

2040 Highway Project List

Appendix C. 2040 Highway Projects List

Introduction

During the development of the 2040 Metropolitan Transportation Plan highway project needs were identified. Performance-Based criteria identified candidate projects. The project needs also come from transportation plans and studies. Projects evaluation criteria include:

- The streets functional classification is collector or arterial unless the project is a safety improvement or bridge improvement;
- Model Volume to Capacity Ratio – Evaluate any link with a volume to capacity in PM Peak hour and daily over 0.8 or LOS D;
- Peak Hour Service Standard – Any link with a PM Peak over 1,200 vehicles per hour per lane and 1,500 vehicles per hour per lane for not on the interstate;
- Daily Service Standard – Any link with a PM Peak over 12,000 vehicles per hour per lane and 15,000 vehicles per hour per lane for the interstate;
- Signalized Intersections are evaluated using Synchro’s Highway Capacity HCS 6 LOS. Evaluate ant Traffic signal with LOS of D or worse in 2040;
- Project types identified in the Idaho Transportation Departments’ Highway Safety Implementation Plan;
- The project identified from state and local access management system; and
- Projects included the Bicycle and Pedestrian Master Plan

Seven Projects already recommended for funding in the Transportation Improvement Program include:

- Siphon road widening from Yellowstone to Hiline Road
- Yellowstone Avenue widening from Park Lawn to Siphon Road with a signal at Siphon/Yellowstone
- I-86/I-15 System Interchange complex reconstruction
- Center raised median on Yellowstone Avenue from Cedar Street to Alameda Road.
- Center raised median on Yellowstone Avenue from Bullock Street to Burnside Road.
- Signalize the intersection of Hawthorne Road and W. Quinn Road.
- Center Street Underpass reconstruction and pedestrian improvement

The table below list the 46 projects identified in the planning projects. Except for the seven projects listed above, the projects are considered illustrative. An illustrative project is where the project need is identified, but there is no identified funding source.

An interactive map of the project location can be found online at <http://arcg.is/1b4Pqe>.

Project ID	Name	Purpose	Need	Description	Project Limits	PM	Source	Cost (year of expenditure)
1	Humbolt Street and 4th Avenue	The purpose of this project is to improve the level of service (LOS), traffic flow, travel time, and safety at the intersection of Humbolt Street and S. 4 th Avenue.	During the PM peak hour, the Humbolt Street/4th Avenue intersection is currently at LOS F. Crash data provided by the Idaho Transportation Department (ITD) reflects a total of 8 accidents within the past five years.	The intersection of 4th Avenue and Humbolt Street is anticipated to experience excessive delays with a two way stop control. For this analysis.	Intersection	Congestion Safety	Yellowstone Corridor Study	\$650,000
2	Carter Street and 4th Avenue	The purpose of this project is to improve the level of service, traffic flow, travel time, and safety at the intersection of Carter Street and S. 4 th avenue.	During the PM peak hour, the intersection is currently at LOS F.	The intersection of 4th Avenue and Cater Street is anticipated to experience excessive delays with a two way stop control. For this analysis.	Intersection	Congestion Safety	Yellowstone Corridor Study	\$650,000
3	Oak Street and Yellowstone Avenue	The purpose of this project is to maintain the level of service, traffic flow, and travel time while enhancing safety, and bicycle and pedestrian access at the intersection of Oak Street and Yellowstone Avenue.	By the year 2040, some of the legs are expected to operate below acceptable LOS. The all four right turn movements at the intersection need improvement to facilitate traffic flow. Bicycle and Pedestrian facilities are limited and hard to navigate.	Upgrade intersection including additions of right-turn lanes for Northbound and Westbound traffic. Eliminate the free right turns. Provide improvement to bicycle and pedestrian facilities	Intersection	System Reliability Congestion	Gould and Garrett Way Study	\$1,500,000
4	Gould Street Oak to Garrett Way	The project purpose is to improve traffic flow, bicycle, and pedestrian facilities, travel time, and lane utilization of Gould Street	Two left turn lanes from Oak Street feed into Gould Street. Most of this traffic will make a right turn at Garrett Way, which has only one lane. Lane utilization and weaving traffic increase safety issues. There are no non-motorized facilities along the corridor.	The project would add an additional lane westbound, intersection improvements at the intersection of McKinley and Gould St., add another right turn lane at the intersection of Garrett Way and Gould St. The project will also Install sidewalks and bicycle lane.	Oak St. to Garrett Way	System Reliability Congestion	Gould and Garrett Way Study	\$5,100,00
5	Yellowstone Avenue and I-86	The purpose of this project is to improve the level of service, traffic flow, travel time, and safety at the I-86 Diverging Diamond Interchange (DDI).	During the PM peak hour, the Yellowstone Avenue & I 86 interchange ramps are LOS E. Future PM peak hour traffic volumes at the crossing are expected to double by the year 2040.	Based upon the Synchro analysis, an additional northbound and southbound through lane over I-86 is recommended by 2025.	Interchange	System Reliability Congestion	Yellowstone Corridor Study	\$500,000
6	Yellowstone Avenue and Knudsen Blvd	The purpose of this project is to improve the level of service, traffic flow, travel time, and safety at the intersection.	By 2040 the intersection will operate below the acceptable level of service. PM peak hour traffic is expected to increase by approximately 30% at this intersection.	The project will add a northbound right turn lane, northbound dual left-turn lanes and a westbound dual left-turn lane.	Intersection	Congestion	Traffic Impact Study	\$1,100,000
7	Yellowstone and Flandro Drive	The purpose of this project is to improve the level of service, traffic flow, travel time, and safety at the intersection of Flandro Drive and Yellowstone Avenue.	By 2040 the northbound left, northbound thru, and southbound left movements are expected to exceed the level of service D, which is above the standard.	The project will add a northbound, and southbound dual left-turn lane on Yellowstone Avenue and restrict the intersection of Flandro Drive / East Quinn Road to the right in/right out.	Intersection	Congestion	Yellowstone Corridor Study	\$1,164,811
8	Yellowstone Ave: Cedar Street to Alameda Street.	The project purpose is to improve traffic safety along the segment	The crash rates due to turning vehicles is above the state average and local criteria for center turn lane operation	The project will Install a center median along the segment and improve the intersection of Alameda and Cedar to allow U-turns.	Cedar St. to Alameda St.	Safety	Yellowstone Corridor Study	\$600,000

Project ID	Name	Purpose	Need	Description	Project Limits	PM	Source	Cost (year of expenditure)
9	Yellowstone Ave: Breneman Street to Knudsen Blvd.	The project purpose is to improve traffic safety along the segment	The crash rates due to turning vehicle are above the state average and local criteria for center turn lane operation	The Project will Install a center median along the segment.	Breneman Street to Knudsen Blvd	Safety	Yellowstone Corridor Study	\$400,000
10	Yellowstone Ave; Park Lawn to Siphon Road	The project purpose is to improve traffic flow and operations at the intersection with Siphon Road	By 2040 the traffic volumes exceed capacity standards. The Intersection of Siphon has excessive delay for the stop-controlled intersection.	The project will widen the roadway from 2 to 5 lanes and signalize the intersection of Yellowstone Ave and Siphon Rd.	Park Lawn Rd. to Siphon Rd	System Reliability	2040 MTP	\$5,000,000
11	I-86/ I-15 Interchange Complex	The project purpose is to upgrade the operations of the system interchange and replace aging bridge structures.	The existing system interchange does not meet current design standards, and bridges are nearing the end of service.	Reconstruct the system interchange to current standards.	I-86/ I-15 Interchange Complex	Infrastructure condition and System Reliability	Bridge Management System	\$60,000,000
12	Center Street Underpass	The 2035 MTP identified the conditions of the underpass as deficient.	The conditions of the retaining walls present a danger due to potential collapse. The pedestrian facilities need improvements.	The project will replace the pavement in the underpass and provide improvement to retaining walls. Pedestrian facilities will be updated and add a pedestrian bridge over W. Center Street.	Underpass	Infrastructure condition	2035 MTP	\$5,000,000
13	The intersection of Hawthorne Road and Quinn Road	The purpose of this project is to improve the level of service, traffic flow, and travel time at the intersection.	The intersection operates below an acceptable level of service during the PM peak hour.	The project will install a signalized intersection and add additional left-turn lanes each direction.	Intersection	Congestion	2035 MTP	\$2,400,000
14	Hathorne Road; Alpine to Home Depot	The purpose of the project is to improve the level of service and eliminate a choke point.	The 2040 projections show the PM Peak hour Level of service over 1.0 or very congested. The two-lane segment limits traffic flow.	The project will replace I-86 bridges over Hawthorne Rd. to allow expansion of Hawthorne Rd. to 4 lanes.	Alpine Rd. to Home Depot	Congestion	2040 MTP	\$4,000,000
15	I-15 Exit 67: South 5 th Interchange	The project will improve the operations and safety of the interchange ramps.	In 2040 both southbound and northbound ramps are expected to meet warrants for traffic signals.	The project will add traffic signals to both southbound and northbound ramps once warrants are met and realign northbound ramps to allow better operations.	Interchange	Congestion	2040 MTP	\$3,000,000
16	E. Chubbuck Road; Hiline Road to Fairgrounds Road	The project purpose is to improve traffic flow on E. Chubbuck Road.	By 2040, Chubbuck Road PM Peak Hour has a LOS F which exceeds levels of Service C standard.	Widen E. Chubbuck Road from Hiline Road to Sacajawea from three to five lanes.	Hiline Road to Fairgrounds Road	Congestion	2040 MTP	\$5,000,000
17	I-15 Exit 71; Pocatello Creek Interchange	The project purpose is to improve the traffic flow and operations form Olympus Drive to the interchange.	By 2040, the northbound left turn and eastbound left turn are below the level of service D standard. The operation of in the corridor is affected by access points and the signal spacing.	The project will add dual eastbound left-turn lanes and investigate closing the access with Bench Road. The operations of Pocatello Creek from ramps to Olympus Drive will be improved.	I-15 NB off ramp to Olympus Drive	Congestion System Reliability	2040 MTP	\$2,000,000
18	Yellowstone Avenue; I-86 to Chubbuck Road	The project purpose is to improve traffic flow and reduce delay.	The projected 2040 level of service is over 1.0 and the intersections with I-86, Knudsen Blvd. and Chubbuck Rd. The	The project will add an additional southbound and northbound lane and implement access control along the corridor.	I-86 to Chubbuck Road	Congestion System Reliability	2040 MTP	\$20,000,000

Project ID	Name	Purpose	Need	Description	Project Limits	PM	Source	Cost (year of expenditure)
			traffic queue today often backs up to the next intersection.					
19	US Hwy 30; Main Street to Philbin Road	The project purpose is to improve traffic flow and provide a multiuse path.	By 2040 the level of service will exceed 1.0, which is over the Level of Service D standard. There is no bicycle and pedestrian facilities along the route.	The project will widen the road from 3 to 5 lanes. Additionally, the project will construct a separate multiuse pathway west of U.S. Highway 30.	Main Street to Philbin Road	Congestion Active Transportation	2040 MTP and Bicycle and Pedestrian Master Plan	\$7,200,000
20	Pole Line Road; Alameda Road to Quinn Road.	The project will improve the safety of motor vehicles and non-motorized traffic.	There is a crash issue related to the lack of center turn lane. There are only limited sidewalks and no bicycle facilities on the corridor.	The project will widen Pole Line Road to accommodate a center turn lane. Road diet could be an intermediate step. The project will also add sidewalks and buffered bicycle lanes.	Alameda Road to Quinn Road.	Safety Active Transportation	Safety Analysis Bicycle and Pedestrian Master Plan	\$6,000,000
21	Hawthorne Road; Alameda to Quinn	The project will improve traffic flow and provide non-motorized facilities	Traffic flow is interrupted by vehicles turning into the local street, causing backups and delay. Hawthorne Road has no pedestrian facilities and is on a school route.	The project will Improve key intersections along the corridor by installing turn pockets and install sidewalk both sides of Hawthorne Road.	Alameda to Quinn Road.	Active Transportation System Reliability	MTP 2040 Master Bicycle and Pedestrian Plan	\$3,750,000
22	The intersection of Hiline Road and Pearl/El Rancho	The project will improve traffic flow and operations of the intersection.	The intersection meets traffic signal warrants, and the projected increase in traffic will increase already long queues.	The project will upgrade the intersection to a roundabout or signalized intersection depending on the outcome of an engineering study.	Intersection	Congestion	Unsignalized Intersection Study	\$2,000,000
23	The intersection of Hiline Road and Flandro Drive	The project will improve traffic flow and operations of the intersection.	The intersection is projected to meet traffic signal warrants by 2040. Traffic volumes will increase by 48 % by 2040.	The project will signalize the intersection once signal warrants are met and add an additional westbound right turn lane.	Intersection	Congestion	MTP 2040	\$2,000,000
24	Hiline Road; Alameda to Flandro Drive	The project will improve bicycle safety and protect traffic flow from turning vehicles.	The existing shoulder width and projected traffic volumes bicycle travel potentially unsafe.	The project will widen the existing shoulder to allow for buffered bicycle lanes. The project will also add turn lanes at critical intersections.	Alameda Road to Flandro Drive	Active Transportation System Reliability	Bicycle and Pedestrian Master Plan	\$2,000,000
25	Yellowstone Avenue; Siphon Road to Bringhurst Street	The project will improve system reliability and reduce traffic delay.	The PM peak hour LOS is projected to exceed 1 or level of service F by 2040. The area north of the project location is expected to see significant growth by 2040.	The project will widen Yellowstone Avenue from 3 to 5 lanes and provide intersection improvements.	Siphon Road to Bringhurst Street	System Reliability	MTP 2040	\$4,500,000
26	The intersection of Cedar Street and Jefferson Street	The project will reduce delay on Cedar Street and increase traffic flow.	The intersection is projected to meet traffic signal warrants by 2040.	Once the traffic signal warrants are met, the project will signalize the intersection.	Intersection	Congestion	Unsignalized Intersection Study	\$1,500,000
27	Pocatello Creek Road; Jefferson Street to I-15	The project will reduce eastbound traffic congestion.	Pocatello Creek eastbound is expected to reach the level of service F in the PM Peak	The project will widen the westbound lanes to three lanes and provide bicycle lanes both directions.	Jefferson Street to I-15	Congestion	MTP 2040	\$7,000,000

Project ID	Name	Purpose	Need	Description	Project Limits	PM	Source	Cost (year of expenditure)
			hour by 2040. The road already has three lanes in the westbound direction.			Active Transportation	Bicycle and Pedestrian Master Plan	
28	Hiline Road; Tyhee Road to Chubbuck Road	The purpose of the project is to develop a development plan for Hiline Road in anticipation of widening the road.	The Northgate interchange and planned development will increase traffic significantly, and modeling indicates the section north of Siphon will reach the level of service E by 2040.	The project will widen Hiline from a ½ mile north of Siphon Road to Siphon Road. The project will also develop an access plan for Hiline Road from Reservation to Chubbuck Road.	Reservation Road to Chubbuck Road	Congestions System Reliability	MTP 2040	\$6,000,000
29	US 30 Railroad Overpass	The purpose is to improve fright reliability by increasing vertical clearance at the overpass.	The current bridge is 13 feet, seven inches. The recommended clearance is 14 feet. Manufacturing in the region needs 17 feet clearances.	The project will improve the vertical clearance of US Highway 30 to 17 feet.	Cedar Street to Main Street	Freight Reliability	Idaho Transportation Department Statewide Freight Strategic Plan	\$10,000,000
30	Philbin Road Bridge at I-86	The purpose of the project is to improve the condition of the bridge and increase bicycle safety.	In 2018 the bridge had a poor condition rating. The width of the deck is 33 feet, and the traffic speed is 45 mph. These factors discourage bicycle and pedestrian travel.	The project will replace the bridge with a wider structure and include buffered bike lanes.	I-86 miles post 010.984	Safety Active Transportation	MTP 2040	\$6,000,000
31	Carson Street Portneuf River Bridge	The purpose of the project is to improve traffic flow and bicycle and pedestrian safety.	The project location opens into a wide triangle where the traffic flow from three separate streets is making the area hard to navigate. The bridge is in poor condition, and the pedestrian facilities do not meet ADA standards.	The project will remove open area and create a new intersection with Trail Creek, Riverside and Carson Streets. The bridge will provide a separated multi-use path.	Grant to Trail Creek	Safety Active Transportation	MTP 2040	\$2,500,000
32	Cedar Street Transfer Station	The project will develop a bus transfer station at Cedar Street and Pershing Avenue	Several bus routes converge at the top of each hour. The road width prevents the buses from getting out of the drive lane, which either backs up vehicles or has vehicles using the center turn lane as a drive lane.	The project will establish an off the road transfer station between Pershing Avenue and Warren Avenue and upgrade the intersections to current ADA standards	Pershing Avenue to Warren Avenue	Transit	Transit Master Plan	\$250,000
33	Marshall Public Library Bus Shelters	The project purpose is to provide a safe waiting area for transit passengers	The current bus stop is a high activity stop, and no protective shelter exists.	The project will construct two bus shelters, one on each side of S. Garfield Street and update the ADA pedestrian facilities	W. Center Street to W. Lewis Street	Transit	Transit Master Plan	\$250,000
34	Martin Luther King Drive Pedestrian Corridor Improvement	The project will upgrade the traffic signals at 8 th Avenue and Memorial Drive to allow for pedestrian scramble intersections.	There are high Pedestrians and vehicles traffic volumes in the project location. The heavy volumes create conflicts with pedestrians and turning vehicles.	The project will update the traffic signals at 8 th Avenue and Memorial Drive to allow for pedestrian scramble movement.	S. 8 th Avenue to S. 19 th Ave	Active Transportation	MTP 2040	\$750,000

Project ID	Name	Purpose	Need	Description	Project Limits	PM	Source	Cost (year of expenditure)
35	Center Street; S. 19 th Avenue to Vista Drive	The project will improve bicycle safety and traffic flow.	In the PM peak hour westbound traffic turning right onto I-15 backs up past Vista Drive. The 2040 projections show the project location has a PM Peak hour LOS over 1.0. The existing bicycle lane does not meet the Bicycle Level of Traffic Stress requirements.	The project will add a second right turn lane on westbound Center Street. The project will also widen Center Street to accommodate a buffered bike lane.	S. 19 th Ave to Vista Drive	Active Transportation Congestion	Bicycle and Pedestrian Master Plan and MTP 2040	\$3,500,000
36	Siphon Road; Yellowstone Avenue to Whitaker Road	The project will improve traffic flow and provide connectivity from Northgate to Yellowstone Avenue.	The section of Siphon Road is projected to have daily and PM peak hour volume to capacity ratios over level of service D.	The project will widen Siphon Road from 2 lanes to 5 lanes with a center turn lane. The project will also construct a multi-use trail south of Siphon Road.	Yellowstone Avenue to Whitaker Rd	Congestion	Yellowstone Corridor 2006	\$2,000,000
37	Hawthorne Road: W. Chubbuck Road to James Avenue	The project will improve traffic flow and reduce congestion and provide for bicycle lanes	By 2040 the segment has a level of service D in both the PM peak hour and for the day. There is anticipated growth north of the location, and the route is an alternative to Yellowstone Avenue.	The project will widen Hawthorne Road from 2 lanes to 5 lanes and install bicycle lanes.	W. Chubbuck Road to James Avenue	Congestion Active Transportation	MTP 2040	\$2,400,000
38	Hawthorne Road: Alpine Avenue to Juliette Way	The project will improve traffic flow and provide an equal number of traffic lanes.	Hawthorne Road has two southbound lanes and one northbound lane in the project area. The 2040 volume to capacity ratios are level of service D for both PM peak hour and daily.	The project will add a second northbound lane from Alpine to Juliette Way and modify the traffic signal at Knudsen to accommodate the change.	Aspen Avenue to Juliette Way	Congestion	MTP 2040	\$2,500,000
39	Bannock Highway; Portneuf Road to Shoshoni Trail	The project will improve bicycle safety and reduce the Bicycle Level of Traffic Stress on the bicyclist.	This section of Bannock Highway has posted speeds of 45 mph. At that speed, the Bicycle Level of Traffic Stress is very high.	The project will widen the existing shoulder to accommodate buffered bike lanes. During the design process access to houses on both sides of the road should be considered in the design of the buffered bike lane.	Portneuf Road to Shoshoni Trail	Active Transportation	Bicycle and Pedestrian Master Plan	\$1,600,000
40	Bannock Highway; Kurtwood Drive to Lundburg Lane	The project will improve bicycle safety and reduce the Bicycle Level of Traffic Stress on the bicyclist.	This section of Bannock Highway has posted speeds of 45 mph. At that speed, the Bicycle Level of Traffic Stress is very high.	The project will widen the existing shoulder to accommodate buffered bike lanes. During the design process access to houses on both sides of the road should be considered in the design of the buffered bike lane.	Kurtwood Drive to Lundburg Lane	Active Transportation	Bicycle and Pedestrian Master Plan	\$1,400,000
41	The Intersection of E. Chubbuck Road and Philbin Road	The project will improve the traffic flow at the intersection.	The projected development in the area around the intersection will increase the traffic, which will reduce the intersection level of service.	The project will replace the existing four-way-stop controlled intersection with a roundabout or signalized intersection.	The intersection of E. Chubbuck Rd. and Philbin Rd.	Congestion	2040 MTP	\$1,700,000
42	The Intersection of Bannock Hwy and South Valley Rd.	The project will improve the traffic flow at the intersection.	The City of Pocatello and BTPO has monitored the traffic flow around the intersection and anticipate the intersection will meet traffic signal warrants by 2040. Signalizing the intersection was included in	The project will replace the existing tee-intersection with a roundabout or signalized intersection.	The intersection of Bannock Hwy and South Valley Rd	Congestion	2040 MTP	\$1,700,000

Project ID	Name	Purpose	Need	Description	Project Limits	PM	Source	Cost (year of expenditure)
			initial concept reports for the South Valley Road Project.					
43	Intersection Improvements of W. Custer St. and S. Arthur Ave.	The project will upgrade the existing signal to modern standards, including the ADA requirements.	The existing signal uses out of date technology for mounting traffic signal heads to the traffic signal controller.	The project will upgrade the traffic signal to current standards.	The intersection of W. Custer St. and S. Arthur Ave.	System Reliability	2040 MTP	\$600,000
44	Extension of E. Chubbuck Rd east to Satterfield Drive	The project will extend W. Chubbuck Rd. from Olympus Dr. to Satterfield Dr.	The project will provide an alternative route and connect current and projected traffic to Olympus Dr.	The project will construct a new road from Olympus Drive to Satterfield Drive.	Olympus Dr. to Satterfield Dr.	Congestion	2040 MTP	\$3,500,000
45	Olympus Signalization Study	The project purpose is to improve traffic flow from Jerome and Butte Street.	The vehicle traffic on this section of Olympus is expected to triple in the next 25-years. Increased development east of Olympus will also increase traffic on Jerome St. and Butte St.	The project will conduct a corridor study from Fairway Dr. to E. Chubbuck Road to determine needed intersection improvements and construct the recommended project.	Fairway Dr. to E. Chubbuck Rd.	System Reliability Congestion	2040 MTP	\$1,500,000
46	Capacity Improvements to Intersection of E. Alameda Rd and Jefferson Ave.	The project purpose is to improve capacity and traffic flow through the intersection of E. Alameda Rd and Jefferson Ave.	A safety improvement project was completed in 2017, but that project did not solve all the congestion issues. The PRT bus stop near the intersection causes delay at the intersection.	The project will increase the capacity of turning a vehicle at the intersection. The project will also improve the operations of the PRT Bus stop near the intersection.	The intersection of E. Alameda Rd. and Jefferson Ave.	Congestion	2040 MTP	\$5,000,000
Total								\$197,069,911.00