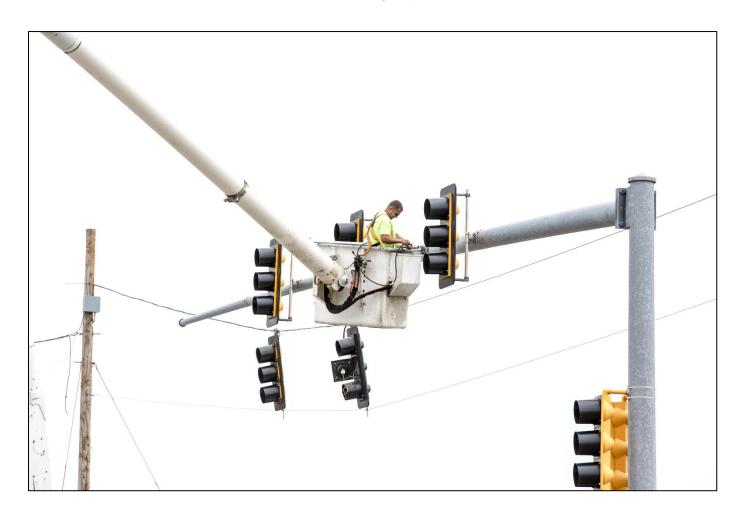
Traffic Safety Improvement Program

Traffic Control Devices Category FY 2027



Applications Received by August 15, 2025

Applications listed in alphabetical order by applicant.

Page	Applicant	Improvement	\$	\$\$
No:			Total Project	Requested
3	City of Algona	Signal Upgrades	\$130,000	\$130,000
27	City of Clermont	Speed Feedback Signs	\$7,254,00	\$7,254,00
40	City of Newton	Signal and Pedestrian Upgrades	\$109,000	\$109,000
58	City of Waterloo	Traffic Signal Replacement	\$120,000	\$120,000
70	City of Waterloo	Systemic Red Traffic Signal Face Protection Against Snow	\$242,450	\$221,250
92	City of Waterloo	Portable Temporary Traffic Signals	\$61,075	\$50,000
103	District 1 IowaDOT	Trailer Hitch Mounted PDMS Sign	\$9,200	\$9,200
116	Humboldt County	Solar Flashing Beacons	\$26,000	\$26,000
127	IowaDOT	Sign Replacement Program for Cities/Counties	\$200,000	\$200,000
129	Palo Alto/Pocahontas County	Portable Temporary Traffic Signal	\$63,385	\$63,385
141	Webster County	Portable Dynamic Message Sign	\$19,550	\$19,550
	Total		\$987,914	\$955,639



Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL INFORMATION	ON		DATE:	8/1/2025			
Location / Title of Pro	oject <u>Algona Hw</u>	y 169 S	Signal Safet	y Enhanc	ements		 :
Applicant City	of Algona						
Contact PersonJ					ninistrator		
Complete Mailing Ad	dress 112 West	Call Str	eet, PO Box	452			
	_Algona, IA	50511					
Phone _515-295-2	2411	E-Ma	il <u>itjaden@</u>	algonaio	wa.gov		
(Area Code) If more than one hig fill in the information					ease indi	cate and	k
Co-Applicant(s)						_	
Contact Person			_ Title _				
Complete Mailing Ad	dress			400000			
						_	
Phone		E-Mail	Î				
(Area C		PROJ	JECT INFOR	RMATION	1:		
Funding Amount Total Safety Cost Total Project Cost		\$	130,000 130,000			<u> </u>	
☐ FHWA SS4A <u>Safe</u> ☐ Iowa DOT <u>TEAP</u> ☐ Project intersection		ore">509 ar comp sis and c h or Me	% from Coun prehensive tra concept dium <u>PCR Le</u>	ansportations	on safety p -All or PCR	lan R-Severe)) from
	Potential for Crash						
Intersection ID (1234567890) or Segment ID (1234)	Intersection	or Segm	nent	PCR Level High	PCR Level Medium	PCR- All value	PCR- Severe value
						i	1

APPLICATION CERTIFICATION FOR PUBLIC AGENCY

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating public agency(ies). I understand the attached resolution(s), where applicable, binds the participating public agency(ies) to assume responsibility for any additional funds, if required, to complete the project. In addition, the participating public agency(ies) agrees to maintain any new or improved public streets or roadways for a minimum of five years.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Represen	ting the City of Algoria	
Signed:	(11/2	8-5-2025
	Signature	Date Signed
	Jacob Tjaden Printed Name	_
	Timed Name	
Attest:	Detra Bell	8/5/2025
	Signature	Date Signed
	Deb Bell Printed Name	_

RESOLUTION NO. 26-11

RESOLUTION AUTHORIZING THE SUBMISSION OF A TRAFFIC SAFETY IMPROVEMENT PROGRAM (TSIP) GRANT TO THE IOWA DEPARTMENT OF TRANSPORTATION (DOT).

WHEREAS, the Iowa Department of Transportation is accepting applications for grant funding to support cities or counties; and

WHEREAS, the Traffic Safety Improvement Program (TSIP) provides site-specific traffic safety and operations improvements, traffic control devices, safety research, safety studies, or public information initiatives; and

WHEREAS, the City of Algona intends to submit a TSIP grant application for traffic control devices along the US Highway 169 corridor from East State Street to East Call Street for the amount of \$130,000; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Algona, Iowa, that the City Administrator is hereby authorized to submit an application to the Iowa Department of Transportation for a TSIP Grant.

PASSED AND APPROVED, this 4th day of August 2025.

Richard Murphy, Mayor

ATTEST:

Debra Bell, City Clerk

The City of Algona completed a signal review in July 2025 for the following intersections on the US Highway 169 (US 169) corridor to review crash history, signal warrants, and traffic control improvements needed to address safety deficiencies. Based on this review, safety enhancements to these existing signals are being requested.

Table 1: Intersections for Signal System Upgrades Along US Highway 169

#	Location	 •	•		•
1.	East State Street				
2.	East Call Street				

Existing Conditions

As seen from the location map in Section E, US 169 is a major Federal Highway that runs north-south through not only Algona, but five different states from Minnesota to Oklahoma. Within the project area, US 169 is classified as a principal arterial and is the main artery through the city providing access to neighborhoods, schools, downtown Algona, and major industry and commercial centers. US 169 within the requested project area is a four-lane undivided street with two travel lanes in each direction. The existing signals on US 169 at E State Street and East Call Street currently have in-pavement loops for detection, signal heads with back plates, and overhead mast arms with heads aligned with the lane lines for each lane.

Existing Safety Issues

A review of crashes for the past five years (2020-2024) from the Iowa DOT Crash Analysis Tool reveals that at US 169 and E State Street most crashes were rear-end or angle collisions, often due to following-to-close or turning conflicts with southbound left-turning vehicles. The signal head alignment for northbound and southbound approaches and lack of flashing yellow left turn arrow could add to driver confusion at this intersection where US 169 turns to head East.

At US 169 and E Call Street 90% of the crashes were broadside collisions due to signal violations or failure to yield. 20% of the crashes here resulted in injuries. The lack of camera detection and reliance on in-pavement loops at this intersection has led to missed calls or no calls for side street vehicles. Some impatient drivers have been witnessed running the redlight on the side street. In addition, six out of ten crashes at the intersection were caused by vehicles heading north and south. The lack of a side mount signal heads could cause drivers behind large vehicles on US 169 to not be able to see the overhead indications in time to react to a red light.

Signal Warrants

Signal warrants were completed for each existing signal using a field collected 2025 count and a 2023 Iowa DOT turn movement count. E Call Street met 100% of the volume-based warrants 1 and 2. E State Street did not meet 100% warrants, but met 60% of the volume-based warrant 1, as shown below:

- 1) US 169 and E State Street: Not warranted
- 2) US 169 and E Call Street: Warranted

The standard for keeping existing signals in place in other states like Minnesota is to consider an existing to remain in place if it meets 60% of the volume requirements stated in the Manual on Uniform Traffic Control Devices (MUTCD).

Each of the two signals requested are on US 169 and were permitted by the Iowa DOT for installation on the Iowa DOT Primary Highway network when they were installed. Nonetheless, the need to maintain mobility on US 169 remains a top priority for the city. As these signals will continue to provide mobility for this highway, it is best to have enhancements in place to improve safety and support operations.

Proposed Project

The signal safety enhancements requested for the TSIP Traffic Control Devices grant focus on improvements to safety by increasing signal visibility and providing additional clarity for drivers at these key intersections on US 169. These proposed enhancements are described below for each intersection:

US 169/E State Street:

- New camera detection (requires controller upgrade)
- Side mounted head on signal pole for northbound and southbound approaches
- Flashing Yellow Left Turn Arrow for Southbound approach (requires cabinet upgrade)
- Realign Heads on northbound and southbound approaches
- These changes will address rear ends and angle crashes by reducing driver confusion, last minute lane changes, left turn yielding problems, and false calls which cause un-needed stops for US 169 traffic
- New camera detection will also enable the Algona Police Department to obtain video when crashes do occur at the intersections to understand safety issues or crash causes. They do this currently for other signals on US 169 that have detection cameras.

US 169/E Call Street:

- New camera detection (requires controller upgrade)
- Side mounted head on signal pole for northbound and southbound approaches
- These side mount head additions will address the high number of broadside crashes by providing better visibility of the signal heads.
- New detection will reduce side street drivers seen waiting too long and then becoming frustrated and going against the red ball and running the side street red light

Adding additional signal heads with 12" lenses has a CRF=15, therefore a decrease in crashes of 15% is anticipated with the side mount signal head installations. Converting to FYLTA has a CRF=10, therefore a reduction in crashes of 10% is anticipated.

In addition to the signal safety enhancements, the city will be striping lanes on the side streets to provide more information for drivers on where to sit to be properly detected. They will also coordinate with Iowa DOT District 2 to have additional lane usage signage installed on US 169 in advance of the State Street intersection to reduce last minute lane changes on US 169.

City of Algona Algona Hwy 169 Signal Safety Enhancements Preliminary Cost Breakdown

Line					Quantity	/	
No.	Description	J	nit Price	E State St	E Call St	То	tal Quantity
1	3-Section Signal Head	\$	705.00	1	2		3
2	4-Section FYLTA Signal Head	\$	900.00	1			1
3	No Traffic Camera Detection Complete System	\$3	2,900.00	1	1		2
4	ATC Cabinet, Controller, Monitor	\$3	0,050.00	1			1
5	ATC Controller and Monitor	\$	7,980.00		1		1
6	Relocate Signal Head (New Brackets)	\$	500.00	3			3
	INTERSECTION COST			\$66,055.00	\$42,290.00		
				-			
	ESTIMATED TOTAL COST FOR EQUIPMENT					\$	108,345.00
	20% CONTINGENCY					\$	21,000.00
	TOTAL COST					\$	130,000.00
					•	•	

City of Algona

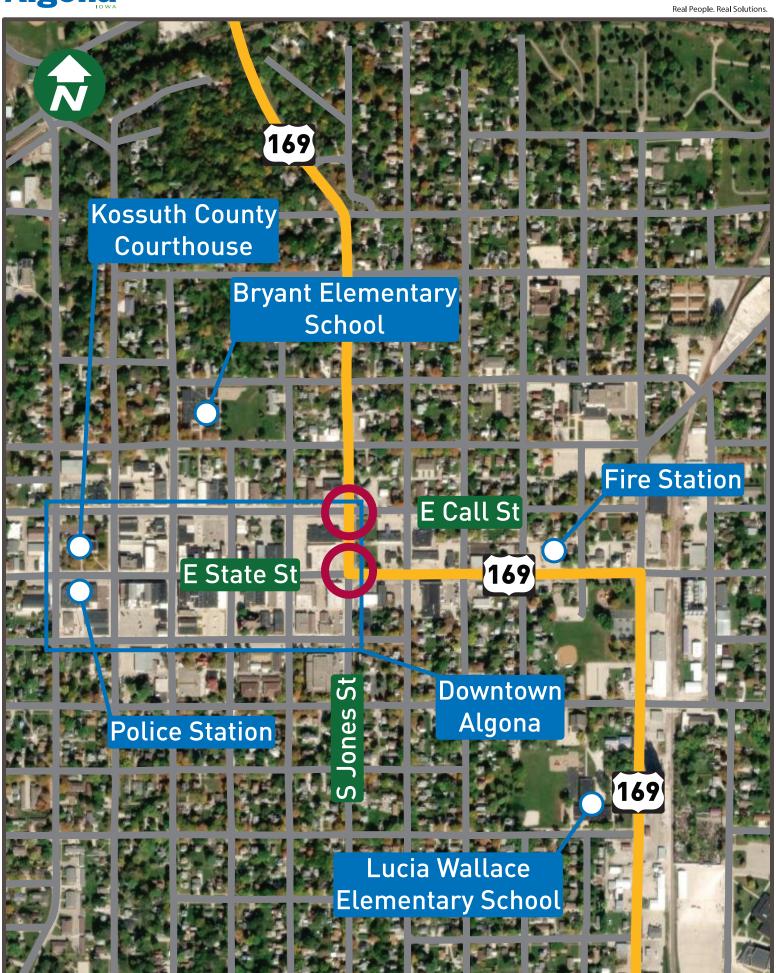
Algona Hwy 169 Signal Safety Enhancements

Time Schedule

			2025								20	26					
Month	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
TSIP Applications Reviewed																	
TSIP Awards Announced																	
TSIP Funding Agreement Approved																	
Funds Available																	
Equipment Ordered/Installed																	
Project Complete																	







East Bound on State Street





E State Street & Highway 169 Intersection





S Jones Street (South of Highway 169) Near E State Street



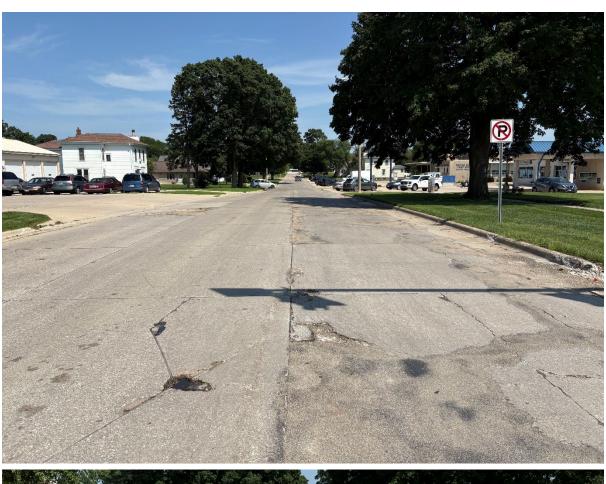


West on E State Street





East down Call Street





Call Street & US Highway 169 Intersection

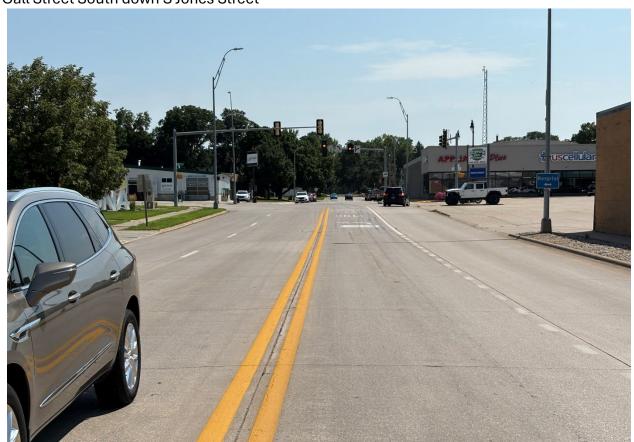




Call Street Northbound on Jones Street



Call Street South down S Jones Street



West down Call Street



Westbound on Call Street

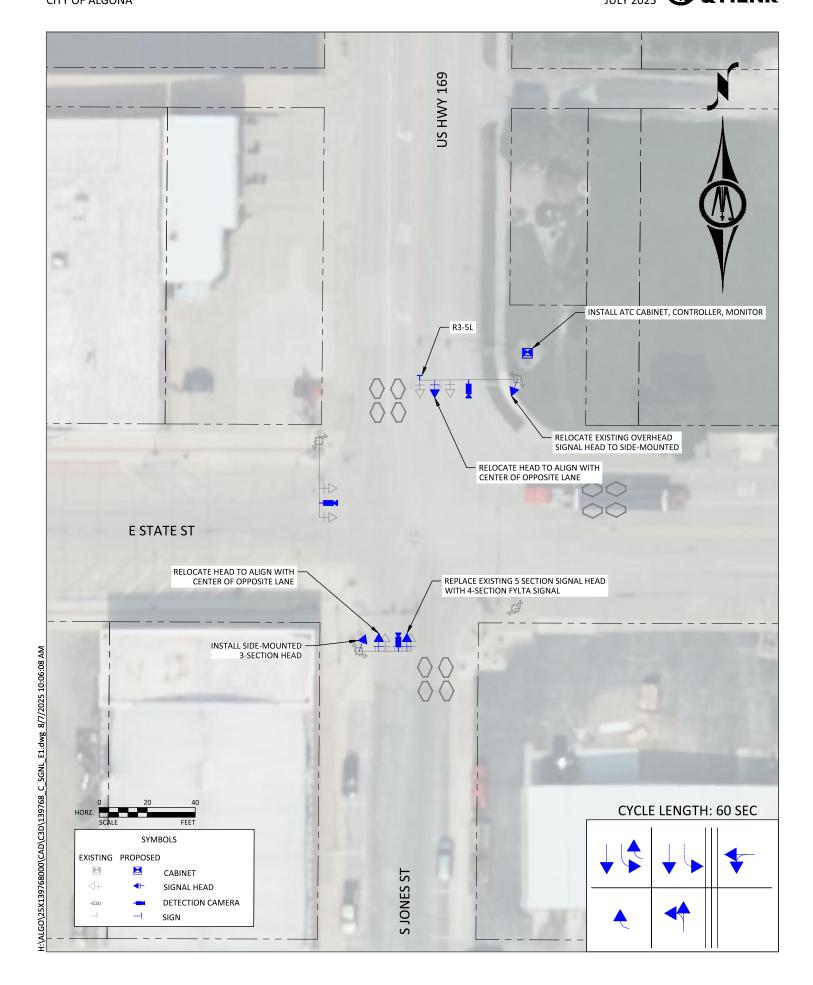


CITY OF ALGONA

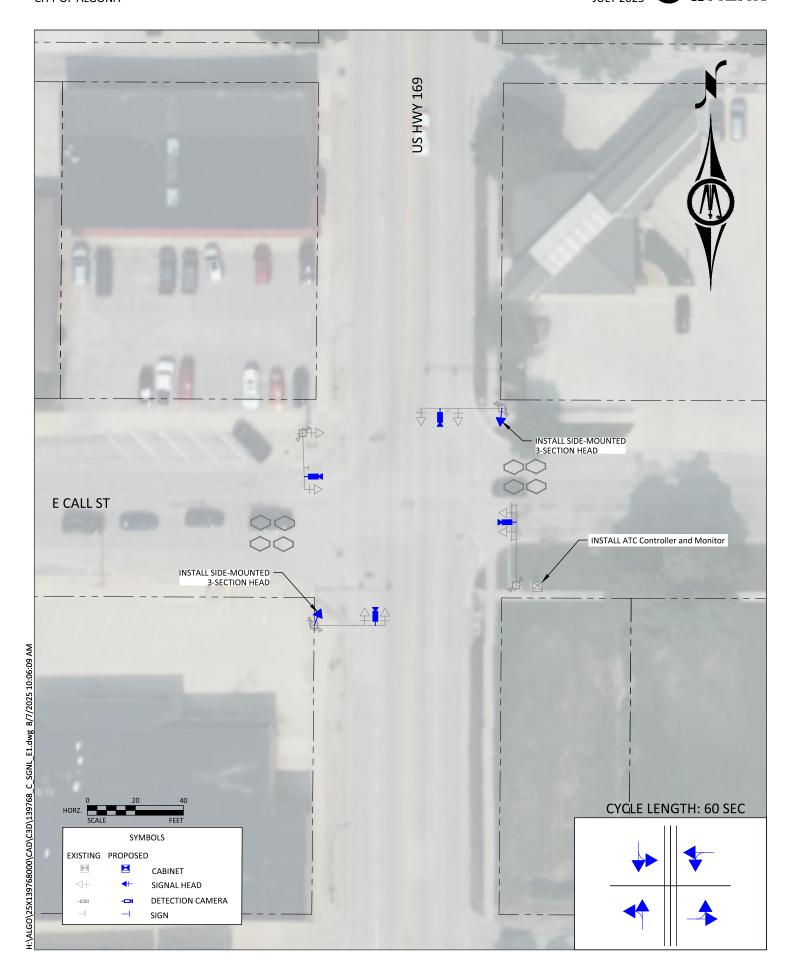
FIGURE 1: E STATE ST

JULY 2025

BOLTON
& MENK



CITY OF ALGONA



Hwy 169 & E Call StTurning Movement Count

Study Name: Hwy 169 TSIP

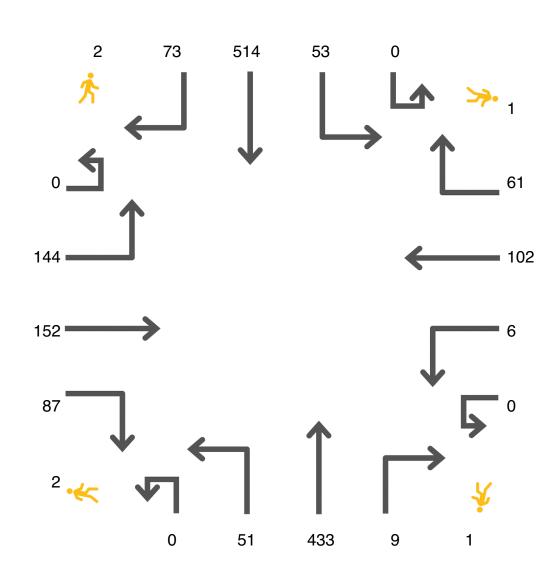
Date: Thursday, Jul 17 2025 Location: Hwy 169 and E Call St

Observer: HC

Weather: Clear with a few clouds

Time: 11:00-13:00

Southbound



Northbound

astbour

Westbound

Hwy 169 & E Call St Turning Movement Count

Study Name: Hwy 169 TSIP

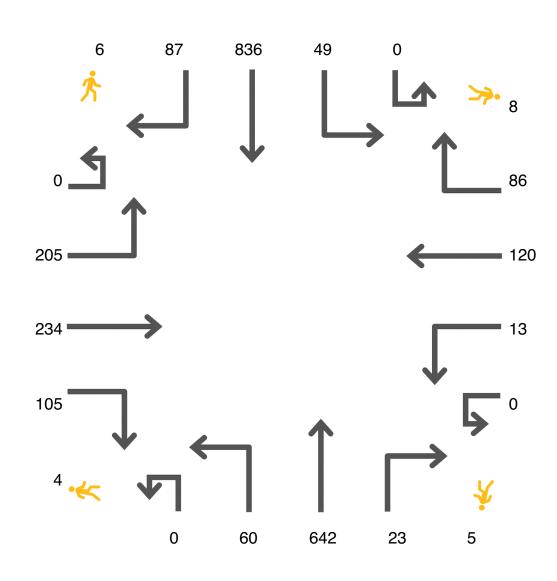
Date: Thursday, Jul 17 2025 Location: Hwy 169 & E Call St

Observer: HC

Weather: Sunny, partly cloudy

Time: 16:00-18:00

Southbound



Northbound

<u>-astboun</u>

Westbound

Vehicle Type: All Vehicles

Station Number: 55228376099

Count Date: Tuesday, July 25, 2023

County: Kossuth

Location Description: US 169, E STATE ST &

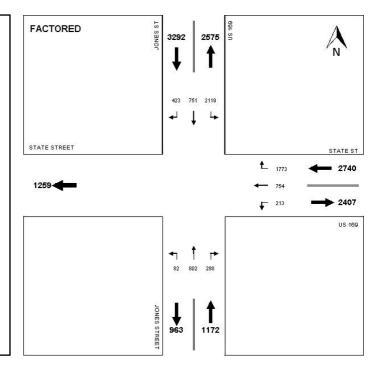
JONES ST

Volume Factor: 2.066

Pass Class Factor: 2.096

SU Class Factor: 1.812

Combo Class Factor: 1.72



Raw Dat	а	North			East			South		
All Vehicle	es	L	Т	R	L	Т	R	L	Т	R
2023-07-25	07:00	91	24	22	9	35	97	1	40	13
	08:00	120	33	27	11	38	119	10	44	9
	11:00	135	44	37	23	79	137	7	41	31
	12:00	202	55	34	13	64	143	8	63	29
	15:00	163	65	19	17	46	130	6	71	21
	16:00	145	66	27	17	47	116	5	63	23
	17:00	172	72	36	12	52	121	2	61	12
	Total	1028	359	202	102	361	863	39	383	138

Created 04/03/2024 2:02 PM TM01: Page 1 of 4

Vehicle Type: Passenger

Station Number: 55228376099

Count Date: Tuesday, July 25, 2023

County: Kossuth

Location Description: US 169, E STATE ST &

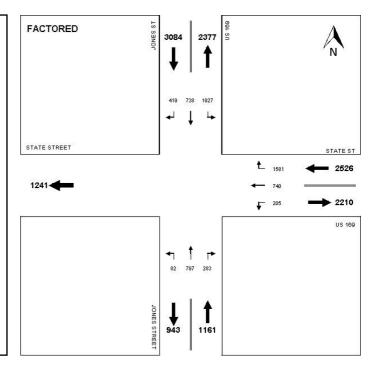
JONES ST

Volume Factor: 2.066

Pass Class Factor: 2.096

SU Class Factor: 1.812

Combo Class Factor: 1.72



Raw Dat	а	North			East			South		
Passenge	er	L	Т	R	L	Т	R	L	Т	R
2023-07-25	07:00	79	24	22	9	35	89	1	40	13
	08:00	100	30	27	11	35	102	10	42	8
	11:00	117	43	36	22	77	116	7	41	30
	12:00	181	55	33	13	63	125	8	63	28
	15:00	151	63	19	15	45	112	6	70	21
	16:00	129	65	27	16	46	104	5	63	23
	17:00	162	72	36	12	52	106	2	61	12
	Total	919	352	200	98	353	754	39	380	135

Created 04/03/2024 2:02 PM TM01: Page 2 of 4

Vehicle Type: Single-Unit

Station Number: 55228376099

Count Date: Tuesday, July 25, 2023

County: Kossuth

Location Description: US 169, E STATE ST &

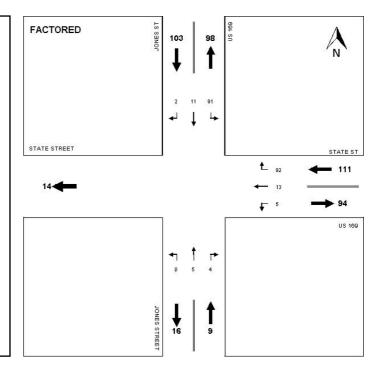
JONES ST

Volume Factor: 2.066

Pass Class Factor: 2.096

SU Class Factor: 1.812

Combo Class Factor: 1.72



Raw Data	а	North			East			South		
Single-Ur	nit	L	Т	R	L	Т	R	L	Т	R
2023-07-25	07:00	6	0	0	0	0	2	0	0	0
	08:00	8	3	0	0	2	10	0	2	1
	11:00	7	1	0	1	2	9	0	0	0
	12:00	7	0	1	0	1	8	0	0	1
	15:00	7	1	0	1	1	7	0	1	0
	16:00	8	1	0	1	1	6	0	0	0
	17:00	7	0	0	0	0	9	0	0	0
	Total	50	6	1	3	7	51	0	3	2

Created 04/03/2024 2:02 PM TM01: Page 3 of 4

Vehicle Type: Combo-Unit

Station Number: 55228376099

Count Date: Tuesday, July 25, 2023

County: Kossuth

Location Description: US 169, E STATE ST &

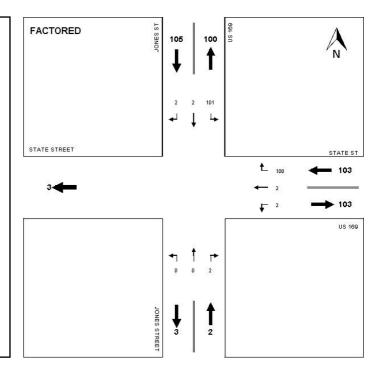
JONES ST

Volume Factor: 2.066

Pass Class Factor: 2.096

SU Class Factor: 1.812

Combo Class Factor: 1.72



Raw Dat	а	North			East			South		
Combo-U	nit	L	Т	R	L	Т	R	L	Т	R
2023-07-25	07:00	6	0	0	0	0	6	0	0	0
	08:00	12	0	0	0	1	7	0	0	0
	11:00	11	0	1	0	0	12	0	0	1
	12:00	14	0	0	0	0	10	0	0	0
	15:00	5	1	0	1	0	11	0	0	0
	16:00	8	0	0	0	0	6	0	0	0
	17:00	3	0	0	0	0	6	0	0	0
	Total	59	1	1	1	1	58	0	0	1

Created 04/03/2024 2:02 PM TM01: Page 4 of 4

Rev. 07/23



Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

Location / Title of Project	
Contact Donor London Niedori Tillo City Clark	
Contact PersonJenean Niedert Title City Clerk	
Complete Mailing Address 505 Larrabee Street; PO Box 6	
Clermont, IA 52135	
Phone 563-423-7295 E-Mail clermont@acegroup.cc	
(Area Code) If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).	
Co-Applicant(s)	
Contact Person Title	
Complete Mailing Address	
Phone E-Mail	
(Area Code) PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:	
Funding Amount Total Safety Cost \$ 7,254.00 Total Project Cost \$ 7,254.00 Safety Funds Requested \$ 7,254.00	
Additional Project Safety Documentation (when available): Project information sheet(s) or "Risk Score">50% from County/City's Local Road Safety Plan FHWA SS4A Safety Action Plan or similar comprehensive transportation safety plan lowa DOT TEAP Study or similar analysis and concept Project intersection or segment with High or Medium PCR Level (PCR-All or PCR-Severe) from the lowa DOT Potential for Crash Reduction (PCR) web-based map tool https://pcr.iowadot.gov/	
Potential for Crash Reduction (PCR) Information	
	R- ere
(1234567890) or Segment ID (1234) Stone Street and Olive Street Level Level All Sevel High Medium value va	

APPLICATION CERTIFICATION FOR PUBLIC AGENCY

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating public agency(ies). I understand the attached resolution(s), where applicable, binds the participating public agency(ies) to assume responsibility for any additional funds, if required, to complete the project. In addition, the participating public agency(ies) agrees to maintain any new or improved public streets or roadways for a minimum of five years.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representin	g the City of Clermont	
Signed:	Signature . Matt	Date Signed
-	James Matt Printed Name Mayor	8-11-2025
Attest:	Signature Vie de t	Date Signed
	Jenean Niedert Printed Name City Clerk	8-11-2025

Resolution 2025-20

RESOLUTION SUPPORTING THE CITY OF CLERMONT, IOWA APPLICATION TO THE IOWA DEPARTMENT OF TRANSPORTATION TRAFFIC SAFETY IMPROVEMENT PROGRAM FUNDING TO INSTALL SPEED FEEDBACK SIGNS IN THE CITY OF CLERMONT, FAYETTE COUNTY, IOWA

WHEREAS, the City of Clermont, Fayette County, Iowa has identified a number of safety issues with drivers going over the speed limit at the entrance into Clermont off of Canoe Road and Union Street and also, Apple Road and Stone Street; and

WHEREAS, the City of Clermont supports the efforts of the Clermont City Council to improve safety at the aforementioned intersections through the installation of speed feedback signs; and

WHEREAS, the City of Clermont, Iowa, resolves to maintain new traffic speed feedback sings and city streets therein; and

WHEREAS, the improvements will provide a safety benefit to traveling public,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Clermont, Iowa, adopts this resolution supporting the City of Clermont's application to the Iowa Department of Transportation Traffic Safety Improvement Program.

PASSED AND APPROVED this 21st day of July, 2025.

Mayor James Matt

ATTEST:

Jenean Niedert, MMC, ICMC

City Clerk



City of Clermont 505 Larrabee Street P.O. Box 6 Clermont, IA 52135 Phone: 563-423-7295

Phone: 563-423-729 Fax: 563-423-7376

Email: Clermont@acegroup.cc Web Site: www.clermontia.org

August 11, 2025

Iowa Department of Transportation,

The City of Clermont, Iowa, City Council previously had speed date analysis completed due to increasing number of concerned citizens over the years regarding speeding at two of our main intersections entering/exiting the City of Clermont.

This analysis concluded in the 1-week time frame that devises were set in place, upon entering into Clermont from Canoe Road (Union Street), the posted limit posted is 30 mph, the average speed during the testing was 29 mph with the fastest speed recorded at 59 mph. During this timeframe a total of 12,581 vehicles were analyzed.

The same can be said for another concerning intersection at B60 (Stone Street) for the same 1-week time frame, the speed limit posted is 25 mph with an average speed of 28 mph recorded and the fastest speed of 77 mph. During this timeframe a total of 4573 vehicles were analyzed.

Both roads entering/exiting the City of Clermont have a fair amount of housing with children in the direct vicinity, as well as a bike trail that extends from our neighboring City of Elgin and this bike trail carries children riding to North Fayette Valley Middle School furthering the concerns over public and pedestrian safety. Also, turning traffic into the God's Acres Cemetery right on the city limits. While there have been only few crashes in the intersection, the speed study results pose the risk of crash severity as high.

The City of Clermont does not employ our own police services for our citizens; we contract with the Fayette County Sheriff's Department. With the number of small cities in our county that cannot afford their own police force the Sheriff's office has a very full schedule. Often times they are unable to patrol our city at certain times of the day/week.

Our resident's concerns have increased over time, and we would like to do our best to address those concerns with the speed feedback signs. From our research with other

cities who have had these signs in place for a extended period, we have found there has been a significant decrease in speeders and safety issues. The City Council and Streets Department will be placing the proposed signs on the roadway ROW according to the MUTCD.

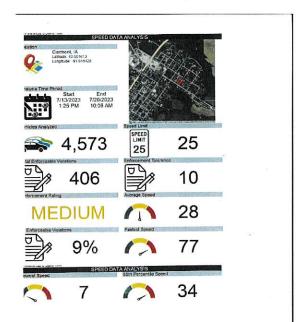
We appreciate the opportunity to apply for this program and are grateful for your support.

Sincerely,

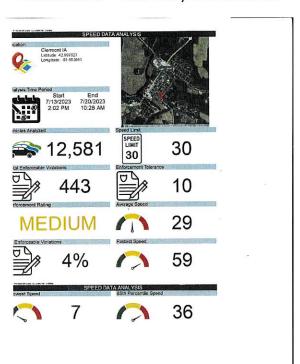
Mayor James Matt

2023 Speed Analysis

Stone Street – West Entry into Clermont



Union Street – West entry into Clermont



Document C

Project Cost Estimate Installation of Posts & Speed Feedback Signs

Intersection Improvements:

Union Street

\$3,500 (speed feedback sign) + \$127 (post & base)

Stone Street

\$3,500 (speed feedback sign) + \$127 (post & base)

Project Total = \$7,254.00

Document D

Proposed Schedule:

Grant Approval

December 2025

Grant Award

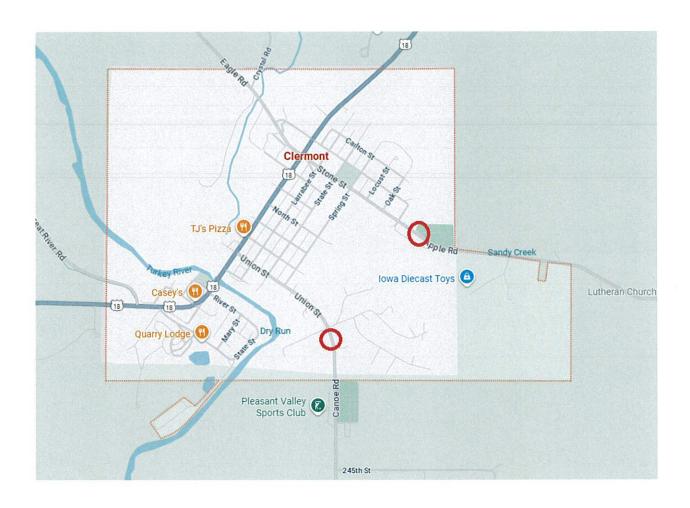
July 1, 2026

Construction

Fall 2025

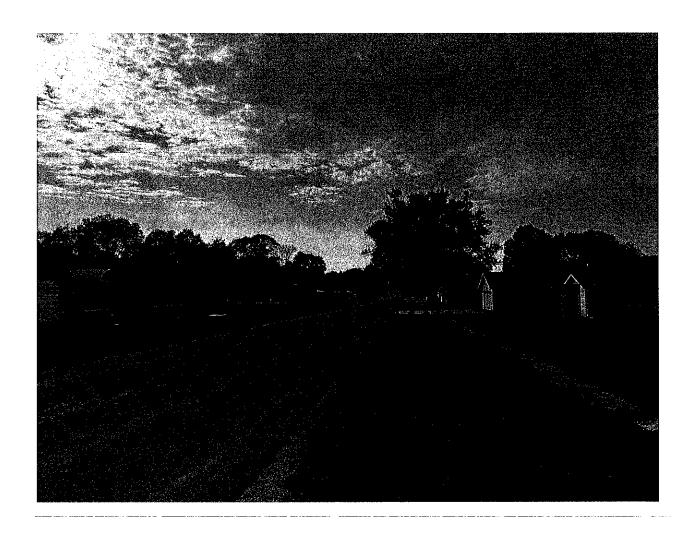
Document E

City of Clermont – Two locations for Speed Feedback Signs



Document F (1 of 2)

Stone Street (Headed West into Clermont) Speed Feedback sign would be placed under the speed limit sign.

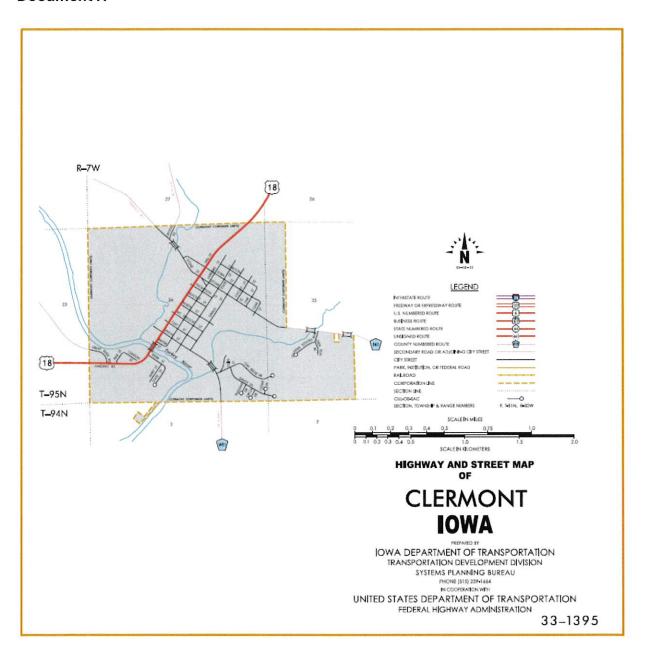


Document F (2 of 2)

Union Street (Headed West into Clermont) Speed Feedback sign would be placed under the speed limit sign.



Document H



Documents G, I and J are purposely omitted.												
·······												



Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL INFORM	ATION				DA	TE:	7/30)/2025	
Location / Title of	Project	Highway 6 Signali	zed Inter	secti	on Safet	y Impi	rove	ments	
Applicant _C	City of Newto	on							
Contact Person	Joe Grife		Ti	itle	Public W	/orks	Dire	ctor	
Complete Mailing	Address	303 W 4 th Street	North						
		Newton, IA 5020	8						
Phone 641-79	92-6622	E-Ma	ail <u>joeg(</u>	<u>@nev</u>	wtongov.	org			
fill in the informa	highway a ation below	uthority is involv (use additional s	sheets if	nece	essary).				i
Co-Applicant(s)									
0 1 1 5									
Complete Mailing	Address								
Phone	_	E-Ma	il						
•	ea Code) .ETE THE F	OLLOWING PRO	JECT IN	FOR	MATION	l:			
Funding Amoun Total Safety Cos Total Project Cos Safety Funds R	t st	\$ \$ \$	109,00 109,00 109,00	0					
☐ Project inform ☐ FHWA SS4A ☐ Iowa DOT TE ☐ Project interse	ation sheet(s <u>Safety Action</u> <u>AP Study</u> or s ection or segn	umentation (when) or "Risk Score">50 Plan or similar com similar analysis and nent with High or Ma	0% from C aprehensiv concept edium <u>PC</u>	County e tra	nsportations vel (PCR-	on safe	ety p	lan R-Severe)) from
		al for Crash Redu							
Intersection ID (1234567890) or Segment ID (123	34)	Intersection or Seg	ment		PCR Level High	PC Lev Medi	el	PCR- All value	PCR- Severe value

APPLICATION CERTIFICATION FOR PUBLIC AGENCY

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating public agency(ies). I understand the attached resolution(s), where applicable, binds the participating public agency(ies) to assume responsibility for any additional funds, if required, to complete the project. In addition, the participating public agency(ies) agrees to maintain any new or improved public streets or roadways for a minimum of five years.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representi	ing the City of Newton	
Signed:	Ave Drife signature	8/13/zs Date Signed
	Joe Grife Printed Name	_
Attest:	Glene B. Brady Signature	08/14/2025 Date Signed
	Katrina Davis Jolene B. Brady Printed Name	_

RESOLUTION NO. 2025-<u>300</u>

RESOLUTION AUTHORIZING THE SUBMISSION OF AN APPLICATION FOR IOWA TRAFFIC SAFETY IMPROVEMENT PROGRAM FUNDING

WHEREAS, the traffic signal controller equipment at the intersection of W 8th St and 1st Ave W is nearing its useful life and is scheduled for replacement. In planning for the work, the City of Newton will apply for a Traffic Safety Improvement Program (TSIP) grant to help with project costs; and

WHEREAS, the Iowa Department of Transportation (DOT) Traffic Safety Improvement Program (TSIP) provides funding for roadway safety improvements, traffic control devices, studies, and outreach. The TSIP program is funded by Iowa's Road Use Tax and can pay up to 100% of project equipment costs for upgrades to pedestrian control devices. Staff recommends applying for a grant to help provide equipment upgrades to the intersection; and

WHEREAS, the City of Newton desires to make an application to the TSIP fund to provide equipment upgrades to the W 8th St and 1st Ave W intersection. Applications for TSIP funding are due August 15, 2025.

NOW THEREFORE, BE IT RESOLVED,

- 1. The City hereby endorses the Application for Traffic Safety Improvement Program funding for traffic signal equipment upgrades.
- 2. Authorizes the Mayor to sign this resolution.
- 3. The City Council hereby commits to accepting and maintaining these improvements.
- 4. The Public Works Director is hereby authorized to execute the Application

PASSED this 21st day of July, 2025.

APPROVED this 21st day of July, 2025.

Evelyn George, Mayor

ATTEST:

Katrina Davis, City Clerk



The City of Newton completed a signal review in July 2025 for the intersection of W 8th Street and US Highway 6 (US 6) corridor to review crash history, signal warrants, and traffic control improvements needed to address safety deficiencies. Based on this review, safety enhancements to the existing signal at US 6 and West 8th Street are requested.

Existing Conditions

As seen from the location map in Section E, US 6 is a major US Highway that runs east-west through not only Newton, but fourteen different states from Massachusetts to California. Within the project area, US 6 (1st Avenue W) is classified as a principal arterial and runs four miles through Newton serving as the main east-west artery through the city, providing access to neighborhoods, schools, downtown Newton, major industries, and commercial centers. US 6 within the requested project area is a two-lane, undivided street with one travel lane in each direction. At the intersection, a southbound right turn lane is present along with an eastbound left dedicated turn lane. The existing traffic signal at the intersection of US Highway 6 and West 8th Street in Newton is equipped with in-pavement loop detection for the southbound approach only. There are two indications for each approach, one signal head overhead and one side mounted on the signal pole. The signal heads lack backplates. Pedestrian push buttons are present for pedestrians to cross US 6 only, however, there are no separate pedestrian heads so pedestrians must use the green ball as an indication to cross or not.

Existing Safety Issues

A review of crashes for the past five years (2020-2024) from the Iowa DOT Crash Analysis Tool reveals that 86% of the crashes were rear-end and broadside collisions, with following too closely and running the traffic signal as leading causes. 57% of the crashes here resulted in injuries. Three crashes broadside crashes were related to running the traffic signal. Two of these crashes were related to running the traffic signal southbound and four for running the traffic signal westbound on US 6.

Crashes occurred during the higher traffic afternoon and evening peak hours, indicating that the detection may not be adequately responding to real-time traffic conditions. During a field review, it was observed that various times, US 6 traffic stopped for no one on the side street. An inspection of the existing signal cabinet showed that the pedestrian phase is being called out each time due to failing detection causing US 6 traffic to stop even when no side street vehicles are pedestrians are present, increasing the risk of rear-end collisions.

Additional Safety Needs Identified

The Comprehensive Safety Action Plan for Central Iowa Regional Transportation Planning Alliance (CIRPTA), completed in February 2025, identified the US 6 corridor in Newton as one of its top 11 priority corridors on the High Injury Network based on crash history. The study identified potential safety projects including retroreflective backplates for signals along the US 6 corridor, pedestrian infrastructure improvements, and a potential lane reconfiguration to add a two-way left turns lane to the corridor.

Signal Warrants

Signal warrants were completed using the 2022 Iowa DOT turn movement count. W 8th Street did not meet 100% warrants, but met both 80% and 60% of the volume-based warrant 1, as shown below:

Volume Threshold	Met (Hr)	Required	(Hr)
80% Volume 1A:	8	8	Satisfied
80% Volume 1B:	2	8	Not satisfied
60% Volume 1A:	8	8	Satisfied
60% Volume 1B:	9	8	Satisfied

The Manual on Uniform Traffic Control Devices (MUTCD) does not give explicit removal thresholds, however, the standard for keeping existing signals in place in other states, like Minnesota, is to keep a signal in place if 80% of the volume requirements are met and to only remove an existing signal if less than 60% of the volume requirements are satisfied.

This signal on US 6 meets both 80% and 60% of warrant 1, was permitted by the Iowa DOT when installed, and will continue to provide mobility for this highway and the surrounding community, therefore, enhancements to improve safety and support efficient operations are needed.

Proposed Project

The safety improvements requested for the TSIP Traffic Control Devices grant focus on improvements to safety by increasing signal visibility, improving the pedestrian crossing experience, and improving unnecessary stopping. The proposed safety enhancements are:

US 6/W 8th Street:

- New camera detection (requires controller and cabinet upgrade)
- Pedestrian push buttons
- Pedestrian countdown heads
- Reflective yellow back plates for better visibility

These changes will address the rear-end and broadside crashes occurring at the intersection. FHWA's Low-Cost Safety Enhancements for Signalized Intersections states that rear-end crashes at signalized intersections, often result from unexpected stops or poor visibility. Improvements in signal visibility can reduce these crashes significantly. Enhanced detection can help reduce the likelihood of broadside crashes by improving intersection control. New camera detection will also support the Newton Police Department by allowing real-time monitoring, which can be used to aid in incident investigations

Adding a 3" yellow retroreflective sheeting to signal backplates has a crash reduction factor (CRF)=5; therefore, a decrease in crashes of 5% is anticipated. Installing pedestrian countdown heads and pushbuttons has a CRF=15; therefore, a decrease in crashes of 15% is anticipated. The proposed enhancements also align with the Comprehensive Safety Action Plan for Central Iowa Regional Transportation Planning Alliance (CIRPTA) recommendations for the US 6 corridor.

City of Newton Newton Hwy 6 Signal Safety Enhancements Preliminary Cost Breakdown

Line				
No.	Description	Unit Price	Quantity	Total Price
1	TS2 Cabinet with Assembly	\$19,300.00	1	\$ 19,300.00
2	ATC Controller and Monitor	\$ 8,200.00	1	\$ 8,200.00
3	No Traffic Camera Detection Complete System	\$ 28,952.00	1	\$ 28,952.00
4	Pedestrian Countdown Heads	\$ 372.00	8	\$ 2,976.00
5	Signal-Mounted APS Pedestrian Push Button	\$ 1,937.75	4	\$ 7,751.00
6	Pedestrian Pedestal Pole	\$21,000.00	1	\$ 21,000.00
7	Reflective Yellow Backplates (Mount to Existing Signals)	\$ 242.60	10	\$ 2,426.00
		-		
	ESTIMATED TOTAL COST FOR EQUIPMEN	Т		\$ 90,605.00
	20% CONTINGENC	Υ		\$ 18,000.00
	TOTAL COS	Т		\$ 109,000.00

City of Newton

Highway 6 Signalized Intersection Safety Improvements

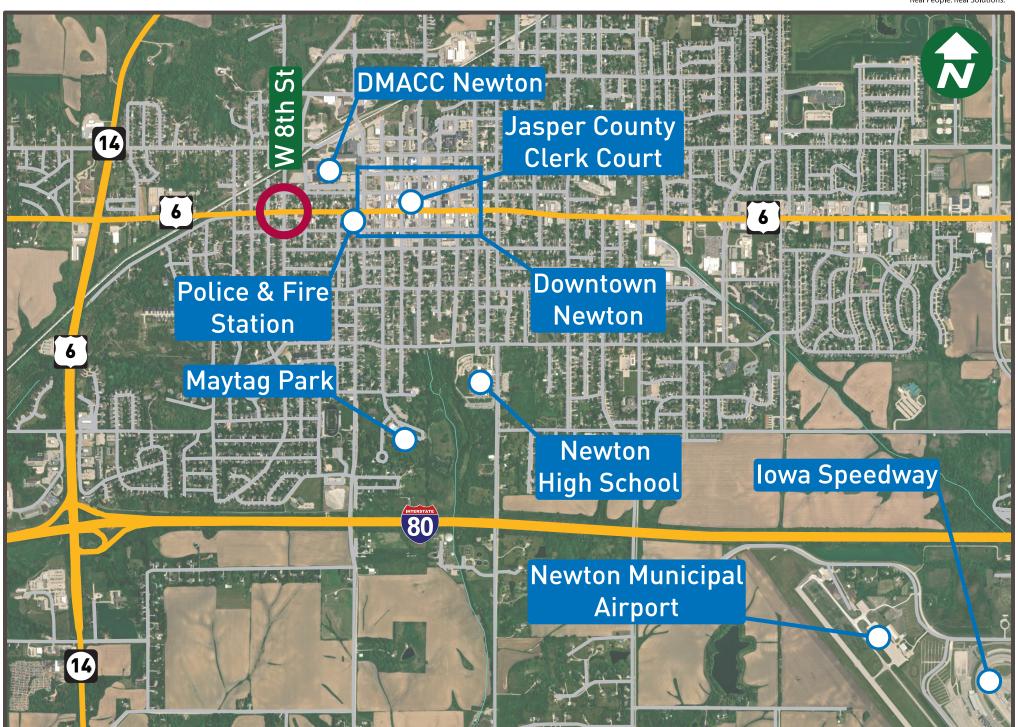
Time Schedule

		2025				2026											
Month	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
TSIP Applications Reviewed																	
TSIP Awards Announced																	
TSIP Funding Agreement Approved																	
Funds Available																	
Equipment Ordered/Installed																	
Project Complete																·	

BOLTON & MENK



City of Newton



US 6 (1st Avenue W) & W 8th Street Intersection

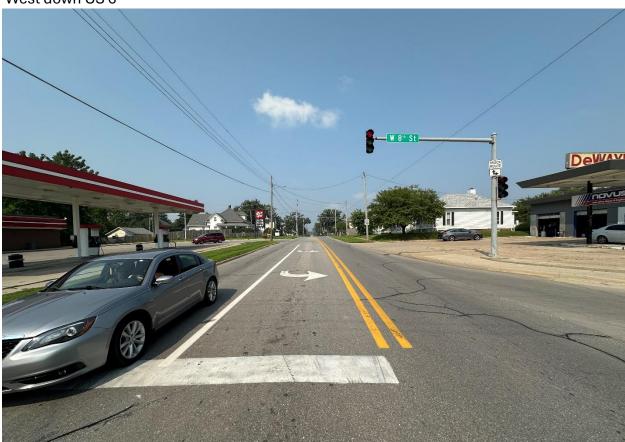




Eastbound on US 6



West down US 6



Westbound on US 6



East down US 6



Northbound on W 8th Street



South down W 8th Street



Southbound on W 8th Street



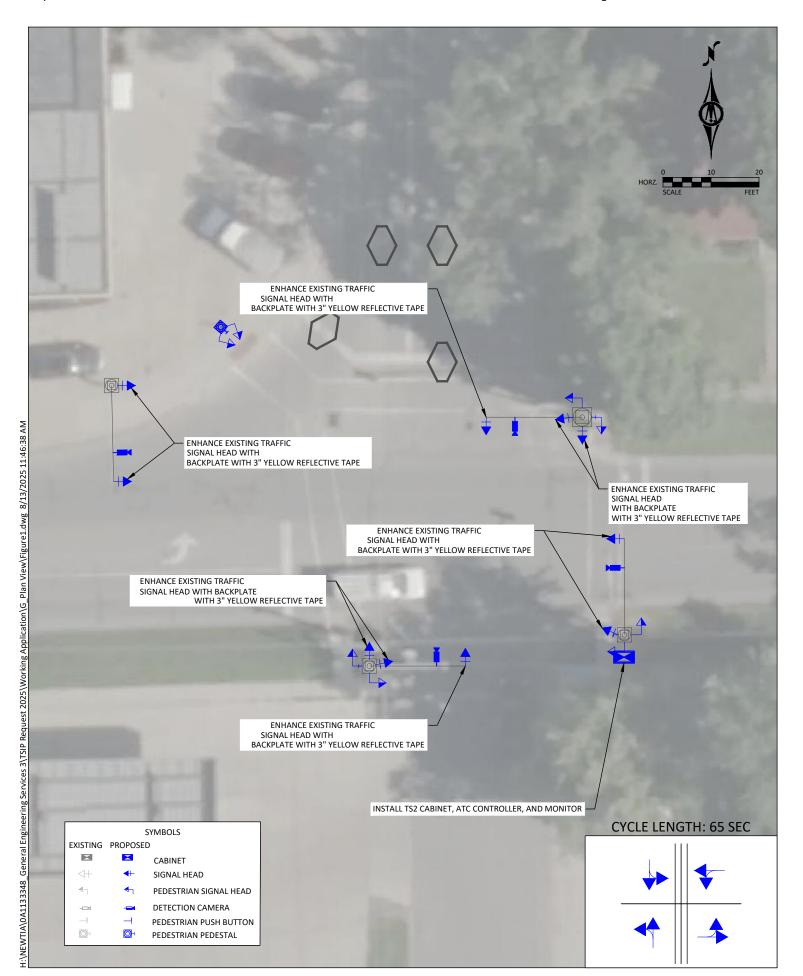
North down W 8th Street



City of Newton

August 2025





Vehicle Type: All Vehicles

Station Number: 50331345099

Count Date: Thursday, June 02, 2022

County: Jasper

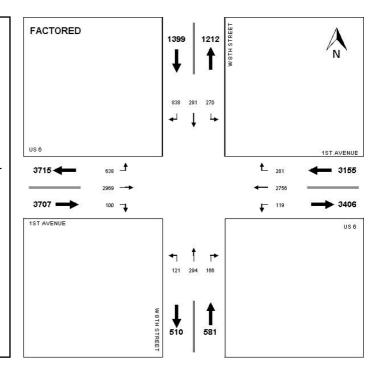
Location Description: US 6/1ST AVE & W 8TH ST

Volume Factor: 1.763

Pass Class Factor: 1.819

SU Class Factor: 1.463

Combo Class Factor: 1.434



Raw Data	а	North		East			South			West			
All Vehicle	es	L	Т	R	L	Т	R	L	Т	R	L	Т	R
2022-06-02	07:00	12	13	37	7	153	11	9	19	11	74	207	7
	08:00	16	21	48	7	160	18	7	16	12	51	205	6
	11:00	24	19	65	8	208	23	4	25	17	39	209	3
	12:00	21	23	69	14	256	19	13	16	20	38	209	6
	15:00	20	24	65	11	229	24	13	25	14	45	252	9
	16:00	24	38	96	9	266	28	10	27	11	53	305	13
	17:00	32	23	87	10	253	33	11	34	8	55	254	11
	Total	149	161	467	66	1525	156	67	162	93	355	1641	55

Created 08/01/2023 1:52 PM TM01: Page 1 of 4

Vehicle Type: Passenger

Station Number: 50331345099

Count Date: Thursday, June 02, 2022

County: Jasper

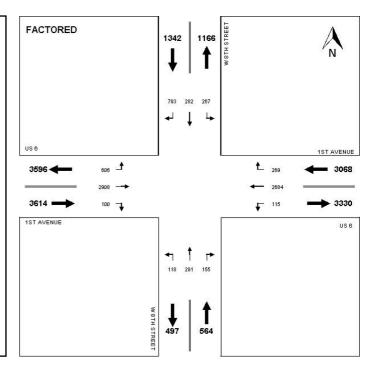
Location Description: US 6/ 1ST AVE & W 8TH ST

Volume Factor: 1.763

Pass Class Factor: 1.819

SU Class Factor: 1.463

Combo Class Factor: 1.434



Raw Data	а	North		East			South			West			
Passenge	er	L	Т	R	L	Т	R	L	Т	R	L	Т	R
2022-06-02	07:00	12	12	37	7	149	9	9	19	10	73	199	7
	08:00	16	20	46	7	151	18	7	16	12	47	199	6
	11:00	24	17	59	8	199	22	4	25	16	36	203	3
	12:00	21	22	63	13	248	19	11	16	17	33	205	6
	15:00	19	24	60	10	224	22	13	23	12	44	246	9
	16:00	23	37	90	8	258	26	10	27	11	50	299	13
	17:00	32	23	81	10	247	32	11	34	7	50	248	11
	Total	147	155	436	63	1476	148	65	160	85	333	1599	55

Created 08/01/2023 1:52 PM TM01: Page 2 of 4

Vehicle Type: Single-Unit

Station Number: 50331345099

Count Date: Thursday, June 02, 2022

County: Jasper

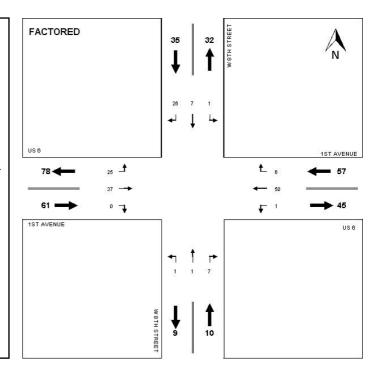
Location Description: US 6/ 1ST AVE & W 8TH ST

Volume Factor: 1.763

Pass Class Factor: 1.819

SU Class Factor: 1.463

Combo Class Factor: 1.434



Raw Data	а	North			East			South			West			
Single-Ur	nit	L	Т	R	L	Т	R	L	Т	R	L	Т	R	
2022-06-02	07:00	0	1	0	0	2	2	0	0	1	1	6	0	
	08:00	0	1	2	0	6	0	0	0	0	3	4	0	
	11:00	0	1	4	0	5	0	0	0	0	3	2	0	
	12:00	0	1	3	0	6	0	1	0	2	4	1	0	
	15:00	0	0	3	1	4	1	0	1	1	1	3	0	
	16:00	1	1	4	0	5	0	0	0	0	3	5	0	
	17:00	0	0	2	0	6	1	0	0	1	2	4	0	
	Total	1	5	18	1	34	4	1	1	5	17	25	0	

Created 08/01/2023 1:52 PM TM01: Page 3 of 4

Vehicle Type: Combo-Unit

Station Number: 50331345099

Count Date: Thursday, June 02, 2022

County: Jasper

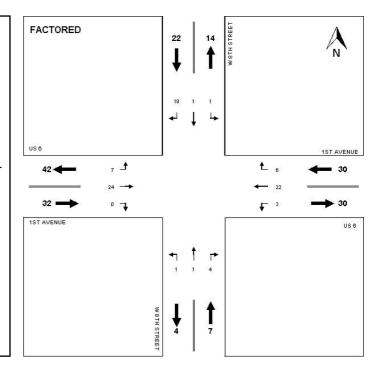
Location Description: US 6/ 1ST AVE & W 8TH ST

Volume Factor: 1.763

Pass Class Factor: 1.819

SU Class Factor: 1.463

Combo Class Factor: 1.434



Raw Data	а	North			East			South			West			
Combo-U	nit	L	Т	R	L	Т	R	L	Т	R	L	Т	R	
2022-06-02	07:00	0	0	0	0	2	0	0	0	0	0	2	0	
	08:00	0	0	0	0	3	0	0	0	0	1	2	0	
	11:00	0	1	2	0	4	1	0	0	1	0	4	0	
	12:00	0	0	3	1	2	0	1	0	1	1	3	0	
	15:00	1	0	2	0	1	1	0	1	1	0	3	0	
	16:00	0	0	2	1	3	2	0	0	0	0	1	0	
	17:00	0	0	4	0	0	0	0	0	0	3	2	0	
	Total	1	1	13	2	15	4	1	1	3	5	17	0	

Created 08/01/2023 1:52 PM TM01: Page 4 of 4



Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL	INFORMA	ATION			DATE: _	Fel	o 12, 2025	5	
Location /	/ Title of	Project	INTERSECT STREET OE REPLACEM	SOLE	_		_	IMNER	
Applicant	<u>C</u>	ity of Wate	erloo						
Contact P	erson _	Tina Sch	ellhorn		Title	Associa	te Traffic l	Enginee	<u>r</u>
Complete	Mailing	Address	625 Glenwo	od St					
			Waterloo, IA	50703	}				
Phone	319-29	1-4440		E-Mail	Tina.sch	ellhorn@	waterloo-i	a.org	
fill in the	informa	highway a tion belov	authority is in v (use additio	nal sh	eets if ned	cessary).		cate and	d
Contact P									
Complete	- Mailing								
·	J								
Phone			E	E-Mail					
		a Code) ETE THE I	FOLLOWING	•					
PLEASE Funding Total Sat Total Pro	COMPL Amount fety Cos oject Cos	ETE THE - 		PROJE \$					
Funding Total Sar Total Pro Safety F Additiona Project I lowa Project	Amount fety Cospect Co	ETE THE I		\$	120,000 120,000 120,000 ailable): from Coun ehensive trancept	ty/City's <u>L</u> ansportation	ocal Road on safety p	 <u>Safety P</u> lan R-Severe)	<u>lan</u>) from
Funding Total Sar Total Pro Safety F Additiona Project I lowa Project	Amount fety Cospect Co	ETE THE Interest of the state o	FOLLOWING S) or "Risk Score Plan or similar similar analysis ment with High	\$	120,000 120,000 120,000 ailable): from Coun ehensive trancept fum PCR Leweb-based	ty/City's <u>L</u> ansportation	ocal Road on safety p -All or PCR	 <u>Safety P</u> lan R-Severe)	<u>lan</u>) from
PLEASE Funding Total Sai Total Pro Safety F Additiona Project Iowa Project the Iowa	Amount fety Cost oject Cost informated SS4A SECT INTERESTRATED TO POSECTION ID S67890)	ETE THE t t st equested Safety Doo ation sheet(safety Action AP Study or ction or segmential for C Potent	FOLLOWING s) or "Risk Score n Plan or similar similar analysis ment with High rash Reduction	\$	120,000 120,000 120,000 ailable): from Councehensive trancept ium PCR Leweb-based	ty/City's <u>L</u> ansportation	ocal Road on safety p -All or PCR	 <u>Safety P</u> lan R-Severe)	<u>lan</u>) from

APPLICATION CERTIFICATION FOR PUBLIC AGENCY

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating public agency(ies). I understand the attached resolution(s), where applicable, binds the participating public agency(ies) to assume responsibility for any additional funds, if required, to complete the project. In addition, the participating public agency(ies) agrees to maintain any new or improved public streets or roadways for a minimum of five years.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Represent	ting the City of Waterloo			
Signed:	Quentin Hart	SIGNED	8/5/2024	
C	Signature		Date Signed	
	Quentin Hart			
	Printed Name			
Attest:	Nancy Higby	DIGITALLY	8/5/2024	
	Signature		Date Signed	
	Nancy Higby			
	Printed Name			

Prepared by LeAnn M. Even, Deputy City Clerk, City of Waterloo, 715 Mulberry Street, Waterloo, IA 50703, (319) 291-4323.

RESOLUTION NO. 2024-448

RESOLUTION APPROVING SUBMISSION OF AN IOWA DOT TRAFFIC SAFETY GRANT APPLICATION, IN THE AMOUNT OF \$120,000.00, FOR THE INTERSECTION OF MOBILE STREET AND SUMNER STREET OBSOLETE SIGNAL REPLACEMENT PROJECT, AND COMMITTING TO IMPLEMENTING AND MAINTAINING THE SIGNALS FOR THE LIFE OF THE PROJECT.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WATERLOO, IOWA, that submission of the Traffic Safety Improvement Grant application from the Iowa Department of Transportation, in the amount of \$120,000.00, for the Intersection of Mobile Street and Sumner Street Obsolete Signal Replacement Project, and committing to implementing and maintaining the signals for the life of the project, is hereby approved.

PASSED AND ADOPTED this 5th day of August 2024.

Quentin Hart Signed Quentin Hart, Mayor

ATTEST:

Nancy Highy
Nancy Higby, Deputy City Clerk

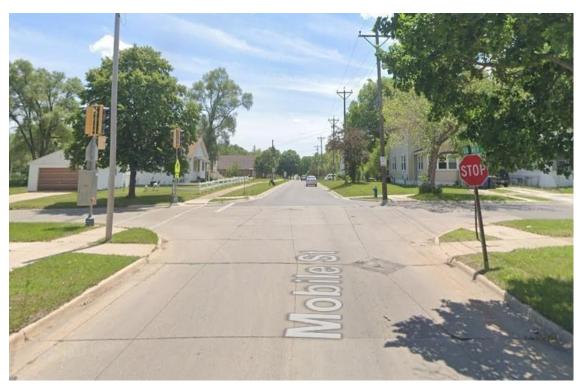
SEAL



INTERSECTION OF MOBILE STREET AND SUMNER STREET OBSOLETE SCHOOL SIGNAL REPLACEMENT

The intersection of Mobile Street and Sumner Street has an obsolete non-standard school crossing installation for Walter Cunningham School of Excellence. There is a mix of stop signs and traffic signals. There is a pedestrian actuated signalized crosswalk resting on green controlling Sumner Street while Mobile Street is stop sign controlled. Mobile Street is a collector street and Sumner Street islocal. Both have posted speed limits of 25 m.p.h. This proposal is for replacing the existing non-compliant method of control with an upgraded signalized intersection.

The mix of stop sign and signal control has traffic safety implications due to potential conflicting messages it can give to the drivers. Confusion can take place during red and signal change interval. During green the main line drivers do not expect a side street vehicle to turn in front of them, but a stop sign driver might use an acceptable gap to make a turn. 2023 MUTCD Section 4C.06 Part 06-A indicates that if pedestrian signalized crossing is installed at an intersection it should also control the minor-street and should be traffic actuated. MUTCD Section 2B.06 Part 8 states stop signs shall not be used in conjunction with any traffic control signal operation. Mobile Street has stop signs and Sumner Street has solid green signal which turns into solid yellow and then solid red when the push button is activated.



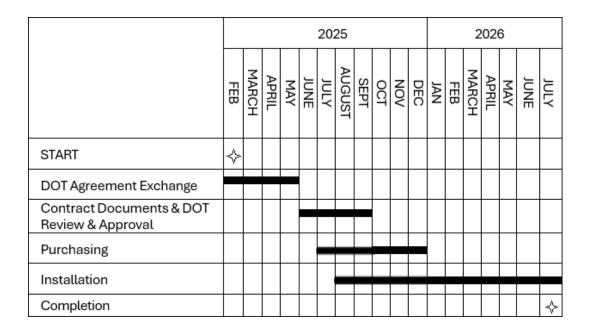
Sumner Street at Mobile Street looking South- Mix of Stop Signs and RYG Signals

To upgrade and update the traffic control our proposal is to replace the mix of stop signs and signals with a fully actuated signal control. The installation will eliminate confusion and align the intersection with MUTCD standards.

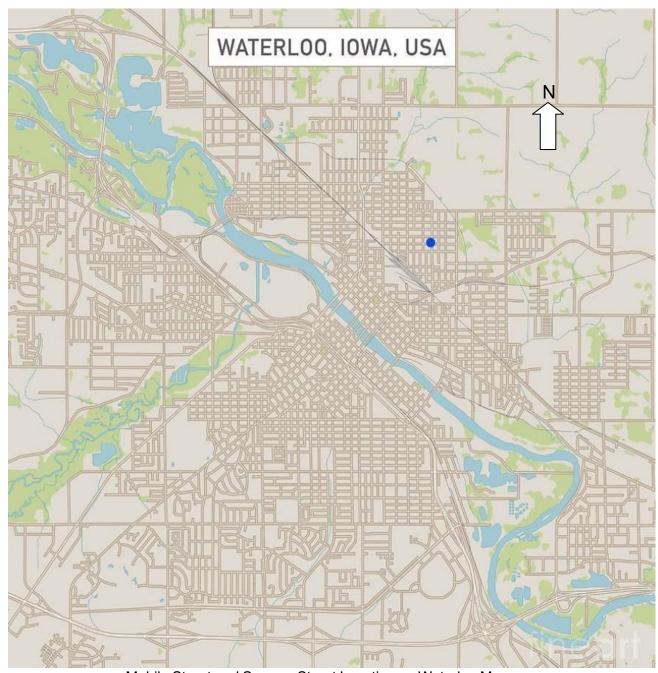
C. ITEMIZED BREAKDOWN OF COST

No.	Item Description	Quantity	Units	Unit Price	Total Item Price	
1	Traffic signal poles	4	Ea	\$ 9,000	\$ 36,000	
2	Signal head 3 section, complete with hardware	12	Ea	\$ 1,000	\$ 12,000	
3	Push buttons and signs	8	Ea	\$ 300	\$ 2,400	
4	Pedestrian signal head	8	Ea	\$ 600	\$ 4,800	
5	Traffic signal cabinet complete with controller	1	Ea	\$ 20,000	\$ 20,000	
6	Concrete bases for poles	4	Ea	\$ 1,000	\$ 4,000	
7	Concrete base for cabinet	1	Ea	\$ 500	\$ 500	
8	Conduit and wiring	1	Ls	\$ 2,500	\$ 2,500	
9	Boring conduit under road, outsourced	150	Ft	\$ 15	\$ 2,250	
10	Detection system	1	Ea	\$ 25,000	\$ 25,000	
11	Connection to network	1	Ls	\$ 6,000	\$ 6,000	
12	Contingency	1	Ls	\$ 5,000	\$ 5,000	
Tota	\$ 120,450					
Tota	\$ 120,450					

D. TIME SCHEDULE

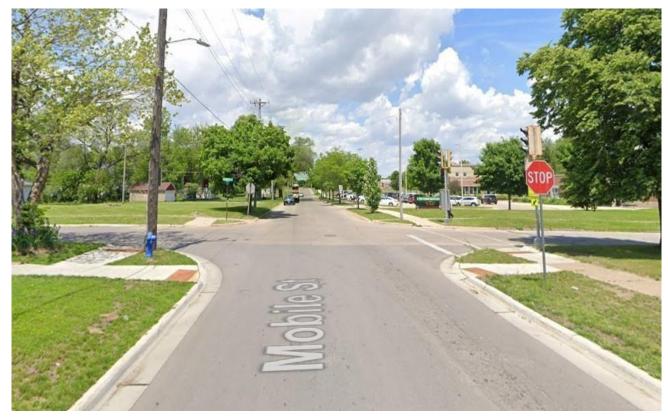


E. MAP OF LOCATION



Mobile Street and Sumner Street Location on Waterloo Map

F. COLOR PICTURES



Northbound Approach



Southbound Approach



Westbound Approach

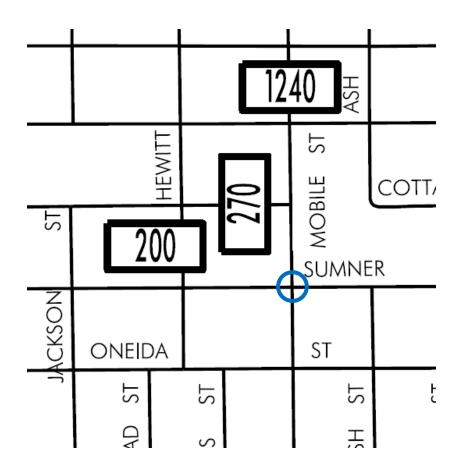


Eastbound Approach

NEW DETECTION AREA

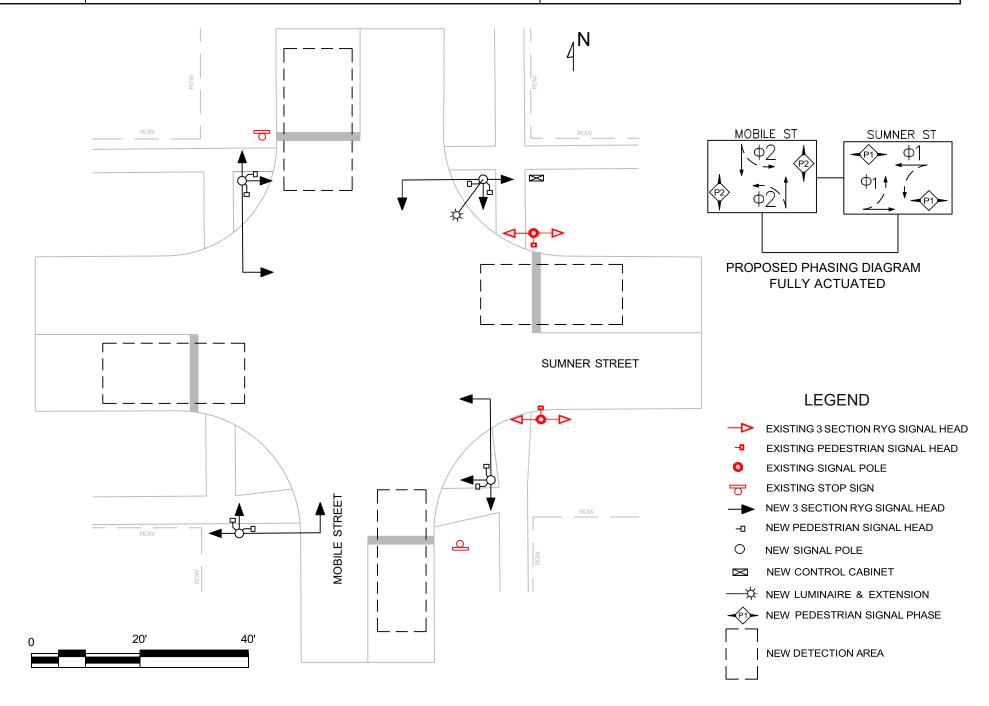
08/13/2024 CITY OF WATERLOO, IOWA INTERSETION OF MOBILE ST AND SUMNER ST MOBILE ST SUMNER ST \boxtimes PROPOSED PHASING DIAGRAM **FULLY ACTUATED** SUMNER STREET **LEGEND** EXISTING 3 SECTION RYG SIGNAL HEAD EXISTING PEDESTRIAN SIGNAL HEAD **EXISTING SIGNAL POLE EXISTING STOP SIGN** MOBILE STREET NEW 3 SECTION RYG SIGNAL HEAD NEW PEDESTRIAN SIGNAL HEAD മ 0 **NEW SIGNAL POLE** NEW CONTROL CABINET ☆ NEW LUMINAIRE & EXTENSION NEW PEDESTRIAN SIGNAL PHASE 20' 40'

Iowa DOT 2021 Data



08/13/2024 CITY OF WATERLOO, IOWA

INTERSETION OF MOBILE ST AND SUMNER ST





Application for SITE-SPECIFIC TSIP FUNDS

GENERAL INFORMATION

DATE: Feb 12, 2025

Location / Title of Project		SYSTEMIC RED TRAFFIC SIGNAL FACE PROTECTION AGAINST SNOW					
Applicant City of Waterloo							
Contact Person Tina Schellhorn Title _Associate Traffic Engineer							r
Complete Mailing Add	dress	625 Glenwood St	141				40
	£-	Waterloo, IA 50703	5				
Phone _(319)291-	4440	E-Mail	Tina.schel	lhorn@wa	aterloo-ia.d	org	
(Area Code) If more than one hig fill in the informatio					ease indi	cate and	Í
Co-Applicant(s)							<u></u>
Contact Person			Title				
Complete Mailing Address							
	_						
Phone		E-Mail _					
(Area Co		OLLOWING DDO IE	CT INEOD	MATION	1-0		
FELASE COMFEET		OLLOWING PROJE	CTINFOR		1-13		
Funding Amount Total Safety Cost		\$	242,450.	00			
Total Project Cost			242,450.			_	
Safety Funds Requested		\$ \$	221,250.00				
☐ FHWA SS4A <u>Safe</u> ☐ lowa DOT <u>TEAP S</u> ☐ Project intersectio	n sheet(s) ety Action Study or s n or segm	umentation (when ava or "Risk Score">50% Plan or similar compre similar analysis and cor nent with High or Mediu ash Reduction (PCR) w	from County hensive traincept um <u>PCR Lev</u>	nsportations	on safety p	lan R-Severe)	from
the remarkable relations		al for Crash Reduct					
Intersection ID (1234567890) or Segment ID (1234)		Intersection or Segme	nt	PCR Level High	PCR Level Medium	PCR- All value	PCR- Severe value

APPLICATION CERTIFICATION FOR PUBLIC AGENCY

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating public agency(ies). I understand the attached resolution(s), where applicable, binds the participating public agency(ies) to assume responsibility for any additional funds, if required, to complete the project. In addition, the participating public agency(ies) agrees to maintain any new or improved public streets or roadways for a minimum of five years.

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Representi	ing the City of Wate	rloo		
Ciara a de	Quentin Hart	DIGITALLY SIGNED	8/5/2024	
Signed:	Signature	<u> </u>	Date Signed	
	Quentin Hart Printed Name			
Attest:	Nancy Higby Signature	DIGITALLY	8/5/2024 Date Signed	
	Nancy Higby Printed Name			

Prepared by LeAnn M. Even, Deputy City Clerk, City of Waterloo, 715 Mulberry Street, Waterloo, IA 50703, (319) 291-4323.

RESOLUTION NO. 2024-446

RESOLUTION APPROVING SUBMISSION OF AN IOWA DOT TRAFFIC SAFETY IMPROVEMENT PROGRAM GRANT APPLICATION, IN THE AMOUNT OF \$221,250.00, FOR SYSTEMIC RED TRAFFIC SIGNAL FACE PROTECTION AGAINST SNOW, AND COMMITTING TO IMPLEMENT AND MAINTAIN THE IMPROVEMENTS FOR THE LIFE OF THE PROJECT.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WATERLOO, IOWA, that submission of the Traffic Safety Improvement Grant application from the Iowa Department of Transportation, in the amount of \$221,250.00, for Systemic Red Traffic Signal Face Protection Against Snow, and committing to implement and maintain the improvements for the life of the project, is hereby approved.

PASSED AND ADOPTED this 5th day of August 2024.



ATTEST:

Nancy Higby City Clerk

Nancy Higby, Deputy City Clerk

SEAL



Part B. Narrative

SYSTEMIC RED TRAFFIC SIGNAL FACE PROTECTION AGAINST ICE AND SNOW

The City of Waterloo is applying for Traffic Safety Improvement Program (TSIP) funds to be used for a citywide systemic traffic safety improvement by protecting view of red traffic signal indications during some snowstorm events. The frequency of "sticky ice and snow" events have increased recently as we have been experiencing more frequent extreme weather conditions.

PROBLEM: When the red signal face is covered by snow it creates a hazardous situation and risk of severe crashes. The danger is magnified during snow event as part of driver's driving task is concentration on navigating slippery road under already inadvertent driving conditions. Staff who attempt to clean the signal heads during the storm face the danger of being hit by traffic; they have experienced many close calls. In the past incandescent light bulbs generated enough heat to melt snow and ice. With the switch to LED, snow and ice stick to the signal faces under certain conditions. This blocks the view of drivers and creates an unsafe condition. Waterloo experienced a fatal crash last winter attributed to such condition. The 2023 Manual on Uniform Traffic Control Devices (MUTCD) includes requirements for traffic signal visibility. These requirements ensure that traffic signals are clearly visible to all road users under various conditions. Section 4D.06 and E.01 provide guidelines on the visibility and visibility distance based on approach speeds and other factors. However, in a "sticky snow" event either the faces are either completely covered or partially covered to the extend that they do not hider visibility of the signals.

EXISTING CONDITIONS: Currently traffic signals are vulnerable to being covered by snow and ice, which presents a hazardous circumstance for drivers in the winter. In January of 2024, at the start of a snowstorm traffic lights being obscured by snow caused a driver to run a red light. The ensuing collision killed the passenger of the car that had run the red light and injured both drivers. Responders at the scene noted that the traffic signal face view had been fully obstructed, and the red light was not visible. The incident took place at the intersection of Airport Boulevard and Broadway Street.

Another safety concern is staff safety. When sticky ice and snow covers signal faces, City staff starts cleaning the heads as soon as they are made aware of it. They stand on the street using a long-handle device. This activity takes place under conditions that put staff at risk. Sometimes staff have to climb up 20 feet to scrape the ice. When staff are in the air or on the ground in traffic, they risk being hit particularly in a snowstorm. Manual clearing takes time and leaves drivers exposed to danger. The City has been experiencing an increased frequency of sticky snow instances which might be related to overall change in weather conditions.

PROPOSED SOLUTION: Protecting at least 1 red signal head on each through movement approach can help the situation. This project aims to keep at least 1 red indication from being completely covered by snow and ice. Left turns must yield to

oncoming traffic when the signal indication for left turns is not visible; this presents a lower risk since left turns are required to yield to opposing traffic.

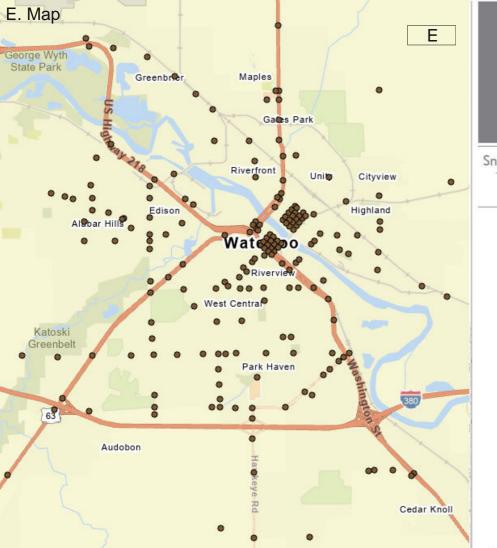
SAFETY JUSTIFICATION: Reducing or eliminating the accumulation of snow and ice on the red signal face enhances visibility of signal indication during inclement weather. By focusing protection on the red signal indication, the city ensures the visibility of the most critical light for drivers in a cost-effective manner. It also improves staff safety.

The systemic benefit of this approach is immediate. Visibility will not depend on when staff reach each location. Addressing the problem proactively avoids the possible hazards associated with delays. Delays are caused by notifying the city, organizing cleaning activities, and cleaning the signal heads, which could take up to two days. Once the proposed project is implemented staff activities can be scheduled during less hazardous hours, improving safety for both the public and the staff. This systemic improvement will enhance the safety of motorists, pedestrians, and staff during winter storms when visibility is crucial.

Item	Description	Quantity	Units	Unit Price	Total
1	Signal Face Snow protection	650	EA	\$325	211,250
2	Installation*	1	LS	\$25,000	By City
Subtotal \$21			\$211,250		
5% Cont	5% Contingency Added \$10,000				\$10,000
Total Gra	Total Grant Requested \$221,250				
Installation City Share \$21,200				\$21,200	
Total Safety Related \$242,450				\$242,450	

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Jan 2025 - June 2025	Agreement Exchange with Iowa DOT
July 2025 - September 2025	Procurement
October 2025 - November 2025	Installation
April 2026 – June 2026	Installation Continued
July 2026	Project Completion





Snow Protection Map TSIP Application Waterloo, lowa

Legend

Intersection with Signal







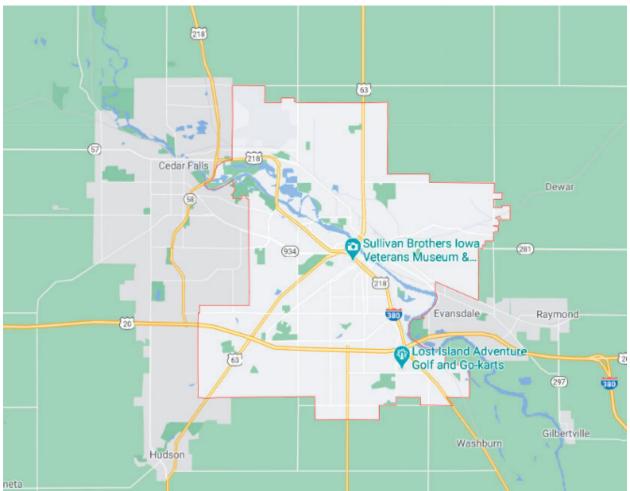


Airport Blvd./Broadway St. heading southbound



LaPorte Rd./E San Marnan Dr. heading southwest

G. Plan View - Citywide Deployment



City limits of Waterloo

H. Aerial Photography -- N/A The Entire City

I. ICAAT (All Snow Crashes, Not Used in B/C Analysis. See the Next Page)



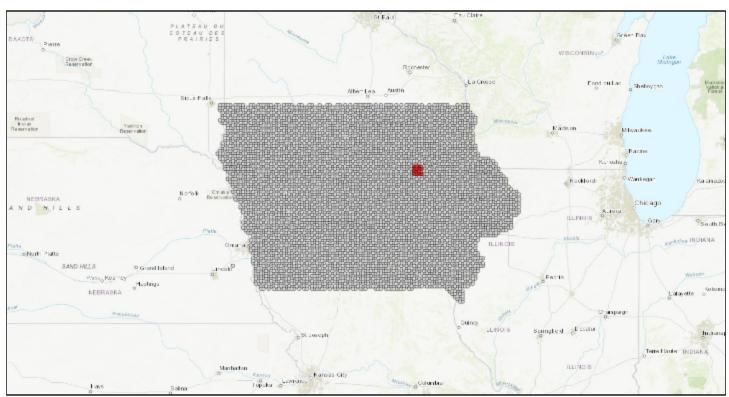
Iowa Crash Analysis Tool Quick Report 2019-2023

Crash Severity	788
Fatal Crash	1
Suspected Serious Injury Crash	3
Suspected Minor Injury Crash	40
Possible/Unknown Injury Crash	154
Property Damage Only	590

Injury Status Summary	370
Fatalities	1
Suspected serious/incapacitating	3
Suspected minor/non-incapacitating	44
Possible (complaint of pain/injury)	155
Uninjured	0
Unknown	42
Not Reported	125

Property/Vehicles/Occupants	
Property Damage Total (dollars):	4,636,692.00
Average (per crash dollars):	5,884.13
Total Vehicles:	1,442.00
Average (per crash):	1.83
Total Occupants:	1,830.00
Average (per crash):	2.32

Average Severity	
Fatalities/Fatal Crash:	1.00
Fatalities/Crash:	0.00
Injuries/Crash:	0.26
Major Injuries/Crash:	0.00
Minor Injuries/Crash:	0.06
Possible/Unknown Injuries/Crash:	0.20



08/15/2024 1 of 7

I. ICAAT (Crashes Reported with Signal Visibility) . Used in B/C Analysis



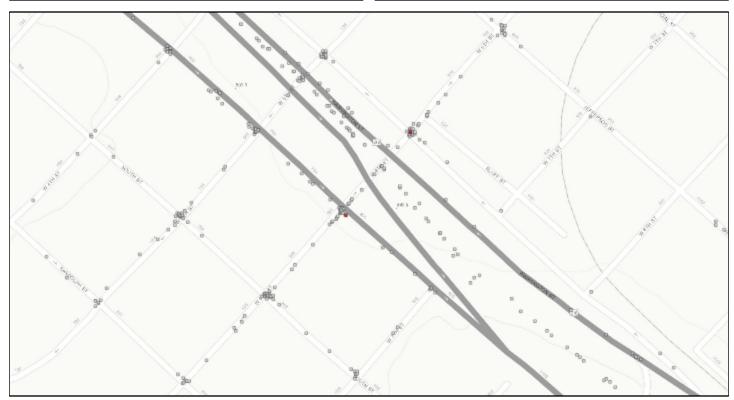
Iowa Crash Analysis Tool Quick Report 2015-2024

Crash Severity	6
Fatal Crash	1
Suspected Serious Injury Crash	0
Suspected Minor Injury Crash	0
Possible/Unknown Injury Crash	2
Property Damage Only	3

Injury Status Summary	5
Fatalities	1
Suspected serious/incapacitating	2
Suspected minor/non-incapacitating	0
Possible (complaint of pain/injury)	2
Uninjured	0
Unknown	0
Not Reported	0

Property/Vehicles/Occupants	
Property Damage Total (dollars):	81,300.00
Average (per crash dollars):	13,550.00
Total Vehicles:	12.00
Average (per crash):	2.00
Total Occupants:	20.00
Average (per crash):	3.33

Average Severity	
Fatalities/Fatal Crash:	1.00
Fatalities/Crash:	0.17
Injuries/Crash:	0.67
Major Injuries/Crash:	0.33
Minor Injuries/Crash:	0.00
Possible/Unknown Injuries/Crash:	0.33



06/05/2024 1 of 7



Major Cause			6
Animal	0	Ran traffic signal	6
Ran stop sign	0	Failed to yield to emergency vehicle	0
FTYROW: At uncontrolled intersection	0	FTYROW: Making right turn on red signal	0
FTYROW: From stop sign	0	FTYROW: From yield sign	0
FTYROW: Making left turn	0	FTYROW: From driveway	0
FTYROW: From parked position	0	FTYROW: To pedestrian	0
FTYROW: Other	0	Drove around RR grade crossing gates	0
Disregarded RR Signal	0	Crossed centerline (undivided)	0
Crossed median (divided)	0	Traveling wrong way or on wrong side of road	0
Aggressive driving/road rage	0	Driving too fast for conditions	0
Exceeded authorized speed	0	Improper or erratic lane changing	0
Operating vehicle in an reckless/erratic/care	0	Followed too close	0
Passing: On wrong side	0	Passing: Where prohibited by signs/markings	0
Passing: With insufficient distance/inadequa	0	Passing: Through/around barrier	0
Passing: Other passing	0	Made improper turn	0
Driver Distraction: Manual operation of an e	0	Driver Distraction: Talking on a hand-held d	0
Driver Distraction: Talking on a hands free	0	Driver Distraction: Adjusting devices (radio	0
Driver Distraction: Other electronic device	0	Driver Distraction: Passenger	0
Driver Distraction: Unrestrained animal	0	Driver Distraction: Reaching for object(s)/f	0
Driver Distraction: Inattentive/lost in thou	0	Driver Distraction: Other interior distracti	0
Driver Distraction: Exterior distraction	0	Ran off road - right	0
Ran off road - straight	0	Ran off road - left	0
Lost control	0	Swerving/Evasive Action	0
Over correcting/over steering	0	Failed to keep in proper lane	0
Failure to signal intentions	0	Traveling on prohibited traffic way	0
Vehicle stopped on railroad tracks	0	Other: Vision obstructed	0
Other: Improper operation	0	Other: Disregarded warning sign	0
Other: Disregarded signs/road markings	0	Other: Illegal off-road driving	0
Downhill runaway	0	Separation of units	0
Towing improperly	0	Cargo/equipment loss or shift	0
Equipment failure	0	Oversized load/vehicle	0
Other: Getting off/out of vehicle	0	Failure to dim lights/have lights on	0
Improper backing	0	Improper starting	0
Illegally parked/unattended	0	Driving less than the posted speed limit	0
Operator inexperience	0	Other	0
Unknown	0	Not reported	0
Other: No improper action	0		

06/05/2024 2 of 7



Time of Day/Day	of Wee	k												
Day of Week	12 AM to 2 AM	2 AM to 4 AM	4 AM to 6 AM	6 AM to 8 AM	8 AM to 10 AM	10 AM to Noon	Noon to 2 PM	2 PM to 4		6 PM to 8 PM	8 PM to 10 PM	10 PM to 12 AM	Not reporte d	Total
Sunday	0	0	0	0	0	0	1	() 0	0	0	0	0	1
Monday	0	0	0	0	0	1	() () 0	1	0	0	0	2
Tuesday	0	0	0	0	0	0	() () 0	0	0	0	0	0
Wednesday	0	0	0	0	0	1	() () 0	0	0	0	0	1
Thursday	0	0	0	0	0	0	() () 0	0	0	0	0	0
Friday	0	0	0	1	1	0	() () 0	0	0	0	0	2
Saturday	0	0	0	0	0	0	() () 0	0	0	0	0	0
Total	0	0	0	1	1	2	1	() 0	1	0	0	0	6

Manner of Crash Collision	6
Non-collision (single vehicle)	0
Head-on (front to front)	0
Rear-end (front to rear)	0
Angle (oncoming left turn)	1
Broadside (front to side)	5
Sideswipe (same direction)	0
Sideswipe (opposite direction)	0
Rear to rear	0
Rear to side	0
Not reported	0
Other	0
Unknown	0

Surface Conditions	6
Dry	3
Wet	1
Ice/frost	0
Snow	1
Slush	1
Mud/dirt	0
Water (standing or moving)	0
Sand	0
Oil	0
Gravel	0
Not reported	0
Other	0
Unknown	0

Fixed Object Struck			12
Bridge overhead structure	0	Bridge pier or support	0
Bridge/bridge rail parapet	0	Curb/island/raised median	0
Ditch	0	Embankment	0
Ground	0	Culvert/pipe opening	0
Guardrail - face	0	Guardrail - end	0
Concrete traffic barrier (median or right sid	0	Other traffic barrier	0
Cable barrier	0	Impact attenuator/crash cushion	0
Utility pole/light support	0	Traffic sign support	0
Traffic signal support	0	Other post/pole/support	0
Fire hydrant	0	Mailbox	0
Tree	0	Landscape/shrubbery	0
Snow bank	0	Fence	0
Wall	0	Building	0
Other fixed object	0	None (no fixed object struck)	12

06/05/2024 3 of 7



Driver Age/Drive	r Gender				
	Net				
Driver Age - 5 year Bins	Female	Male	Not reported	Unknown	Total
< 14	0	0	0	0	0
= 14	0	0	0	0	0
= 15	1	0	0	0	1
= 16	0	0	0	0	0
= 17	0	0	0	0	0
= 18	1	0	0	0	1
= 19	0	0	0	0	0
= 20	0	0	0	0	0
>= 21 and <= 24	0	0	0	0	0
>= 25 and <= 29	0	0	0	0	0
>= 30 and <= 34	0	1	0	0	1
>= 35 and <= 39	0	0	0	0	0
>= 40 and <= 44	0	2	0	0	2
>= 45 and <= 49	0	1	0	0	1
>= 50 and <= 54	0	0	0	0	0
>= 55 and <= 59	2	2	0	0	4
>= 60 and <= 64	0	0	0	0	0
>= 65 and <= 69	0	1	0	0	1
>= 70 and <= 74	0	1	0	0	1
>= 75 and <= 79	0	0	0	0	0
>= 80 and <= 84	0	0	0	0	0
>= 85 and <= 89	0	0	0	0	0
>= 90 and <= 94	0	0	0	0	0
>= 95	0	0	0	0	0
Not reported	0	0	0	0	0
Unknown	0	0	0	0	0
Total	4	8	0	0	12

Drug/Alcohol Related	6
Drug	0
Alcohol (< Statutory)	0
Alcohol (Statutory)	0
Drug and Alcohol (< Statutory)	0
Drug and Alcohol (Statutory)	0
Refused	0
Under Influence of Alcohol/Drugs/Medications	0
None Indicated	6

Alcohol Test Given	12
None	12
Blood	0
Urine	0
Breath	0
Vitreous	0
Refused	0
Not reported	0

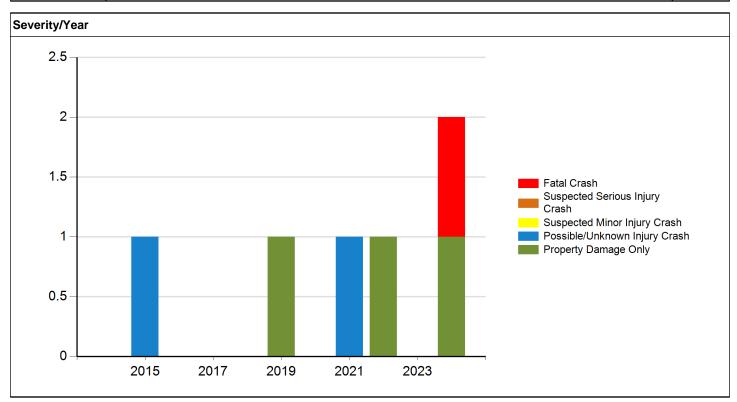
Drug Test Given	12
None	12
Blood	0
Urine	0
Breath	0
Vitreous	0
Refused	0
Not reported	0

Drug Test Result	10
Negative	0
Cannabis	0
Central Nervous System depressants	0
Central Nervous System stimulants	0
Hallucinogens	0
Inhalants	0
Narcotic Analgesics	0
Dissociative Anesthetic (PCP)	0
Prescription Drug	0
Not reported	10
Other	0

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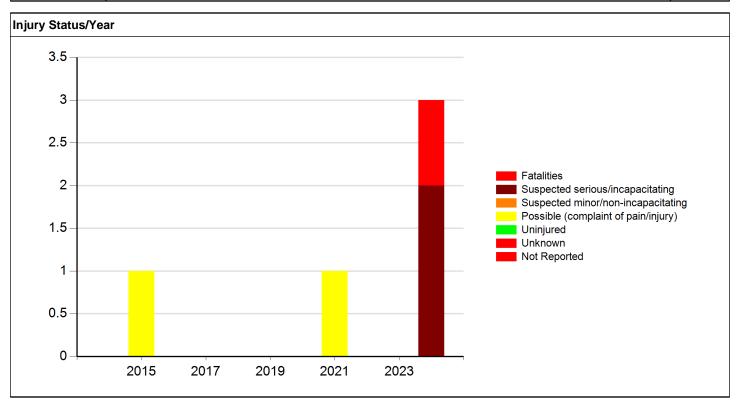
Crash Severity -	Annual					
Crash Year	Fatal Crash	Suspected Serious Injury Crash	Suspected Minor Injury Crash	Possible/Unknown Injury Crash	Property Damage Only	Total
2014	0	0	0	0	0	0
2015	0	0	0	1	0	1
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
2019	0	0	0	0	1	1
2020	0	0	0	0	0	0
2021	0	0	0	1	0	1
2022	0	0	0	0	1	1
2023	0	0	0	0	0	0
2024	1	0	0	0	1	2
Total	1	0	0	2	3	6



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Injury Status - A	nnual							
Crash Year	Fatalities	Suspected serious/incapac itating	Suspected minor/non-incapacitating	Possible (complaint of pain/injury)	Uninjured	Unknown	Not Reported	Total
2014	0	0	0	0	0	0	0	0
2015	0	0	0	1	0	0	0	1
2016	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	1	0	0	0	1
2022	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0
2024	1	2	0	0	0	0	0	3
Total	1	2	0	2	0	0	0	5



06/05/2024 6 of 7





Meeting the following criteria
Jurisdiction: Cities (Waterloo) Year: 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024 Map Selection: No
Filter: Driver Contributing Circumstance (Ran traffic signal); Environmental Contributing Circumstance (Visual obstruction)
Analyst Information

06/05/2024 7 of 7



Method Choice:

CDE Value (0/)

Prepared By: Tina Schellhorn County: Black Hawk Location: Waterloo, IA Date Prepared: 8/15/2024 Systemic Red Traffic Signal Face Protection Against Ice and Snow **Proposed Improvements: Estimated Improvement Cost:** 242,450 Inflation on Crash Costs: 4% 2% **Annual Maintenance:** 4% Discount Rate: (% of Improvement Cost) **Estimated Service Life:** 15 **Annual Maintenance Cost:** 4.849

CRF Method

CRF 1:

The Crash Reduction Factor (CRF) Method applies one to three CRFs to historical crashes to estimate reductions in future crashes. Crash Modification Factors (CMFs) can be converted to CRFs. For additional information, click the "Learn More" button.

CRF 3:

Crash Reduction Factor (CRF) Method

Traffic Growth Factor: 1%

Number of CRFs: 3

Years of Crash History: 5

Combined CRF (Dominant Common Residuals Method)

Iowa DOT's preferred methodology for combining CRFs is Dominant Common Residuals, since it is more conservative than the other options.

Combined CRF

26.2

CRF Value (%)		13.3	9.8	9.9	26.2	
		Rounded	Crash History	CRF (from	Crash History -	Crashes Saved
Crash Severity	So	cietal Costs	(Total):	above)	Annual Avg	Annually
Fatal (K)	\$	4,200,000	1	26.2	0.20	0.05
Serious Injury (A)	\$	4,200,000	2	26.2	0.40	0.10
Minor Injury (B)	\$	280,000		26.2	0.00	0.00
Possible/Unknown Injury (C)	\$	130,000	2	26.2	0.40	0.10
Property Damage Only (O)	\$	20,000	3	26.2	0.60	0.16

CRF 2:

Crash Severity Annual Societal Benefit

 Fatal (K)
 \$ 219,913

 Serious Injury (A)
 \$ 439,827

 Minor Injury (B)
 \$

 Possible/Unknown Injury (C)
 \$ 13,614

 Property Damage Only (O)
 \$ 3,142

Total Benefits and Costs

Benefit Cost Ratio	27.04		inues on n	
Present Value Net Return	\$ 7,716,844			
Present Value Benefits (Societal Benefits)	\$ 8,013,208	Present Value Costs (Impl. and Maint. Costs)	\$	296,363
		Implementation Cost Present Value of Maint.	\$ \$	242,450 53,913



County:		

Black Hawk Prepared By: Tina Schellhorn Date Prepared: 8/15/2024 Waterloo, IA Location:

No Input Necessary - No Custom Values In Use

General Customizations

No change to Crash Costs

No change to Discount Rate

No change to Maintenance Costs

Method-Specific Customizations

No change to Traffic Growth Rate

No change to Crash History



Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL INFORMATION	DATE:	7/31/202	5			
Location / Title of Project	Waterloo – Tempo	rary Traffic	: Control I	Device		
Applicant Waterloo Ti	raffic Operations					
Contact PersonTina Sch	ellhorn	Title	Associa	te Traffic l	Enginee	r
Complete Mailing Address	625 Glenwood St.					
	Waterloo, lowa 50	703				
Phone (319)291-4440	E-Mail	Tina.Scl	nellhorn@)waterloo-	ia.org	
(Area Code) If more than one highway fill in the information belo					cate and	b
Co-Applicant(s)						
Contact Person						
Complete Mailing Address						
Phone	E-Mail	,				
(Area Code) PLEASE COMPLETE THE	FOLLOWING PROJ	ECT INFO	RMATION	J -		
	I OLLOWING PROS		KWATO	٠.		
Funding Amount Total Safety Cost	\$	61,075				
Total Project Cost	\$ \$	61,075				
Safety Funds Requested		50,000				
Additional Project Safety Do Project information sheet(FHWA SS4A Safety Action I lowa DOT TEAP Study or Project intersection or secutive lowa DOT Potential for O	s) or "Risk Score">50% n Plan or similar compositions and compositions and compositions and comment with High or Medical series.	from Cour rehensive tr oncept lium <u>PCR L</u>	ansportation	on safety p -All or PCR	lan R-Severe) from
	tial for Crash Reduc		<u> </u>			
Intersection ID (1234567890) or Segment ID (1234)	Intersection or Segm	ent	PCR Level High	PCR Level Medium	PCR- All value	PCR- Severe value

APPLICATION CERTIFICATION FOR PUBLIC AGENCY

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating public agency(ies). I understand the attached resolution(s), where applicable, binds the participating public agency(ies) to assume responsibility for any additional funds, if required, to complete the project. In addition, the participating public agency(ies) agrees to maintain any new or improved public streets or roadways for a minimum of five years.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Represen	iting the City of Waterloo, Iowa	
Signed:	Docusigned by: Auntin Hart	8/4/2025
	Signature Signature	Date Signed
	Quentin Hart Printed Name	
Attest:	Signed by: Kelley Felchle	8/4/2025
	Signature Signature	Date Signed
	Kelley Felchle	
	Printed Name	

Prepared by LeAnn M. Even, Deputy City Clerk, City of Waterloo, 715 Mulberry Street, Waterloo, IA 50703, (319) 291-4323.

RESOLUTION NO. 2025-433

RESOLUTION APPROVING SUBMISSION OF IOWA DOT TRAFFIC SAFETY GRANT APPLICATION IN THE AMOUNT OF \$50,000.00, FOR TEMPORARY TRAFFIC SIGNALS.

WHEREAS, the City of Waterloo is committed to enhancing the safety and efficiency of its transportation infrastructure; and

WHEREAS, temporary traffic signals are deemed necessary to improve safety and manage traffic flow at various critical locations; and

WHEREAS, the Iowa Department of Transportation (DOT) provides Traffic Safety Grants to support municipalities in implementing effective traffic management solutions; and

WHEREAS, the City of Waterloo intends to apply for a grant in the amount of \$50,000.00 from the Iowa DOT specifically for the procurement and installation of temporary traffic signals.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WATERLOO, IOWA,

- 1. That the submission of an Iowa DOT Traffic Safety Grant Application in the amount of \$50,000.00 for the acquisition and deployment of temporary traffic signals is hereby approved.
- 2. That the Public Works Division Manager is hereby authorized to execute and submit the necessary application documents and to take any additional actions required to complete and administer any resulting grant contract.

PASSED AND ADOPTED this 4th day of August 2025.

Docusigned by:

Quentin Hart

Quentin Hart, Mayor

ATTEST:

Kelley Felchle

Kelley Felchle, City Clerk

SEAL



B. Narrative

The City of Waterloo Traffic Operations Division respectfully requests funding through the Traffic Safety Improvement Program (TSIP) to purchase a Portable Traffic Signal System to be used in urban work zones across the city. This purchase will support the City's ability to take on larger street projects by utilizing its new Wirtgen 240i Cold In-Place Recycling machine, Astec-Carlson asphalt paver, and Etnyre emulsion distributor—while also enhancing safety and improving overall efficiency during maintenance and repair operations that require temporary lane closures.

While similar systems are being utilized in rural counties, Waterloo's needs differ significantly due to its urban roadway environment and much higher traffic volumes.

City of Waterloo Roadway System

- 980 lane miles
- High-volume arterial and collector roads with daily traffic often exceeding 10,000 vehicles
- Several multi-lane corridors and signalized intersections
- Dense development requires tighter work zone configurations
- Speed limits typically range from 25 to 45 mph, but with higher pedestrian, cyclist, and transit activity
- Numerous utility, resurfacing, and emergency repair projects each year involving lane reductions or closures
- New ability for larger repairs requiring longer lane closures

Safety and Operational Benefits for Waterloo

- Enhanced visibility and early warning to drivers approaching high-traffic work zones
- Reduced risk to city crews by creating a more clear and controlled traffic path around the work environment
- Improved traffic control during overnight or extended-hour lane closures
- Labor efficiency allowing staff to focus on the work rather than traffic management
- Rapid deployment and relocation across multiple job sites

The City of Waterloo is seeking funding for one Heavy Duty Portable Traffic System, featuring:

- Two units (one master, one secondary) with 15' arm and a MUTCD-compliant traffic signal system
- Solar-powered with long-life, multi-day battery backup
- Mounted on a towable trailer for quick mobility between city projects

This equipment is a proven solution already in use in Iowa counties for rural applications. Waterloo's adoption of the same system for urban work zones will build on that success while addressing the unique challenges of a city environment with higher volume, constrained space, and more frequent maintenance needs.

В

Conclusion

This investment will significantly improve traffic safety and work zone efficiency in Waterloo's urban street network. It will also reduce risk exposure to Street Department staff while improving service to the public. Enhancing their ability to take on larger, more in-depth repairs. The City of Waterloo appreciates consideration for TSIP funding support for this safety-focused improvement.

C. Itemized Breakdown of Costs

Item	Cost
HDPTS	\$58,875
Vehicle Detection System	\$ 2,200
Total Cost	\$61,075
Street Department -City of Waterloo	\$11,075
Grant Request	\$50,000





Waterloo, IA 50704 403 Chestnut St. Waterloo, IA 50703 800.776.5999

Fax: 319.236.1554

Email: sales@omjcsignal.com

omjcsignal.com

Quotation

Quote Number

9553

Quote Date July 23, 2025

Page:

Quoted to:

ATTN: SHIP TO:

City of Waterloo-Traffic Division City of Waterloo-Traffic Division

PH: FAX:

Customer ID Good Thru Payment Terms Sales Rep Name

CWaterloo-Traffic 8/22/25 Net 30 Days JENNIFER K. SHIMP

Quantity	Item	Description	Unit Price	Extension
1.00	HDPTS	ONE PAIR OF POP-UP HEAVY DUTY TRAILERS-15' ARM (ONE MASTER, ONE SECONDARY) W/ WIRELESS TRAFFIC CONTROL AND SOLAR POWER	58,875.00	58,875.(
2.00	VPR-26-OMJC	Vehicle Motion Detector	1,100.00	2,200.0

Freight & handling are in addition to the prices quoted above unless otherwise specified. All parts, materials and components are new unless otherwise specifi OMJC has been in business since July of 1985 to serve you.

Subtota	61,075.00
Sales Ta	
Freight	
Tota	61,075.00

D

D. Time Schedule

TSIP Application Due	8/15/2025
TSIP Award Notification	1/15/2026
TSIP Funding Available	7/1/2026
Place Order	8/1/2026
Delivery and Use	9/15/2026



Pop-Up HD

INTERSECTION CAPABLE

TWO LANE TRAFFIC CONTROL

The Pop-Up HD is capable of signalizing up to two lanes of traffic. The 15' arm is engineered to handle a 5 section left turn signal in the overhead position. With the HD, two 12" ITE approved signals can be quickly deployed into positions mandated by the MUTCD at the mere push of a button. Because the footprint is only 6' wide (the narrowest in the industry), it can fit almost anywhere. The HD features the Intelight 2070 ATC Controller running MAXTIME software. The custom radio system allows communication between OMJC Pop-Up units along with complex phasing ability. The HD comes standard with a 385 watt solar panel (adjustable on 2 axes) and 440-660Ah of AGM batteries.



SIGNAL CAN BE QUICKLY DEPLOYED WITH THE PUSH OF A BUTTON

A TRAFFIC SOLUTION THAT **JUST MAKES SENSE.**





Pop-Up HD

INTERSECTION CAPABLE

Pop-Up HD • STANDARD FEATURES

DEPLOYMENT	
	Vertical Hydraulic with remote pendant
	Horizontal Manual slide out
ARM EXTENSION	
	Adjusts to 15
SIGNAL HEADS	
	3 section overhead
	3 section side of mast
	12" RYG LED's, ITE compliant
	180º rotation
TRAFFIC CONTROL EQUIPMEN	т
	Intelight 2070 ATC with MAXTIME software
	Actuated 8 phase, dual ring, with pedestrian movements
	Encrypted wireless connection between master and secondaries
	EDI real time conflict monitor
CHARGING SOURCE	
	DC MPPT solar charge controller
	AC 120V plug-in charger

SPECIFICATIONS

CHASSIS LENGTH	112.0" (removable hitch adds 56" for 168" total)
CHASSIS WIDTH	72.0" - narrowest in industry
TRAVEL HEIGHT	114.0" w/ solar
STANDARD WEIGHT	3,400lbs.
CLEARANCE (UNDER ARM)	17' (meets MUTCD requirements)
BATTERIES	440-660 Ah of AGM batteries, no-spill, no-maintenance
SOLAR	(1) - 385 watt solar panel, adjustable on 2 axes

Pop-Up HD • ADDITIONAL OPTIONS

DETECTION Microwave Video KNOCKDOWN AVAILABILITY (EMERGENCY POLE REPLACEMENT) ■ Wireless Knockdown Kit (AC to DC from existing infrastructure) ■ Wired Knockdown Kit (AC to DC from existing infrastructure)

SIGNAL CONFIGURATION

1 additional overnead signal (custom LED comigaration	ni avanc
■ 4 section - with all arrows or custom combination	

PREEMPTION

COORDINATION

Audible			
- Ctrobo			

|--|--|

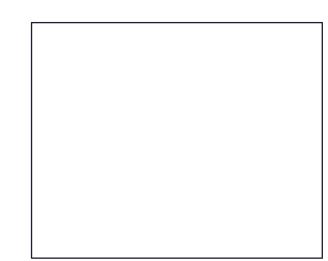
☐ Cellular wireless router (Verizon, AT&T, or Sprint Certified Device)	
--	--

REMOTE MANAGEMENT & ALERTING

WIRELESS MANUAL CONTROL ■ Push button control with long range antenna (pilot car remote)

ADDITIONAL ADD-ONS	
□ Pedestrian signalization	

Auto-start generator for on-board ancillary power ■ Work zone lighting ■ Countdown timer





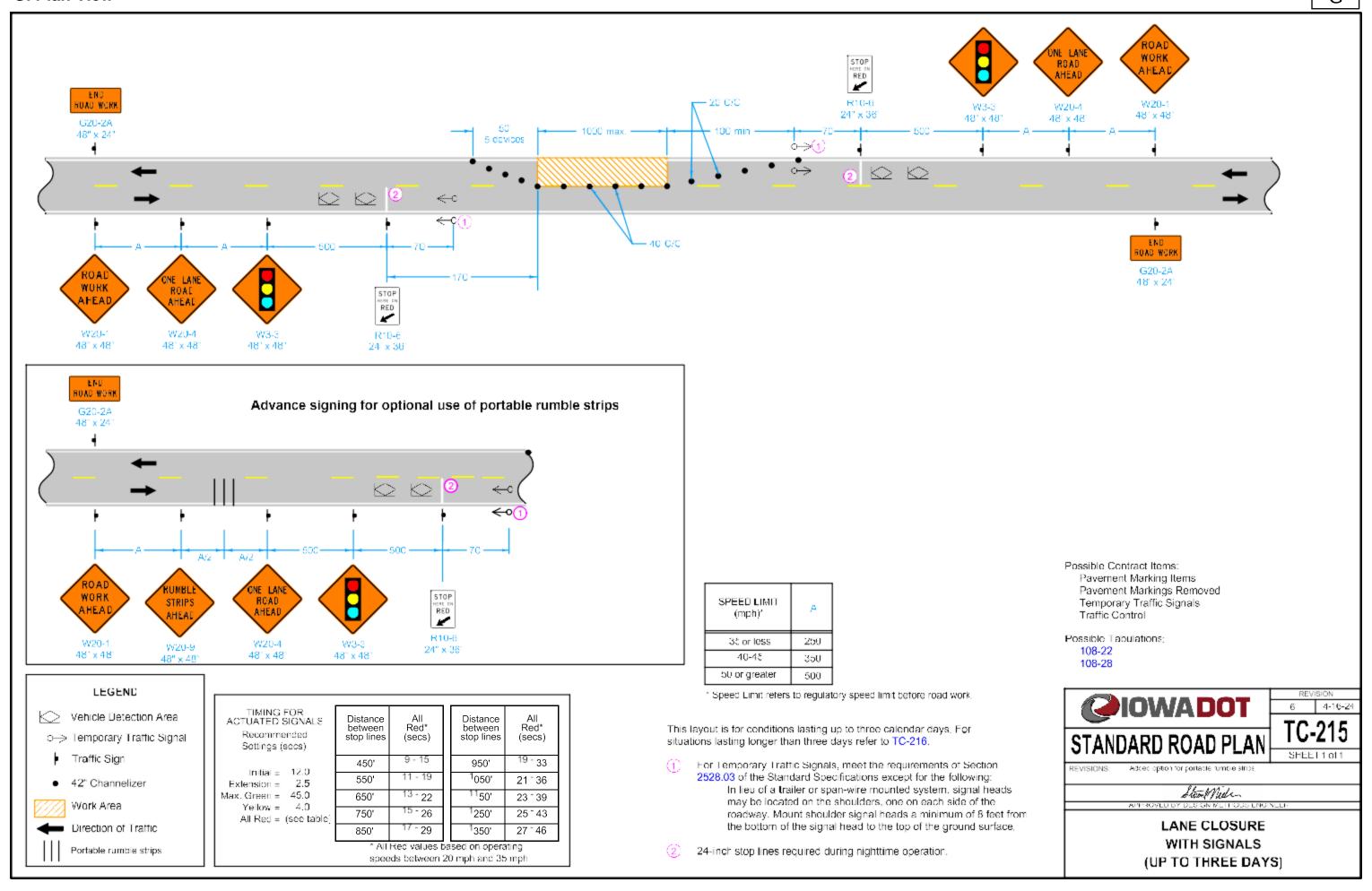




omjcsignal.com 403 Chestnut Street, Waterloo, IA 50703

G. Plan View







Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL INFORMA	ATION			DATE:	August 6	, 2025		
Location / Title of	Project	Trailer hitc	h mou	nted DMS s	sign			
Applicant G	Sary Kretlow	-District 1 Ic	owa De	epartment C				
Contact Person _	Gary Kret	low		Title	District '	1 Traffic T	ech	
Complete Mailing	Address	1020 S. 4 th	Stree	t Ames, IA	50010			
Phone 515-23 (Area Co If more than one fill in the informa	highway a	•	involv	•	oroject, pl	ease indi		 k
Co-Applicant(s)								
Contact Person _								
Complete Mailing	Address _							
Phone	-		E-Mai	il				<u> </u>
PLEASE COMPL	ea Code) ETE THE F	OLLOWING	PRO	JECT INFO	RMATION	۱:		
Funding Amount Total Safety Cos Total Project Cos Safety Funds Re	t st		\$ \$	9,200 9,200 9,200			<u> </u>	
Additional Project Project informa FHWA SS4A S Iowa DOT TEA Project interse the Iowa DOT Po	ation sheet(s <u>Safety Action</u> <u>AP Study</u> or s ction or segn) or "Risk Sco <u>Plan</u> or simil similar analys nent with Hig	ore">50 ar com sis and h or Me	% from Cou prehensive t concept edium <u>PCR L</u>	ransportation	on safety p -All or PCF	olan R-Severe)) from
		al for Crash						
Intersection ID (1234567890) or Segment ID (123	4)	Intersection	or Segı	ment	PCR Level High	PCR Level Medium	PCR- All value	PCR- Severe value

Portable PDMS

1. Existing Conditions

This would allow us to install this in a trailer hitch of a pickup and place a message on it. Currently, maintenance crews rely on the availablility of portable DMS signs to perform Mobile or stations operations. These trailer-mounted devices can take up a considerable amount of the working room available, especially in our more urban work zones or incident (crash) response locations. The devices requested would mount directly into the pickup trailer hitches to display a message.

2. Proposed Concept

This portable, trailer-hitch mounted DMS would be used on primary routes for maintenance operations where crews do not have permanent structures in place. It could also be used for major incidents when the Highway Maintenance Supervisors (HMS) or Garage Operations Assistants (GOA) is called out to assist with traffic control. In the Des Moines metro, the HMS and GOA rotate on-call duties for a week at a time. The device would be transferred to the on-call staff member for the duration of their on-call service time.

3. Justification

This solution is needed to both provide another DMS to the metro, which does not have spare portable message signs, as well as offer a smaller solution that will fit into often tight areas.

4. Cost Estimate and Proposed Funding Sources

The cost of the proposed traffic control device is estimated at \$9,200. It is proposed to fund the cost of the project with TSIP funds.

5. Proposed Schedule

The device would be purchased in fiscal year 2027 when the funds are available.

Portable PDMS **Hitch Mount**



Hitch Mount



Portable PDMS Hitch Mount Flagger Ahead







Portable PDMS



Hitch Mount Worker Icon



All Traffic Solutions Inc. PO Box 221410 Chantilly, VA 20153 Phone: 814-237-9005 Fax: 814-237-9006 DUNS #: 001225114 Tax ID: 25-1887906

CAGE Code: 34FQ5

QUOTE Q-98314

DATE: 06/05/2025

PAGE NO: 1

Questions contact: MANUFACTURER: All Traffic Solutions

Independent Sales Rep:

Owen Lauerman (571) 549-3766

Х

olauerman@all traffic solutions.co

m

BILL TO:

16801

Iowa Department of Transportation-IA

800 Lincoln Way Ames, IA 50010 SHIP TO:

Iowa Department of Transportation-IA

2301 Fleur Drive, Des Moines,, IA 50321 Attn: Gary Kretlow

Billing Contact:

PAYMENT TERMS:

Net 30

CUSTOMER: Iowa

Department of Transportation-IA

CONTACT:(515) 239-1199

ITEM NO:	DESCRIPTION:	QTY:	EACH:	EXT. PRICE:
4000750	App, Mobile User Interface perpetual license (only 1 required per account—Bluetooth required, enabled separately)	1	\$0.00	\$0.00
4000468	instALERT 24 Message Display; base unit (select mount separately)	1	\$7,436.82	\$7,436.82
4001299	3 Year Warranty	1	\$0.00	\$0.00
4001626	VZW communications prep	1	\$0.00	\$0.00
4000631	Bluetooth: allows wireless control from supported Bluetooth enabled devices (purchased separately)	1	\$420.24	\$420.24
4100120	hrns, Power cord, iA w/ 30 amp plug for post, hitch	1	\$210.12	\$210.12
4001686	Hitch Mount for IA/SA 24 includes bracket	1	\$929.22	\$929.22
4900032	Carrying Case; iA24 softcase with storage pockets	1	\$286.62	\$286.62
4000754	USB cable, 16ft, extra long for trailer or pole	1	\$37.74	\$37.74
4000641	Shipping and Handling Common Carrier	1	\$370.00	\$370.00
4001190	Discount - New Purchase	1	(\$500.00)	(\$500.00)
Special Notes:	SALES	<u> </u>		\$9,190.76

AMOUNT:

\$9,190.76

TOTAL USD:

Duration: This quote is good for 60 days from date of issue.
Shipping Notes: All shipments shall be FOB shipper. Shipping charges shall be additional unless listed on quote. Taxes: Taxes are not included in quote. Please provide a tax-exempt certificate or sales tax will be applied.

Warranty: Unless otherwise indicated, all products have a one year warranty from date of sale. Warranty extensions are a component of some applications that are available at time of purchase. A Finance Charge of 1.5% per month will be applied to overdue balances. GSA GS-07F-6092R

I am authorized to commit my organization to this order. If your organization will be creating a purchase order for this order, please submit purchase order to either of the following: Email: sales@alltrafficsolutions.com or Physical Address: Listed at top of quote.

radiood. Elotod at top of quoto.	
Signature:	_ Date:
Print Name:	Title:

INSTALERT 24 VARIABLE MESSAGE SIGN





InstAlert 24 Variable Message Sign

- Open dimensions: 1.63" x 28" x 60"
- Folded dimensions: 3.25" x 28" x 30"
- Folded sign fits in vehicle trunk, SUV hatch
- Full matrix display: 26 x 96 pixels, 0.6"x 1" pitch
- LED pixels: Amber 590nm, 30-degree viewing angle, 100,000 hrs, black background, universal display modules
- MUTCD compliant
- On-board message selector buttons for quick selection of 25 internal messages and modes with anti-tamper lockout
- Local and remote management and monitoring options
- Integral active cell modem allowing TraffiCloud Web-Based Management Services for remote management
- Integral camera for awareness and alert-driven images
 - 640 x 480 daylight images

- Power saving circuitry and automatic dimming for ambient light conditions with adjustable dimming range and manual display brightness override
- · Conformal coating on all circuit boards
- Integral case handles and nylon web handles
- · Weight: 43 pounds
- · Weatherproof, inherently sealed design
- 1/8" tinted, non-glare, UV stabilized polycarbonate face
- Entire face is removable for service
- Aluminum chassis, 12 ga., with black powder coat finish
- · Mounting provisions for permanent applications,
- (12) 1/4-20 threaded holes
- -40 to 160°F operating temperature range, 95% humidity, non-condensing (-20°F for Bluetooth communication)
- Withstands up to 70-mph winds



INSTALERT 24 ON HITCH MOUNT



INSTALERT 24 ON POLE



INSTALERT 24 ON PORTABLE POST



INSTALERT 24 ON ATS 5 TRAILER

InstAlert Operation Modes

- Message Mode: Display one message, up to six screens
- All Messages: Sequence all messages in sign memory
- **Schedule:** Change message and/or mode up to 13 times/day
- Speed based modes available in the
- SpeedAlert 24 configuration
- Sign returns to last configuration when power applied

InstAlert Messages

- 1-3 line messages
 - o 1 line: 24" H x 12.5" W characters, 4/line
 - o 2 lines: 10.25" H x 5.75" W characters, 8/line
 - o 3 lines: 7" H x 4" W characters, 12 per line
 - o 2 lines: (1) 7" char, 12/line, (1) 10.25" char, 8/line
- Up to six screens per message
- Message power efficiency calculator in software
- Variable display time, flash and reverse rates
- for each screen
- Full graphics capability, each LED is individually controllable, programmable from PC, PDA or remotely
- Ability to link multiple messages for up to
- 144 screen animation
- Scroll through 25 user defined on-board messages using selector buttons built into sign, no training necessary; buttons on unit become inactive after timeout to prevent tampering, reactivate by reapplying power
- Unlimited message storage on PC, Android device or remote server
- Messages on sign are not erased when power is removed
- Sign returns to last message when power applied
- · Actual sign preview on PC, Android or TraffiCloud

InstAlert Programming

Program and monitor the sign three ways: On-Board Programming (standard on all units)

- Select message from sign's memory
- Select operation mode

TraffiCloud® Web-Based Management Services

Using integral cell modem for remote management

(See TraffiCloud specification for more information):

- Turnkey system with remote sign connection functional out of the box. Unit connects to Trafficloud system when sign is powered
- Fully hosted web-based management system
 - Internet-connected computer with browser provides anywhere access on all browsercapable, connected devices.
 - No IT involvement or support necessary.
 System bypasses customer network eliminating access issues
 - Cellular service provided by ATS, no separate cellular charges
 - Hosted database requires no setup or maintenance by customer
- **Apps:** All apps included in Message Suite:
 - Equipment Management: Change messages and settings remotely, monitor sign online
 - Image Management: Online image retrieval and management of images from internal camera
- Alerts: Email/SMS notifications for low battery and tampering, alerts can include images
- Mapping: Visually manage equipment and data
- Premier Care Perpetual Warranty

ATS PC Sign Manager

Local Management using PC with USB connection standard on all signs

- PC-based client software
- Connect to sign via USB or Bluetooth (optional) ATS

Android App: Local management (optional):

- Android OS wireless Bluetooth control local to unit
- Android device can be phone or WiFi device with Bluetooth

Local Management Features:

- Create and change messages, modes and settings
- Local image retrieval and management from internal camera
- Manage all unit settings, automatic sync with TraffiCloud Web Based Management
- All traffic data and messages can be saved for online management and backup with optional TraffiCloud Message Suite
 - Create message and save to Trafficloud library, messages available on all ATS Android App or PC Sign Manager devices
- Sign firmware field and remotely upgradeable

InstAlert Settings

- Configure the following parameters via PC, Android or TraffiCloud Web-Based Management System:
 - o Load message using "Display Now" feature
 - Load 24 messages into sign's memory
 - Scroll messages in sign's memory
 - Display signs from server or local device memory
 - Set sign mode
 - Upload schedule
 - Set automatic dimming range minimum and maximum levels or manually override display brightness
- Internal real time clock, time maintained with power disconnected
- Set time via local device or sync with cell signal

Scheduling

- · All days, multiple messages: schedule up to
- 50 different messages or modes for up to 13 different time periods in a 24-hour day, repeats in each 24-hour cycle
- 7 day, multiple messages: schedule different messages or modes for up to 13 different time periods in each 24-hour day for each of 7 days, repeats in each 7 day cycle; up to 50 different messages can be used over the 7-day period
- All messages and scheduling reside on the sign
 no external hardware necessary
- Program schedule via TraffiCloud Web, ATS Android pp or ATS PC Sign Manager. Save to load onto multiple signs
- Camera activation controlled in schedule windows
- Internal real time clock, time and schedule maintained with power disconnected

Data Logging Option for InstAlert units with the optional internal radar option - SpeedAlert 24

- Upgrade to the SpeedAlert 24, adding traffic radar to the InstAlert to enable collection of traffic data and speed display functionality
- See SpeedAlert 24 Specification Sheet

InstAlert Sign Power

- Power Input, Max:
- 12VDC, 8A max, 96 W max; 4A, 48W typical

 Power saving circuitry and automatic dimming for ambient light conditions with adjustable dimming range and manual display brightness override

SpeedAlert 24 Power:

- 12VDC locking plug, 30A capacity: Compatible power supplies include:
 - o Vehicles' power port, with optional adapter
 - o Trailer wiring adapter for hitch mount
 - o POWERcase portable power supply, PC26 or PC36
 - o 120 or 220 VAC Power supply in NEMA 4 enclosure
 - ATS 5 Trailer (batteries with optional solar assist: 235 or 470 Ah, 60W solar option)
 - o Pole battery box: 156Ah battery with solar assist
- Battery level indicator on sign, ATS Android app, ATS PC Sign Manager or Trafficloud Remote Management
- · Auto recovery for battery with solar
- Power cable customer replaceable, gold-plated connector contacts, high visibility yellow cable

Standard InstAlert System Components

- InstAlert Variable Message Sign
- ATS PC Sign Manger software with USB cable
- On-Board Controls

InstAlert Mounting Options

 ATS 5 Trailer (refer to ATS 5 Specification Sheet for more info)



- Options using the InstAlert mounting bracket
- Hitch mount
 - Sign height: 25" to bottom, 53" to top of sign from receiver tube (final height dependent on receiver height, flip mounting bracket for an additional 12")
 - o Fits 1.25" or 2" receiver, adapter included
 - o ½" hitch pin
 - Locking rotation adjustment on 15-degree increments over 180 degrees,
 - +- 5-degree tilt to adjust LED aim for maximum brightness
 - White powder coat finish with rear reflector
 - Not intended for operation above 15 mph

• Telescoping Hitch Mount

- o All features of standard hitch mount, plus
- Sign height: 53" to bottom, 81" to top of sign from receiver tube (final height dependent on receiver height, flip mounting bracket for an additional 12")

Standard Folding Portable Post:

- Folds for easy storage and portability
- 42" to 55" to bottom, 70" to 83" to top of sign depending on leg positions, rotate bracket for additional 12"

Optional InstAlert Sign Components and Features

 TraffiCloud Web-Based Remote Management Service

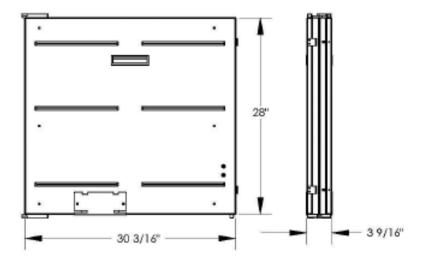
- · ATS Android App, Bluetooth connectivity
- Padded carrying case with accessory pockets, shoulder strap

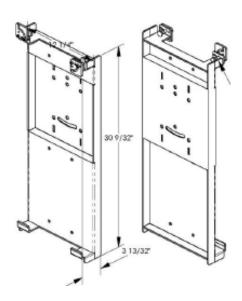
Mounting bracket

- Mounts to pole or any surface using any hardware, no tools required
- o Tamper-resistant hardware compartment
- o Rotate bracket for additional 12" of mounting height
- o Aluminum with black powder coat
- Sign can be locked into bracket
- Bolt sign to mounting bracket for additional security
- Mounting hardware supplied
- Internal radar allowing for speed display, speed dependent messaging and speed and volume data collection – SpeedAlert 24 radar message sign
- · Drive Times sensor-free Time to Destination Service
 - o Travel time data sent to sign every minute

Warranty

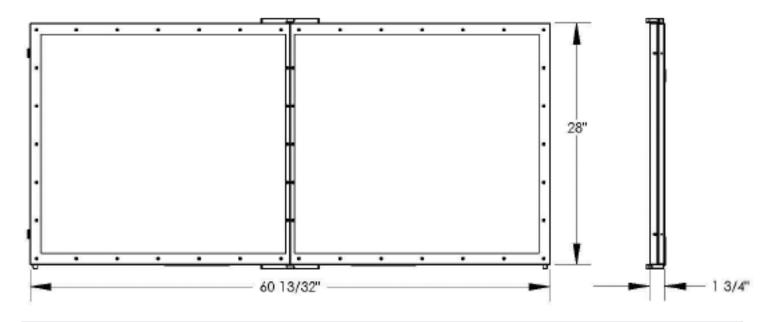
- PremierCare Perpetual Warranty available with current TraffiCloud subscription. Includes hardware defect repairs for the entire lifespan of your ATS products and discounts on accessories and other repairs
- ATS 3-year Manufacturer's Warranty comes standard on all InstAlert variable message signs



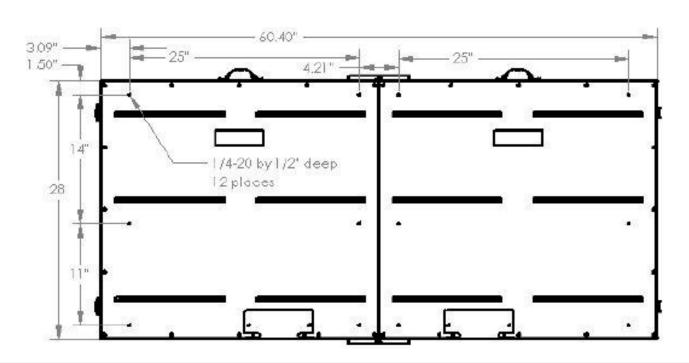


INSTALERT DIMENSIONS: FOLDED

DIMENSIONS: MOUNTING PLATE



INSTALERT 24 DIMENSIONS: OPEN



MOUNTING HOLE POSITIONS

For more information visit us online



sales@alltrafficsolutions.com Call ATS on 866.366.6602



All Traffic Solutions. 14201 Sullyfield Circle, Suite 300, Chantilly, VA 20151

©All Traffic Solutions Trafficloud leverages our patented technology (US Patents 8417442; 8755990; 9070287; 9411893) to deliver unique cloud-based management, features and functionality. Trafficloud is a registered trademark of All Traffic Solutions.





Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL	INFORMATION		DATE:	August 12, 2025
Location /	Title of Project	Humboldt Co	unty / S	olar flashing beacons
Applicant	Humb	ooldt County		
Contact P	erson Be	n Loots	Title	e County Engineer
Complete	Mailing Address	2221 220th street		
		Humboldt IA	50548	
Phone	515-332-2366 (Area Code)	E-Mail	bloots	@humboldtcounty.iowa.gov
		authority is involved v (use additional she		project, please indicate and ecessary).
Co-Applica	ant(s)	=		
Contact Po	erson		Title	(
Complete	Mailing Address			
Phone	(Area Code)	E-Mail		
PLEASE (COMPLETE THE	FOLLOWING PROJE	CT INF	ORMATION:
Funding A	Amount			
	Total Safety Co	st	\$ 26,0	000
	Total Project Co	ost	\$ _26,0	000
	Safety Funds I	Requested	\$ 26,0	000

Does this project appear on a Safety Improvement Candidate List or is there a safety study recommendation for this project?

∑Yes – Explain _A High five study was conducted in 2023 stating beacons as a low cost enhancement option

APPLICATION CERTIFICATION FOR PUBLIC AGENCY

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating public agency(ies). I understand the attached resolution(s), where applicable, binds the participating public agency(ies) to assume responsibility for any additional funds, if required, to complete the project. In addition, the participating public agency(ies) agrees to maintain any new or improved public streets or roadways for a minimum of five years.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Represer	nting the Humboldt County Engine	eer's Office	
Signed:	Bendan	B-12-25	
3	Signature	Date Signed	
	Printed Name		
Attest:	Signature	8·/2-25 Date Signed	
	Printed Name		

HUMBOLDT COUNTY BOARD OF SUPERVISORS

Resolution #2024-0812

A RESOLUTION ENDORSING A GRANT APPLICATION FOR TRAFFIC SAFETY IMPROVEMENT PROGRAM FUNDING (TSIP).

WHEREAS, the Iowa Department of Transportation through the Traffic Safety Improvement Program provides funding for various TSIP eligible projects; and

WHEREAS, the Board of Supervisors of Humboldt County hereby endorses the proposed project <u>Flashing</u> Stop sign beacons at multiple locations in <u>Humboldt County</u>, <u>Iowa</u> and;

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF SUPERVISORS THAT:

- 1. The County hereby commits initial funds as required by the Iowa Department of Transportation Traffic Safety Improvement Program.
- 2. The County hereby commits to adequately maintain the completed project for its intended public use for a minimum of 10 years following project completion.
- 3. The County Board of Supervisors hereby authorizes <u>Ben Loots</u>, <u>Humboldt County Engineer</u> to sign the project agreement on behalf of Humboldt County and carry the project to completion.

PASSED AND APPROVED THIS 12 DAY OF August	, 2
AYES: Erik Bruce Sandy Dave	
NAYS:	
OTHER: Rick (Absent)	
Dan Dec	

Chairman

Humboldt County Board of Supervisors

Trish Erickson, Humboldt County Auditor

B. Narrative

Humboldt County Secondary Road Department is applying for Transportation Safety Improvement (TSIP) funds for eighteen solar powered flashing beacons. The proposed installation locations are (8) stop sign locations, and one major curve with (10) chevrons with multiple accidents, fatalities, as well as major and minor injuries. The primary purpose of the beacons is to enhance visibility and draw more attention to the driver.

Humboldt County Secondary Roads is responsible for the engineering, construction, and maintenance of the county's Secondary Road System. This system includes 721 miles of rural roads, of which 205 miles are hard surfaced. Located on these roads are 73 bridges over 20 feet in length, and hundreds of smaller drainage structures.

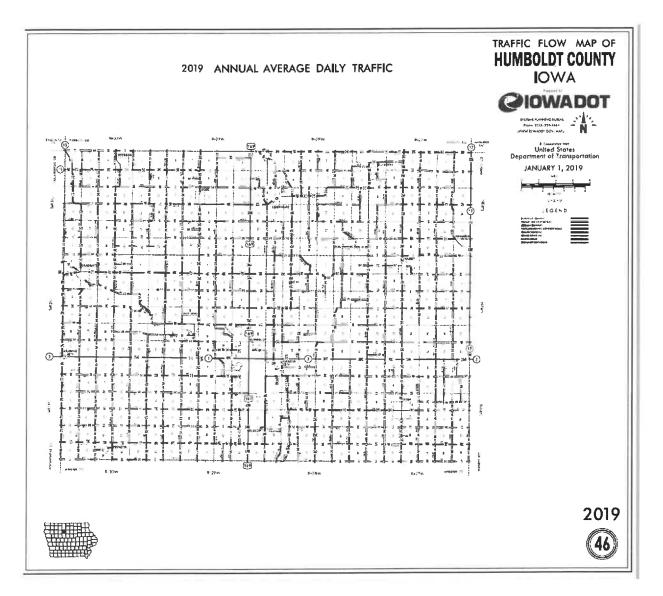
Humboldt County is requesting TSIP funding for the cost of fifteen solar powered flashing beacons. Humboldt County staff will install the signs at their own expense. The flashing red lights would help facilitate safe and efficient stopping conditions. Most importantly would improve visibility and draw more attention to the driver.

C. Cost breakdown (see attachment)

D. Time Schedule

•	TSIP Application Due	August 15, 2025
•	TSIP Award Notification	January, 2026
•	TSIP Funding Available	July 1, 2026
•	Purchase of Beacons	July, 2026
•	Implementation of Beacons	August, 2026

E. Map



- G. Plan View (See TC-215)
- H. Aerial Photograph N/A
- I. ICAT Crash Summary (See Attachment)
- J. Traffic Volumes See 2019 IDOT Traffic Volumes for Humboldt County (next page)
- K. Traffic Sign Layout N/A
- L. Benefit/Cost Ratio Not required as per instructions

Sign	Name	Quantity	Cost	Total
R1-1 Beacon	Stop sign Beacon	8	\$ 1,228.50	\$ 9,828.00
W1-8 Beacon	Chevron Beacon	10	\$ 1,488.85	\$ 14,888.50

\$ 24,716.50

125,951 BD Round to \$26,000



QUOTATION

525 N. Great Southwest Pkwy. Arlington, TX 76011 817-640-0992

Q 24 -55130

Quoted to David Powell

Cust 703570

P 515-332-2366

F 515-332-5142

Email dpowell@humboldtcounty.iowa.gov

Company **HUMBOLDT COUNTY ENGINEER**

2221 220TH STREET

HUMBOLDT

IA 50548

Date	05/07/2024
Quoted by	KyleHessler
Lead Time	2-3 weeks
Terms	Net 30

	Part # / Size	Description	Qty	UM	Unit Price	Total Price
1	hd302R	12" Red Solar Powered Flashing Beacon Includes 30 watt solar panel, 20.8AH battery, 24/7 flashing standard Black Housing (HARDWARE FOR 2" SQUARE POSTS INCLUDED)	8	EA	1228.50	9828.00
2	FREIGHT	** FREIGHT ESTIMATES ARE ESTIMATES ONLY ** CHARGES MAY INCREASE IF RECEIVING ADDRESS REQUIRES LIFT GATE LIMITED ACCESS FOR ENTRY OR CALL AHEAD TO CUSTOMER				

SHIP TO ADDRESS Company: Same as above Attention: Address only: Inst. Ste, etc:_____ Ship To Phone: Ship To City: Ship to State: ___ Zip

\$9,828.00 Subtotal **Freight Estimate** \$596.00 Sales Tax Estimate \$10,424.00 **Total Quote** Ship to for Freight Estimate Shipping Via Best way

Shipping Terms PREPAY & ADD

Transit Time

Freight estimates are only valid for 14 days.

A quote not accepted within thirty (30) days is subject to review. Custom products are NOT returnable, refundable or cancelable. By purchasing from ACP, customer agrees to accept the terms and conditions as stated on our website at the following link: www.https://acpinternational.com/terms-conditions

IRANIEX

CENTERLINE

IRANSCO







Home / Products / Signs / Flashing Beacons / CHEVRON MX FLASHING BEACONS

CHEVRON MX FLASHING BEACONS

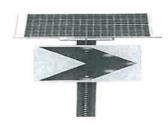
The Chevron MX Flashing Beacons are cutting-edge LED road safety signs designed to enhance driver awareness and reduce road departures. Featuring free MX Cloud™ connectivity for easy remote management, automated alerts for system issues, customizable radar detection, and durable, weatherproof construction, these beacons are optimized for longevity and efficiency. With user-friendly interface options and a comprehensive 3-year warranty, they are an ideal solution for improving roadway safety.

Sign Type	
Double	~
Power Type	
Solar	v
Sign Size	
18" x 24"	~
Qty: 1 0	

This product is already in quote request list

Browse the list

earns is Flaur-AlertSotal Bira 241 Director/Seth





Optional Accessories

7-teutrispation \$1488.85 ea



Qty (-|1|+)



ADD TO CAPT

Description Specifications Documents and instructions Reviews /Q&A

Specifications

SKU	3FA3484
Model Name	18" x 24" LED Chevron Sign
Solar Panel Wattage	301/
Overall Dimensions	18°W x 24°H
Number Of Leds	5
LED Color	Amber
Weight	33.0

SKU	3FA3484
Model Name	18" x 24" LED Chevron Sign
Solar Panel Wattage	301/
Overall Dimensions	18"W×24"H
Number Of Leds	5
LED Color	Amber
Weight	33.0

Description

Warn drivers of dangezous curves ahead

- -18" x 24" aluminum chevron sign featules 5 built-in LECs
- Alerts motorists to dangerous upcoming curves to reduce accidents -ideal for new construction areas, sharp curves, rural and winding roads, and more
- -Curves are more likely to have crashes than any other highway segment
- -Az-weather visibility from extra-bright LEDs with a visual range of up to 2 miles at right Offers 24-hour use, smart controller with auto-dimming to save battery life, and a super-slim design
- Fully enclosed housing helps protect the winng and LEDs
- Federally accepted MUTCD compliant design with High Intensity Prismatic Sheeting
- Environmentally friendly solar-powered system can be placed virtually anywhere
- Easy installation on u-channel, square, round and wood posts
- Kit includes a reflective aluminum sign with built in LEDs solar panel and mounting hardware for sign and solar panel
 Sign post sold separately, 10' post is recommended to fit both the sign and solar panel.

Users Also Viewed



**** (1) Aslowas \$1998.85 Value Bus / Smoking Shelte



**** (166) As low as \$998.85 Northgete Geneti with



* * * * * (4) As low as \$98.85 Portable Crowd Barr



* * * * * 133] Automas \$788.85 SuperSaver ** Commercial Rectanguar P.colc Tables



(61) As low as \$868.85



* * * * * (3) Aslow a \$548.85



* * * * * (SP)
Auton a \$178.85
Park-It Powder-Coated Steel Sixe
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	C49	County	3		1	-					1	
	C20 in Bode	County	3		1		1					installed
	P59	County	3			1	1	1				
	C54	County	2	2	3							installed
	C44	County	2		1	3		2				Installing 8-2024
	C44	County	2		1				1		1	
C48	Lone Tree Rd	County	2				1					Installing 8-2024
P56	C26	County	2			2		1	1			Installing 8-2024
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P29 (C46	County	0								1	
P30	C20	County	0								1	
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	C30	County	0								1	
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	C26 Bradgate	County	0									
P23 2	274th st	County	0									
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Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL	INFORM	MATION		DA	TE:	07/28/2025			
Location /	Title o	f Project	Sign Replacement F	Sign Replacement Program for Cities/Counties					
Applicant	_	lowa Departr	ment of Transportatio	n					
Contact P	erson	Mary Beth	Sprouse		Title	Reports Specialist			
Complete	Mailin	g Address	800 Lincoln Way						
			Ames, IA 50010						
Phone	515-2 (Area 0	290-5431 Code)	E-Mail	<u>m</u>	arybe	eth.sprouse@iowadot.us			
			uthority is involved (use additional she			roject, please indicate and cessary).			
Co-Applic	ant(s)								
Contact F	erson			Tit	le				
Complete	Mailin	g Address							
		<u>-</u>							
Phone			E-Mail _						
	(A	rea Code)							
PLEASE	COMP	LETE THE F	OLLOWING PROJE	СТ	INFO	RMATION:			
Funding	Amour	nt							
	Tota	al Safety Cos	t	\$	200,	000			
	Tota	al Project Co	st	\$	200,	000			
	Saf	ety Funds R	equested	\$_	200,	000			
recomme	ndation Explain ne insta ncluded	for this proje llation and enl	ect? nancement of various we county's Safety Action	varn n Pla	ing ar ans in	ate List or is there a safety study and regulatory signs and reflective the systemic and location specific tersections, and curves.			

A. APPLICATION CERTIFICATION OR RESOLUTION - Not applicable

B. NARRATIVE

Continued funding of the Department's Sign Replacement Program for Cities and Counties (SRPFCC) is being sought. This program is operated by the Local Systems Bureau and provides funding for the replacement of damaged, worn out, obsolete, or substandard signs, signposts and reflective strips by cities and counties in Iowa. Under the current program, replacement sign eligibility is limited to regulatory, warning, and school area signs. These signs are critical to providing a safe environment for both motorists and pedestrians.

Each city/county is allowed to submit one application per year for the replacement of signs eligible within the program guidelines. Recipients with recent awards will be given lower priority to allow more cities and counties to benefit from this program. The applications have previously been limited to a maximum of \$10,000 per county and \$5,000 per city. The popularity of this program is demonstrated by the consistent and continual receipt of applications each year from a large number of county and city jurisdictions.

The 2025 grant (for payment in FY 26) received just under \$300k in request for the \$100,000 available. Having much less than that available, we closed the application window 6 hours after it opened. We were able to fund 10 counties and 2 cities in this cycle. Continued funding is needed to meet the expected demand for this program. Since 2017, 168 grants have been awarded through this program to increase safety across the state.

C. ITEMIZED BREAKDOWN OF COST

Approval of this application will provide funding that will allow the program to continue next fiscal year.

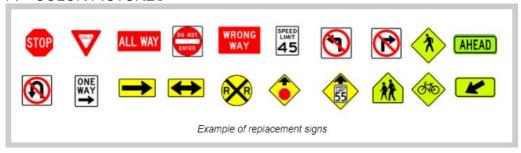
D. TIME SCHEDULE

If awarded funding, applications will be accepted from cities/counties starting on January 2nd with funds being dispersed after July 1st.

E. MAP

This program will be applicable to all counties and cities in Iowa.

F. COLOR PICTURES



G. PLAN VIEW

This program will be applicable to all counties and cities in Iowa.

H. TRAFFIC VOLUMES AND/OR TURNING MOVEMENT

This program applies to signs on routes with a wide variety of traffic volumes and movement patterns.

- I. SIGNALS Not applicable
- J. B/C WORKSHEET Not applicable

PALO ALTO/POCAHONTAS COUNTIES TSIP APPLICATION FOR TEMPORARY TRAFFIC SIGNALS 2025



Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL INFORMATION	NC		DATE:	5/0	7/2025		
Location / Title of Pro	oject	Portable T	emporary Tr	affic Signa	als		
Applicant	Palo Alto C	ounty					
Contact Person V	Valter Davis-C	Deth	Title	County I	Engineer		
Complete Mailing Ad	dress Pal	o Alto County	Engineer				
	210	5 MainStreet	Suite 103 E	mmetsbui	g IA 5053	6	
Phone 712-852-		E-M	ail _paloalto	engineer@	yahoo.co	om	
(Area Code) If more than one his fill in the information	ghway autho on below (us	additional :			ease indic	ate and	I
Co-Applicant(s) Po	cahontas Co	unty					
Contact Person Ta	te Schmeling		Title _	County E	ngineer		_
Complete Mailing Ad	dress Poc	ahontas Cour	nty Engineer				
	99 (Court Square					
Phone	740 005 005	о пм-		nccmC@p	ocahonta	IS-	
-	712-335-325	Z E-IVIa	il county.co	om			
(Area C		OWING PRO	JECT INFO	RMATION	l:		
Funding Amount Total Safety Cost Total Project Cost Safety Funds Requ	uested	\$ \$	63,385.00 63,385.00 63,385.00			<u> </u>	
Additional Project Sa Project informatio FHWA SS4A Safe lowa DOT TEAP Project intersection the lowa DOT Potential	n sheet(s) or "lety Action Plan Study or simila on or segment	Risk Score">50 or similar com or analysis and with High or M	0% from Coun prehensive tra concept edium <u>PCR Le</u>	ansportation	on safety p	lan -Severe)	from
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APPLICATION CERTIFICATION FOR PUBLIC AGENCY

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating public agency(ies). I understand the attached resolution(s), where applicable, binds the participating public agency(ies) to assume responsibility for any additional funds, if required, to complete the project. In addition, the participating public agency(ies) agrees to maintain any new or improved public streets or roadways for a minimum of five years.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representi	ng the Palo Alto County	
Signed:	In hit	6-3-2025
	Signature	Date Signed
	Roger Faulstick Printed Name	
Attest:	Common Signature	6-3-2025
	Signature	Date Signed
	Carmen Moser Printed Name	

Rev. 07/23



Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL	. INFORMATION		DATE:	5/07/2025	
Location /	Title of Project	Portable T	emporary Tra	offic Signals	
Applicant	Palo	Alto County		•	
Contact Person Complete	Walter	Davis-Oeth	Title	County Engineer	
Address	Mailing	Palo Alto County	Engineer		
		2105 MainStreet	Suite 103 Em	nmetsburg IA 50536	
Phone	712-852-3001 (Area Code)	E-Mail	paloaltoengi	neer@yahoo.com	
If more th the inform Co- Applicant(an one highway nation below (us	authority is invo se additional shee as County	elved in this parts if necessa	project, please indicate and fill in ary).	
Contact Person Complete	Tate Schi	•	Title	County Engineer	
Address	-	Pocahontas Coun	ty Engineer		
	_	99 Court Square S	Suite 4, Pocah	nontas, IA 50574	
Phone	712-335-32	52 E-Mail	tschmeling@	pocahontascounty.iowa.gov	
PLEASE	(Area code) COMPLETE TI			INFORMATION:	
Funding A				OKINATION.	
Total Sat	ety Cost		\$ 63,38	35.00	
Total Pro			\$ 63,38		
Safety F	unds Request	ed	\$ 63,38	35.00	
☐ Project ☐ FHWA ☐ lowa [☐ Project	t information she SS4A <u>Safety A</u> OOT <u>TEAP Study</u> t intersection or	<u>ction Plan</u> or simila ¿or similar analysis segment with High	re">50% from ir comprehens s and concept or Medium P	County/City's Local Road Safety P	from
	Pot	ential for Crash	Reduction (PCR) Information	0V/
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Represe	nting the Pocahontas County	
Signed	Ma Aug Signature	5/13/2025 Date Signed
	Tate Schmeling Printed Name	_
Attest:	Mya Jundesm Signature	5- (3-2025 Date Signed
	Nita Hinnekson Printed Name	_

RESOLUTION NO. 6-10-2025

Traffic Safety Improvement Program Grant Application Sign Improvement

WHEREAS, the Iowa Department of Transportation Traffic Safety Improvement Program operates under the rules of Iowa Administrative Code 761-Ch. 164 and

WHEREAS, said program allows for the distribution of traffic safety funds to cities, counties, and the lowa DOT for roadway safety improvements, research, studies, or public information initiatives: and

WHEREAS, THE Palo Alto County Engineer has determined that materials funded by this grant would improve the roadway safety in Palo Alto County.

THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF PALO ALTO COUNTY, IOWA on this 10th day of June, 2025 that this County does hereby support the attached application for Traffic Safety Improvement funding.

AYES:

NAYES:

ABSTENTIONS:

ATTEST:

Carmen Moser, Palo Alto County Auditor

Roger Faulstick, Chairperson

Palo Alto County Board of Supervisors

Narrative

The Palo Alto and Pocahontas County Secondary Roads Departments are applying for funding from the Iowa DOT Traffic Safety Improvement Program to purchase a set of temporary signals. Palo Alto and Pocahontas County Secondary Roads Departments takes part in multiple projects yearly where these could be useful, we do not possess any device with such capabilities. Their ability to replace traffic flaggers would greatly benefit the safety of all people involved in necessary one lane road closures.

Palo Alto and Pocahontas Counties participate in a variety of projects to maintain 382 miles of paved roads and 1541 miles of gravel roads. Secondary Roads also oversees 298 bridges. The counties typically do paving and bridge replacement each year, using flaggers, detour routes, and road closures, all of which contain inherent safety risks. The use of flaggers involves the use of two or more county road crew members working in close proximity to oncoming traffic and manually signaling when is and is not safe for cars on either side of the project to pass through. The procedure requires perpetual communication and situational awareness by these workers to ensure safety for themselves and the traveling public.

Replacing human flaggers with temporary signals will offer a significant safety upgrade by providing and automated way of traffic control. Palo Alto and Pocahontas Counties intends on purchasing a set of SQ2 Horizon Signal lights with motion sensors, solar battery chargers, wireless remote, and an enclosed trailer to keep them in when not in use. These additional features will allow for maximum traffic directing efficiency, and the ability to override the programed light phasing during complex traffic scenarios. This will increase in both driver and worker safety by:

- Eliminating the possibility of a human/traffic interaction involving a flagger
- Eliminating flagger usage
- Allowing the road to be left open to one lane traffic overnight

The variety of benefits that these devices offer during road projects makes a pair of temporary traffic signals a worthwhile investment in the county's roadway safety practices. The benefit of enhanced traffic safety and efficiency will translate into frequent and effective road, culvert, and bridge construction throughout the county. Obtaining these MUTCD compliant devices will provide many years of safety benefit to the workers and the traveling public of Palo Alto and Pocahontas Counties. The Palo Alto and Pocahontas Counties Secondary Roads Departments greatly appreciates TISIP's consideration of this grant application.

C. ITEMIZED BREAKDOWN OF COST

Palo Alto County is asking for \$63,385 to purchase a mobile traffic light from Horizon Signal.

D. TIME SCHEDULE

TSIP application due date August 15th, 2025

TISIP award notification Mid- January 2026

TSIP funding available July 1, 2026

Final quote comparison August 2026 (est)

Purchase of traffic signal October 2026 (est)

Usage of traffic signal December of 2026 (est)



Customer

QUOTATION

AH.PAC.5725

date:5.7.25

Palo Alto County

712.852.3001

dberven@paloaltocounty.iowa.gov

Re: SQ2

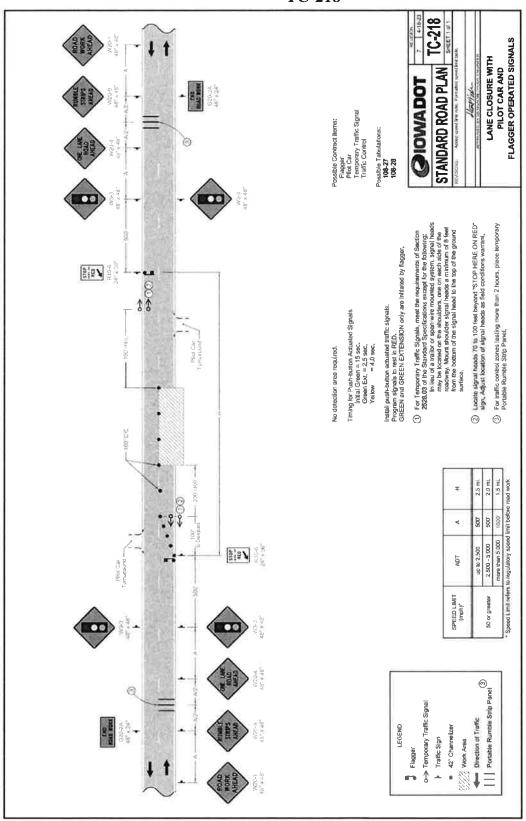
Item Description	QTY	Unit Price	Total
SQ2(4)	1	\$32,335.00	\$32,335.00
Motion Sensor	2	\$975.00	\$1,950.00
lowa DOT Connected Module	2	\$1,500.00	\$3,000.00
lowa DOT annual data	2	\$250.00	\$500.00
Solar Package	4	\$2,000.00	\$8,000.00
Wireless Remote	1	\$2,700.00	\$2,700.00
Enclosed Trailer	1	\$12,000.00	\$12,000.00
6.			\$0.00
			\$0.00
			\$0.00
			\$0.00
-			\$0.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00
			\$0.00

Quote is good for 30 days		Price	\$60,485.00
Terms: Net 30 days		Freight	\$2,900.00
FOB:Reading, PA		Total	\$63,385.00
Andrew Harris	260.229.5031	aharris@l	norizonsignal.com
Notes:			



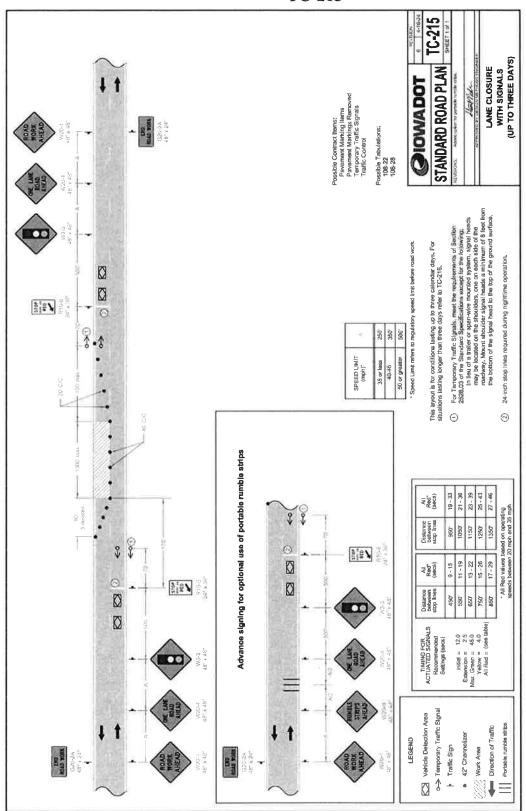
LOCATION OF SIGNS TO BE USED

TC-218



G. PLAN VIEW

TC-215





Application for TRAFFIC CONTROL DEVICE TSIP FUNDS

GENERAL INFORMATION			DATE:	8/1	5/25		
Location / Title of Pro	ster Cou	unty Messag	ge Board				
Applicant	Seconda	ary Roads					
Contact Person M		Title	Assistar	nt Enginee	er		
Complete Mailing Ad	al Ave.	Suite 3					
	je, IA 50	501					
Phone 51557632	 81	E-Ma	il mark.cor	ndon@we	bstercou	ntyia.go	<u></u>
(Area Code) If more than one hig fill in the informatio Co-Applicant(s)	n below (use addi	tional s	heets if nec	essary).		cate and	d
Complete Mailing Ad	droce		_				
Complete Mailing Ad							
Phone		E-Mail					
(Area C	ado)	E-IVIAII					
PLEASE COMPLET		G PROJ	IECT INFOR	RMATION	l:		
Funding Amount Total Safety Cost Total Project Cost Safety Funds Requ	ıested	\$ \$	19,550 19,550 19,550			— —	
☐ FHWA SS4A <u>Safe</u> ☐ Iowa DOT <u>TEAP</u> :	n sheet(s) or "Risk So ety Action Plan or sim Study or similar analy n or segment with Hi	core">50° ilar comp sis and c gh or Me	% from Coun prehensive tra concept dium <u>PCR Le</u>	ansportations	on safety p	lan R-Severe)) from
	Potential for Cras						
Intersection ID (1234567890) or Segment ID (1234)			nent	PCR Level High	PCR Level Medium	PCR- All value	PCR- Severe value

APPLICATION CERTIFICATION FOR PUBLIC AGENCY

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating public agency(ies). I understand the attached resolution(s), where applicable, binds the participating public agency(ies) to assume responsibility for any additional funds, if required, to complete the project. In addition, the participating public agency(ies) agrees to maintain any new or improved public streets or roadways for a minimum of five years.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the Webster County Sec		Roads Department
Signed:	Mark Signature	8/15/25 Date Signed
(Mark Condon Printed Name	_
Attest:	Joan Selfuske	8/15/2025
, u	Signature Awale Settuske	Date Signed
1	Printed Name	_

RESOLUTION 2025-35

WHEREAS the Iowa Department of Transportation Traffic Safety Improvement Program operates under the rules of Iowa Administrative Code 761-Ch. 164; and

WHEREAS said program allows for the distribution of traffic safety funds to cities, counties, and the lowa DOT for roadway safety improvements, research, studies, or public information initiatives; and

WHEREAS the Webster County Engineer has determined that equipment funded by this grant would improve the roadway safety in Webster County.

THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF WEBSTER COUNTY, IOWA that this County does hereby support the attached application for Traffic Safety Improvement Program funding.

PASSED AND APPROVED this 12th day of August 2025.

Roll Call Vote:

Cochrane: Aye;	Nay;	Abstain;	Absent
Conrad: Aye;	Nay;	Abstain;	Absent
Hayek: Aye;	Nay;	Abstain;	Absent
Montgomery: Aye;	Nay;	Abstain;	Absent
Thode: Aye;	Nay;	Abstain;	Absent

Niki Conrad, Chair, Webster County Board of Supervisors

Attest:

Shaunna Abrams, Webster County Auditor

Narrative

The Webster County Secondary Roads Department is applying for the Traffic Safety Improvement Program, with plans to use the funds provided to purchase a new message board. Currently Webster County owns two message boards. However, these message boards are frequently either loaned out, being repaired, or being used in pairs which often leaves our department short a message board in many situations. A third message board would offer our county much more flexibility when it comes to using and loaning out our message boards. A third message board would not only benefit the safety of drivers in our jurisdiction, but it would also benefit the safety of drivers and citizens in neighboring counties and the cities within Webster that benefit from borrowing the message boards.

Webster County Secondary Roads Department is responsible for the maintenance of over 1,100 miles of roads containing 312 miles of paved roads, about 100 large culverts, and 165 bridges over twenty feet in length. Aside from unscheduled maintenance jobs that are needed year-round, the county typically does about ten miles of paving and five bridge replacements per year. There are also many concerts, fairs, and other events held in many cities across the county. All of these projects and events would be able to be executed more safely with the benefits offered from a message board.

Owning an additional message board would increase overall safety as well as the efficiency of Webster County projects in several ways, including:

- Allowing us to use them in more locations at once without having to sacrifice a location they are needed at.
- Allowing us to loan them out and still be able to use them ourselves.
- Allowing us to use a pair of message boards when one is loaned out or broken.

Webster County is interested in purchasing a full size three line message board. This specific message board offers a quick, as well as safe, deployment that requires only one minute and one person to deploy. This message board is also fully compliant with the MUTCD standards in addition to coming equipped with a duel power source which would allow the message board to be used through the night as well. This message board would benefit not only Webster County Secondary Roads employees, but the cities within, surrounding counties, and driving citizens in all these areas as well.

Itemized Breakdown of Cost









1110 W. 6^{TH} AVENUE (HWY. 210 W) | P.O. BOX 654 | SLATER, IOWA 50244-0654 TELEPHONE:(515) 685-3536 FAX: (515) 685-3530

Quote For:

Webster City Secondary Roads

Att.:

Mark

Type of Sale: Quote Date: Message Board August 15, 2025 Phone: Email:

mark.condon@webstercountyia.gov

Bid Item #	Description	Units	Quantity	Per Unit	Total
1	Full Size Message Board	EA	1	\$19,550.00	\$19,550.00
	Items within a total are tied.			TOTAL	\$19,550.00

Conditions or Notes:

•Qty 1 – Model # WTLMB(A), Standard Equipped Full Size 3-Line Message Board w/Hydraulic Tower Lift, 2" Ball Tow Hitch, 5 Year Warranty

-		
	Date	Date
	Signature	Acceptance
Derek Riley		Signature
Cell (515) 360-6729		

TRAFFIC CONTROL * TEMPORARY TRAFFIC SIGNALS
TEMP BARRIER RAIL* PAINT STRIPING * TAPE STRIPING

Time Schedule

• TSIP Application Due: 8/15/25

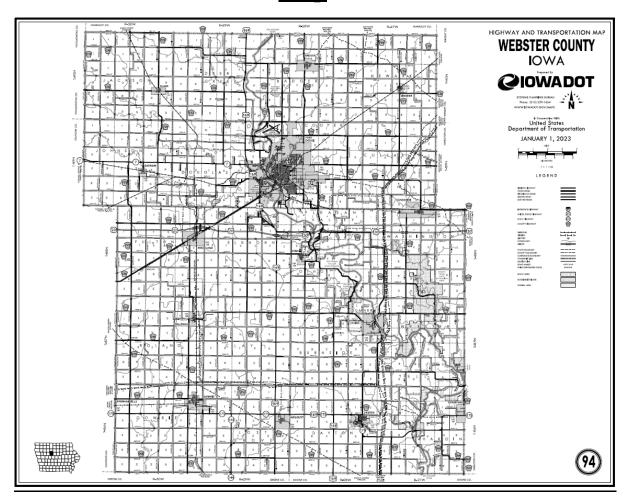
• TSIP Award Notification: Mid-January 2026

TSIP Funding Available: July 1, 2026Message Board Purchase: July 2026

• Use of Message Board Begins: July 2026

[E]

Map



Color Pictures

Full-Size Matrix Variable Message Signs



The ideal choice for getting information to the public with a choice of fonts and preprogrammed graphics

- Multiple alphanumeric fonts with full matrix of pixels
- Easiest programming in the industry
- Full-color touchscreen controller
- Preprogrammed, custom and MUTCD graphics
- Easy to deploy with 360-degree display rotation

Wanco Full-Size Matrix Signs provide the greatest flexibility for displaying any type of message—text, graphics and symbols. Graphics and text can be combined in the same message.

Creating and changing messages is easy, as Wanco signs feature the easiest programming in the industry. The onboard controller has a full-color 7-inch LCD capacitive touchscreen, and signs come configured with preprogrammed standard messages and bold arrow patterns.

Unsurpassed quality, engineering and value, paired with a multitude of functions and options, make these signs perfect for any application.

To see or order a Wanco Matrix Message Sign, call 800.972.0755 or visit wanco.com



- Capacitive touchscreen controller located on back of display cabinet
- Intuitive full-color interface with large "buttons"
- Safer programming at eye level
- Better traffic visibility
- Multi-level password protection and lockable control box
- Out of reach of the casual hacker
- No external wiring from controller to sign
- NTCIP compliant

Brief specifications

Deployed footprint, L×W 186×138 in (473×351 cm) Sign cabinet size, W × H 138 × 75 in (351 × 190 cm) 159 in (404 cm) Operating height Travel height 105 in (265 cm) 2640 lb (1193 kg) Weight, approx.

Display

Resolution Four amber LEDs form each pixel Matrix 48 pixels wide, 27 pixels high Fonts 12 fonts, selectable Default font 5 x 7 pixels 3 lines of 8 characters max. 13 x 18 in. (33 x 46 cm)

Default font size

Power

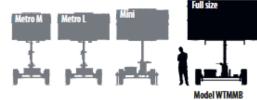
Battery capacity

Four 6 Vdc deep-cycle batteries wired for 12 Vdc power

430 Ah total capacity @ 12 Vdc

Solar panels 130W minimum

Power options Additional batteries, 4D AGM batteries and solar panels



- Weighs less than 3000 pounds and can be towed by most vehicles
- Standard tow hitch and removable drawbar
- Energy-efficient operation for long run times
- Meets NEMA TS 4-2005 Section 2 for ambient temperature, vibration, shock, ESD and RFI
- Durable powder-coat finish resists the elements
- Optional Wanco Protection Package for battery theft prevention



WANCO INC. 5870 Tennyson Street Arvada, Colorado 80003 800-972-0755 303-427-5700 303-427-5725 fax

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Plan View

Existing Conditions:



Proposed Conditions:



Traffic Volumes

