

POCATELLO AVE/I-86B INTERSECTION
IMPROVEMENT PROJECT



Community Workshop #2



Your Safety • Your Mobility
Your Economic Opportunity

POCATELLO AVE/I-86B INTERSECTION
IMPROVEMENT PROJECT

Welcome and Introductions
Dan Harelson, Idaho Transportation Department



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Today's agenda

- Review outcomes of Community Workshop #1
- Present and gather input on the range of potential intersection improvements
- Explain next steps in the project



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Project goals

- Improve safety and traffic flow at the Pocatello Ave/I-86B (SH-39) Intersection
- Involve the community in the design process



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What we heard at Workshop #1

- **The left turn from Highway 39 to I-86 does not work well.**
Trucks back up at the stop sign and have a difficult time climbing the hill toward I-86. This is a safety concern.
- Traffic flow **between I-86 and the intersection currently works well.**



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What we heard at Workshop #1

- Pocatello Avenue works well, except during times of heavy truck traffic. During these times, **trucks avoid the stop from Highway 39.**
- The Fairgrounds Avenue intersection has heavy truck traffic and does not work well.



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Process

- Listen to community input.
- Develop a range of alternatives for the intersection.
- Assess cost, Traffic Capacity, delays, safety, right-of-way needs.
- Hear your likes and dislikes at tonight's meeting.
- Determine the best way to improve safety and operations at the intersection.



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Potential intersection improvements

- #1A – Flyover Ramp: Pocatello Avenue
- #1B – Flyover Ramp: SH-39 Bypass
- #2 – Roundabout
- #3 – Continuous Green T Signal
- #4 – Do nothing



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Characteristics of each alternative

- Public acceptance
- Safety and crash characteristics
- Traffic Capacity
- Truck delay
- Management of Fairgrounds Road traffic
- Right of way



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Alternative #1a: Flyover Ramp – Pocatello Ave

Westbound traffic from I-86 is taken to Pocatello Avenue via a bridge over bypass traffic



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Alternative #1a: Flyover Ramp – Pocatello Ave

- **Cost** – \$ 3.3 million
- **Safety and crash characteristics** – Very Good
- **Traffic Capacity** – High
- **Truck delay** – None
- **Management of Fairgrounds Road traffic** - Poor
- **Right of way** – None required



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Alternative #1b: Flyover Ramp – SH-39 Bypass

Eastbound traffic from SH-39 is taken to I-86 via a bridge over Pocatello Avenue



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Alternative #1b: Flyover Ramp – SH-39 Bypass

- **Cost** – \$ 6.4 million; Potential to delay the project
- **Safety and Crash characteristics** – Very Good
- **Traffic Capacity** – High
- **Truck delay** – None
- **Management of Fairgrounds Road traffic** - Good
- **Right of way** – Significant; Potential for delay



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Alternative #2: Roundabout

A modern one-lane roundabout designed to handle large trucks



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Alternative #2: Roundabout

- **Cost** - \$ 1.5 Million
- **Safety and crash characteristics** – Good
- **Traffic Capacity** - High
- **Truck delay** – Medium
- **Management of Fairgrounds Road traffic** - Medium
- **Right of way** – Small requirement



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Alternative #3: Continuous Green T Signal

A three-phase signal with priority given to SH-39.

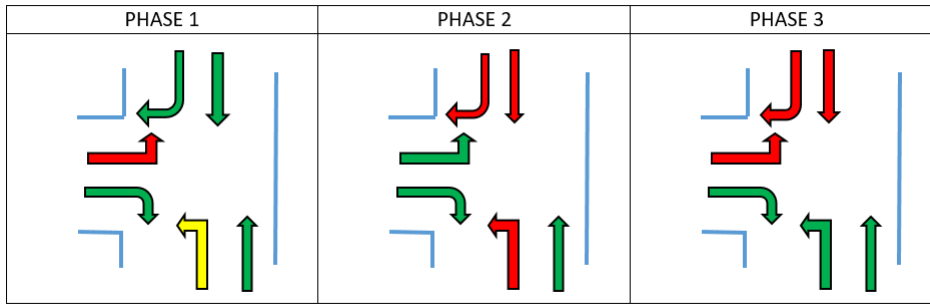
- Left-turning Pocatello Ave to SH-39 is stop controlled.
- Westbound I-86 to Pocatello Ave is a yield-controlled left turn.



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Alternative #3: Continuous Green T Signal



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Alternative #3: Continuous Green T Signal

| Movement | Required Gap (sec) | 2020 DHV | 2020 Ave Gap (sec) | 2042 DHV | 2042 Ave Gap (sec) |
|----------------------------------|--------------------|----------|--------------------|----------|--------------------|
| WB LT from I-86 to Pocatello Ave | 10 | 279 | 13 | 341 | 11 |

| Movement | 2020 DHV | Conflicting 2020 DHV | 2042 DHV | Conflicting 2042 DHV | Percent Green Split |
|-----------------------------------|----------|----------------------|----------|----------------------|---------------------|
| EB LT from Pocatello Ave to I-86B | 80 | 235 | 98 | 287 | 34/66 |



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Alternative #3: Continuous Green T Signal

- **Cost** – \$ 1.4 million
- **Safety and crash characteristics** – Potential for angle crashes
- **Traffic Capacity** – Good
- **Truck delay** – Moderate peak hour delay
- **Management of Fairgrounds Road traffic:** Good
- **Right of way** – Small requirement



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Alternative #4: Do nothing

- **Cost** - None
- **Safety and crash characteristics** – No change
- **Traffic Capacity** - Unacceptable
- **Truck delay** – Unacceptable
- **Management of Fairgrounds Road traffic** – No change
- **Right of way** –No change



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Next steps

- Review input from today's meeting
- Complete preliminary design of intersection
- Host Community Workshop #3 (Fall 2018)
- Begin final design of intersection
- Host community open house (Winter 2018/2019)
- Begin construction (2021)



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Working group discussion

- What do you like about each of the potential intersection alternatives?
- What do you dislike about each alternative?
- Did we miss anything?
- Do you have any other questions or comments?



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Thank you!

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Next meeting:

Winter 2018/2019

