



I-15/US-20 Connector EIS Public Scoping Meeting Summary

Background

In conjunction with the Federal Highway Administration (FHWA), the Idaho Transportation Department (ITD) initiated an environmental impact statement (EIS) for the I-15/US-20 Connector project in 2022.

The EIS is analyzing three alternatives (E3, H2, and no-build) selected from the *Planning and Environmental Linkages* (PEL) study completed in late 2021.



Public Meetings

The EIS is part of the National Environmental Policy Act (NEPA) phase of the project for which ITD hosted two public scoping meetings (in-person and online). The in-person meeting included a presentation, guided tour through display boards, and concluded with an open house forum for participants to discuss alternatives and share their feedback with the project team. The open house included computer stations where project team members shared a visualization of each alternative that illustrated how drivers would navigate the new roadways and interchanges. .

An online meeting, sharing the same project information, was also available on the project website for those who could not attend in person. The online meeting was available one week ahead of the in-person meeting and closed one week after the in-person meeting.

In-Person Meeting

October 18, 2022
4 p.m. to 8 p.m.
Snake River Event Center
780 Lindsay Blvd.
Idaho Falls, ID 83402

Online Meeting

October 11 – October 25, 2022
i15us20connector.com

Comments Summary

157 comments were received during a 2-week comment period that began October 11

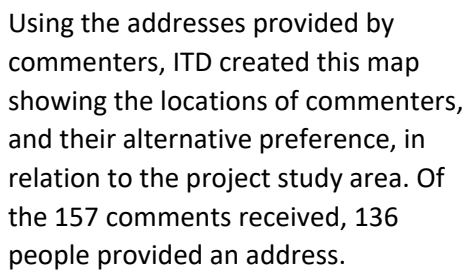
- ✓ **94** through the online meeting comment form
- ✓ **24** at the in-person meeting
- ✓ **39** through email, traditional mail, or the project website

In favor of E3 alternative: 53

In favor of H2 alternative: 21

In favor of no-build: 12

Some comments did not identify a preference



I-15/US-20 Connector EIS Public Scoping Meeting Summary

Comments in favor of E3 (*comments are not edited for spelling or grammar*)

- Alternative E3 maintains connectivity to important areas like the airport and westbound Highway 20.
- It appears to my wife and I that the alternative E3 has the greatest potential to impact the least amount of people possible.
- It has less of a negative impact on the environment. It uses for part of the route roads that area already in place.
- I believe that the E3 Alternative for the I-15/US-20 Connector project would best meet the needs of both the local drivers who must use the I-15 and US-20 highways and the local roads that connect to them year round, and the seasonal tourist traffic and commercial truck traffic passing through to Yellowstone and Montana.



Comments in favor of H2

- Alternative H2 seems to provide less impact to the community, residences and businesses.
- I am for the H2 alternative. It will help with future city expansion.
- It seems to make more sense for the overall project, but we need more information about how it will affect the housing just off of 49th North to really decide what is best.
- Less impact to existing businesses and low income neighborhoods than D3.

Comments in favor of no-build:

- Because H2 takes away people's homes and goes over a landfill with chemicals that will contaminate the water.
- I think downtown Idaho falls needs the traffic it gets, any other plan will hurt small businesses.
- The traffic may take a while from time to time, but there are homes, families, farms and land that will be taken for all options with construction involved.
- Why are you putting roads out the west side to no-where? We need every single piece of good farm ground we have in the USA.



Copies of all comments are included in Appendix A.

Meeting Attendance

164 at the in-person meeting | **431** visits to the online meeting

A copy of all sign-in sheets is included in Appendix B.



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Notifications

- **14,400** postcards mailed
- **1,001** Constant Contact emails sent
- **5,000** project fliers (English/Spanish) sent home with Idaho Falls School District students
- **162** engagements from boosted Facebook posts
- **Display and online** ads in the *Post Register* newspaper
- **Press release**
- **62** Spanish radio ads



A copy of all notifications is included in Appendix C.

Meeting Format, Displays & Information

The in-person scoping meeting included a presentation, guided tour, and open house forum:

- **Presentations** given every 20 minutes to groups of up to 50 people
- **Project Alternative Guided Tours** with project team members guiding groups through the following display boards and answering questions.
 - NEPA/EIS Process
 - Purpose & Need
 - No Build Alternative
 - Alternative E3
 - Updates for Alternative E3
 - Alternative H2
 - Updates for Alternative H2
 - Schedule/What's Next
 - How to Comment



- **Open House room** with comment forms, maps, and computer stations with visualizations. The open house room allowed for focused discussions between attendees and project team members.

An online meeting with a comment form was available at i15us20connector.com for those unable to attend the public meeting.

A copy of the PowerPoint presentation, display boards and online meeting is included in Appendix D.

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APPENDICES





I-15/US-20 Connector EIS Public Scoping Meeting Summary

Appendix A | Comments

- [Comment Forms](#)
- [Emails](#)



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Public Scoping Meeting
October 18, 2022
Snake River Event Center
780 Lindsay Blvd, Idaho Falls, ID 83402
4 p.m. - 7 p.m.

Comment Form

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

Dawn Howard

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

Not my favorite - but this impacts less homes, values, with Interstate/highway noise. I hope that all improvements are now bad! Doing nothing = Bottleneck.
Onramps are so backed up getting to the airport is tricky.

Continue comments on side 2



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Comment Form

*Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.*

Name: NICK CONTOS

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

ALTERNATIVE E3 MAINTAINS CONNECTIVITY TO
IMPORTANT AREAS LIKE THE AIRPORT AND
WESTBOUND HIGHWAY 20. ALTERNATIVE H2 ADDS
EXTRA MILES OF TRAVEL AND TAXES
CONNECTION AWAY FROM THESE THINGS.
H2 WILL CREATE A LOT OF EXTRA
TRAFFIC ON SKYLINE DRIVE.

FACILITATING EXPANSION OF IDAHO FALLS IS NOT
A STATED PURPOSE OF THIS PROJECT. ALTERNATIVE
H2 CHANGES THE NATURE & ZONING OF A LARGE

Continue comments on side 2

AREA
NEEDLESSLY,

E3 DOES THE JOB WITHOUT
DISPLACING SO MANY PEOPLE,



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Comment Form

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Please print or write as clearly as possible. Thank you.

Name:

David Kraszewski

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

TRAFFIC passing thru Idaho Falls should have access to commercial Idaho Falls, and not residential I.F. & farmland. Residential & farmland should stay unaffected. Urban sprawl is less encouraged with E3, and E3 provides greatest opportunity for existing commercial zones to be revitalized, and ultimately frequented by ppl passing thru.

Continue comments on side 2

Additional comments or suggestions:

IF H2 WERE SELECTED, I RECOMMEND THE TWO INTERCHANGES* BE COMBINED TO ONE, AND IT SHOULD LIE BETWEEN THE TWO ~~CHOICES~~ DRAFTED LOCATIONS; PLACE IT ON Lewisville Hwy SOUTH OF THE CURRENT ~~CONNECTOR~~ DRAFTED NORTHERN MOST CONNECTOR. REASONS:

- THE RECOMMENDED LOCATION WOULD BE CLOSER TO CURRENTLY ZONED COMMERCIAL PROPERTY.

- THE CURRENTLY DRAFTED NORTHERN & SOUTHERN INTERCHANGES (OR CALL THEM EAST & WEST?) WOULD ~~NOT~~ INVITE COMMERCIAL DEVELOPMENT TO ~~RES~~ RESIDENTIAL NEIGHBORHOODS. (GAS STATIONS, ETC)

- RARELY DO RESIDENTS IN THIS AREA** NEED ACCESS TO NORTHBOUND US20 OR I15 (COMPARED TO I.F. ACCESS AND MAINTENANCE OF A QUIET NEIGHBORHOOD).

- THEN TRAFFIC NEEDS TO BE DIRECTED TOWARD ^{EXISTING} COMMERCIAL IN I.F.

* 2 interchanges BETWEEN I5 and old US20

** North I.F.



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: LARREN COVERT

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☒ No-Build Alternative ☐ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative? THE CURRENT PLANS DO NOT OFFER

A GOOD SOLUTION. THEY ARE NOT MINDFUL OF IMPACT ON EXISTING
ITEMS. THEY WILL CREATE MORE PROBLEMS THAN THEY SOLVE.
THE H2 PLAN IS NOTHING MORE THAN A STATE SPONSORED
LAND IMPROVEMENT PLAN FOR A FEW PROPERTY OWNERS.
THE E3 plan overly complicates TRAFFIC FLOW FOR THE
DOWNTOWN AREA. THE DESIGN APPEARS TO BE A DESIGN
PLAN INTENDED TO FORCE ANOTHER OPTION. 1800' SPANS ARE
OUT OF THE ABILITY TO ACTUALLY BUILD FOR THE ITD. AN
UNREALISTIC OPTION ONLY TO PROVIDE NO OTHER OFFERS
FOR CONSTRUCTION. THIS ALSO DESTROYES OTHER PROMISED

Continue comments on side 2

Additional comments or suggestions:

PROJECTS. THE HART PIT WAS SCHEDULED TO BE A PARK, WHICH WILL NOT NOW HAPPEN. THE NOISE WILL BE INCREDIBLE IN THE NEIGHBORHOODS, AND CANNOT BE REDUCED. THE CITY HAS BEEN INSTRUMENTAL IN PUSHING ITS OWN AGENDA. IT IS ALSO TRYING TO OVERLY IMPACT WHICH OPTION IS PRESENTED AND CHOSEN. THIS PROCESS HAS BEEN A SHAM WITH ALL WORKING GROUPS BEING CHOSEN TO STACK WITH SELF-INTEREST GROUPS. NO OPTION IS BEST, BUT EITHER OF THE TWO BUILD OPTIONS SHOULD NOT BE GIVEN ANY REAL WEIGHT. NO BUILD AT THIS TIME SHOULD TAKE PLACE AND AN ACTUAL, FAIR PROCESS TAKEN TO GET GOOD OPTIONS.

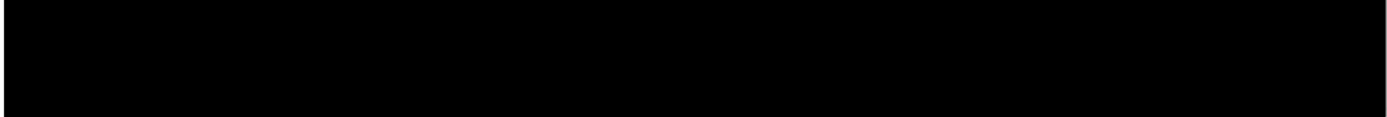


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*Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.*

Name: Lisa Loret

Address: 

Email: _____

Phone: _____

Leave comments, mail or email by October 25, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☒ No-Build Alternative ☐ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative? I don't like change so I prefer the No-Build Alternative. If I have to choose another alternative I prefer ~~Alternative~~ Alternative H2 without two on/off ramps but a single one on Lewisville Highway as that would have less impact on the residential areas already there.

Continue comments on side 2



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Melanie Edwards

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

Plan E3 has :-

- 1) Less impact to undeveloped green-field space (to the north and potentially to the west), preserving recreational cycling use of these areas, especially in the Osgood area which is prime cycling recreation along unobstructed country roads, for adults and children.
- 2) Less impact to housing (land use, noise) near the golf course on the north side
- 3) Less impact to local traffic within Idaho Falls between the west side of I-15 and the east side of I-15 (preserves Broadway intersection as-is and keeps Grandview as a local road)
- 4) Preserves the small-town character of Idaho Falls for local residents while effectively separating through traffic from local traffic.
(less urban sprawl)

Continue comments on side 2

Additional comments or suggestions:

- 5) Keeps the I-15/H-20 interchanges within the urban envelope, reducing noise, disturbance and visual impact of new-build roads in rural areas, for people and wildlife.
- 6) reduces transit time for through traffic more effectively as provides a more direct route between I-15 and H-20.
- 7) Maintains convenient access for local traffic between west side of town to I-15 and H-20 using Broadway or Olympia St junctions, crossing brown-field/industrial site at Olympia, without local traffic needing to go as far north to get onto H-20.
- 8) Anticipate less cost possibly (though not the main consideration).
- 9) Less impact to pedestrians and cyclists crossing west-east along Broadway as the intersection remains at current width.
- 10) Temple View School is planned to be re-built in a new location to the north, which might be impacted by a more northerly junction complex, (H2 being more northerly).
- 11) Potential expansion of Idaho Falls to the west side is adequately accessed using existing US-20 and Sunnyside, which has existing Sunnyside junction with I-15. This favors the E3 option.
- 12) Greater opportunity for through traffic to stop in the central commercial areas of Idaho Falls with E3, for economic benefit to merchant



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: William C. Phoenix

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

OCTOBER 18, 2022

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

✓ DEFINITELY NOT

Why is this your preferred alternative?

NOISE (1) E-3 IS FARTHER FROM MY HOUSE AND THE HIGHWAY'S CONSTANT NOISE FROM TRAFFIC, TRUCK EXHAUSTS & TIRES AND MOTORCYCLES WILL BE LESS THAN H2. WE LIVE ABOUT 2 MILES FROM 20 & ESPECIALLY WITH AN EAST WIND, WE HAVE A LOT OF TRAFFIC NOISE. EAST WINDS OCCUR IN MORNING & CARRY NOISE TO US. THE PREVAILING WIND DURING THE DAY AND EVENINGS WOULD CARRY THE NOISE TO OUR NEIGHBORHOOD. HIGHWAY OVER PALMER BRANCH NOISE FOR GREAT DISTANCES WITH HIGHWAY 20 BEING A PRIME EXAMPLE. I DON'T SEE MY HOUSE IN THE IMPACTED AREA - OBVIOUSLY THE STUDY IS DEFECTIVE REGARDING NOISE.

Continue comments on side 2

② THE OFFSITE IMPACTS ARE ~~COMP~~ IGNORED, FOR EXAMPLE THE OCTOBER 18, 2022
Additional comments or suggestions:

- ② USE OF EXISTING LAND. E-3 DIVERS LESS NEW LAND, INCLUDING THE ANCILLARY ACTIVITIES OF OBTAINING FILL & MATERIALS FROM OFF THE RIGHT-OF-WAY. THE EIS DOES NOT CONSIDER WHERE THE CONTRACTOR OBTAINS FILL & MATERIAL AND DOESN'T RECOGNIZE THE ASSOCIATED NEED FOR REMEDIATION OF THE PITS & LAND. HIGHWAY 20 IS A STRIKEFUL EXAMPLE OF PITS NEXT TO THE HIGHWAY THAT WERE EXCAVATED & LEFT, WITHOUT REMEDIATION. THE PITS ARE EYESORES THAT DETRACT TO THE SLOGAN AT THE BOTTOM OF THE SLIDES OF "ECONOMIC OPPORTUNITY" BECAUSE THEY CAN'T BE USED FOR NORMATIVE COMMERCE, ~~AND~~ SOME HAVE BECOME AREAS FOR JUNK VEHICLES, & AND THEY ARE UGLY.

- ③ THE PROPOSED H2 ROUTE APPEARS TO BE BASED ON LEAST COST THAN BUILDING ~~2~~ 2-3 MILES NORTH OF THE PROPOSED H2. LEAST COST WAS NOT PRESENTED AS PART OF THE EIS, BUT OF COURSE IT IS! ALLEGED SAVED COMMUTING OR TRAVEL TIME IS NOT MENTIONED, EVEN THOUGH THERE SHOULD BE A BENEFIT, BUT 2-3 MILES NORTH WOULD REDUCE CITY STREET CONGESTION, WHICH IS ALSO A BURDEN FROM H2 AND E3.

i15us20connector.com

I WILL HAVE MORE TO SAY IN ~~THE~~ COMMENTS. E-MAILED

CECIL C. ALDRIDGE



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: *Kathie Phoenix*

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Oct. 18, 2022

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

*I live in the Turway Estates neighborhood. ~~where we~~
~~enjoy~~ I prefer the E3 alternative because it is
further away from our neighborhood and I
feel there is less impact on residential neighborhoods
since the roadways, bridges, etc. are already
~~there~~ in the area. I realize that new roads/bridge
etc. would be built ~~but~~ ^{anyway} but if there is
~~commercial~~ there's less residential impact
like noise.*

Continue comments on side 2



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Patricia Aikens

Address:

Email:

Phone:

Leave comments, mail or email by October 23, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative? Alternative H2 would be extremely disruptive to the Fairway Estates and Heritage Hills communities. There would be a lot of noise and air pollution coming from the 6-lane highway and the homes would be severely devalued as a result. There are hundreds of homeowners that would be affected by this. There would have to be high noise barrier walls built to even help mitigate the effect (high enough to block the truck noise, not just cars!) There have been eagle pairs nesting for many years just south of Pevero Dr. in Fairway Estates and a highway

Continue comments on side 2



Additional comments or suggestions: would drive them away.

It seems like such a waste to build several miles of new highway to connect the new exit of H2 alternative to Rte. 20.

I understand that alternative E-3 has concerns about grain elevators, however, this would not have nearly as much impact as H2 on the quality of life for the residents of Fairway Estates & Heritage Hills. There is a new elementary school going in near Fairway Estates and the H-2 extension to route 20 would be very close, bringing noise and pollution to the students.

Please do not build alternative H-2. It will severely impact hundreds of people who have homes in the nearby area.

I am also in favor of doing the No-Build alternative and removing the traffic light at the current exit 119, and re-routing the traffic on the west of 115 (Grandview). With most of the I-15 traffic heading NE on Rte. 20 to Rexburg/Yellowknife this would remove the traffic back-up on the exit 119 ramp that currently affects I-15 northbound.



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Kent McIntire

Address: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☐ Alternative E3 ☒ Alternative H2

Why is this your preferred alternative?

New growth on North side
will need this. Traffic backing up on
25th hit to 20 and 15th

Continue comments on side 2



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Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Steve HANSEN

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

We own property that could be potentially impacted by either option, H2 or E3. We don't see the no-build alternative as a viable option since traffic can only be anticipated to grow and create more congestion. It appears to my wife and I that the alternative E3 has the greatest potential to impact the least amount of people possible.

Continue comments on side 2





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Name: Steven Pfot

Address: 

Email: 

Phone: 

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☐ Alternative E3 ☒ Alternative H2

Why is this your preferred alternative?

- ① Minimizes construction impacts to traffic
- ② Option for future west expansion
- ③ I like the split diamond option at Grandview and Broadway

Continue comments on side 2



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Name:

Helen Stanton

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☐ Alternative E3 ☒ Alternative H2

Why is this your preferred alternative?

I feel that
No Build is a temp. fix, E3 with 3 level roads will
be impacted by all the wind that we have close to river.
Alternative H2 seems to be the most logical for long term
planning and will keep big-truck traffic moving
on through and eliminate 'jake-brake' noise pollution.
The main traffic through Exit 119 is mostly recreation
RVs, semi-trucks and Rexburg College students. A
straight shot to the Tetons & Yellowstone would
cut noise and air pollution in the Idaho Falls area.

Continue comments on side 2



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Please print or write as clearly as possible. Thank you.

Name: NILE MISKIN

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

because H2 is too far away from
city limits. People will bypass stoping in I.F.
E3 would be the best to be able to get traffic going
to Rigby & Reubing closer to the city limits.

Continue comments on side 2



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Name: Sarah Childers ~ Temple View Elementary Principal

Address:

Email:

Phone:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

The new Temple View Elementary School
property the district #91 purchased is
on 5th west across from the first entrance
of Fairway Estates I have been told.
Voters will be able to approve it 11-8-22.
By that voters will approve to ~~at~~ raises taxes
to in order to build.

Please check with Dr. Shank regarding
the actual property address.
Thank you!

Continue comments on side 2



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*Thank you for attending tonight's public meeting. Your comments are important to us.
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Name: Kimberly King

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

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206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☐ Alternative E3 ☒ Alternative H2

Why is this your preferred alternative?

Thank you for all your work on this.
Both these alternatives look good.
Something definitely needs to be done.

Continue comments on side 2



I-15/US-20 Connector EIS
Reunión de Alcance Público
18 de octubre de 2022
Snake River Event Center
780 Lindsay Blvd, Idaho Falls, ID 83402
4 p.m. – 7 p.m

Formulario de comentarios

Gracias por asistir a la reunión pública de esta noche. Sus comentarios son importantes para nosotros.
Por favor imprima o escriba lo más claramente posible. Gracias.

Nombre:

Gerardo Arias Bedolla

Dirección postal

Correo electrónico

Teléfono:

Deje comentarios, correo o correo electrónico antes del 25 de octubre de 2022 a:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

¿Cuál de las siguientes alternativas prefiere?

☐ Alternativa sin construir ☐ Alternativa E3 ☒ Alternativa H2

¿Por qué es esta su alternativa preferida?

Porque Alternativa E3 afecta mi Hogar es por eso que
me decido por Alternativa H2 porque si pierdo mi hogar
Adonde voy con mi Familia. el que Ustedes compren las
no me pareceria Justo. lo Justo seria una Revivificacion
tambien agradeceria si los diseñadores del proyecto
pudieran ir a ablar con mi Comunidad

Continuar comentarios en el otro lado de ésta página



I-15/US-20 Connector EIS
Public Scoping Meeting
October 18, 2022
Snake River Event Center
780 Lindsay Blvd, Idaho Falls, ID 83402
4 p.m. - 7 p.m.

Comment Form

*Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.*

Name:

PATRICK POYLES

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

IF H2 IS USE "NO" OFF-RAMP ON 5TH WEST
INTERCHANGE - FOR SECURITY CONCERNS
FOR FAIRWAY ESTATES

Continue comments on side 2



I-15/US-20 Connector EIS
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Comment Form

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Kaddy Mosher

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☐ Alternative E3 ☒ Alternative H2

Why is this your preferred alternative?

Alternative H2 Affects LAND
more than Houses, businesses, and people.
~~who live in the A~~

most undeveloped
and new
Developed

Alternative E3 would greatly affect
MORE Houses, businesses, & people.

Continue comments on side 2



I-15/US-20 Connector EIS
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Comment Form

*Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.*

Name: Kristen Peterson

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

- during construction the already limited access would be even more limited or even blocked entirely
- H2 gives increase access to our quiet, low-crime neighborhood potentially bringing more crime with ease of access. No exit^{@W5th} in H2 would be better.
- noise for H2. I already hear the highway.
- homes would be lost in H2
- impact on raptor activity (bald eagle nest less than 1/2 mile from potential site)
- would home prices decrease? That's undesirable for H2

Continue comments on side 2



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Comment Form

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: WADE Mosher

Address:

Email:

Phone:

Leave comments, mail or email by **October 25, 2022** to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☐ Alternative E3 ☒ Alternative H2 *

Why is this your preferred alternative?

The Neighborhood Near Airport on Olympian is an established neighborhood. It is comprised of families with young and disabled children, mature families and retirees.

The neighborhood has airport traffic on skyline and grand views. Olympia is not large enough for future travel expansion and would significantly adversely affect the surround neighborhood.

Alternative H2 allows for future expansion, it effects a new growth neighborhood that can easily adapt to

Continue comments on side 2

The introduction of Alternative H2.

The effect of Alternative E3 on airport traffic, the ^{established} neighborhood around Olympia, children, school traffic, ~~fact~~ makes the Alternative a poor choice. Additionally, Alternative E3 does not allow for future expansion.

On a political view Alternative E3 would look like an attack middle income families.

Overall the best solution is Alternative H2 because it allows for future expansion. Neighborhoods in area young enough to adapt. Noise of traffic and flow would be moved primarily out of town and cause an improvement in city traffic flow.



I-15/US-20 Connector EIS
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Comment Form

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

KIEK LARSEN

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☐ Alternative E3 ☒ Alternative H2

Why is this your preferred alternative?

It spreads out the traffic

It spreads out town-

It # will have a longer life because it
moves all the I-15 traffic out of town.

It allows the north side of it to be town &
not freeway on & off ramp -

It may be cheaper & safer

THANKS - KIEK

Continue comments on side 2



I-15/US-20 Connector EIS
Public Scoping Meeting
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4 p.m. - 7 p.m

Comment Form

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name: Emily Hodson

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

It has less of a negative impact on the environment. It uses ~~an~~ for part of the route roads that are already in place.

As for H2, we bought our home to medically accomadate my husband who is fully disabled. One of his major health problems is hyper-sensitivity to noise. This is why we purchased our home 3 years ago in the location - it is very quiet surrounded by farm Land. This would SEVERELY impact him continually because of the noise and the proximity of our home to the new route.

Continue comments on side 2

Additional comments or suggestions:

My husband is at home all day and night and it would be unbearable for him to constantly hear the noise and feel the vibrations from the traffic passing through. We live at 3864 N 5th W. We ask you to please consider his disability. We are happy to supply any medical documentation, his Social Security disability paperwork, etc to show this is true and would cause extreme disruption in his life.

Additional comments or suggestions:

Transparency on decision making and
how 3 options moved forward and
how they were selected.

Kimber Martin





I15 US20 <i15us20connect@gmail.com>

Connector

1 message

Tami Bolender 
To: comments@i15us20connector.com

Mon, Oct 24, 2022 at 4:57 PM

We are adamantly opposed to the whole connector idea. We purchased our 1st home in Fairway Estates in 2007 and lived there for 5 years before selling and buying another one in Fairway Estates. The reason we bought there again was it feels like a country atmosphere. Large homes, nice lots, friendly people and an upper scale development.

The connector does not fit in with our reason for purchasing in Fairway Estates. We pay a lot in taxes and are hoping to continue living in the "country" atmosphere.

Can't this connector be built over or near farm land not a residential neighborhood?

We vote NO!!

Mike and Tami Bolender

Fairway Estates home owners

Sent from my iPhone



I15 US20 <i15us20connect@gmail.com>

EIS Comment

1 message

Steven Aumeier [REDACTED]

Sun, Oct 9, 2022 at 9:19 AM

To: comments@i15us20connector.com

Clearly, both construction alternatives have major and long-lasting negative community impacts. However, the least *just* alternative would be to move the interchange north ~ 2 miles (alternative H2). Doing so would substantially impact subdivisions to the northeast of I15 and disenfranchise present businesses that rely on consumer flow already established near the current alignment of US20. Additionally and in particular if an ill-conceived and unjust decision be made to move this major interchange north AND provide additional access to the west side of I-15, there will be major consequent safety impacts to rural and agricultural environments. These safety impacts are clear to anticipate including major traffic flows in rural residential areas and traditional farmworker communities to the west. One questions the transparency of this EIS in not definitively stating that this option is under consideration and therefore clearly analyzing the negative environmental justice impacts, or clearly stating that it is not being considered.

Steven Aumeier
Bonneville County



I15 US20 <i15us20connect@gmail.com>

I15- US20 connector

1 message

Bill Traue

Mon, Oct 24, 2022 at 11:55 AM

To: comments@i15us20connector.com

Hello,

My comment on which alternative I prefer is that I urge ITD to decide on the no-build option.

The traffic situation is not bad enough now to warrant pursuing either the E3 or the H2 alternatives.

Thank you.

Bill Traue
133 Fair Hills Circle
Idaho Falls, ID 83401



I15 US20 <i15us20connect@gmail.com>

decision

1 message

Shea, Jerry P

Thu, Oct 27, 2022 at 8:20 AM

To: "comments@i15us20connector.com" <comments@i15us20connector.com>

From attending mtgs and viewing comments, I hope the decision is realized that Alternative H2 is NOT the best choice.
Thank you.



I-15/US-20 Connector EIS Scoping comment1 message

Bill Shaw <[REDACTED]>

Tue, Oct 25, 2022 at 8:45 PM

To: comments@i15us20connector.com

Cc: [REDACTED], Ryan Day <Ryan.Day@itd.idaho.gov>

The concept for and general path of what is proposed as H2 came out of two long range transportation plans; one that assessed the population and growth of the Bonneville County Metropolitan Area (BMPA) over fifty years, then developed a community vision for quality of life; and another that assessed the current condition and lifecycle of existing highway infrastructure and the challenges and opportunities when programming funding to incrementally move toward that future quality of life. Several technical assessments were made and reported into the planning record of both ITD and the Bonneville Metropolitan Planning Organization. These technical assessments were 1) of the feasibility of various rebuild options for the current connection and 2) of the economic potential of the served area. All these documents are critical yet missing from the project website listing of Documents and Sources. They can be found in the planning libraries of both the Idaho Transportation Department, District 6, and the Bonneville Metropolitan Planning Organization, should be retrieved, reviewed and entered in as relevant to the EIS. I was at different times both the Engineering Design and Transportation Planning manager in charge of their development and placed them into the District 6 records.

H2 (the North Connector) was proposed as the first major investment by the State in accordance with this long range planning and reflects a turning away from the usual narrow rebuild-in-place traditions as reflected in what has been proposed as E3. Therefore, the scope of this EIS should include the significant and permanent impacts to quality of life between the three alternatives, and incorporate into the final decision criteria considered by the previous plans to be essential to all significant infrastructure investments.

Respectfully,

William R. Shaw, PE (retired)



I15 US20 <i15us20connect@gmail.com>

Please PAY ATTENTION

1 message

Robyn Salisbury [REDACTED]
To: comments@i15us20connector.com

Mon, Oct 24, 2022 at 1:37 PM

We, and our neighbors at Fairway Estates have been expressing dissatisfaction with the idea that you have kept H2 as an option since this whole thing started . We have already strongly opposed this because it's ridiculous to disrupt homes in an area that has beautiful farmland and which is filled with seniors. At the last meeting (10-18) we spoke to 3 different reps and repeated the sentiment that the E3 is a MUCH More rational option because it's near the airport, has existing commercial areas and is close to the new ramp you have already built onto Grandview. Why not keep this where it is? Just make it simple .!

It's our view and that of our neighbors that H2 is NOT an option. We have submitted many comments but it seems nobody is reading them.

We will await you taking H2 OFF the table asap. In fact, a no build option is also a great idea. At this time there are only 60k people in Idaho Falls ...in 10 years that may be different but for now we like the city and our area AS IT IS. If we wanted to live in LA or New York, I guess we would. We choose to live in Idaho Falls because of the small amount of traffic and we prefer to keep it that way.!

To run a 6 lane highway between 2 residential areas is just bizarre. H2 is NOT the right choice.

Robyn and Peter Salisbury
Fairway Estates



ITD Connector/Resident input

1 message

Anna Russell [REDACTED]
To: comments@i15us20connector.com

Mon, Oct 24, 2022 at 8:49 PM

Good afternoon,

I'm writing in regard to the proposed plans for the I 15 connector from Hwy 20. Our family home is in direct line of the proposed option H, and as such, we are at risk of losing our home and property in order to connect the highway to the interstate. Aside from the loss of our home, our equine facility and the properties surrounding us, there are numerous issues of great concern.

The loss of property value in the surrounding area for local residents will be astronomical. We will, no doubt, suffer from increased traffic and noise. We will also see a loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. Option H will change the appeal of the area and limit options for city residents who want nicer homes that are annexed into the city.

We were also informed by the City of Idaho Falls that building over the landfill was not an option and at most, a park/rec area would be the most that could be done to fill in the hatch pit there. Eaglewood Road was left open to the South with the intent to connect to 33rd N and the proposed park. This highway would destroy that access.

There are numerous safety concerns for cyclists, pedestrians and school children who will be impacted by option H. Option H will drive highway traffic away from the downtown area, resulting in loss of local revenue for local businesses. One of the most important things that will be destroyed by option H will be the nesting and breeding grounds on E. River Rd across from the Pevero Rd entrance at Fairway Estates.

For decades, Federally protected Bald Eagles have been breeding and nesting here. As a federally protected species, (The Bald and Golden Eagle Protection Act: 16 U.S.C. 668-668d), it is illegal to destroy their nests, eggs and refuge in the name of growth, especially as there are other viable options available.

The plans by John Hole's Bridge - option C - would keep the highway where it already is but expand, where needed, thus, giving easy access to hotels, restaurants and businesses; and allowing our neighborhoods to thrive without freeway traffic. It would further protect the Eagles and their home, and also protect our homes and livelihoods from destruction. Pushing option H because it's an easier or faster route for construction to just tear down existing homes and facilities, or to avoid the shut down and rerouting of current highways, are not valid reasons to destroy our farming and rural communities. We are real people living in the places you seem to destroy, and our cries must be heard.

I trust that these comments will be taken into consideration when looking at proposed plans to grow the city and connect the highway. There are alternate, viable options available to us and we need to look at those more closely.

Regards,
Anna Russell

Get Outlook for Android

Comments on Environmental Impact Statement of I-15/US20 Connector Project by ITD 6

Bill Phoenix, October 24, 2022

Thank you for requesting comments from the public regarding the Environmental Impact Statement (EIS) for the Idaho Department of Transportation (ITD), District 6, for three proposals to improve the flow of traffic at the present junction of Interstate Highway 15 (I-15) and United State Highway 20 (US20) or by entirely new junctions further north than the present junction at I-15 exit 119. Because my comments generally apply to all three proposals, and to separate the language of the EIS from my comments, I will refer to the modifications that revise existing routes or build entirely new ones as 'projects.'

My comments are offered in a spirit of collaboration and respect and are intended to address issues that apparently have not been addressed, or that impact me in my neighborhood of Fairway Estates. They fall into two categories, the impact of the project within and outside the project's right-of-way, which I will call 'off-project impacts.' They also incorporate issues that I have heard addressed at earlier meetings.

I have given considerable thought to this project because it has the potential for severely impacting my home and neighborhood, and the countryside surrounding the right-of-way. and, particularly, my neighborhood and house.

Cost and schedule, which is largely a product of minimum construction time and effort, are not mentioned in the EIS, even though from previous meetings, they are main drivers in this project. I strongly suspect that the ultimate decisions on route and any remediation of the surrounding countryside will mostly be determined by cost and schedule.

Off-Project Impacts

The off-project impacts include the pits adjacent to the project where construction materials were obtained, traffic noise, particularly truck exhaust and tires, and poorly muffled motorcycles and other vehicles, and the impact on city and country roads of revised and new projects.

The project if built by a 'constructor.' I suspect that the project's cost limitations force the constructor to obtain building materials from the nearest points. Judging from the large pits immediately adjacent to US20 between Idaho Falls and Rigby, suitable building material is plentiful near the project and the constructor will use it.

Stewardship of the Land Surrounding the Projects

The I-15/US20 interchange project does not exist in a vacuum. The greater impact of the project on the surrounding countryside is an important environmental consideration.

It appears that there are no stewards for the land. The ITD is a state entity, yet it appears that the state's environmental protection group is disinterested in the impact of highways on the surround land. It is past time for the ITD and State of Idaho to accept responsibility for the impact of highway and other projects beyond a project's boundaries.

For example, consider the trashing of the land immediately surrounding a beautiful highway, US20 between Idaho Falls and Rigby, and the associated hidden immediate and long-term costs. If past is

Comments on Environmental Impact Statement of I-15/US20 Connector Project by ITD 6

Bill Phoenix, October 24, 2022

prolog, the ITD's constructors will have no incentive to preserve the surrounding land and will ruin even more land.

The pits adjacent to the existing US20 between Idaho Falls and Rigby are examples of the narrow focus of the ITD in building their projects and abdication of responsibility for the entire project, including the surrounding land. The surrounding land has not been remediated and probably will always be an eyesore or a collecting point for junked vehicles and other refuse.

The loss of valuable land and tax revenues are significant hidden permanent costs to the communities, counties and state. The pits can never be used by most businesses, so once-valuable real estate has essentially no useful future purpose and has become a liability rather than an asset. Businesses that could have contributed tax money to the State and County governments of valuable tax income will never be built. The pits are also significant eyesores on display to the millions of visitors to Yellowstone National Park, a testament to irresponsible state attitudes and practices. At least one of the pits is now collecting junk vehicles.

It is past time to institute a more holistic approach for stewardship of the land, particularly in obtaining material and remediating land.

The I-15/US20 project should be the catalyst to change the absolute focus on cost of the project and expand the scope of this project and perhaps others to stewardship for the surrounding land, not just the highway. This project should be used to develop a more holistic approach of responsible management and stewardship, and to present our state's beauty in a positive way.

In assessing the impact of the project on the environment and communities, cost should not become the determining factor in deciding where and if to build. At the moment, the State of Idaho currently has substantial surpluses, and given the inflow of people to the state, the surpluses are likely to exist for some time. Idaho is no longer some poor state where the lack of money is an excuse not to respect and preserve the environment. The environment surrounding the projects needs to be respected and considered.

Traffic Noise as an Off-Project Impact on Fairway Estates

The existing US20 radiates significant noise to dwellings like ours at 5440 Gleneagles Drive, Idaho Falls, which is about 1 ½ miles west from an overpass. The noise from vehicles that are obeying noise laws and are fairly quiet, although some truck tires and exhaust brakes are especially noisy, and cars and motorcycles that are extremely loud. The overpasses are high above the surrounding countryside and have no barriers to radiating noise such as noise walls.

The direction of the wind carries the sound and makes a significant impact on the noise that arrives at our house. In the morning, until about 11 am, the wind blows from the east and carries a great deal of normal noise and noise from the worst producers to our house.

The prevailing wind blows from the southwest and occurs from about 11 am through midnight or later. Any overpasses to the south of Fairway Estates, such as proposed for proposal H2, will be closer to the development and will radiate even more noise, with a significantly adverse impact than the present highway. It will adversely affect the quality of life in my neighborhood and the higher-end neighborhoods to the east of East River Road and along the Snake River in the afternoons and evenings.

Comments on Environmental Impact Statement of I-15/US20 Connector Project by ITD 6

Bill Phoenix, October 24, 2022

Please contact me if you have comments or questions.

Sincerely,

William C. (Bill) Phoenix

[REDACTED]
[REDACTED]
[REDACTED]
e-mail: [REDACTED]

Comments on Environmental Impact Statement of I-15/US20 Connector Project by ITD 6

Bill Phoenix, October 24, 2022

Conditioning of Motorists to use H2 rather than Exit 119

The ITD has said that if it builds H2, it assumes that the use of the current US20 to the east of Exit 119 could be discouraged by installing traffic signals, essentially forcing motorists to use H2. Local air pollution from exhausts and noise could actually increase at the traffic signals and impact the local residents.

Proposal H2 assumes that motorists will break their present conditioning and choose a route that is longer and occasionally potentially fog-bound. The fog could cause accidents with injuries and deaths. Some motorists will still prefer the shortest route, even with the traffic signals, and the proposed benefits of H2 might never be realized. It therefore makes sense to continue using Exit 119 and expand the interchange and existing roads.

Impact on City and County Roads

Another off-project impact are the city and county roads at interchanges. The ITD apparently does not consider the impact on local and county roads, and apparently does not contribute funding to mitigate the effects of increased traffic such as the need for wider roads and for effective traffic management at the junctions. The interchange at the eastern off and in-ramps of US20 and County Line Road is an example of the results of poor coordination and funding of the two counties and the state.

Failing to take a holistic approach at intersections and beyond is another example of the narrow mindset of the ITD, probably as a result of insufficient funding for their projects.

The ITD should be required to coordinate with local entities and to help offset the expenses for improvements at interchanges. This project should serve as an example of adequate communication and funding for interchanges and local streets.

Impression of Project

From the beginning, I sensed that the ITD was intent on constructing proposal H2, perhaps regardless of anything that the communities had to say. The October 18 meeting only increased my suspicion that H2 was a foregone conclusion.

Conclusion

Regardless of the direction the project takes, I hope that the ITD and State of Idaho will become true stewards of the land adjacent to highway projects and preserve valuable real estate where businesses could be built, employ people and pay taxes. I hope that better coordination and funding of the impacts on local and county streets at interchanges will result in improved and safer traffic flow.



I15 US20 <i15us20connect@gmail.com>

comments on Connector plans

1 message

Deborah McElroy [REDACTED]
To: comments@i15us20connector.com

Tue, Oct 25, 2022 at 2:43 PM

In my opinion, the AltH2 Proposal provides a longer-term impact, compared to the AltE3 proposal. I like the potential to extend Highway 20 to the west, if needed, to accommodate INL site traffic. My major concern with the AltH2 proposal is that noise from Highway 20 east of N. 5th West would be significant to homes in the southern part of Sage Lake Subdivision.

Deborah McElroy



I15 US20 <i15us20connect@gmail.com>

I15Us20 EIS kickoff comments

1 message

Swen Magnuson [REDACTED]

Tue, Oct 25, 2022 at 6:38 PM

To: comments@i15us20connector.com

After attending one of your open houses I am submitting a comment to say I support Alternative H3 as the best overall option.

I encourage the Idaho Department of Transportation to do everything they can to put the new east-west section of HWY 20 below grade to the extent possible with effective earth berms above grade to lessen sound impacts to surrounding existing residential neighborhoods.

Lastly I do not understand why the new US20/49th north interchange is necessary. Why not extend the new east-west section of US20 another half mile east and merge with the existing US20 southwest of the existing US20/N15E interchange? That latter interchange was redone in the last 10 or 15 years if I remember correctly and seems able to handle increased growth. The current redesigned interchange of US20/49thN only supports east-west traffic and looks like it will create a bottleneck.

Thank you.

Swen Magnuson



I15 US20 <i15us20connect@gmail.com>

Comments about the interchange

1 message

Advanced Cleaning & Restoration [REDACTED]

Tue, Oct 25, 2022 at 12:53 PM

To: comments@i15us20connector.com

Hello,

I am writing as a concerned business owner and community member. I own the business Advanced Cleaning and Restoration located at 1435 Lindsay Blvd, Idaho Falls, ID 83402. We have been located here since 2017. As a small business we had to wait until we could afford our own property. We have saved and added upgrades to our property as we envisioned ourselves in this location for a long time. With option E3 that would directly impact my current business. It would require us to relocate and as a small business that is not an easy task to undertake. My other concerns with Option E3 are as follows: It would force relocation of many other small local businesses that are part of the Idaho Falls community. It would directly impact Snake River RV Park. Idaho Falls does not have very many options for RV travelers to stay as they visit and come through Idaho Falls. By reducing/removing Snake River RV Park that has the potential to negatively impact future travelers staying in Idaho Falls and supporting our community. Option E3 will add many on/off ramps and bridges to the area around the Idaho Falls greenbelt and Freeman Park. This will add noise pollution and detract from our beautiful riverfront property here in Idaho Falls that we have to attract others to our community. I understand that our community growth is happening and we have to find a viable solution to this interchange. The No Build option is not really an effective option. Option H2 also has its drawback but is a more favorable option than E3 or No Build.

Thank you for your consideration in this matter.

Aishie Lindula

Owner

Advanced Cleaning and Restoration
[REDACTED]



I15 US20 <i15us20connect@gmail.com>

I-15/US-20 Connector Attn: Ryan Cutler

1 message

Karissa Kane [REDACTED]
To: comments@i15us20connector.com

Sat, Oct 22, 2022 at 4:47 PM

Please do not build the H2 option! There are far better ones.

Sent from my iPhone



I15 US20 <i15us20connect@gmail.com>

Hwy Interchange

1 message

Beverly K. [REDACTED]
To: comments@i15us20connector.com

Sun, Oct 16, 2022 at 12:11 PM

I live on 1197 E.49th N. and am wondering how option H2 will affect us. We purchased the property after the project was started and were not privy to the initial meetings.

Will all the houses remain?

Will there be a sound wall on either Hwy. 20 side or the 49th St. side?

Will the zoning be affected in the areas around us?

What can we expect as far as the landscape changing or businesses coming in?

What other expectations should we have?

I appreciate your help in answering our questions.

Thank you,

Beverly Kingsford



I15 US20 <i15us20connect@gmail.com>

i15us20connector project

1 message

J [REDACTED]

Mon, Oct 24, 2022 at 4:58 PM

To: "comments@i15us20connector.com" <comments@i15us20connector.com>

To Whom It May Concern,

I'm not sure it will make a difference but I wanted to put in my "vote" as to the proposed Alternatives for the i15us20 connectors. I feel like with the increase of population in Idaho Falls there does need to be an expansion of some sort. I feel like the E3 Alternative could be the best option in looking ahead 20 years. It would still make easy access to the airport and not too far from the downtown area for access to businesses. I'm not sure this is an intelligent comment but it just seems like of the three choices this one would be enough, but not too over-the-top. Then if and when there is more growth in the Idaho Falls or Osgood area that's when it would make sense to go more north and west but that seems a long time away.

Thanks for your consideration of these comments.

Jill S.

I15/US-20 New Interchange Comments

1 message

Nicole Jensen 

Mon, Oct 24, 2022 at 10:04 PM

To: comments@i15us20connector.com

After attending the meeting about the proposed freeway plans, I believe that the No Change option or the E2 option is the correct choice.

The "No Change" option needs to be considered and evaluated after adding the extra lane this summer. A more simple improvement has drastically changed the flow of traffic on the current interchange. Cars are flowing better and not getting backed up as much on the freeway. Instead of coming up with large and expensive interchanges, a more simple solution could be implemented. I understand this was intended to be a quick fix and bandaid for the problem, but this simple change has made a big impact. Sometimes simple changes are all that is needed. Maybe if that isn't enough, adding another bridge next to the other one could improve the flow of traffic off I-15 to US-20. The cost between the three alternates should be taken into account.

The E2 option keeps the freeway in a similar area that the freeway is now located. People that live there already have a freeway in close proximity to their homes. They knew when they were purchasing a home that the freeway was already there.

By choosing the H2 option, a freeway will be put in right next to people's homes who chose to live more in the country away from the freeway. It will have an impact on hundreds of homes. 67 homes in the Heritage Hills subdivision, homes that will be destroyed on 5th west, homes on 5th west, homes that are in the Fairway Estates and River Acres neighborhoods will all be affected. You are considering putting a freeway literally in peoples backyards and hundreds of feet next to our homes. It is unsafe to have a six lane freeway right next to our homes. The models and videos portray the freeway just affecting farmland but that is incorrect. The H2 option is destroying homes and impacting hundreds of homes and families. The H2 options will significantly decrease property values of the homes that are near it so that should be taken into account to fairly compensate homeowners whose property values are being affected. This includes homes that are in the Heritage Hills Subdivision and homes in Fairway estates. The sound from a 6 lane freeway will be very loud and disruptive to homeowners. This is the biggest freeway in east Idaho that is going to be hundreds of feet from our homes! There would need to be 18-20 feet decorative sound barrier walls with 2 rows of trees for the Heritage Hills, Fairway Estates, and River Acres neighborhoods. Think about if your home and family was being directly impacted by a freeway just feet away, how that would affect your family?

With the INL employees traveling to work, the new NRF building that is supposed to be built in 2024, and all the new town homes that are going to be built, the proposed freeway will route hundreds of cars down 5th West past Heritage Hills. 5th West can not manage that much traffic on a two lane road.

Plans to build a new Elementary school just north of the proposed freeway poses a safety threat to kids who will be walking home from school. Having to walk across a bridge over the freeway and cross busy roads of cars getting off and on the freeway to get home.

Overall, the H2 option will negatively impact hundreds of families and cause safety concerns.

The E3 options will allow the freeway to stay where it currently is and allow the businesses affected to relocate to a better location and upgrade their facilities. People who live by the E3 option already live close to the freeway. The E3 option will impact less people than the H2 option.

Regards

A horizontal line of black dots representing a redacted signature.

Nicole Jensen
Resident of Heritage Hills



I15/US-20 New Interchange

1 message

Christopher Michael Jensen [REDACTED]
To: comments@i15us20connector.com

Mon, Oct 24, 2022 at 9:48 PM

I vote for either the "No Change" or the Alternate E3 option. The following are the reasons why.

A "NO Change" needs to be evaluated further with the extra lane added this summer. A much simpler improvement has drastically changed the flow of traffic on the current interchange. Instead of coming up with large and expensive interchanges more simple solutions should be implemented. I understand this was intended to be a quick fix but sometimes simple changes is all that is needed. Maybe it's adding another bridge next to the other one to improve the flow of traffic off I-15 to US-20. The cost between the three alternates should be taken into account.

If a "no change" is not the right option, I believe Alternate E3 is the best option. Alternate E3 keeps the interchange close to where it currently stands and doesn't impact the current flow of business and residential. If alternate H2 is chosen, this will redirect hundreds of cars getting off on 5th west to go to INL buildings, the future NRF in town office, hundreds of townhomes being built on 5th west. This would put more cars on the road past many homes. 5th west would have to be widened. The city has promised sidewalks from Fairway Estates and Heritage Hills to the rest of the city. There wouldn't be enough room without taking away even more property from owners by building a large road and sidewalks. Not to mention all the homes that would have to be destroyed to put the freeway between the neighborhoods (this needs to be highlighted more that the H2 option is going right through people's homes and not just farm fields as advertised!).

Alternate E3 would be relocating businesses that could benefit from the relocation. Lots of those businesses are in need of an upgrade.

As discussed with one of your staff engineers at the town meeting. Who wants to have freeway placed between two close neighborhoods out in the semi country? Many people chose to have their home away from the freeway in nice neighborhoods. Alternate E3 keeps the freeway very close to where it currently stands. H2 option is completely changing the dynamics of the area.

If ITD determines that H2 is the right option, the following considerations must be taken into account. Idaho Falls is pushing to beautify the community so a 18 -20 foot decorative sound barrier walls on both sides of the freeway running along the Heritage Hills and Freeway Estates neighborhoods should be added to the cost. River Acres would probably want a decorative sound barrier wall as well. Double layer trees in front of the walls. Safe ways to cross from Heritage Hills to Freeway Estates to grant safe access to the potential elementary school being built just north of the freeway on 5th West. Safe ways to cross for both pedestrians and bikers without being hit by cars which would include bike lanes and sidewalks (not much space on this road as it is). Property values will be lowered extremely. Can't sale your home as semi-country living because a proposed 6 lane freeway in your back yard is coming. Good luck trying to sale your house with the thought of knowing the largest freeway in east Idaho is being proposed in your back yard. This will impact the property values in every single home in Heritage Hills and many homes in Fairway Estates. Residents would want to be fairly compensated (and just because your house is so many feet away from the freeway doesn't mean your home value is not impacted).

Alternate E3 keeps the freeway mostly where it is located and doesn't impact over 400+ homes(70+ homes Near Heritage Hills, 300+ homes Fairway Estate, 65 homes River acres) like H2.

Regards

Chris Jensen
Resident of Heritage Hills



Idaho Falls School District 91

A World Class Education

Oct. 24, 2022

To Whom It May Concern,

ITD Officials,

Idaho Falls School District 91 would once again like to take an opportunity to provide comments on the alternatives being considered to improve the I-15 and US-20 connector serving Idaho Falls and Bonneville County.

Of the final options being reviewed, the district supports Alternative H2. The district supports this option because:

- Shifting the connector north would make it easier and more efficient for D91's Transportation Department to serve students and families in the Osgood and Sage Lakes areas, as well as those who live in the north and northwest parts of Idaho Falls.
- Shifting the connector north would minimize potential impacts on Temple View Elementary School and also A.H. Bush Elementary School.

We hope you will take our comments into consideration as you finalize the NEPA process. Please keep us updated with further developments in this work to improve this important connector.

Sincerely yours,
Dr. Jim Shank
Superintendent
Idaho Falls School District 91

C/O Ryan Day

1 message

Brett Hutchens 

Sat, Oct 22, 2022 at 3:56 PM

To: comments@i15us20connector.com

I support the H2 proposal. This is ITD's chance to not make the problem of excessive traffic noise in the area of River Walk and Freeman Park worse, but make it a little better. Traffic noise is bad enough without building more infrastructure inside city limits. Compression brake use, loud exhaust, and rolling coal laws are not enforced.

Thank you for the opportunity to attend the public meeting at the Shilo on 10-18-22. I spent a lot of time at the meeting, walking around and listening to comments. Not surprising, most residents don't want it built in the vicinity of where they live. Several comments were made by the residents that live in the Sage Lakes community. It was stated that there are plans to build a new elementary school, and new subdivisions in the area of the proposed H2 area. There is already AH Bush elementary school in the E3 proposal area. Noise & pollution should be considered for our children at the current AH Bush elementary school. Most parents with children who live on the west side of US20, state that it isn't safe to let their children walk or bike to AH Bush elementary which is located on the east side. Most of the parents drive their kids to school which causes more congestion. The neighborhoods in the immediate area of the new E3 project area includes many structures dating back to the 1950's, pre-dating the current US20 configuration. They were there first. A recent detailed study already completed can be read on page 369 of The City of Idaho Falls Council Meeting Minutes: https://www.idahofallsidaho.gov/AgendaCenter/ViewFile/Agenda/_09222022-1437 The following is an excerpt from the study: "The us20/i15 proposal is not the first time that local street access in the study area has been diminished by highway improvements. Originally Anderson Street was a portion of grid street system which provided access to the west, south, and east as shown in the aerial. See photo: The connection to U.S. 20 provided a street in the north of the study area; however, it is a street with limited access to adjacent parcels due its designation as a principal arterial. The access to the west and neighboring residential streets was substantially diminished when the connection to U. S. 20 was constructed in the late 1960's. Access to the study area was limited to the use of the residential streets from the south, Anderson Street and North Boulevard from the east, or the U.S. 20 underpass from the west."

Building a highway or interstate through a city is just like building a wall, such as the Berlin Wall. It makes it very difficult to walk or bike to a destination on the other side. Usually any access point will be a busy principal arterial road that is unpleasant and unsafe to walk or bike along. This type of infrastructure in the city limits is where the saying "grew up on the wrong side of the tracks" was derived from.

I looked up ITD's mission: "Your Safety. Your Mobility." In the image below, I see a car, pedestrian, bicyclist and a truck. I was disappointed that the computerized "fly over" E3, H2 presentations didn't include any pedestrian or bicycling facilities. It seems that the priority is "Driver Convenience" over pedestrian/cyclist safety. We live in an age where cities around the United States and around the world are starting to remember that before the invention of the automobile, that cities were originally built for people, not cars! In fact the first paved roads in the United States were demanded by bicyclists.



I commute by bicycle, year round in Idaho Falls. Going to work, groceries, errands, and appointments are all completed by bicycle. Traveling by bicycle gives me the ability to hear, smell, and see the impact of traffic inside the city limits. It is very apparent that too many single occupancy vehicles are a big part of the congestion problem. Building more infrastructure to reduce traffic congestion is like trying to lose weight by loosening the belt. Riding down 17th Street, Hitt Road, Woodruff Ave, Sunnyside Road, etc. are proof of this.

Thank you for this opportunity.

Brett Hutchens

[REDACTED]
[REDACTED]
[REDACTED]

movingon2wheels@gmail.com

I15US20 Connector--Select option E3

1 message

Hodges Family 

Mon, Oct 24, 2022 at 10:47 PM

To: comments@i15us20connector.com

The current bridges over the Snake River were built in the 1950s and 1960s and need to be replaced regardless of the option chosen. Choosing E3 would address both problems at the same time and be more cost effective.

The speed limit of the traffic would be an issue to surrounding homes/neighborhoods if option H2 is selected. Keeping the same high speed off of I-15 would equate to more traffic noise and would create a dangerous situation for the local traffic and neighborhoods. (H2 neighborhoods are already enduring an increase in air traffic and the noise that comes with it.) In H2, the speed will need to be reduced because of the close proximity to the neighborhoods. This would negatively impact the flow of traffic, which is the purpose of both proposals--to keep traffic flowing at speed. E3 will keep traffic flowing at speed off of I-15.

Option E3 is in an older part of town where most of the homes/businesses were constructed after the roadways were in place. If eminent domain is needed, those homeowners and businesses would be compensated at fair market value for their homes and property. This allows the homeowners to have the resources to build newer homes and businesses. This would bless their lives, update the area, and keep the traffic where it has always been, and where those who bought property and now live, expect the road to be. The homes which would be affected by H2 are brand new builds, or many years newer than those in the E3 area, and were built with the intent of being in the country and away from the busyness of city living including heavy traffic.

The last consideration would be road maintenance, including snow removal and high winds. Option H2 would be much more impacted by these environmental factors. Currently I-15 north of Exit 119 is closed several times each year because of the wind blowing the field dirt and the snow (happened just this past weekend). The traffic then takes the Lewisville Highway. Option E3 would keep the traffic in the established roadway areas and business districts, and would not face road closures. The snow removal equipment is nearby Option E3 just off of Holmes.

A final thought: We moved to Idaho Falls from Dallas, Texas over twenty years ago because of the rural nature of the community and the ability to be away from the road traffic and city noise. While living in a Dallas suburb for many years we watched as the Texas Transportation Department added levels to the interstate 635/US 75-Central Expressway Interchange just north of Dallas. Option E3 reminds us of that amazing traffic masterpiece. Idaho people (including ITD) can do great things. The ITD can build Option E3! It will be a magnificent undertaking. It will keep the traffic moving at speed in the current traffic location and will allow Idahoans the country living they either stayed here to enjoy or moved here to cherish. Option E3 will keep the city in the city and the country in the country. This is what Idaho is about. We strongly recommend that E3 be the option selected.

Alternative E3 is the recommendation

1 message

Kirt Hodges <catchtheman@gmail.com>

Tue, Oct 25, 2022 at 3:35 PM

To: comments@i15us20connector.com

Recommendations for Alternative E3

While living in a Dallas suburb for many years we watched as the Texas Transportation Department added levels to the Interstate 635/US 75-Central Expressway Interchange just north of Dallas. Option E3 reminds us of that amazing traffic masterpiece. The Idaho Transportation Department can do great things too! It has the skills to build Option E3. It will be a magnificent undertaking and something that has not been done anywhere in Idaho. It will keep the traffic moving at speed in the current traffic location and will allow Idahoans the country living they either stayed here to enjoy or moved here to cherish. Option E3 will keep the city in the city and the country in the country. This is what Idaho is about and what we love. The Idaho Transportation Department has the people, the ability, and the fortitude to do it. We strongly recommend that E3 be the option selected.

The current bridges over the Snake River were built in the 1950s and 1960s and need to be replaced regardless of the option chosen. Choosing E3 would address both problems at the same time and be more cost effective. E3 addresses the I-20 road portion and does not leave it as an abandoned stretch of road like H2 does.

The speed limit of the traffic will be an issue to surrounding homes/neighborhoods if option H2 is selected. Keeping the same speed limit off I-15 would create a dangerous traffic situation for the local traffic and neighborhoods and increase traffic noise. In H2, the speed will need to be reduced because of the proximity to the neighborhoods. This would negatively impact the flow of traffic, which is one of the purposes of both proposals, which is to keep traffic flowing at speed. E3 will keep traffic flowing at speed off I-15.

At the public meeting one of the ITD members asked the H2 neighbors why they care so much about the increase in vehicle noise when air traffic noise seems to be abundant. Let me answer that question. Many of the people living in the H2 neighborhoods are retired military personnel who flew or worked on planes. They intentionally bought property near the airport. Watching and hearing the planes fly over, take off and land is a joyful experience. When Hill Air Force Base pilots have touch and goes continuously, it is not noise to the H2 neighbors. It is a feeling of comfort that this country is safe. My 85-year-old dad sits on his back porch with binoculars and watches airplanes. Airplane noise and vehicle noise are not the same. There is no peace in traffic noise. Have we not endured enough anxiety the past several years? Can we leave some eagles in their nests for us to enjoy and can we have some quiet in our lives when the world is in such turmoil? E3 keeps the traffic where it has always been.

Option E3 is in an older part of town where most of the homes/businesses were constructed after the roadways were in place. If eminent domain is needed, those homeowners and businesses would be compensated at fair market value for their homes and property. We know the state will be fair. This allows the homeowners to have enough resources to build new homes and businesses. This would bless their lives, update the area, and keep the traffic where it has always been. Those who bought property near the road expect the road to be there. The homes which would be

affected by H2 are brand new builds, or many years newer than those in the E3 area and were built with the intent of being in the country and away from the busyness of city living and traffic.

To what extent should transportation departments and city government go to preserve neighborhoods? If you look to Naranja Park in Oro Valley, Arizona, they were willing to move the Naranja Park entrance, bring in mountains of dirt, and change the entire landscape so that the park lights and traffic would not affect the surrounding neighborhood. Option H2 does not preserve the neighborhood which was established after main roads were built. H2 destroys the peace of a developed neighborhood. Neighborhood preservation and sanctity can be the number one priority in every build option.

The last consideration is road maintenance, including snow removal and high winds. Option H2 would receive more impact by these environmental factors. Currently I-15 north of Exit 119 is closed several times each year because the wind blows the field dirt and the winter snow to make driving conditions impossible. (a closure happened just this past weekend). The traffic then diverts to the Lewisville Highway. Option E3 would keep the traffic in the established roadway areas and business districts and would not have the need to close. Both E3 and H2 will need a maintenance plan of where to put winter snow after it is removed from the roads. Snow removal equipment is nearby Option E3 and is located just off Holmes.

Concern

1 message

David Gerling 

Sat, Oct 1, 2022 at 6:24 PM

To: comments@i15us20connector.com

The Idaho Falls Airport is claiming a 20-30% growth every year. Even though I have to acknowledge that the GA sector continues to utilize the commercial runway, if this growth continues, the demands of this intersection will increase. Failure to incorporate this growth into current plans will result in reworking the area within 10 years. I remain concerned that a holistic approach has not be utilized to support continued growth of the Airport Access, INL – Willow Creek support, and increasing travel demands of the I15 – US20 Intersection.

I recommend either addressing and incorporating these needs or delaying this discussion and any implementation.

I also remain concerned over the lack of listening to the public on a wide variety of issues.



I15 US20 <i15us20connect@gmail.com>

I-15/US-20 connector

1 message

gaffney [REDACTED]

Tue, Oct 25, 2022 at 10:27 AM

To: "comments@i15us20connector.com" <comments@i15us20connector.com>

I live on Pevero in Fairway Estates. Obviously we'd like to see alternative E3 used to avoid increased traffic and noise in FE. The current noise levels due to US-20 and Lewisville Highway are bad enough without adding further traffic to FE.

Another option that should be looked at is leaving the I-15/US-20 interchange as is. The upgrades to the off ramp have been very effective.

Michael Gaffney
[REDACTED]
[REDACTED]

The time you enjoy wasting is not wasted time...

--Bertrand Russell



I15 US20 <i15us20connect@gmail.com>

(no subject)

1 message

Carl Friedrich [REDACTED]
To: "comments@i15us20connector.com" <comments@i15us20connector.com>

Tue, Oct 25, 2022 at 8:49 AM

I have reviewed the options presented to the subject interchange and hereby offer my opinion.

The original placement of the interchange is still the correct place. Any design to relocate it will have huge impacts on residences. The Grandview entrance from I15 to Hwy 20 westbound will require minimal changes and impact to westside Idaho Falls in the future because of previous planning. The Grandview I15 to and from Hwy 20 north location obviously needs help but should be used since changes required impact mostly business properties which seem to move to new locations for lesser reasons. The changes would undoubtedly require substantial bridge and overpass modifications, but would eliminate another bridge and two more interchanges.

Carl Friedrich
[REDACTED]

Sent from Mail for Windows



I15 US20 <i15us20connect@gmail.com>

No to H2

1 message

Mark Evans [REDACTED]

Mon, Oct 24, 2022 at 1:50 PM

To: comments@i15us20connector.com

Hi, my name is Mark Evans. I live at 4860 N 5th W. I'm highly against the proposed area of H2. It would ruin the surrounding housing values in the area along with the Bald Eagles living along side of it.
Please remove H2 for any future plans.



I15 US20 <i15us20connect@gmail.com>

Project Study Area Alternatives

1 message

kdiddm@yahoo.com

Sun, Oct 23, 2022 at 12:16 PM

To: "comments@i15us20connector.com" <comments@i15us20connector.com>

I think that Alternative E3 is the better choice of the alternatives.

Kurt Derr



I15 US20 <i15us20connect@gmail.com>

(no subject)

1 message

david Cutler [REDACTED]
To: comments@i15us20connector.com

Tue, Oct 25, 2022 at 7:46 AM

I feel that it is obvious that H2 is really the only option that makes sense, especially when considering future growth of South eastern Idaho.

Rigby is already what I would call a bedroom community to IF.

Traffic to Swan Valley /Jackson is already heavy.



I15 US20 <i15us20connect@gmail.com>

I-15/US-20 Connector, Attn: Ryan Cutler

1 message

jdc1100@narrows.com [REDACTED]
To: comments@i15us20connector.com

Tue, Oct 25, 2022 at 12:52 AM

After reviewing the impacts to local Idaho Falls area traffic, I believe that the E3 Alternative for the I-15 / US-20 Connector project would best meet the needs of both the local drivers who must use the I-15 and US-20 highways and the local roads that connect to them year round, and the seasonal tourist traffic and commercial truck traffic passing through to Yellowstone and Montana. In addition, the cost would likely be less for the project and for the City of Idaho Falls and Bonneville County.

Thanks for the public meeting presentations and information. It was most helpful in reviewing the impacts of the alternatives.

Jeff Coward
[REDACTED]
[REDACTED]
[REDACTED]



I15 US20 <i15us20connect@gmail.com>

I-15 meeting

1 message

Ranae Sutter Contos [REDACTED]

Mon, Oct 24, 2022 at 2:31 PM

To: "comments@i15us20connector.com" <comments@i15us20connector.com>

I think it makes a lot more sense to keep the corridor running directly towards the airport, skyline area traffic, and westbound highway 20.

Moving the highway corridor miles to the north will add extra minutes to hundreds of thousands of commutes, and take drivers away from the places that they are trying to get to.

In my opinion, Option E3 (in town) serves the needs of travelers much better than Option H2 (miles north of town).

Ranae



I15 US20 <i15us20connect@gmail.com>

I-15 Connector - NO H2 Plan!!!!

1 message

Judy Carter [REDACTED]
To: comments@i15us20connector.com

Mon, Oct 24, 2022 at 9:26 PM

Dear Committee,

I feel either you do nothing or the E3 plan. I am not in favor of the H2 plan where it it would be place in a residential area and taking up precious farmland. I purposely chose to live in Fairway Estates as the area around this subdivision is a quiet area of town and not as busy as the south side of Idaho Falls. The H2 plan would be extremely disruptive to the residences who live on 5th West and close to 5th W. I would not be happy with the increase traffic and the noise of a new highway in my back yard!!!!!! Do not chose the H2 plan!!!!!! Rework with what you already have to work with. Either do nothing or choose the E3 plan.

Thank you for considering my comments.

Sincerely,
Judy Carter

[REDACTED]
[REDACTED]
Idaho Falls, ID



I15 US20 <i15us20connect@gmail.com>

15 US Connector

1 message

PAUL BROOKE [REDACTED]

Tue, Oct 25, 2022 at 9:29 PM

To: comments@i15us20connector.com

Please do not consider the southern option this area is already high density and congested due to uncontrolled building poor
Planning by our city government

Consider the more north option it is critical
Not add more congestion in the southern option area
Paul Brooke MD
Owner of Six condominiums North Park Village
Off Presto entrance to Freeman Park

Sent from my iPhone



I-15/US-20 Connector EIS
Public Scoping Meeting
October 18, 2022
Snake River Event Center
780 Lindsay Blvd, Idaho Falls, ID 83402
4 p.m. - 7 p.m.

Comment Form

Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.

Name:

David + Michele Cutler

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☐ Alternative E3 ☒ Alternative H2

Why is this your preferred alternative?

Whether we live at ground zero (which we do) for alternative H2 or not - it looks like the most direct route for the connector project is H2. Also, being further north of Idaho Falls leaves room for future growth of the city. We truly feel this will end up being your choice.

Per your latest public meeting, it may be another two years before you make the decision on the location of this project.

As this decision is taking years, you have put us in an extremely frustrating situation regarding our property + our future.

We cannot sell our property until you announce your decision. We think it only fair that the State make some kind of an early

Continue comments on side 2

Additional comments or suggestions:

arrangement to buy out the property owners that are directly affected by this project.

It would be greatly appreciated if you would respond to this proposal.

From: [Ryan Day](#)
To: [Borders, Stephanie](#)
Subject: FW: Comments on I15/US20
Date: Monday, October 31, 2022 1:04:50 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Stephanie,

Please add this to the public comments.

From: [REDACTED] >
Sent: Monday, October 31, 2022 1:02 PM
To: Ryan Day <Ryan.Day@itd.idaho.gov>
Subject: Comments on I15/US20

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hi Ryan

Thank you for returning my call and providing me with an opportunity to submit my comments regarding the various options for the I15/US20 proposals.

Here are the information that was asked for as well as my comments:

Robert Hiromoto

[REDACTED]

Zip 83402

COMMENT:

I would like to point out that the proposed I15/US20 connector has not considered the possibilities of natural, accidental or human-induced disasters, which might affect the city of Idaho Falls. Idaho Falls is defined by the Snake river, a regional airport that abuts the I-15/US-20 interchange, and the presence of the Idaho National Laboratory and its research in the development of nuclear energy.

As a consequence, given the options of H2, E3 or No-Build, H2 is my preferred choice.

H2 would mitigate congestions at the current I-15/US-20 corridor for members of the community that seek to move away from the area by limiting I-

15 traffic flow onto US-20. In addition, by moving the US-20 exit further north an additional evacuation route will be realized.



I-15/US-20 Connector EIS
Public Scoping Meeting
October 18, 2022
Snake River Event Center
780 Lindsay Blvd, Idaho Falls, ID 83402
4 p.m. - 7 p.m.



Comment Form

*Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.*

Name: Shawna P. Hodges + Kirt L. Hodges

Address:

Email:

Phone:

Leave comments, mail or email by October 25, 2022 to:
ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

See attached two pages

Continue comments on side 2

Recommendations for Alternative E3

While living in a Dallas suburb for many years we watched as the Texas Transportation Department added levels to the Interstate 635/US 75-Central Expressway Interchange just north of Dallas. Option E3 reminds us of that amazing traffic masterpiece. The Idaho Transportation Department can do great things too! It has the skills to build Option E3. It will be a magnificent undertaking and something that has not been done anywhere in Idaho. It will keep the traffic moving at speed in the current traffic location and will allow Idahoans the country living they either stayed here to enjoy or moved here to cherish. Option E3 will keep the city in the city and the country in the country. This is what Idaho is about and what we love. The Idaho Transportation Department has the people, the ability, and the fortitude to do it. We strongly recommend that E3 be the option selected.

The current bridges over the Snake River were built in the 1950s and 1960s and need to be replaced regardless of the option chosen. Choosing E3 would address both problems at the same time and be more cost effective. E3 addresses the I-20 road portion and does not leave it as an abandoned stretch of road like H2 does.

The speed limit of the traffic will be an issue to surrounding homes/neighborhoods if option H2 is selected. Keeping the same speed limit off I-15 would create a dangerous traffic situation for the local traffic and neighborhoods and increase traffic noise. In H2, the speed will need to be reduced because of the proximity to the neighborhoods. This would negatively impact the flow of traffic, which is one of the purposes of both proposals, which is to keep traffic flowing at speed. E3 will keep traffic flowing at speed off I-15.

At the public meeting one of the ITD members asked the H2 neighbors why they care so much about the increase in vehicle noise when air traffic noise seems to be abundant. Let me answer that question. Many of the people living in the H2 neighborhoods are retired military personnel who flew or worked on planes. They intentionally bought property near the airport. Watching and hearing the planes fly over, take off and land is a joyful experience. When Hill Air Force Base pilots have touch and goes continuously, it is not noise to the H2 neighbors. It is a feeling of comfort that this country is safe. My 85-year-old dad sits on his back porch with binoculars and watches airplanes. Airplane noise and vehicle noise are not the same. There is no peace in traffic noise. Have we not endured enough anxiety the past several years? Can we leave some eagles in their nests for us to enjoy and can we have some quiet in our lives when the world is in such turmoil? E3 keeps the traffic where it has always been.

Option E3 is in an older part of town where most of the homes/businesses were constructed after the roadways were in place. If eminent domain is needed, those homeowners and businesses would be compensated at fair market value for their homes and property. We know the state will be fair. This allows the homeowners to have enough resources to build new homes and businesses. This would bless their lives, update the area, and keep the traffic where it has always been. Those who bought

property near the road expect the road to be there. The homes which would be affected by H2 are brand new builds, or many years newer than those in the E3 area and were built with the intent of being in the country and away from the busyness of city living and traffic.

To what extent should transportation departments and city government go to preserve neighborhoods? If you look to Naranja Park in Oro Valley, Arizona. They were willing to move the Naranja Park entrance, bring in mountains of dirt, and change the entire landscape so that the park lights and traffic would not affect the neighborhood. Option H2 does not preserve the neighborhood. H2 destroys a developed neighborhood. Neighborhood preservation should be the number one priority in every build option.

The last consideration is road maintenance, including snow removal and high winds. Option H2 would receive more impact by these environmental factors. Currently I-15 north of Exit 119 is closed several times each year because the wind blows the field dirt and the winter snow to make driving conditions impossible. (a closure happened just this past weekend). The traffic then diverts to the Lewisville Highway. Option E3 would keep the traffic in the established roadway areas and business districts and would not have the need to close. Both E3 and H2 will need a maintenance plan of where to put winter snow after it is removed from the roads. Snow removal equipment is nearby Option E3 and is located just off Holmes.

From: [Ryan Day](#)
To: [Borders, Stephanie](#)
Subject: FW: [EXTERNAL] Update on Status of I-15/US 20 Connector Project
Date: Monday, October 31, 2022 8:35:23 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Stephanie,

I spoke with Heather this morning. She is concerned about when an alternative would be selected. She does not want to invest money into her home if the home will be removed under this project. I told her that the team is required to carry both alternatives to the DEIS. However ITD can select a preferred alternative prior to the DEIS. I plan to meet with her in December to go over both alternatives and evaluate if her property would be impacted.

From: Heather Kunz [REDACTED]
Sent: Tuesday, October 25, 2022 5:15 PM
To: Ryan Day <Ryan.Day@itd.idaho.gov>
Subject: Re: [EXTERNAL] Update on Status of I-15/US 20 Connector Project

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hello Ryan,

I know the past few weeks have to have been very busy for you - given the public meetings for the I-15/US-20 Connector Project. I hope that things have gone smoothly and are beginning to settle down.

I attended the October 18th meeting and had a few questions. I had hoped to chat with you, but there was a lengthy line of individuals waiting to speak with you and it was already at the end of the meeting time. Would it be possible to chat at a time that is convenient for you?

When we last spoke, you had indicated that a decision about which option would be pursued for the project was likely to be made by spring 2023. At the meeting, I was told that it could be as long as 3 years down the road with another 2 years after that before any property changes would occur. I do understand the specifics regarding property impacts cannot be guaranteed. It would, however, be helpful to me to get a better understanding of when and how I can expect to be impacted by the project. As I said before, I have some property upgrades that I need to decide whether to pursue and my decisions cannot wait for 5 years; any help in understanding what is happening would be helpful.

Thank you for your time.

Best regards,

Heather

On Tue, Sep 6, 2022 at 9:20 PM Heather Kunz <[REDACTED]> wrote:

Hello Ryan,

Happy September! I hope you are doing well.

I wanted to check back in about the proposals for the I-15/US 20 Connector Project. I have seen that the environmental impact notification and invitation for responses has been posted. Could you give me any update about the timeline for the project or which proposal might be preferred at this point? As mentioned previously, I do have some fairly large projects that I would like to complete at my home - if I will be staying in the house. But, if it is likely that the house is going to be removed, I don't want to waste resources on the project. Any insights you might have would be appreciated. I'd be happy to talk on the phone about this if it would be better for you.

Thank you for your help.

Best regards,
Heather Kunz

[REDACTED]

On Mon, Mar 21, 2022 at 9:32 AM Ryan Day <Ryan.Day@itd.idaho.gov> wrote:

Hello Heather,

We still do not have a decision on an alternative. I was expecting this would have been completed by now. We are working with FHWA to gain approval to move into the environmental document. I am hoping this will happen within the next month or so. After ITD has approval it will be a minimum of 3 or 4 months to have an alternative selected. We are currently updating our website and the timeline will reflect more accurate times. This should be up and running shortly: i15us20connector.com.

If I have not provided you with all of the information you are looking for please call me at 208-745-5659.

Thank you.

From: Heather Kunz <[REDACTED]>

Sent: Sunday, March 20, 2022 7:33 PM

To: Ryan Day <Ryan.Day@itd.idaho.gov>

Subject: [EXTERNAL] Update on Status of I-15/US 20 Connector Project

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Hi Mr. Day,

I hope you are doing well!

My property is located at 1420 Antares Dr, Idaho Falls, ID. We have previously talked about the impact of the I-15/US 20 Connector Project on my property and you had invited me to reach out periodically for updates on the project. I wondered if you could give me some insights into where the project is and what direction the project might be taking - particularly as it might impact the future of my property.

If it would be more convenient for you, I'd be happy to discuss via the phone. I can be reached at 208-244-2104.

Thank you for your time and help.

Best regards,
Heather Kunz





I-15/US-20 Connector EIS
Public Scoping Meeting
October 18, 2022
Snake River Event Center
780 Lindsay Blvd, Idaho Falls, ID 83402
4 p.m. - 7 p.m.

Comment Form

*Thank you for attending tonight's public meeting. Your comments are important to us.
Please print or write as clearly as possible. Thank you.*

Name:

John Parkinson

Address:

Email:

Phone:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442
comments@i15us20connector.com

Which of the following alternatives do you prefer?

☐ No-Build Alternative ☒ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative?

See (2) sheets of "Comments"
attached to this page.

Thank you.
John

P.S. Please Text me if you have any
questions.

Continue comments on side 2

I prefer Alternate E3.

I have studied both large maps and I believe that there a few changes you should consider:

① Exclude the off/on ramp for Fremont Ave. leaving it as a street.

① A -

My reason for this is that I live on 5th W. and I find that it is better, safer, and just as fast to go down Memorial Drive to shop on Utah.

① B -

I "we" need to access other areas of Idaho Falls. We use Lewisville Homes already. And "we" do not need to cross US 20 (again making it safer.)

① C -

It would keep "Ramps" farther apart. If you then had a Science Center Drive - to Lewisville Highway as "they exist in place" for "future plans" use Telford Rd. which has been used for years" to connect to Highway 26.

② It would in my opinion:

② A -

Keep the noise and traffic out of our homes and developments.

② B - Keep traffic to a minimum as we access the road onto 5th W.

② C-

Do away with the need to cross the land fill. This would leave the land fill to become a park as it was promised 30 years ago when it was built giving our children in this part of town a place for them and their families a place to play.

③ A-

Using Alternative E3 would be a closer route to our city centers, across town and access for our out of town visitors

③ B-

1- It would save top dollars

2- Save farm land

3- Save people from noise

4- Give hundreds of people the ability to enjoy their back yards.

5- Sleep sounder (for all of us) and save homes.

④ A-

I want all of you to remember the bellies of your grandchildren. Who and how are they going to be feed when our generation has so thoughtlessly placed all best farm lands under construction

⑤

Alternative H2 - IS - NOT the way to go.

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

If East Idaho continues to grow, this option would allow phases of construction to minimize delays to motorists.

It also doesn't kick out or affect existing businesses at the current interchange that just had bad luck being where they are.

It is easier all around to do and still fixes the problem.

Additional comments or suggestions:

I think you could eliminate the East River/5th west exit and it would help keep traffic moving and the speeds up on that section of highway 20. Highway 20 has too many exits as it is.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Zach Larsen

Address

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

H2 is the only one that makes sense for long term sustained growth.

Additional comments or suggestions:

I know there has been a big push by those in Osgood to save their houses, but honestly more houses would be destroyed under all of the plans EXCEPT H2. Not to mention a well used park (Freeman park). H2 takes more empty land than anything else.

Also, if you use H2, why would you need the diverging diamond for exit 119? Splitting the volume would allow the current upgrades made last summer to remain in place with no need to change 119. The only time traffic backs up onto I15 now is in the summer when the tourist traffic is at a peak. Leaving the changes made a year or two ago would also save A LOT of money and waste not to mention many houses, an elementary school and historic church, hotel (motel 6) which there aren't enough already and restaurant (Obradys). Please consider these changes to H2 and use this option.

Thank you

The following additional questions are voluntary

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Name

David Wood

Address

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Gender

Male

Are you disabled?

Yes

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

I am for the H2 alternative. It will help with future city expansion. I know a while ago you guys were talking about the arterial loops and H2 would complement those loops. With H2, since most of the new construction will be outside the city, it will impact less people during the life of the project than the E3. H2 would have less of an impact for the majority of the people, especially during rush hour and the morning commute. The H2 alternative would impact less businesses. E3, would displace collectively more businesses and people than H2.

Additional comments or suggestions:

With that being said, I do have some thoughts on the updated version of H2.

You do NOT need that huge loop at that junction of I-15 and US-20. It makes no sense. You could save perhaps millions and maybe a mile or so of roadway, by shrinking it or turning it into a T like pattern.

To me the diamond interchange is not the smartest thing to do. I get why it's there and its purpose, but I just think there is a better way to handle that. At this moment, I can't come up with a better alternative, but I just think there might be one out there to handle that situation.

I think that no matter what alternative you decide to do, there should be some sort of junction or merger between the current US 20 and the new US-20.

I think there are great ideas in both alternatives.

The following additional questions are voluntary

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Name

Brandon D.

Email

[REDACTED]

Are you disabled?

No

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

It seems like this option is best for not disrupting the traffic flow. I feel like E3 will be an absolute nightmare trying to navigate through there while all the construction is happening.

Additional comments or suggestions:

This is a huge project, and very much needed. Let's get after it!

The following additional questions are voluntary

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We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

I like that it keeps the entrance closer to what it currently is while improving the access.

The following additional questions are voluntary

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Name

David Barrus

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

Alternative H2 seems to provide less impact to the community, residences, and businesses. It also seems to be the less costly option while also allowing for constructability that does not have a major impact on current traffic. Alternative H3 will create more congestion in the core region. Proceeding with alternative H2 will be better option that will move this traffic to the North where there is less development in the construction path. I hope that H2 is chosen.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Friday, October 14, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

Based on the most recent configuration changes that have been made and the adjustment to the stoplight timing for both I-15 off ramp and US-20 the current traffic moves very nicely in all directions. Do not see the need to spend more time and money on this project unless there is underlying problems that have not been addressed.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

George Clarke

Address

[Redacted Address]

Gender

male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

I believe this has the least impact on existing businesses - even though it's not without challenges. It sets Idaho Falls and this growing area up for beltway access around the city - which it desperately needs! I think this alternative could help reduce some of the local traffic as well because people will use this rather than going through Idaho Falls. I particularly like the use of 3 lanes.

The following additional questions are voluntary

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Name

Jeanette Cook

Address

[Redacted Address]

Phone

[Redacted Phone]

Gender

female

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

It seems to make more sense for the overall project, but we need more information about how it will affect the housing just off of 49th North to really decide what is best.

Additional comments or suggestions:

The Hwy. signs on the video show a 49th St. exit, but it stopped short of showing how that would connect to Hwy. 26. I have not seen an explanation of impact or changes to the residents on, and just off of, 49th North. We live there and need to understand how that will change. Will some houses need to be removed? Will there be sound barrier walls for residents that remain? What other changes can we expect? We did not own the property when this project began, and do not have much information about how it will affect us.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Beverly Kingsford

Address

[REDACTED]
[REDACTED]
[REDACTED]

Phone

[REDACTED]

Gender

F

Are you disabled?

No

Race and Ethnicity

White

Idaho Falls

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

I like the greatly improved airport access. It keeps the impacts to homes in areas that have always had a highway impact.

The following additional questions are voluntary

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Name

Keith Banner

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

It seems like this (Alt E3) puts construction in a lot less places and is more compact overall than any of the H options. Plus, the issues with the landfill seem like a Pandora's box that would be better not to get into.

The following additional questions are voluntary

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We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

It keeps the chaos of the city in the city and near people who knew they were buying a home near busier areas rather than destroying quiet communities. It also keeps money in the city by allowing traffic to be close to current businesses. And, maybe most important of all...it leaves the dump undisturbed so all the chemicals in the dump don't spread to the aquifer.

Additional comments or suggestions:

E3 is the only option that makes any sense. It has the lowest impact on people and the environment.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Rebecca Batt

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

It is unacceptable to run a highway between 2 housing tracts (Fairway Estates and Heritage Hills(with H2. THE ONLY ALTERNATIVE is E3 which will take adv. of already existing freeways and exchanges and is near the airport. Farmland and homes near H2 should not be destroyed by this project. JUST PICK E 3 and you will avoid ruining many lives.

Additional comments or suggestions:

We submitted many comments prior to this one from the Fairway Estates community. We feel the MAJORITY of people here are older, or cannot move for other reasons. IF you start tearing down homes you are ruining their lives . THIS IS NOT LA or NYC.

The following additional questions are voluntary

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Name

peter salisbury

Address

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

Yes

Race and Ethnicity

White

Thursday, October 20, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Additional comments or suggestions:

Where can we access the Input from the City of Idaho Falls, Bonneville County, the Bonneville Metropolitan Planning Organization, the Idaho Falls Regional Airport and other state and federal resource agencies? I would like to know their positions, and why.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Becky Page

Address

[REDACTED]

[REDACTED]

[REDACTED]

Phone

[REDACTED]

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

This appears to have the least impact to neighborhoods and residential areas.

Additional comments or suggestions:

An alternative idea would be to create a truck route using the Osgood exchange for truck traffic and direct all other US 20 traffic on the existing exit.
You could also move this beast further from the city to 81st and plan for the future with less impact to existing residential areas.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Douglas Page

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

Simpler.
Appears to be far less expensive and disruptive.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Michael Brown

Address

[Redacted]
[Redacted]
[Redacted]

Gender

Male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

This is the only option that makes sense. Keep the traffic where it already is and near the downtown area and the river. Why divert traffic away from our city and into farmland that could be potential growth for residents. People do not want to live near a highway or freeway and we picked the location we live in because we wanted to have a quiet neighborhood. Plan H2 is horrible for the environment because of the disruption to hatch pit and the eagles that live near this site. If we need to get lawyers involved or groups that really care about our environment I'm sure we can make that happen. Where can we find the information on the samples you took from hatch pit? This is not safe!!

Additional comments or suggestions:

Please change your fly over videos so that they actually show the houses and neighborhoods that were conveniently left out of your H2 video.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Matthew Kane

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

Asian/Pacific Islander

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

I believe downtown Idaho businesses will be negatively affected, as less people will go and spend their money in our local businesses. The increased construction will also affect wildlife, go over the landfill and potentially affect our water.

Additional comments or suggestions:

Please reconsider the freeway construction

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Ty Clifford

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

M

Are you disabled?

No

Race and Ethnicity

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

There are so many cons to the H2 alternative. We have no idea some of the things dumped in the landfill in the 80s and 90s and I'm very concerned about the effect H2 would have on the environment

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Karissa Kane

Address

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

I think downtown Idaho falls needs the traffic it gets, any other plan will hurt small businesses. It also messes with eagles nests. It's important that we don't waste money on things that already work for us and rather focus that money else where, where it's needed.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Katy Clifford

Address

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

I care a lot about the eagle nests and the potential hazards that disturbing the hatch pit will bring. I care more about the environment than anything else. Keep Idaho beautiful.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Bracken Quinton

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

We should not divert traffic from downtown and the small businesses that count on those passerby's for business. I also think it's important to not disturb the residents who are already who live near this area who moved there to live peacefully.

Additional comments or suggestions: DO NOT DO THIS

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Meegan Scanlan

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

Yes

Race and Ethnicity

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Take traffic and business from downtown small business.

Additional comments or suggestions: It'll affect the river and sturgeons are endangered 😞😞😞

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Michael Scanlan

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

Asian/Pacific Islander

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Don't divert traffic from downtown businesses. And they should not be building on a landfill

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

ashton quinton

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

This benefits no one to divert traffic away from our downtown area, which our business will suffer, secondly KEEP THE TRAFFIC WHERE IT IS. The current status of where the wildlife where it is needs to stay as least disrupted as possible. Which the only other suggest that would suit this would be E3. H2 is horrible since is disrupts the landfill and will contaminate the well water.... NO BUILD OR E3 ONLY. If we need to get environmental attorneys involved let's do it. People moved out there to keep their neighborhoods quite!!!

Additional comments or suggestions: No build or E3 only

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Autumn Ellis

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Additional comments or suggestions:

The environment is important and this is negatively affecting it.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Abbie Quinton

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

American Indian/Alaskan Native

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

We need to keep traffic downtown. Do not put this near these residential homes. I believe if there is a need to build E3 is the only option. Why would you ever build over a landfill that is ridiculous. I think there would be settling issues doing that on a landfill. I think you can figure out something else besides building near homes and building in a landfill

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Lukas Ellis

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

I think no build or alternative E3, I just don't want Alternative H2. It think the Alternative H2 is not the most economical or environment option.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Natasha Reese

Address

[REDACTED]
[REDACTED]
[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

Because H2 takes away people's homes and goes over a landfill with chemicals that will contaminate the water.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Mariah Jardine

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

The H2 will not only pollute the water supply but it will also kick many people out of their homes that they have lived in for years !! Not just people would be affected the Bald Eagles nest would be disrupted causing more damage to their already endangered species.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Kaylee Gomez

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

female

Are you disabled?

No

Race and Ethnicity

Hispanic

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Clearly the best alternative. The other does not make any sense

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Andrea Kane

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

Asian/Pacific Islander

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

It would be stupid to take traffic away from Down Town Idaho Falls, the one part of Idaho Falls that draws Tourism!! It was also provide easier access to the airport that would also increase tourism and supporting local businesses. It's ridiculous to build over the Dump as well as destroying locals home values, especially at a time when the housing market is out of control.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Keegan Kane

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

Asian/Pacific Islander

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Best option

The following additional questions are voluntary
As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name Andrea Wilson

Address [REDACTED]

Gender Female

Are you disabled? No

Race and Ethnicity Asian/Pacific Islander

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative? because it doesn't need changed and many people live in the homes on that road.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name Sydnee Waters

Address [REDACTED]

Are you disabled? No

Race and Ethnicity White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Best option

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name Louis Wilson

Address [REDACTED]

Gender Male

Are you disabled? No

Race and Ethnicity Black

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Because it's not over a dump with illegal harmful chemicals that were dumped in the 80's and 90's. And it will not plow through residential areas. It makes zero sense to divert traffic from downtown areas that rely on tourism.

Additional comments or suggestions: Absolutely no to H2!

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Brittany Kane

Address

[REDACTED]
[REDACTED]
[REDACTED]

Gender

F

Are you disabled?

No

Race and Ethnicity

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative? Not H2

Additional comments or suggestions: H2 will create more chaos and confusion. And push away people from business's.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

McKenzie Wilson

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Saturday, October 22, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Not H2

Additional comments or suggestions:

H2 will create more chaos and confusion. And push away people from business's.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

McKenzie Wilson

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

There are houses there that people live in and it's violating to go and uproot them if you do the 2nd highway

Additional comments or suggestions:

None

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Aubree Hughes

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Sunday, October 23, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Help maintain traffic through main downtown area to keep tourism to the right areas instead of a bypass of it all.

The following additional questions are voluntary

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We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

It does not make sense to move the flow of traffic away from the downtown businesses that depend on this tourism and push all visitors to BYU-Idaho, Island Park, and Yellowstone through a residential and agricultural area. This section of the interstate closes anytime that the wind blows as well due to agricultural dust which is a traffic nightmare for a heavily used route. If this alternative is chosen, they will have to build over a landfill where illegal chemicals were dumped in the 80's and 90's. The aquifer is underneath this ground and contamination to the water supply will hurt all residents of Idaho Falls. ITD needs to understand that this is not the best plan.

The following additional questions are voluntary

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Name

Paige Dye

Address

[Redacted Address]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

It is dangerous to the involvement. It's also not ok to build over a dump yard for the toxicity. Further more it's being built in a neighborhood over people's homes I don't think it is appropriate to do that to someone. Finding homes here is already expensive. Even if you gave them compensation for the expense of a new house it may not be enough for them to move and stay in Idaho.

The following additional questions are voluntary

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Name

Katie Ludwig

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Sunday, October 23, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? NOT H2!!!!

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Sunday, October 23, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Has the best flow for the areas future growth

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

This is my preferred alternative because this plan doesn't disrupt farm land and the houses they would be tearing down, if they picked the H2 plan. If the H2 plan is picked then it will be built over a landfill where illegal chemicals were dumped in the 80s and 90s. The aquifer is underneath that ground cane contamination to the water would hurt all IF residents. The H2 plan is not beneficial or safe to the idaho falls residents.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Sunday, October 23, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

This is my preferred method because this plan won't destroy peoples homes and farm land. The H2 method would be built over a landfill were illegal chemicals were dumped in the 80s and 90s. The aquifer is underneath the ground and contamination to the water would hurt all idaho falls residents. The H2 plan is not beneficial or safe to the idaho falls residents.

Additional comments or suggestions:

Either the E3 plan or no plan.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Email

[REDACTED]

Are you disabled?

No

Sunday, October 23, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Because it's family homes and they don't need an interstate coming thru their back yards. Sooo much traffic with tourists heading in and out of Yellowstone for and example. Use E3

Additional comments or suggestions:

Use E3

The following additional questions are voluntary

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Name

Teddee Nelson

Address

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Sunday, October 23, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Keeps traffic close to downtown merchants

Additional comments or suggestions: Grain silos can be moved easily. RV park is trashy

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Macy Beck

Address

[REDACTED]

Gender

F

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

I attended the Public Scoping Meeting held on October 18, 2022, at the Snake River Event Center 780 Lindsey BLVD, Idaho Falls, ID 83402. Below are my comments:

I vote for the alternative E3 over Alternative H2 for the following reasons:

More on Cons for Alternative H2 proposal:

- The new freeway will be subject to indefinite instability since it will go through land field, the potential for freeway collapse is high
- Traffic noise from Alternative H2 will become unbearable for the nearby may residence. Unfortunately, the sound barriers do not effectively suppress the traffic noise. Even though it will be posted for truckers not to use "engine braking", the truckers will still do it especially at nighttime.
- For Alternative H2 demolition of many residential houses may be necessary
- Unfortunately, the map shown in the picture presented is old and it does not represent the current status of 100's of houses already built around the proposed route. This may impact the mental health and morale of many residences
- As noted by the Idaho Transportation Department (ITD) and the Federal Highway Administration (FHWA), Alternative H2 affects the farmland and agricultural area. There are several "Bald Eagle" nests nearby Pevero Street that it will be impacted.
- With the Alternative H2 the proposed Split-Diamond is still necessary to reduce the backup traffic for the local business, so the cost still be substantial compared to Alternative E3 complex solution

More on benefits for Alternative E3 solution:

- The Alternative E3 avoids most if not all cons of Alternative H2, because the construction is focused around the existing traffic area.
- The benefits of Alternative E3 are far appealing than the Alternative H2
- The Alternative E3 does not take away economic benefits of thru traffic for the downtown or nearby business, restaurants, and shopping outfits

- The Alternative E3 provides a sophisticated double deck mix-master solution like other larger cities with common problem
- The Alternative E3 does not affect the severity of residential impact compared to Alternative H2 solution
- The stated challenges for The Alternative E3 are mute since the Split-Diamond in case of Alternative H2 is proposed to be built anyway

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name	Hussein Moradi
Address	<div></div>
<div></div>	<div></div>
<div></div>	<div></div>
Gender	Male
Are you disabled?	<div>No</div>
Race and Ethnicity	<div>White</div>

Sunday, October 23, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

Not H2, you're proposing ruined businesses and pushing people out of their homes

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

This isn't just a dirt road and feilds! This area is peoples home. We would be selfish to do such a move. It also takes away from our local companies because it'd divert from being able to come in.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Are you disabled?

No

Race and Ethnicity

White

Other

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

I attended the Public Scoping Meeting held on October 18, 2022.

I vote for Alternative E3 over Alternative H2 for the following reasons:

- * Construction over the current landfilled would cause instability with heavily weighted trucks.
- * The noise produced by traffic in Alternative H2 will be excessive for the residences nearby. Trucks will be using engines at night.
- * Many houses will need to be demolished for Alternative H2. This is not suitable.
- * Alternative H2 affects the farmland, agricultural areas more than Alternative E3.
- * The cost of Split Diamond is added to the cost of Alternative E3.

More benefits for Alternative E3 solution:

- * The Alternative E3 avoids most if not all of the issues of Alternative H2.
- * The benefits of Alternative E3 are far more appealing than the issues of Alternative H2.
- * The Alternative E3 does not take away economic benefits of thru traffic for the downtown or nearby business, restaurants, and shopping districts.
- * The environmental impacts of Alternative E3 are more severe than those of Alternative H2.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Carol Moradi

Address

[REDACTED]

[REDACTED]

[REDACTED]

Phone [REDACTED]

Gender Female

Are you disabled? No

Race and Ethnicity White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

I don't think we should take away from the citizens of the community that have lived in this area. We take away from the local downtown shops. If we have traffic go away from the direction it takes away from others. I don't think that going through old waste would help make the freeway a valid reason to go through the neighborhood.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Patricia Severa

Address

[Redacted Address]

[Redacted Address]

[Redacted Address]

Are you disabled?

No

Race and Ethnicity

Black

Hispanic

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

It isn't taking out hundreds of homes and is adding to what's already there to help with traffic. It also keeps visitors stopping in downtown Idaho falls which our city has spent so much time and money to keep downtown nice.

Additional comments or suggestions:

We as a community do not want to see the lasting effects of H2 not only would it destroy hundreds of homes, but you have to drill through hatch pit which will effect our soil and pollute our water in this area. If you haven't looked in to Route 52 in California that was built over a landfill 14 years ago and they have spent millions of dollars trying to keep that highway safe for drivers, the road is constantly shifting because of the land settling underneath it. Building over the landfill is the worst thing we could do. Not only is H2 already a lot more expensive to build but it will probably be under constant construction because the road will never truly be stable.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Vicki Kane

Address

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

We should keep the flow of traffic near downtown and closer to the airport, I support the E3 option. I know moving the exit ramps further down I15 will effect all the local businesses negatively tourists will bypass Idaho Falls and either exit at Rigby or Rexburg.

Homeowners who purchased their homes or rented apartments near the freeway knew what to expect.

Homeowners who purchased their homes outside of town are trying to escape the city limits. The H2 option effects negatively several neighborhoods and homeowners moving out of city limits.

A park was promised where Hatch Pit is now. H2 will try and build over a landfill. Digging down through the landfill could potentially effect the aquifer negatively, Hatch Pit was unregulated for years who knows what hazardous materials are buried in there.

E3 is the best option, No build would be the second best option. Keep the flow of traffic in town.

The following additional questions are voluntary

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Name

Norman Kane

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

Asian/Pacific Islander

White

Sunday, October 23, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Not h2 because it will take out so many peoples houses and that is heart breaking

Additional comments or suggestions: It is a dumb idea there is no point in building this.

The following additional questions are voluntary

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We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

Why are we building anything right now? I understand we are growing and need improvements but EMINENT DOMAIN is never a great idea. Leaving us to wonder if your plans have freeways going over your home. Your film doesn't show the number of homes affected. I would also check into the Eagles nest and the dump that would have to be cleared. Think of our Idaho Falls family's and keep our homes safe from the congestion. Keep it where it is ,we are all having to be patient. Traffic needs to give our down town the business.

Additional comments or suggestions:

No - build alternative is the best option at this point. We are all dealing with more traffic. Leave the access where it is.

The following additional questions are voluntary

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Name

Vicki Ellis

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

F

Are you disabled?

No

Monday, October 24, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

You haven't even shown the homes that will be impacted. The noise that will impact these families and the cost of this project is not something we need at this point. I know you need to plan ahead. Not over our homes.

Additional comments or suggestions:

I'm a parent of a family that will lose the value of their home and the tranquility of living away from the city.

The following additional questions are voluntary

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Name

David Ellis

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

M

Are you disabled?

No

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

just north of my home that is a six lane divided highway. What this image does not show is that this area is not dirt and grass, but the homes of many friends and neighbors who live along this road. It does not make sense to move the flow of traffic away from the downtown businesses that depend on this tourism and push all visitors to BYU-Idaho, Island Park, and Yellowstone through a residential and agricultural area. This section of the interstate closes anytime that the wind blows as well due to agricultural dust which is a traffic nightmare for a heavily used route. If this alternative is chosen, they will have to build over a landfill where illegal chemicals were dumped in the 80's and 90's. The aquifer is underneath this ground and contamination to the water supply will hurt all residents of Idaho Falls. ITD needs to understand that this is not the best plan.

The following additional questions are voluntary

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Name

Kayley Bierma

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

This route is much more practical as it does not push traffic towards rexburg and island park into residential areas. The H2 route will require the removal of many houses that have been there for years and displace so many people from their homes that they have lived in for so long. It is unethical to do this especially when the market for houses is so high right now. Using the E3 route will help avoid dirt blowing into residential areas and traffic from becoming a nightmare. The H2 route is dangerous because of the illegal chemicals dumped in the 80s and 90s and they will go into our aquifer and be potentially dangerous for everyone. It is so much more practical to go with the E3 alternative.

The following additional questions are voluntary

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Name

Jennie Hinkson

Address

[REDACTED]
[REDACTED]

Phone

(208) 206-9565

Are you disabled?

No

Race and Ethnicity

White

Monday, October 24, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative? less impact on traffic during construction

Additional comments or suggestions: ITD needs a plan to handle/divert traffic during construction that is as compressive as the improvement plan is. This plan should be funded and in place prior to the construction project release.

The following additional questions are voluntary

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Name

David Haderlie

Address

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Monday, October 24, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative? The new interchange can be built and opened before having to modify the existing interchange.

The following additional questions are voluntary

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Name

Alan Christiansen

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

male

Are you disabled?

No

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

This appears to have the least impact to residential areas and keeps traffic flow in the current area. Costs should be lower without the need for a new bridge and roadway.

The following additional questions are voluntary

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Name

Amy Webber

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Least disruption and impact to residential areas, homes. Families' are in their homes 24/7, whereas business and employees are impacted only during business hours. Yes, there will be disruption during construction, which will diminish upon completion. Busy, fast moving traffic will impact residential areas with noise, light, and petrol fumes all hours of the day. Please choose this option.

The following additional questions are voluntary

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Name

Becky Page

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

F

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

Why are you putting roads out the west side to no-where? We need every single piece of good farm ground we have in the USA. If you are thinking of our future, that is the last place I would destroy. Farmers bring in so much and we have been able to come out of most crisis situations because of this.

Additional comments or suggestions:

If I had to choose one of the other 2 it would be the E3 Alternative. But... Why not shut down the hwy 20 bridge and widen it? It would cause the least amount of disruption to our city, the farmers, the residents, the existing businesses. Yes we would have to deal with crazy traffic. Route them down countyline road, (during construction of the new bridge) and put in roundabouts where the dangerous stops signs are and build where the existing bridge is in Idaho falls. It's simple and way less expensive than all this other stuff.

The following additional questions are voluntary

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Are you disabled?

No

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

Seems like the least impactful to existing infrastructure. I really like the road going through the hatch pit which is basically un-usable ground. I also like that this option doesn't seem to have to relocate the rv park. I also really like The option of west side access on the north side of Idaho falls. This should open up commercial building projects in that area.

The following additional questions are voluntary

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Name

Richard Vest

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

M

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

Facility of Construction. Less impact to existing businesses and low income neighborhood than E3.

Additional comments or suggestions:

I only noticed one statement about the rr businesses. I presume that there will be no realignment of the rr.

The following additional questions are voluntary

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Name

Syd Withers

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Because of impacts to St Leon Road. None of the purposed plans give a clear picture of impact to this area.

Additional comments or suggestions:

What are these purposed changes going to do to St Leon Road (15th East). Will there be access to Idaho Falls, via St Leon Road from the North, going South. If not what is the purposed plan to deal with the large amount of traffic from the North that travel into Idaho Falls via St Leon.

Point 2

Closing access via St Leon to areas of 65th N and farther North will impede EMS response times.

The following additional questions are voluntary

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Name

Lynnea Christensen

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Monday, October 24, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

I think e3 would be a better location. I have concerns that the slideshow in the proposal is so inaccurate. It is very misleading. It doesn't show the neighborhoods that would be destroyed if you choose H2. You also need to consider the long term effects of building a freeway on a landfill.

The following additional questions are voluntary

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Name

Stacie Quinton

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

F

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

E3 is the only alternative that should be considered. As an Idaho falls resident of 48 years and someone that owns a small business downtown and a home in an area that would be highly effected, E3 or no build is the only option. If the ITD did a god job letting the public know what was going on there wouldn't be a problem. I have talked to everyone I know and nobody has heard anything about this. The downtown area would shut this down immediately and I plan on doing whatever it takes to let everyone know.

Additional comments or suggestions:

I am getting as many people together as possible to get lawyers and conduct our own EIS so we can prove that building over Hatch pit IS NOT GOOD FOR OUR ENVIRONMENT. I need to know how to get access to the samples taken from hatch pit by the ITD so I can let the community know what the ITD cares about. Idaho falls tap water already has 266x the amount of arsenic listed in the EWG's health guideline database. It is absolutely not safe to go over hatch pit!! You have put out a video that doesn't show the damage and destruction you will cause to residential neighborhoods and the homes you would tear down for H3. I believe ITD is falsely showing a video that is lying to the public and making it seem like vacant farmland is all that's disrupted. I have contacted several different groups and people willing to fight this project. ITD could care less about our water, environment, residents, downtown businesses, not to mention the "protected" Eagles. I can't believe any option would divert traffic from the downtown area but H3 does. This is crazy and I will be contacting the city planning and zoning and all of my downtown neighbors. Nobody has been notified properly. Please read this article that explains what happens when you put a highway over a landfill.

<https://www.sandiegouniontribune.com/news/public-safety/story/2020-10-03/caltrans-roller-coaster-52>

The following additional questions are voluntary

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Name

Hallie Kane

Address

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Gender

Female

Are you disabled?

No

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

Regarding the I-15/US-20 connector, I have some concerns and suggestions to offer.

I believe it would be detrimental to the economic state of downtown Idaho falls, as well as the whole of Idaho Falls/Ammon to pull traffic away from the currently established connector. This would inherently slow, minimize, or altogether inhibit in some cases commercial flow to many businesses that have established themselves in this location specifically because it is the connector for I-15/US-20.

The ethicality and transparency of two of these options, being Alternative E3 and H2, need to be called into question. Why is it that the many homes and subdivisions that currently exist in these areas are not depicted in your examples of the Alternatives to the public? H2 being the biggest offender of this. Should we the people not be properly informed before attempting to make an educated decision on this matter. Many lives would be disrupted, inconvenienced, or even altogether displaced. But that is not shown in your example material. At a time where trust in our government is already low, is it wise to knowingly misrepresent or altogether withhold information to the public on matters such as this? Should we now have to question if our own local government has our best interest in mind?

I suggest the No-Build Alternative, or rather I suggest an expansion of the currently existing connector. The simple modification previously done to the connector alleviated a great deal of the congestion felt. Why not work with that, expand what is there by one or two lanes going each way, and work on improvements to the existing on and off ramps similarly. This would keep fiscal and commercial flow in the established business district that has planted itself by the connector, and would also avoid the displacement and inconvenience the other alternatives would bring to the citizens of this great state and city.

In my mind the answer is clear. No to Alternative H2. Yes to Alternative No-Build/Improve the current connector or if necessary Alternative E3. Thank you.

Additional comments or suggestions: All I have to say can be found above. Thank you.

The following additional questions are voluntary

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your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name	Kaiiminaawau Kane
Address	<div></div> <div></div>
<div></div>	<div></div>
<div></div>	<div></div>
Gender	Male
Are you disabled?	<div>No</div>
Race and Ethnicity	<div>White</div>

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative?

The traffic may take a while from time to time, but there are homes, families, farms, and land that will be taken for all options with construction involved.

The following additional questions are voluntary

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We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

There are many reasons why I prefer E3 over H2. I will do the best I can to list them.

1. E3 reduces Urban Sprawl. Yes, Idaho Falls is growing, and development will continue on the outskirts of town. However, H2 will dramatically change the trajectory of the growth north of Idaho Falls while continuing to under utilize prime real estate in the center of town around the river. E3 will encourage redevelopment and new development in the center of Idaho Falls by the river and Fremont where it has historically seen underinvestment. If H2 is selected the center of town around the river will continue to see a lack of investment. The reason this matters is because density is better for a city and it's taxpayers. The city of Idaho Falls already has it's infrastructure in the area surrounding E3 making it easy to build onto. These would most likely be productive and fiscally responsible infill projects. If H2 is implemented, new city infrastructure will need to be put in, costing the city more money to repair and maintain in the years to come while the area around the river and Fremont remains untouched and underutilized, stretching city services and making them less productive.

2. H2 is the run of the mill expected answer. If this were 40 years ago, H2 would easily be chosen. However, it's now 2022 and we know the effects of new freeways that bypass older city centers. Again, Idaho Falls only has a finite amount of growth and building H2 will just encourage more development in the wrong areas. I understand that more residential will continue to be developed north of Idaho Falls. However, this is about encouraging right development in historically undeveloped areas of Idaho Falls.

3. The INL is continuing to grow, and with the innovation district currently being studied and eventually implemented, along with the growth of the airport, E3 serves the needs of these institutions and services a lot better than H2. It's focusing more on what we already have, than to focus on something that doesn't exist. Again, going back to the argument of encouraging growth where it's ripe for opportunity, and fiscally responsible for the City of Idaho Falls.

4. H2 has planned to give a long stretch of the old US-20 to the county and Idaho Falls. This will be a huge cost burden for them as they try to figure out the use of this road. If they keep it, that's a lot of money each year they have to spend in repairing and maintaining it. Especially for a road that won't go to anything specific like commercial centers and residential. I also fear that if they keep it, businesses will be allowed to be built up on it, leading to an unsafe high speed road, with multiple driveways like what we see with US-95 North of CDA in North Idaho. If the city or county decides to remove it and implement the old grid system, this will also cost a lot and many years of planning and a lot more money than just what the H2 plan calls for. We have to think about the expense the city will be burdened with long after either E3 or H2 is built. From the looks of it, H2 will cost the local government's a lot more to deal with afterwards than E3.

Additional comments or suggestions: All these suggestions are for the E3 Interchange.

1. Please consider making the new Olympia/ IF airport IC a SPUI. This will move a lot of traffic for longer than a typical diamond interchange. It's best to get it right the first time.

2. It looks like the Broadway IC will remain untouched except for the NB I-15 Ramp. Please consider adjusting the 2 SB onramps to make them longer and have safer merging. These are substandard ramps and I feel like I'm being thrown to the wolves every time I use them. If this needs to be done with another project, I understand. Please just look into it.

3. Have the signage going NB on I-15 for the EB US-20 ramp say "East US-20 West Yellowstone, Jackson, Rexburg". With the new US-26 connector being created, this will help guide traffic to use that new connector for those that didn't get off at Sunnyside. Also for WB US-20 going to the I-15 S ramp, instead of saying "I-15 S Pocatello" for the sign, say "I-15 S Salt Lake City" A lot of tourists will be using this interchange and using these more well known control cities will help the signage be a lot more clear.

4. More about E3 signage. Please make sure the Broadway Exit still says "Historic Downtown". I feel this helps draw more tourists to the downtown area, helping keep Idaho Falls Downtown vibrant. Also, for the new Olympia IC, make sure the signage for the exit says "Idaho Falls Regional Airport" since this exit will be used a lot for the airport, especially since the airport is growing.

5. Throughout the E3 project, make sure it is well lit. With all the new ramps and intersections, we want to make sure motorists can navigate it easily, even at night in a snowstorm.

6. Put in that suggested 3rd lane on I-15 and US-20. Better to put it in now while everything is under construction, than in

10 years when it just needs to be added anyway. Even if the I-15 Pocatello to Idaho Falls widening project hasn't been built up to Idaho Falls yet.

7. One last suggestion. For the landscaping of this new project, just use different rock colors with fun designs, and native grasses, plants, and trees. No water thirsty grass, plants, and trees. This will mean less maintenance while also making the area attractive for those passing through.

The following additional questions are voluntary
As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name	Forrest Ihler
Address	<div></div> <div></div> <div></div>
Gender	Male
Are you disabled?	No
Race and Ethnicity	White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Keep it where the existing connector is now. I believe this will be less of an impact to the environment and surrounding wildlife which has been stated many times. It is also a more direct route and will be less of a problem for future growth. It will be a difficult project for sure, but I know it will be well worth it in the end. Thank you.

The following additional questions are voluntary

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Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

As a resident on Olympia Street, we already have issues with traffic and speeding. With the growth in Idaho Falls, it makes infinitely more sense to use alternative 2 which routes traffic around the residential areas already existing. Alt 3 clogs traffic, as bad or worse than it already is. Alt 2 spreads the traffic to support growth and expansion in Idaho Falls. Thank you for your consideration.

The following additional questions are voluntary

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Name

Niki Jensen

Address

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

Yes

Race and Ethnicity

White

Tuesday, October 25, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

This alternative has minimal impact on people's homes as the impacted parties are mainly some businesses (rented INL properties, storage units, and an RV park). This pattern keeps traffic near where it is currently which will minimize drivers taking alternate routes to save time. This alternative will have less environmental impact to wildlife and will not require building over a former dump which is a concern due to potential contamination of the aquifer and city water supplies. If E3 is chosen, I would like to see efforts made to build a sound wall to alleviate noise concerns for residents near Canyon Avenue as well as bridge improvements on Grandview to better accommodate local traffic merging and exiting over the river.

Additional comments or suggestions:

I do not recommend Alternative H2. This plan moves traffic too far north and residents will likely cut through the city to avoid taking longer routes. It also moves tourism traffic away from the city center and downtown district. This alternative would have negative impacts on property values in the East River Road region and would destroy the homes of many elderly people who have raised their families in these homes. As I mentioned above, I have strong concerns about the environmental impacts of building over the dump since we have submitted photos of illegal dumping that occurred there in the early 90's (car batteries, refrigerators, etc.). These materials have the potential to negatively impact the aquifer if disturbed and residents who live to the West of the dump have been moved off of their private wells and on to city water supplies because of this contamination. Additionally, pursuing Alternative H2 would cut residents in Fairway Estates and other neighborhoods off from the city by limiting their ability to walk and ride bikes to town. Children who live in Fairway Estates would not be able to ride their bikes to their friends who live in Heritage Hills because they would not be able to safely cross a six lane divided freeway and the on and off ramps that would heavily increase traffic to the region. Building through agricultural fields would create problems like we see on I-15 northbound where every windy day requires the roads to be closed due to blowing dust. We frequently experience dust storms in this area in the Spring and Fall, as well as white out conditions and drifting during snow storms in the winter. While this area has been discussed, there has been no offer to involve members of the impacted community on

the community working group. Before any plans advance, it is important to actually involve those who will be affected by any build option and give them a seat at the table.

If Alternative H2 is chosen, there needs to be significant efforts to mitigate damages to the surrounding neighborhoods. This includes safe and continuous pedestrian access that isn't so steep that kids are not able to use it. D91 has land to build a school directly north of the proposed intersection and it must be safe enough for kids to walk and ride to school since there are 3 high density housing projects approved for the acres south of Heritage Hills and surrounding the LDS church on 33rd North. There must be dedicated efforts to block noise from the surrounding neighborhoods and beautify the grounds so that residents are not forced to look at traffic. There needs to be a road build to connect Eaglewood Drive to 33rd North in order to meet fire codes that allowed more building to occur with the understanding that when the Hatch Pit was closed, this road would be build and a city park could occupy the former dump lands. Blocking access to these neighborhoods during the construction phase would limit our ability as residents North of the interchange to reach the city, schools, and would limit emergency services from reaching us. This is yet another reason why Alternative H2 is not the best selection because residents do not have access out of our neighborhoods to reach the city without access on 5th West.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name Allison Hicken

Address [Redacted]
[Redacted]
[Redacted]

Gender F

Are you disabled? No

Race and Ethnicity White

Tuesday, October 25, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative? Makes much more sense in the long run.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

Minimizes impact to existing bike lane improvements around Grandview Dr, and allows for less impact on traffic while construction is occurring. Also, less impact to the Idaho Falls Greenbelt trail system

Additional comments or suggestions:

It would be great if additional bike/pedestrian improvements are considered and implemented during this process. For example, in the recently redesigned I15/US20 exit at Grandview, the widening of the bridge over the railroad and Lindsey Blvd is very nice, as is the bike/pedestrian underpass. However, the bridge over I15 didn't receive the same attention and the sidewalk remains narrow and cracked, with large and potentially dangerous bumps on either side.

Additionally, on that topic, it is very nice that the city of Idaho Falls plows the greenbelt trail and the path up to and under the US20/Grandview exit. However, since the I15 bridge remains unplowed, as does the hill and bike path on the east side, it is uncertain at best to bike up that as ice accumulates on the bike path and doesn't melt for months.

The following additional questions are voluntary

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We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Because it doesn't affect as many houses and won't need to be shut down every time the wind blows

Additional comments or suggestions:

Please don't use H2!!

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Tuesday, October 25, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

Why is this your preferred alternative? An additional lane was just added to I-15/US20 interchange. Maybe it should have been done right the first time.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Tuesday, October 25, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Less impact on existing homes, keeps tourism traffic downtown, keeps traffic patterns where they are.

Additional comments or suggestions:

That section of road wouldn't close if there's heavy winds.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Lindy Nuttall

Address

[REDACTED]

[REDACTED]

[REDACTED]

Tuesday, October 25, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

The traffic flows better, is where it is located currently, and allows a better commute to work.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Darci Cairns Orchard

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Tuesday, October 25, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

This would be better for the area with all the growth we have and will keep the traffic closer to downtown which will help businesses there for tourism. That's kind of where the freeway is now anyway so it just makes the most sense to keep it there.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Afton Burton

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Female

Are you disabled?

No

Race and Ethnicity

White

Tuesday, October 25, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

i think this option still allows the traveling public to stop and support businesses in Idaho Falls. I think this option will help stop overflow traffic on Grandview/US20 from going through surrounding neighborhoods. This will also eliminate the nightmare at busy commuter times.

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Garth Davis

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

The exit should remain as close to its existing location as possible to prevent detroying home values and quality of life for those that live in the neighborhoods where the highway doesn't currently exist. Ma y will suffer economic loss due to home value dropping because it would no longer be desirable to live by a noisy freeway in Idaho. Resident have been promised a park like Freeman park ove the hatch pit after it gets decommissioned and putting a highway through this land ruins any possibility of that or any the fact that there are hundreds of reside ts that only use 1 way in/out of the neighborhood on 5th West and there should be a road from Englewood to 33rd North through that land to create another viable exit/entrance in case of emergencies.

Additional comments or suggestions:

The working group put together includes major business that stand to profit by giving their input while residents don't have a seat at the table we have been requesting. Ball Ventures has a seat at thr table as is gobbling up property to profit from while being able to be in this working group while the residents don't get to meet yet they stand to gain nothing and lose home values. This selectiveness violates any optics if impartiality of the project.

Requesting comments and never being able to hear them be addressed when decisions are made leaves residents im the dark as to why decisions are made seems like your wasting a lot of our time and effort.

If H2 is selected it should be below grade where the existing roads can be at grade level as to deter transients from further degrading the nice neighborhoods this change would bring. Learn from the Bangerter Hghway project in Utah. Sound walls are ineffective and keeping all the road noise traffic from destroying neighborhoods.

The following additional questions are voluntary

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Name

Kyle Hicken

Address

[REDACTED]

Email

Gender Male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Alternative fixes the problem where it is rather than passing the buck. H2 looks like an absolute mess! 5th can't support that kind of traffic, there aren't even turn lanes into the neighborhoods. I strongly disagree with a split diamond interchange. It looks as frustrating as the roundabouts that have been going in all over. E3 would fix the issues where they are. Any other option will allow the pedestrian, bike and car interactions continue.

The following additional questions are voluntary

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Name

Samantha Lopez

Address

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Gender

F

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

I believe it will be less expensive and overall better for improving traffic flow (better bang for the buck). Though I personally would like to have access to freeways closer to my house (I am on the north end of the Fairway Estates neighborhood, so don't have the same concerns about the highway being too close to my house as some of the others in the neighborhood), I just think that option is not as efficient at accomplishing the goals of the project.

Additional comments or suggestions:

I live in the Fairway Estates neighborhood north of the project area, so will be directly affected by this project. I like the general concept and agree there is a need for this project. I think either option is acceptable, though I think alternative H2 would be about twice as expensive. I think pedestrian/bicycle access needs to be considered for both alternatives, particularly alternative H2 in order to preserve north/south pedestrian/bicycle corridors from the neighborhoods to the south as an extension of the Riverwalk paths. Also, I think it is important to think about the big picture for the overall area traffic. This is a large investment in traffic improvement in this part of the city, is there a similar effort to improve traffic flow to the other end of the city? Are there studies being done about the potential to put in an expressway loop to get to Ammon?

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Kellen Giraud

Address

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Gender

Male

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative H2

Why is this your preferred alternative?

Seems to be the way the state is leaning, it just needs to be done and stop wasting time and money. There is already a need for the connector due to growth. It is a dangerous intersection. No build is not an option. It takes forever to get through the light on Grandjean at the interstate at 5:00 currently.

Additional comments or suggestions:

There is a bald eagle nest at the end of Pervero and East river road.
There are several developments in the works in the area that would be impacted. Why can't the state hurry up and start the project so less homes will be displaced rather than allowing new building that will later be tore down. What a huge waste of money.

The following additional questions are voluntary

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Gender

Female

Are you disabled?

No

Race and Ethnicity

White

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

Less disturbance and access points to agricultural lands, less miles of construction

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name

Juley Smith

Address

[REDACTED]

[REDACTED]

[REDACTED]

Gender

female

Are you disabled?

No

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

Alternative E3

Why is this your preferred alternative?

That option will add a new bridge over the river that will be part of the new exit (a big plus!) and the impacts there are to some storage units, rented INL buildings near the airport, and the RV park behind the US Chef Store. There are a few homes near Canyon Avenue that would be impacted in E3 as well versus the H2 alternative that would greatly reduce our ability to walk or bike into the city or riverwalk and it would turn our road into a major traffic hub, knocking down and taking down houses on the 5th West. The new road would also drive through the Hatch pit, further ruining any possibility of Eaglewood being connected to 33rd North which had always been the original plan for the development to provide another access point out of the neighborhood.

The following additional questions are voluntary

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Name

Dayana Marvez

Address

[REDACTED]
[REDACTED]

Are you disabled?

No

Race and Ethnicity

White

Wednesday, October 26, 2022

We want to hear from you!

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer?

No-Build Alternative

The following additional questions are voluntary

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).



I-15/US-20 Connector EIS Public Scoping Meeting Summary

Appendix B | Attendance

- Sign-in Sheets

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Charlie + Marsha Olson				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Dennis Hummer				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Angela Hummer				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Judy Schmidt				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kristen Peterson				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

8

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Katherine Paula				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Daniel Ellis				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
JEFF HAYES				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Ben Kingsford				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ray Keyes				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Debbie McElroy				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Manuel Carvajal				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Trisha Carvajal				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

8

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Allison Hicken				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jim Francis				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Kent McIntire				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brad Clayton				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Oliver Hannan				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Nicole Jensen				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Wendy Jensen				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Ben Pearson				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Hallie Kane				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Matt Erickson				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Melinda Harrell				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
SWEN MAGNUSON				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Peter Janson				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Robert Hinomoto				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
WADE Mosher				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kathy Mosher				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Sandra Melling				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Brian Thurber				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Robert Kingstad				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
LORRAINE SZULCZEWSKI				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Vicki Johnson				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Trevor Boyle				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
JOHN FERREBAKER				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Brenda + Gene JOOS				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Whitney St. Michel				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kathy Simpson				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Hussein Moradi				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Carol Moradi				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
N. LE MISKIN				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jim Reynolds				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Forrest Inter				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Alan Udy				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Dominguez				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Heather Kunz				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kier Hodges				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rebecca Griffin				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jeff Coward				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Sallie Hobbs				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Greg R. Wells				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Gronne Thurber				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Matt Korne				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Mark & Diane Schwartzberg				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Brian LeNeau				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Laurel & Barry King				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Dan + Emily Hodson				<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Theresa & Jason Tolman				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
DeLoe Roberts				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Robert Nitsch				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kyle Hicken				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Heber Andrea				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Karen Smith				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Ren Smith				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input checked="" type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
KIRK LARSEN				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Russell G. Hahn				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Peter Sweetland				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Aishie Lindula				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Peter Salisbury				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Bruce Adams				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
John McDemott				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Patricia Atkins				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Steve Hansen				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Perry Howe				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> Disabled	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
TERRI SMITH				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
JIM SMITH				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
TROY BARTH				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
ROBYN SALISBURY				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
MARY BUTTOLPH				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
TOM BUTTOLPH				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
KAREN HANSEN				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
SUZIE WEBSTER				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Melissa Smith				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Neil Smith				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kent Hansen				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Sarah Childers				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Brandon Dallman				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Judy Smith				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Brian Edgerton				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Other
Christian Ashcraft				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
John Parkison				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Ross W STARRS				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
PATRICK ROYCES				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Leanne Medema				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
MICHAEL LINDULFA				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other
Paul WHITE				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
David Dillon				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
BRADEN MICKEN				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Monika Shoolc				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
KURT DERN				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
MARTIN NEWMAN				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Helen Stanton				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Lisa Applebee				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kimberly King				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kimberly Martha				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Larry Tingle				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Jeff Snedden				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Brent Colborn				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Bill & Wade				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Joyce Wade				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Stephen Boornicks				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other
Ruth Alice Stover				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
David Krasewski				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Dave & Michelle Cutler				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Jill Steel				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kevin Steel				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Brenda Sargis				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
EJ Sargis				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
R.W. Miller				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
DELANE BOWEN				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
MYRA BOWEN				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Nelene Edwards				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Brett Hutchins				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Chay Colborn				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Steven Pfost				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Gerardo Arias				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Rebecca Brown				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Linda Polson				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kathie Phoenix				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Lareen Covert				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Kevin B. Honore Storms				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
NICK CORTOS				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Dawn Howard				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Jeremiah Lilly				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Trevor Casper				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Other
Riki Nagle-Ker				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
David Ker				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Ernest Payley				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes			
Gary Lewis				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Carol Wilson				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Derek Hansen				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Kellie Huffman				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Tom Carlson				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
DONNA HANSEN				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Chris Jensen				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
HERB ROCKHOLD				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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Name (Please write clearly)	Phone Number	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Kris Myers				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Charles Wemple				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
WILLIAM C. PITO ENIX				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Carol Corbett				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Shana Peterson				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Brent Clayton				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Lisa Loret				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Lynn Rockhold				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other



I-15/US-20 Connector EIS Public Scoping Meeting Summary

Appendix C | Notifications

- Postcard
- Constant Contact Email
- Fliers
- Social Media Engagement
- Display/Online Ad
- Press Release



I-15/US-20 Connector EIS Public Scoping Meetings

Idaho Transportation
Department - District 6
206 North Yellowstone Highway
Rigby, ID 83442

Meeting Details



Online Meeting:

October 11 – October 25, 2022

visit <https://i15us20connector.com>



In-Person Meeting:

October 18, 2022



Snake River Event Center
780 Lindsay Blvd
Idaho Falls, ID 83402



4 p.m. to 8 p.m. Doors open at 3:45 p.m.

Presentations are scheduled for every half hour beginning at 4 p.m. Please consider adding a later session to avoid crowds.

You are Invited!

The Idaho Transportation Department (ITD) is hosting online and in-person public scoping meetings as it initiates the Environmental Impact Statement (EIS) phase for this project.

Comments

Comments are due **October 25, 2022** – two weeks after the start of the online meeting. Comments can be emailed to:



comments@i15us20connector.com

or mailed to:



ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8567 or TTY/TDD users Dial 711 to use the Idaho Relay System.



Your Safety • Your Mobility
Your Economic Opportunity

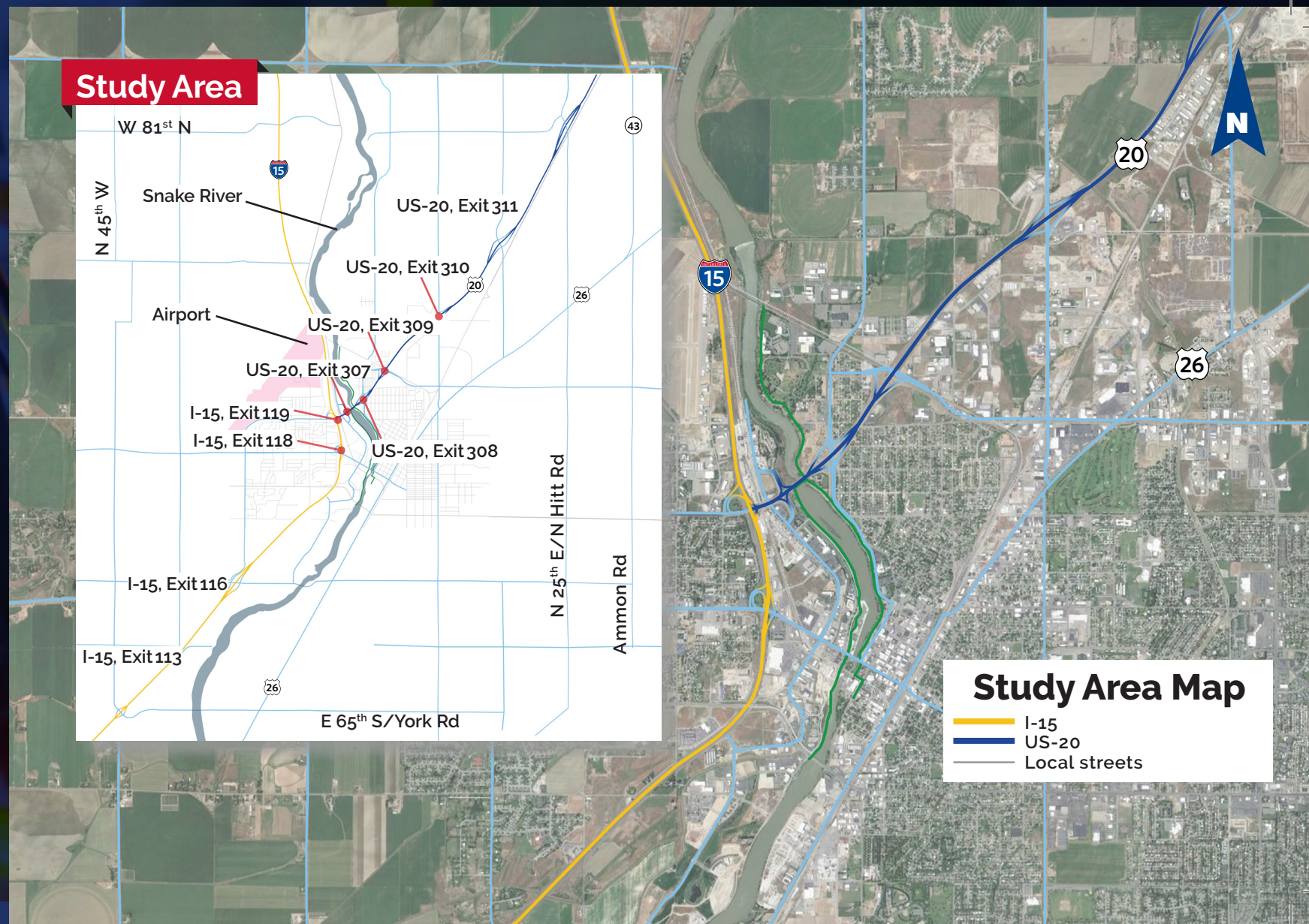




I-15/US-20 Connector EIS Public Scoping Meetings

ITD is initiating an Environmental Impact Statement (EIS) in cooperation with the Federal Highway Administration (FHWA) for the I-15/US-20 Connector project.

The EIS will analyze three alternatives (E3, H2 and the no-build) from the Planning and Environmental Linkages (PEL) study.



I-15/US-20 Connector



You're Invited!

The Idaho Transportation Department (ITD) is hosting online and in-person public scoping meetings as it initiates the Environmental Impact Statement (EIS) phase for this project.



ITD is initiating an Environmental Impact Statement (EIS) in cooperation with the Federal Highway Administration (FHWA) for the I-15/US-20 Connector project.

The EIS will analyze three alternatives (E3, H2 and the no-build) from the Planning and Environmental Linkages (PEL) study.

Public Scoping Meetings

Online Meeting

October 11 – October 25, 2022

Visit <https://i15us20connector.com>

In-Person Meeting

October 18, 2022

4 p.m. to 8 p.m.

Snake River Event Center
780 Lindsay Blvd
Idaho Falls, ID 83402

Doors open at 3:45 p.m. Presentations are scheduled for every half hour beginning at 4 p.m. *Please consider attending a later session to avoid crowds.*

Comments

Comments are due **October 25, 2022** – two weeks after the start of the online meeting.

Comments can be **emailed** to:

comments@i15us20connector.com

or **mailed** to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442



ITD worked closely with the City of Idaho Falls and Bonneville County and the Bonneville Metropolitan Planning Organization (BMPO) on a Planning and Environmental Linkages (PEL) and will continue to collaborate on the upcoming NEPA study.



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Your Economic Opportunity



I-15/US-20 Connector



Share your comments with ITD

Online Meeting continues

Thanks to those who attended the in-person scoping meeting this week. You can still participate by viewing the online meeting for the Environmental Impact Statement (EIS) phase for this project.



ITD is initiating an Environmental Impact Statement (EIS) in cooperation with the Federal Highway Administration (FHWA) for the I-15/US-20 Connector project.

The EIS will analyze three alternatives (E3, H2 and the no-build) from the Planning and Environmental Linkages (PEL) study.

Online Meeting

Available through October 25

Visit:

<https://i15us20connector.com>

Comments

Comments are due **October 25, 2022** – two weeks after the start of the online meeting.

Comments can be **emailed** to:

comments@i15us20connector.com

or **mailed** to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442

Help ITD engage more people in the EIS by taking a short survey. The results will help ITD publicize opportunities for public involvement in the EIS.

[Participation survey](#)



ITD worked closely with the City of Idaho Falls and Bonneville County and the Bonneville Metropolitan Planning Organization (BMPO) on a Planning and Environmental Linkages (PEL) and will continue to collaborate on the upcoming NEPA study.



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I-15/US-20 Connector EIS Public Scoping Meetings

YOU'RE INVITED!

The Idaho Transportation Department (ITD) is initiating an Environmental Impact Statement (EIS) in cooperation with the Federal Highway Administration (FHWA) for the I-15/US-20 Connector project.

ITD is hosting online and in-person public scoping meetings as it initiates the EIS phase for this project.

The EIS will analyze three alternatives (E3, H2 and the no-build) from the Planning and Environmental Linkages (PEL) study.

MEETING DETAILS

Online meeting:

October 11 – October 25, 2022

Visit: i15us20connector.com



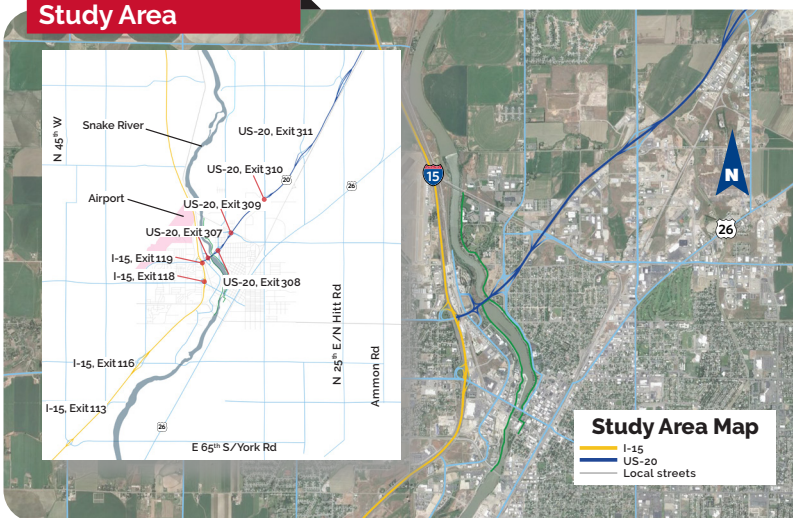
In-Person Meeting:

October 18, 2022 | 4 p.m. to 8 p.m. Doors open at 3:45 p.m.

Snake River Event Center
780 Lindsay Blvd
Idaho Falls, ID 83402

Presentations are scheduled for every half hour beginning at 4 p.m. Please consider attending a later session to avoid crowds.

Study Area



Comments

Comments are due **October 25, 2022** – two weeks after the start of the online meeting. Comments can be:

emailed: comments@i15us20connector.com

or mailed to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8567 or TTY/TDD users Dial 711 to use the Idaho Relay System.



i15us20connector.com



Reuniones públicas de alcance del Conector I-15/US-20 EIS

¡Está invitado!

El Departamento de Transporte de Idaho (ITD) está iniciando una Declaración de Impacto Ambiental (EIS) en cooperación con la Administración Federal de Carreteras (FHWA) para el proyecto del conector I-15/US-20.

ITD estará presentando reuniones de alcance público en línea y en persona ya que inicia la etapa del EIS para este proyecto.

El EIS analizará tres alternativas (E3, H2 y la no construcción) del Estudio de Planificación y Vínculos Ambientales (PEL).

Detalles de la reunion

Reunión en línea:

De 11 octubre al 25 de octubre de 2022
visite: i15us20connector.com



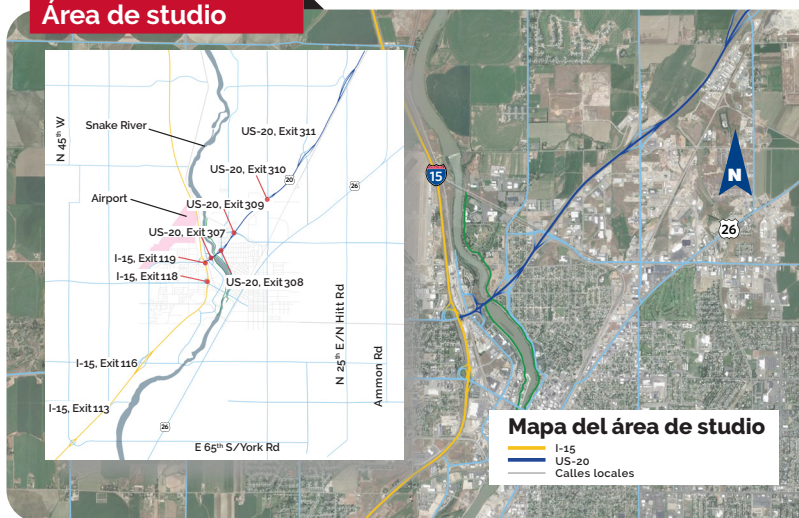
Reunión en persona:

18 de octubre de 2022 | 4 p.m. a las 8 p.m. Puertas abren a las 3:45 p.m.

Snake River Event Center
780 Lindsay Blvd
Idaho Falls, ID 83402

Las presentaciones están programadas para cada media hora a partir de las 4 p.m. Por favor considere asistir a una sesión posterior para evitar multitudes.

Área de estudio



Comentarios

Los comentarios deben presentarse **el 25 de octubre de 2022** – dos semanas después del inicio de la reunión en línea. Los comentarios pueden enviarse por correo electrónico a:

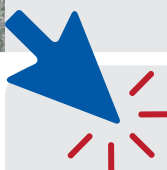
comments@i15us20connector.com

o enviado por correo a:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442

TÍTULO VI DE LA LEY DE DERECHOS CIVILES DE 1964

Las personas que necesiten un intérprete o adaptaciones especiales deben comunicarse al (208) 334-8567 o los usuarios de TTY/TDD marquen 711 para utilizar el sistema de retransmisión de Idaho.



i15us20connector.com



I-15/US-20 Connector EIS Project Public Scoping Online Meeting October 11 through October 25, 2022

Join the online meeting any time between October 11 and 25, 2022
at our website: i15us20connector.com

The meeting is self-guided and includes an electronic comment
form you can submit online.



I-15/US-20 Connector EIS Public Scoping Meetings October 18, 2022



ONLINE

October 11 - October 25, 2022
i15us20connector.com



IN-PERSON

October 18, 2022 | 4 p.m. – 8 p.m.
Snake River Event Center
780 Lindsay Boulevard
Idaho Falls, ID 83402



Post Insights



Total Insights

See more details about your post. >

Post Impressions ⓘ

2,666

Post reach ⓘ

2,392

Post Engagement ⓘ

96

Boosted on Oct 19, 2022

Status: Completed · Boosted by: Stephanie Geane Borders
Budget: \$35.00 lifetime · Duration: 7 days >

Post reach ⓘ

801

Post Engagement ⓘ

105



Keep boosting to grow your audience.

Idaho Transportation Department (ITD) could reach 670 more people for every \$35 you spend.

[Learn More about reach estimates](#)

Post Insights



Total Insights

See more details about your post. >

Post Impressions ⓘ

6,475

Post reach ⓘ

4,315

Post Engagement ⓘ

162

Boosted on Oct 13, 2022

Status: Completed · Boosted by: Stephanie Geane Borders
Budget: \$35.00 lifetime · Duration: 7 days >

Post reach ⓘ

2,061

Post Engagement ⓘ

44



Keep boosting to grow your audience.

Idaho Transportation Department (ITD) could reach 670 more people for every \$35 you spend.

[Learn More about reach estimates](#)



I-15/US-20 Connector EIS Project Public Scoping Meetings

Please join the Idaho Transportation Department (ITD) to learn more about the Environmental Impact Statement (EIS) study for the I-15/US-20 Connector project. The EIS will analyze three alternatives (E3, H2 and the no-build) from the Planning and Environmental Linkages (PEL) Study.



Online Meeting: October 11 – October 25, 2022

visit <https://i15us20connector.com>



In-Person Meeting: October 18, 2022

Snake River Event Center
780 Lindsay Blvd
Idaho Falls, ID 83402



Time: 4 p.m. to 8 p.m. *Doors open at 3:45 p.m.*
Presentations are scheduled for every half hour beginning at 4 p.m. Please consider attending a later session to avoid crowds.



Comments:

Comments are due **October 25** - two weeks after the start of the online meeting.

Comments can be emailed to
comments@i15us20connector.com or
mailed to:

ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

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**Join the online
meeting for the
I-15/US-20 Connector
Environmental Impact
Statement (EIS).**



October 11 – 25, 2022
on the project website at
i15us20connector.com



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Your Economic Opportunity

itd.idaho.gov



News Release

10/7/2022

Justin Smith
ITD Office of Communication
(208) 234-3614
justin.smith@itd.idaho.gov

Public invited to attend public scoping meeting for I-15/US-20 Connector Study on October 18, 2022 in Idaho Falls

RIGBY -The Idaho Transportation Department (ITD) will host a public scoping meeting for the I-15/US-20 Connector project on October 18, 2022.

ITD is initiating an Environmental Impact Statement (EIS) in cooperation with the Federal Highway Administration (FHWA) for the I-15/US-20 Connector project. The EIS will analyze three alternatives (E3, H2 and the no-build) from the Planning and Environmental Linkages (PEL) study.

This meeting is an opportunity for the public to review the outcomes of the PEL study and provide comments as the project moves into the next phase. Public input will be an important part of choosing the final project that best fits the community's needs.

The meeting will be held from 4 p.m. to 8 p.m. at the Snake River Event Center in Idaho Falls. Presentations are scheduled for every half hour beginning at 4 p.m., followed by a guided tour and an open house. ITD is asking participants to please consider a later presentation slot to avoid crowds at the start of the meeting.

For those unable to attend in person, an online meeting will be available at <http://i15us20connector.com> from October 11 through October 25, 2022. Please submit comments by October 26, 2022.

For questions or to learn more, please call 208.813.0027 or visit <http://i15us20connector.com>

#



I-15/US-20 Connector EIS Public Scoping Meeting Summary

Appendix D | Displays & Information

- PowerPoint
- Display Boards
- Online Meeting



Welcome!

I-15/US-20 Connector EIS
Public Scoping Meeting
October 18, 2022



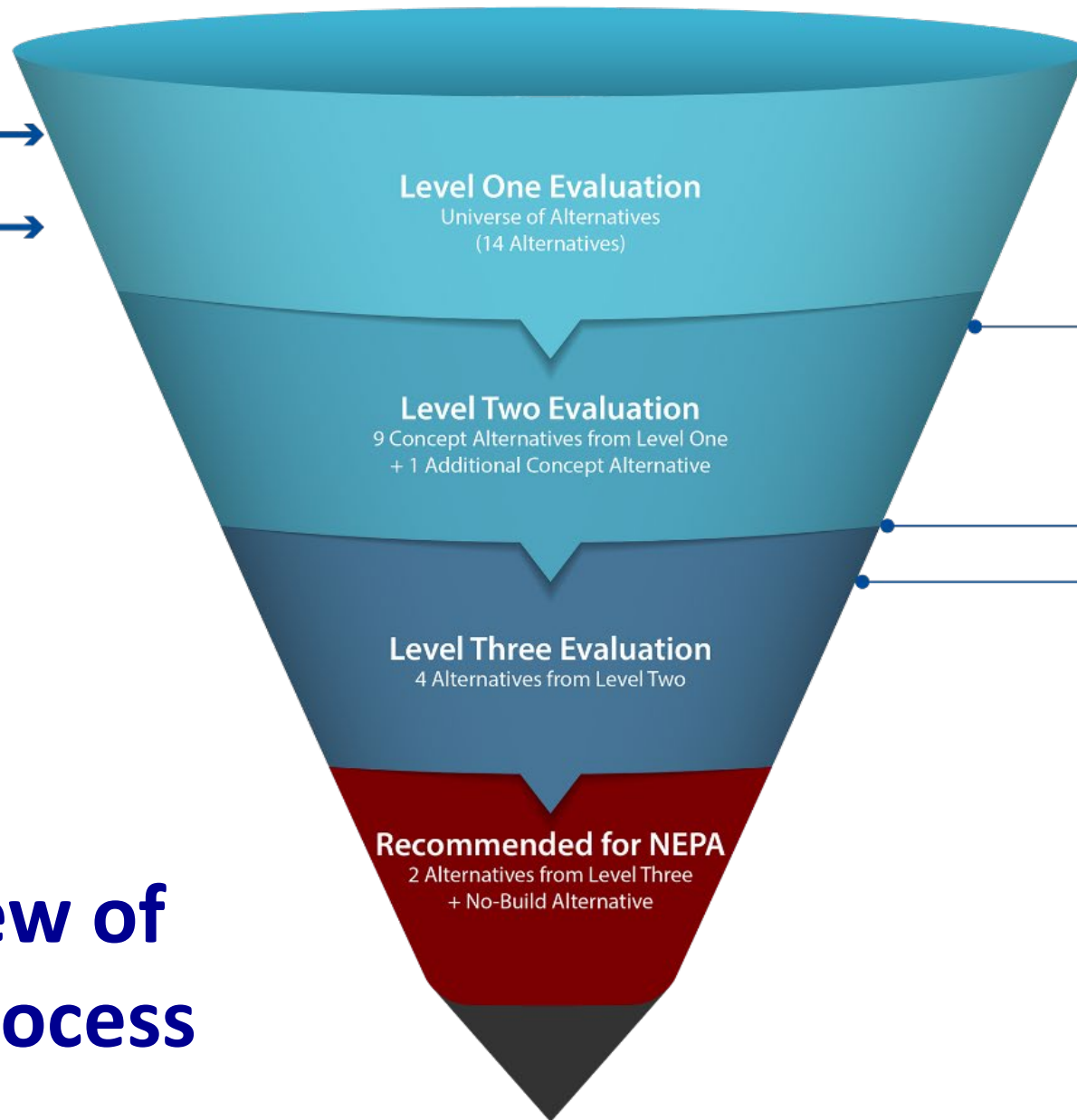
Your Safety. Your Mobility. Your Economic Opportunity.

Public Scoping Meeting Purpose

- Early public engagement in the National Environmental Policy Agency (NEPA) environmental impact statement (EIS) process
- Building on PEL analyses and recommendations
- Your participation will help ITD determine:
 - issues to be analyzed in depth in the EIS
 - issues not significant or relevant to the project



Purpose and Need →
↓
Project Goals →



Qualitative Risk Workshop

CRAVE Workshop

Operational Analysis

Review of PEL Process

Future NEPA Study



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Purpose and Need

The purpose of the I-15/US-20 Connector project is to:
address safety, congestion, mobility, and travel time reliability for efficient movement of people, goods, and services on I-15 and US-20 in or near Bonneville County and Idaho Falls

The needs for the project are related to:

- **multimodal and capacity improvements** to I-15 and US-20 to address safety concerns on I-15 and US-20
- **reduce congestion** at the I-15/US-20 interchanges
- **provide pedestrian and bicycle mobility** within and across the I-15 and US-20 corridors
- **address future travel demand**

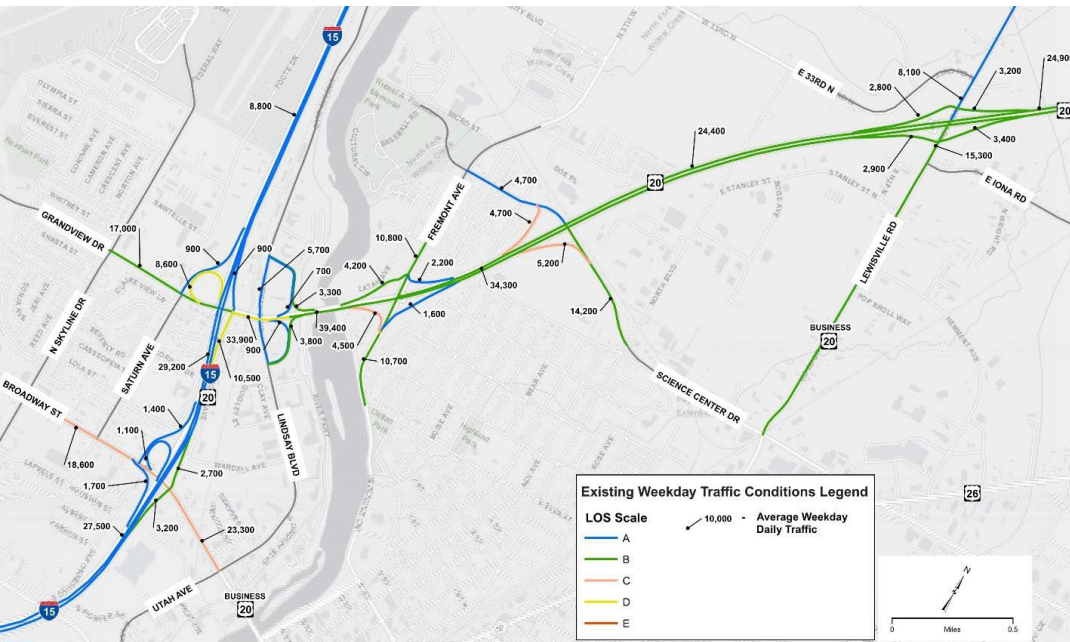


Previous Public Engagement

- Visioning Workshop | December 2017
- Six Community Working Group Meetings | January 2018 – July 2020
- **Public Meeting #1 | May 2018 | 109 attendees**
- **Public Meeting #2 | September 2018 | 192 attendees**
- 81st North Neighborhood Meeting | November 2018
- **Public Meeting #3 | May 2019 | 341 attendees**
- 49th North Neighborhood Meeting | June 2019
- Pop-up Meeting | December 2019
- **Public Meeting #4 | August 2020 | Online | 1,067 Website Visits**
- One-on-One Stakeholder Meetings | Various

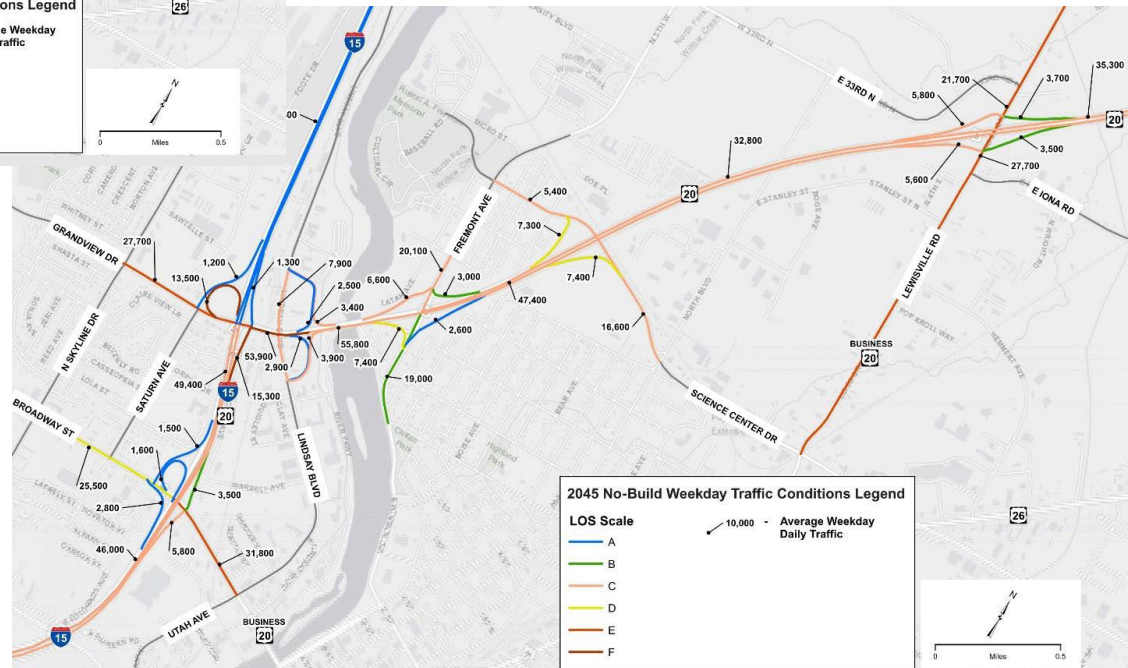


PEL Outcomes | Traffic

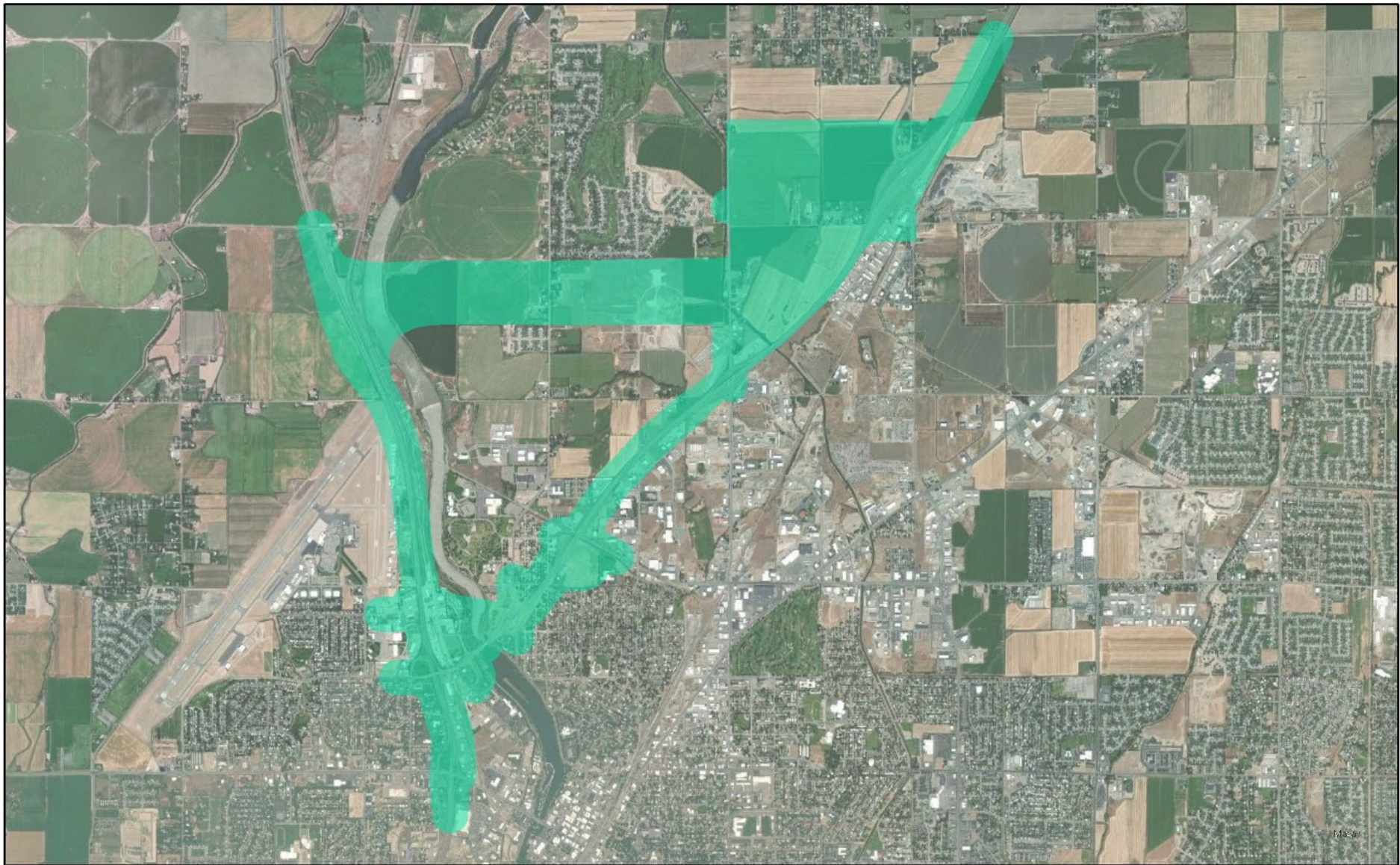


Existing (2017) Weekday
Traffic Volumes and Daily LOS

2045 No Build Alternative
Weekday Travel Demand
Forecasts and Daily LOS



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5/10/21

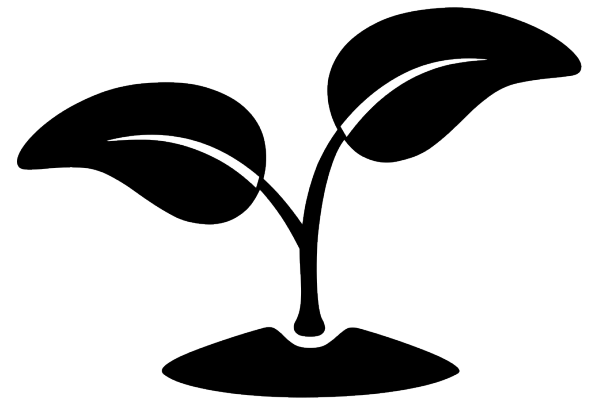
Potential Impact Area



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PEL Outcomes | Environmental

- Human and Physical Environment
 - Environmental Justice and Socioeconomics
 - Air Quality
 - Farmland, Soils, and Geology
 - Noise
 - Hazardous Materials
 - Airport
- Natural Environment
 - Wetlands and Waters of the U.S.
 - Water Resources
 - Biological Resources
- Cultural Resources
- Public Lands
 - Section 4(f) Resources (U.S. Department of Transportation Act of 1966)
 - Section 6(f) Resources (Land and Water Conservation Act)
- Hydraulics and Stormwater
- Cumulative Impacts



PEL Outcomes | Screening and Design

Three Levels of Screening

- Level One: 14 alternatives
- Level Two: 10 alternatives
- Level Three: 4 alternatives

Two build alternatives

(**Alternatives E3 and H2**) were recommended for analysis in a subsequent NEPA process along with the **No Build Alternative**.

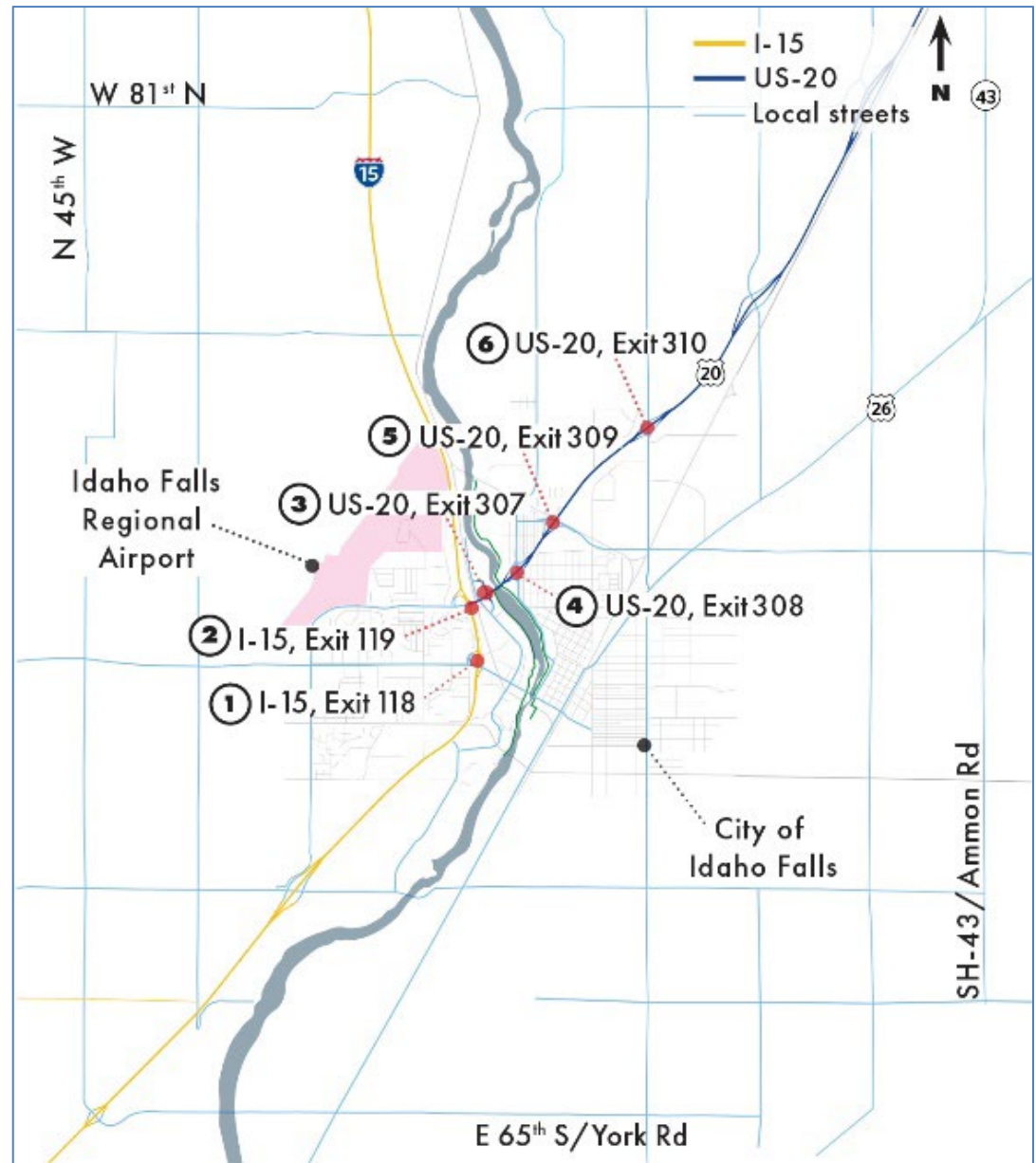


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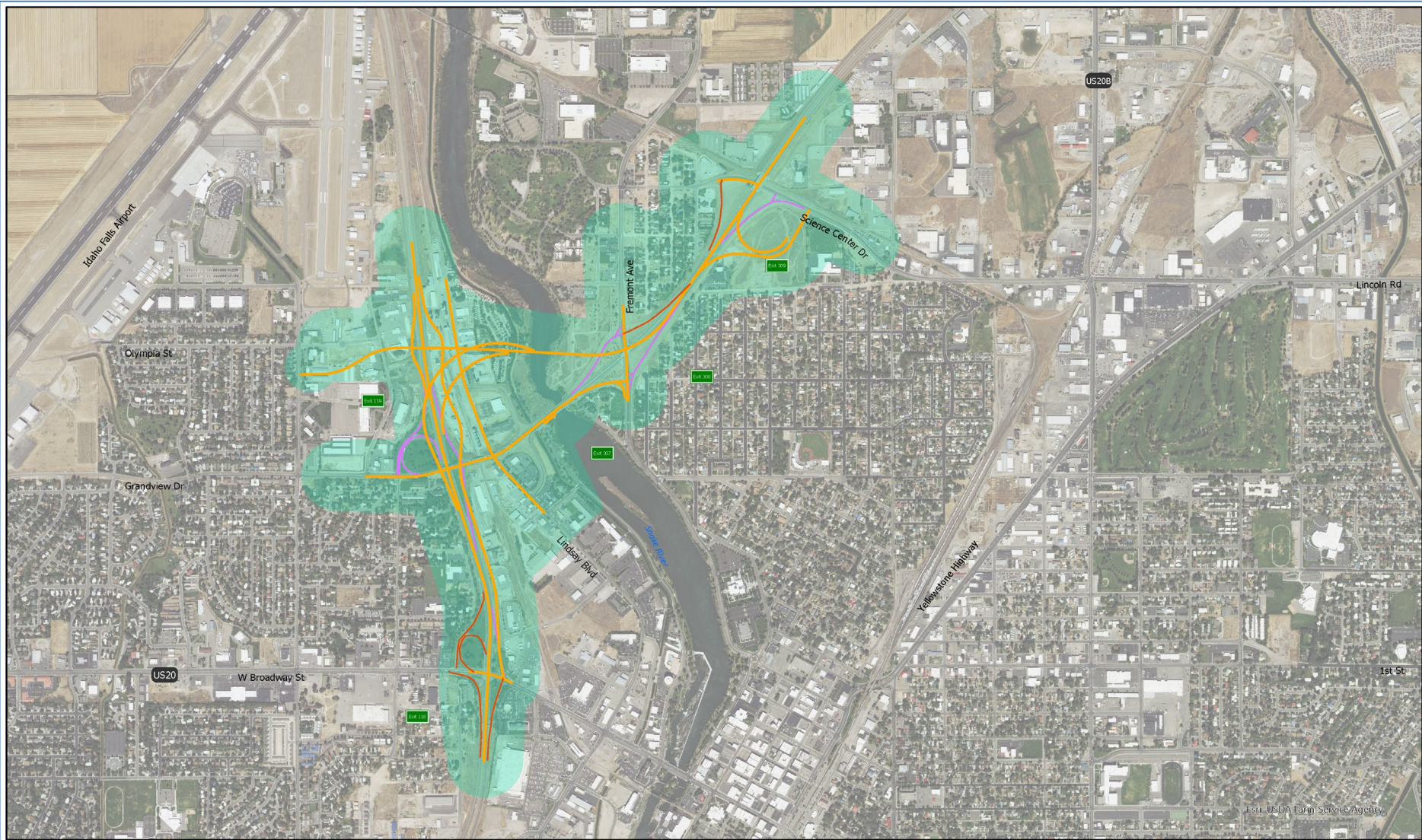
No Build Alternative

Includes these locally programmed projects:

- Widen the Old Butte Road from Broadway Street to Pancheri Drive connection to five lanes
- Widen 600 feet of 5th West/River Road from where the existing five-lane section ends to University Boulevard to five lanes
- Widen Hitt Road from Sunnyside Road to 49th South to five lanes
- Widen 65th South from Yellowstone Highway to Hitt Road to five lanes
- Widen Holmes Avenue from Sunnyside Road to 65th South to five lanes
- Widen 1st Street from Ammon Road to 45th East to five lanes
- Widen St. Leon Road from Lincoln Road to US-20 to five lanes
- Widen 25th East from Lincoln Road to US-26 to five lanes
- US 26 extension



PEL Alternative E3



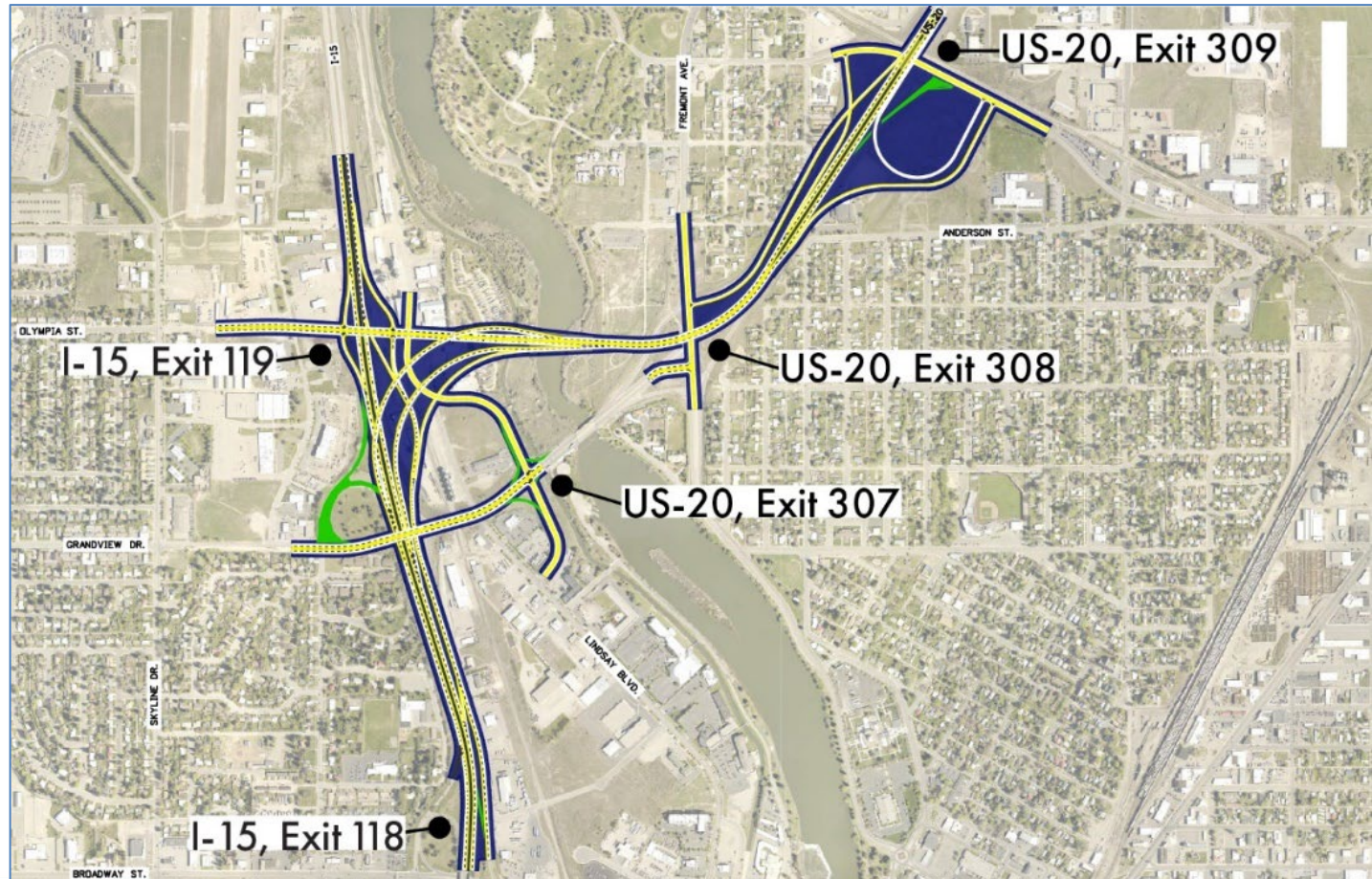
Study Area Obliterated
Unchanged Roadway Alignment



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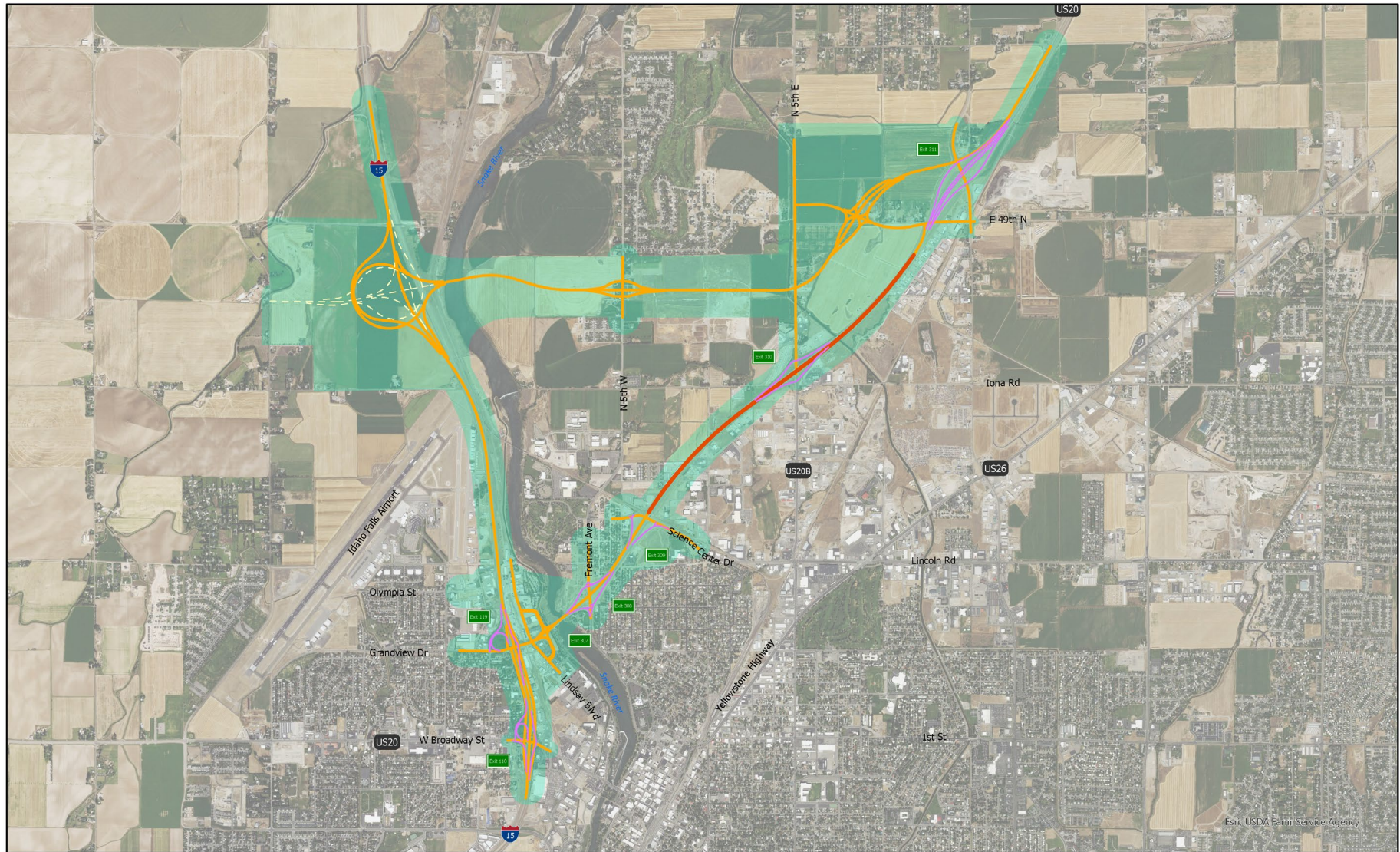
EIS Alternative E3 – what's changed?

The proposed street connecting US-20 to Skyline Drive west of I-15 was realigned south to stay out of runway protection zone.



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PEL Alternative H2



Your Safety. Your Mobility. Your Economic Opportunity.

■ Combined_Impact_Area_101421 --- Future
--- Unchanged Roadway --- Obliterated
--- Alt H2

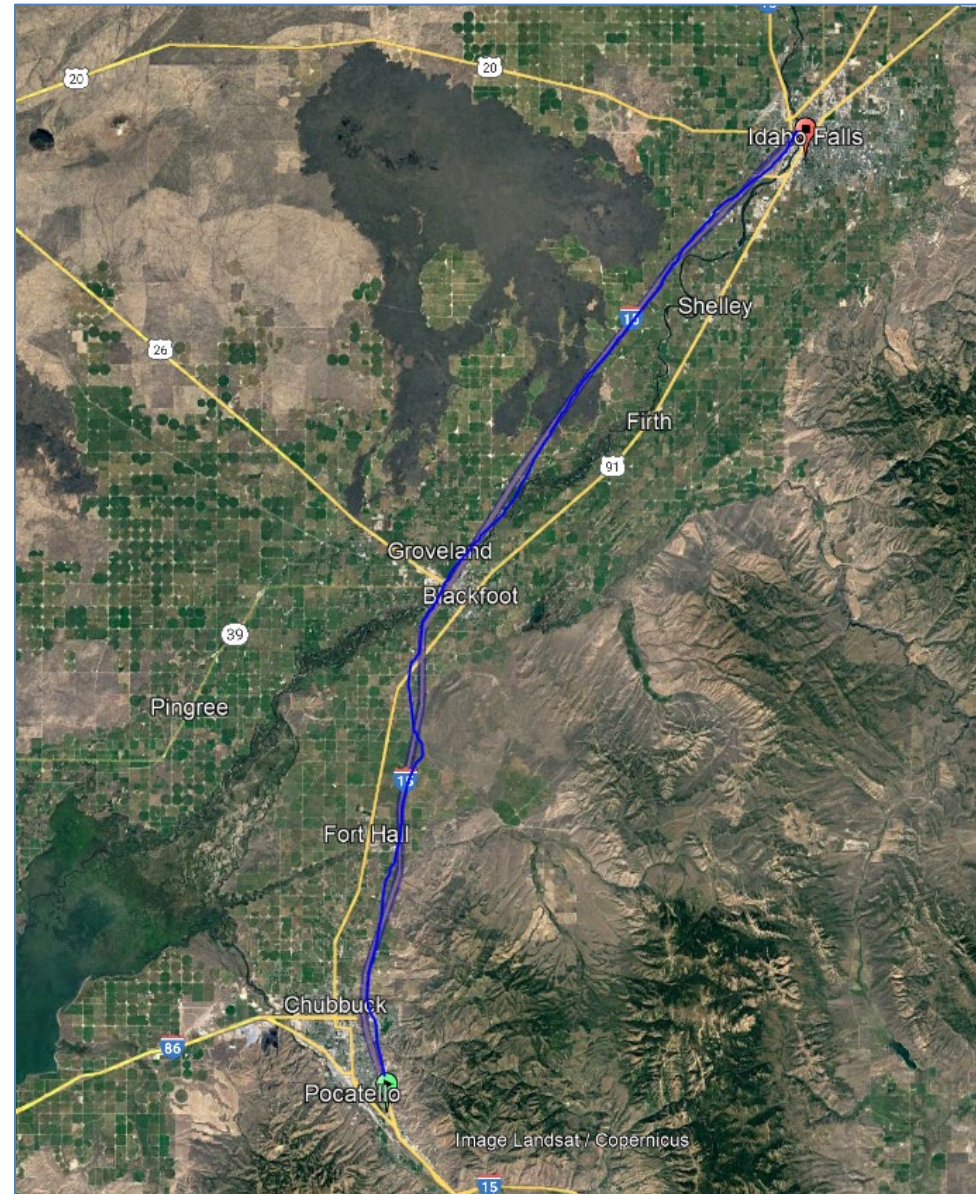
EIS Alternative H2 – what's changed?

- The mainline improvements near the airport have moved north slightly to reduce cultural impacts to airport properties
- The connection between I-15 and US 20 is being designed to not preclude a future connection to the west.
- The alignment of US 20 through the Hatch Pit



What has changed for both E3 & H2?

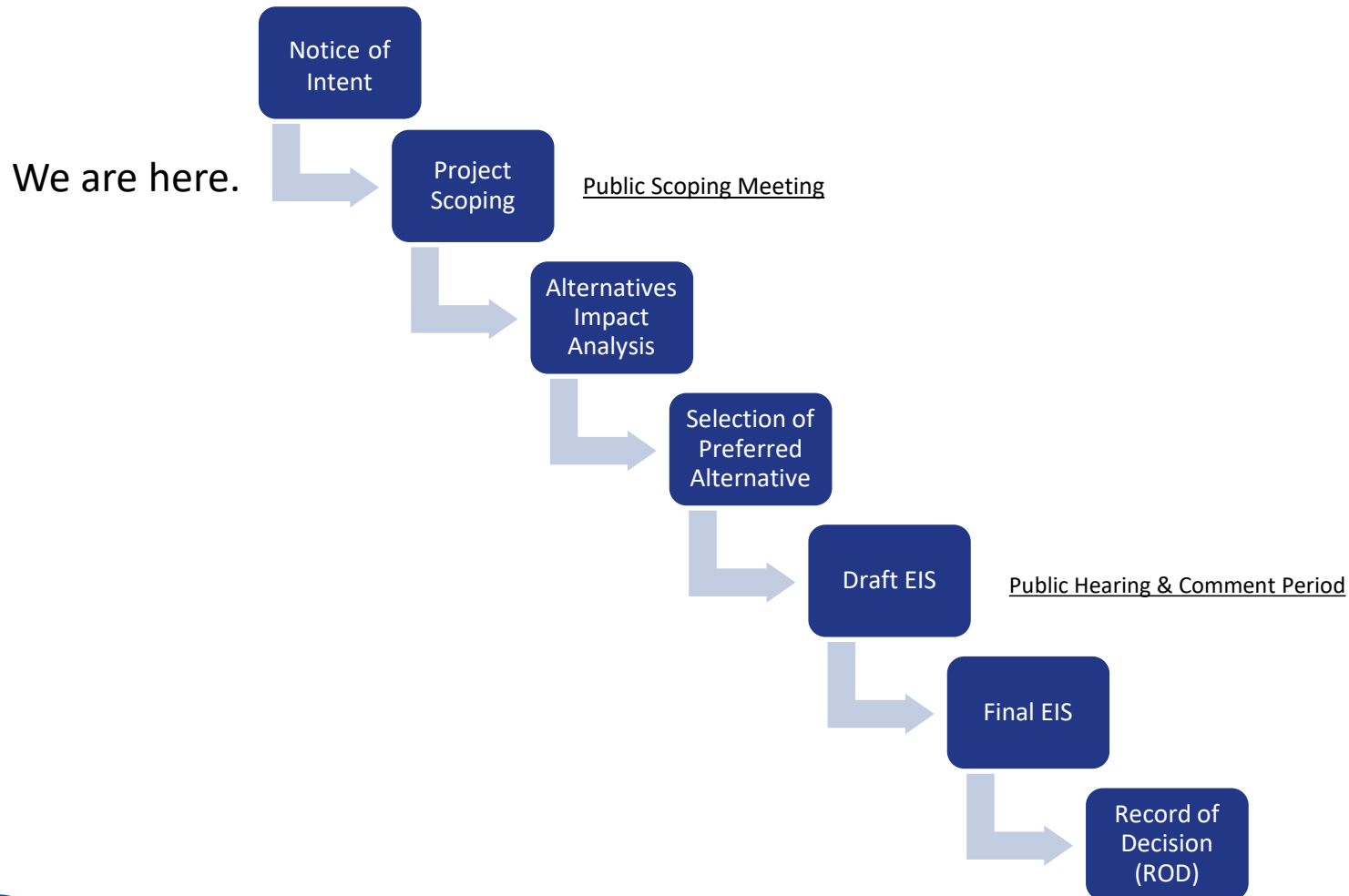
Due to the I-15 widening project between Pocatello and Idaho Falls, we are allowing for a future third lane in each direction on I-15 with these alternatives



Your Safety. Your Mobility. Your Economic Opportunity.

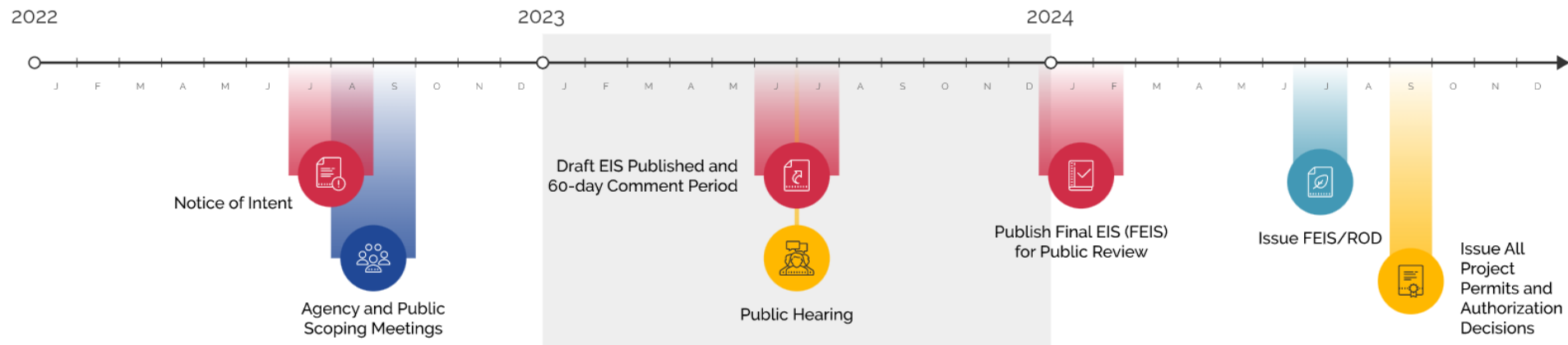
NEPA Process

Environmental Impact Statement (EIS) Steps



EIS Schedule

- The schedule for completing the EIS is dynamic and may change based on issues identified during analysis
- The EIS must be completed within 24 months
- Several of the activities will be completed concurrently



Future Public Engagement Opportunities

- Community Working Group
- Presentations to Bonneville Metropolitan Planning Organization (BMPO) and city council
- Presentation of preferred alternative (Date?)
- Public Hearing (Summer 2023)
- Website (FAQs, resources)
 - <http://i15us20connector.com/>
- Email (comments/questions any time)
 - comments@15us20connector.com

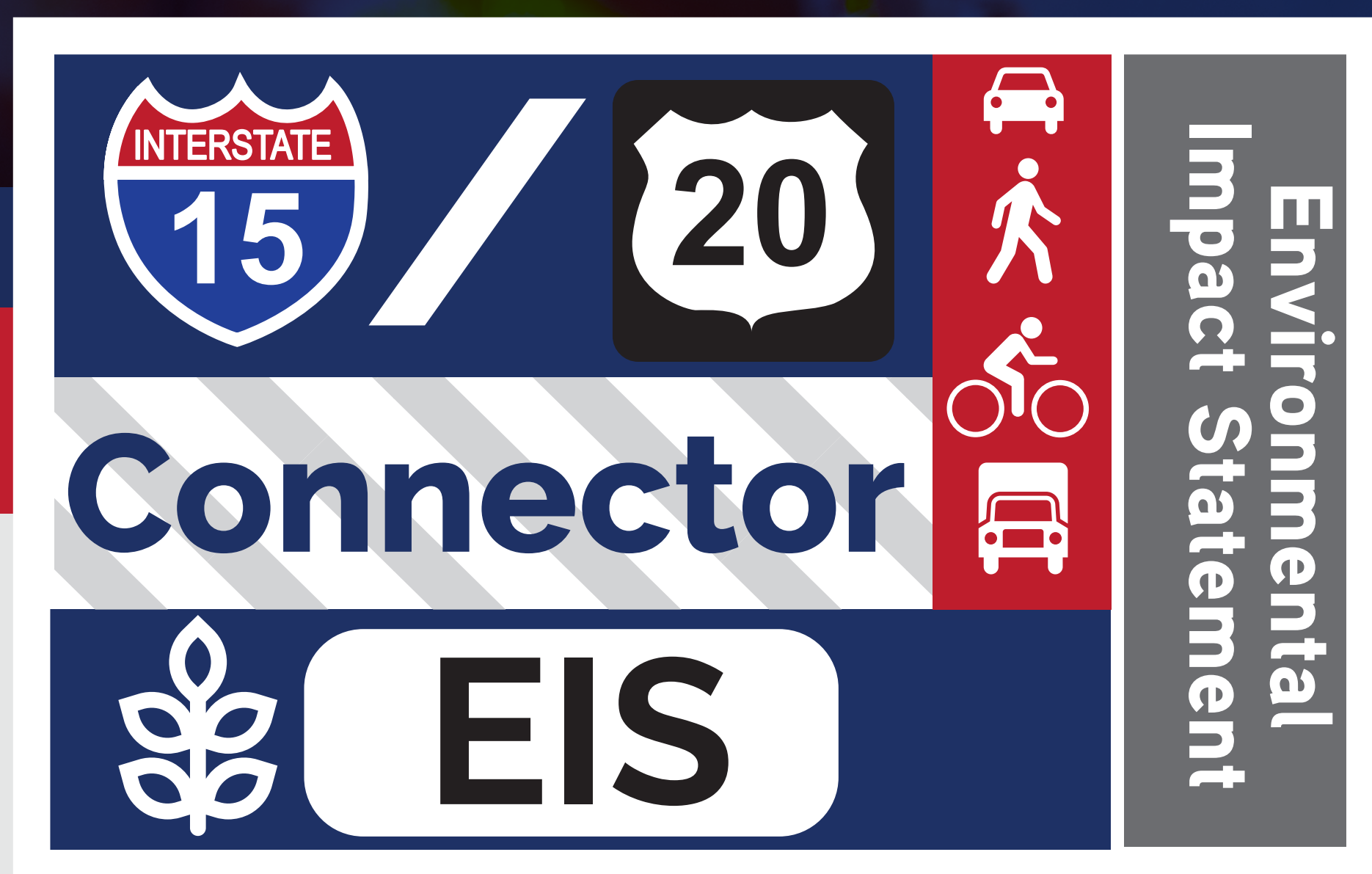


Meeting Format

- Guided Tours
 - Walk through our project displays with a member of the project team
- Open House
 - Review information, draw on maps, and ask questions
 - Provide comments



Welcome to the Public Scoping Meeting for the I-15/US-20 Connector project.



The purpose of the meeting is to get your feedback on two alternatives that graduated from the Planning and Environmental Linkages (PEL) process and will move into the National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) process.



NEPA Process



* The Federal Highway Administration (FHWA) will be the Federal lead agency overseeing and ultimately responsible for the EIS process. ITD is the project sponsor providing day to day management.

Additionally, the US Army Corps of Engineers (USACE) and the Federal Aviation Administration (FAA) have agreed to be Cooperating Agencies which means they will participate in the process and plan to review and adopt FHWA's EIS and Record of Decision.



Purpose & Need

Purpose

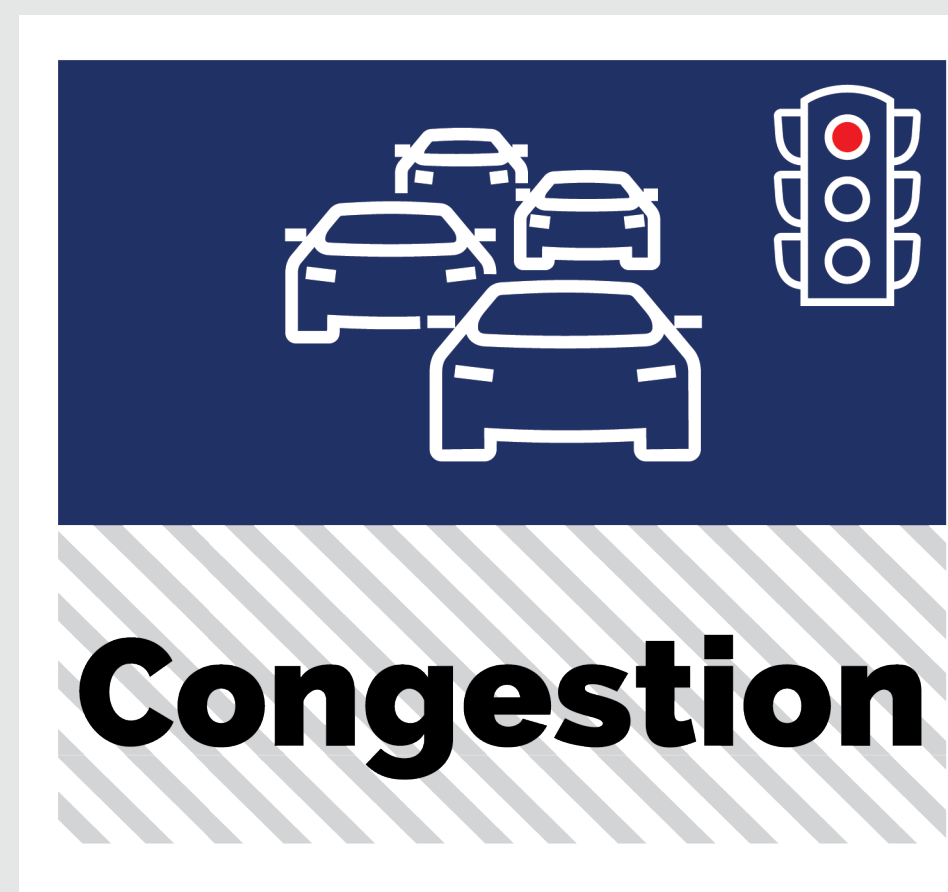
The purpose of the I-15/US-20 Connector project is to address safety, congestion, mobility, and travel time reliability for efficient movement of people, goods, and services on I-15 and US-20 in or near Bonneville County and Idaho Falls.



Safety



Bike & Ped



Congestion



**Travel
Demand**

Project Needs

Improvements are necessary to address the following needs: unsafe travel conditions caused by substandard weave/merge distances, unacceptable level of service at signalized ramp terminals, and poor pedestrian and bicycle mobility along and across the corridors.

INTERSTATE

15

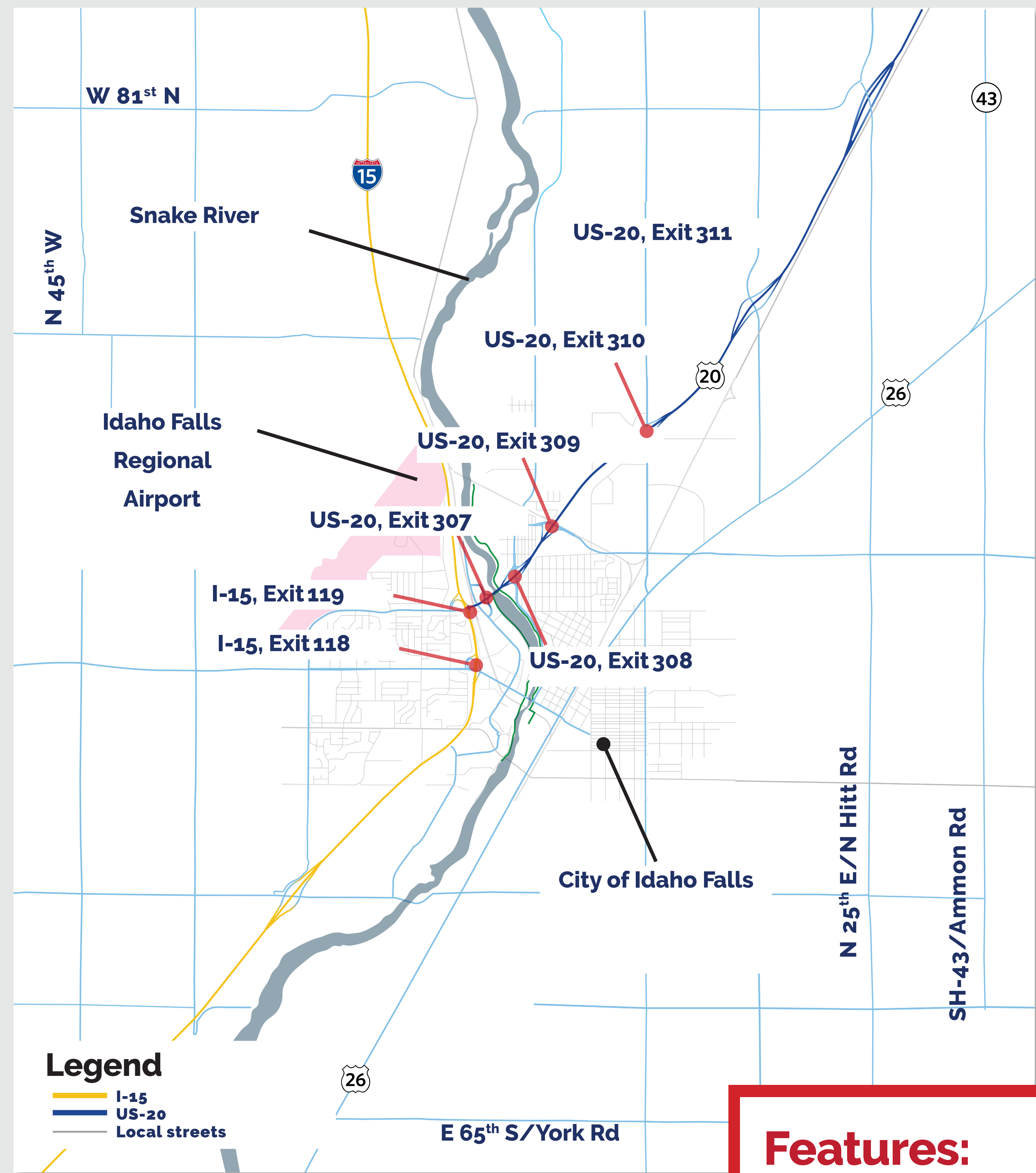
20

Connector

EIS

Environmental
Impact Statement

No Build Alternative



Features:

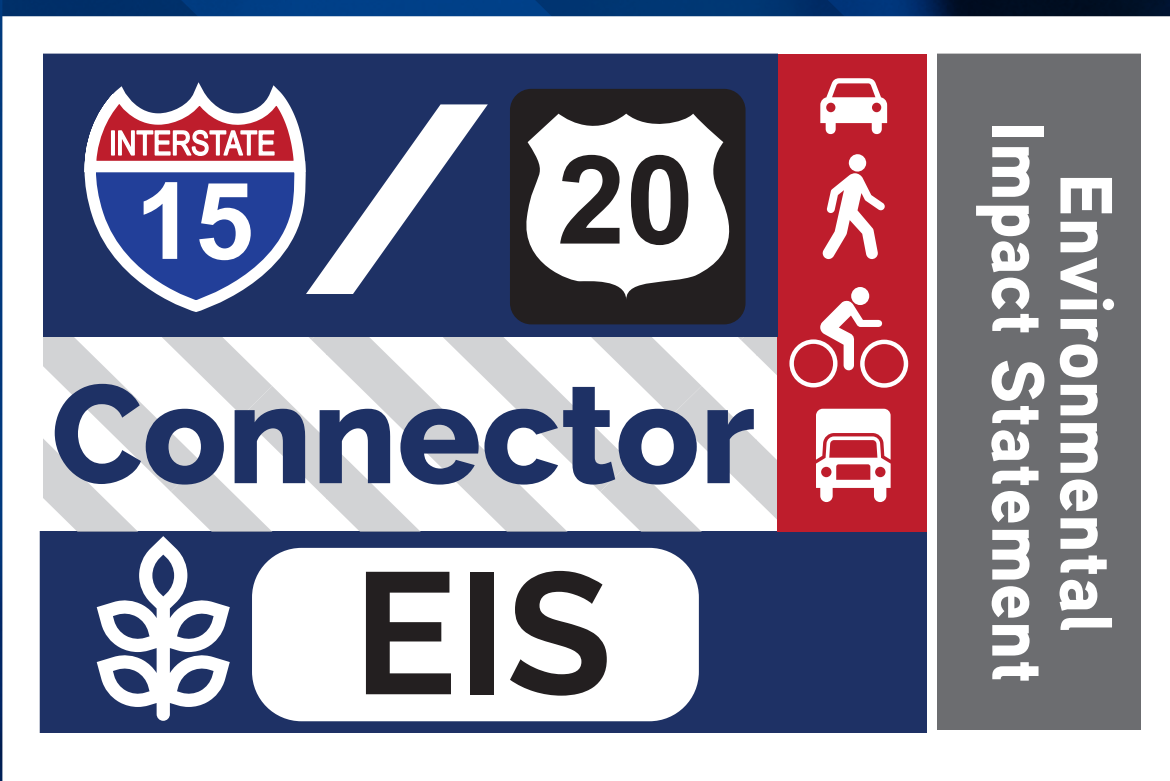
- » Assumes the 2045 travel demand forecast volumes travel on the existing transportation network with no changes to the I-15 or US-20 access or interchange configurations.
- » Includes state and locally programmed improvement projects that are expected to be completed whether the I-15/US-20 Connector project is completed or not.

Benefits:

- » The interstate and highway facilities remain the same without impacts to businesses or homes.

Challenges:

- » Congestion will continue to increase as the travel demand on both I-15 and US-20 grows. Congestion can lead to increased air pollution and travel times as well as safety issues like rear-end crashes.



Alternative E3

Features:

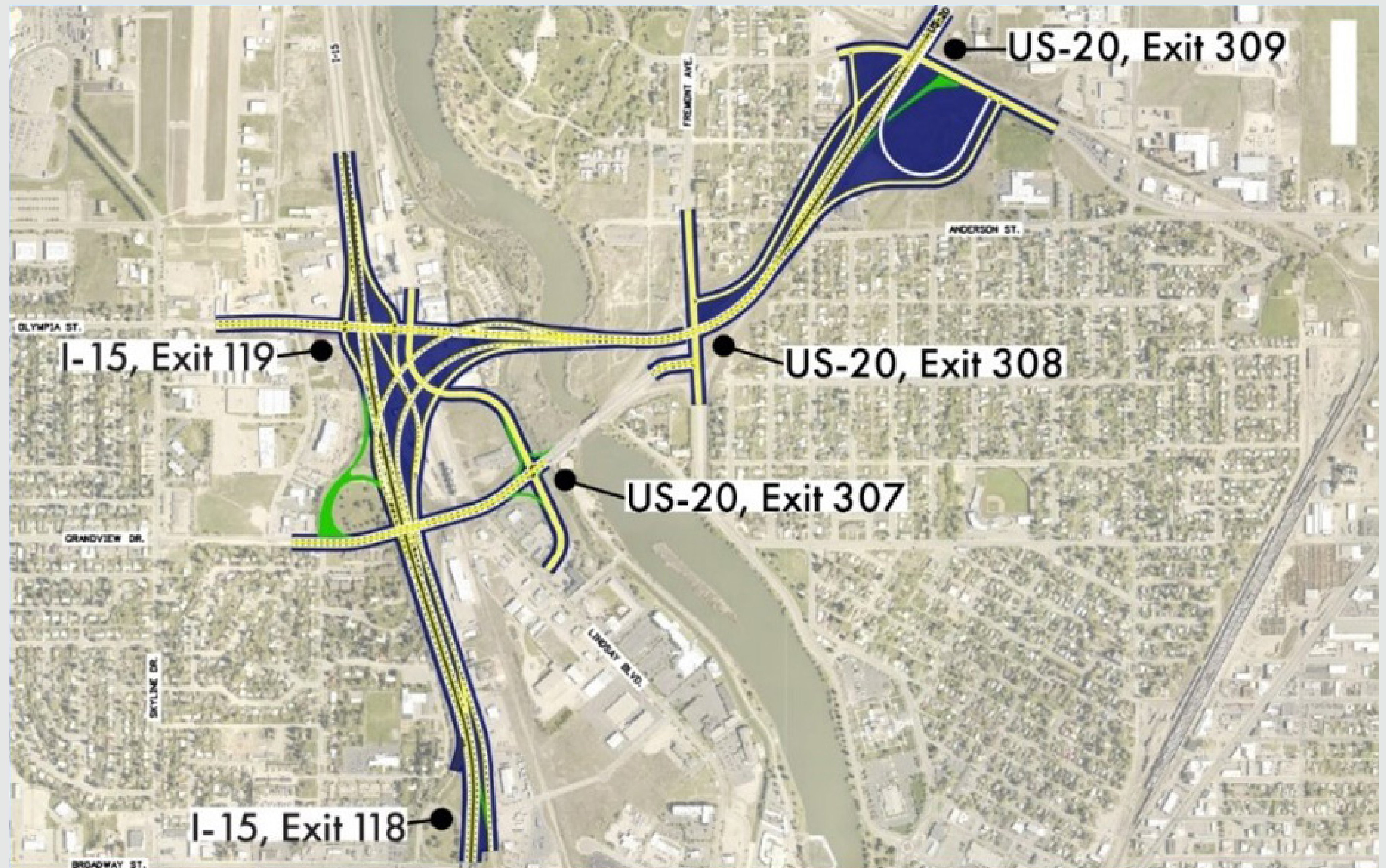
- » Relocate the existing I-15/US-20 interchange from Exit 119 at Grandview Drive to a new interchange near Olympia Street and realign a portion of US-20.
- » New bridges would carry traffic from I-15 to US-20 over Lindsay Boulevard, the Pioneer Canal, the Snake River, and Fremont Avenue before connecting with existing US-20.
- » A reconfigured interchange at the US-20 Exit 309 at Science Center Drive would improve access to local streets.
- » Multimodal improvements would include new bike lanes and shared-use paths, and new or improved sidewalks.

Benefits:

- » Improves safety and operations by increasing the distance between I-15 interchanges.
- » Provides more direct access from I-15 to the Idaho Falls Airport via the new I-15 Interchange.


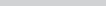
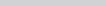
Challenges:

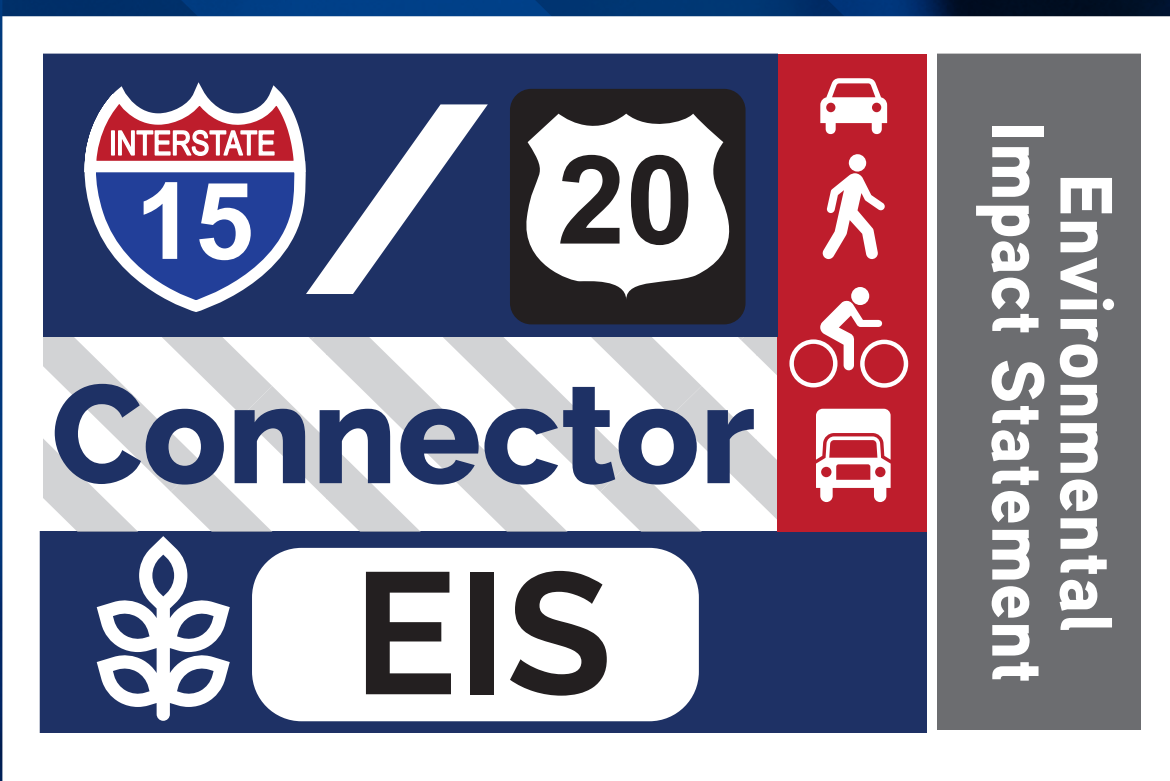
- » Impacts to grain silos, an RV park, and other local businesses east of I-15.
- » Relocation of the businesses served by the railroad.
- » Construction activities will impact existing businesses and motorists.





- » Exit 119 cross street over I-15 was realigned to the south on the west side of I-15 to stay out of runway protection zone.
- » Due to the I-15 widening project between Pocatello and Idaho Falls, ITD is allowing for a future third lane in each direction on I-15 with this alternative so that it is consistent through the corridor.

 Impact Study Area
 Proposed Alignments
 Area refined from PEL



Alternative H2

Features:

- » The existing I-15/US-20 interchange would be relocated from Exit 119 at Grandview Drive to a new interchange on I-15 north of the airport.
- » US-20 would be on a new alignment from the new I-15 interchange east until connecting with the existing US-20 at a new interchange near E 49th N.
- » A new interchange would be constructed on the new US-20 alignment at N 5th W.
- » I-15 Exits 118 and 119 would be reconfigured to eliminate existing weaving conflicts.
- » Multimodal improvements would include new bike lanes and shared-use paths, and new or improved sidewalks.

Benefits:

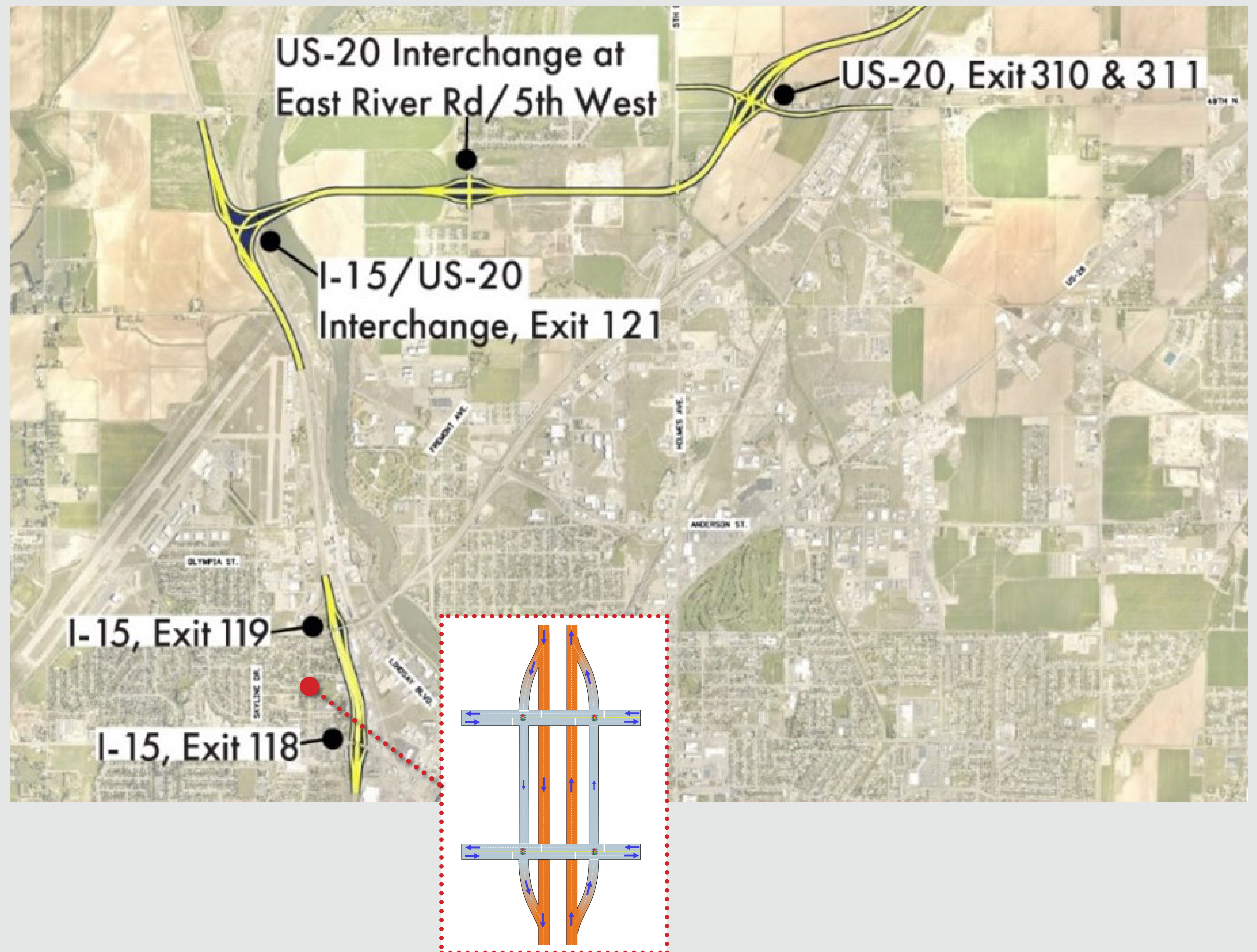
- » Improves traffic operations of the existing I-15 interchanges by separating regional through traffic and local traffic.
- » A split-diamond interchange would remove weaving and backup on I-15.
- » Allows for construction in phases to minimize impacts to motorists.

Challenges:

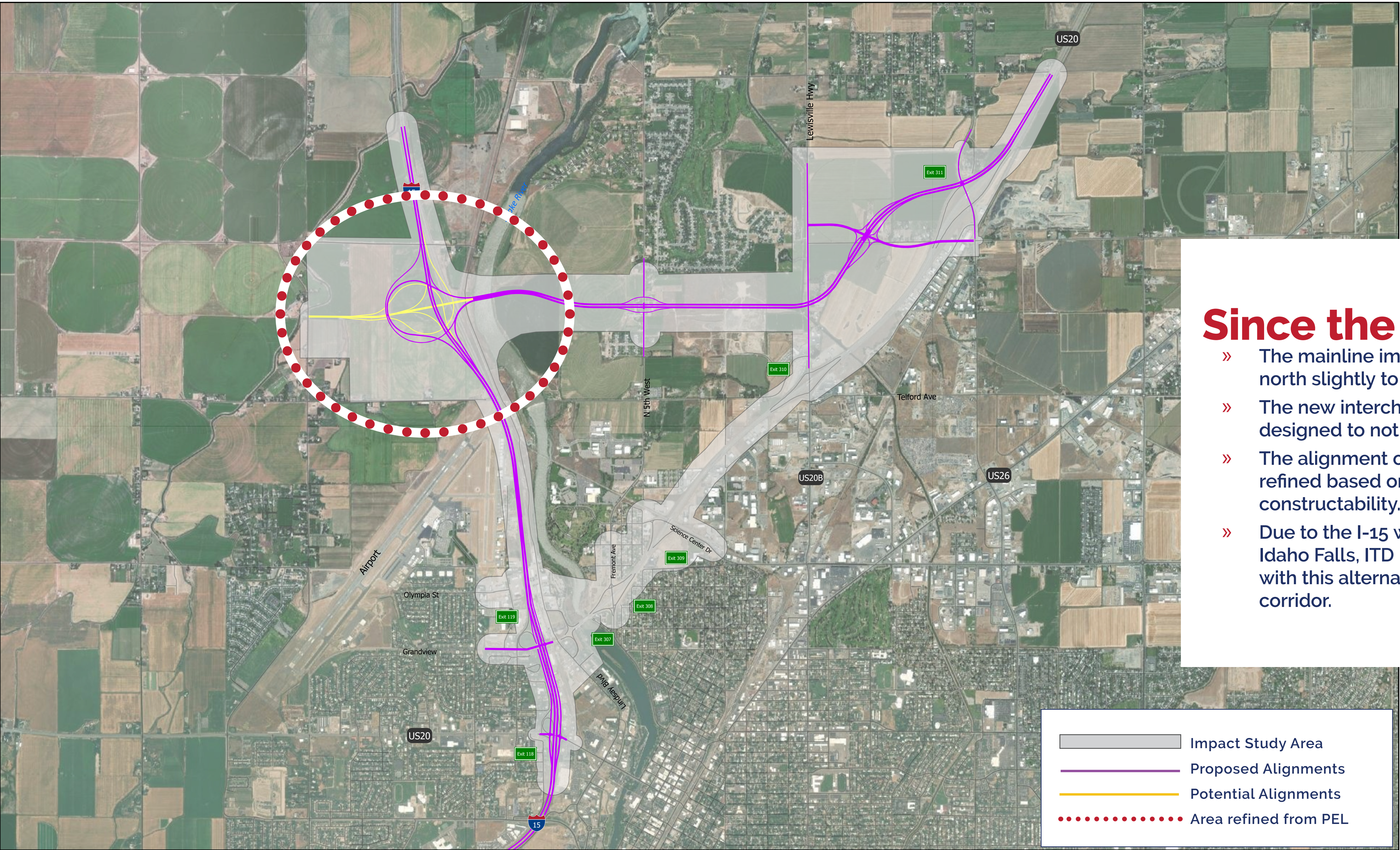
- » Alignment goes through a construction material landfill
- » Requires construction of a new northern alignment for US-20 through an undeveloped area.

Split-Diamond Interchange

- » The split-diamond interchange is a potential option to address the existing conditions. More analysis will need to be performed during the NEPA process to evaluate options on I-15 between Exits 118 and 119.



Updates for Alternative H2



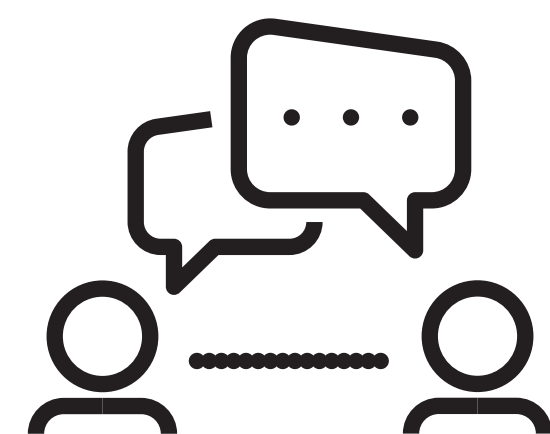
Since the PEL:

- » The mainline improvements near the airport have moved north slightly to reduce impacts to airport properties.
- » The new interchange between I-15 and US 20 is being designed to not preclude a future connection to the west.
- » The alignment of US 20 through the Hatch Pit has been refined based on a geotechnical analysis to optimize constructability.
- » Due to the I-15 widening project between Pocatello and Idaho Falls, ITD is allowing for a future third lane to I-15 with this alternative so that it is consistent through the corridor.

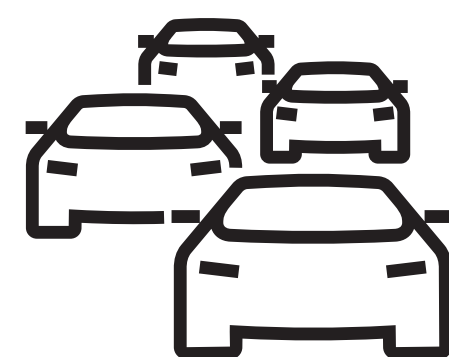


Schedule / What's Next

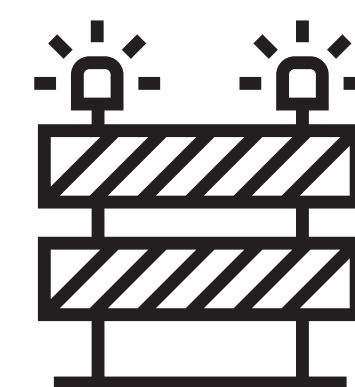
The EIS process is expected to take two years to formally document project approvals. ITD and FHWA will select a Preferred Alternative based on:



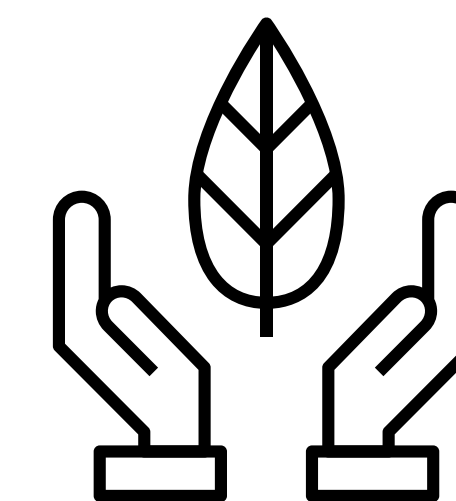
Public input from this meeting – and previous meetings



Forecast travel demand



Refined analysis of the design and constructability

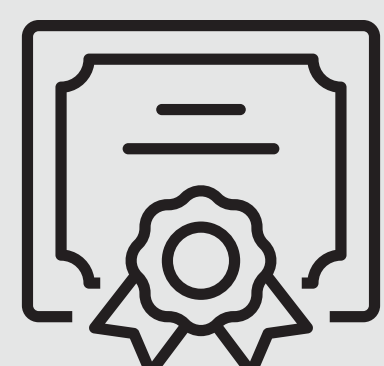


Findings from more detailed environmental analysis including impacts to:

- » Community resources
- » Sensitive noise receptors
- » Wetlands, parks and recreational resources
- » Historic properties



Input from Idaho Falls, Bonneville County, the BMPO, the airport and other state and federal resource agencies



The DEIS will also include proposed avoidance strategies or mitigation for identified impacts. Strategies might include design modifications to avoid impact, or mitigation features to reduce impacts. The public will have the opportunity to review and comment on the Draft EIS.



How to Comment:



Comment



Scan here
to go to the
website

1. Leave a comment form with the project team tonight
2. Mail your comments to:

**ITD District 6, C/O Ryan Day
206 North Yellowstone Highway
Rigby, ID 83442**

3. Email comments to:
comments@15us20connector.com
4. Submit a comment form on the project website at:
i15us20connector.com



Comments are due by **October 25, 2022.**



I-15/US-20 Connector Public Meeting

October 2022

Welcome

Thank you for your interest in the I-15/US-20 Connector online public scoping meeting.

The Idaho Transportation Department (ITD), in cooperation with the Federal Highways Administration (FHWA), is initiating an Environmental Impact Statement (EIS) study for the I-15/US-20 Connector project. The project will determine improvements to segments of both I-15 and US-20, including six interchanges.

The purpose of this meeting is to gather public input on the alternatives generated during the Planning and Environmental Linkages (PEL) process, including E3, H2, and the no-build alternative. In addition to technical evaluation, public comments will be an important part of the alternatives analysis as the project moves through the EIS process.



NEPA Process

The EIS process is expected to take two years to formally document project approvals.



The Federal Highway Administration (FHWA) will be the Federal lead agency overseeing and ultimately responsible for the EIS process. ITD is the project sponsor providing day to day management.

Additionally, the US Army Corps of Engineers (USACE) and the Federal Aviation Administration (FAA) have agreed to be Cooperating Agencies which means they will participate in the process and plan to review and adopt FHWA's EIS and Record of Decision.

A Preferred Alternative will be selected based on:

- Public input from this meeting and previous meetings conducted as part of the PEL process
- Forecast travel demand traffic analysis
- Refined analysis of the design and constructability
- Findings from more detailed environmental analysis including impacts to:
 - Community resources
 - Sensitive noise receptors
 - Wetlands, parks and recreational resources
 - Historic properties
- Input from the City of Idaho Falls, Bonneville County, the Bonneville Metropolitan Planning Organization, the Idaho Falls Regional Airport and other state and federal resource agencies

* The Federal Highway Administration (FHWA) will be the Federal lead agency overseeing and ultimately responsible for the EIS process. ITD is the project sponsor providing day to day management.

Additionally, the US Army Corps of Engineers (USACE) and the Federal Aviation Administration (FAA) have agreed to be Cooperating Agencies which means they will participate in the process and plan to review and adopt FHWA's EIS and Record of Decision.



Purpose and Need

A Purpose and Need statement describes the transportation problems in the corridor and provides context for decision-makers as they consider the best design options.

Purpose

The purpose of the project is to improve safety, congestion, mobility, and travel time reliability for efficient movement of people, goods, and services on I-15 and US-20 in or near Bonneville County and Idaho Falls.

Need

Improvements are necessary to address the following:

- Unsafe travel conditions caused by substandard weave/merge distances
- Unacceptable level of service at signalized ramp terminals
- Poor pedestrian and bicycle mobility along and across the corridors

Project Background

ITD conducted a Planning and Environmental Linkages (PEL) study from 2018 to 2020 for the I-15/US-20 Connector project. The results of the PEL Study will be incorporated by reference into the EIS based on its development in accordance with FHWA regulations.

During the PEL study process, resource agencies were consulted regarding potential environmental impacts of the alternatives under consideration and to help identify issues to be addressed during a subsequent NEPA study. In addition, ITD conducted a robust program to involve the community and the public.

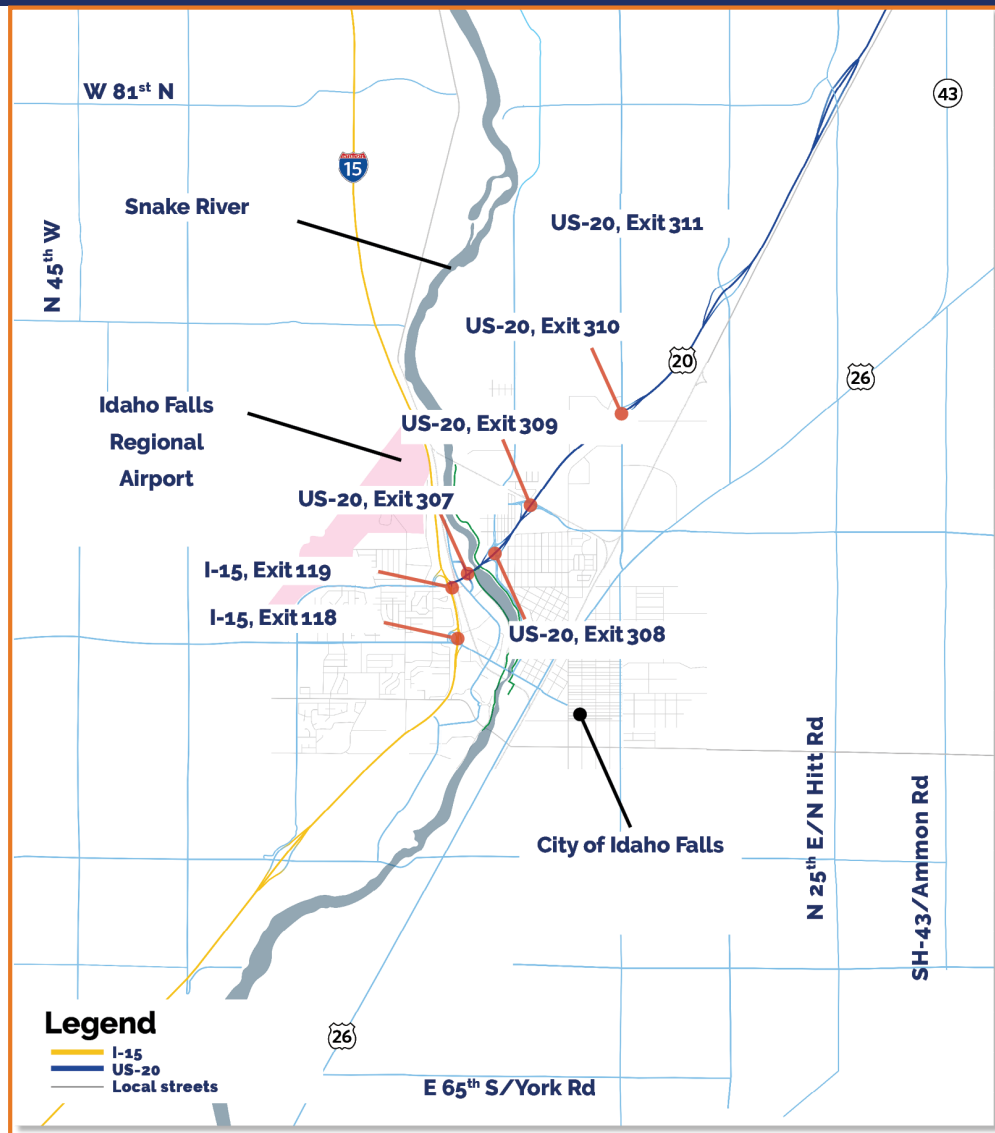
Public input was requested and received at the following key study milestones:

- Project visioning
- Purpose and Needs and project goals
- Screening criteria used for the three levels of screening
- Alternatives development
- Results of Level One, Two, and Three screenings
- Final PEL study recommendations

Completed Public Outreach To Date

Event	Input Received
January 31, 2018: Community Working Group #1	Project introduction and scoping
May 9, 2018: Public Meeting #1 / Community Kickoff	Project introduction and scoping
June 20, 2018: Community Working Group #2	Review of comments from May 9 public meeting
August 23, 2018: Community Working Group #3	Gather feedback on Level One alternatives
September 5, 2018: Public Meeting #2 / Open House	Presentation of Level One alternatives
November 8, 2018: 81st Street Neighborhood Meeting	Neighborhood-level review of alternatives that may impact the 81st Street neighborhood
April 29, 2019: Community Working Group #4	Presentation of Level Two alternatives
May 16, 2019: Public Meeting #3 / Open House	Guided tour of Level Two alternatives
June 10, 2019: 49th Street Neighborhood Meeting (Alternative H)	Neighborhood-level review of Level Two Alternative H
February 27, 2020: Community Working Group #5	Presentation of Level Three alternatives updated from the CRAVE workshop
July 20, 2020: Community Working Group #6	Presentation of the two Recommended Alternatives and the No Action Alternative to be carried forward to a NEPA study
August 6-24, 2020: Public Meeting #4 / Virtual Meeting i15us20connector.com/onlineMeeting	Presentation of the Level Three alternatives and the two Recommended Alternatives and No Action Alternative that will be carried forward to a NEPA study

No-Build Alternative



Features

- Assumes the 2045 travel demand forecast volumes travel on the existing transportation network with no changes to the I-15 or US-20 access or interchange configurations
- Includes locally programmed improvement projects that are expected to be completed whether the I-15/US-20 Connector project is completed or not

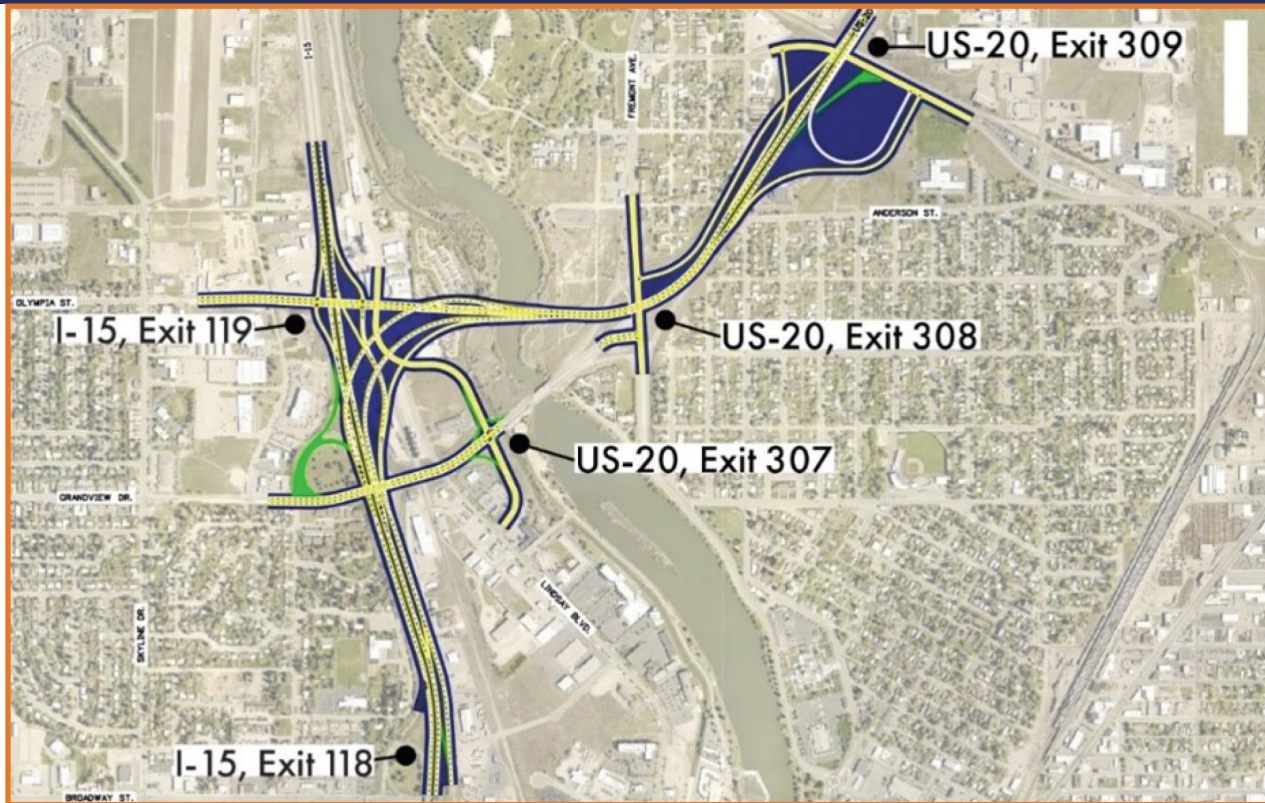
Benefits

- The interstate and highway facilities remain the same without impacts to businesses or homes

Challenges

- Congestion will continue to increase as the travel demand on both I-15 and US-20 grows. Congestion can lead to increased air pollution and travel times as well as safety issues like rear-end crashes.

Alternative E3



Features

- Relocate the existing I-15/US-20 interchange from Exit 119 at Grandview Drive to a new interchange near Olympia Street and realign a portion of US-20
- New bridges would carry traffic from I-15 to US-20 over Lindsay Boulevard, the Pioneer Canal, the Snake River, and Fremont Avenue before connecting with existing US-20
- A reconfigured interchange at the US-20 Exit 309 at Science Center Drive would improve access to local streets
- Multimodal improvements would include new bike lanes and shared-use paths, and new or improved sidewalks

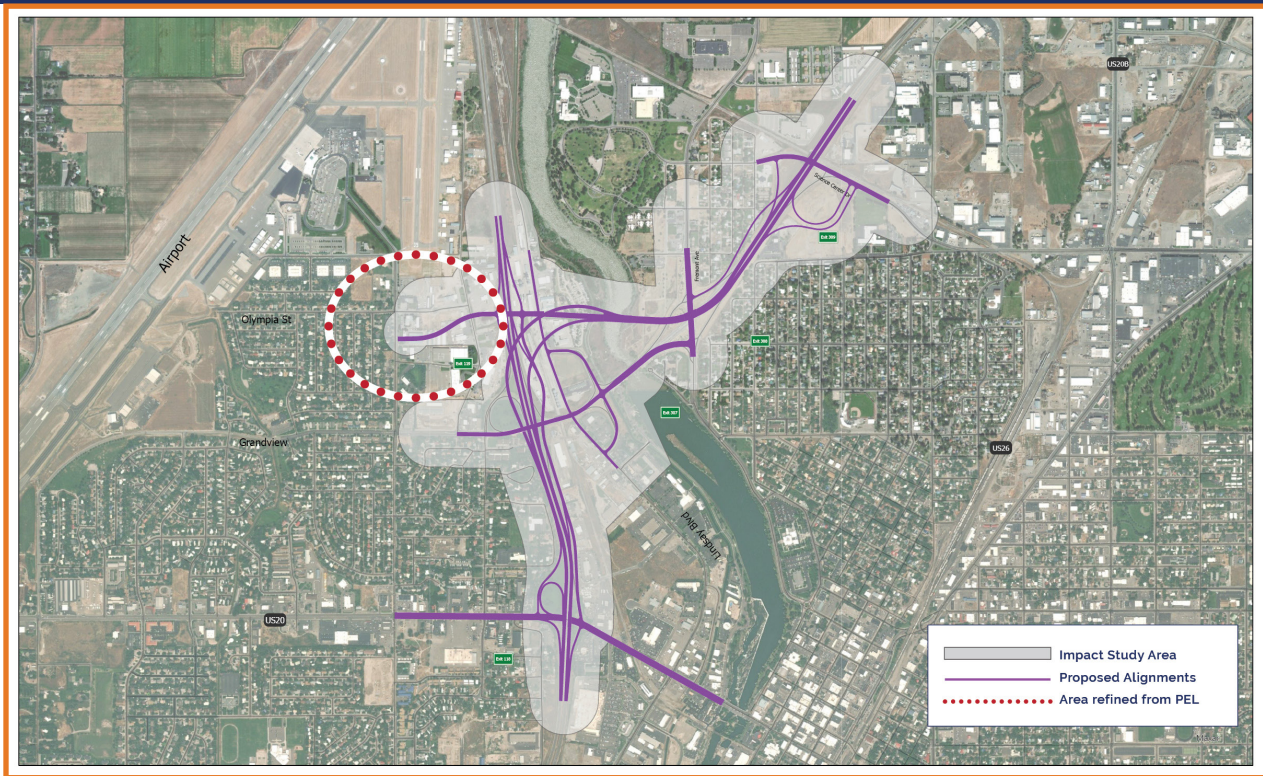
Benefits

- Improves safety and operations by increasing the distance between I-15 interchange
- Provides more direct access from I-15 to the Idaho Falls Airport via the new I-15 Interchange

Challenges

- Impacts to grain silos, an RV park, and other local businesses east of I-15
- Relocation of the businesses served by the railroad
- Construction activities will impact existing businesses and motorists

UPDATE: Alternative E3



Updates

- Exit 119 cross street over I-15 was realigned to the south on the west side of I-15 to stay out of airport runway protection zone
- Due to the I-15 widening project between Pocatello and Idaho Falls, ITD is allowing for a future third lane in each direction on I-15 with this alternative so that it is consistent through the corridor

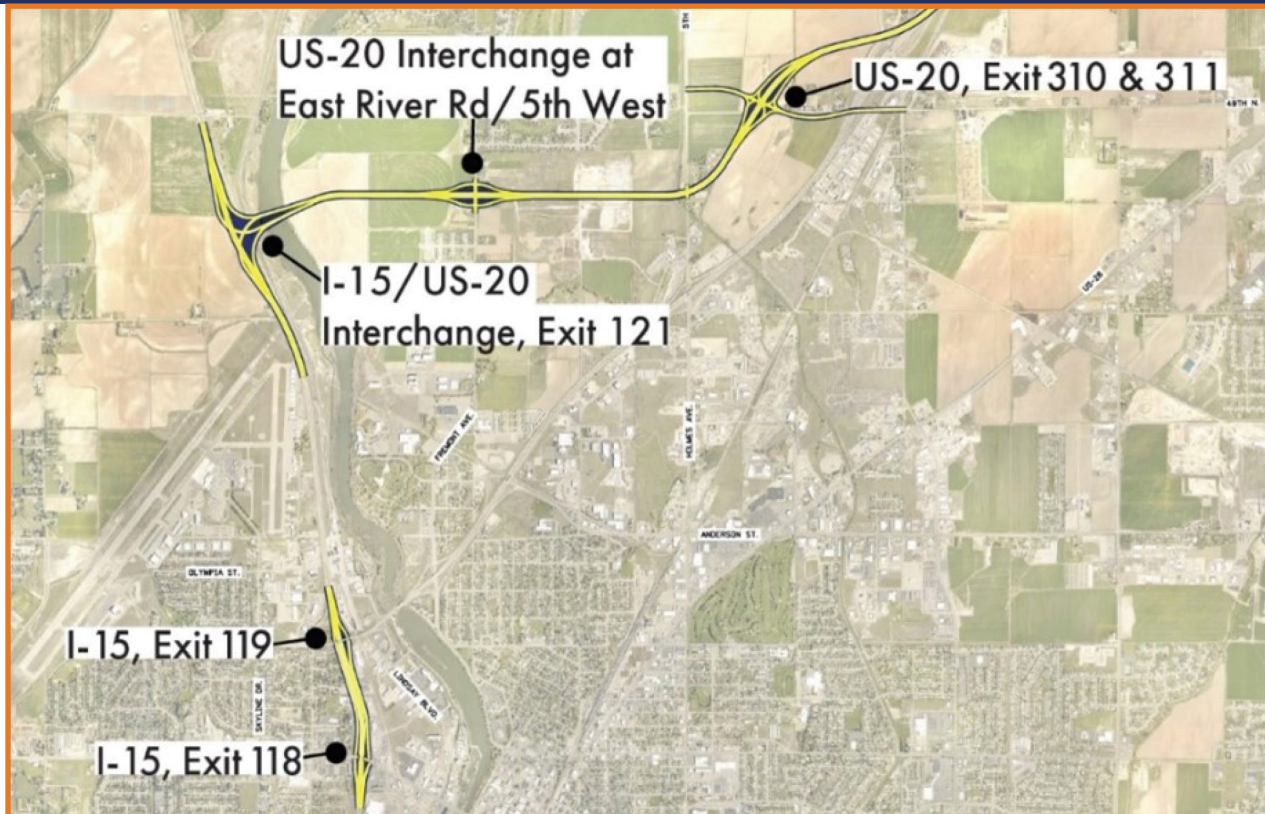
Alt E3 Video

youtu.be/SCQXKptuLbo

Alt E3 Virtual Tour

connect-lumenrt360projecttours.bentley.com/?UserId=55bddce9fbddf57627ba0dfefade11f5&DataId=93be329c-6348-46ec-9ff8-07d6974dce4c#

Alternative H2

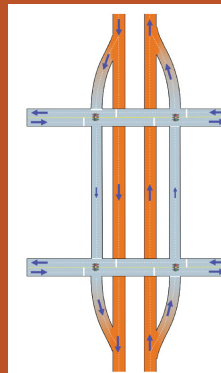


Features

- The existing I-15/US-20 interchange would be relocated from Exit 119 at Grandview Drive to a new interchange on I-15 just north of the airport
- US-20 would be on a new alignment from the new I-15 interchange east until connecting with the existing US-20 at a new interchange near E 49th N
- A new interchange would be constructed on the new alignment at N 5th W
- I-15 Exits 118 and 119 would be reconfigured to eliminate existing weaving conflicts
- Multimodal improvements would include new bike lanes and shared-use paths, and new or improved sidewalks

Benefits

- Improves traffic operations of the existing I-15 interchanges by separating regional through traffic and local traffic
- A split-diamond interchange would remove weaving and backup on I-15
- Allows for construction in phases to minimize impacts to motorists



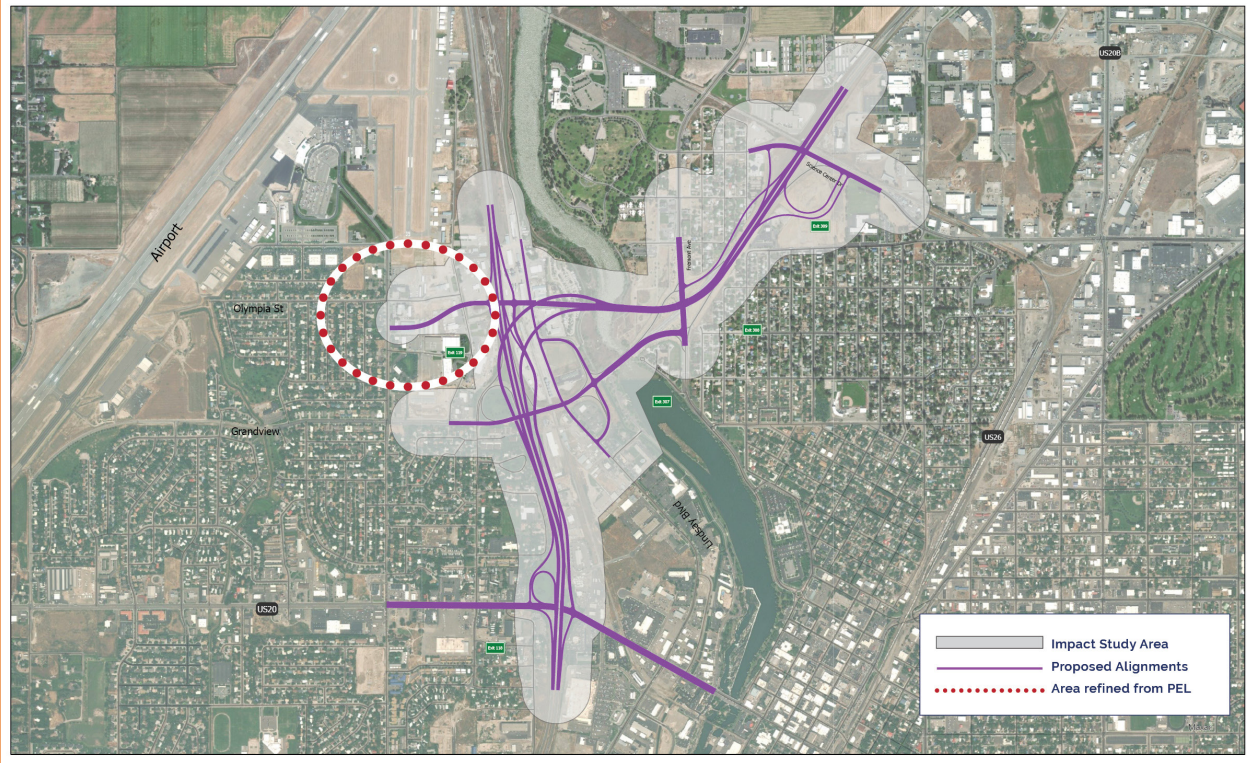
Split-Diamond Interchange

The split-diamond interchange is a potential option to address the existing conditions. More analysis will need to be performed during the NEPA process to evaluate options on I-15 between Exits 118 and 119.

Challenges

- Alignment goes through a construction material landfill
- Creates a new northern alignment for US-20 through an undeveloped area

UPDATE: Alternative H2



Updates

- The mainline improvements near the airport have moved north slightly to reduce impacts to airport properties
- The new interchange between I-15 and US 20 is being designed to not preclude a future connection to the west

Ultimate Alt H2 Video

- youtu.be/qGYfaeLHyb4

Ultimate Alt H2 Virtual Tour

- connect-lumenrt360projecttours.bentley.com/?UserId=55bddce9fbddf57627ba0dfefade11f5&-DataId=a7ceaff6-6f2d-4830-8eb7-5f4506cd2cbb#
- The alignment of US 20 through the Hatch Pit has been refined based on a geotechnical analysis to optimize constructability
- Due to the I-15 widening project between Pocatello and Idaho Falls (itdprojects.org/projects/i15corridor/), ITD is allowing for a future third lane in each direction on I-15 with this alternative so that it is consistent throughout the corridor

Alt H2 Video

youtu.be/GbrjKr55v90

Alt H2 Virtual Tour

connect-lumenrt360projecttours.bentley.com/?UserId=55bddce9fbddf57627ba0dfefade11f5&-DataId=e16d4594-9e09-4bcf-b79c-b40e7c7d3077#

Schedule



Public input from this meeting – and previous meetings



Forecast travel demand



Refined analysis of the design and constructability



Findings from more detailed environmental analysis including impacts to:

- » Community resources
- » Sensitive noise receptors
- » Wetlands, parks and recreational resources
- » Historic properties



Input from Idaho Falls, Bonneville County, the BMPO, the airport and other state and federal resource agencies

Stay Involved

Thank you for taking the time to review the information about the I-15 US-20 Connector Project. Public input will be an important part of choosing the final project that best fits the community's needs. Please continue to stay involved.

You will receive future mailings as the project moves forward. For more information, visit the project webpage, i15us20connector.com.

Contact

You can mail or email comments to the following addresses:

ITD District 6, C/O Ryan Day

206 North Yellowstone Highway

Rigby, ID 83442

comments@i15us20connector.com



US-93 (Blue Lakes) Improvements | Public Comment Form

Please tell us your thoughts concerning the following alternatives and any other suggestions you have about the project.

Which of the following alternatives do you prefer? ☐ No-Build Alternative ☐ Alternative E3 ☐ Alternative H2

Why is this your preferred alternative? _____

Additional comments or suggestions _____

The following additional questions are voluntary:

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name _____

Address _____

City/Town _____ State/Province _____ ZIP/Postal Code _____

Email Address _____

Phone Number _____

VOLUNTARY – Title VI - Non-discrimination

The Ada County Highway District monitors attendance to ensure equal opportunity. We appreciate you providing this information, which will be used to monitor attendance at public hearings and to adhere with federal law (CFR 42.32.9).

Please tell us your gender _____

Are you disabled?

☐ Yes

☐ No

Please identify your ethnicity

☐ American Indian/Alaska Native

☐ Asian/Pacific Islander

☐ Black

☐ Hispanic

☐ White

☐ Other (Please specify) _____