11.0 Recommended Improvements

Future improvements to US-91 are focused on safety and capacity deficiencies. They support the region's ongoing development and compliment the corridor's diverse roles as main street in urban areas, collector highway, and commodity truck route.

This chapter culminates the planning process. It identifies which improvements will be needed during the planning horizon taking into account existing and future conditions (Chapters 2 and 6, respectively), public comment (Chapter 4), reported transportation problems and deficiencies (Chapter 5), Goals and Objectives (Chapter 10), and the synthesis of the above by ITD District 5's management staff.

The following sections present policy based improvements, typical site improvements that apply to many locations along the US-91 corridor, and site specific improvements presented by geographic segment.

11.1 Corridor Level Improvements

There are a number of minor safety, traffic operations and minor capacity improvements that are needed throughout the US-91 North Corridor. These include provision of turn lanes, shoulder improvements, skewed intersection straightening, and structures replacement.

11.1.1 Turn Lane Improvements

The need for right and left turn lanes at many US-91 intersections was identified through analysis of existing and future traffic operations and input from stakeholders and the general public. Most intersections warrant turn lanes under existing conditions. Figure 11-1 shows a typical intersection layout for a 2-lane section of US-91. Table 11-1 summarizes where improvements are needed and provides a recommendation for implementation. Shaded areas indicate that either no improvement is needed or the intersection does not allow for that turning movement.

Figure 11-1: Typical Intersection Layout with Turn Lanes

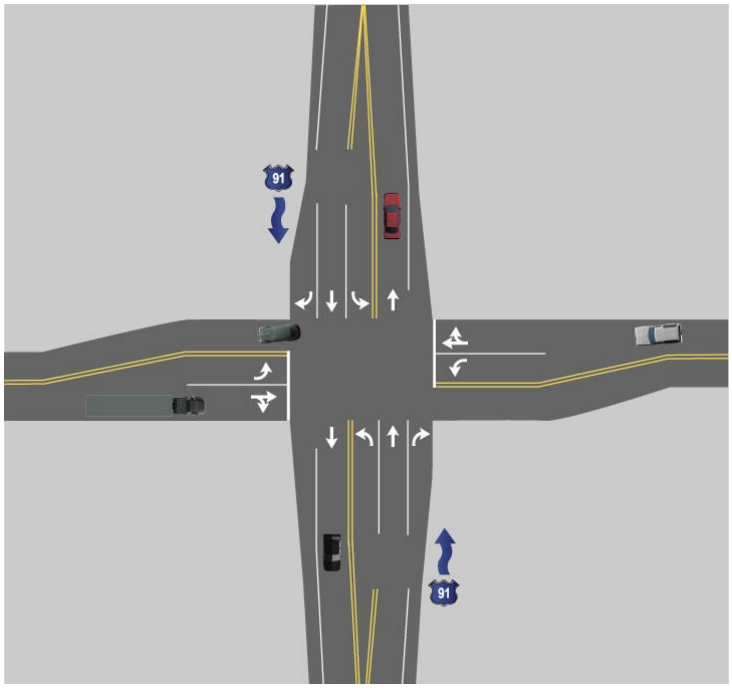


Table 11-1: Summary of Warranted Turn Lanes

US-91 Intersection (milepost)	NB Left Turn Warranted	SB Left Turn Warranted	NB Right Turn Warranted	SB Right Turn Warranted	Recommendation
Siphon Road (81.58)	Yes		Yes	Yes	Channelize intersection[28]. Contingent on results of I-15 interchange study.[29]
Tyhee Road (82.571)	Existing	Yes (in future)	Yes	Yes	Channelize intersection. Contingent on results of I-15 interchange study.
Reservation Road (83.577)	Yes		Yes	Yes	Concept design approved that provides turn lanes.
Ballard Road (84.684)	Yes			Yes	Provide turn lanes.
Cemetery Road (85.795)	Yes		Yes	Yes	Channelize intersection.
Indian School (87.181)			Yes		Provide right turn lane.
Agency Road (88.366)	Yes	Yes	Yes	Yes	Implement the programmed Agency Road improvements.
Ferry Butte Road (95.009)	Yes			Yes	Provide turn lanes.
Bannock Road (96.398)		Yes (in future)			Provide turn lane.
Riverton Road (97.000)				Yes	Provide right turn lane.
I-15 IC #89 Ramps (97.052)	Existing			Yes	Signalize. Signal warranted by 2025 (see Table 11-4). Provide turn lanes.
Shilling Road (95.516)		Yes			Bridge widening and intersection reconstruction
Walker Road (99.992)		Existing	Yes		Provide right and left turn lanes on Walker Road.
Riverton Road (Blackfoot)	Existing			Yes	Provide turn lane.
Grant Road	Existing			Yes	Provide turn lane.
Broadway	Yes			Yes	Provide turn lane.
Judicial (signalized)		Existing			No action.
Bridge (signalized)	Existing			Yes	Provide turn lane.
Alice (signalized) (102.350)	Existing	Existing	Yes	Yes	Provide turn lanes.
Highland-Rich (101.420)	Yes	Existing	Yes		Provide turn lanes.
Wooton Way (101.685)	Existing			Yes	Implement through programmed Wooton Way improvement project.

[28] Complete reconstruction or channelization of the intersection to provide turn lanes on both US-91 and on the intersecting roadway is recommended, given that turn lanes are warranted on all or at least three of the intersection legs.

[29] An Environmental Assessment (EA) is being prepared to analyze the need for a new interchange on I-15 in the City of Chubbuck. The impacts of a new interchange on Siphon Road and Tyhee Road and their intersections with US-91 are being assessed as part of this EA.

Table 11-1: Summary of Warranted Turn Lanes - continued

US-91 Intersection (milepost)	NB Left Turn Warranted	SB Left Turn Warranted	NB Right Turn Warranted	SB Right Turn Warranted	Recommendation
Airport Road (102.350)	Existing			Yes	Implement through programmed Wooton Way Improvement project.
Mark Lane (102.726)				Yes	Implement through recommended US-91 improvement (Figure 11-8)
Merkley-Tanner (102.897)		Yes	Yes		Implement through recommended US-91 improvement (Figure 11-8)
Hansen Road	Yes				Implement through recommended US-91 improvement (Figure 11-8)
Weeding (104.294)					No action.
Wapello (106.524)		Yes	Yes		Provide turn lane.
Wapello-Firth (107.274)			Yes		Provide turn lane.
Wolverine (110.201)			Yes		Provide turn lane.
Firth Road (112.507)	Yes	Existing			Provide turn lane.
Sand Creek (113.882)		Yes	Yes		Provide turn lane.
Baseline Road (117.124)		Yes	Yes	Yes	Channelize intersection.
Fir (signalized) (117.708)	Existing	Existing	Yes	Yes	Provide turn lanes.
Locust Road (117.998)		Yes	Yes	Yes	Improvements on Locust approach warranted.
Center-Taylor (118.264)	Existing	Existing	Yes	Yes	Provide turn pockets.
New Sweden Road (118.8)	Existing	Existing		Yes	Included in Shelley to York concept plan.
Country Club (119.413)	Existing	Existing	Yes	Yes	Intersection improvement included in Shelley to York project concept plan.
Canyon Road (120.552)			Yes	Yes	Intersection improvement included in Shelley to York project concept plan.
York (signalized) (122.9)	Existing	Existing	Existing		Intersection improvement included in Shelley to York project concept plan.

RECOMMENDATION: Implement intersection improvements as part of programmed projects, through inter-local agreements with cities, counties, or the Shoshone-Bannock Tribes, or in conjunction with maintenance projects conducted by District forces.

11.1.2 Shoulder Improvements

Inadequate shoulders create safety issues and minor intersection capacity issues throughout the US-91 corridor. These could be resolved by the provision of six to eight foot shoulders, consistent with ITD's Design Manual standards and AASHTO standards. Standard width shoulders have the following traffic operations and safety benefits:

- Accommodate right turn lane;
- Remove right turning traffic from through traffic, improving safety;
- Provide additional pavement space for wide agricultural vehicles;
- Provide additional pavement width for collision avoidance;
- Provide space for safer school bus stops; and,
- Provide for incident management.

Options to implement wider shoulders were considered and discussed by the ITD Management Team. Stand alone shoulder widening projects are not feasible and would have low priority through the Statewide Transportation Improvement Program process. Incorporation of shoulder widening as part of routine District pavement maintenance, pavement rehabilitation or state forces maintenance projects as those activities are programmed is a more feasible implementation plan to widen shoulders throughout the corridor.

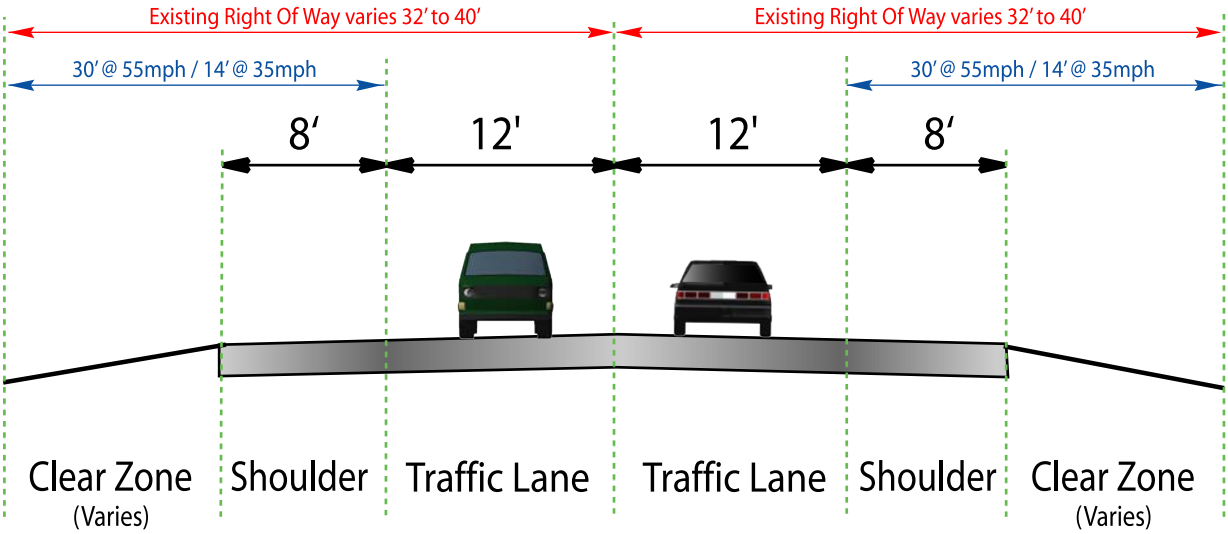
Figure 11-2 illustrates the typical existing US-91 cross-section, as determined from the ITD Highway Data Quest web-based data system, and the cross-section with the addition of standard shoulders, compared to the available right-of-way. This illustrates that a full shoulder widening project may require the acquisition of additional right-of-way for those sections of US-91 that have posted speeds at 50 to 55 miles per hour. Clear zone width requirements vary by speed, with greater widths required at higher speeds. Analysis of the potential impacts of the increased roadway cross-section on adjacent land and resources may be required.

RECOMMENDATION: Implement wider shoulders throughout the US-91 corridor as part of existing programmed projects and road maintenance, when feasible. Investigate other opportunities for localized shoulder width improvements associated with alternative mode projects, including bicycle, pedestrian and transit facilities.

Potential ROW Impacts of Shoulder Widening

Posted Speed	Existing ROW	Required Clear Zone	Total Width needed with Widened Shoulders	Right-of-way Impact
55 mph	64 feet	30 feet (includes 8 foot shoulder)	84 feet (12-foot lane, 8-foot shoulder, plus 22 feet additional clear zone per side)	Additional 20 feet required, 10 per side. Would require ROW acquisition.
55 mph	80 feet	30 feet (includes 8 foot shoulder)	84 feet (12-foot lane, 8-foot shoulder, plus 2 feet additional clear zone per side)	Additional 4 feet required for 8' shoulder. Feasible within existing ROW with 6' shoulder.
35 mph	64 feet and 80 feet	14 feet (includes 8 foot shoulder)	52 feet (12-foot lane, 8-foot shoulder, plus 6 feet additional clear zone per side)	Feasible within existing ROW.

*Typical ROW widths obtained from ITD Highway Data Quest.



US-91 North Corridor Plan

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Shoulder Widening Impacts Right-of-Way

Figure 11-2

Date: August 2007

11.1.3 Skewed Intersection Improvements

Many US-91 intersections are skewed and limit sight distance for traffic entering US-91. Intersection reconstruction was discussed by the ITD Management Team. Stand alone intersection reconfiguration is not feasible and would have low funding priority through the Statewide Transportation Improvement Program process. Improvements to skewed intersections as part of routine District pavement maintenance, local government projects, pavement rehabilitation, or development of adjacent private property should be undertaken when feasible.

Concept 1 on Figure 11-3 illustrates a generic approach to correcting skewed intersections that may be applied. This concept will typically require additional right-of-way to implement and may result in displacements or impacts on resources. Table 11-2 lists skewed intersections on US-91 that should be realigned to improve sight distance and operational efficiency. Any such reconstruction should also incorporate turn lanes.

Table 11-2: Skewed Intersection Improvement Recommendations

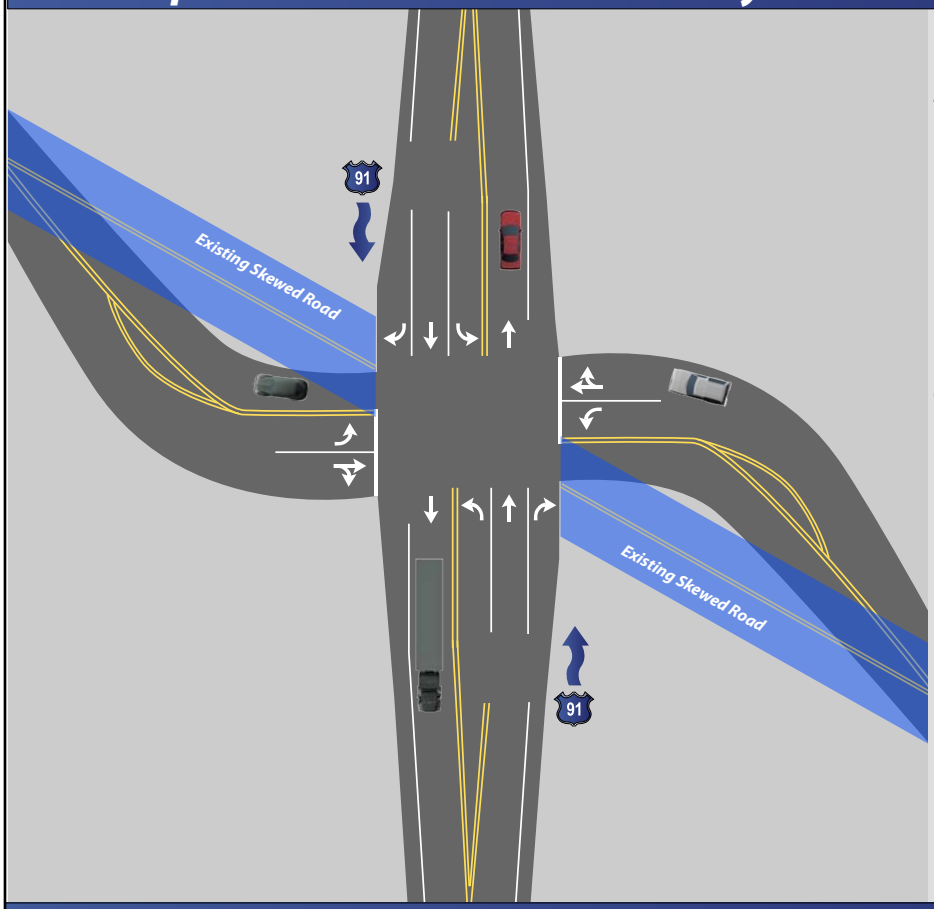
US-91 Intersection	Milepost	Urban/Rural	Proposed Improvement
Ballard Road	84.684	Rural	Implement concept in Figure 11-3
Agency Road	88.366	Within Fort Hall	Per Agency Road concept plan (see Figure 11-5)
Bannock Road	96.398	Rural	Implement concept in Figure 11-3
Shilling Avenue	96.516	Rural	Implement concept in Figure 11-6
Riverton Road	97.00	Urban	Implement concept in Figure 11-3
Highland-Rich	101.42	Urban	Implement concept in Figure 11-9[30]
Mark Lane		Transitional urban	Implement concept shown in Figure 11-10
Wapello-Firth	107.274	Rural	Implement concept in Figure 11-3
Sand Creek Road	113.882	Rural	Implement concept in Figure 11-3
Baseline Road	117.124	Rural	Implement concept in Figure 11-3
Fir Street	117.708	Urban	Implement concept in Figure 11-3
Locust Avenue	117.998	Urban	Implement concept in Figure 11-11
Country Club	119.413	Rural	Implement through Shelley to York Road project, Key #08116 and #09225
Clinger Road	119.988	Rural	Implement through Shelley to York Road project, Key #08116 and #09225
Canyon Road	120.552	Rural	Implement through Shelley to York Road project, Key #08116 and #09225
Cotton Road	121.589	Rural	Implement through Shelley to York Road project, Key #08116 and #09225
York Road	122.9	Rural Transitional	None proposed.

RECOMMENDATION: Reduce the skew angle of intersections through reconstruction as part of other US-91 improvement projects and through adjacent land development.

Incorporate turn lanes into the intersection realignment and reconstruction.

[30] The Rich Lane approach to US-91 has been reconstructed.

Concept 1: Skewed intersection layout

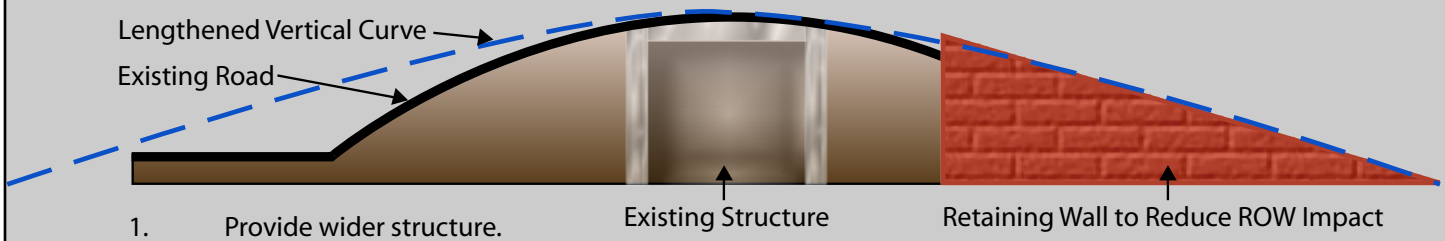


Improving Skewed Intersections

Skewed intersections can create poor visibility for drivers and contribute to safety problems. Realigning a cross street to intersection US-91 at right angles is the best solution to this issue. A typical layout is shown on the right. This design concept may not be feasible at all skewed intersections, depending on available right-of-way, adjacent development and proximity to the Union Pacific rail line on the east side of US-91.

Concept 2: Vertical Curve Improvement Concepts

Concept to Reduce Vertical Curve at Canal Structure and Improve Sight Distance



1. Provide wider structure.
2. Lengthen vertical curve.
3. Use retaining walls to minimize ROW impact.

US-91 North Corridor Plan	Project No. STP-1767(101) Key No. 8116	
	Skewed Intersection and Vertical Curve Improvement Concepts	Figure 11-3
		Date: August 2007

11.1.4 Structures Improvements

Public comment indicated concern with the existing width and perceived adverse vertical curve for many US-91 corridor bridges. Of the 12 structures over irrigation canals, eight are functionally obsolete. A functionally obsolete bridge is one in which the deck geometry, load carrying capacity, clearance or approach roadway alignment do not meet current ITD standards, and do not adequately meet traffic needs. Most US-91 bridges have narrow cross-sections that hinder safe crossing by a wide vehicle and any on-coming traffic, and have sub-standard clear zones, but are otherwise structurally sound. Only the Snake River Valley Canal Bridge (milepost 120.37) has a sufficiency rating of less than 50 and would be eligible for replacement/reconstruction using federal funds. All other structures have acceptable sufficiency ratings. Table 11-3 provides the recommended approach to structures improvements. It was developed in consultation with ITD's Bridge Section.

Table 11-3: Recommended Structures Improvements

Milepost	Structure Name	Bridge Key #	Width (feet)	Sufficiency Rating	Material Type/Design Type/Year Built	Recommended Improvement
83.38	Tyhee Wasteway Canal	17500	34	76.3	Concrete/ Frame/ 1925	Replace with wider structure.
83.72	Tyhee Wasteway Canal Bridge	17505	34.4	96.4	Concrete/ T-Beam/ 1925	Replace with wider structure.
85.80	Pine Lateral	17510	86	87	Concrete/ Frame/ 1925	None.
87.86	Ross Fork Creek Bridge	17515	34.4	96.7	Concrete/ T-Beam/ 1925	Replace with wider structure.
94.06	Gibson Canal Bridge	17520	34.4	81.5	Steel/Stringer-G/ 1923	Replace with wider structure.
96.89	Blackfoot Canal Bridge	17525	41.3	98.2	Concrete/ Frame/ 2004	None.
1.798	Northside Canal Bridge	12085	34.5	86.9	Concrete/Culvert/1950	Replace with wider structure.
2.486	Blackfoot River Bridge	12090	49.0	94.3	Concrete/T-Beam/1936	None.
103.36	Corbett Slough Canal Bridge	17530	34.4	77.2	Concrete/ T-Beam/ 1926	Replace with wider structure.
109.60	West Blackfoot Canal Bridge	17535	34.4	81.8	Concrete/ T-Beam/ 1951	Replace with wider structure.
113.26	Blackfoot Canal Bridge	17540		81.1	Concrete/ T-Beam/ 1951	Replace with wider structure.
113.59	Reservation Canal Bridge	17545	48	98.6	Prestressed Concrete/Slab/ 2000	None.
114.73	Cedar Point Canal Bridge	17550	58.3	98.2	Concrete/ Frame/ 2004	None.
120.27	Snake River Valley Canal Bridge	17555	32.2	48.4	Concrete/ Slab/ 1941	Replace per Shelley to York Road project concept plan.

Those structures that have vertical curves that impede sight distance could be replaced with a structure that has an increased cross-section and a lengthened vertical curve. Walls could be used to minimize encroachment of fill outside of the existing right-of-way, as shown in Concept 2 on Figure 11-3.

RECOMMENDATION: Replace existing narrow structures as shown in Table 11-3 and correct any vertical curve deficiencies to meet ITD and AASHTO standards as part of the structure replacement project.

Widen structures to a minimum of a 4-lane cross-section to accommodate any long-term capacity needs that may develop and be identified during subsequent updates of this corridor plan.

11.1.5 Traffic Signals

Signalization of intersections was considered to address both safety and capacity issues. Table 11-4 summarizes this analysis and provides recommendations for installation of traffic signals.

Table 11-4: Recommended Traffic Signals

Location (Milepost)	Signal Warrant Met?	Signal Warrant Met?	Recommendation
	Existing Conditions	2025 No-Action Conditions	
Agency Road (88.366)	No	Yes	Incorporate signal infrastructure into Agency Road reconstruction. Install signal when warranted.
I-15 South Blackfoot Interchange Northbound ramps (97.052)	No	Yes	Monitor volumes and conduct warrant analysis every 5 years until installation warranted.
Walker[31] Road City of Blackfoot (99.992)	No	Yes	Monitor volumes and conduct warrant analysis every 5 years until installation warranted.
Highland-Rich Road City of Blackfoot (101.421)	No	Marginal	Monitor volumes and conduct warrant analysis every 5 years until installation warranted.
Airport Road City of Blackfoot (102.350)	No	Yes	Monitor volumes and conduct warrant analysis every 5 years until installation warranted. Include signal infrastructure as part of Wooton Way project, Key #7683.
Center-Taylor Road City of FIrth (118.264)	No	Yes[32]	Monitor volumes and conduct warrant analysis every 5 years until installation warranted.

RECOMMENDATION: Monitor traffic operations and crashes at these intersections and conduct signal warrants at 5 year increments. Incorporate signal infrastructure into any US-91 reconstruction project where signals will be warranted in the future.

11.1.6 US-91 Proximity to Union Pacific Railroad

The Union Pacific Railroad runs parallel to US-91 through much of the study area. The centerline of the nearest track is generally within 50 to 75 feet of the existing east edge of the US-91 pavement. This close proximity limits the amount of vehicle storage on those streets that approach US-91 from the east. Additionally, the raised railroad grade relative to US-91 creates heightened safety concerns, especially under wet pavement or winter conditions. The short vehicle storage distance impedes sight distance for vehicles entering US-91 and cannot accommodate more than one or two large trucks without queuing over the railroad tracks.

[31] Right-turn volumes are included in the warrant analysis.
[32] Calculations include right-turns.

RECOMMENDATION: Realign US-91 and cross-street intersections to the west as part of programmed projects to increase storage distance on the cross streets.

Coordinate with Union Pacific Railroad to identify opportunities to reconstruct railroad crossings as part of adjacent land development or through other State and local roadway improvement projects.

11.2 Recommended Improvement Projects

In addition to the general improvements described in Section 11.1 above, site specific projects addressing safety, capacity, and traffic operations issues are proposed. The following describes these projects by geographic segment of the US-91 Corridor.

11.2.1 Siphon Road to Sheepskin Road

ITD is developing an Environmental Assessment to consider a potential new I-15 interchange within the City of Chubbuck. This EA is evaluating alternative interchange locations at Siphon Road and Tyhee Road. A new I-15 interchange at either location will change the traffic demand and operations along US-91 and will likely require improvements at impacted intersections.

The Statewide Transportation Improvement Program includes two projects within this segment of US-91:

- Project #8265, Agency Road Partnership safety improvement, scheduled for 2008 (Figure 11-4). This was developed by the Shoshone-Bannock Tribes.
- Project #9233 Reservation Road intersection improvement, scheduled for 2008 (Figure 11-5).

RECOMMENDATIONS: Monitor the results of the I-15 Environmental Assessment and evaluate the need for improvements to the US-91 intersections at Siphon Road or Tyhee Road.

Incorporate the Agency Road and the Reservation Road approved improvements into the US-91 North Corridor Plan.

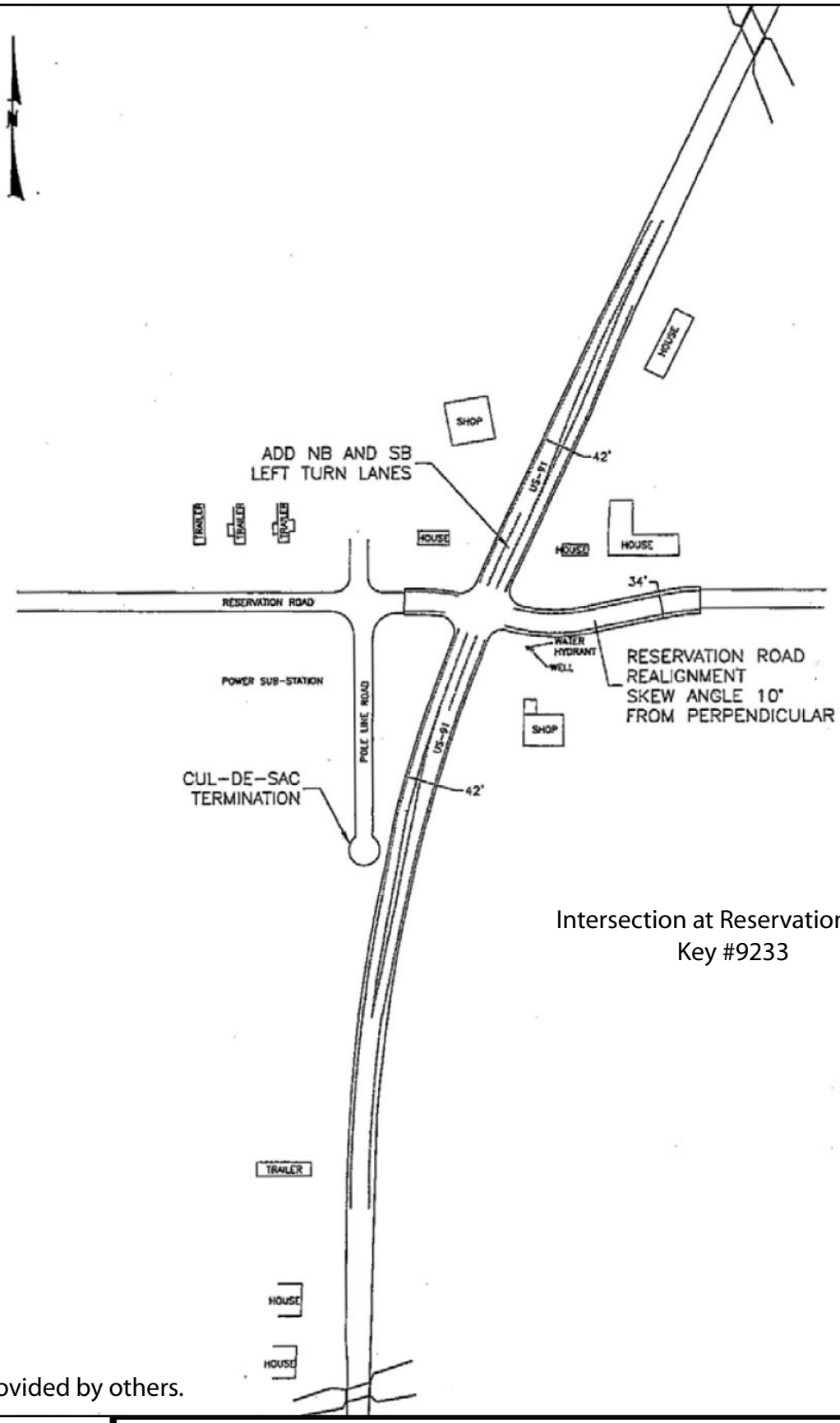
11.2.2 Sheepskin Road to South Blackfoot Interchange

Recommended improvements in this segment of the US-91 corridor include signalization of the ramp terminals when warranted at the I-15 South Blackfoot Interchange and improved signing at the US-91 and Ferry Butte intersection. No reconstruction projects were identified in this planning process.

11.2.3 South Blackfoot Interchange to Airport Road

In addition to the signalization and turn lane recommendations discussed in Section 11.1, recommended improvements in this segment include improvements to the Shilling Avenue and US-91 intersection and associated bridge widening, turn lanes on Walker Road at the US-91 approach, turn lanes at the US-91 and Alice Street intersection, Highland Drive/Rich Lane intersection improvements, and programmed improvements to US-91 between Wooton Way and Airport Road.

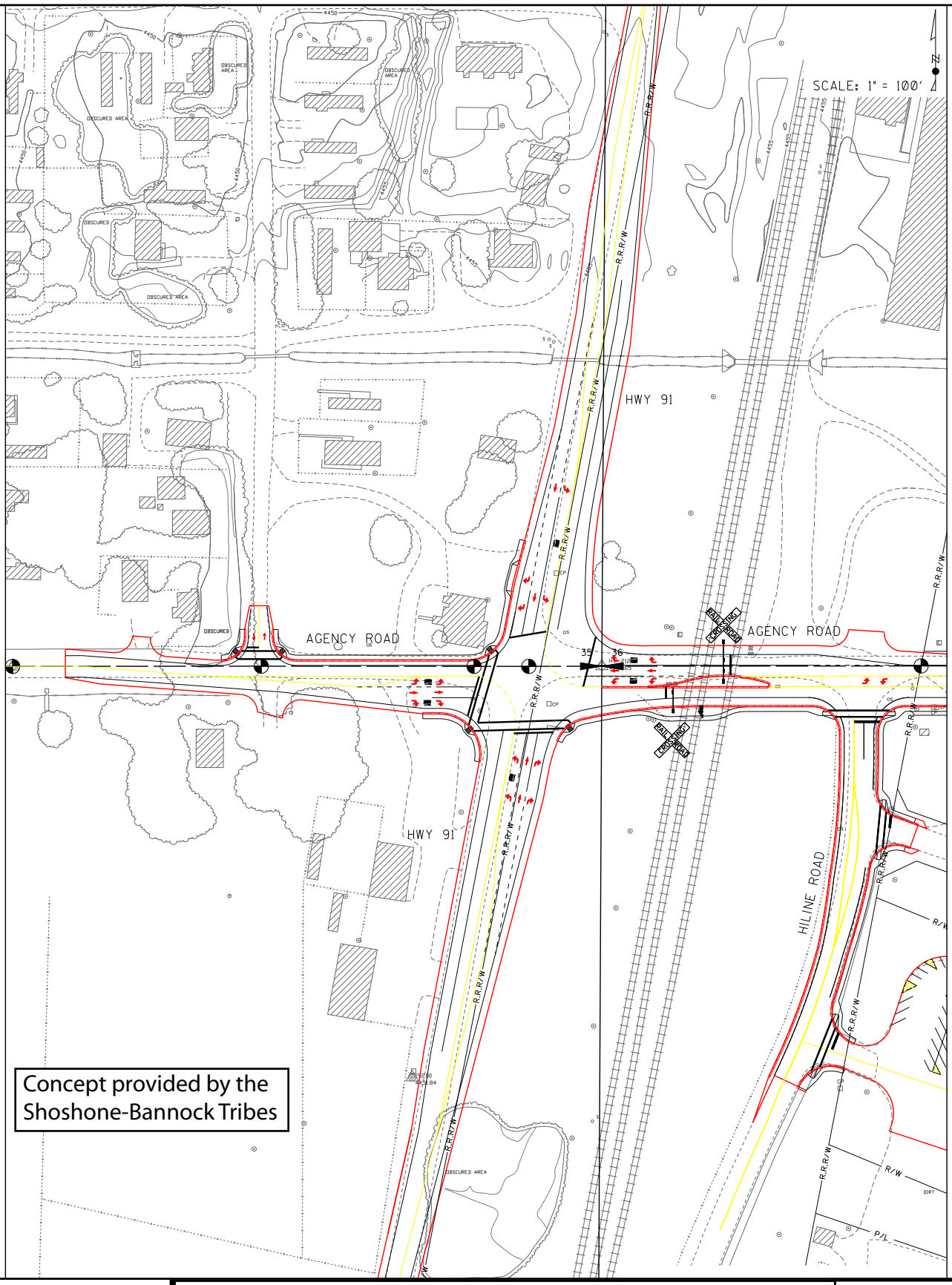
US-91 and Shilling Avenue Intersection (I-15B Milepost 2.470)
Figure 11-6 shows an improvement to address the existing sight distance and safety issues at this intersection. The existing Blackfoot River bridge would be widened to the east, shoulders would be constructed on both sides of US-91 as it approaches and crosses the Blackfoot Canal, and a median would be incorporated to separate opposing traffic. Minor reconstruction of the US-91/Shilling intersection is included in this concept. These improvements would eliminate the visual obstruction for Shilling Avenue traffic turning onto US-91 and would improve overall operational safety.



Intersection at Reservation Road
Key #9233

Concept provided by others.

US-91 North Corridor Plan	Project No. STP-1767(101) Key No. 8116	
	Reservation Road Improvements	Figure 11-4
		Date: August 2007



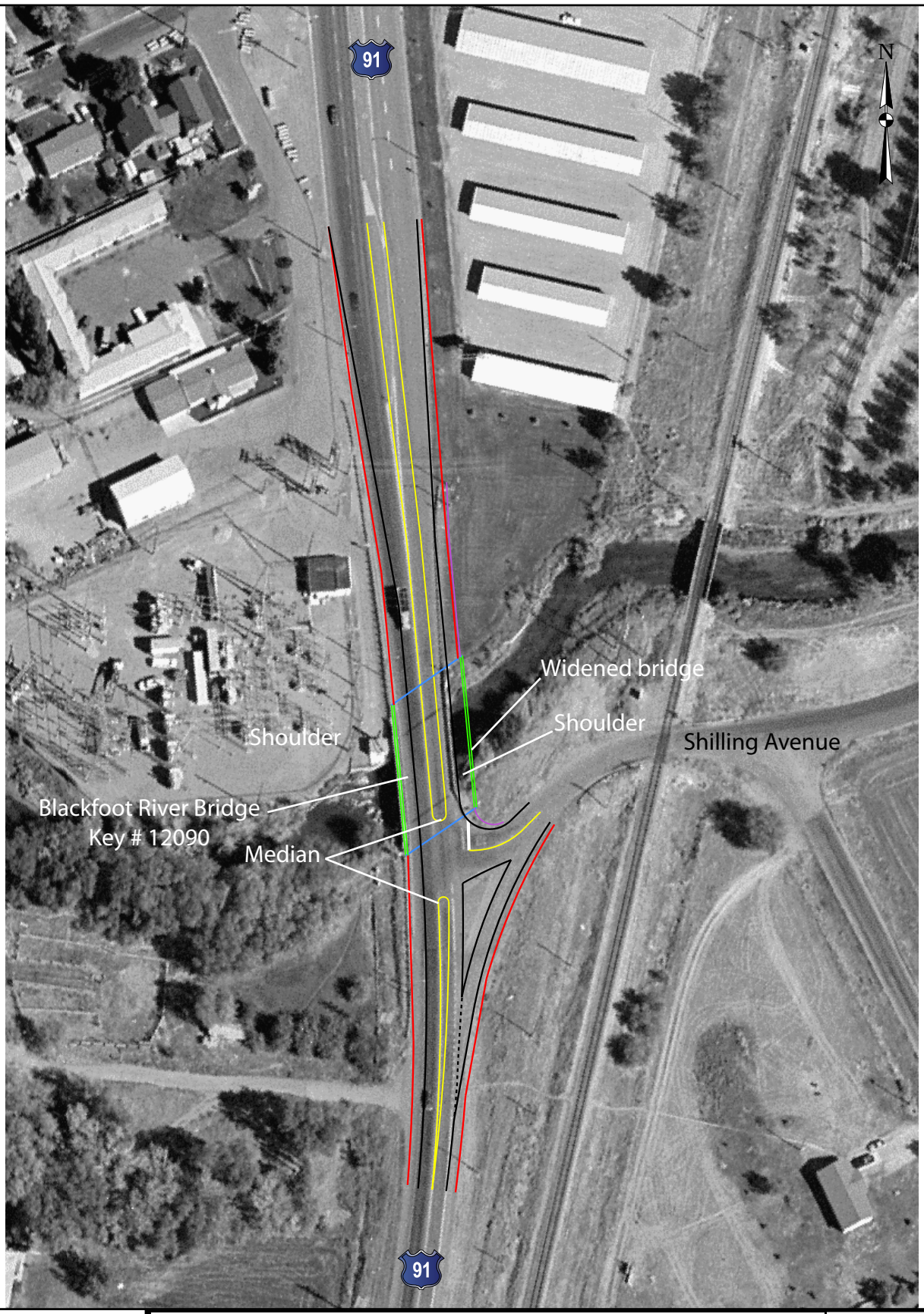
US-91 North Corridor Plan

Project No. STP-1767(101) Key No. 8116

Agency Road Improvements

Figure 11-5

Date: August 2007



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Shilling Avenue Improvements

Figure 11-6

Date: August 2007

Walker Road Approach Turn Lanes (I-15B Milepost 2.940)
The addition of turn lanes on the Walker Road approach to US-91 is recommended to improve access from Walker Road to US-91 and improve the Level of Service. Figure 11-7 illustrates this concept.

Alice Street Improvements (Milepost 100.887)
Alice Street and US-91 is a High Accident Location. The provision of right turn lanes on US-91 at this intersection will segregate right turning traffic and reduce the accident potential. Review and refinement of the existing signal timing should be pursued to further reduce the accident potential. A concept is shown in Figure 11-8.

Highland Drive/Rich Lane Improvements (Milepost 101.42)
The provision of turn lanes and minor realignment of the Highland and Rich Lane approaches to the US-91 intersection are recommended. The concept is shown in Figure 11-9. The Rich Lane side of the intersection was recently constructed generally as shown in Figure 11-9.

US-91 Wooton Way to East Airport Road Improvements (Milepost 101.705 to 102.526)
The City of Blackfoot and ITD are proceeding with the US-91 Wooton Way to East Airport Road, Project Number STP-7691(102), Key No. 07683, improvement project in the City of Blackfoot. This will widen US-91 to a five lane typical cross-section, and will tie back into the existing 2-lane US-91 cross-section north of Airport Road.

RECOMMENDATIONS: Program the replacement of the Blackfoot River Bridge and reconstruction of the Shilling Avenue/US-91 intersection.

Construct turn lanes on the Walker Road approach to US-91 in coordination with the City of Blackfoot.

Construct right turn lanes on US-91 at Alice Street, review the signal timing, and refine if warranted.

Construct turn lanes and minor intersection realignment at Highland Drive.

Incorporate the US-91 Wooton Way to East Airport Road approved concept in the US-91 North Corridor Plan.

11.2.4 Airport Road to New Sweden Road

Improvements to US-91 in this segment include reconstruction of US-91 from Airport Way through the Merkley/Tanner/Hansen intersections and signalization of the intersection of US-91 and Airport Road, and addition of turn lanes on Locust Avenue in Shelley.

Mark Lane to Merkley/Hansen (Milepost 102.526 to approximately 102.897)
Recommended improvements to US-91 from where the Wooton Way project referenced above ends northward through the Merkley/Tanner/Hansen intersections are shown in Figure 11-10. This concept would transition from the five lane typical cross-section of US-91 from the Wooton Way to East Airport Road project to three lanes. This 3-lane cross-section would extend northward through the Merkley/Hansen intersection, transitioning back to the existing two-lane cross-section. The skewed intersection of US-91 and Mark Lane would be realigned to reduce the skew angle and improve sight distance. The staggered intersections of US-91 with Merkley and Hansen would be realigned into one intersection, as shown on Figure 11-10.

US-91 North Corridor Plan	Project No. STP-1767(101) Key No. 8116	
	Walker Road Approach Improvements	Figure 11-7
		Date: August 2007

US-91 North Corridor Plan

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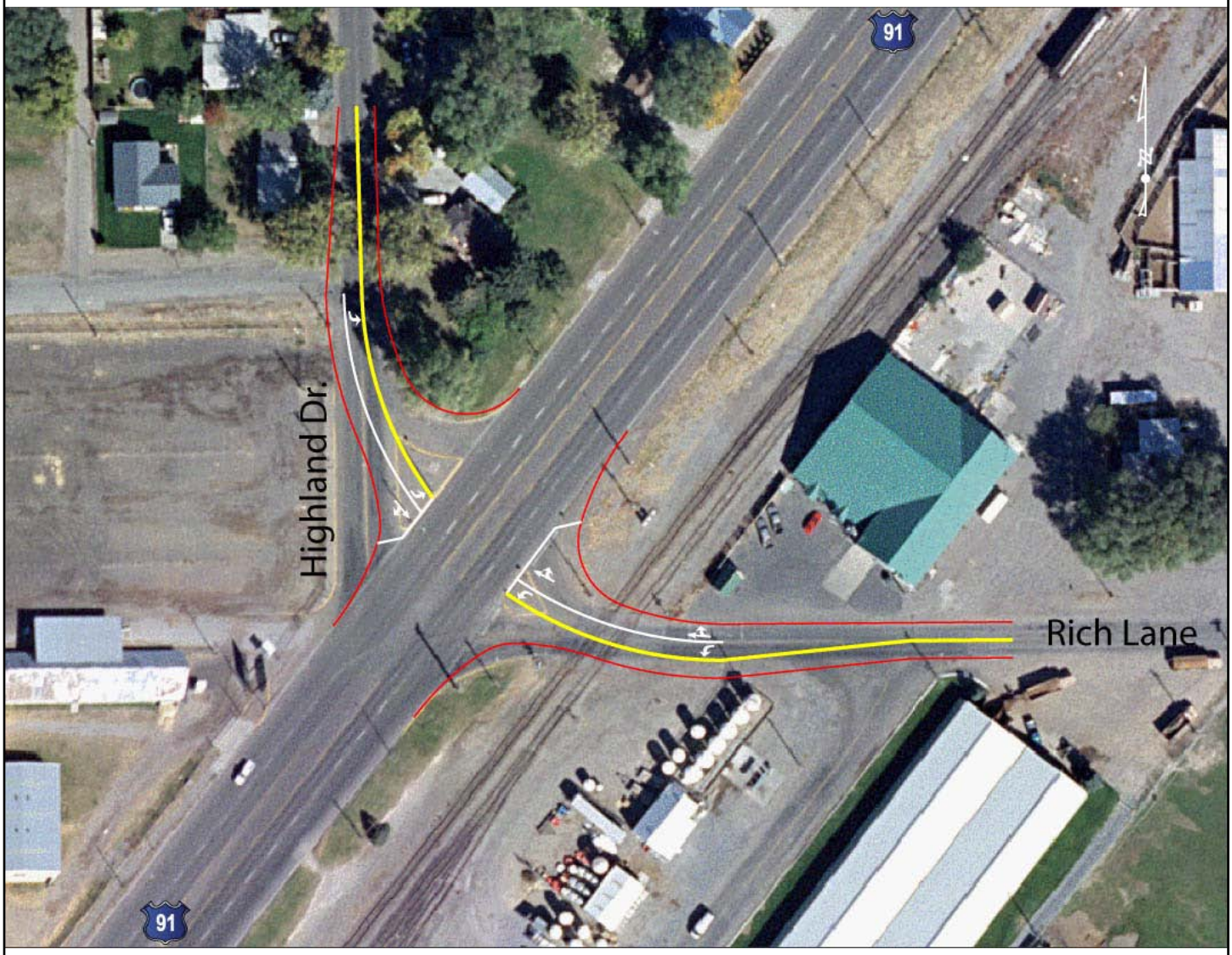
Alice Street Improvements

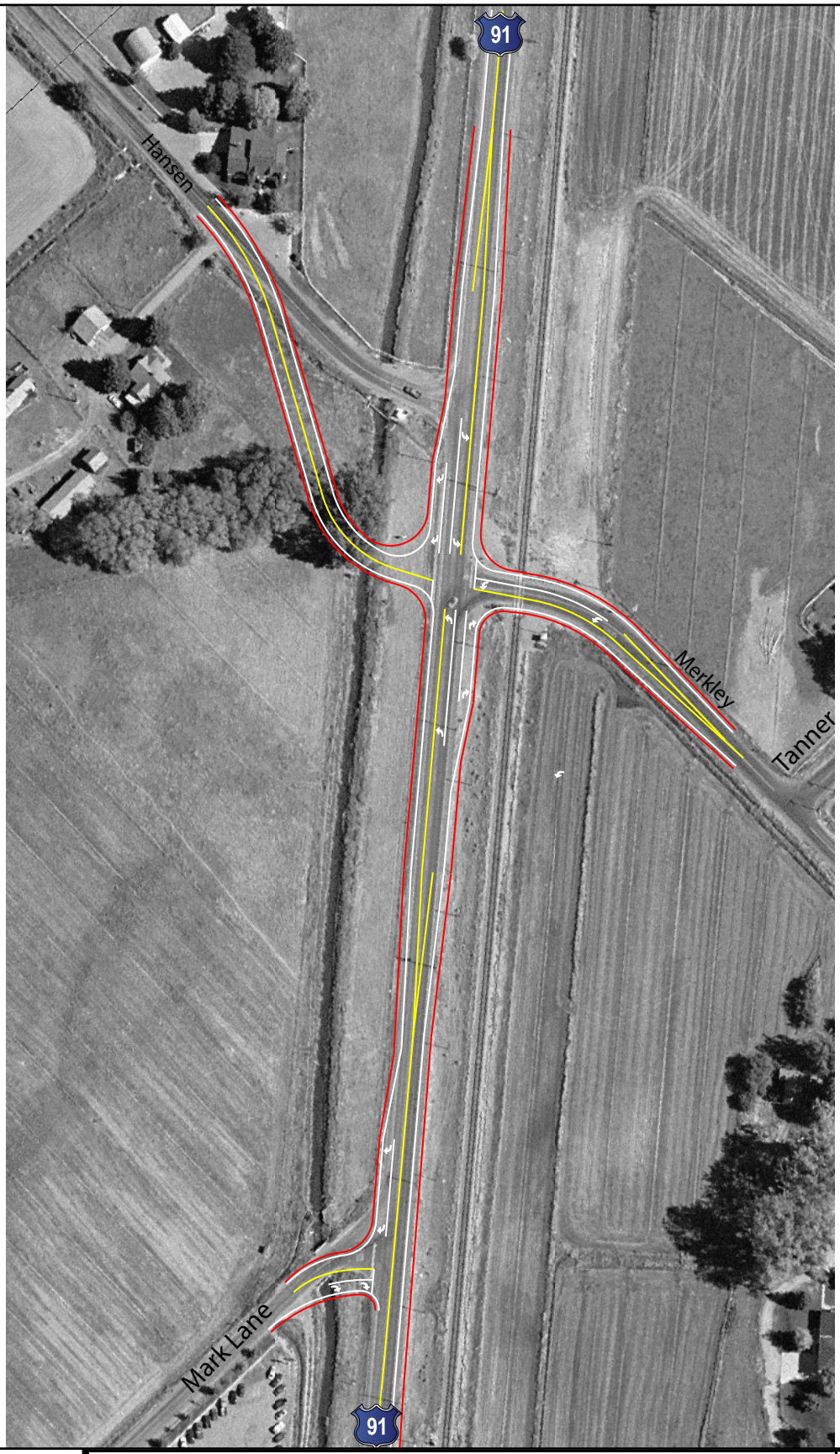
Figure 11-8

Date: August 2007



Note: Improvements to the Rich Lane / US-91 intersection have been constructed.

US-91 North Corridor Plan	Project No. STP-1767(101) Key No. 8116	
	Highland Drive / Rich Lane Improvements	Figure 11-9
		Date: August 2007



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US-91 North Corridor Plan

Project No. STP-1767(101) Key No. 8116

Merkley / Hansen Improvements

Figure 11-10

Date: August 2007

IDAHO TRANSPORTATION DEPARTMENT

Locust Avenue (Milepost 117.998)
Channelization of Locust Avenue approaches to US-91 in the City of Shelley is shown in Figure 11-11.

RECOMMENDATIONS: Develop the Airport Road to Merkley/Hansen Roads as a single project and pursue jointly with the City of Blackfoot and Bingham County.

Coordinate with the City of Shelley to facilitate implementation of turn lanes on Locust Avenue and on Center/Taylor Streets.

Continue ITD participation in the Idaho Fish and Game's Community Work Group that is examining ways to effectively mitigate animal/vehicle collisions and coordinate with Fish and Game on implementing mitigation.

11.2.5 New Sweden Road to York Road (Milepost 118.8 to 112.9)

As part of the US-91 North Corridor Planning process, ITD continued development of a project that would widen US-91 to the west from New Sweden Road at Milepost 118.8 in north Shelley northward to tie into the existing York Road and US-91 intersection at Milepost 122.9. A Concept Report was developed and approved in accordance with ITD Design Manual requirements and an associated Environmental Evaluation, developed under the National Environmental Policy Act, has been submitted to the Federal Highway Administration for approval.

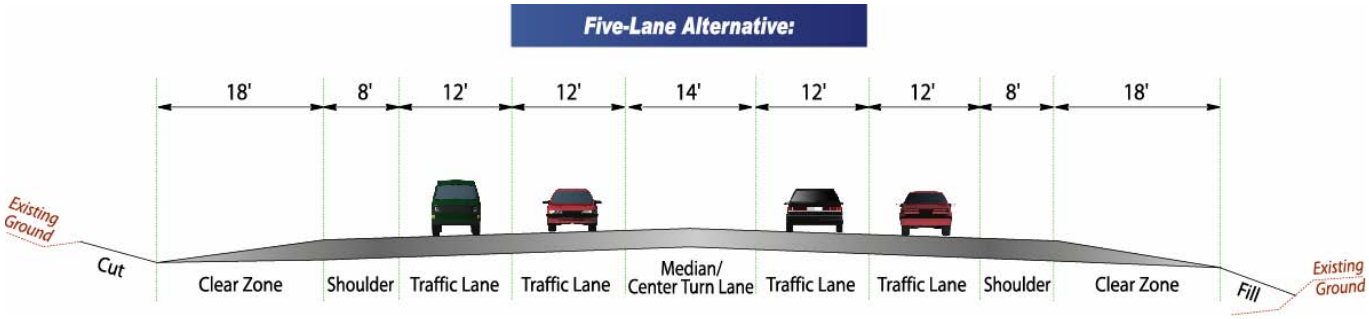
This corridor plan includes the proposed improvements addressed in the Shelley to York Road Concept Report and Environmental Evaluation. The existing two-lane facility would be widened to five lanes, with two 12-foot lanes in each direction, a 14-foot center median, and eight-foot shoulders. A typical cross-section is shown in Figure 11-12.

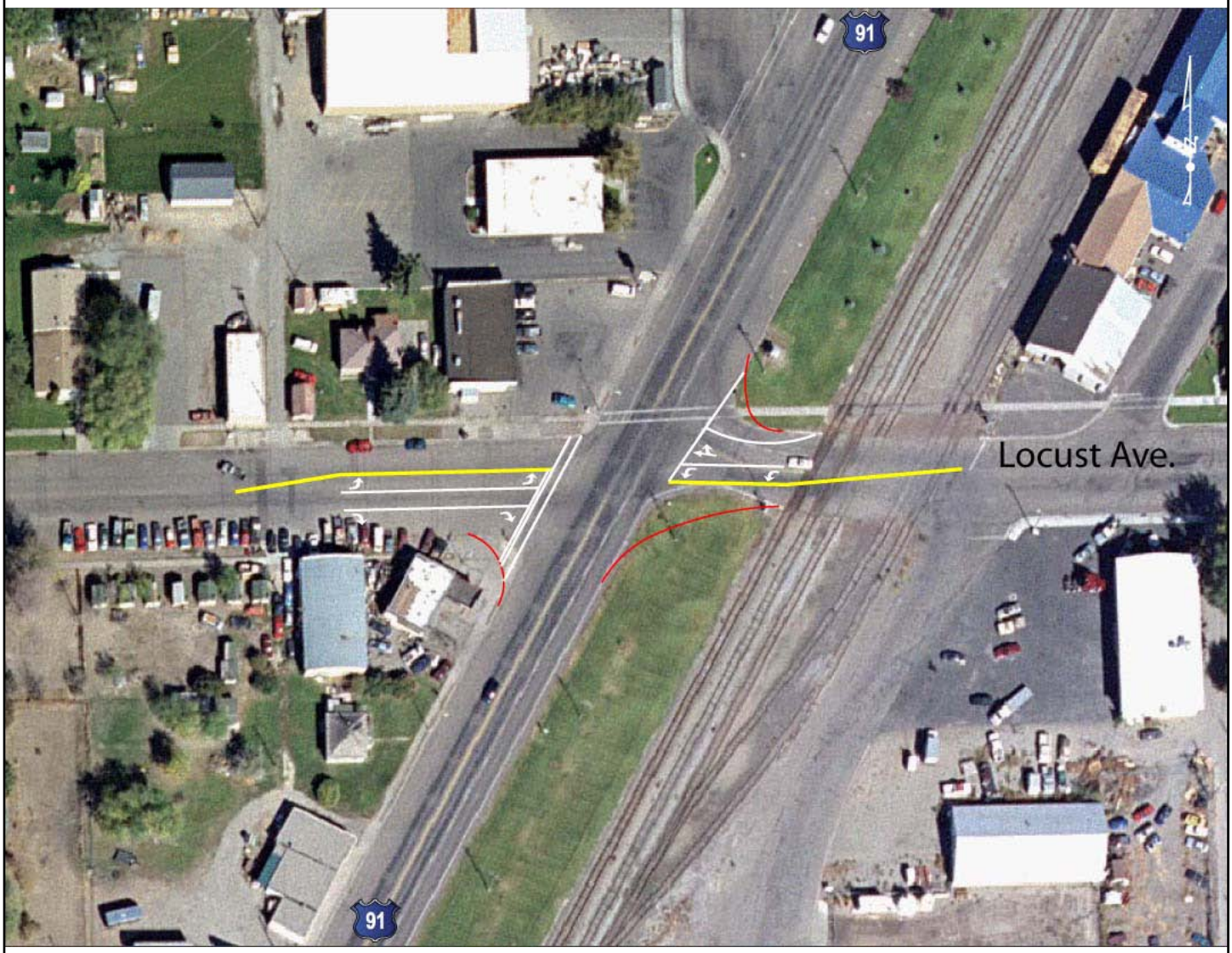
The horizontal alignment of US-91 would be shifted to the west, generally maintaining the existing east edge of pavement. This shift is necessary to improve both the sight distance problems associated with side street traffic entering US-91, and the limited vehicle storage between the Union Pacific Railroad tracks and existing roadway. The shift does not encroach upon the Union Pacific right-of-way.

The existing Snake River Canal Bridge would be removed and replaced with a new five-lane bridge structure.

RECOMMENDATION: Widen US-91 from New Sweden Road to York Road in accordance with the Shelley to York Road Concept and Environmental Evaluation when funding becomes available.

Figure 11-12: New Sweden Road to York Road Typical Cross-Section





US-91 North Corridor Plan

Project No. STP-1767(101) Key No. 8116

Locust Avenue Improvements

Figure 11-11

Date: August 2007

11.2.6 York Road to Sunnyside Road

No improvements to this segment of US-91 are recommended.

The new Sunnyside Road interchange with I-15 and extension of Sunnyside Road across the Snake River to connect with US-91 was opened in the fall of 2006. Changes in traffic circulation that may result from this new roadway connection may impact traffic volumes and operation on this segment of US-91.

RECOMMENDATION: Collect and analyze new traffic count data and review of accident statistics on a yearly basis for this segment.

11.3 Summary of Level of Service Improvements

The existing (Chapter 2) and future conditions (Chapter 6) analyses show that several intersections will fall below ITD's Level of Service policy, either at a minor level (LOS C or D), or at a substantive level (LOS E or F). The following table summarizes recommendations to achieve a LOS consistent with ITD's policy.

Table 11-5: LOS Improvement Summary

US-91 Intersection	Milepost	Proposed Improvement
Intersection LOS at C or D		
Reservation Road	83.557	Improvements per STIP Project Key #9233
Agency Road	88.366	Improvements per STIP Project Key #8265
Ballard	84.684	Construct turn lanes
Cemetery	85.795	Channelize intersection
Goshen	112.751	None. Recently reconstructed.
Baseline Road	117.124	Channelize intersection
New Sweden Road	118.8	Improvements per Shelley to York Road Project, Key # 08116 and Key #09225
Country Club Road	119.413	Improvements per Shelley to York Road Project, Key #08116 and Key #09225
Intersection LOS at E or F		
I-15 South Blackfoot Interchange Northbound ramps	97.052	Signalize
Walker Street (Blackfoot)	99.992	Construct turn lanes on east approach
Highland/Rich (Blackfoot)	101.42	Realign west approach
Airport Road	102.350	Improvements per Project Key #7683. Signalize intersection.
Mark Lane/Merkley/Hansen	102.526 to 102.897	Reconstruction and improvements per Figure 11-8.
Locust Street (Shelley)	117.998	Construct turn lanes per Figure 11-9.
Center/Taylor Street (Shelley)	118.264	Turn lanes and signal constructed 2007, Key #8633.

11.4 Summary of Key Safety Improvements

Section 2.7 of this Corridor Plan describes areas where High Accident Locations or crash rates at or above the State average have occurred, based on 5 years of the most recent crash data. Table 11-6 summarizes the recommended improvements that address these locations.

Table 11-6: Summary of Key Safety Improvements

Location	Issue	Recommended Improvements
Siphon Road to Sheepskin Road	Fatal crash rate above State average. Intersection with Tyhee Road is a High Accident Location.	Implement STIP projects #9233 Reservation Road and #8265 Agency Road. Provide turn lanes and widen shoulders.
Tyhee Road to Reservation Road	High Accident Location segment.	Provide turn lanes at Tyhee intersection and widen shoulders. Implement project #9233 Reservation Road.
Reservation Road intersection	High Accident Location	Implement STIP project #9233.
South Blackfoot I-15 I.C. to Airport Road	Crash rate above State average	Provide turn lanes, including at Walker Street, Alice. Construct Shilling Avenue/Blackfoot Bridge project.
Alice Street intersection	High Accident Location	Right turn lanes. Revise signal timing.

11.5 Functional Classification Recommendations

The functional classification of US-91 is primarily a Major Collector with a rural flat terrain LOS goal of C and LOS D in urban areas. It is an Urban Principal Arterial from Siphon Road to Tyhee Road, through the City of Blackfoot and from York Road to Sunnyside Road. Consideration was given to whether a change in functional classification is warranted in this corridor plan.

The functional classification of any roadway has implications for the level of access control that ITD can require as well as the Level of Service objective. It is also related to the role that a facility plays in the overall transportation network. Section 6.1 of this corridor plan describes the role of US-91 in the region as a local facility that serves agribusiness, commuters, school districts and others taking business, school, personal or recreation trips via this highway. In consideration of this role, changes to the functional classification and associated access control are included only for the New Sweden Road to York Road segment of US-91.

Recommendations: Retain the Urban Principal Arterial designation from Siphon Road to Tyhee Road and through the City of Blackfoot.

Retain Major Collector status from Tyhee Road through the City of Shelley.

Upgrade to a Minor Arterial from New Sweden Road to York .

Retain Urban Principal Arterial from York Road to Sunnyside in Idaho Falls.