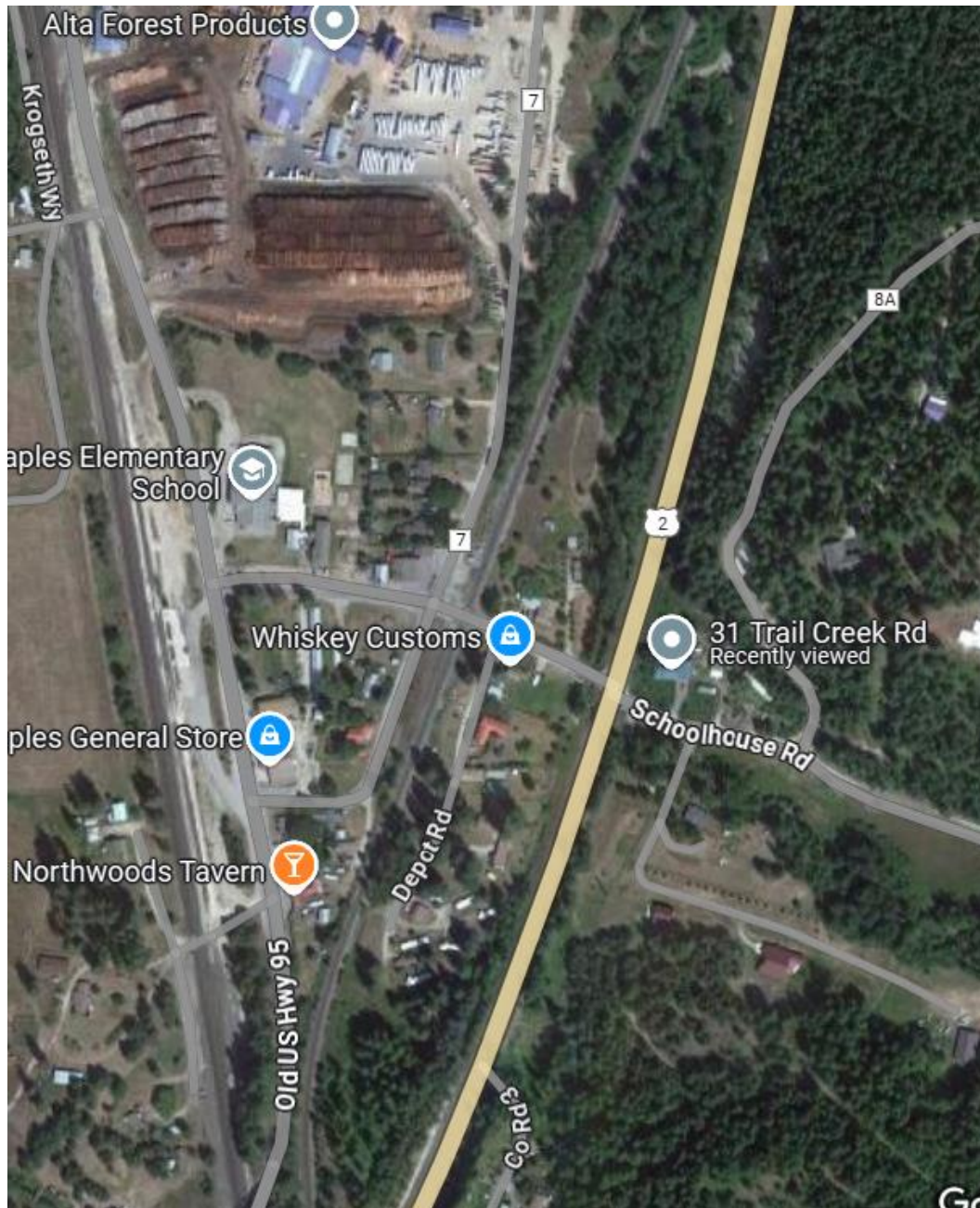


US 95 Naples RSA Report

June 3-4, 2025 – Naples, Idaho



Background

At the request of Boundary County and the Idaho Transportation Department, District 1 (D1), a Road Safety Audit (RSA) was conducted on US 95 from the intersection of Mountain Meadow Road to the southern intersection of Deep Creek Loop. The intersection of Schoolhouse Road and US 95 was the main focus due to concerns of logging trucks turning onto Schoolhouse Road from US 95. There are plans to expand the production at the nearby Alta Forest Products mill. In addition, the elementary school that is on Schoolhouse Road hopes to return to pre-covid enrollment. This would increase the number of logging trucks and passenger vehicles utilizing this corridor.

Process



Figure 1 - RSA Process Diagram

Figure 1 illustrates the process and responsibilities followed on this RSA. The following is a summary of the activities associated with each step:

Step 1: In this step, the County and D1 identified the RSA location. This site was selected primarily due to safety concerns on the intersection of Schoolhouse Rd and US 95.

Step 2: In this step, the RSA Team (Team) was selected by the County and D1. All participants volunteered their time to participate in the review. The Team members were as follows:

- Rob Beachler-ITD D1
- CarrieAnn Hewitt-ITD D1
- Nathan Herbst-ITD D1
- George Shutes-ITD D1
- Adam Ryals-Boundary County
- Kelly Campbell-ITD, Office of Highway Safety

Step 3: A start-up meeting was held June 3, 2025, with the Team, the County and D1 to discuss the background, purpose and crash information associated with the RSA. The list of participants is included in Appendix A, RSA Meetings Attendees.

Steps 4 & 5: On June 3-4, 2025, the Team reviewed the RSA corridor and crash data to develop a list of recommendations. A presentation was developed to summarize the results of this effort.

Step 6: A final meeting was held on June 4, 2025, to discuss the Team's observations and recommendations. The Team, County and D1 participated.

Step 7: After this report is finalized by the Team, it will be given to the County and D1 to prepare a formal response to the recommendations. The formal response should include a response to each of the recommendations indicating if they are moving forward with the recommendation or if they are not able to due to funding or other reasons.

Step 8: Incorporate the findings in which the County and District have resources for. While the Team has provided recommendations in this report, it does not imply that these suggestions should be prioritized or there are immediate risks to the road users. These are just suggestions that we feel could enhance the safety of the roads. It is understood that limited funding may prevent the agencies from implementing any of the suggestions and they may not be the highest safety priority projects for the agencies.

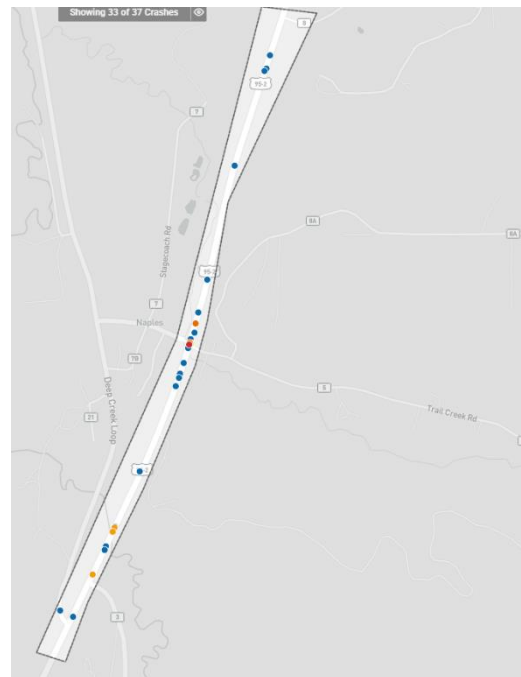
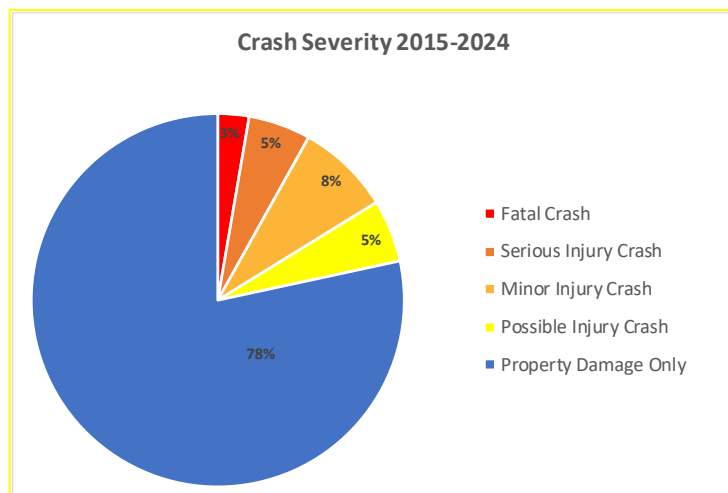
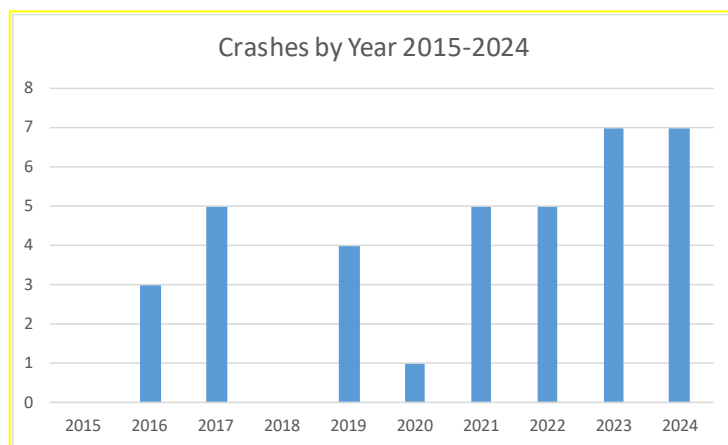
RSA Findings (Steps 4 and 5)

This report documents the Team's findings from the field review as well as the analysis of the crash data, a summary of what is working, the teams' observations and recommendations.

Crash Data Summary

The crash data for the RSA was collected by ITD's Office of Highway Safety. The following is a summary of the crash data for years 2015-2024, (Data generated by ITD-Office of Highway Safety, June 2025). There were 37 crashes on this segment of road that resulted in 2 deaths, 3 serious injuries and 20 minor or possible injuries. Over 30% of the crashes occurred in the months of June (17%) and December (14%). The most common crash event were rear end crashes (38%) and angle-turning crashes (18%). Distracted driving (30%) and/or aggressive driving (28%) are contributing circumstances in many of the crashes.

(See Appendix B, Crash Data, for additional crash charts)



What is Working?

The County and D1 are commended for their willingness to request this RSA and their interest in investigating solutions to enhance safety along the corridor. The intent is that this RSA will provide some potential ideas to possibly enhance safety.

The Team conducted review of the corridor during daylight and nighttime conditions and noted the following things that are working well:

- Striping on US 95 is still visible at night
- Designated truck route signs for Deep Creek Loop visible



- Intersection signed “no turn left” for Trucks at Schoolhouse



- Majority of the signs have good retroreflectivity
- Intersection warning signs with name of street



- Provides access for emergency vehicles
- Turn Bay on US 95 left to Deep Creek
- At Deep Creek there is good site distance from the South
- Deep Creek has extensive right away

General Observations

The following is a summary of the general observations of the Team:

- High number of crashes in a short section of road
- High volume of logging trucks
- Lots of roadside vegetation
- Elevation changes between intersections
- Sections of limited site distance

- Skewed intersection



- Lots of narrow bridges and roads in a short distance



- Lack of compliance of road signage-many logging trucks continue to turn left onto Schoolhouse road despite the "No Trucks" sign-possibly because Google sends them to this road
- High number of aggressive/distracted drivers

- Shoulder degradation due to off tracking



- Guardrail at Schoolhouse Road damaged regularly



RSA Recommendations (Step 6)

The Team has the following recommendations to address the safety issue on the corridor. Each intersection or segment is divided into three categories: Short-term recommendations that could be accomplished within one-year; Mid-Term Recommendations that could be

accomplished in one to three years; and Long-term recommendations that would take longer than three years.

Deep Creek Intersection

Issues

This intersection is skewed. The right southbound radii are too tight and vehicles are off tracking when they are turning, causing breakage in asphalt. Suggestions:

Short-Term

- Add flashing lights to truck route sign to increase visibility
- Change truck route signs to yellow/white/black as the color currently can blend in with the surrounding landscape
- Add signage that Schoolhouse is not accessible to trucks
- Have Google change route and include that nor truck access for Schoolhouse
- Modifying southbound turn radii will also help with shoulder degradation

Mid-Term

- Install Overheight detection system and determine the redirection of over-height trucks
- Add intersection lighting
- Complete the Deep Creek/Naples Bridge Study
- Evaluate the possibility of relocating intersection or changing the alignment of Deep Creek Loop

Long-Term

- Relocate or reconstruct intersection to eliminate short radii and elevated approach. ITD owns a lot of right away in the area of the intersection.
- Replace bridge
- Create alternate route (see information on corridor recommendations)
- Monitor summer ATV activity to see if there are any issues

Schoolhouse/Trail Creek Intersection

This intersection is too narrow to allow truck traffic or two full size SUV's to be next to each other on the road. The intersection is crossing a creek and close to a railroad crossing. This doesn't allow more than one truck to be in the lane when a train is passing. This causes the northbound traffic to stack on US 95 northbound. Vehicles coming over the incline do not always have time to stop, leading to rear end crashes. The concrete barriers are barely on the pavement and have been hit. The guardrail on the southwest corner has been hit multiple times. While the intersection is signed for no truck turning. Logging trucks continue to turn left onto Schoolhouse to get to Alta Forest Products. This may be in part to Google maps directing them in this direction instead of having them turn on Deep Creek, which is located further to the south.

Short-Term

- Contact Google to modify directions and add information about restrict truck access
- Remove vegetation on roadway to improve site distance
- Replace guardrail and add on retroreflective stickers
- Adjust the concrete barriers so they are completely on the asphalt



- Paint a yellow center line on Schoolhouse to help people judge their "side" of the road
- Possibly revise "no truck" signs
- Turn Schoolhouse Rd into a one way west from US 95 to Stage Coach
- Make the intersection a right in/right out only
- Recommend traffic count on turning movements

Mid-Term

- Replace concrete barriers with the US 95 project scheduled for 2028
- Include turn bays as part of the US 95 project scheduled for 2028

Long-Term

- Reconstruct intersection, widening and include turn lanes
- Move scales so the trucks enter the yard off Deep Creek Road

Mountain Meadow Road Intersection

Mountain Meadow only has an east leg. There is poor site distance to the south due to the rise in the roadway.

Long Term

- Add intersection lighting
- Add turnbays on US 95, possibly add into the 2032 US 95 project

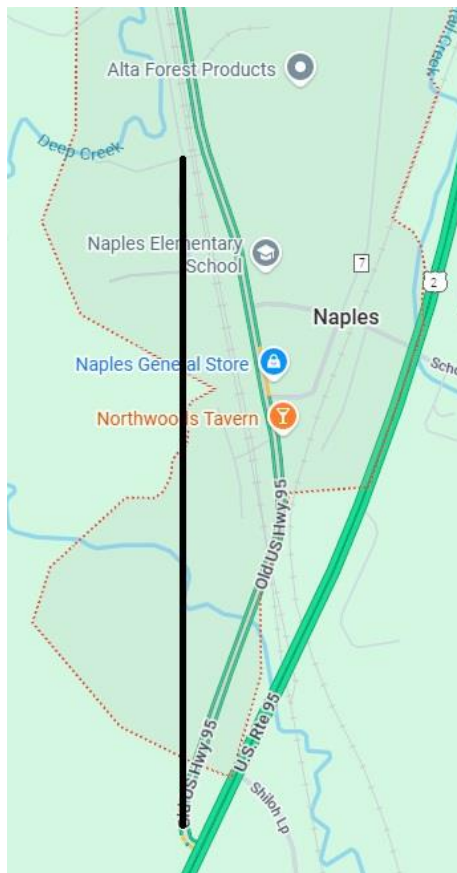
Recommendations for Corridor

Long Term

- Remove a couple of feet of roadway elevation
- Replace current bridge north of Deep Creek Road with wider bridge



- Build an alternate route for trucks to get to mill. Below is just a rough idea of what could be done. This would avoid the narrow bridge that is almost 100 years old and would possibly eliminate one railroad crossing.



Next Steps (Step 8)

Upon receiving the report, Idaho Transportation Department, working with Boundary County, should prepare a formal response. The response should include how ITD and/or Boundary County plan on incorporating the findings into future projects. The report should also include reasons why some of the suggestions may not be taken, such as the lack of funding. Below is a list of possible funding opportunities that the State or the County may have access to.

Funding Opportunities

- Transportation Alternatives Grant through LHTAC-<https://lhtac.org/programs/tap/>
- Local Rural Highway Investment (LRHI)- <https://lhtac.org/programs/lrhip/>
 - Sign upgrades
 - Infrastructure improvements
 - Transportation Plan
 - Federal Aid Match
- ITD funded project (STIP)
- Reconnecting Communities and Neighborhood grants-
<https://www.transportation.gov/reconnecting>
- Safe Streets for All-<https://www.transportation.gov/grants/SS4A>
- Railroad Crossing Elimination Program-<https://railroads.dot.gov/grants-loans/railroad-crossing-elimination-grant-program>
- Office of Highway Safety Grants-<https://itd.idaho.gov/safety/> (this would be for law enforcement activities or community outreach)

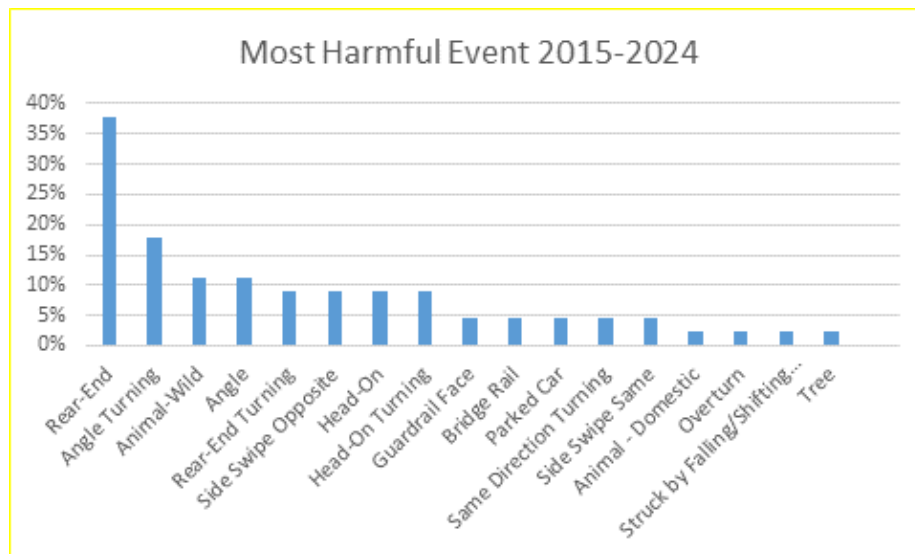
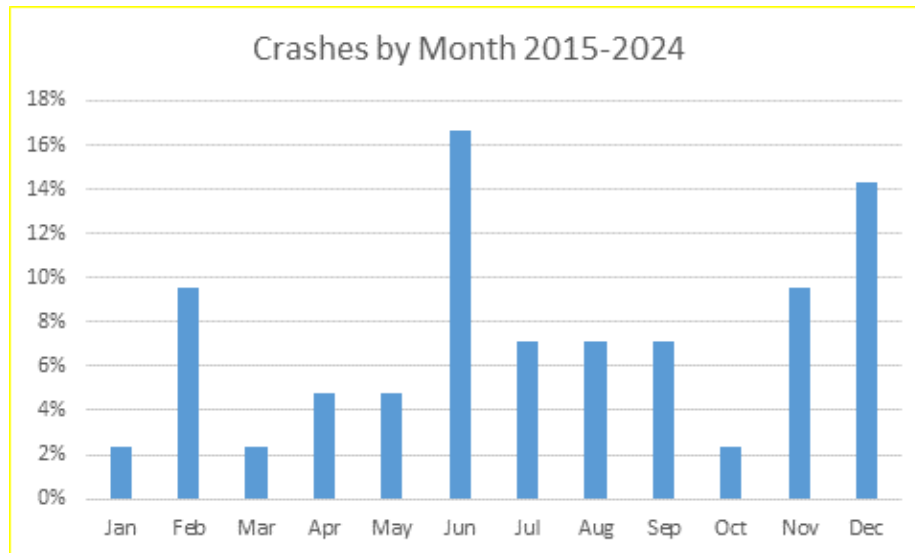
Appendix A

List of Attendees for Startup/Report out/other meetings:

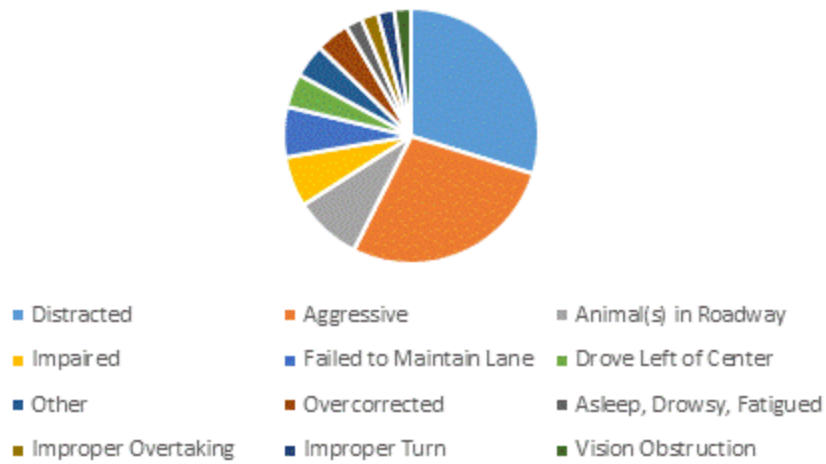
Name	Organization
Ben Robertsen	Boundary County
George Shutes	Idaho Transportation Department
Allen Merritt	South Boundary Fire Department
Nathan Herbst	Idaho Transportation Department
Carrie Ann Hewitt	Idaho Transportation Department
Marcus Levesey	HMH
Justin Stan	HMH
Shawn Metts	HMH
Kelly Campbell	Idaho Transportation Department
Dave Grainger	Idaho State Police
Adam Ryals	Boundary County Roads and Bridges
Ryan Comer	Alta Forest Products
Robin Merrifield	Boundary County School District/Naples Elementary

Appendix B

Crash Data



Contributing Circumstances



Operator Action

