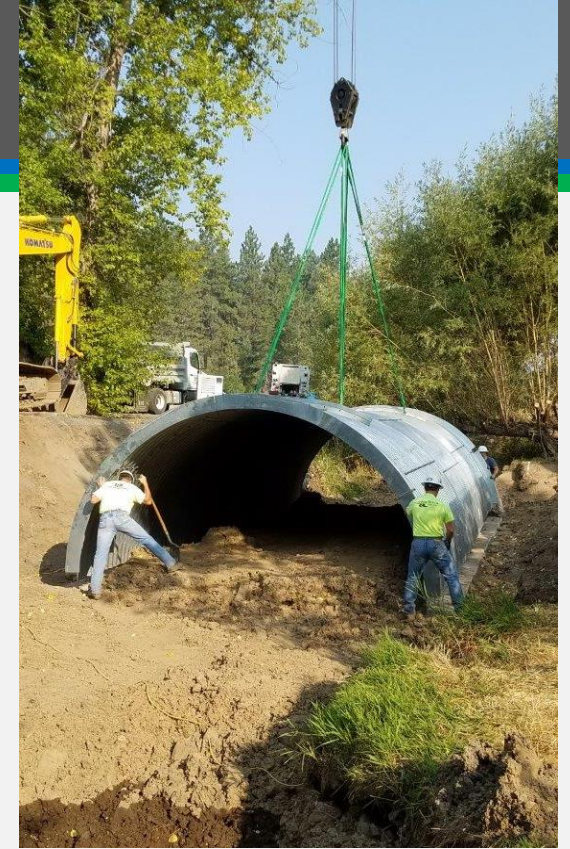
Scott Ellsworth, P.E., P.L.S.

Federal-aid Manager

Idaho Bridge Background



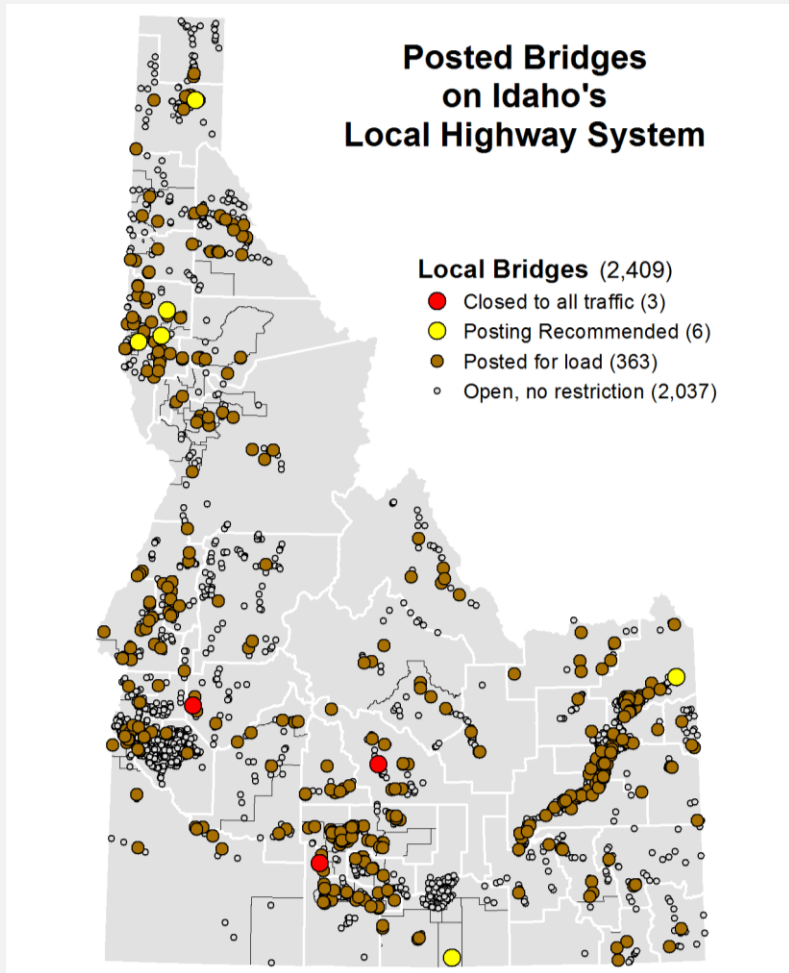
- Structures >20'
 - 1,348 state owned bridges
 - 2,409 locally owned bridges
- Structures 10-20'
 - ~500 state owned bridges
 - ??? *locally owned*



ITD reports stats on all bridges 10' and over, while the locals count is >20' structures

We need to collect information on local bridges 10'- 20' so our bridge inventory reflects the same parameters that ITD uses in reporting!

Local Bridges - Condition



2018 condition map

Condition:

Restricted: 372 posted or closed

Age: 1109 bridges are 50 years old in 5 years

AND

- ~24 bridges are posted every year
- Statewide, approximately 12 bridges are replaced each year

**To just keep even - Our bridge
repair and replacement efforts
must double!**

46%

*Will be 50 yrs or
older in 5 yrs*





LHTAC Small Bridge Inventory

YOU MUST LOAD THIS PAGE ONE TIME ON YOUR DEVICE WHILE AN INTERNET CONNECTION IS AVAILABLE, then if used off-line it will save entries. Open this web page again when a connection is restored and it will begin to upload the entries for you.

This is only for bridges or culverts 20ft and less along road centerline.

Click Submit after each bridge.

*Your Name

*Your Phone Number

*Administrative Jurisdiction

Bridge/culvert "owner"

*Road Name

Road carried by bridge

*Feature Intersected

What the bridge crosses over

*Posting Status

- ☒ Not Posted
☐ Posted for Load
☐ Closed

Location

*Bridge Location

Click the GPS button to enter automatically or use the map to zoom and select.

latitude (x,y °)

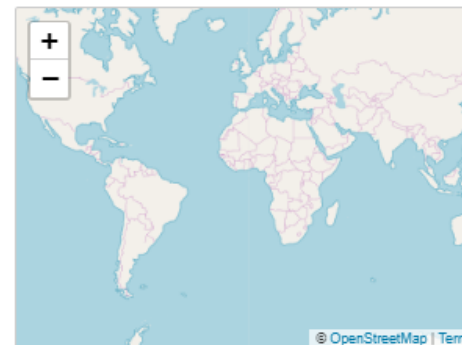
longitude (x,y °)

altitude (m)

accuracy (m)



search for place or address



Measurements

*Bridge Length (ft)

Length of road centerline on bridge: back to back of backwalls, paving notch to paving notch, or culvert pipe diameter. Group of culverts considered a single, multi-span structure.

*Deck width, out-to-out (ft)

Perpendicular to road centerline, edge to edge. For filled culverts, lanes plus shoulders maintained as lanes.

*Roadway Width (ft)

Most restrictive point between curbs, rails, walls, else edges of maintained pavement, gravel, etc. Excludes sidewalks or pathways.

*Lanes On

Each lane must have at least 10 ft.

Min Traveled Vertical Clearance (ft)

Lane surface to superstructure; 999 if over 100ft

*Number of Spans

Or number of pipes if a culvert group

How can LHTAC help?

- 509 submitted from LHJs
- 475 collected by LHTAC staff
- 984 total 10-20' structures added
- 45 out of 288 Idaho jurisdictions remaining



Local Bridges – Small Bridge Inventory

Why is gathering this inventory
important?

FUNDING!



Local Bridges - Funding

- Federal Funding for local bridges has been flat for the past 5 years
- It continues to stay flat for the next 5 years
- Federal-aid Local Bridge
 - \$5.4M annually
- Federal-aid Off-System Bridge
 - \$2.2M annually

\$7.2M

*Annual funding for
Federal-aid bridge
replacements*



**Local Bridges
IDAHO**

Middle Fork Bridge

Funding Opportunities

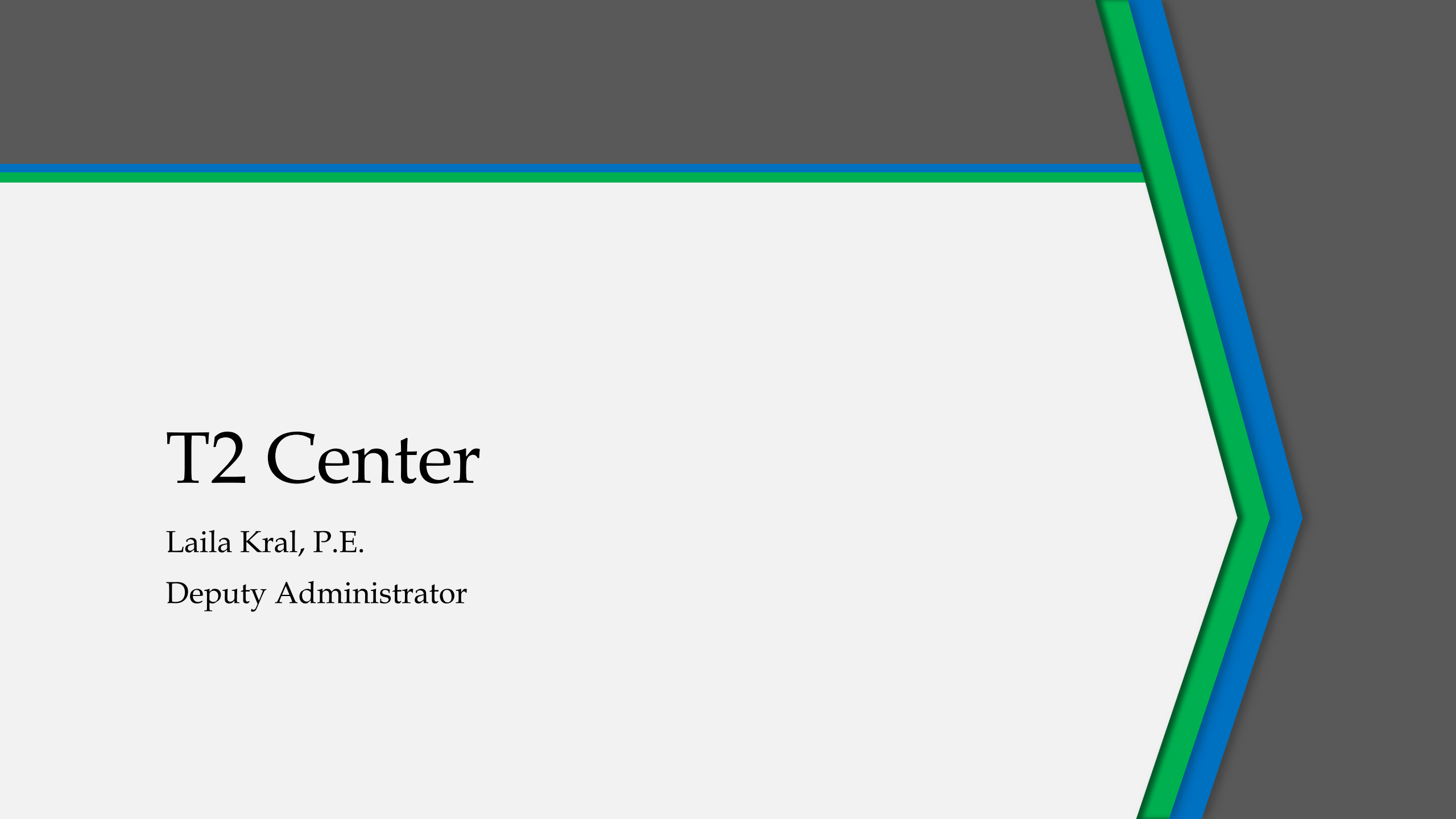
Funding for replacing these structures has been flat. Local Highway Jurisdictions can collect funds in their own budget, apply for Federal-aid or apply for the Strategic Initiative money that is in its final year. Some roadways may qualify for Federal Lands Access Projects (FLAP).

Specific Bridge Funding

- Federal-aid Bridge (Local) Funds - \$5.4M
- Federal-aid Bridge (Off-System) Funds - \$2.2M
(After \$1.9M spent on Bridge Inspection)

Local Bridges

- There are lots of conversations happening about revenue enhancement
- Want to be prepared to compare bridge inventory data using the same parameters as ITD
- Can be critical information when evaluating special truck routes



T2 Center

Laila Kral, P.E.

Deputy Administrator

Class Information

- Advisory Board
- Classes offered 9-10 months/year
 - February-June
 - September-December
- Road Scholar/Road Master Program
 - 800+ RS, 400+ RM
- Leadership Program
 - 2 classes offered 9 times



T2 Center

Please login to our new course management system (CMS) to check your account and register for classes. [CMS Instructional Handout \(PDF\)](#)

The LHTAC Training and Technical Assistance (T2) Center

The LHTAC T2 Center is part of a national program known as the Local Technical Assistance Program (LTAP). We provide training and technical assistance to meet the needs of highway jurisdictions in Idaho.

The Local Highway Jurisdictions (LHJ) in Idaho maintain over 34,000 miles of the transportation system in Idaho. The LHTAC T2 Center has been addressing the technical support and training needs of LHJs since 1986. Our goal is to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers. Our program promotes best practices in an efficient and effective manner through strong partnerships and communications.

- Training Courses
- Technical Assistance
- Road Scholar Program
- Safety Fest
- Video Library

Fall Classes—Registration is Open

[Class Schedule Updated 9/3/19 \(PDF\)](#)

New Leadership Development Program

The LHTAC Council and T2 Advisory Board have moved forward with developing a new training program within the T2 Center. The Leadership Development Program is aimed at emerging leaders within the local agencies. These leaders can be at any level from road crewman, to clerks, to crew chiefs to supervisors. The program does not have prerequisites from the other two T2 Programs – Road Scholar and Road Master; it is a standalone program.

The first 2 classes in the Leadership Development Program can be found on the spring schedule titled:

- *Transition to Leadership – Guiding a Highway Agency*
- *Mastering Management – A Practical Approach*

T2 Center

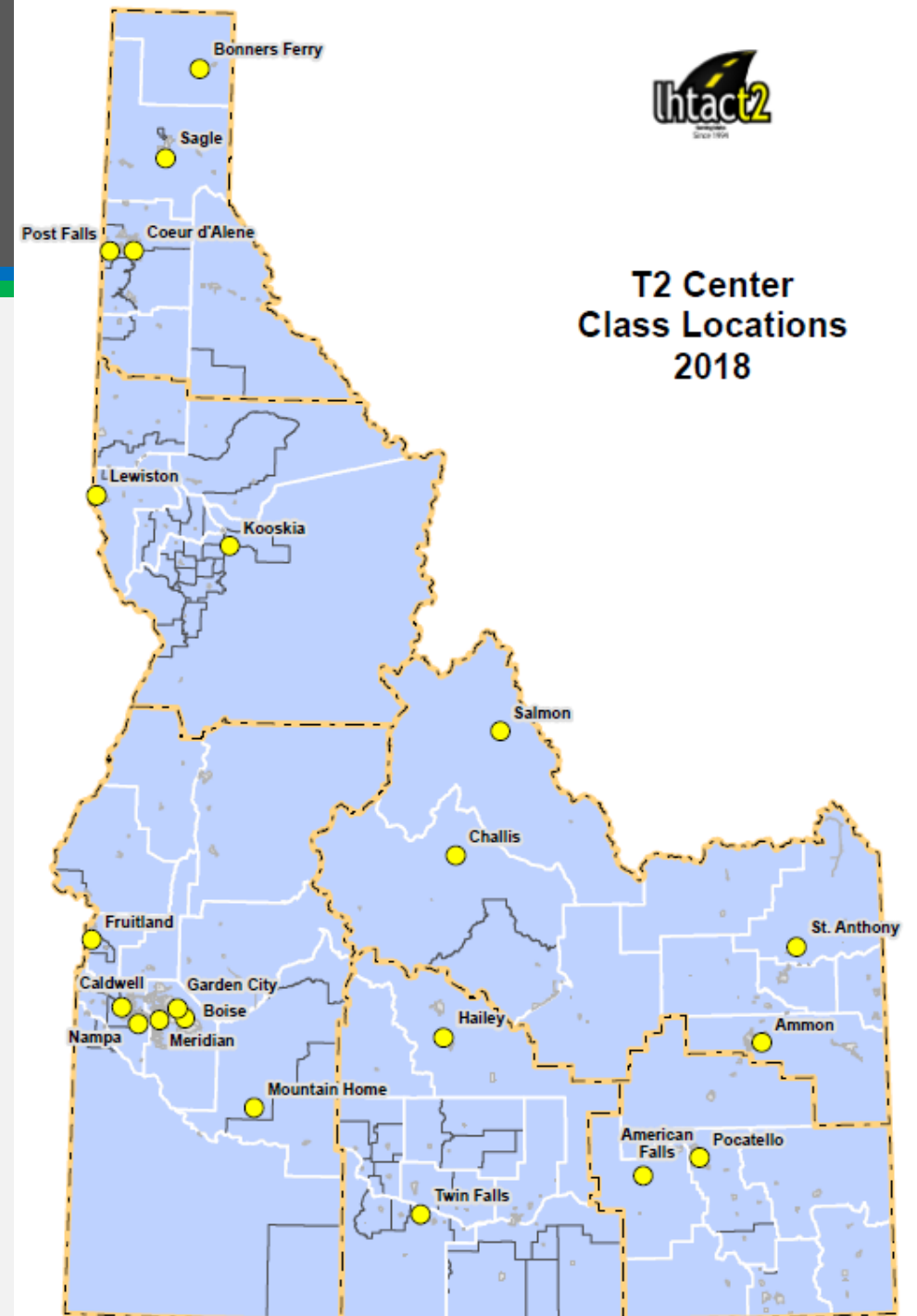
- ▶ Courses
- ▶ Innovative Solutions
 - ▶ GRS-IBS Innovative Bridge Construction
 - ▶ Innovation Idea Award
 - ▶ STEP
- ▶ Pay Online
- ▶ Road Scholar Program
 - ▶ Electives and Specialized Courses
- ▶ Safety Fest
- ▶ T2 Advisory Board
 - ▶ T2 Board Meetings
- ▶ T2 Library
 - ▶ Publications
 - ▶ Videos

Northern Idaho - Registration Opens September 10			
Date	Course	City	Road Scholar Program
10/8/2019	Winter Maintenance	Lewiston	Elective
10/9/2019	Winter Maintenance	Sagle	Elective
10/10/2019	Contract Administration	Coeur d'Alene	Elective
10/15/2019	Effective Communication Skills	Lewiston	Road Scholar
10/16/2019	Conflict Resolution	Coeur d'Alene	Elective
10/22/2019	Pavement Maintenance 1	Coeur d'Alene	Road Scholar
10/22/2019	Pavement Maintenance 2	Coeur d'Alene	Road Master
10/23 & 24/2019	Speed Limits & Speed Zones	Coeur d'Alene	Road Master
10/29-31/2019	Advanced Motor Grader Operations	Sagle	Elective
10/29-30/2019	Speed Limits & Speed Zones	Lewiston	Road Master
11/7/2019	ATSSA Flagger Certification	Post Falls	Road Scholar
Western & Central Idaho - Registration Opens September 11			
Date	Course	City	Road Scholar Program
10/1-3/2019	Wheel Loader Operator Training	Nampa	Elective
10/2/2019	ATSSA Flagger Certification	Boise	Road Scholar
10/3/2019	ATSSA Traffic Control Technician	Boise	Road Master
10/8/2019	Basic Math	Twin Falls	Road Scholar
10/10/2019	Pavement Maintenance 1	Boise	Road Scholar
10/10/2019	Pavement Maintenance 2	Boise	Road Master
10/17/2019	Environmental BMPs	Twin Falls	Road Master
10/22/2019	Transition to Leadership	Boise	Leadership Program
10/23/2019	Mastering Management	Boise	Leadership Program
10/31/2019	ATSSA Flagger Certification	Twin Falls	Road Scholar
11/5/2019	Conflict Resolution	Boise	Elective
11/5/2019	Roadway Safety Audits	Twin Falls	Elective
11/6/2019	Effective Communication Skills	Boise	Road Scholar
11/6/2019	Mastering Management	Twin Falls	Leadership Program
11/13 & 14/2019	Speed Limits & Speed Zones	Boise	Road Master
11/14/2019	Winter Maintenance	Twin Falls	Elective
11/19/2019	Gravel Road Maintenance and Design	Boise	Elective
11/20/2019	Gravel Road Maintenance and Design	Twin Falls	Elective
Eastern Idaho - Registration Opens September 12			
Date	Course	City	Road Scholar Program
10/15/2019	Basic Math	Ammon	Road Scholar
10/16/2019	Pavement Maintenance 1	American Falls	Road Scholar
10/16/2019	Pavement Maintenance 2	American Falls	Road Master
10/23/2019	Effective Communication Skills	Pocatello	Road Scholar
10/29/2019	ATSSA Flagger Certification	Ammon	Road Scholar
10/30/2019	ATSSA Traffic Control Technician	Ammon	Road Master
11/5/2019	Roadway Drainage	Pocatello	Road Master
11/6/2019	ADA Compliance	Ammon	Elective
11/12/2019	Winter Maintenance	Ammon	Elective
11/13/2019	Roads 101	Pocatello	Elective
11/21/2019	Roadway Materials	Pocatello	Road Scholar



Class Locations

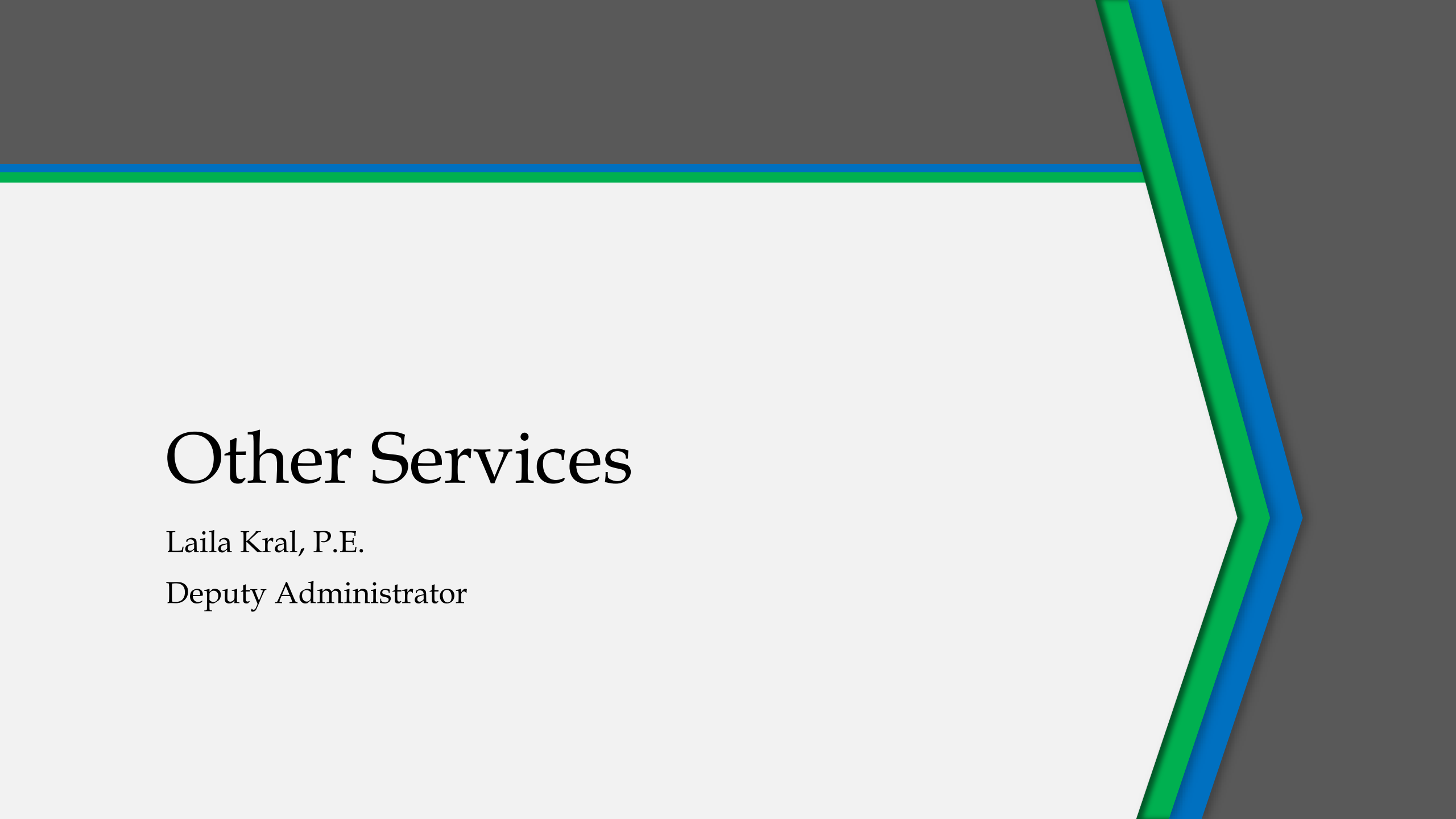
- 21 Locations in 2018
- Request
- Register



Safety Fest

- FREE!!!!
- Classes accepted towards RS/RM
- Around the state
 - January 19-21, Post Falls
 - January 28-31, Boise
 - March 23-25, Twin Falls
 - March 24-26, Idaho Falls
 - April 14-16, Pocatello



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Other Services

Laila Kral, P.E.

Deputy Administrator

Equipment

- Equipment for Sale
- Laser Speed Gun
- Safety Edge
- Traffic Counters
 - Tubes
 - Automated Traffic Recorder Radar (ATRs)
 - Pedestrian/Bicycle Counters



Equipment

Equipment Exchange

We offer assistance to local highway jurisdictions in need to sell, receive and/or exchange property.

Equipment Wanted

- **East Side Highway District** is looking for a used 9-wheel pneumatic roller. Please contact John at (208) 765-4714 or jp@imaxmail.net.
- **Adams County Road and Bridge** is looking to purchase a used asphalt crack filler machine. If your agency has one available, please contact kspelman10@gmail.com.

Equipment For Sale

Atlanta Highway District is selling a snowplow and mig welder. "Great condition, no crashes, removed carbide cutting edge. We cut back end curl to clear trees and signs, plow casts snow just fine but we have the ends and can be welded back on." Asking \$3,000 or trade for something we might need. Contact Dave Gill 208-864-2115 or email atlantahd@rtci.net.

Resources

- ▶ [Annual Road and Street Financial Report](#)
- ▶ [Asset Management](#)
- ▶ [Buy America](#)
- ▶ [Commonly Used Documents](#)
- ▶ [Dashboard](#)
- ▶ **Equipment**
 - ▶ [LHTAC Loaner Equipment](#)
- ▶ [ISPWC](#)
- ▶ [Links \(Other Online Resources\)](#)
- ▶ [Manuals](#)
- ▶ [Maps](#)
 - ▶ [Archived Local Highway Inventory Maps](#)
 - ▶ [Interactive Bridge Map](#)
 - ▶ [Interactive Crash Map](#)
 - ▶ [Interactive Project Map](#)
- ▶ [Presentations](#)
- ▶ [Trucking](#)

FREE Retroreflectivity Kit

LHTAC is providing one FREE Retroreflectivity Sign Testing Kit to each Local Highway Jurisdiction. These kits are intended to serve as an affordable alternative to purchasing a costly retroreflectometer. Sign kits can be used to assess the retroreflectivity of signs in your jurisdiction to insure compliance with the minimum levels established in the current version of the Manual for Uniform Traffic Control Devices (MUTCD). [MORE INFO](#)

If you would like to receive a free kit or if you have questions please contact lhtac@lhtac.org.

New – Automated Traffic Recorder Radars

LHTAC has Automated Traffic Recorder Radars (ATR-R) available for use by Local Highway Jurisdictions. Jurisdictions have the ability to borrow up to four ATR-Rs and availability will be based on a first-come first-served basis. Each set comes with a laptop and necessary software along with an ATR-R carrying case the contains all the necessary accessories. LHTAC personnel are available to assist with initial setup and field placement, if necessary. The ATR-Rs measure the speed and volume of traffic to determine Average Daily Traffic (ADT) and also conduct speed studies. The data gathered with the ATR-Rs is the property of the Local Highway Jurisdictions.

If you would like to use the ATR-Rs or have questions about them please contact Brian Wright bwright@lhtac.org or Rebecca Howell rhowell@lhtac.org at LHTAC.

Laser Speed Gun

Based on requests from local highway jurisdictions, LHTAC has a laser speed gun for the purpose of spot checking vehicular speed on roads. This will be helpful in determining whether an official speed study should be undertaken. While local highway jurisdictions can set speed limits on local roads by ordinance, it is required that speed study data is collected only after taking the LHTAC T2 Center's speed study class, and that the study be reviewed by a licensed engineer. Please contact our office either by telephone at 1-800-259-6841 / 208-344-0565 or by email at lhtac@lhtac.org if you would like to use this instrument.

Safety Edge

FHWA owns an attachment for an asphalt paver that makes the safety edge. This equipment is available on loan to local highway jurisdictions through the LHTAC office. Please contact our office either by telephone at 1-800-259-6841 / 208-344-0565 or by email at lhtac@lhtac.org if you would like to use this instrument.

Traffic Counters

LHTAC has four traffic counters for loan to Local Highway Jurisdictions around the state. These counters basically count two impacts on the road tube as one vehicle. They do not separate the trucks from the automobiles, and consequently, they will give a basic average daily traffic (ADT) count for your system. This information is important, particularly if you are applying for Federal-aid highway funds, or merely want to observe the changes in traffic patterns and volumes throughout your system. If you are interested in borrowing these units, for up to one month at a time, we would be glad to reserve them for you. Please contact our office either by telephone at 1-800-259-6841 / 208-344-0565 or by email lhtac@lhtac.org and we will make arrangements for delivery on a first come first serve basis.

Equipment

- ▶ [LHTAC Loaner Equipment](#)



Some of the Rest

- Innovation Award
- Photo Contest
- Free Retroreflectivity Kit
- Speed Limit class & report review
- Technical Assistance



Follow up

- Phone
- Email
- Contact Card
- Subscribe

Our Team

LHTAC strives to recruit, retain and support highly qualified staff from diverse backgrounds. Making and maintaining a [positive work environment](#) is a top priority for our organization. Below you will find our LHTAC Staff, Council Members and T2 Advisory Board. Find us on [LinkedIn](#).

[LHTAC Staff Org Chart \(PDF\)](#)

[LHTAC Staff Extension and Email List \(PDF\)](#)

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- [Staff](#)
- [Administrator's Avenue](#)
- [Jobs](#)
- [Council](#)
 - [Council Meetings](#)
- [Contact](#)

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Recent News

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- ▶ [Remembering Lan Smith](#)
- ▶ [Child Passenger Safety Week](#)
- ▶ [National Roundabouts Week](#)

Details

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More Information

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T2 Classes

The new T2 class registration is online.
[Click here for the new site.](#)



Thank you for your interest in receiving information from the Local Highway Technical Assistance Council (LHTAC).

Email Address

First Name

Last Name

Address

ITD District

- ☒ District 1 North Idaho
- ☐ District 2 North-Central Idaho
- ☐ District 3 Southwest Idaho
- ☐ District 4 South-Central Idaho
- ☐ District 5 Southeast Idaho
- ☐ District 6 East Idaho
- ☐ Other/Not Sure

Company Name

LHTAC Subscriptions

- ☐ T2 Classes
- ☐ Every Day Counts Initiative
- ☐ Road Scholar/Master Program
- ☐ LHTAC Times - Quarterly Newsletter
- ☐ Funding News (Federal-aid, Safety, LRHIP etc.)
- ☐ General Transportation News
- ☐ Tech News - Monthly Technical News Articles
- ☐ 129,000 Pound Local Truck Routes
- ☐ Safety Fest (Boise and Pocatello)

What type of Agency are you?

- ☐ City
- ☐ County
- ☐ Highway District
- ☐ State
- ☐ Federal
- ☐ Tribe
- ☐ Consultant
- ☐ Other

Subscribe

Thank you for attending our LHTAC Workshop

www.LHTAC.org

