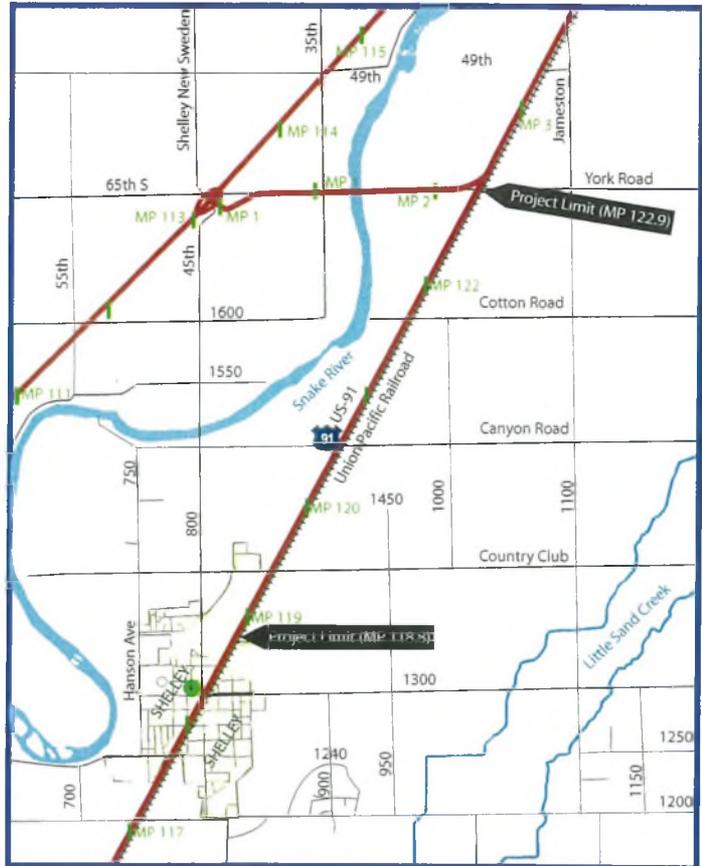
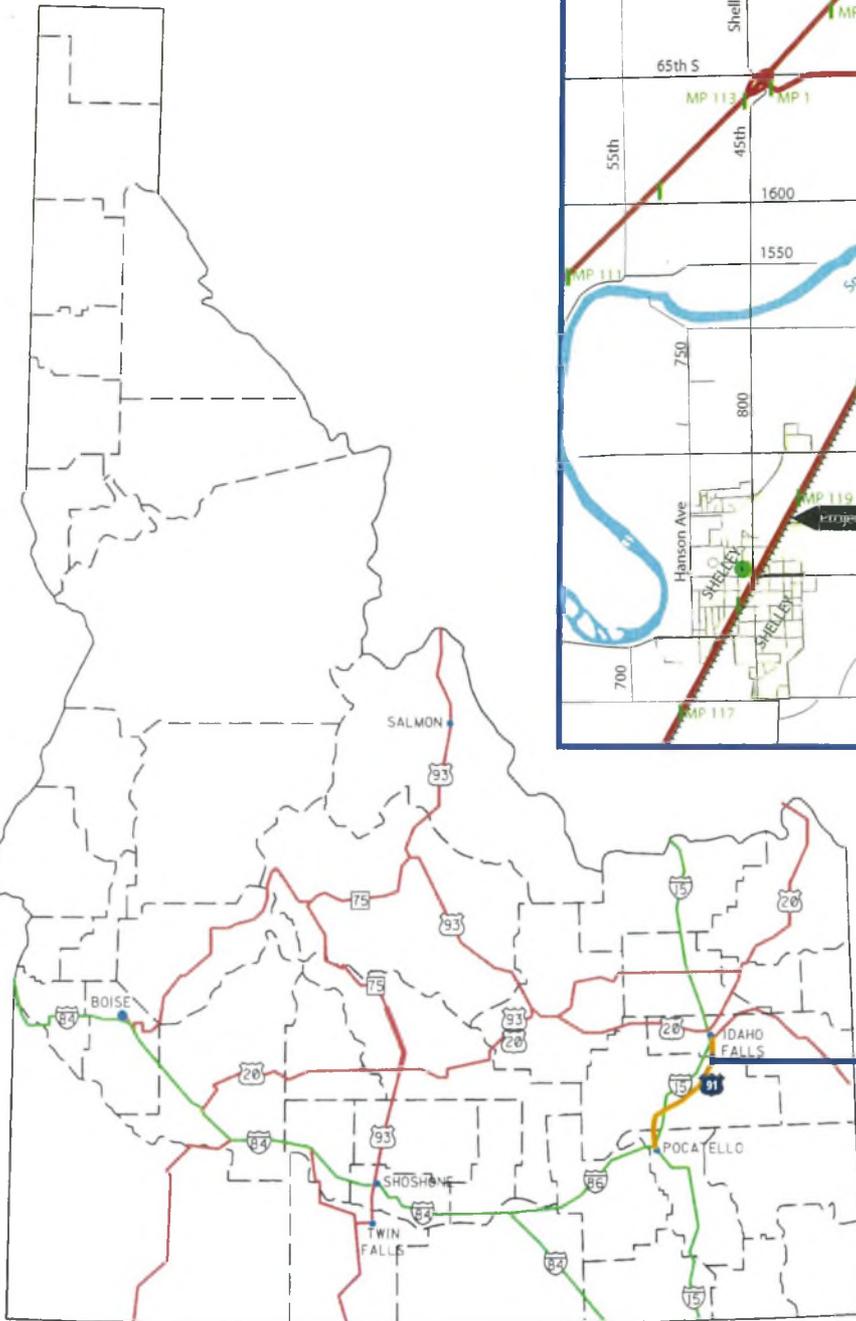


ENVIRONMENTAL EVALUATION SUMMARY

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

Title
State Location Map
&
Vicinity Sketch

Figure No.
1

Date:
March 2006



PROJECT AREA PHOTOGRAPHS

South Project Limit US-91 / New Sweden Road
(Looking South)



Photo 1

North Project Limit US-91 / York Road Intersection
(Looking North)



Photo 2

Typical Existing Cross-Section
(Looking North, South of Cotton Road)



Photo 3

Entering North Shelley
(Southbound)



Photo 4



Project No. STP-1767(101)

Key No. 8116

Title
Photoplate 1

Figure No.

Date:
March 2006



Railroad Crossing at Canyon Road
(Looking North)



Photo 1

Railroad Crossing at Canyon Road
(Looking South)



Photo 2

Railroad Crossing at Canyon Road
(Looking West)



Photo 3



Project No. STP-1767(101)

Key No. 8116

Title
Photoplate 2

Figure No.

Date:
March 2006



Quigg Lateral and Siphon
(Looking East From Railroad)



Photo 1

Quigg Lateral
(Looking West)



Photo 2

Existing Land Use and Irrigation Ditch
(Looking North)



Photo 3



Project No. STP-1767(101)

Key No. 8116

Title
Photoplate 3

Figure No.

Date:
March 2006



Snake River Canal Railroad Bridge
(Looking East)



Photo 1

Existing Snake River Canal Crossing
(Looking North)



Photo 2

Snake River Canal Bridge
(Looking North)



Photo 3



Project No. STP-1767(101)

Key No. 8116

Title
Photoplate 4

Figure No.

Date:
March 2006



Vertical Curve and Roadside Obstacles
(Southbound in North Shelley)



Photo 1

Typical Side Road Raised Railroad Crossing



Photo 2

Limited Vehicle storage and Sight Distance



Photo 3

Lack of Turn Lanes



Photo 4

Roadway Operations Issues
(Looking Southbound)



Photo 5



Project No. STP-1767(101)

Key No. 8116

Title
Photoplate 5

Figure No.

Date:
March 2006



Environmental Evaluation



Date June 8, 2007	District 5	Route # US-91	City/County Bingham/Bonneville
Project Name Shelley to York Road		Project # STP-1767(101)	Key # 8116
Work Authority		Program Year 2008	Termini (Mp To Mp) 118.8 to 122.9

Acres of New Public R/W 0	Acres of New Private R/W 20.9	(Discuss the existing use of R/W to be acquired, plus adjacent land use, zoning, development plans, etc. on attached Environmental Summary Sheet) See page 17.	
Tribal Impact <input type="checkbox"/> Cultural <input type="checkbox"/> Archeological <input type="checkbox"/> Reservation <input checked="" type="checkbox"/> None		Public Interest Expected? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Air Quality <input checked="" type="checkbox"/> Attainment Area <input type="checkbox"/> Non-Attainment Area <input type="checkbox"/> CO <input type="checkbox"/> PM		Exempt Project <input type="checkbox"/> Yes <input type="checkbox"/> No	
Type One Project (i.e., New Location, Substantial Alignment Change, Addition of a Through-Traffic Lane)		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Construction Impacts Requiring Special Provisions (Enter Details on Reverse Side)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Program Year ADT 7000 DHV 780 % Trucks 2-3 Posted Speed 55		Design Year 2032 ADT 10,710 DHV 1190 % Trucks 2-3 Posted Speed 55	
Distance of Nearest Noise Receptor to Centerline Existing 70 feet Proposed 97 feet			

Project Purpose and Benefits

Double mark (xx) only the item that best describes the Primary Reason for Proposing this Project

Single mark (x) all Other Relevant Items

- | | |
|--|--|
| <p><u>xx</u> Maintain/Improve User Operating Conditions</p> <p><u>x</u> Maintain/Improve Traffic Flow</p> <p>Time Savings</p> <p><u>x</u> Increase Capacity</p> <p><u>x</u> Reduce Congestion</p> <p><u>x</u> Reduce Hazard(s)</p> <p>Reduce Highway User Operating Costs</p> <p>Other, List (e.g., Driver Convenience and Comfort regarding Rest Area Projects)</p> | <p>Enhance Accessibility for the Disabled/Safety</p> <p><u>x</u> Enhance Pedestrian Safety and/or Capacity</p> <p>Enhance Bicycle Safety and/or Capacity</p> <p>Traffic Composition Enhancement (e.g., Truck Route, HOV Lane, Climbing Lane)</p> <p>Visual/Cultural Enhancement (e.g., Landscaping, Historic Preservation)</p> <p>Environmental Enhancement (e.g., Air Quality, Noise Attenuation, Water Quality)</p> <p>Economic Prudence (e.g., Repair Less Expensive than Replacement, B/C Ratio)</p> |
|--|--|

Check Any of the Following That Require Avoidance, Minimization, or Discussion (If Yes, describe in the Environmental Document or CE)

- | | Yes | No | | Yes | No |
|--|-------------------------------------|-------------------------------------|--|-------------------------------------|-------------------------------------|
| 1. Noise Criteria Impacts* | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 17. Threatened/Endangered Species* | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Change in Access or Access Control | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Listed <input type="checkbox"/> Proposed | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Change in Travel Patterns | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 18. Air Quality Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Neighborhood or Service Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 19. Inconsistent With Air Quality Plan | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Economic Disruption | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> SIP <input type="checkbox"/> TIP | | |
| 6. Inconsistent W/Local or State Planning | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 20. Stream Alteration/Encroachment** | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Minorities, Low Income Populations | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> IWDR <input type="checkbox"/> F&G <input type="checkbox"/> COE (404) | | |
| 8. Displacements* | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 21. Flood Plain Encroachment* | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Section 4(f) Lands-DOT Act 1966*
(i.e., Public Parks/Rec Areas/Trails,
Wildlife/Waterfowl Refuges, Wild or
Scenic Rivers, Historic Sites/Bridges,
Archaeological Resources) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Longitudinal <input type="checkbox"/> Traverse | | |
| 10. LWCF Recreation Areas/6(f) Lands* | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 22. Regulatory Floodway | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Section 106-Nat. Hist. Preserv. Act* | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> PE Cert. & FEMA Approval <input type="checkbox"/> Revision | | |
| 12. FAA Airspace Intrusion** | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 23. Navigable Waters** | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. Visual Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> CG (Sec 9) <input type="checkbox"/> COE (Sec 10) <input type="checkbox"/> Dept. Lands | | |
| 14. Prime Farmland*, Parcel Splits | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 24. Wetlands* | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 15. Known/Suspected "Hazmat" Risks | <input type="checkbox"/> | <input checked="" type="checkbox"/> | - X Jurisdictional** (404) <input type="checkbox"/> Non-Jurisdictional | | |
| 16. Wildlife/Fish Resources/Habitat** | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 25. Sole Source Aquifer | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | | <input type="checkbox"/> Exempt Project <input type="checkbox"/> Non-Exempt** | | |
| | | | 26. Water Quality, Runoff Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | | 27. NPDES-General Permit | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

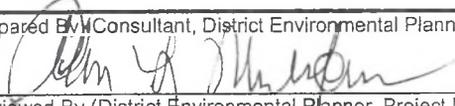
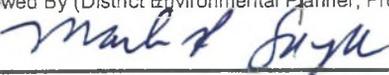
(If no, complete sediment-erosion control plan)

*If yes to these items, supplemental reports or documentation are required (e.g., Relocation Report; Wetlands Determination/Finding; Fish and Wildlife Species List Update; SCS Form AD-1006, *Biological Assessment*, etc.)

**If yes to these items, a letter of input is required from the appropriate agency.

Recommendation

<input checked="" type="checkbox"/> A. The project does not individually or cumulatively have a significant adverse effect on the human environment (Categorical Exclusion) <input type="checkbox"/> 23 CFR 771.117(c), i.e., Special and Programmatic <input checked="" type="checkbox"/> 23 CFR 771.117(d), i.e., FHWA Approval
<input type="checkbox"/> B. There is insufficient information to support A above or no precedent exists. (Environmental Assessment)
<input type="checkbox"/> C. The project will result in a significant effect on the human environment. (Environmental Impact Statement)

Prepared By (Consultant, District Environmental Planner, or LHTAC Signature*) 	Date 7/30/07
Reviewed By (District Environmental Planner, Project Development Engineer, or LHTAC Signature*) 	Date 30 JUL 07

***One Signature by a Planner and one by Engineer or Consultant**

Construction Impacts Requiring Special Provisions None.
--

Project Description (if not attached) Included on page 15.

PURPOSE AND NEED

Purpose: The purpose of this project is to improve US-91 from New Sweden Road in the City of Shelley to York Road from Milepost 118.8 to Milepost 122.8 to address existing and future capacity, safety and substandard roadway characteristics, and operational problems.



Need: US-91 between the City of Shelley and the City of Idaho Falls serves as both a commuter route between those two cities and as a farm-to-market roadway for transport of both raw and processed agricultural products. The City of Shelley is experiencing rapid growth and development that will continue to contribute to traffic volumes on US-91.

The current Level of Service (LOS) is C and is expected to decrease to LOS D by year 2032. Two intersections will fall below ITD's LOS C standard by 2032. The intersection of US-91 and Country Club Road operates at LOS C but will decline to LOS D in the future. The intersection of US-91 at New Sweden Road is currently at LOS B but will decline to LOS D by 2032. LOS D is below ITD's policy of achieving LOS C.

The US-91 intersections with New Sweden, Canyon, Country Club, and York all currently meet ITD criteria for a right-turn lane in at least one direction on US-91. New Sweden, Country Club, and York all meet ITD's criteria for a left turn lane in at least one direction as well.

US-91 is experiencing a number of operations problems. The lack of dedicated turn lanes requires that traffic must slow and queue behind turning traffic, particularly for left-turning vehicles. This contributes to congestion and increased potential for rear-end accidents. Slow moving vehicles hinder traffic flow as following vehicles must wait for gaps in oncoming traffic to pass. Wide vehicles also obstruct traffic flow as the existing narrow roadway cross-section requires that they encroach into oncoming traffic lane.

The proximity of the elevated grade of Union Pacific Railroad to US-91 has resulted in very limited storage space between the railroad and US-91 for cross-street traffic as well as intersections with poor sight distance and substandard storage lengths. This creates both capacity and safety problems.

The skewed nature of the US-91 intersections results in difficult turning movements for larger vehicles such as trucks, school buses, and farm equipment.

The existing 3-foot shoulders are substandard and do not provide adequate room for incident management, right turn movements, and bicycling. Power poles parallel the US-91 pavement within 7 feet of the edge of pavement resulting in a substandard clear zone. The proximity of these obstructions to the traffic lanes forces wide equipment to encroach into the opposing lane to avoid obstructions.

While the New Sweden to York Road corridor has not experienced an above-average collision history, as traffic volumes increase and the time spent following slower moving vehicles increases, there is a risk of increased crash rates due to driver frustration and risk-taking passing maneuvers.

 Traffic volumes are expected to increase from 7,000 average daily traffic (ADT) to 10,710 ADT in 2032. The existing roadway operates at Level of Service C and is predicted to operate at Level of Service D by the year 2032. The existing intersections of US-91 with New Sweden Road, Country Club Road, Canyon Road and York Road all operate at or better than Level of Service C.

By the year 2032, US-91 will be operating below the ITD standard of Level of Service C. The intersections of US-91 and Country Club Road and Canyon Road will also be operating below LOS C. Intersection channelization to provide right and/or left turn lanes will also be warranted at New Sweden Road, Country Club Road and Canyon Road.

A detailed analysis of existing and future traffic operations is contained in the Concept Report in Appendix B.

ALTERNATIVES CONSIDERED

Three alternatives were considered from New Sweden Road in the City of Shelley to York Road. Figure 2 provides a comparison of the typical cross-sections for these alternatives.

In addition to meeting ITD and AASHTO standards and requirements for roadway design, the railroad track and ballast design and track offset requirements of the adjacent Union Pacific Railroad Company (UPRR) were key considerations in the analysis of alternatives. The UPRR infrastructure, including the track, ballast and drainage, is very close to the existing US-91 roadway. UPRR has a 25-foot minimum offset from the centerline of the nearest track that precludes encroachment and potential disruption of the supporting ballast and drainage for their track.

No-Build Alternative

The No Build Alternative would maintain US-91 in its current cross-section. No improvements would be made. This existing condition typical cross-section is shown as Cross-Section 1 in Figure 2.

Three Lane Alternative

The Three-Lane Alternative would reconstruct US-91 to provide one travel lane in each direction, a continuous 14-foot center median, and 8-foot shoulders. A typical cross-section of this alternative is shown as Cross-Section 2 in Figure 2. The horizontal and vertical alignment would be generally west of the existing roadway centerline and three to five feet above the existing grade. This would avoid impacting the Union Pacific Railroad track ballast and operations and provide for necessary roadway drainage and pavement closeout. This alternative would tie into the existing US-91 and York Road intersection.

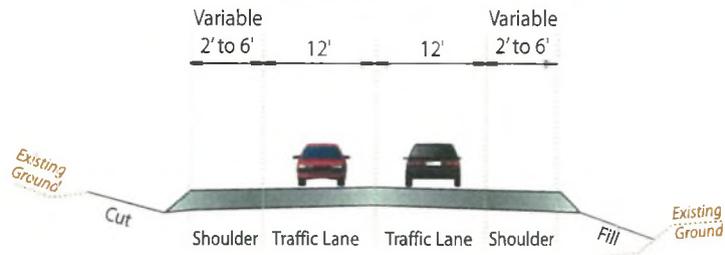
Five Lane Alternative

The Five-Lane Alternative would reconstruct US-91 to provide two travel lanes in each direction, a 14-foot center median, and 8-foot shoulders. This alternative is shown as Cross-Section 3 in Figure 2.

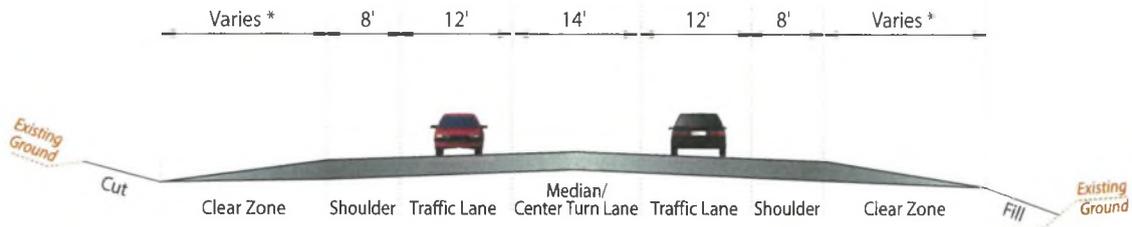
 The Five Lane Alternative would shift the US-91 horizontal alignment to the west to maximize storage lengths between the UPRR railroad and US-91 at the intersections of Country Club Road, Sidwell Avenue, Clinger Street, Cotton Road, and Canyon Road. This westward shift would also avoid impacting the Union Pacific track ballast and right-of-way. The vertical alignment of US-91 would be raised by 2 to 5 feet to address existing vertical curve issues and to improve the tie-ins to Country Club Road, Canyon Road, Cotton Road, and Clinger Road. This alternative would tie into the existing US-91 and York Road intersection.

Typical Roadway Cross Sections

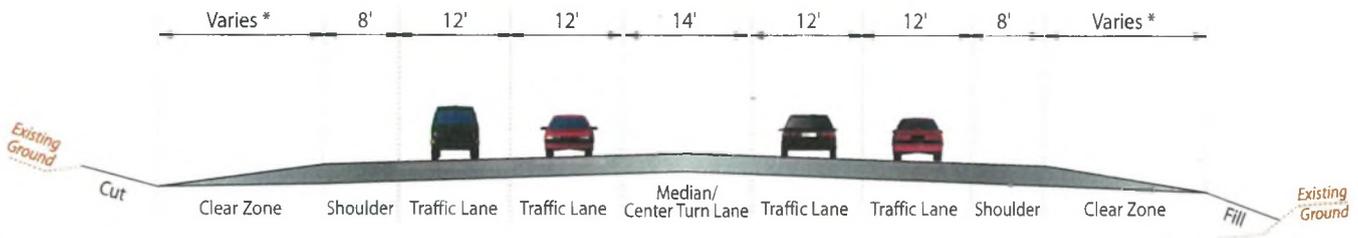
Cross-Section 1: Existing Two-Lane



Cross-Section 2: Three-Lane Alternative



Cross-Section 3: Five-Lane Alternative



* Clear Zone varies 36' to 44' in the cut sections and 24' to 26' in the fill sections.



Project No. STP-1767(101) Key No. 8116	
Title	Figure No. 2
Typical Roadway Cross Sections	Date: March 2006



Horizontal Alignment Options Examined

Because of the impacts of a westward widening on properties west of US-91, two other options were examined for the horizontal alignment of US-91: widening equally from the existing centerline, and widening eastward towards the parallel Union Pacific rail track, and widening to the west.

Widen Equally from Existing Centerline: Widening US-91 equally from its existing centerline was examined as any impacts would be shared equally by properties to the east and the west. Even when maintaining the existing grade of the highway in order to minimize impacts to adjoining properties on both sides of the highway, this alternative resulted in the widest footprint of any alternative. Maintaining the existing grade would result in the need to cut into the existing grade to widen to the desired cross-section, meet clear zone requirements, and provide a drainage ditch to accommodate storm water runoff.

This option would still require right-of-way and impact properties west of US-91 without improving storage lengths between the UP rail track and US-91.

Widening Eastward Toward Union Pacific Railroad Track: This horizontal alignment that would encroach into the railroad right-of-way up to the 25-foot offset limit. This horizontal alignment would not result in the elimination of the need to acquire right-of-way from the west side of US-91. It would also not significantly improve existing poor vehicle storage lengths between US-91 and the railroad track at Country Club Road, Clinger Road, Canyon Road, and Cotton Road.

Both of these horizontal alignment options were eliminated from further consideration as they would not improve the current vehicle storage lengths at the railroad crossings, and would still require right-of-way acquisition and relocations for properties west of US-91.

Frontage Road and Railroad Crossing Closures

During project development, landowners adjacent to the west side of US-91 suggested that a frontage road be constructed east of the Union Pacific track and that the existing railroad crossings at Country Club Road, Clinger Road, Canyon Road and Cotton Road be closed. Landowners believed that this approach would eliminate the need for US-91 widening and/or enable widening to the east towards the Union Pacific rail track.

This concept was explored with the Bingham County Commissioners and the Bingham County Public Works Department as both a frontage road and railroad crossing closures would impact residents and businesses east of the railway. Regional traffic would need to find alternate routes to access US-91 and acquisition of new right-of-way to construct a frontage road would adversely impact businesses and residences.

 The Bingham County Commissioners and the Bingham County Public Works Department did not support these concepts and provided written documentation to that effect. These letters are contained in Section 7.0 Coordination and Consultation.

The concept of a frontage road and closure of existing railroad crossing was not pursued further and eliminated from further analysis.

Traffic Analysis of Alternatives

No Build

The No Build Alternative would result in a LOS D in the year 2032. The intersections of US-91 with New Sweden Road and Country Club Road would operate at LOS D. These are below ITD's Level of Service C policy for New Sweden Road (urban) and LOS B for Country Club Road (rural). The existing substandard shoulder widths, inadequate clear zone, poor intersection geometry, and the lack of passing opportunities would result in decreased safety and poor traffic operations. The existing vehicle storage between the UPPR tracks and US-91 at the intersections of Country Club, Clinger, Cotton and Canyon Roads would not be improved.

This alternative does not meet the purpose and need for the project and is not recommended. The No Build Alternative is used as a basis of comparison for build alternatives.

Three Lane Alternative

The Three-Lane Alternative would operate at LOS D by 2032 and does not provide the needed additional capacity for the projected design year traffic volumes. US-91 intersections with Country Club Road and Canyon Road would operate at LOS E and D respectively, below ITD's Level of Service C policy. This alternative would have the following operational characteristics:

- Passing opportunities would not be enhanced as vehicles would be prohibited from using the center median for passing slow moving vehicles.
- The center median would function as a center turn lane for left-turning vehicles, eliminating queuing behind turning traffic and decreasing the potential for rear-end accidents.
- Standard 8-foot shoulders would help accommodate oversize vehicles, snow storage, incident management, and bicycle operations.
- Storage lengths at intersections between the railroad tracks and US-91 would be increased.
- Roadside obstacles would be relocated or removed from the roadway clear zone.
- The intersections of US-91 at Country Club Road and at Canyon Road would operate at LOS E and D respectively, below the ITD minimum of LOS C.

The Three-Lane Alternative would provide some safety improvements but would not provide sufficient capacity improvements to accommodate year 2032 traffic volumes at or better than LOS C. It would not fully meet the purpose and need for the project. This alternative was therefore eliminated from further consideration.

Five-Lane Alternative



The Five-Lane Alternative would operate at LOS A for both north and southbound through lanes in 2032. All intersections would operate at LOS C or better. It would provide increased roadway capacity to meet design year 2032 traffic volumes. The Five Lane Alternative would have the following additional operational characteristics:

- Traffic operations would be improved as a result of continuous opportunities for passing slower moving vehicles. With two lanes in each direction, there would be a continuous opportunity to pass.
- Intersections would operate an LOS C or better.
- Standard 8-foot shoulders provide room to help accommodate oversize vehicles, snow storage, bicycle traffic, and refuge for incident management.
- The center left turn lane would provide refuge for left turning vehicles, eliminating queuing behind turning traffic and decreasing the potential for rear-end accidents.
- Skewed intersections will be improved.
- Storage length at intersections between the Union Pacific railroad tracks and US-91 would be increased to help accommodate longer vehicles.
- Roadside obstacles will be relocated or removed from the clear zone.
- The provision of right and left turn lane capacity would improve both safety and capacity at intersections.

This alternative meets the purpose and need for the project and was advanced into this Environmental Evaluation.

PROJECT DESCRIPTION



The Proposed Project 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. The conceptual design is shown on aerial photography base mapping in the Concept Report contained in Appendix B.

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 8-foot shoulders. A typical cross-section is shown as Cross-Section 3 in Figure 3 on page 16.

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 also avoids encroaching into the Union Pacific track cross-section and its associated maintenance requirements.

The vertical alignment of US-91 would be raised by 2 to 5 feet. This raised vertical profile was used for the following reasons:

- To minimize cut sections that would result in a wider total footprint;
- To improve the existing tie-ins to Country Club Road, Canyon Road, Cotton Road, and Clinger Road;
- To facilitate drainage away from roadway pavement section;
- To minimize the grade between US-91 and the adjacent Union Pacific rail line at the cross streets; and
- To improve the vertical curvature of the cross streets as they cross over the railroad and tie into US-91.

The Proposed Project would replace the existing Snake River Canal Bridge with a new five-lane bridge structure. The existing Snake River Bridge would be removed. Figure 3 illustrates the proposed new bridge cross-section and elevation.

ENVIRONMENTAL SUMMARY SHEET



Right-of-Way To Be Acquired

The Proposed Project will require the acquisition of 20.9 acres of private right-of-way from land owners to the west of the existing US-91 highway. The right-of-way will be acquired from 34 parcels of land, primarily in the form of property frontage ranging in width from about 5 feet in northern Shelley to about 65 feet. A typical right-of-way width requirement is between 50 and 55 feet.

Ten of the affected parcels are in active agricultural production; 20 of the parcels are rural residential. Within the northern portion of the City of Shelley, property from one urban residence and from 3 commercial/industrial properties is required.

Existing Adjacent Land Use

The existing land use adjacent to the Shelley to York Road project includes industrial and commercial, agriculture, and rural residential. From New Sweden Road in the northern portion of the City of Shelley (MP 118.8) to approximately 7200 feet north, the existing land use is commercial and light industrial on the west side of US-91 and then transitions to agricultural and rural residential.

Of the 34 parcels adjacent to the west side of US-91, 15 of the rural residential lots have homes on the lots, and ten parcels are in active agricultural production.

As the Union Pacific Railroad line parallels US-91 immediately adjacent to the highway, access across the rail tracks to the east is limited. Land use to the east of US-91 is primarily agricultural.

Zoning and Development Plans

The US-91 proposed project falls within the jurisdiction of three entities: the City of Shelley, Bingham County, and Bonneville County.



For the portion of the project that falls within the City of Shelley, the area is zoned for commercial and industrial on the west side of US-91. Between the north city limits and Canyon Road (the county line), Bingham County provides for a narrow industrial/commercial strip on the west side of US-91 and for industrial and commercial development on the east side of US-91. West of the commercial strip is designated as residential/agriculture.

The Bonneville County Comprehensive Plan shows the lands north of Canyon Road as agricultural, transitioning to industrial/manufacturing just south of York Road.



During stakeholder interviews conducted in the fall of 2004, city and county planners indicated that there is development pressure in the region. The City of Shelley and Bingham County have policies that encourage development in areas where there are services to maximize public investment, contain urban sprawl, and protect agricultural land from development. However, there is still development pressure for both residential and commercial/industrial uses. Much of that pressure is focused on the City of Shelley and areas northwest of Shelley. Several new subdivisions have been approved or are in process.

ENVIRONMENTAL EVALUATION

An assessment of the impacts of the Proposed Action on natural and human resources in the project area was conducted. Appendix A contains technical reports that were used in assessing impacts.

Based on the assessment of impacts of the Proposed Action, several environmental areas may be impacted. These include those listed below by ITD Form 0654 number code:

- 1. Noise
- 2. Change in Access Control
- 8. Displacements
- 9. Section 4(f)
- 11. Section 106 National Historic Preservation Act
- 14. Prime Farmland, Parcel Splits
- 24. Wetlands
- 27. NPDES – General Permit

Although no impacts were identified, a discussion of 7. Minorities, Low Income Populations, and 18. Air Quality Impacts is included. Indirect (secondary) and cumulative impacts are addressed at the end of this section.

1. Noise

The Noise Impacts Analysis Report for the Proposed Project is contained in Appendix A.

Ambient noise levels were measured during May 2005 along the US-91 Shelley to York Road project corridor to describe the existing noise environment and to calibrate the existing conditions noise model. Existing noise levels are typical of rural environments near a minor highway.

Currently traffic noise levels are above the ITD noise criteria at 2 modeling locations representing 4 residential units. Under the No Build Alternative, traffic noise levels in 2032 will be at or will exceed the ITD noise criteria at 6 residential units. The following table summarizes the noise impacts and mitigation measures identified and assessed during this study.

Summary of Noise Impacts and Mitigation

Alternative	Construction Impacts	Operation Impacts	Mitigation Measures
No Build	None	Noise levels are predicted to exceed the ITD noise criteria at 6 residential receptors.	None
5-Lane	Nearby receptors would experience temporary noise impacts during construction of the project.	Without mitigation, noise levels would exceed the ITD noise criteria at the 4 remaining residential receptors.	Mitigation would not be feasible and/or reasonable at the residences where noise levels are predicted to exceed the ITD noise criteria.

Without mitigation, traffic noise levels are predicted to be at or will exceed the ITD noise criteria at 5 modeling locations. Four of the 8 residential units represented by the 5 modeling locations at or above the ITD noise criteria are planned for acquisition as a part of the project; therefore, noise impacts are predicted at 4 remaining residences. Mitigation in the form of noise barriers was evaluated to determine if it will be feasible and reasonable to substantially

reduce traffic noise levels at each of the sensitive receivers where traffic noise impacts are predicted. Barriers would not be feasible or reasonable in the areas of the sensitive receivers where traffic noise impacts are predicted.

Mitigation: Mitigation is not feasible or reasonable.

2. Change in Access Control

US-91 currently has Rural Collector Type I access control that allows for intersection spacing every 0.25 miles, approach spacing every 300 feet, and signal spacing of 0.5 miles.

The proposed improvements to US-91 including the addition of two lanes, a median, and increased shoulder width warrants a change in access control. Given the proposed substantive investment in the roadway improvements, Type III Access Control is proposed as the most appropriate for the function of this highway. Type III access in a rural environment provides for intersection spacing of 0.5 mile, approaches at 1000-foot intervals, and a maximum of existing or new approaches of 3 per side per mile.

In accordance with ITD's access policy, the following conditions will apply to the US-91 project:

An existing access that is allowed to remain during a highway project and does not meet criteria for the newly established access control type must be documented on the ITD 00606, Access Control Determination, right-of-way documents, and the "As Constructed" plans.

Any existing access removed during a highway project shall be documented on the right-of-way documents and the "As Constructed" plans.

Adequate right-of-way for frontage roads should be obtained under Type III and Type IV partial access control.

To maintain system capacity, safety and efficiency, maximize signal progression, and minimize delays to the traveling public, all approaches and signals shall be spaced in accordance with ITD standards. Variances to the spacing standards shall not be permitted unless a need can be demonstrated for the variance. Any variance must be fully documented on the ITD 00606 form.

As right-of-way will be acquired for the Proposed Project, opportunities to purchase access from existing properties and/or to consolidate access points will be included in the right-of-way property negotiations.

7. Minorities, Low Income Populations

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations signed by the President on February 11, 1994, directs Federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

Based on a volunteer survey of landowners at a June 21, 2005 public meeting, no minority or low-income populations have been identified that would be adversely impacted by the proposed project as determined above.

Therefore, this project will not result in disproportionately high and adverse impacts on minority or low-income populations under the provisions of Executive Order 12989.

8. Displacements

The Proposed Project would result in the displacement of 7 residences.

The ability to relocate displaced residences was evaluated by examining the availability of replacement housing in the region. The availability of replacement housing was assessed by researching web-based real estate listings contained in Homes.Com, RealEstate.com, and in the real estate section of the Idaho Falls Post Register newspaper. The research was conducted on March 6, 2006. The following discussion assumes that persons displaced from the seven affected residences would choose to relocate within the Shelley and/or Idaho Falls vicinity.

Homes.Com lists seven (7) homes in Shelley for sale. They range in price and size from \$89,000 for a two bedroom, 1 bathroom older home on a city lot, to \$750,000 for a newer, 5 bedroom, 4 bathroom home on a 2-acre lot. RealEstate.com included four single-family residential listings in Shelley, all of which were also shown on the Homes.com website.

Listings in the real estate section of the classified advertisements in the Idaho Falls Post Register showed approximately 148 single-family homes for sale. They ranged in price and size from \$56,900 for a two-bedroom, one-bathroom home on a city lot in Idaho Falls to \$469,900 for a 3 bedroom, 2 ½ bathroom home in a subdivision on the edge of Idaho Falls. Properties included in the listings were primarily in the Idaho Falls vicinity, in newer subdivisions on the edges of town.

Mitigation: Relocation impacts will be mitigated by the following measures:

- An acquisition and relocation plan would be prepared that identifies the process, procedures, and time frame for right-of-way acquisition and relocation of affected residences and businesses.
- The acquisition and relocation program would be conducted in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970, as amended. (Uniform Act). This act is explained in ITD's *Uniform Relocation Assistance and Real Property Acquisition Policies and Relocation Services* brochure.

Relocation resources will be made available to all relocated residential property owners without discrimination.

If comparable dwellings are not available at the time the project is advanced to construction, the Housing of Last Resort of the Uniform Act would be used. This provision includes construction of a new replacement dwelling, rehabilitation of an existing replacement dwelling, and special financing arrangements at a reasonable cost.

9. Section 4(f)

Form ITD 1502, contained in Section 7.0 of this Environmental Evaluation, indicates that two sites are eligible for the National Register of Historic Places, as discussed in Section 11.0 below. The State Historic Preservation Office (SHPO) indicates that the Proposed Project will have *no adverse effect* on the Snake River Valley Canal and will have an *adverse effect* on the Snake River Valley Canal Bridge. Section 4(f) of the Surface Transportation Act therefore applies to these 2 eligible properties.

Appendix B contains Section 4(f) Evaluations for the Snake River Valley Canal and the Snake River Valley Canal Bridge.

Mitigation: Mitigation would consist of black and white photographic recordation per SHPO standards.

11. Section 106 – National Historic Preservation Act

The "Final Shelley to York Road Archaeological and Historical Survey Report" was prepared for the project and is incorporated into this Environmental Evaluation by reference. The following are excerpts from the survey report.

In addition to one previously defined cultural resource, six additional cultural resources were documented during the field inventory. Of the seven resources located within the survey area, two properties are considered eligible for listing in the NRHP – JS-2 Snake River Valley Canal, and JS-3 Snake River Valley Canal Bridge. The remaining five properties are ineligible for listing in the NRHP because the structures have either been significantly altered or they do not retain integrity of design, workmanship, materials and feeling.

Findings of Effect

JS-2 Snake River Valley Canal is eligible for listing in the NRHP but will not be adversely impacted by the proposed improvements to US-91. The integrity of the canal will be maintained and is not affected by increasing the width of the roadway.

JS-3 Snake River Valley Canal Bridge (ITD Bridge Key # 17555) is eligible for listing in the NRHP and will be adversely impacted by the proposed project as the bridge will be demolished and replaced with a new, wider bridge. Consultation between ITD and Idaho SHPO shall consult on ways to mitigate adverse effects and execute a Memorandum of Agreement (MOA). If the consulting parties fail to agree on the terms of a MOA, ITD shall request the Advisory Council of Historic Preservation to join the consultation and provide the ACHP with documentation set forth in Section 800.11(g).

The Idaho SHPO concurs with the analysis and findings of effect, as shown in ITD Form 1502 contained in Section 7.0 Consultation and Coordination of this Environmental Evaluation.

Mitigation

During construction, equipment will not be staged or placed on the bank of the Snake River Valley Canal outside the APE to ensure that the banks of the canal are not crushed or disturbed. Similarly, construction-related fill will not be placed in the canal outside the APE.

If prehistoric or historic archaeological artifacts are encountered during construction excavation, the construction foreman should immediately contact the ITD cultural resource section at (208) 334-8025.

14. Prime Agricultural Lands

Soils data obtained from the NRCS show that prime farmlands are located on both sides of the road between Shelly and York Road. Using the proposed roadway design and soils data, impacts on prime farmlands were calculated to be 14.2 acres. The results of the analysis are shown in Form AD 1006 contained in 7.0 Correspondence and Coordination of this Environmental Evaluation. The analysis shown on Form AD 1006 Land Evaluation and Site Assessment Score is 159. This score is less than the 160 point score that warrants avoidance and mitigation evaluations.

Mitigation: None is required.

18. Air Quality

Air quality analysis of the impacts followed the procedures established in the ITD guidance memo *Project Level Air Quality Screening, Analysis, and Documentation for Roadway Projects in Idaho* (ITD, 2004). This document indicates that there are no particular pollutants of concern for the Shelley to York Road project.

The project is not within a Federally designated air quality (nonattainment, maintenance) area for CO and PM₁₀. The project is not within an IDEQ identified air quality area of concern for CO and/or PM₁₀.

The Proposed Project is forecast to experience traffic congestion levels of LOS C or better at all intersections within or directly affected by this project. It can therefore be concluded that the project will have no significant adverse impact on air quality as a result of CO emissions. The Proposed Project does not include or directly affect any roadways for which the twenty year forecast daily volume will exceed 15,000 vehicles per day. It can therefore be concluded that the project will have no significant adverse impact on air quality as a result of CO emissions.

There are currently no Environmental Protection Agency approved models or methodology available to analyze individual projects for their potential to cause or contribute to PM₁₀ concentrations. Emissions due to construction operations for this project would be mitigated by implementation of the following best management practices:

- Spraying exposed soil with water to reduce PM₁₀ emissions and deposition of particulate matter;
- Covering all trucks transporting materials, to substantially reduce particulates blowing off trucks during transportation;
- Wetting materials in trucks or providing adequate freeboard (space from the top of the material to the top of the truck) to reduce PM₁₀ emissions and deposition of particulates during transportation;
- Providing wheel washers to remove particulate matter that would otherwise be carried off site by vehicles;
- Removing particulate matter deposited on paved public roads to reduce potential muddy areas;
- Routing and scheduling construction trucks to reduce traffic delays during peak travel times and reduce secondary impacts on air quality; and
- Using well-maintained equipment and appropriate emission control devices on all construction equipment powered by gasoline or diesel fuel, to reduce CO emissions in vehicular exhaust.

This Environmental Evaluation has considered Mobile Source Air Toxics (MSATs). In accordance with "Interim Guidance on Air Toxic Analysis in NEPA Document" issued by the Federal Highway Administration on February 3, 2006, the Proposed Project is considered an "exempt project with no meaningful potential MSAT effects" as it qualifies as a categorical exclusion under 23 CFR 771.117(c).

Under this guidance, the Proposed Project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause in increases in emissions impacts relative to the No-Build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the

range of 57 to 87 percent, from 200 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

Since air toxic has not been identified as an issue during the scoping process or subsequently through public comment, it needs no additional evaluation.

24. Wetlands/Waters of the U.S.

Two jurisdictional irrigation ditches and canals were identified in the project area and are shown on the conceptual engineering drawings contained in the Wetlands Delineation Report in Appendix A. Both these irrigation features were found to be waters of the U.S. as they ultimately drain into the Snake River. The following table lists the impacted drainages using the station locations from the provided plan and profile schematics. No natural wetlands or irrigation dependent wetlands were found in the project area adjacent to US-91.

Irrigation Ditches and Canals

Name	Approximate Station Location	Length (feet)	Width (feet)	Area (acres)
Snake River Canal	Station 102+25 to station 103+50	32	114.0	0.084
Quigg Lateral	Station 117+25 to station 117+75	100	10.0	0.023

The impact of the Proposed Project on the identified irrigation dependent wetlands was manually calculated from the conceptual engineering drawings. Approximately 0.107 acres of jurisdictional drainage would be impacted. The project's Wetlands Delineation Report is contained in Appendix D. The U.S. Army Corps of Engineers reviewed the wetlands delineation report; their concurrence letter is contained in Appendix B.

Mitigation: Mitigation will be the reseeding the banks of the canals. A Nationwide 14 or 23 404 permit will be needed for construction of this project.

27. NPDES – General Permit

The Proposed Project disturbs more than 1 acre therefore an NPDES general permit will be required.

Indirect (Secondary) and Cumulative Impacts

The Council on Environmental Quality (CEQ) regulations require an assessment of cumulative impacts. These regulations ensure that the Propose Project and other federal, state, and private actions will be evaluated with regard to cumulative impacts.

Cumulative impacts are defined by CEQ regulations in 40 CFR 1508.7. The CEQ regulations define cumulative impacts as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time." Cumulative impacts include the direct and indirect impacts of a project together with the reasonably foreseeable future actions of others.

Direct impacts are defined by the CEQ regulations as "effects which are caused by the [proposed] action and occur at the same time and place." For this project, an example of a direct impact would be taking a wetland for right-of-way for roadway widening. These are identified in the previous sections of this document.

*Indirect impacts*¹ are defined by the CEQ regulations as "effects which are caused by the [proposed] action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate..." For this project, an example of an indirect impact could be additional pressure for farmlands to be converted to suburban or urban development resulting from improved accessibility.

Past, Present and Foreseeable Projects

Cumulative impacts also include the impacts of "other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such actions." The past for this project is defined as the last 10 years while the future is defined as ten years.

Past transportation actions in the study area include the construction of the new I-15 Sunnyside Interchange and connector roadway north of the project area. Past urban development in the City of Shelley and highway commercial development in at Exit 113 of I-15 are other past actions in the study area.

There are no identified public or private present actions in the US-91 Shelley to York Road study area.

Reasonably foreseeable future actions include possible additional urban development in the Shelley area and additional highway commercial or industrial adjacent to Exit 113 on I-15 and York Road west of the project's northern terminus.

Potential Cumulative and Indirect Impacts

Considered within the context of these past, present, and reasonably foreseeable projects, the cumulative and indirect impacts that may occur from the Proposed Project were evaluated qualitatively. For an impact to be considered cumulative, the Proposed Project must first have an adverse impact on a particular resource. Based on the analysis of impacts on individual resources described in the previous pages and as identified on the ITD-0654 form, the following table indicates those natural and manmade resources that would have adverse impacts and whether past, present and future projects have had or will have impacts on these resources.

¹ Indirect impacts and secondary impacts are synonymous. This document uses indirect impacts consistent with CEQ language.

Indirect (Secondary) and Cumulative Impacts on Resources

Resource	Proposed Project Widening			Adverse Impacts from Other Projects		
	Direct Adverse	Indirect	Cumulative	Past	Present	Future
Noise	Yes	No	Yes	Yes	No	Yes
Minorities, Low Income Populations	No	No	No	No	No	No
Displacements	Yes	No	Yes	Yes	No	Yes
Section 4(f)	Yes	No	Yes	Yes	No	Yes
Section 106 Cultural Resources	Yes	No	Yes	Yes	No	Yes
Prime Agricultural Lands	Yes	Yes	Yes	Yes	No	Yes
Air Quality	No	No	No	No	No	No
Wetlands	No	No	No	Yes	No	No

Noise: There would be an adverse cumulative impact on noise, as the noise levels for remaining sensitive receptors would increase. Mitigation of these adverse impacts is not reasonable or feasible, as documented in the Noise Report contained in Appendix A. Previous projects, including land use development, have contributed to an overall increase in ambient noise levels. Future projects (land use development) will continue to generate additional noise. Indirect effects may include increased requests to ITD for noise attenuation, and a general increase in overall ambient noise.

Minorities and Low Income Populations: There would be no adverse impacts on environmental justice populations therefore there would be no cumulative impacts. There is no evidence that past development projects, including the I-15 Sunnyside project, have had disproportionate adverse impacts on these populations. Future development is unlikely to have such impacts. There are no identifiable indirect impacts.

Displacements: There would be a cumulative impact as the Proposed Project would result in the displacement of 7 residences. Previous projects, including the I-15 Sunnyside project and land use development, have resulted in the need to relocate residents. An indirect impact may result from decisions by the remaining residences along US-91 to voluntarily relocate.

Section 4(f): There would be a cumulative impact as the Proposed Project will result in an unavoidable impact to the Snake River Valley Canal Bridge. Past development in the area, not subject to Section 4(f), has likely adversely impacted resources protected by Section 4(f) of the Surface Transportation Act. Future foreseeable development also is likely to affect these resources. No indirect impacts have been identified.

Section 106 Cultural Resources: There would be a cumulative impact as the Proposed Project will result in an unavoidable impact to the Snake River Valley Canal Bridge, a resource eligible for the National Register. Past private development in the area, not subject to the National Historic Preservation Act, has likely adversely impacted resources protected by the act. Future foreseeable development also is likely to affect these resources. No indirect impacts have been identified.

Prime Agricultural Lands: There would be both a cumulative impact and an indirect impact on farming and agriculture from the Proposed Project. Past projects (transportation and land use development) have removed agricultural and prime farmlands from production. Continued removal of such lands from production as the study

area redevelops in the future is expected. The reduction in farmlands in conjunction with regional development pressures may have the indirect impact of encouraging existing farming enterprises to sell for redevelopment.

Air Quality: There would be no cumulative impacts on air quality as the Proposed Project would not have adverse direct impacts. There are no identified indirect impacts on air quality.

Wetlands: There would be no cumulative impacts on wetlands as the Proposed Project would mitigate for the impact 0.107 acres of jurisdictional wetlands associated with the Snake River Canal and the Quigg Lateral irrigation ditch. It would therefore not have an adverse impact on wetlands. No indirect impacts have been identified.

MITIGATION PLAN SUMMARY

Impact Category	Mitigation
1. Noise	Mitigation is not feasible or reasonable.
2. Change in Access Control	Opportunities to purchase access from existing properties and/or to consolidate access points will be included in the right-of-way negotiations.
8. Displacements	<p>An acquisition and relocation plan would be prepared that identifies the process, procedures, and time frame for right-of-way acquisition and relocation of affected residences and businesses. The program would be conducted in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970, as amended. (Uniform Act). This act is explained in ITD's <i>Uniform Relocation Assistance and Real Property Acquisition Policies and Relocation Services</i> brochure.</p> <p>Relocation resources will be made available to all relocated residential property owners without discrimination.</p> <p>If comparable dwellings are not available at the time the project is advanced to construction, the Housing of Last Resort of the Uniform Act would be used. This provision includes construction of a new replacement dwelling, rehabilitation of an existing replacement dwelling, and special financing arrangements at a reasonable cost.</p>
9. Section 4(f) Lands	Photographic documentation will consist of black and white photo recordation per SHPO standards of the existing condition of the Snake River Canal Bridge and the Snake River Canal will be conducted before the Proposed Project is built.
11. Section 106 – National Historic Preservation Act	<p>During construction, equipment will not be staged or placed on the bank of the Snake River Valley Canal outside the APE. Construction-related fill will not be placed in the canal outside the APE.</p> <p>If prehistoric or historic archaeological artifacts are encountered during construction excavation, ground-disturbing activities should be directed away from the materials and the construction foreman should immediately contact the ITD cultural resource section at (208) 334-8025.</p>
24. Wetlands	A Nationwide 14 or 23 Section 404 permit will be obtained. The banks of the canals will be reseeded.
27. NPDES General Permit	An NPDES General Permit will be obtained.

PUBLIC INVOLVEMENT SUMMARY



The Shelley to York Road project was presented as part of a series of public open houses for the US-91 North Corridor Plan. These open houses were held:

- February 15, 2005 from 4:00 – 7:00 p.m., at the Shelley High School cafeteria, 570 Fir Street, Shelley, Idaho.
- February 16, 2005 from 4:00 – 6:30 p.m., at the Blackfoot City Hall Council Chambers, 157 North Broadway, Blackfoot, Idaho.
- February 17, 2005 from 4:00 – 7:00 p.m., at the Chubbuck City Hall Council Room, 5160 Yellowstone Avenue, Chubbuck, Idaho.
- March 30, 2005, from 4:00 to 7:00 p.m., Dome Room, Shoshone-Bannock Tribes Tribal Business Center, Fort Hall, Idaho

These meetings were advertised in the Blackfoot Morning News and the Idaho Falls Post Register newspapers on two occasions prior to the meetings. Written notifications were also mailed to landowners adjacent to the project area.

During these meetings, a number of comments were received for the Shelley to York Road area and include the following comments:

- Turn lanes are needed.
- The elevated Snake River Canal crossing makes it difficult to see oncoming vehicles (poor sight distance).
- The road widening will have an impact on irrigation facilities.
- Skewed intersections of US-91 and Country Club Road and at Canyon Road result in poor sight distance when entering US-91.
- Passing slow moving vehicles, including agricultural vehicles, is difficult because there are only two lanes.
- The bridge over the Snake River Canal is too narrow so it is hard for wide vehicles to negotiate without encroaching into oncoming traffic.
- Left turns from Clinger onto US-91 are difficult.
- It is difficult to get onto US-91 from adjacent properties during morning rush hour.
- The need for a continuous turn lane was questioned.
- Specific impacts on adjacent homes and properties is of concern.
- The narrow space between the railroad track and US-91 at the cross streets gives little storage for vehicles waiting to turn onto US-91.

Registered landowners adjacent to US-91 between New Sweden Road and York Road were invited to a meeting held June 22nd, 2005 in the Shelley City Hall. The Proposed Project was shown at this meeting.

Consultation with the Union Pacific Railroad occurred at a site visit on November 10, 2005 to address treatment of at-grade railroad crossings at Country Club Road, Clinger Road, Canyon Road and Cotton Road.

ITD consulted with the Bingham County Commissioners and Bingham County Public Works Department concerning possible project alternatives. Correspondence from both entities is contained in Section 7.0.

An overview of the Shelley to York Road project was discussed with the Bingham County Transportation Coalition on January 19, 2006 in the City of Blackfoot City Hall.

CORRESPONDENCE AND CONSULTATION

This section contains the following correspondence and support documentation:

Idaho Transportation Department Forms:

- ITD 2784 NPDES
- ITD 652

Other Agency Forms:

- Form 1505A Determination of Significance and Effect
- US Department of Agriculture Form AD-1006 Farmland Conversion Impact Rating

Agency Consultation and Correspondence

- U.S. Army Corps of Engineers Wetlands Jurisdictional Determination

Stakeholders Correspondence

- Snake River Valley Irrigation District
- Union Pacific Railroad Company
- Bingham County Public Works Department
- Bingham County Commissioners

NPDES Storm Water Permit Project Checklist For Construction*



Project Number STP-1767(101)	Key Number 8166	Work Authority
Location Bingham and Bonneville Counties		

An NPDES Storm Water Discharge Permit is required for this project only if the answers to both questions below are yes.

Will there be 1 acre of ground disturbance on the project? (To determine the total acreage of ground that will be disturbed, use the Ground Disturbing Activities Checklist below to calculate the total acreage of disturbance on the project.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Will the project discharge storm water to waters of the U.S.? (See the reverse side for Definition of Waters of the U.S.)	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No

If the answer to the second question is no, provide a written explanation in the Comments section on the reverse side of this form as to why there will be no discharge.

(If the project does not discharge off-site to waters of the U.S., an NPDES Storm Water Discharge Permit is not required.)

Ground Disturbing Activities Checklist		<u>Area Disturbed</u>
Clearing	This includes areas of vegetative removal, topsoil removal, (see Definition of Soil on reverse side), sideslope grading, shoulder construction, and fence installation, removal, or replacement.	37.56 acres
Grubbing	This includes both hand- and machine-removed vegetative materials such as roots and root balls.	Included in Clearing.
Grading	All areas disturbed by grading must be included.	56.54 acres
Excavation	Excavated areas are figured on the surface area of disturbance, including that disturbed by heavy equipment working in the area.	38.09 acres
Total Area		56.54 acres

*Construction does not include maintenance activities, such as ditch cleaning, shoulder reshaping, etc., unless there is new construction included as part of the maintenance project.

Definition of Waters of the U.S.

Waters of the U.S. essentially mean all lakes, rivers, streams (including intermittent streams), mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, natural ponds, and irrigation canals that connect to any of the above and use degradation,

Definition of Soil

EPA Region X gives the definition of soil as "any unconsolidated material that will pass through a 4.75 mm or smaller sieve."

Comments The Microstation files for the conceptual design for the Shelley to York Road project were used to calculate the affected acreages.

Clearing includes the area outside the existing paved area out to the proposed new cut and fill lines. Grubbing is included in this area.

Grading includes the entire disturbed area from the proposed west cut and fill line to the proposed east cut and fill line.

Excavation includes the area covered by the new pavement area.

Name 	Date 6-11-07
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Hazardous Material (HM) Administrative Review



Complete all sections. Attach additional sheets and/or maps as needed to provide information pertinent to the proposed project.

Project Number STP-1767(101)	Key Number 8116	District 5
Project Name/Location US-91 Shelley to York Road		

Mark features involved in this project

<input checked="" type="checkbox"/> New R/W	<input checked="" type="checkbox"/> Subsurface utility relocation
<input checked="" type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Structures (buildings, bridges, etc.)
<input type="checkbox"/> Railroad involvement	<input type="checkbox"/> Other (list):

Contacts (Contact each of the following and provide information below)

	Contact Name	Date	Summary
EPA	Mark Masarik	February 2, 2006	Stated that there are no sites that they are aware of.
DEQ	Scott Owen	February 10, 2006	Stated that there are no sites that they are aware of.
Health Dept.	Website research at www.healthandwelfare.idaho.gov	February 2, 2006	Published Idaho Hazardous Waste Sites Map issued by the Health and Welfare Department shows no sites in the project area.

Review of Published Lists (Review all lists. Check off as they are reviewed and note findings in right hand column)

<input checked="" type="checkbox"/> NPL	No sites found in project area.
<input checked="" type="checkbox"/> CERCLIS	No sites found in project area.
<input type="checkbox"/> CERCLIS/NFRAP	No sites found in project area.
<input type="checkbox"/> RCRA Corrective Actions	No sites found in project area.
<input checked="" type="checkbox"/> RCRA TSD	No sites found in project area.
<input checked="" type="checkbox"/> RCRA Generators	No sites found in project area.
<input checked="" type="checkbox"/> ERNS	No sites found in project area.
<input type="checkbox"/> SWLF	
<input checked="" type="checkbox"/> LUST	No sites found in project area.
<input checked="" type="checkbox"/> UST	No sites found in project area.

Windshield Survey (List and comment on suspect land uses/operations identified.)

Person(s) Performing Survey Patrick Romero	Survey Date May 16, 2005
<p>Results</p> <p>Site reconnaissance activities involved a review of adjacent and nearby land uses and an assessment of their potential to contribute to hazardous materials related impacts at the project area. Nearby sites identified in the EDR Database Report for the project were also located during site reconnaissance.</p> <p>No evidence of encountering hazardous materials during the US-91 Shelley to York Road project was identified during site reconnaissance. A low probability of encountering hazardous materials exists in relation to the demolition of residential structures that are planned for acquisition as a part of the project. A low probability also exists of encountering hazardous materials within existing utilities.</p>	

HM conclusion (No evidence or low probability of encountering HM; evidence of probable HM (Phase I), warrants more detailed assessment/sampling/testing (Phase II); site will be avoided without further analysis, etc.)

No evidence or low probability of encountering HM.

HM Review Conducted By (Print Name) Patrick Romero	Company Parsons Brinckerhoff Quade & Douglas, Inc.
Signature <i>Patrick Romero</i>	Date 5/16/05

Determination Of Significance And Effect

Idaho Transportation Department – State or Tribal Historic Preservation Office



RECEIVED

Project Title US-91 North Corridor Plan: Shelley to York Road			Project Number STP-1767(101)
District 5	Key Number 8116	County Bingham & Bonneville	Field Notes ITD-HQ
Clearance Authorized Without Survey <input type="checkbox"/> PA <input type="checkbox"/> ER <input type="checkbox"/> Other			Township/Range/Section T.1N, R.37E, Sections 2, 10, 11, 15, 21, 22, & 28

DEC 23 2005

DIVISION OF HIGHWAYS

DISTRICT 5

Determination of Eligibility

	Site Numbers	Comments
<input type="checkbox"/> No Sites		
<input checked="" type="checkbox"/> Not Eligible	Temp # JS-1, Temp # JS-4, Temp # JS-5, Temp # JS-6, Temp # JS-7	historic structure, historic structure, Quigg Lateral & siphon, historic structure historic structure
<input checked="" type="checkbox"/> Eligible	19-18042 (Temp # JS-2), Temp # JS-3	Snake River Valley Canal, Snake River Valley Canal Bridge

Determination of Effect

	Rationale	Sites/Comments
<input type="checkbox"/> No sites		
<input type="checkbox"/> No Effect Because:	<input type="checkbox"/> They are outside the project area	
	<input type="checkbox"/> They are outside impact zones	
	<input type="checkbox"/> Final project plans will avoid them	
	<input type="checkbox"/> NR character will not be changed	

Sites will be affected (See Comments section below): 19-18042 (Temp # JS-2) and Temp # JS-3

Comments: Idaho Transportation Department District 5 maintenance is proposing to improve US-91 between the City of Shelley and York Road. The existing two-lane road prism will be expanded to a four-lane highway with a median.

An intensive-complete survey was completed within the proposed project area, and cultural resources HAVE BEEN identified. A total of seven sites are located within the APE. Two sites, 19-18042 (Temp # JS-2) and Temp # JS-3, are ELIGIBLE for inclusion on the National Register of Historic Places.

Site 19-18042 (Temp # JS-2) consists of the historic Snake River Valley Canal. Project actions, which include spanning the canal, will have NO ADVERSE EFFECT on the property. Site Temp # JS-3 is the Snake River Valley Canal Bridge. Project actions, which include removing the bridge, will have an ADVERSE EFFECT on the property.

It is recommended that the project be allowed to proceed as proposed. If any additional cultural resources are encountered during the course of the project, all ground disturbing activities will cease until a qualified ITD archaeologist is consulted.

Project will be monitored during construction due to the potential for cultural resources

Transportation Archaeologist's Signature <i>Man Münch</i>	Date November 9, 2005
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SHPO or THPO Comment: I have reviewed the documentation and recommendations provided by ITD and

- I agree with the above determination of eligibility and effect and with the conditions of compliance.
- I agree with the above determinations of eligibility and effect given stipulations explained below or in the attached letter.
- I disagree with the above determinations of eligibility and effect as explained below or in the attached letter.

State or Tribal Historic Preservation Officer's Signature <i>Glenn L. King</i>	Date 12/2/05
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DETERMINATION OF ADVERSE EFFECT

Snake River Valley Canal Bridge

ITD Project Name: US-91 Corridor Plan, Shelley to York Road

ITD Project # STP-1767(101), Key # 8116

Bingham County, Idaho

This documentation is prepared in accordance with the Advisory Council on Historic Preservation regulations, Section 800.11(e), which stipulates the inclusion of the following items:

1. A description of the undertaking, specifying the Federal involvement, and its area of potential effects (APE), including photographs, maps and drawings, as necessary.

The Idaho Transportation Department (ITD) proposes improve U.S. 91 between the City of Shelley and York Road (Figure 1). Potential sources of direct impacts on cultural resources from highway construction include the following: (1) ground disturbances resulting from construction; (2) removal of historically significant buildings, structures, features, or objects; and (3) increase in noise, vibrations, or visual impacts results from construction, use, and/or maintenance.

In general, the existing two-lane road prism will be expanded to a four-lane highway with a median. The width of the current roadway is approximately 40 feet (including road shoulders). Under this project, the corridor will be expanded to approximately 78 feet wide. The proposed road prism will consist of (2) 8-foot wide road shoulders, (4) 12-foot wide lanes, and either a 14- or 16-foot wide two-way left turn lane in the middle. Improvements will be made to U.S. 91 (e.g., road widening and shoulder improvements) and to the major road intersections that bisect U.S. 91. Intersections that will be improved include Country Club Road (113th S) near the Mitchell siding, Clinger Road, Canyon Road (97th S), Cotton Road (81st S), and York Road (65th S).

The Area of Potential Effect (APE) is defined as the geographic area or areas within which an undertaking may directly or indirectly cause change of character or use of historic properties. The APE is influenced by the scale and nature of an undertaking (36 C.F.R. 800.16d). For this project, a proposed APE would encompass the entire new U.S. 91 footprint, including an 89- to 127-foot buffer (depending on the road prism) measured from the edge of the existing pavement on the west side of the highway. The new U.S. 91 footprint plus buffer varies in width but averages approximately 108 feet wide. A research study area for all historic properties, including, but not limited to, archaeological sites, historic buildings/structures, and Traditional Cultural Properties, incorporated within a 1.0-mile radius around the proposed U.S. 91 North Corridor Plan project area.

2. A description of the steps taken to identify historic properties.

During the field survey for this project, the area between the existing U.S. 91 roadway and the UPRR easement was surveyed on one transect, and the project area along the western side of U.S. 91 was surveyed on two transects. The survey was conducted at < 15-meter intervals and included inspection of surface and subsurface exposures as available (e.g., vehicle and animal trails, unimproved two-track roads and lanes, graded areas, canal and ditch banks and spoils, anthills, and animal burrows).

Lands adjacent to the western side of U.S. 91 are primarily agricultural lands, with tilled fields extending to within a few feet of the roadway. Ground visibility was partially obscured by existing vegetation (e.g., annual and perennial grasses and forbs). Road, railroad, and canal/ditch construction and maintenance, mowing, blading, and utility pole and fiber optic cable installation extensively disturbed the immediate areas surrounding U.S. 91 between Shelley and York Road. Right-of-way between U.S. 91 and the UPRR easement was flat, partially obscured by existing vegetation, and devoid of any cultural resources. All buildings and structures that appeared to be at least 50 years old and located within the APE were evaluated for listing in the National Register of Historic Places (NRHP).

Jason B. Cooper, who satisfies the Secretary of Interior's Professional Standards (48 FR 22716) for Archaeologists, intensively surveyed approximately 50 acres on November 17–18, 2004. A second visit to the project area in May 2005 collected further data on the historic properties identified during the initial field visit. Carrie Chasteen, who satisfies the Secretary of Interior's Professional Standards (48 FR 22716) for Architectural Historians, inventoried and evaluated the historic structures for this project.

A total of seven sites were identified during the investigation. Five of these sites are Not Eligible for the NRHP. Two sites have been determined NRHP Eligible (Figure 2). The State Historic Preservation Office (SHPO) concurred with these eligibility determination in December 2005 (Figure 3).

3. A description of the affected historic properties, including information on the characteristics that qualify them for the National Register.

The Snake River Valley Canal Bridge (Temp # JS-3) (ITD Bridge Key # 17555) is constructed from reinforced concrete with a concrete slab deck and spans over 30 feet crossing the canal at U.S. 91 at MP 120.4 (Figure 4). Built in 1941, the bridge decorative railings are constructed from reinforced concrete, but both abutments are in a severe state of disrepair. Each concrete railing stands about 2.5 to 3 feet tall, stretches the length of the bridge, and contains 22 decorative arches. Both railings show evidence of decomposition (e.g., fractured and crumbling concrete) and exposed rebar. Concrete jersey barriers are situated on both sides of the bridge's approach to prevent motorists from accidentally driving into the canal.

The Snake River Valley Canal Bridge does exhibit distinctive architectural or engineering qualities; therefore it is eligible for listing in the NRHP under Criterion C. The proposed project will significantly impact the historic Snake River Valley Canal Bridge; it will need to be replaced. The widening of the road will require a new structure spanning the Snake River Valley Canal.

4. A description of the undertaking's effects on historic properties.

The proposed project will adversely impact the historic Snake River Valley Canal Bridge by removing it. The widening of the road will require a new structure spanning the Snake River Valley Canal to accommodate the new U.S. 91 road prism.

5. An explanation of why the criteria of adverse effect were found applicable or inapplicable, including any conditions or future actions to avoid, minimize, or mitigate adverse effects.

In accordance with Section 800.5 of the Advisory Council regulations, FHWA and ITD have applied the criteria of adverse effect, determining that the project will have an adverse effect on Temp Site # JS-3 because it will result in the total destruction of the bridge.

The historic Snake River Valley Canal Bridge (Temp # JS-3) will be significantly impacted as a result of the proposed U.S. 91 road improvement project. Consultation between ITD, and Idaho SHPO has been initiated and together they have it has been determined that alternatives or modifications to the undertaking that could avoid, minimize or mitigate the adverse effect on the historic property could not be undertaken. Instead, a Memorandum of Agreement (MOA) has been developed and measures have been agreed upon to mitigate for the adverse effects of project actions upon the historic bridge.

6. Copies or summaries of any views provided by consulting parties and the public.

The Idaho Transportation Department, the State Historic Preservation Office, and the Federal Highways Administration have been working together on this project. No consulting parties or members of the public have shown interest in the project, although invitations to participate have been extended to both groups.

MEMORANDUM OF AGREEMENT
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE

SNAKE RIVER VALLEY CANAL BRIDGE (Temp #JS-3)
US-91, CORRIDOR PLAN: SHELLY TO YORK ROAD PROJECT
PROJECT # STP-1767(101), KEY # 8116
BINGHAM COUNTY, IDAHO

WHEREAS, the Idaho Transportation Department (ITD) proposes to remove the Snake River Valley Canal Bridge (Temp #JS-3) at Milepost 120.4 along U.S. Highway 91;

WHEREAS, the Snake River Valley Canal Bridge is eligible for the National Register of Historic Places and its removal constitutes an adverse effect;

WHEREAS the Idaho State Historic Preservation Officer (SHPO) has been consulted pursuant to 36 CFR 800 regulations implementing the National Historic Preservation Act (16 USC 470f) and has reviewed the proposed undertaking to consider feasible and prudent alternatives and means to minimize or satisfactorily mitigate the adverse effect;

NOW, THEREFORE, the Federal Highway Association (FHWA), the ITD, and the Idaho SHPO, agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

1. Treatment

Prior to removal of the Snake River Valley Canal Bridge (Temp #JS-3), the ITD will complete documentation to an appropriate level, to be established by the SHPO. Documentation (photos, etc.) shall be submitted to SHPO for approval and acceptance prior to removing the Snake River Valley Canal Bridge. In addition, copies of this documentation shall be made available to the appropriate local archives designated by the SHPO, as well as the national archives stipulated by the NPS.

2. Amendment

If a signatory determines the terms of the MOA cannot be met or that a change is necessary to meet the requirements of the law, that signatory will immediately request that the consulting parties consider an amendment or addendum. Any necessary amendment or addendum will be executed as defined in the 36 CFR 800 regulations.

3. Dispute Resolution

If a dispute arises regarding implementation of the MOA, FHWA will consult with the objecting party to resolve the dispute. If the dispute cannot be resolved, comments will be requested from the Advisory Council on Historic Preservation, as defined in 36 CFR 800.

4. Termination

If any signatory determines that the terms of this memorandum of agreement cannot be or are not being carried out, the signatories shall consult to seek amendment of the agreement. If the agreement is not amended, any signatory may terminate it. The agency official shall either execute a memorandum of agreement with signatories or request the comments from the Advisory Council on Historic Preservation.

5. Effective Period

This MOA shall be effective upon its execution by the last signatory and shall remain in effect, unless terminated, suspended, or amended, for a period of four years.

Execution of this MOA by the FHWA, the ITD, and the Idaho SHPO, and the submission of documentation and filing of this MOA with the Council pursuant to 36 CFR Section 800.6(b) (1) (iv) prior to FHWA's approval of this undertaking, and implementation of its terms evidence that FHWA has taken into account the effects of the undertaking on this historic property and afforded the Council an opportunity to comment.

IDAHO STATE HISTORIC PRESERVATION OFFICER

BY: Susan Pringle Nute DSHPO 9/25/06
(Name/Title) (Date)

IDAHO TRANSPORTATION DEPARTMENT

BY: Denise Clark 9-28-06
(Name/Title) (Date)

FEDERAL HIGHWAY ADMINISTRATION

BY: _____ (Date)

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project	US 91 shelly to York Road	Federal Agency Involved	Federal Highway Administration
Proposed Land Use	Roadway Improvements	County And State	Bonneville County

PART II (To be completed by NRCS)		Date Request Received By NRCS	
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
		Acres Irrigated	Average Farm Size
		141,800	495
Major Crop(s)	Barley	Farmable Land In Govt. Jurisdiction	Amount Of Farmland As Defined in FPPA
		Acres: 333,000 % 27	Acres: 250,000 % 21
Name Of Land Evaluation System Used	Soil Survey	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS
		None	7/28/05

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	14.8			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	14.8	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	14.2			
B. Total Acres Statewide And Local Important Farmland	0.0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.000001			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	42.0			

PART V (To be completed by NRCS) Land Evaluation Criterion	90	0	0	0
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	15				
2. Perimeter In Nonurban Use	10				
3. Percent Of Site Being Farmed	20				
4. Protection Provided By State And Local Government	0				
5. Distance From Urban Builtup Area	5				
6. Distance To Urban Support Services	0				
7. Size Of Present Farm Unit Compared To Average	5				
8. Creation Of Nonfarmable Farmland	0				
9. Availability Of Farm Support Services	4				
10. On-Farm Investments	10				
11. Effects Of Conversion On Farm Support Services	0				
12. Compatibility With Existing Agricultural Use	0				
TOTAL SITE ASSESSMENT POINTS	160	69	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	90	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	69	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	159	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?
		Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>

Reason For Selection:

* This is an estimate. The exact acreage is not known at this time.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BOISE REGULATORY OFFICE
304 NORTH EIGHTH STREET, ROOM 140
BOISE IDAHO 83702-5820

October 31, 2005

Regulatory Division

SUBJECT: NWW No. 062300005, ITD Key No. 8116

RECEIVED
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NOV 02 2005

DIVISION OF HIGHWAYS
DISTRICT 5

Mr. Alan Wubker
Idaho Transportation Department
P.O. Box 4700
Pocatello, Idaho 83205-4700

Dear Mr. Wubker:

Enclosed is a copy of our approved jurisdictional determination indicating the site of the proposed US 91 Shelley to York Road project located in Shelley in Bingham and Bonneville Counties, Idaho, contains waters of the United States that are regulated under Section 404 of the Clean Water Act. We reviewed the wetland delineation report, dated October 18, 2005, prepared by Parsons Brinckerhoff, and have determined the maps accurately delineate the extent of waters of the United States, including wetlands for the project. Copies of the approved maps are enclosed. This jurisdictional determination is valid for a period of 5 years from the date of this letter unless new information warrants revision of the determination before the expiration date or the District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.

We are enclosing an appeals form that explains the options you have if you do not agree with this approved jurisdictional determination. If you decide to appeal this determination, you need to send the form to the Division Engineer, Northwestern Division, so he receives it within 60 days of this letter. If you have new information you want us to consider, you may send it to the Regulatory Division, Walla Walla District, at the letterhead address before you file the appeal.

Section 404 of the Clean Water Act (33 U.S.C. 1344) requires a Department of the Army permit be obtained for the discharge of dredged or fill material into waters of the United States, including wetlands. This includes excavation activities which result in the discharge of dredged material and destroy or degrade waters of the United States. If your proposed project will involve discharging dredged or fill material into the Snake River Canal, the Quigg Lateral, or the Snake River and/or adjacent wetlands to said features, ITD will need to obtain a Department of the Army permit before starting work.

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SNAKE RIVER VALLEY IRRIGATION DISTRICT

221 So. Emerson - Shelley, Idaho 83274

Phone (208) 357-3420 Fax (208) 357-0450

Jan. 11, 2006

Idaho Transportation Department
District 5
PO Box 4700
Pocatello, Idaho 83205

ATT: Ed Bala

Dear Ed,

The Snake River Valley Irrigation District Board of Directors met with Judy Harmon at our Dec. board meeting and was informed of the proposed plans to improvements on US 91. These plans will impact the Snake River Canal bridge that the district operates and maintains.

The Board of Directors of the Snake River Valley Irrigation District will not accept responsibility for liability and maintenance of the bridge if it is left in place. Leaving the old bridge would impede regular maintenance of the canal. Therefore we would like to see the bridge removed.

Thank you for your assistance on the matter. If you have any further questions, please contact the office at 208-357-3420.

Sincerely,

Snake River Valley Irrigation District Board

Carlos Nielson
Blaine Hillman
Larry Jacobsen

ITD 0096 District 5 Routing

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DIVISION OF HIGHWAYS
DISTRICT 5

UNION PACIFIC RAILROAD COMPANY

ENGINEERING SERVICES DEPARTMENT

J. W. TRUMBULL
Manager
Industrial & Public Projects



5424 S. E. McLoughlin Blvd.
Portland, OR 97202
(503) 872-1809
Fax: (503) 872-1900

November 10, 2005

Idaho Transportation Department
District 5
PO Box 4700
Pocatello, ID 83205

ATTN: Ed Bala

RE: Shelley - York (Key ⁸¹¹⁶9225); Snake River Canal

Dear Ed,

Based on our field review of the captioned project, it appears that ITD's current plans are to re-locate US 91 to the west, in order to avoid impacting the bridge over the Snake River Canal. It's my understanding that the old bridge would be left in place as a 4(f) avoidance measure.

The Union Pacific Railroad's right-of-way line lies well to the west of the old bridge, so it's my understanding this old structure would remain within company right-of-way. Due to liability and maintenance concerns, it is the company's preference not to leave the old structure in place. Please plan to remove the bridge accordingly.

Thanks for your assistance on this matter. If you have any questions, please feel free to call me at (503) 872-1809.

Sincerely,

John Trumbull,
Manager, Industry & Public Projects

ITD 0096 District 5 Routing		
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VISION OF HIGHWAY



BINGHAM COUNTY PUBLIC WORKS DEPARTMENT

Dave Babbitt, Director

501 N. Maple #209 • Blackfoot, Idaho 83221

Phone: 782-3173 • Fax: 785-4131 • Email: dbabbitt@co.bingham.id.us

November 1, 2005

Judy L. Harmon
Dist. 5 Transportation Planner
Idaho Department of Transportation
P.O. Box 4700
Pocatello, ID 83205

RE: Highway 91 North of Shelley - Construction of a Frontage Road

Dear Judy L. Harmon,

Bingham County reviewed the request to have a frontage road built on the east side of the railroad tracks north of the City of Shelley to the county line. Even though we do understand the advantages of a limited access along the highway next to the railroad, the limit of access to State Highway 91 will create greater concerns and obstacles.

We do not consider closing the approaches over the railroad tracks as a practical solution for Highway 91.

If you have any questions give me a call at 782-3170.

Sincerely,

David N. Babbitt, Director
Public Works Department

ITD 0096 District 5 Routing

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DIVISION OF HIGHWAYS
DISTRICT 5

BINGHAM COUNTY COMMISSIONERS

Wayne T. Brower, Chairman

Cleone Jolley

Errol Covington



Lynette George, Commission Clerk
 501 N Maple #204
 Blackfoot, ID 83221
 Phone: 782-3013
 Fax: 785-4131

November 2, 2005

Judy L. Harmon
 Dist. 5 Transportation Planner
 Idaho Department of Transportation
 P.O. Box 4700
 Pocatello, ID 83205

RE: Highway 91 North of Shelley – Construction of a Frontage Road

Dear Judy L. Harmon,

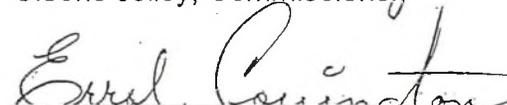
Bingham County has reviewed the request to close the access to US 91, north of Shelley to the county line, and create a frontage road on the east side of the railroad tracks. Even though we do understand the advantage to a limited access highway; closing access along US 91 would create some specific problems. It would have a negative impact on the East to West commerce that would benefit with the existing New Sweden route to I-15. It would impact farm to market trucking. It would also shift some of the current State of Idaho cost for roads and maintenance to the County. We feel this would tend to create an "economic isolation" for the City of Shelley; driving business toward the Idaho Falls Area.

We do not consider closing the approaches over the railroad tracks a practical solution for U.S. Highway 91.

Sincerely,


 Chairman Wayne Brower


 Cleone Jolley, Commissioner


 Errol Covington, Commissioner

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DIVISION OF HIGHWAY
 DISTRICT 5

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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 4700
Pocatello, ID 83205-4700

(208) 239-3300
itd.idaho.gov

June 25, 2007

SSA Program, Groundwater Protection Unit
U.S. Environmental Protection Agency, Region 10
1200 Sixth Ave.
Seattle, WA 98101

Atten: Todd Bender

Dear Mr. Bender:

The Idaho Transportation Dept. is planning a highway improvement project between Shelley and Idaho Falls, Idaho on US-91. The purpose of the project is to improve US-91 from 2 lanes to 5 lanes. There would be two travel lanes in each direction and a 14 foot turn lane and 8 foot shoulders. This will be an \$11,000,000 Federal Aid Project. Location of the project is located 43 degree 24' 35" N and 112 degree 06' 05"W. (see location map)

The highway would shift the alignment to the west to maximize storage lengths between the UPPR railroad tracks and US-91 at 5 intersections with county roads. The vertical alignment would be raised 2 to 5 feet to address existing vertical curves and improve tie-ins to the county roads where they cross the tracks at a higher elevation than the existing highway.

The highway crosses two canals that are considered Waters of the US. Annual precipitation is 11". The project will require a NPDES Storm water permit. BMP's normally used for a project like this are silt fence, sediment basins, 5 acres disturbed ground will be stabilized before any other ground can be disturbed. Stabilization practices include: sprayed on stabilizer, mulch and seeding. Other practices include: check dams, waddles and turf reinforcement mats. Final stabilization of the project includes; mechanical crimped mulching and seeding.

There are 8 wells and septic tanks in the project area. This project will remove 4 of the eight wells and septic tank/drainfields. There are no French drains, underground storage tanks or other potential sources of hazardous materials in the project area.

If there is any additional information required, you can email me, alan.wubker@itd.idaho.gov or call 208-239-3312.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alan L. Wubker'.

Alan L. Wubker
Sr. Environmental Planner, District 5

AW:sb

CC: ADE, DPlan5

REFERENCES

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Biological Evaluation

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