



I-15/US-20 Connector

Fall 2019 Update

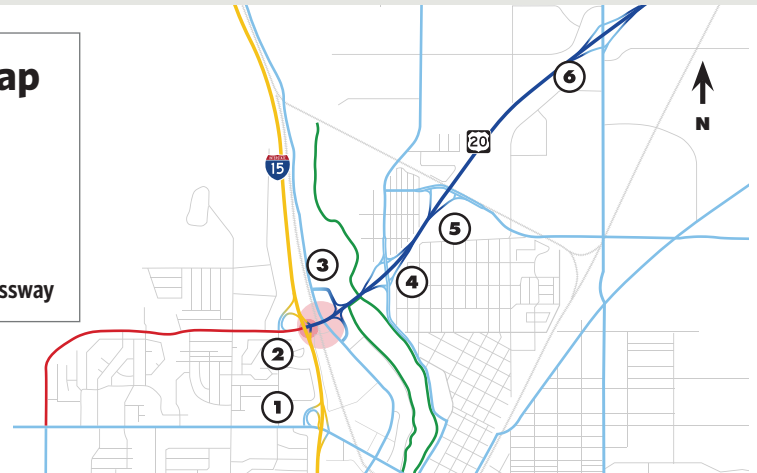
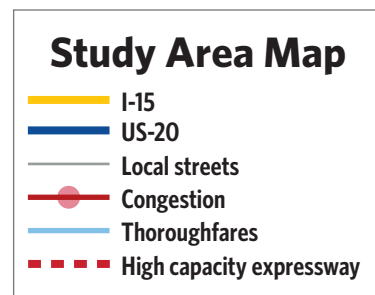
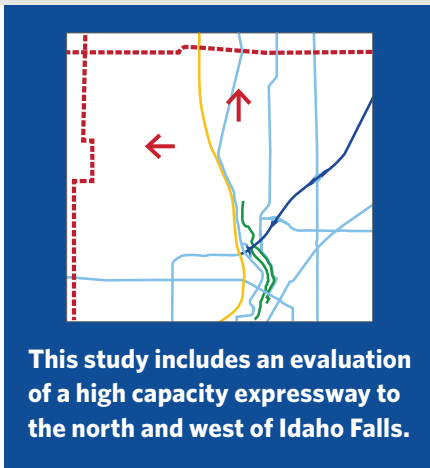
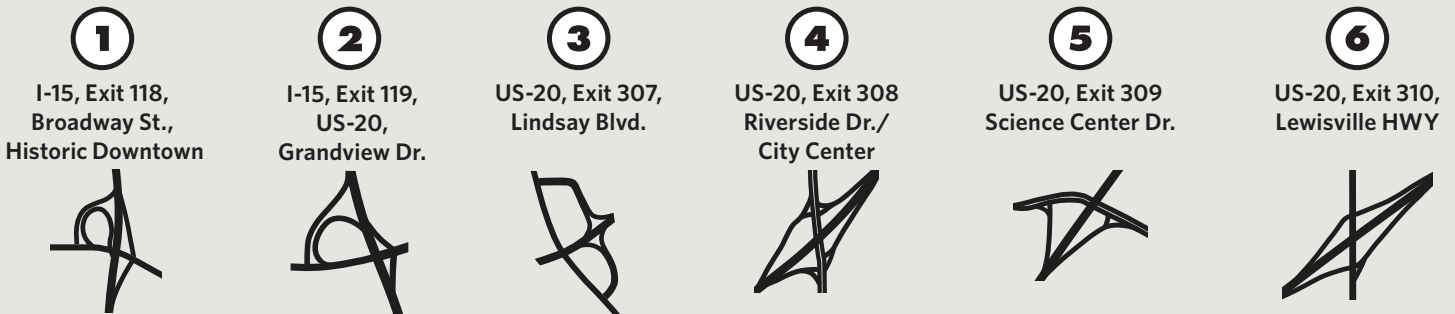
PEL Purpose

The purpose of the PEL study is to identify and analyze improvements 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.

PEL Needs

The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages in order to:

1. Address unsafe travel conditions on I-15 and US-20
2. Reduce congestion at the I-15/US-20 Interchange
3. Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors
4. Address future travel demand forecasts



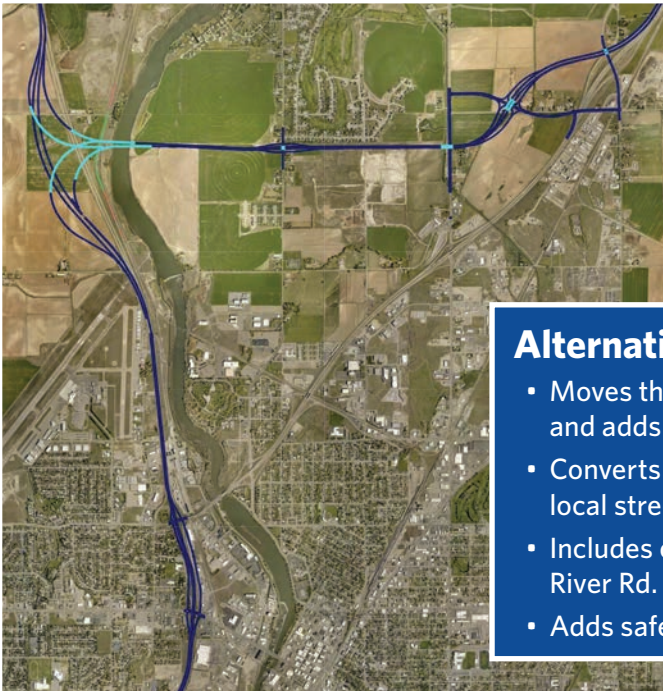
The PEL includes three levels of alternatives screening:



Level 3 Alternatives - Detailed View

Alternative C

- Adds lanes and ramps to separate the through-traffic from local traffic between the I-15 Exit 118 (Broadway St.) and US-20 Exit 308 (Riverside Dr./City Center)
- Requires new retaining walls and bridges, and replaces US-20 Exit 308 and I-15 Exits 118 and 119
- Maintains alignment near or in the same location as the existing I-15/US-20 roadways



Alternative H

- Moves the I-15/US-20 interchange (Exit 119) approximately one mile north and adds a new roadway to connect to US-20 at E. 49th N. (Telford Rd.)
- Converts existing US-20 between Johns Hole and E. 49th N. to a local street
- Includes overpasses and interchanges on a new US-20 alignment at East River Rd. and Lewisville Highway
- Adds safety and capacity improvements on I-15 at Exits 118 and 119



E.1



E.2

Alternative E.1 and Alternative E.2

- Moves the I-15/US-20 interchange (Exit 119) approximately one-half mile north
- Adds separated through lanes and frontage roads and converts the existing US-20 from Grandview Dr. to Fremont Ave. to a local street
- E.1. Removes Exits 307, 308 and 309
- E.2. Removes Exit 307 and replaces the interchange at Exit 308 and Exit 309 with one interchange and ramp modifications

All of the alternatives currently being analyzed include the potential for an upgraded connection to US-26 at E. 49th N. (Telford Rd.)