

DISTRICT SECRETARY'S FINAL MINUTES BOARD OF COMMISSIONERS MEETING

These Minutes have been approved by the Board of Commissioners and are the official record relating to the conduct or administration of the District's business, as reflected herein.

Wilder, Idaho

September 9, 2020

A regular meeting of the Commissioners of the Golden Gate Highway District No. 3 was held at 11:30 A.M. on Wednesday, September 9, 2020 in the District Office at 500 E. Golden Gate Avenue, Wilder, Idaho.

PRESENT: Commissioners Virgil Holsclaw, Fred Sarceda, and David Lincoln, Director/Engineer Gordon Bates, Road Foreman Casey Percifield, Attorney Marc Bybee (substitute for Attorney William F. Gigray), and Secretary/Clerk Anita Herman.

ABSENT: Attorney William F. Gigray

AGENDA

REVIEW: Secretary Anita Herman reported that she posted the agenda for the regular meeting Thursday, September 3, 2020 at 11:30 a.m. at the locations listed on the agenda. **Motion: Made by Commissioner David Lincoln: To Approve the Posting of the Agenda, Seconded by Commissioner Fred Sarceda.** The vote was unanimous. Motion carried.

VISITORS: Lynda Smith (resident) and Elizabeth Wood (resident).

PUBLIC

INPUT: Lynda Smith, resident at 22314 Travis Road, Wilder, ID 83676, came to the Board to ask for their consideration for speed limit signs, 4 way stop signs, or any other helpful measures to slow down or detour traffic from Travis Road mainly at the Red Top Road and Fern Lane intersections for safety reasons and to manage the volume of traffic for growth happening in the area.
Elizabeth Wood, resident at 25270 Red Top Road, Wilder, ID 83676, was also present at the meeting for the above reason and voiced the same concerns.

MINUTES READ AND

APPROVED: Minutes of the meetings were read. **Motion: Made By Commissioner David Lincoln: To Approve The Minutes of Regular Meeting on August 13, 2020, Seconded By Commissioner Fred Sarceda.** The vote was unanimous. Motion carried.

SECRETARY'S RECORD DE- STRUCTION

REQUEST: None

FINANCIAL

REPORT: Secretary/Treasurer Anita Herman gave the financial report as follows. The expenses for August 14, 2020 through September 9, 2020 were \$39,143.99, payroll for August 14, 2020 through September 9, 2020 was \$44,466.43 for a total of \$83,610.42. **Motion made by Commissioner Fred Sarceda to Receive and Approve the Treasurer's Report, Seconded by Commissioner David Lincoln.** The vote was unanimous. Motion carried. **Motion: Made by Commissioner Fred Sarceda: To Approve the Financial Report and Authorize the Disbursement of Funds from the District's Treasury in the Sum of \$83,610.42 for the Payment of the Bills Presented by the Treasurer, Seconded by Commissioner David Lincoln.** The vote was unanimous. Motion carried.

PUBLIC

HEARING: None

OLD

BUSINESS: AMEND LIFE INSURANCE TRANSFER MOTION FROM REGULAR MEETING ON AUGUST 13, 2020

Amended Motion: Made By Commissioner David Lincoln: To Transfer the Group Life Insurance to OneAmerica and To Add Short Term Disability Benefit for Employees Through OneAmerica, Seconded by Commissioner Fred Sarceda.

NEW

BUSINESS: CONSIDER PATRON REQUEST FOR HIGHWAY CAPITAL IMPROVEMENT PROJECT AT TRAVIS ROAD & RED TOP ROAD AND ALSO TRAVIS ROAD & FERN LANE

Director Gordon Bates reported to the Board the attached report. At this time the Board cannot make any decisions on this subject but wants to table it until the highway district can get some updated speed and traffic count studies that can take place when "normal" traffic resumes. **Motion: Made By Commissioner David Lincoln: To Table the Highway Capital Improvement Project at Travis Road & Red Top Road and Also Travis Road & Fern Lane, Seconded by Commissioner Fred Sarceda.**

MEMORANDUM OF UNDERSTANDING FOR FY2021 ROCK CRUSHING

Director Gordon Bates presented the Board with the attached report. The Board will be discussing this in further discussion when the MOU is available to sign at the November meeting.

SIGN ENGAGEMENT LETTER FROM MIKE PARKER CPA FOR FY2020 AUDIT

Motion: Made By Commissioner David Lincoln: To Approve and Authorize the Chairman to Sign the Engagement Letter from Mike Parker CPA for FY2020 Audit, Seconded by Commissioner Fred Sarceda. The vote was unanimous. Motion carried.

COLA EFFECTIVE 1ST PAY PERIOD IN OCTOBER

Secretary/Clerk Anita Herman asked for the Commissioner's to give an effective date for COLA. **Motion: Made By Commissioner David Lincoln: To Have Proposed Wage Increase Effective as of October 1, 2020, Seconded by Commissioner Fred Sarceda.** The vote was unanimous. Motion carried.

SET DATE AND VENUE FOR CHRISTMAS PARTY

Christmas Party will be held on December 4, 2020 at 6:30 p.m. at Indian Creek Steakhouse in Caldwell, Idaho.

SET OCTOBER MEETING DATE

The Board decided to have the regular October meeting on October 8, 2020 at 11:30 a.m., which is our normal meeting date.

ROAD

REPORT: Road Foreman Casey Percifield reported to the Board that they have been working on road shouldering on some of the roads and will finish others after hop season, spraying Russian olive trees, fixing borrow ditches at Bella Toscana subdivision, and will start crack sealing in November and putting road side sterilant on in November/December.

ENGINEER

REPORT: Director/Engineer Gordon Bates discussed the attached report.

ATTORNEY'S

REPORT: Attorney Marc Bybee read Attorney William F. Gigray's report to the Board. Attorney Gigray let the Commissioners know that he worked with Secretary Anita Herman to amend the life insurance motion from the last meeting and how to fix the meeting minutes to reflect that amendment.

GENERAL

MATTERS: Secretary/Clerk Anita Herman asked the Board if she could share the Golden Gate Highway District #3 policy code book with the Notus/Parma Highway District. Per the Board, the Policy Book is a public record, so we could share it with the Notus/Parma Highway District.

COMMUN-

ICATIONS: None

MOJO

REPORT: None

IAHD

REPORT: Commissioner David Lincoln reported that the groups they formed (school associations, fire district associations, sheriffs associations, highway associations, etc.) met with Senator Rice regarding property tax reform and that he was very encouraged by what Senator Rice had to say regarding highway districts. He also reported that House Bill 006 passed Idaho Special Legislative Session, which provides Covid Pandemic business immunity and limits for Idaho businesses and government agencies, such as the Highway District. And lastly he let the Board know that there will be an online auction for the scholarship program in November since there will not be a Convention held this year.

ACCHD

REPORT: None

COMPASS

REPORT: None

EXECUTIVE

SESSION: None

SPECIAL

BUSINESS: None

ADJOURN-

MENT: There being no further business to come before the Commissioners, the meeting was adjourned at 2:00 p.m. **Motion: Made By Commissioner David Lincoln: To Have Adjourn the Meeting, Seconded by Commissioner Fred Sarceda.**
Next regular meeting is scheduled for October 8, 2020 at 11:30 a.m.


CHAIRMAN


SECRETARY

HIGHWAY CAPITAL IMPROVEMENT PROJECT REQUEST

[This is a 2-page form]

To: Director of Highways Golden Gate Highway District No. 3

From: *[include all requestors]*

Name: Boyce and Lynda Smith Address: 22314 Travis Road Wilder

Name: Math and Vicki Ross Address: 22573 Travis Road

Name: Richard and Sheri Stoinmetz Address: 22009 Travis Road

Date: Sept. 7, 2020

cell: 208 880-1862

Please provide the following information about the requested capital improvement:

NAME OF HIGHWAY [road]: Travis Road Wilder N. of HWY 19

EXACT LOCATION: Red Top and Fern Intersections

DETAILED DESCRIPTION: *[Attach a drawing with description of type and location of all capital improvements requested; engineering drawing is preferred if available.]*

ESTIMATED COST: _____

REASON/S FOR JUSTIFICATION OF CAPITAL IMPROVEMENT:

Safety, manage volume of traffic for growth
happening

PROPOSED FUNDING: *[Check and complete the proposed method of payment.]*

- HIGHWAY DISTRICT FUNDS
[The Board of Commissioners determines the request priority given budgetary considerations of the District and existing and adopted Capital Improvement Plan.]
- CREATION OF LOCAL IMPROVEMENT DISTRICT [L.I.D.]
[Benefited properties are assessed for the payment of the improvements.]
- COMBINATION OF DISTRICT FUNDS AND L.I.D. FUNDING
[Part of the project is paid by assessment of adjacent property owners and part by Highway District funds.] _____ % District _____ % L.I.D. Assessed

HIGHWAY CAPITAL IMPROVEMENT PROJECT REQUEST

[This is a 2-page form]

To: Director of Highways Golden Gate Highway District No. 3

From: [include all requestors]

Name: Bryce and Lynda Smith Address: 22314 Travis Road Wilder

Name: Math and Vicki Ross Address: 22573 Travis Road

Name: Richard and Sheri Steinmetz Address: 22009 Travis Road

Date: Sept. 7, 2020

cell: 208 880-1862

Please provide the following information about the requested capital improvement:

NAME OF HIGHWAY [road]: Travis Road Wilder N. of HWY 19

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DETAILED DESCRIPTION: [Attach a drawing with description of type and location of all capital improvements requested; engineering drawing is preferred if available.]

ESTIMATED COST: _____

REASON/S FOR JUSTIFICATION OF CAPITAL IMPROVEMENT:

Safety, manage volume of traffic for growth
happening

PROPOSED FUNDING: [Check and complete the proposed method of payment.]

HIGHWAY DISTRICT FUNDS

[The Board of Commissioners determines the request priority given budgetary considerations of the District and existing and adopted Capital Improvement Plan.]

CREATION OF LOCAL IMPROVEMENT DISTRICT [L.I.D.]

[Benefited properties are assessed for the payment of the improvements.]

COMBINATION OF DISTRICT FUNDS AND L.I.D. FUNDING

[Part of the project is paid by assessment of adjacent property owners and part by Highway District funds.] _____% District _____% L.I.D. Assessed

Sept 7, 2020

To whom it may concern;

We are the Smiths that reside at 22314 Travis Road in Wilder. I am writing today to draw attention to the increased traffic volume and speeds at two dangerous intersections in our community north of Highway 19 on Travis Road. We understand that normal growth and increased traffic is expected of our area but want to bring awareness of current hazards and dangers we encounter.

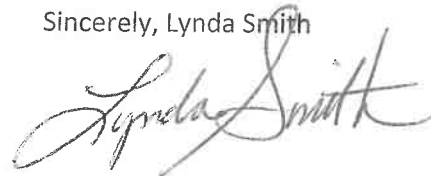
New growth has changed Travis Road to become the major bypass short cut between Highway 19 and Highway 95 at highway speeds. The rural intersections located on Travis Road at Red Top and again at Fern are not controlling the increased volume or speed safely. As suggested by Gordon at Golden Gate district office, the residents of Travis Road requested additional patrols of our area. Given the limited resources between the sheriff's office and Wilder PD it provided short term speed control only.

The details of Travis Road and Red Top include a tall canal that runs east side parallel to Travis Road. It's elevated approximately three to four feet above the asphalt with three tall cement checks at the NW, SE and NE corners. Travis Road veers slight to the East at this intersection and there is an existing livestock corral on the SW corner. We understand Golden Gate District did an evaluation showing this intersection can be seen at 500 feet away at 50pmh rate. As travelers on this intersection we disagree with those findings and nobody is travelling at 50 mph. The canal checks hinder an early visual of northbound traffic while heading East on Redtop and also westbound traffic on Red Top cannot see northbound on Travis. The danger on these intersections is obvious to the number of skid marks and near miss collisions we witness daily. In addition, Travis at Fern has always been an equal hazard if not more with the usual CTI employee traffic, most of who do not stop. It is a fact that there has been a fatality at this corner. As one of the two residents near this corner we witness dozens of near miss collisions on a weekly basis. The west bound Fern traffic cannot see well the south bound traffic at Travis Road. It has a lower elevation like the Red Top and the same parallel canal with two tall cement checks on the SE and NE corners.

Facts are there have been at least two high speed car rollover accidents on Travis Road recently. One resulted in a fatality just north of Fern Road intersection a few years ago. There is a three and a half mile length of Travis Road that is allowing extreme speeds and heavier bypass traffic where twelve young children reside on or near Travis Road by these intersections. We need your help.

In conclusion, please consider adding one to two stop signs and speed limit signs on Travis Road. It is our first hand observation with increased traffic volume and speeds on Travis Road it is becoming more urgent. Stop signs would add an extra opportunity for motorists to see each other at these increasingly dangerous intersections and slow the traffic that is cutting through from highway to highway giving local children a safe area to live.

Sincerely, Lynda Smith

A handwritten signature in cursive script that reads "Lynda Smith". The signature is written in dark ink and is positioned below the typed name.

additional signatures for HWY District meeting
Sept 9, 2020

Agenda: Travis Road safety improvement (s)
with speed limit signs.

1. Elizabeth & Ronald Wood 25270 Red Top Rd.
2. Meghan and Sean Church 25269 Red top Rd, verbal to Liz Wood
- 3.
- 4.
- 5.
- 6.

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

September 9, 2020

To: GGHD Commissioners

From: Gordon Bates, P.E.
Director of Highways and District Engineer

Subject: **Patron Request for Improvement Project – 4-Way Stop Control
Travis Road and Red Top Road
Travis Road and Fern Lane**

In February of 2020 the Highway District received a request from Lynda Smith for a 4-Way Stop controlled intersection at Travis Road and Red Top Road. It is currently 2-Way Stop controlled with Red Top Road having stop signs. During the February 25, 2020, Business Meeting the Board approved traffic data study which was interrupted by COVID-19 related reduction in traffic. Lynda Smith reminded me of this in August and traffic data has been gathered.

Mrs. Smith verbally said she would revise her request to add 4-Way Stop control at Travis Road and Fern Lane. A revised Project Request form was received on 9/08/2020. It is currently 2-Way Stop controlled with Fern Lane having stop signs. I gathered additional traffic data on Fern Lane in order to provide a comprehensive report and recommendations to the Commissioners.

The Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration has been adopted by the Idaho Transportation Department (ITD) for use in Idaho. *Chapter 2B.07 Multi-Way Stop Applications* is the governing subsection. ITD did not list any supplemental information to subsection 2B.07. It is imperative that Highway District regulatory signs such as stop signs are in compliance with the MUTCD.

MUTCD subsection 2B.07.03 states “The decision to install multi-way stop control should be based upon an engineering study.” (see attached). In summary, none of the MUTCD guidelines in subsection 2B.07 have been met at either of the subject intersections. Therefore, it is my recommendation to deny the Lynda Smith’s request for 4-Way Stop control because it is contrary to the MUTCD.

Before reviewing the engineering study, let’s address Lynda’s references to “near misses” at these intersections. I have also experienced a vehicle pulling out in front of me from Red Top Road as I was travelling on Travis Road. The engineering study identified a likely contributing factor. Highway District standard drawing ACCHD-107B Sight Triangle at Controlled Intersections is applicable. It has a “Decision Point” 14.5 to 18 feet from the intersecting travel lane (see attached). I measured sight distance at both of the subject intersections. At the Travis Road and Fern Lane intersection:

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

- Fern Lane has stop signs in both the east and west bound directions. Sight distance meets standards when looking both north and south along Travis Road.
- Travis Road vehicles cannot see looking east along Fern Lane if they were to stop at the intersection. Therefore, no stop sign is correct.

Travis Road looking east along Fern Lane.



At the Travis Road and Red Top Road intersection:

- Ongoing monitoring of the vegetation at the Travis Road and Red Top Road intersection is warranted for public safety.
- Red Top Road traffic going westbound toward HWY 95 has a stop sign. Sight distance meets standards when looking both north and south along Travis Road.
- Red Top Road traffic going eastbound has a stop sign. When they look both north and south along Travis Road vegetation may obscure their vision.
- I suspect some drivers may stop but then creep into the intersection looking for vehicles on Travis Road. This may appear to be running the stop sign.

Red Top Road looking north along Travis Road



Red Top Road looking south along Travis Road

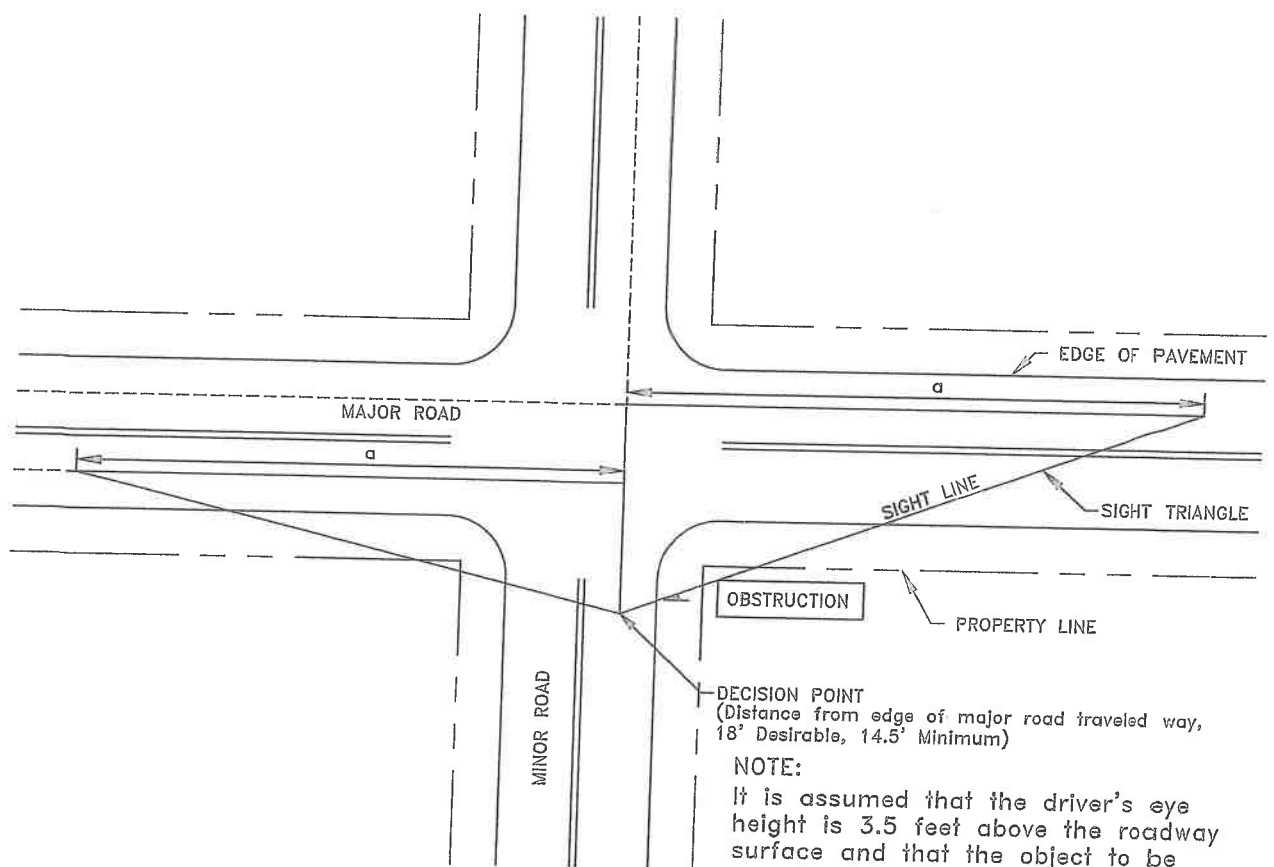


Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

Although NOT a part of the engineering study, the Federal Highway Administration (FHWA) has produced several documents related to intersection safety.

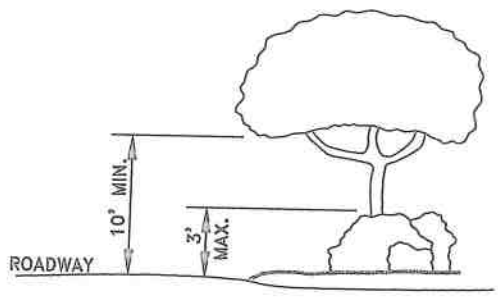
- *Toolbox of Countermeasures and Their Potential Effectiveness for Intersection Crashes* lists a crash reduction factor of 48% for all rural crashes where 4-Way replaces 2-Way stop control.
- *Unsignalized Intersection Safety Strategies* states "All-way stop control can reduce...collisions...through and turning speeds...minimizing the safety effect of any sight distance restrictions...the use of all-way stop may create unnecessary delays and aggressive driver behavior (e.g. deliberate ignoring of the stop control). Not every two-way stop-controlled intersection should be considered a candidate for all-way stop control...potentially adverse reaction by the driving population to being stopped for no apparent reason...they may become impatient...which can lead to crash patterns of the type that the strategy is intended to correct."
- *Intersection Safety: Myth Versus Reality Myth 2 ...more stop signs are always safer than fewer stop signs.* "Unwarranted stop signs create problems...drive faster between intersections in order to save time...the rate of stop sign violations tends to increase...no evidence to indicate that stop signs decrease the overall speed of traffic."
- *Traffic and Safety Informational Series FAQ #14 Why can't we have Four-Way Stop to reduce accidents?* "The addition of four-way stop control is an inconvenience to all drivers using the intersection. For this reason, three warrants have been developed and are listed in the MUTCD...under certain conditions other traffic control measures may be more effective and safer...simply improving intersection visibility...when they are not really needed, the overuse of signs can lead them to be ignored by drivers...to make travel efficient and safe, four-way stop signs are usually installed only where they are absolutely necessary."
- *Traffic and Safety Informational Series FAQ #15 What is the harm in installing an Unwarranted Traffic Control Device?* "...the four-way stop sign alternative can be quite useful in unusual situations where two-way stop control has not solved the safety problem...adding more stop signs or traffic signals along a roadway does not necessarily slow drivers down or increase safety...when they are not really needed, the overuse of signs and signals can lead drivers to ignore or not properly obey them...motorists become careless about stopping."



DECISION POINT
 (Distance from edge of major road traveled way,
 18' Desirable, 14.5' Minimum)

NOTE:
 It is assumed that the driver's eye height is 3.5 feet above the roadway surface and that the object to be seen is 3.5 feet above the surface of the intersecting road.

Design Speed (mph)	Stopping Sight Distance (ft)	Length of Leg a (ft)
20	115	225
25	155	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	555
55	495	610
60	570	665
65	645	720



Obstructions between 3' and 10' above the roadway centerline surface elevation are prohibited within sight triangles

Sight triangles for controlled intersections shall also meet the Idaho Code requirements shown on Standard Drawing No. ACCHD-107

SIGHT TRIANGLE AT CONTROLLED INTERSECTIONS

N.T.S.

STANDARD DRAWING No. ACCHD-107B
 CANYON COUNTY HIGHWAY DISTRICTS
 CANYON COUNTY, IDAHO

REVISED 10/16

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

September 9, 2020

To: GGHD Commissioners

From: Gordon Bates, P.E.
Director of Highways and District Engineer

Subject: **Engineering Study – 4-Way Stop Control at
Travis Road and Red Top Road
Travis Road and Fern Lane**



The Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration has been adopted by the Idaho Transportation Department (ITD) for use in Idaho. *Chapter 2B.07 Multi-Way Stop Applications* is the governing subsection (attached as Appendix A). ITD did not list any supplemental information to subsection 2B.07. MUTCD subsection 2B.07.03 states "The decision to install multi-way stop control should be based upon an engineering study."

In summary, none of the MUTCD guidelines in subsection 2B.07 have been met at either of the subject intersections. Therefore, it is my recommendation to deny the Lynda Smith's request for 4-Way Stop control at the subject intersections because it is contrary to the MUTCD.

Current Conditions:

- Review of MUTCD Chapter 2B.04 Right-of-Way at Intersections is NOT a part of this engineering study.
- Travis Road at Red Top Road intersection is 2-Way Stop controlled with Red Top Road stopping. Traffic volume is reasonably equal with 239 ADT on Travis Road and 249 ADT on Red Top Road (see Appendix B).
- Travis Road at Fern Lane intersection is 2-Way Stop controlled with Fern Lane stopping. Traffic volume is not reasonably equal with 193 ADT on Travis Road and 127 ADT on Fern Lane (see Appendix B).

MUTCD subsections 2B.07.04 provides 4-Way Stop control criteria that should to be considered in the engineering study.

2B.07.4.A – "Where traffic control signals are justified..." Traffic signal is not justified due to low traffic volume. Criteria not met at subject intersections.

2B.07.4.B – "Five or more reported crashes in a 12-month period..." Zero crashes were reported from 2014 thru 2018 at either intersection per Crash Data provided by the Local Highway Technical Assistance Council website (see Appendix C). Criteria not met at subject intersections.

2B.07.4.C – "Minimum Volumes...total of both approaches..."

C.3 70% of values used due to statutory speed limit of 55mph.

C.1 ...major street approaches (total of both approaches averages at least 70% x 300 = 210 vehicles per hour in any 8 hour average day.

C.2 ...minor street approaches (total of both approaches) averages at least 70% x 200 = 140 units per hour for the same 8 hours, with an average delay to the minor-street vehicular traffic of at least 30 seconds per vehicles during the highest hour.

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

Travis Road & Red Top Road intersection:

Travis Road total maximum peak hour trips from both approaches is 61 vehicles.

Red Top Road total maximum peak hour trips from both approaches is 60 vehicles.

Intersect total volume from all four approaches during peak hour is 121 vehicles.

Travis Road & Fern Lane intersection:

Travis Road traffic volume data was not collected north of Fern Lane but is assumed to be roughly equal to the volume south of Fern Lane.

Travis Road total maximum peak hour trips from both approaches is about 60 vehicles.

Fern Lane total maximum peak hour trips from both approaches is 28 vehicles.

Intersect total volume from all four approaches during peak hour is approximately 88 vehicles.

Criteria C1. And C.2 not met at subject intersections. Maximum total values listed above are higher than average values and fall below C.1 and C.2 minimum volumes.

2B.07.4.D – *Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied...exclude Criterion C.3.* Not applicable because criterion B, C.1 and C.2 are not satisfied.

MUTCD subsections 2B.07.05 provides other 4-Way Stop control criteria that may be considered in the engineering study.

2B.07.5.A – *“The need to control left-turn conflicts.”* Zero crashes were reported from 2014 thru 2018 at either intersection per Crash Data provided by the Local Highway Technical Assistance Council website (see Appendix C). Therefore, there does not appear to be a need to control left turn movements. Criteria not met at subject intersections.

2B.07.5.B – *“The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.”* Wilder schools are 1.75 miles from Red Top Road intersection and 2.75 miles from the Fern Lane intersection. Surrounding areas is rural farm land with dispersed houses. Therefore, there does not appear to be a need to control pedestrian/vehicle conflicts. Criteria not met at subject intersections.

2B.07.5.C – *“Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.”*

Sight distance at intersection measurements were made in accordance with AASHTO Policy Exhibit 3-1 (495 feet) and Highway District standard Drawing ACCHD-107B (610 feet). Current stopping traffic on Fern Lane and on Red Top Road (both eastbound and westbound) have adequate sight distance in order to see conflicting traffic on Travis Road (both north and south) as long as vegetation is controlled. Existing 2-Way Stop control on Fern Lane and Red Top Lane is located where vehicle users have adequate sight distance.

Criteria not met at subject intersections.

2B.07.5.D – *“An intersection of two residential neighborhood collector streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.”* The subject intersections have roadways more similar to rural low volume roads. Intersection operational characteristics is mostly related to capacity items such as delay while waiting for conflicting traffic. The intersection at Travis Road and Red

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

Top Road has 121 peak hour trips and at the Travis Road and Fern Lane intersection there are **about** 88 peak hour trips (see Appendix B) with 2-Way Stop control. These low traffic volumes equate to very little to no delay at the intersections even during peak hour. Adding **stop** signs on Travis Road will reduce flow resulting in delay on Travis Road with very minimal if any improvement to the delay on Fern Lane and Red Top Road. This reduces operational characteristics. Criteria not met at subject intersections.

In conclusion, 4-Way Stop control at the subject intersections would be contrary to the MUTCD.

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

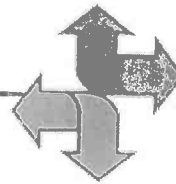
APPENDIX – A



Street Address
500 Golden Gate Ave
Wilder, ID 83676

Phone (208) 482-6267
Fax (208) 482-6100
Email office@gghd3.org

Manual on Uniform Traffic Control Devices (MUTCD)



[Back to Current Edition](#) | [Back to Part 2 Table of Contents](#)

2009 Edition Chapter 2B. Regulatory Signs, Barricades, and Gates

Section 2B.01 Application of Regulatory Signs

Standard:

- 01 **Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.**
- 02 **Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.**
- 03 **Regulatory signs shall be retroreflective or illuminated (see [Section 2A.07](#)) to show the same shape and similar color by both day and night, unless specifically stated otherwise in the text discussion in this Manual for a particular sign or group of signs.**
- 04 **The requirements for sign illumination shall not be considered to be satisfied by street or highway lighting.**

Support:

- 05 [Section 1A.09](#) contains information regarding the assistance that is available to jurisdictions that do not have engineers on their staffs who are trained and/or experienced in traffic control devices.

Section 2B.02 Design of Regulatory Signs

Standard:

- 01 **Regulatory signs shall be rectangular unless specifically designated otherwise. Regulatory signs shall be designed in accordance with the sizes, shapes, colors, and legends contained in the "Standard Highway Signs and Markings" book (see [Section 1A.11](#)).**

Option:

- 02 Regulatory word message signs other than those classified and specified in this Manual and the "Standard Highways Signs and Markings" book (see [Section 1A.11](#)) may be developed to aid the enforcement of other laws or regulations.
- 03 Except for symbols on regulatory signs, minor modifications may be made to the design provided that the essential appearance characteristics are met.

Support:

- 04 The use of educational plaques to supplement symbol signs is described in [Section 2A.12](#).

Guidance:

- 05 *Changeable message signs displaying a regulatory message incorporating a prohibitory message that includes a red circle and slash on a static sign should display a red symbol that approximates the same red circle and slash as closely as possible.*

Section 2B.03 Size of Regulatory Signs

such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

01 **The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral**

● **Traffic Manual:**
Idaho Supplementary
Guidance to the MUTCD

April 2019

● **Welcome to**
IDAHO

BYWAY
INFORMATION
● **AHEAD**

LEFT
EXIT 7

STATE LAW
SLOW DOWN AND
MOVE OVER FOR
STOPPED POLICE AND
EMERGENCY VEHICLES



Idaho Transportation Department

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

Section 2B.01 Application of Regulatory Signs

No supplemental information.

Section 2B.02 Design of Regulatory Signs

No supplemental information.

Section 2B.03 Size of Regulatory Signs

STOP signs may be oversized when facing traffic on exit ramps.

Section 2B.04 Right-of-Way at Intersections

In accordance with *Idaho Statute 40-310(11)* and *40-310(12)*, the traffic on state highways has the right of way over intersecting roads. Where two state highways intersect, the Idaho Transportation Board determines which highway has right-of-way.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Idaho Statute 49-720 allows a bicyclist approaching a STOP (R1-1) sign to slow down and proceed through the intersection without stopping after yielding to other traffic (see Section 9B.03).

Section 2B.06 STOP Sign Applications

Install and maintain STOP (R1-1) signs on streets that intersect with ITD highways in accordance with *Idaho Statute 40-310(12)* (see Section 1A.07). Install and maintain STOP signs on ITD highways at passive highway-rail grade crossings (see Sections 1A.07 and 8B.04) in accordance with *Idaho Statute 49-202(25)*.

Section 2B.07 Multi-Way Stop Applications

No supplemental information.

Section 2B.08 YIELD Sign (R1-2)

No supplemental information.

Section 2B.09 YIELD Sign Applications

Install and maintain YIELD (R1-2) signs on ITD highways at passive highway-rail grade crossings when through an engineering study it is determined that STOP signs at a given crossing would constitute a greater hazard than the presence of YIELD signs (see *Idaho Statute 49-202(25)*).

Section 2B.10 STOP Sign or YIELD Sign Placement

No supplemental information.

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

APPENDIX – B



Street Address
500 Golden Gate Ave
Wilder, ID 83676

Phone (208) 482-6267
Fax (208) 482-6100
Email office@gghd3.org

Site Code: 61c Travis
 Station ID:

(South of Fern)

Latitude: 0' 0.0000 South

Start Time	13-Apr-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction	1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*		*		*		*		*		*		*		*	
01:00	*		*		0		0		0		0		0		0	
02:00	*		*		1		0		1		1		2		1	
03:00	*		*		0		0		0		0		4		0	
04:00	*		*		0		0		0		0		0		0	
05:00	*		*		0		0		0		0		0		0	
06:00	*		*		1		1		2		2		0		0	
07:00	*		*		3		6		4		1		1		1	
08:00	*		*		5		10		9		3		2		3	
09:00	*		*		11		14		8		6		0		6	
10:00	*		*		7		9		6		5		1		8	
11:00	*		*		8		8		4		10		5		7	
12:00 PM	*		*		3		7		11		4		3		4	
01:00	*		*		4		11		6		4		4		6	
02:00	*		*		6		4		7		8		7		6	
03:00	*		*		10		6		5		5		2		5	
04:00	*		*		13		7		8		4		2		5	
05:00	*		*		15		10		10		3		1		9	
06:00	*		*		11		7		10		10		2		12	
07:00	*		*		5		9		9		8		3		8	
08:00	*		*		1		3		2		5		4		5	
09:00	*		*		0		2		5		4		0		3	
10:00	*		*		4		2		6		8		3		3	
11:00	*		*		0		0		1		2		2		2	
Lane	0		52		39		109		125		113		93		58	
Day	0		91		193		242		224		189		111		192	
AM Peak Vol.	-		-		08:00		08:00		10:00		06:00		09:00		10:00	
PM Peak Vol.	-		16:00		16:00		17:00		15:00		18:00		14:00		16:00	
	-		17		15		11		10		11		16		12	

Paragon Consulting, Inc.

157 W 4th Street
Kuna, ID 83634

Site Code: 61c Travis
Station ID:

(South of Farm)
Latitude: 0' 0.0000 South

Start Time	20-Apr-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction	1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	4	0	3	1	3	0	3	0	0	0	0	0	0	3	0
02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	3	0	2	1	4	1	3	0	0	0	0	0	0	0
06:00	5	5	7	8	7	10	5	7	7	0	0	0	0	0	2	0
07:00	12	6	7	5	7	13	10	13	14	9	2	3	6	2	5	6
08:00	3	7	7	9	7	12	7	10	10	4	6	3	3	2	8	6
09:00	10	4	10	6	7	5	5	7	8	4	4	1	3	2	6	6
10:00	6	7	6	2	5	4	4	9	9	10	4	3	3	3	7	5
11:00	4	6	9	7	6	8	6	7	7	11	5	4	1	4	6	5
12:00 PM	5	6	7	3	6	5	6	6	6	6	6	6	2	2	6	7
01:00	2	3	2	3	6	9	11	5	6	12	5	5	6	6	6	6
02:00	8	5	13	8	13	6	6	6	6	6	2	2	4	4	5	4
03:00	10	5	8	7	10	10	2	3	9	8	6	6	3	3	8	6
04:00	10	13	9	6	12	14	3	9	20	10	3	3	4	4	8	6
05:00	3	8	8	3	6	9	11	7	9	9	4	4	4	4	8	8
06:00	4	7	4	3	6	9	11	5	7	10	4	4	4	4	10	8
07:00	5	5	4	3	4	4	1	7	7	7	6	5	3	3	6	6
08:00	2	3	0	2	4	3	4	4	4	4	4	4	4	6	4	4
09:00	1	3	0	5	1	2	3	3	3	5	6	6	1	2	2	3
10:00	0	1	1	2	1	1	2	1	1	3	5	5	2	2	2	2
11:00	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	1
Lane	101	99	105	84	110	107	102	112	130	139	80	67	54	57	98	93
Day	200	189	217	214	269	147	147	111	111	111	111	111	111	111	191	191
AM Peak	07:00	08:00	09:00	06:00	06:00	08:00	07:00	07:00	07:00	11:00	10:00	11:00	07:00	07:00	07:00	11:00
Vol.	12	7	10	8	7	9	10	13	14	11	7	6	7	8	8	7
PM Peak	15:00	16:00	14:00	14:00	14:00	15:00	16:00	18:00	15:00	18:00	16:00	12:00	12:00	16:00	15:00	15:00
Vol.	10	13	13	8	13	16	15	11	20	16	9	9	6	10	10	8

Paragon Consulting, Inc.
 157 W 4th Street
 Kuna, ID 83634

Site Code: 61c Travis
 Station ID:
(South of Fern)
 Latitude: 0' 0.0000 South

Start Time	27-Apr-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1
01:00	0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
02:00	0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
03:00	0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
04:00	1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
05:00	4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
06:00	7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
07:00	5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7
08:00	8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2
09:00	8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9
10:00	4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7
11:00	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4
12:00 PM	7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7
01:00	4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7
02:00	2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4
03:00	5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	60	55	0	0	0	0	0	0	0	0	0	0	0	0	0	60
Day	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
AM Peak	11:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00
Vol.	9	9	-	-	-	-	-	-	-	-	-	-	-	-	-	9
PM Peak	12:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	9
Vol.	7	7	-	-	-	-	-	-	-	-	-	-	-	-	-	7
Comb. Total	315	280	410	456	493	336	222	498								
ADT	ADT 193	AADT 193														

Paragon Consulting, Inc.
 157 W. 4th St.
 Kuna, ID 83634

Site Code: Travis (d)
 Station ID: *(South of Red Top)*
 Latitude: 0° 0.0000 South

Start Time	2/24/2020		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction	1	Direction	2	Direction	3	Direction	4	Direction	5	Direction	6	Direction	7	Direction	8
12:00 AM	*		*		*		*		*		*		*		*	
01:00	*		*		*		*		5		0		3		1	
02:00	*		*		*		*		4		1		3		1	
03:00	*		*		*		*		0		0		0		1	
04:00	*		*		*		*		1		0		3		0	
05:00	*		*		*		*		0		0		0		0	
06:00	*		*		*		*		1		0		0		0	
07:00	*		*		*		*		0		1		0		0	
08:00	*		*		*		*		1		1		0		0	
09:00	*		*		*		*		1		7		1		1	
10:00	*		*		*		*		5		10		2		3	
11:00	*		*		*		*		2		7		1		3	
12:00 PM	*		*		*		*		4		10		4		2	
01:00	*		*		*		*		8		10		2		5	
02:00	*		*		*		*		8		7		3		2	
03:00	*		*		*		*		8		4		4		3	
04:00	*		*		*		*		8		7		7		4	
05:00	*		*		*		*		8		8		5		7	
06:00	*		*		*		*		6		11		8		7	
07:00	*		*		*		*		11		5		2		6	
08:00	*		*		*		*		9		14		4		9	
09:00	*		*		*		*		16		7		6		9	
10:00	*		*		*		*		10		12		9		13	
11:00	*		*		*		*		8		15		3		8	
Lane	0	0	0	0	0	0	0	39	131	141	90	107	63	70	103	107
Day	0	0	0	0	0	0	117	272	197	133	210	103	70	103	210	107
AM Peak	-	-	-	-	-	-	-	00:00	08:00	08:00	11:00	08:00	00:00	10:00	11:00	10:00
Vol.	-	-	-	-	-	-	-	5	10	7	4	3	8	8	4	8
PM Peak	-	-	-	-	-	-	-	18:00	18:00	15:00	18:00	15:00	18:00	13:00	18:00	19:00
Vol.	-	-	-	-	-	-	-	11	15	12	9	7	13	7	13	10

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

APPENDIX - C



Street Address
500 Golden Gate Ave
Wilder, ID 83676

Phone (208) 482-6267
Fax (208) 482-6100
Email office@gghd3.org

Layers

Safety Bridges Default

Selected Items Legislative District Road Jurisdiction City County Districts

Crash Locations

- Property Damage (local)
- C Injury (local)
- B Injury (local)
- A Injury (local)
- Fatality (local)
- Property Damage (state)
- C Injury (state)
- B Injury (state)
- A Injury (state)
- Fatality (state)

Search by location n

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

September 9, 2020

To: GGHD Commissioners

From: Gordon Bates, P.E.
Director of Highways and District Engineer

Subject: Memorandum of Understanding (MOU) for FY2021 Rock Crushing

The Highway District FY2021 Budget includes \$300,000 for rock crushing at the MOJO pit. This will be a co-operative operation with Notus-Parma Highway District #2 (NPHD), Golden Gate Highway District #3 (GGHD) and Canyon Highway District #4 (CHD). The proposed game plan is as follows:

- Single bid for both the MOJO crushing and CHD crushing at a separate location. This larger contract should result in lower unit pricing. CHD will prepare the bid documents.
- Single contract for all crushing via CHD. All Highway Districts will approve the contract.
- MOJO crushing observations will be by GGHD. CHD will have overall contract authority.
- Separate pay schedules for each Highway District to directly pay the Contractor.
- MOU to document the agreement between the three Highway Districts in order to set the roles and responsibilities. CHD will draft the MOU.

Representatives from the Highway Districts will meet at MOJO on 9/10/2020 to finalize the crushing site plan regarding stock pile & crusher locations and over burden removal.



Street Address
500 E. Golden Gate Ave
Wilder, ID 83676

Phone (208) 482-6267
Fax (208) 482-6100
Email gordonb@gghd3.org

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

September 9, 2020

To: GGHD Commissioners

From: Gordon Bates, P.E.
Director of Highways and District Engineer

Subject: **Director's Report for September 2020**

- Peckham Road KN13964 & KN22101 Peckham Rd Freight combined project. Freight design moving forward.
- Homedale Road – T-O Engineers hired for design work. Geotechnical borings completed. Expect conceptual plan discussions at the end of September.
- 129K truck Route to Turner Dairy on Arena Valley Road via Red Top Road. Submitted map request and permit agreement to ITD.
- Gator Pit turn lane construction nearly complete. Conducted several site observations. Applicant's Engineer of Record is working on closeout documentation.
- The Shed at Garrett Ranch conditional use permit review is underway. Working with Corby to have defined accesses and to coordinate with the Homedale Road widening project.
- MOJO Crushing coordination with CHD and NPHD.
- ACCHD Standards update kicking off.



Street Address
500 Golden Gate Ave
Wilder, ID 83676

Phone (208) 482-6267
Fax (208) 482-6100
Email office@gghd3.org

Golden Gate Highway District No. 3

Commissioners: Virgil Holsclaw, David Lincoln, Fred Sarceda

September 9, 2020

To: GGHD Commissioners

From: Gordon Bates, P.E.
Director of Highways and District Engineer

Subject: Director's Report for September 2020

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