The project team developed and refined concept-level alternatives based on study criteria and public input. Each alternative is analyzed and screened to determine if it:

- Improves Safety
- Reduces Congestion
- Improves Access
- Provides for Pedestrian and Bicycle Connections
- Provides for Future Growth
- Considers Environmental Impacts
- Considers Public Input
- Provides Benefits Relative to Project Costs

Alternatives shown at this meeting may be screened and presented at a fourth public meeting before the PEL report is completed, or the remaining alternatives may move into the National Environmental Policy Act (NEPA) process.
The Community Working Group is made up of representatives of the city, county, large employers, and residents.

The I-15/US-20 Connector Community Working Group’s role is to:
• Be briefed at major project milestones and give input to the study team on behalf of the entities they represent.
• Keep their respective workplaces, neighborhoods, organizations, and community groups informed of study progress.
• Serve as ambassadors for the study and its outcomes in the community.

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jason Andrus</td>
<td>Andrus Trucking</td>
</tr>
<tr>
<td>Jon Andrus</td>
<td>Andrus Trucking</td>
</tr>
<tr>
<td>David Bascom</td>
<td>Citizen</td>
</tr>
<tr>
<td>Lance Bates</td>
<td>Assistant Public Works Director Bonneville County, ID</td>
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<tr>
<td>Doyle L. Batt</td>
<td>81st St. Neighborhood</td>
</tr>
<tr>
<td>Kerry Beutler</td>
<td>City of Idaho Falls</td>
</tr>
<tr>
<td>Stephanie Borders</td>
<td>HDR/Consultant Facilitator</td>
</tr>
<tr>
<td>Nick Contos</td>
<td>Citizen</td>
</tr>
<tr>
<td>Ryan Day</td>
<td>ITD Project Manager</td>
</tr>
<tr>
<td>Tracy Ellwein</td>
<td>HDR/Consultant Project Manager</td>
</tr>
<tr>
<td>Amanda Ely</td>
<td>TRPTA</td>
</tr>
<tr>
<td>Chris Fredericksen</td>
<td>City of Idaho Falls</td>
</tr>
<tr>
<td>Dave Hanneman</td>
<td>Idaho Falls Fire Department</td>
</tr>
<tr>
<td>Karen Hiatt</td>
<td>ITD Engineering Manager</td>
</tr>
<tr>
<td>Kelly Hoopes</td>
<td>Horrocks/Consultant Deputy Project Manager</td>
</tr>
<tr>
<td>Bryce Johnson</td>
<td>Idaho Falls Fire Dept.</td>
</tr>
<tr>
<td>DaNiell Jose</td>
<td>BMPO Bike and Pedestrian concerns</td>
</tr>
<tr>
<td>Angie Roach</td>
<td>Osgood area</td>
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<tr>
<td>Megan Stark</td>
<td>ITD Public Information Specialist</td>
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<tr>
<td>Deborah Tate</td>
<td>Idaho National Laboratory</td>
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<tr>
<td>Van Briggs</td>
<td>Idaho National Laboratory</td>
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<tr>
<td>Chris Weadick</td>
<td>Idaho State Police</td>
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<tr>
<td>James West</td>
<td>Hilton Company/Hampton Inn</td>
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<tr>
<td>Darrell West</td>
<td>BMPO</td>
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<tr>
<td>Paul J. Wilde</td>
<td>Bonneville County Sheriff</td>
</tr>
<tr>
<td>Syd Withers</td>
<td>Citizen</td>
</tr>
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</table>
Features & Benefits

- Reduces weaving concerns between I-15, Exits 118 and 119, by providing direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new river crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20

Challenges

- Eliminates the US-20, Exit 307, at Lindsay Boulevard, which will impact direct access from US-20 to area hotels
- Elevated structures and new bridges are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood
- Could impact traffic during construction as it reconstructs much of the existing roadways
Features & Benefits

- Reduces weaving concerns between I-15, Exits 118 and 119 by providing direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new river crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20
- Separates the local and through traffic between Exit 118 through the City Center/Riverside (Exit 308)

Challenges

- Eliminates US-20, Exit 307, at Lindsay Boulevard, which will impact direct access from US-20 to area hotels
- Elevated structures and new bridges are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of Snake River
- Could impact traffic during construction as it reconstructs much of the existing roadways
- Weave with the merge of the direct ramps near Science Center will be a challenge
Alternative C - Detail View

- Grandview Dr
- W Broadway St
- Lindsay Blvd
- Riverside Dr
- Higham St
Features & Benefits
- Removes weaving concerns between I-15, Exits 118 and 119, by connecting them with direct access ramps, realigning US-20 to the north
- Provides a direct connection to US-20 through access ramps rather than interchanges, moving regional traffic from I-15 through ramps that lead to/from US-20
- Converts current US-20 to a local street from Grandview Drive to Science Center Drive

Challenges
- There are impacts to businesses, residential areas, Freeman Park, and a church
- Could impact traffic during construction as it reconstructs much of the existing roadways on alignment
- Significant weave/merge challenges between the US-20 merge and the exit 119 traffic north of exit 119
- Conflicts with the railroad and local connectivity challenges for the City Center traffic are challenges.
**Features & Benefits**

- Removes weaving concerns between I-15, Exits 118 and 119, by connecting them with direct access ramps and realigning US-20 to the north
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20
- Provides direct access from I-15 via a new interchange near the Idaho Falls Airport

**Challenges**

- There are impacts to industrial areas near the airport, residential areas, Freeman Park, and a church
- May not resolve the congestion issues on I-15 due to the proximity to Exit 119 at Grandview Drive from the new airport interchange

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**Map Legend**

- **Interchange**
- **I-15**
- **Direct Connection Ramp**
- **Highway**
- **Surface Street**

---

**Recommended**
Alternative E.1 - Detail View

- Grandview Dr
- W Broadway St
- Fremont Ave
- Science Center Dr

Map showing the locations and routes in the vicinity.
Features & Benefits

• Removes weaving concerns between I-15, Exits 118 and 119, with direct access ramps

• Splits traffic on US-20 on separate alignments and reduces congestion by separating local and regional traffic

• Converts current US-20 to a local street, which would make it less of a neighborhood barrier with more pedestrian and bicycle connections

Challenges

• Potential impacts to Freeman and Antares Parks, industrial areas, schools, and neighborhoods

• Elevated structures and new bridges are required

• Connectivity for the local traffic to I-15/US-20 very limited
**Alternative G**

**Features & Benefits**

- Realigns US-20 to the north of Idaho Falls to provide a direct connection from US-20 to I-15 where there is more room for high speed ramps.

- Includes new connections to local roads north of Idaho Falls.

- Improves interchanges “in town,” including converting I-15, Exits 118 and 119, to a split diamond interchange to reduce weaving and backup on I-15.

- Converts current US-20 to a local street.

- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments.

**Challenges**

- Alignment goes through a landfill which would require mitigation.

- Impacts to farmland and adjacent neighborhoods.

- Does not provide future connections to US-26.
Features & Benefits

- Realigns US-20 to the north of downtown Idaho Falls, providing for a new connection to US-26, and allowing regional traffic a direct connection
- Improves the interchanges “in town,” including converting I-15, exits 118 and 119, to a split diamond interchange to remove weaving and backup on I-15
- Converts current US-20 to a local street
- Allows for building in phases with the realigned US-20 and connection to I-15 first, followed by the split diamond interchange improvements to exits 118 and 119, and then the connection to US-26 following later when appropriate
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

Challenges

- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods
The Split Diamond Interchange is a potential option to address the existing conditions. More analysis will need to be performed to develop options between I-15, Exits 118 and 119.
Features & Benefits

- Realigns US-20 to the north of Idaho Falls with an added connection to the west that would extend around the airport, connect to W Broadway Street west of town, and ultimately connect to I-15 south of town.

- Allows for building in phases with the realigned US-20 and connection to I-15 first, followed by the split diamond interchange improvements to exits 118 and 119, and then the connection to US-26, and the west side connections following later when appropriate.

- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments.

Challenges

- Alignment goes through a landfill which would require mitigation.

- Impacts to farmland and adjacent neighborhoods.
Features & Benefits
• Realigns I-15 to the east of the Snake River, moving the connection to US-20 further east and minimizing Snake River crossings
• Adds a new river crossing north of Idaho Falls

Challenges
• Removes several local connections from I-15 and US-20
Alternative K

Features & Benefits

• Creates a new high-speed arterial to the west and north of the town near W 81st N as well as connecting to W Broadway Street west of town

• Adds a new connection to US-26 allowing regional traffic to avoid surface streets

Challenges

• Location of improvements mean many drivers will not alter their route to use it and so does not appear as useful or practical as previous alternatives

Split Diamond Interchange

The Split Diamond Interchange is a potential option to address the existing conditions. More analysis will need to be performed to develop options between I-15, Exits 118 and 119.
This planning and environmental study is expected to take about 24 months. There are four major goals for the study:

- **Collect data**: Fall 2017 – Spring 2018
- **Develop alternatives and gather public input**: Spring – Fall 2018
- **Refine alternatives**: Fall – Spring 2019
- **Gather public input on refined alternatives**: Spring-Summer 2019
- **Prepare report on planning study findings**: Summer 2019
- **Prepare, review with agencies, and publish PEL report**: Fall 2019- Winter 2020

**Post-PEL Project Schedule**:

- **2020 to 2023**: NEPA Environmental Preliminary Design
- **2024 to 2025**: Final Design
- **2026 to Beyond**: Construction

*pending project funding

*NEPA Environmental Preliminary Design

We Are Here

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<thead>
<tr>
<th>2020</th>
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<td>2024</td>
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<tr>
<td>2026</td>
<td>Beyond</td>
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There are several ways to get and stay involved in the I-15/US-20 Connector study:

- Fill out a comment form tonight
- Email us at I-15US20Corridor@itd.idaho.gov
- Go to the project website at i15us20connector.com to:
  - Fill out a comment form - comments are due by May 31, 2019
  - Sign up for email updates
  - Check our event calendar for community events and future meetings
- Follow ITD on Facebook and Twitter and YouTube!