

CITY COMMISSION AGENDA MEMO
May 20, 2008

FROM: Robert K. Ott, P.E., City Engineer

MEETING: June 3, 2008

SUBJECT: KDOT Federal Aid Safety Grant for Improvements

PRESENTER: Robert K. Ott, P.E., City Engineer

BACKGROUND

In January of 2008, the Kansas Department of Transportation (KDOT) started to develop a priority ranking to address intersections that may qualify for federal-aid Surface Transportation Program (STP) safety funding for fiscal years 2010 and 2011. The purpose of the program is to identify and initiate viable projects with a cost-effective scope to reduce existing accident experience. Funds in this program are allocated on a 90/10-federal/local split.

KDOT has requested applicants submit no more than four (4) high accident intersections. Locations must have a minimum of eight (8) crashes over a two (2) year period that are correctable by some type of improvement. These are evaluated against other cities' submissions and prioritized. In recent years, several of the intersections submitted have been selected for improvement through this program. They include:

- Kimball Avenue and North Manhattan Avenue
- Kimball Avenue and Tuttle Creek Boulevard
- Tuttle Creek Boulevard and Allen Road
- Tuttle Creek Boulevard and Casement Road
- 11th Street and Bluemont Avenue
- Fort Riley Boulevard and Delaware Avenue
- 10th Street and Fort Riley Boulevard
- North Manhattan Avenue and Claflin Road
- 17th Street and Anderson Avenue
- Sunset Avenue and Anderson Avenue
- Claflin Road and Westport Drive
- Tuttle Creek Boulevard and Ehlers Road
- Beechwood Terrace and Claflin Road
- Sunset Avenue and Claflin Road

- 15th Street and Fort Riley Boulevard
- 4th Street and Bluemont Avenue
- Juliette Avenue and Bluemont Avenue

The Engineering Division tracks accident patterns throughout the City of Manhattan. This information is used to address safety improvements. City Administration has reviewed three (3) years of accident data as required by KDOT to provide the City Commission with a list of four (4) high accident locations that may qualify for STP-Safety grant funding.

DISCUSSION

By June 13, 2008, City Administration will submit applications to KDOT for funding consideration for the Surface Transportation Program - Safety Category. The four locations that were selected to be submitted to KDOT are:

- 11th Street and Fremont Street
- Candlewood Drive and Kimball Avenue
- K-113 and Kimball Avenue Interchange
- Claflin Avenue and College Avenue

If selected for a KDOT grant, these funds apply to construction and inspection only. The City will be responsible for plan preparation, acquisition of all necessary right-of-way in accordance with federal-aid procedures, and initiating all utility adjustments, both for the facilitation of construction and for the benefit of traffic safety. If any of the projects are selected, the City Commission will have multiple opportunities to review the project at various stages in the projects course.

FINANCING

The cost to submit for this federal grant is zero dollars to the City of Manhattan. If a project is selected, the City of Manhattan will have to pay for 100 percent of engineering services to design the project, right-of-way acquisition, and utility relocation. Other costs the City would be responsible for is 10 percent of the cost of construction and construction observation services. Traditionally, the City of Manhattan Engineering Staff has designed in-house projects, classified as routine in nature, that don't require any special expertise by Staff.

ALTERNATIVES

It appears the Commission has the following alternatives concerning the issue at hand. The Commission may:

1. Express interest in pursuing the grants for the above locations.
2. Indicate no interest in pursuing the grants for the above locations.
3. Modify to meet the needs of the Commission.
4. Table the request.

RECOMMENDATION

City Administration recommends that the City Commission express interest in pursuing the KDOT federal aid safety grants for the stated intersections, and direct City Administration to proceed toward submitting these projects for KDOT federal aid safety grants.

POSSIBLE MOTION

Express interest in pursuing grant offers from KDOT for the intersections of 11th Street and Fremont Street, Candlewood Drive and Kimball Avenue, K-113 and Kimball Avenue Interchange, Clafin Avenue and College Avenue, and direct City Administration to proceed toward submitting these locations to KDOT for review.

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Enclosure:

1. KDOT Letter

March 17, 2008

Federal-Aid Safety Program
Fiscal Years 2010 and 2011

Mr Dale Houdeshell
Public Works Director
1101 Poyntz Ave
Manhattan, KS 66502-5497

RECEIVED

MAR 18 2008

PUBLIC WORKS DEPT.

Dear Mr Houdeshell:

The Kansas Department of Transportation is again developing a priority ranking of intersections that may qualify for federal-aid safety funding. As in the past, our objective in this program is to identify and initiate viable projects with a cost-effective scope aimed at reducing existing crash experience. In order for your city to be included in this priority listing, we request the following information be submitted to the Bureau of Traffic Engineering, to my attention.

I. Up to four (4) high crash intersections may be submitted

- Intersections may be on any system where the major street is not classified as a local street or rural minor collector.
- We consider an intersection with at least eight (8) crashes eligible to compete for funding.

II. Crash Reports and Collision Diagrams needed

- Submitted for the 3-year period (1/1/05 to 12/31/07).
- Eligible crash reports involve property damage exceeding \$1000 or injury/fatality.
- Crash reports must utilize the official state form.
- Collision diagrams must also be submitted.
- Do not submit collision diagrams in lieu of crash reports.

III. Traffic Volume Data needed

- 24-hour volume count broken into one hour intervals. The data will need to be broken into one hour intervals particularly if signals are to be considered.
- 2-hour turning movement count broken into 15 minute intervals.

IV. Proposed Recommendations

- Please offer thoughts on the type of counter measure you believe will effectively reduce the existing crash experience.

Dale Houdeshell
March 17, 2008
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Upon receipt of the requested information, all candidate intersections will be evaluated to determine relative needs with respect to safety. Projects are prioritized based on the crash severity, frequency, and rate; projects are selected based on the estimated net-annual-return and benefit cost ratio of proposed countermeasures for each intersection.

The deadline for submitting this information is June 13, 2008. If we have not received the information by May 30th, we will assume the city is not interested in this program. Also, cities that do submit intersections cannot be guaranteed that any of their candidate intersections will qualify for safety funding. Federal-aid funds under this program are prorated on a 90/10 federal/local split with a cap on federal participation. The projects will be let between October 2009 through September 2011. *If your city has an MPO (Metropolitan Planning Organization), please inform them of those intersections submitted for funding.*

It is **extremely important** that we receive the requested information by the deadline so we may begin our selection process as soon as possible. We have been informed that **federal funds must be obligated in the year it is given**; otherwise, the funds will be in jeopardy of being lost. This affects the selected letting date. We will not have the flexibility to be rescheduling lettings from one federal fiscal year to the next so we must stay on schedule with these projects.

- Federal Fiscal Year 2010: October 2009 through September 2010
- Federal Fiscal Year 2011: October 2010 through September 2011

If there are any questions, please contact me at (785) 296-0354 or kristyr@ksdot.org. Your cooperation and interest in this program is greatly appreciated.

Sincerely,



Kristy Rizek, P.E.
Senior Traffic Engineer

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