



20065 I-15/US-20 Safety and Mobility Study

Level One Alternative Screening Summary

April 2019





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Executive Summary

The Idaho Transportation Department (ITD) District 6 is conducting the Interstate 15 (I-15) and United States Highway 20 (US-20) Safety and Mobility Study (Project No. A020(065), Key No. 20065). ITD along with the Bonneville Metropolitan Planning Organization (BMPO) and its member agencies have identified the need to improve the I-15/US-20 connection and the adjacent six interchanges. The Project Team includes ITD and their consultants for technical resources, BMPO, and member agencies.

The project study includes two phases of work.

Phase A collected existing data and studies from previous work and started a public outreach program. Phase A was completed in summer of 2018.

Phase B, the current phase, includes development of a Planning and Environmental Linkages (PEL) study. The PEL represents a collaborative and integrated approach to transportation decision-making that;

1. Considers environmental, community, and economic goals early in the transportation planning process, and
2. Uses the information, analysis, and products developed during planning to inform the environmental process as the project moves into a NEPA document.

The PEL will include three levels of screening for alternatives to develop a recommended list of three to five alternatives to advance into a National Environmental Policy Act (NEPA) document, once funding allows. A screening level reviews each alternative against the screening criteria questions developed with the purpose and need and project goals considerations.

Utilizing the data collected from Phase A, Phase B began, which includes development of the evaluation criteria matrix, concept level alternatives, alternative analysis and screening, on-going public outreach and the PEL. This report summarizes the Universe of Alternatives development and Level One alternatives screening process and results.

Level One Summary

Detailed notes of the universe of alternatives brainstorming meeting and the Level One screening meeting are included in Appendices. Below is a summary.

- The universe of alternatives brainstorming exercise developed fourteen alternatives. At this brainstorming exercise, the Project Team included nineteen individuals representing ITD, BMPO, City of Idaho Falls, Bonneville County, BYU-Idaho professor, a Citizen and consultant team members.
- The fourteen concept alternatives were categorized as either “on-alignment” or “off-alignment” and each was given a unique name and shown over aerial maps as sketches.

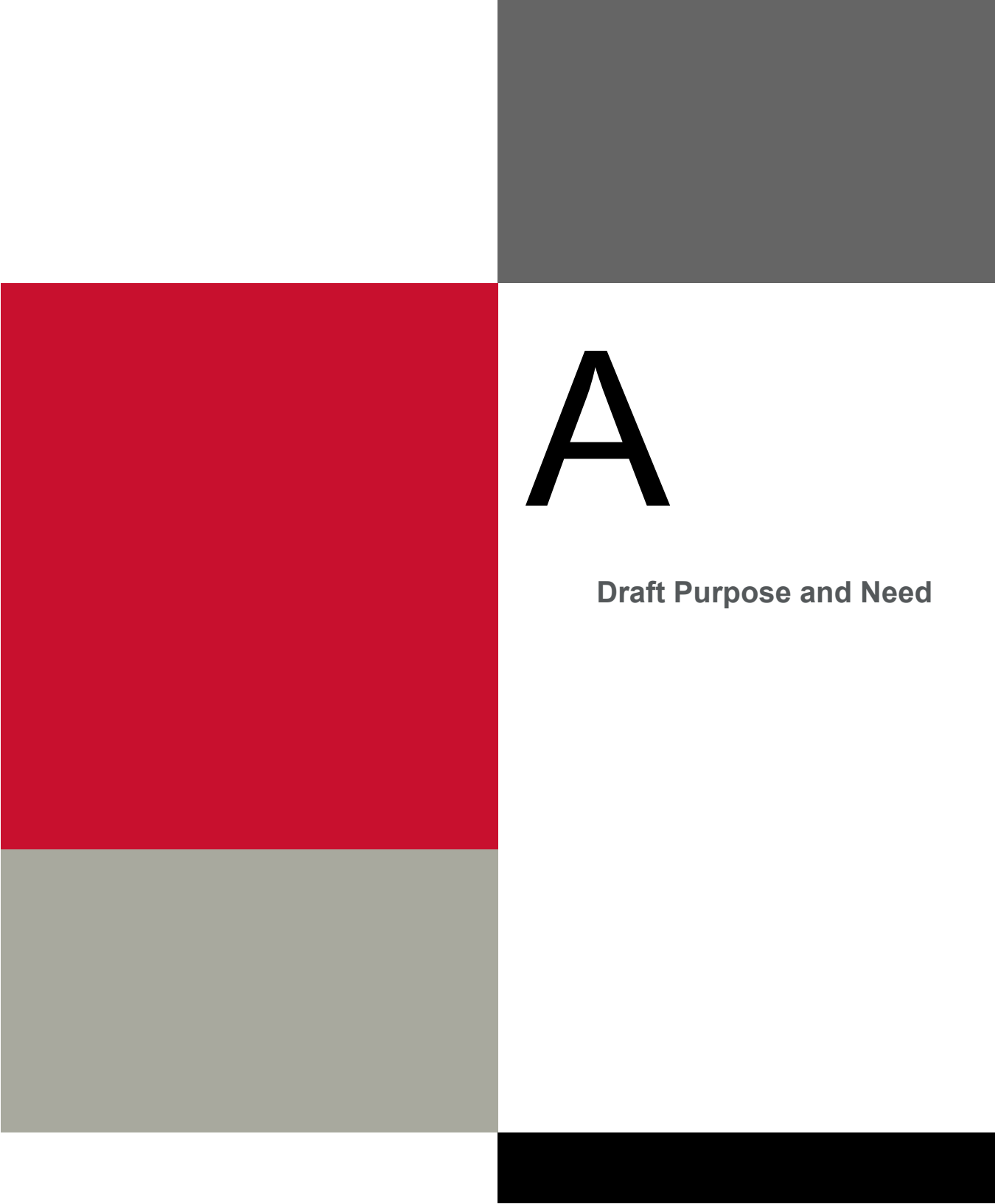


- The purpose and need and project goals, sketch concept alternative maps, alternative descriptions and the evaluation criteria matrix were provided to the Project Team to be used for review prior to for the Level One Screening meeting.
- At the Level One screening meeting, nine of the fourteen alternatives were recommended to advance to Level Two analysis.
- The Level One alternatives and the results from the screening meeting were presented to the public at an open house public meeting.
- Input from Community Working Group Meeting #3 was used in developing a new alternative (US-20 one way couplet) that will be added to the other nine concept alternatives and considered in Level Two, for a total of ten concept alternatives.

Next Steps

For Level Two, the Project Team will:

- Complete a design criteria matrix to aid in the coarse development of geometrical layouts of each alternative.
- Complete the travel demand modeling for the planning year, 2045, for each concept alternative.
- For each alternative, identify bridge locations, major utility conflicts, ped/bike/multi-modal routing/connections, right of way needs, local access roads connections; review of land use planning, freight plans, identify environmental concerns/constraints, future developments/economics.
- Meet to review and screen the alternatives against the Level Two evaluation criteria matrix.
- Present a draft Level Two alternatives and draft screening results to the public in the spring of 2019.



A

Draft Purpose and Need

DRAFT PURPOSE AND NEED DEVELOPMENT

May 8, 2018

Introduction

This Purpose and Need Statement for potential transportation improvements on I-15 and U.S. 20 in or near Bonneville County and Idaho Falls was developed after analysis of existing conditions and in coordination with stakeholder agencies and the public.

The primary users of these corridors include:

- North-south through traffic (i.e. coming and going from the south toward Yellowstone)
- Traffic destined for central Idaho Falls
- Local crosstown traffic (moving from one side of the city to the other using the interstate)

All three user groups, which include travelers of all types (auto, freight, bus, bicycle, and pedestrian) are increasing in volume, and demand is expected to increase into the near future. The project is being conducted to figure out how to accommodate these now and into the future, with improved capacity, safety, and mobility.

In the following section we will define a Purpose and Need as well as additional project goals.

- The “Purpose” is a concise statement defining the transportation problem to be solved.
- The “Needs” identify the specific deficiencies recognized through analysis of existing and projected conditions and provide data to support the Purpose statement. The needs are summarized here and will be fully documented in the Existing Conditions Report (in development, to be completed summer 2018), prepared as part of this PEL study.
- “Additional Goals” are also included to identify related and important objectives identified by project stakeholders that may be considered during project development, but are not the reason the project is being developed.

Project Purpose (indicates how the project action proposes to address the problem)

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.

Project Needs (details the problem, today and in the future)




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
 - a. Traffic backs up at exit ramps

- b. Substandard lane change / merge space between exits
 - c. Interchanges are spaced too closely together
- 2. Reduce congestion at the I-15/US-20 interchange, particularly for traffic exiting US-20 towards southbound I-15 at the onramp, and for northbound traffic on I-15 exiting at US-20 eastbound exchange, which both operate at a current LOS D
 - a. High volumes of freight traffic
 - b. High volumes of peak hour local commuter traffic
 - c. Limited crossings of railroad and river funnel traffic to the I-15/US-20 corridor
- 3. Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors
 - a. Built and natural barriers limit safe connectivity to adjacent facilities and the river and adjacent multiuse trails
 - b. According to the 2008 BMPO Bicycle and Pedestrian plan the corridor's "existing facilities are either inadequate, deficient, or associated with various problems."
- 4. Address future travel demand forecasts
 - a. Current infrastructure will not accommodate travel demands of increasing local growth and regional tourism
 - b. Current infrastructure is projected to operate at Level of Service E or F at the interchange of I-15/US-20 by the year 2045, which will not appropriately provide for future growth as identified in adopted local (City, County, and MPO) land use and comprehensive plans.

Additional Goals

- 1. Provide transportation facilities that improve access to local schools, recreation facilities and commercial areas that support local land use plans while also reducing the negative impacts of the existing infrastructure on those community resources.
- 2. In addition to improvements to pedestrian and bicycle facilities in the corridor, seek to provide additional connections to the surrounding multi-modal network.
- 3. Provide improvements that serve all types of travelers including local commuters, freight, and regional tourism.
- 4. Consider new infrastructures impacts to local roads through coordination with Idaho Falls and Bonneville County.
- 5. In addition to identification and mitigation of any direct environmental impacts of the proposed improvements, seek to provide additional opportunities for the project to enhance local environmental resources.



B

Evaluation Criteria Matrix



I-15/US-20 Connector – Level 1 PEL Evaluation Matrix

Better



Good



Fair










Negative



Not Applicable

N/A

Criteria	Improves Safety	Improves Congestion	Enhances Ped/Bike Opportunity	Accommodates Future Travel Demand	Minimizes Environmental Impacts	Economic, Demographics, and Market impacts	B/C Analysis and/or comparison of lifecycle costs and constructability	Improves Access	Notes
Level 1 Screening Question	Does the alternative improve bike, pedestrian, and vehicle safety on I-15 and US-20 including the interchange on and off-ramps?	Does the alterative reduce congestion on I-15 and US-20?	Does the alternative enhance or improve bicycle, pedestrian, transit and vehicle connectively throughout the I-15/US-20 study area?	Does the alternative improve travel time reliability on I-15 and US-20 in the study area?	Does the alternative meet the purpose and need of the project?	Does the alternative enhance or improve economic, demographic, and market conditions in accordance with City, County, and MPO land use and comprehensive plan objectives and goals?	Does the alternative provide options for phased improvements?	Does the alternative improve access to local resources including schools, recreational facilities, and commercial areas?	
No Action Alternative							N/A		
I.A On Alignment Split Access for IC 118/119									
I.B On Alignment Free Flow for 118/119 Interchanges									
I.C On Alignment Free Flow for 118, 119 & Fremont Interchanges									



I-15/US-20 Connector – Level 1 PEL Evaluation Matrix

Better

Good

Fair

Negative

Not Applicable
N/A

Criteria

- Improves Safety
- Improves Congestion
- Enhances Ped/Bike Opportunity
- Accommodates Future Travel Demand
- Minimizes Environmental Impacts
- Economic, Demographics, and Market impacts
- B/C Analysis and/or comparison of lifecycle costs and constructability
- Improves Access
- Notes

I.D On Alignment
Increase Capacity for Interchanges

II.A Off Alignment
Anderson Street Connector

I.B Off Alignment
33rd Avenue/Iona Rd Connector

II.C Off Alignment
49th N/Telford Rd Connector

I.D Off Alignment
49th N/Telford Rd Connector with West Extension to 45th W and East to US-26



I-15/US-20 Connector – Level 1 PEL Evaluation Matrix

Better

Good

Fair

Negative

Not Applicable
N/A

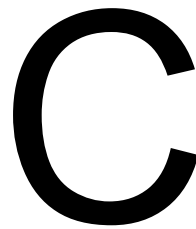
Criteria

Improve Safety	Improve Congestion	Enhance Ped/Bike Opportunity	Accommodate Future Travel Demand	Minimize Environmental Impacts	Economic, Demographics, and Market impacts	B/C Analysis and/or comparison of lifecycle costs and constructability	Improve Access	Notes
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I.E Off Alignment
65th N Connector with West Extension to 45th W and East to US-26

I.F Off Alignment
73 N Connector with West Extension to 45th W and East to US-26

I.G Off Alignment
81 N Connector with West Extension to 45th W and East to US-26



C

**Universe of Alternatives
Brainstorming Meeting
Summary; Evaluation
Questions; Alternative
Descriptions and Exhibits**

Meeting Minutes

Project: I-15/US-20 Connector

Subject: Level 1 Universe of Alternative Brainstorming Meeting

Date: June 7-8th, 2018

Location: ITD District 6 office, Rigby

Attendees:	Lance Bates – Bonneville County	Karen Hiatt, ITD
	Nick Contos – Bonneville County	Drew Meppen – ITD
	Chris Canfield – City of Idaho Falls	Ryan Day – ITD
	Curtis Calderwood – ITD	Darrell West – BMPO
	Tim Cramer – ITD	Derek Noyes - ITD
	Mark Layton – ITD	Kelly Hoopes – Horrocks
	Brad Richards – ITD	Ben Burke – Horrocks
	Jesse Barrus – ITD	Tracy Ellwein – HDR
	Jim Lawrence – BYU Idaho	Cameron Waite - HDR
		Jason Longsdorf – HDR

Day 1 – June 7th (10:30 – 4:30)

The purpose of the meeting was for the Analysis Team to identify a universe of alternatives to address the study's purpose and need and goals. To prepare the analysis team, the team was provided background information ahead of the meeting. The information provided included:

1. Project Purpose and Need (*KN20065-M_20180314_Purpose and Need.pdf*)
2. Aerial maps of project study area
3. Environmental Scan Document by HDR, dated May 29th, 2018
4. Meeting Agenda

The meeting started with Tracy explaining what we need to accomplish in identifying alternatives, at a very high level, to meet the project purpose and need and goals. This is the initial step of the range of alternatives development. Jason next discussed the screening process which includes three levels of alternative screening leading to several recommended alternatives to be advanced into a NEPA study. Jason provided an overview of the environmental scan and environmental resource that were identified.

These include wetlands and water resources, land use, Section 4(f) properties, cultural resources, environmental justice, hazardous material, recreational areas, and biological resources.

Kelly and Cameron provided an overview of the existing traffic conditions, planning year forecast and the level of service for the planning year 2045 no build condition. Included in the traffic study was an origin and destination study that shows that split between local and regional traffic is 60% local and 40% regional. Consideration in alternative development needs to include supporting the regional (pass-through) traffic. They also discussed the sensitivity analysis of possible interchange locations north of Exit 119 and connector roads to the east that would have an impact on the study area traffic models.

Three groups were created with three to four team members in each group. Team members were a diverse mix to include agency staff and design team staff. The three teams spent the rest of the meeting brainstorming and exploring alternatives and sketching them on the provided maps. At the end of the day, each team presented their ideas to the group.

Following the group presentation, Tracy, Kelly, Cameron and Jason took all the alternatives and categorized them into broad concept ideas, combining those that were similar and assigned each distinct alternative a name.

Day 2 – June 8th (8:30 – 3:00)

The group was asked to share any new ideas they may have considered since the previous day. The groups were mixed up to refine the broad range of concepts developed the previous day, different than the ones they were involved with the day before. Each group advanced the concepts further, developed a list of hybrid alternatives and developed alternative descriptions.

In summary,

- The Analysis Team developed 14 alternatives
- The alternatives were categorized as either “on-alignment” or “off-alignment”
- Each alternative was given an unique name and a description
- Each concept was then drawn over aerial maps with the alternative name
- The sketch concept alternative maps and alternative description was sent to the analysis team and others from the agencies to be used for the Level One Screening meeting (July 24, 2018).



I-15/US-20 PEL DRAFT Evaluation Questions

DRAFT Evaluation Questions

June 1, 2018

Needs, Goals, and Objectives	Level 1 Criteria Questions	Level 1 Responses	Level 2 Criteria Questions	Level 2 Responses (all responses include qualitative discussion)	Level 3 Criteria Questions	Level 3 Responses (quantitative data and qualitative discussion)
Safety	Does the alternative improve safety on I-15 and US-20, including the interchange on or off-ramps?	Yes/No	Does the alternative reduce backups on the exit ramps?	Yes (identify which)/No	How well do ramp signals operate?	Ramp signal LOS
			Does the alternative provide the opportunity to address geometric deficiencies on I-15, US-20 and interchange ramps, including substandard lane width, acceleration, deceleration, and weaving distance between exits?	Yes/No		
					Does the alternative provide adequate weave distance?	What is the total weave distance provided between consecutive ramps?
					Does the alternative provide standard 12-foot lane widths?	What is the total number of corridor lane-miles that are narrower than 12 feet?
			Does the alternative address substandard interchange spacing on I-15 and US-20?	Yes/No	Does the design option provide adequate distance between ramps?	What is the total distance between ramps?
Congestion	Does the alternative reduce congestion on I-15 and US-20?	Yes/No	Are changes in access (closures or relocations) expected to reduce crashes?	Yes/No	Does the alternative reduce the number of predicted crashes?	What is the total number of predicted crashes based on HSM analysis?
			Does the alternative increase the capacity of I-15 and US-20?	Yes/No	What is the capacity of I-15/US-20 in the alternative?	What is the total number of vehicles able to be moved through the corridor in a given peak period?
			Does the alternative separate regional through trips and local destination trips?	Yes/No	Does the alternative reduce end-to-end travel times through the corridor?	What is the end to end travel time in the corridor?
			Does the alternative improve freight movement?	Yes/No	How does the alternative affect freight traffic?	What are the out of direction movements and/or total delay for high volume freight routes?
			Does the alternative provide improved, alternative, or additional crossings of railroad and river?	Yes/No	Is there an alternative or redundant crossing provided in the alternative?	How many lanes cross the railroad and river?
Local bicycle, pedestrian, transit and vehicle connectivity	Does the alternative enhance or improve bicycle, pedestrian, transit and vehicle connectivity throughout the I-15/US-20 project area?	Yes/No	Does the alternative enhance or improve bicycle, pedestrian, transit and vehicle connectivity throughout the I-15/US-20 project area?	Yes/No	Does the alternative affect traffic volumes on parallel facilities?	What are the projected volumes and LOS on parallel facilities?
					Does the alternative support current and future bicycle connection needs in the Study area?	What are the number of bicycle crossings and new trail provided?
					Does the alternative support current and future pedestrian connection needs across I-15 and US-20?	What are the total number of pedestrian crossings and/or new sidewalk or multiuse trails that meet BMPO 2008 Bike/Ped plan standards?
					Does the alternative support current and future transit connection needs across I-15 and US-20?	What connections are supported?
					Does the alternative support current and future local vehicle connection needs across I-15/US-20?	What connections are supported?



I-15/US-20 PEL DRAFT Evaluation Questions

DRAFT Evaluation Questions

June 1, 2018

Needs, Goals, and Objectives	Level 1 Criteria Questions	Level 1 Responses	Level 2 Criteria Questions	Level 2 Responses (all responses include qualitative discussion)	Level 3 Criteria Questions	Level 3 Responses (quantitative data and qualitative discussion)
					Does the alternative improve connections/transfers to surrounding multi-modal network?	What connections are supported?
Future Travel Demand	Does the alternative improve travel time reliability on I-15 and US-20 in the Study area?	Yes/No	Does the alternative provide capacity improvements to address projected population and tourism growth?	Yes/No	Does the alternative address 2045 peak hour congestion?	What are the 2045 peak hour congestion rates?
			Does the alternative provide LOS improvements to adequately address future growth as identified in adopted City, County, and MPO land use and comprehensive plans? <i>*(Acceptable LOS per BMPO Long Range Transportation Plan = LOS A-D)</i>	Yes/No	Does the alternative operate at a 2045 LOS consistent with existing BMPO planning documents (LOS A-D is acceptable)?	How well does the alternative accommodate future local land use and population changes?
					Does the alternative provide flexibility to accommodate increases in volume beyond the planning year?	Yes/No
Environmental	Does the alternative meet the purpose and need of the project?	Yes/No	Will the environmental impacts require additional agency approvals or permits?	Yes/No	What environmental impacts have been identified?	Identify environmental impacts.
			Does the alternative create any unavoidable impacts to environmental resources?	Yes/No and list the resources and type of impact.	Are necessary mitigations for any environmental impacts likely to limit design flexibility or affect the overall schedule and cost?	Identify agency approvals and permits required (especially for 404, Section 106, 4f, 6f, etc.)
			Does the alternative provide enhancement to local environmental resources?	Yes/No	What enhancements would the alternative provide?	Identify enhancements.
Public Support			Does the alternative create any controversial issues?	Yes/No	What are the obvious public concerns the project will have to address?	Identify public perception/support issues.
Cost/ Constructability	Does the alternative provide options for phased improvements?	Yes/No			Would phased improvements include throwaway improvements?	Identify improvements might be thrown away at a later phase of design.
					Would the alternative redirect traffic to other local roads?	Identify impacts to alternative local roads.
					What is the lifecycle cost of the alternative?	Identify lifecycle cost of alternative.
Access	Does the alternative improve access to local resources including schools, recreational	Yes/No			Is the improved access to local resources beneficial to the intent/use of the local resource?	Describe the change to the access and the likely impact on the resource.
					Does the alternative reduce access to local resources?	Describe how the access is reduced and the likely impact on the resource.



I-15/US-20 PEL DRAFT Evaluation Questions

DRAFT Evaluation Questions

June 1, 2018

Needs, Goals, and Objectives	Level 1 Criteria Questions	Level 1 Responses	Level 2 Criteria Questions	Level 2 Responses (all responses include qualitative discussion)	Level 3 Criteria Questions	Level 3 Responses (quantitative data and qualitative discussion)
	facilities, and commercial areas?					



I. On Alignment Alternatives			
	I.A Split Access for IC 118/119	I.B- Free Flow for IC 118/119	I.C Free flow 118/119 & Fremont
Description	<p>Exits 118 and 119 become one single split interchange with one-way collector – distributor (CD) roads that connect Broadway and Grandview/US-20. The CD Roads would be one-way traveling in the same direction as the I-15 divided lanes (east side CD travels northbound [NB], west side CD travels southbound [SB]).</p> <ul style="list-style-type: none">• Texas turnarounds provided for U-turns between the NB and SB CD roads at each exit. Vehicles can access Grandview or Broadway at signalized intersections.• Lindsay Blvd. interchange is removed and a new local road connection from Lindsay to the system is provided. Two potential locations are shown in the drawing.• This system can be combined with direct connection flyover ramps from I-15 to US-20 or any options to reconfigure the Fremont and Science Center interchanges.• May be companioned and/or staged with other options presented.• New Pedestrian Crossing over I-15 between 118 and 119.	<ul style="list-style-type: none">• New free-flow connector ramps are constructed between I-15 near exit 118 connecting to US-20 before the Fremont interchange, separating all through traffic from all interchanges. Fremont, Science and Lewisville interchanges remain in their current configurations.• These free-flow connector ramps are full access control and elevated with grade separations.• Modify Broadway Interchange and Grandview Interchange to high capacity interchange.• Remove the Lindsay Interchange and replace with a local road connection between Fremont and Lindsay over the river.• New Pedestrian Crossing over I-15 between 118 and 119.	<ul style="list-style-type: none">• Same alternative as I.B with the addition of a high capacity interchange at Fremont and extension of the free-flow connector ramps beyond the Fremont interchange..
Safety	<ul style="list-style-type: none">• Eliminates weaving and acceleration issues on I-15 between Exits 118 and 119.• Moves queues from the Exit 119 NB off-ramp so they do not back up onto I-15.• Removes Lindsay interchange ramps, increasing weaving and acceleration distances between interchanges in the system.• New Lindsay connections allow new, separate ped/bike facilities away from I-15 and US-20.• CD roads allow traffic going to different destinations to weave and change lanes at lower speed (35-45 mph vs. 65 mph), separate from I-15 traffic	<ul style="list-style-type: none">• Reduces traffic on the NB 119 off-ramp, which removes the potential for queuing back to I-15.• Reduces volume of traffic at the weaving location between Exits 118 and 119.• Conversion of existing US-20 at the connection to I-15 allows for improved ped/bike accommodations.	<ul style="list-style-type: none">• Same alternative as I.B• Remove pedestrian conflict points with the at-grade ped/bike crossings at the ramps with new Fremont interchange.
Congestion	<ul style="list-style-type: none">• Remove queues from backing onto I-15, more room for queues on CD road.• Allow U-turns at each exit for full access to CD roads, improves mobility through the system.• Signal timing with adjacent signals on Broadway to move traffic.• CD roads allow traffic going to different destinations to weave and change lanes at lower speed (35-45 mph vs. 65 mph), separate from I-15 traffic, reducing conflict.• Allows dual left turn lanes from WB US-20 to SB CD and from Broadway to NB CD, reducing queues and moving more cars per signal cycle.	<ul style="list-style-type: none">• Removes through traffic accessing US-20 from 118/119 interchanges.• Reduces travel times.	<ul style="list-style-type: none">• Same alternative as I.B
Future Travel Demand	<ul style="list-style-type: none">• Can be a short term solution to serve demand until it grows, then in 2030 or 2035 add flyovers, NB connector, etc., to move I-15 to US-20 demand from the split diamond. The split diamond would serve the reduced demand for local connections.• Limited by the number of turn lanes provided at signalized intersections.• Need to evaluate need for additional capacity on local “US-20 alignment”.	<ul style="list-style-type: none">• Long-term solution however not expandable at Exits 118 and 119.• The free flow connector ramps can be expanded to travel through Fremont and Science Center (Alt I.C)	<ul style="list-style-type: none">• Long-Term solution through however not expandable at Science Center interchange.
Environmental	<ul style="list-style-type: none">• Potential new crossing over river and railroad for a Lindsay connection alternative.• Temple View Elementary on west and industrial area and railroad on the east could be impacted by CD roads.• Noise impacts• Visual effects	<ul style="list-style-type: none">• New crossings over river, railroad, Lindsay, US-20 and I-15.• Elevated roads cause visual and audible impacts.	<ul style="list-style-type: none">• Same as I.B



Cost/Constructability	<ul style="list-style-type: none">• Could be built mostly within existing ROW, require significant staging of existing traffic during construction.• Replace I-15 bridge over Broadway to allow more lanes and Texas turnaround lanes.• Expand or replace Grandview bridge over I-15 to allow more lanes and Texas turnaround lanes.• One Lindsay Alternative (north) requires 2 new bridges over railroad and river.• Addresses immediate needs and allows more time to develop flyovers, NB connector, etc., to move I-15 to US-20 demand. The split diamond can continue to serve the reduced demand that is more “local” traffic while the long term solution serves “regional” traffic.	<ul style="list-style-type: none">• Difficult staging for on-alignment work• High impact to mobility during construction• Numerous new structures, some elevated in two and three levels over existing and proposed roadways	<ul style="list-style-type: none">• Same as I.B
Access	<ul style="list-style-type: none">• Maintains all existing connections from I-15 and US-20 to local streets, with the Lindsay interchange removed and new local street connections to access I-15 and US-20.	<ul style="list-style-type: none">• Separates regional vs local access at three interchanges. Provide a new access for Lindsay from local road.• Lindsay to become a local road connection with a new river bridge.	<ul style="list-style-type: none">• Same as I.B

	I.D Increase Capacity		
Description	<ul style="list-style-type: none">• Reconstruct and expand system in same corridor with lane expansion on I-15, US-20, and the interchanges.• Rebuild 118 interchange, 119 interchange, and Science Center interchange into high capacity interchanges.• Close Lindsay interchange and provide a new Lindsay local connection with a new local system bridge north of US-20.• Convert Fremont from an interchange to an overpass• Make Science Center a full interchange. Traffic using the Fremont interchange will use the Science Center interchange.		
Safety	<ul style="list-style-type: none">• Removes 4 conflict points with removal of 2 interchange's• Eliminates weaving issues between the Exit 119, Lindsay, and Fremont interchanges.• Removes vehicles slowing to exit at Fremont and Lindsay from US-20, reducing speed differences between vehicles		
Congestion	<ul style="list-style-type: none">• Reduces congestion associated with vehicles entering and exiting Lindsay and Fremont interchange's	.	
Future Travel Demand	<ul style="list-style-type: none">• Not expandable. No possibility to connect US-20 to US-26		
Environmental	<ul style="list-style-type: none">• New US-20 bridge over the canal• Maintain the same footprint for US-20• New Lindsay Blvd. connection over the canal and the river		
Cost/Constructability	<ul style="list-style-type: none">• Difficult staging for on-alignment work• High impact to mobility during construction• New structures over railroad for Science Center interchange		
Access	<ul style="list-style-type: none">• Removes access points to local roads with removal of Lindsay and Fremont interchange's. Provide a new access for Lindsay from local road.		



II. Off Alignment Alternatives			
	II.A – Anderson Street Connector	II.B – 33rd Avenue/Iona Rd. Connector	II.C - 49th N/Telford Rd Connector
Description	<p>Provide a system interchange to the north of Exit 119 interchange with a new river crossing, railroad crossing, Canal Crossing South of Freeman Park, and Science Center Drive.</p> <ul style="list-style-type: none">Intent of this option is to fully separate the through I-15/US-20 traffic from the local roadway network while maintaining access for local traffic across the existing railroad, canal and river crossings. May be companioned/staged with other options presented.Move connection of US-20 to I-15 to the north as described.US-20 between the Grandview exit 119 and Science Center becomes a local road.Install US-20 EB entrance ramp and WB exit ramp at Science Center to US-20.Remove the connection of US-20 between Fremont Drive/Riverside and Science Center and install a frontage road to connect to Science Center.Address ped/bike crossings with all new roads and establish options for separated traffic on the old US-20 alignment between Grandview and Science Center Drive.	<p>New US-20 alignment travels west from the Lewisville interchange aligned with 33rd/Iona Rd and connects to I-15 with a system interchange north of Exit 119. (33rd could eventually be connected all the way across to US-26.).</p> <ul style="list-style-type: none">Exit 118 and 119 are improved together (see I.A Split Access for interchange 118/119)WB US-20 movement flies over I-15 and then has the option to merge onto I-15 (north of Grandview) or exit at Grandview – which also provides access to CD road to exit at Broadway – only way to get to Broadway.Existing US-20 alignment becomes a new commercial route. Existing improvements remain intact across the river. Lindsay connection remains as is. US-20 comes down to grade at Fremont (could be signalized or a roundabout). Provide a similar at grade intersection treatment at Science Center Drive.Carry existing old US-20 alignment north of Science Center Drive and provide a new connection midway between Anderson and Iona to Holmes.	<p>New US-20 alignment travels west from north of the Lewisville interchange aligned with 49th N/Telford Road and connects to I-15 with a system interchange north of Exit 119. (This alignment could eventually be connected all the way across to US-26.).</p> <ul style="list-style-type: none">US-20 rejoins the current alignment at the St Leon interchange.Requires a river crossing, 5 new structures over county roads, and 2 structures over the railroad.Existing US-20 will be severed at 15th and connects with county roads.Existing US-20 to be downgraded to a local roadway.
Safety	<ul style="list-style-type: none">Eliminates stop control for NB I-15 to EB US-20.Increases the distance for vehicles to make merge/weave movements for the I-15/US-20 traffic interface.Conversion of existing US-20 allows for improved ped and bike accommodations.Eliminates weaving issues between the Exit 119, Lindsay, and Fremont interchanges.There will be a relatively short weaving section between Exit 119 and the new US-20 interchange on I-15	<ul style="list-style-type: none">Eliminates stop control for NB I-15 to EB US-20 and WB US-20 to SB I-15.Eliminates several weave movements, extends the weaving distance for others, and provides adequate acceleration and deceleration lengths on I-15, US-20, and old US-20.Conversion of existing US-20 allows for improved ped and bike accommodations.	<ul style="list-style-type: none">Eliminates stop control for NB I-15 to EB US-20.Eliminates several weave movements, extends the weaving distance for others, and provides adequate acceleration and deceleration lengths on I-15, US-20, and old US-20.Conversion of existing US-20 allows for improved ped and bike accommodations.
Congestion	<ul style="list-style-type: none">Highest volumes are served without stop control or traveling through an interchange.East/west Grandview movements no longer in conflict with US-20 traffic across I-15.	<ul style="list-style-type: none">Highest volumes are served without stop control or traveling through an interchange.East/west Grandview movements no longer in conflict with US-20 traffic across I-15.	<ul style="list-style-type: none">Highest volumes are served without stop control or traveling through an interchange.Uninterrupted traffic flow between US-20 and I-15.Separates local traffic from regional through traffic.
Future Travel Demand	<ul style="list-style-type: none">US-20/I-15 connection could be widened in the future.Additional options can be implemented for weaving/merge concerns between 118 and 119.Can be implemented with Alternatives II.D-E.	<ul style="list-style-type: none">Provides an alignment to eventually connect US-20 to US-26.	<ul style="list-style-type: none">Existing US-20 will need additional travel lanes for local traffic growth.New connector provides interchange opportunities for growing development north of Idaho Falls.
Environmental	<ul style="list-style-type: none">New crossings over the river, railroad, and canal.Alignment/impacts to park and low-income neighborhoods to be addressed.Noise impactsVisual effects.	<ul style="list-style-type: none">New crossings over the river and railroad.Temple View Elementary could be impacted by frontage road.Noise impactsVisual effects.	<ul style="list-style-type: none">New crossings over river and railroad.Prime farm ground.Near Hatch Pit (construction material dump).Near golf course.Noise impacts to subdivisions.Visual effects.



Cost/Constructability	<ul style="list-style-type: none">• Either long span or multiple bridges over I-15, railroad and river.• The new river crossing can be constructed with no existing traffic traveling through the work zone	<ul style="list-style-type: none">• Either long span or multiple bridges over I-15, railroad and river.• New overpass bridge for River Road and 5th West.• US-26 extension requires new railroad overpass and a new interchange near Hitt.• Phasing issues: New US-20 alignment could be built first, frontage road and ramps would be next and require challenging intersection construction on Broadway and Grandview.	<ul style="list-style-type: none">• Either long span or multiple bridges over I-15, railroad, river and county roads.• System interchange for US-20.
Access	<ul style="list-style-type: none">• Provides new full access system interchange for I-15 and US-20.• Keeps existing US-20 / Grandview interchange for local access• Connects old US-20 at Science Center Drive as a local road only.• Fremont interchange is removed.	<ul style="list-style-type: none">• Provides new full access interchange at I-15 and US-20.• Existing US-20 becomes a local access road, connecting to a local road south of the Lewisville interchange area.• Lewisville interchange is modified to connect to new US-20 alignment.	<ul style="list-style-type: none">• Same as II.B except that existing US-20 connects to a local road south of the St. Leon interchange.• St. Leon interchange is removed.

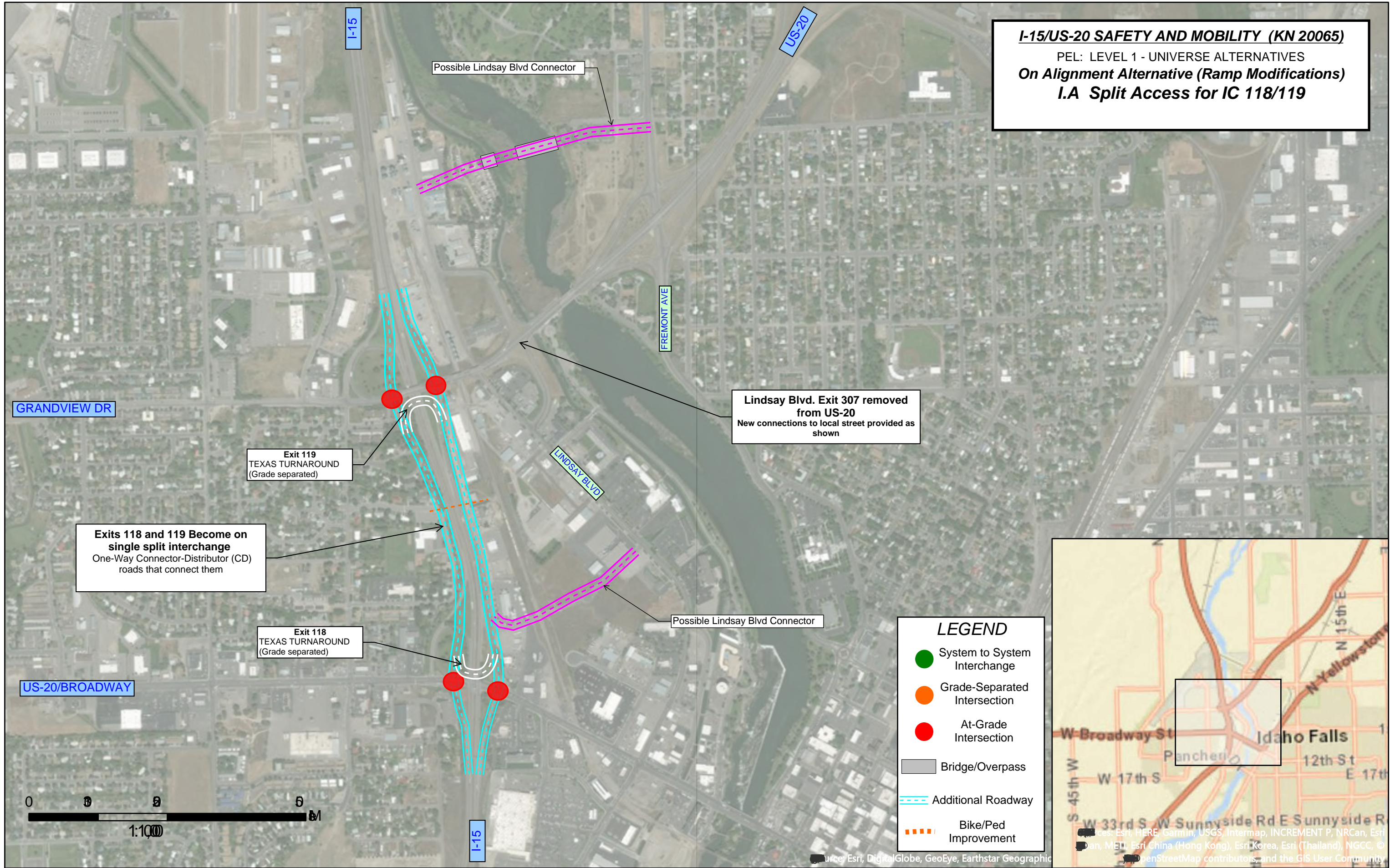


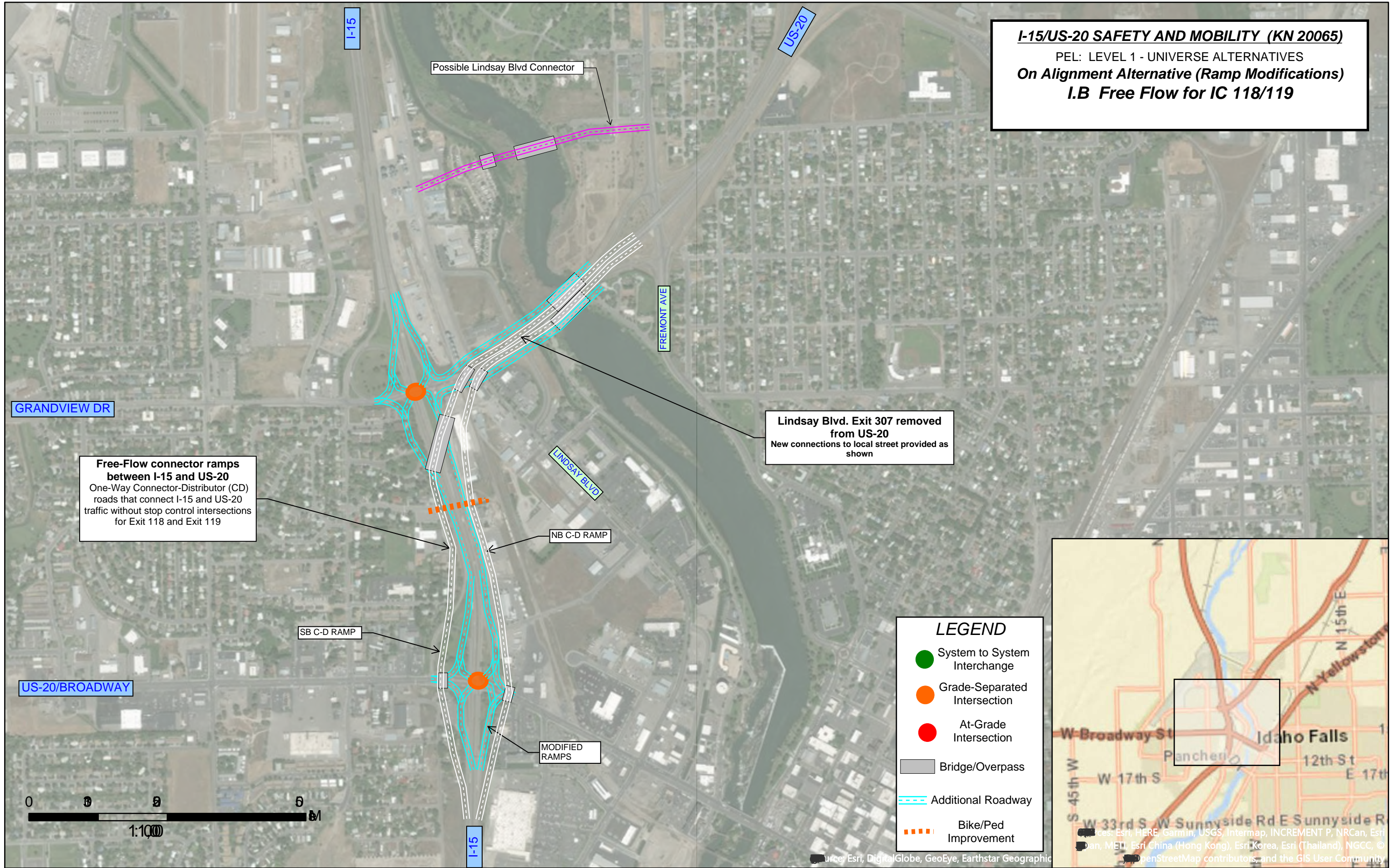
	II.D Alternative II.C with West Extension of 49 th N to 45 th W	II.E – 65 th N/Telford Road Extension	II.F – 73 rd North
Description	<p>II.C Alternative with the addition of a West alignment along 45th W to 49th N to I-15.</p> <ul style="list-style-type: none">• New I-15 interchange is included in the II.C alternative• New US-20 alignment starting west of Idaho Falls travels north on 45th West, connects with 49th North, then heads east to connect with I-15 at the new interchange constructed with Alternative II.C. Extend US-20 connector east to US-26• Requires 5 new structures over county roads and 2 structures over the railroad.	<p>New US-20 alignment starting west of Idaho Falls and heading north on 45th West, connecting with 65th North, then heading east to connect with I-15.</p> <ul style="list-style-type: none">• New interchange with I-15.• Extend 65th North to the east to connect to existing US-20 with a new interchange.• Requires two new river crossings, 5 new structures over county roads and 2 structures over the railroad.• New grade separated intersection at the Lewisville Highway.• New interchange at US-20 and US-26 if connection is desired.• US-20 meanders to avoid farm land, golf course and landfill and then rejoins the existing alignment at Woodruff interchange.• Existing US-20 alignment becomes a new commercial route. Existing improvements remain intact across the river. Lindsay connection remains as is. Carry existing US-20 alignment north to an intersection at Holmes.	<ul style="list-style-type: none">• New US-20 alignment starting west of Idaho Falls heading north on 45th West, connecting with 73rd North, then heading east to connect with I-15.• New Interchange with I-15• Extend 73rd North to the east to connect to existing US-20 with a new interchange.• Requires two new river crossings, 5 new structures over county roads and 2 structures over the railroad.• US-20 could eventually be connected all the way across to US-26• Includes a new overpass at Lewisville Highway.• Existing US-20 alignment becomes a new commercial route. Existing improvements remain intact across the river. Lindsay connection remains as is. US-20 comes down to grade at Fremont (could be signaled or a roundabout). Provide a similar at grade treatment at Science Center Drive - but end US-20 at Science Center.• Carry existing US-20 alignment north to an intersection at Lewisville Highway.
Safety	<ul style="list-style-type: none">• Eliminates stop control for NB I-15 to EB US-20.• Conversion of existing US-20 allows for improved ped and bike accommodations	<ul style="list-style-type: none">• Eliminates stop control for NB I-15 to EB US-20.• Conversion of existing US-20 allows for improved ped and bike accommodations.	<ul style="list-style-type: none">• Eliminates stop control for NB I-15 to EB US-20.• Conversion of existing US-20 allows for improved ped and bike accommodations
Congestion	<ul style="list-style-type: none">• Highest volumes are served without stop control or traveling through an interchange.	<ul style="list-style-type: none">• Highest volumes are served without stop control or traveling through an interchange.	<ul style="list-style-type: none">• Highest volumes are served without stop control or traveling through an interchange.•
Future Travel Demand	<ul style="list-style-type: none">• Need to evaluate need for additional capacity on local “US-20 alignment”• Provides an alignment to eventually connect to US-26.	<ul style="list-style-type: none">• Need to evaluate need for additional capacity on local “US-20 alignment”• Provides an alignment to eventually connect to US-26.	<ul style="list-style-type: none">• Need to evaluate need for additional capacity on local “US-20 alignment”• Provides an alignment to eventually connect to US-26.
Environmental	<ul style="list-style-type: none">• Same as II.C	<ul style="list-style-type: none">• Same as II.C.	<ul style="list-style-type: none">• Same as II.C except for the golf course and Hatch pit conflicts.
Cost/Constructability	<ul style="list-style-type: none">• Either long span or multiple bridges over I-15, railroad and river.• New overpass bridge East River Road (5th East), 5th West, System interchange at existing US-20 and 15th East.• US-26 extension requires new railroad overpass and two more overpasses to the east to connect to US-26.• Phasing issues:Phasing issues:<ul style="list-style-type: none">- New US-20 alignment could be built first.	<p>Same as II.D.</p>	<ul style="list-style-type: none">• Same as II.D.



	<ul style="list-style-type: none">- Reconstruction and decommissioning of US-20 must occur very soon after.		
Access	<ul style="list-style-type: none">• Provides new full access interchange at I-15 and US-20.• US-20 to become a local access road with access points remaining as-is.• New overpasses as main local roads	Same as II.D	Same as II.D

	II.G – Ririe Outlet (North of 81 st)		
Description	<ul style="list-style-type: none">• New US-20 alignment starting west of Idaho Falls and heading north on 45th West, then connecting with 81st North heading east to connect with I-15.• New interchange with I-15 and a new connection to existing US-20 to the east.• A new system interchange to connect US-20 and new US-26.• Requires a river crossing and 5 new structures over county roads and 2 structures over the railroad.• Flyover for US-26 and new US-26B connection.• Existing US-20 will be severed at 25th and connects with county roads.• Existing US-20 to be downgraded to a local roadway.		
Safety	<ul style="list-style-type: none">• Eliminates stop control for NB I-15 to EB US-20.• Eliminates several weave movements – and extends the weaving distance for others and provides adequate accel/decel lengths.• Conversion of existing US-20 allows for improved ped and bike accommodations.• Continuity between west and east side of I-15 traffic flow for US-20.		
Congestion	<ul style="list-style-type: none">• Highest volumes are served without stop control or traveling through an interchange.• Uninterrupted E/W traffic flow between US-20, US-26, and I-15.• Separates local from through traffic.		
Future Travel Demand	<ul style="list-style-type: none">• Existing US-20 will need additional travel lanes for local traffic growth.• West leg of US-20 will need grade separated intersections as area develops.		
Environmental	<ul style="list-style-type: none">• Same as II.CSame		
Cost/Constructability	<ul style="list-style-type: none">• Either long span or multiple bridges over I-15, railroad, river and county roads.• System interchange for US-20 and US-26.• US-26 extension requires new railroad overpass and a new interchange near St. Leon.• Longest option.		



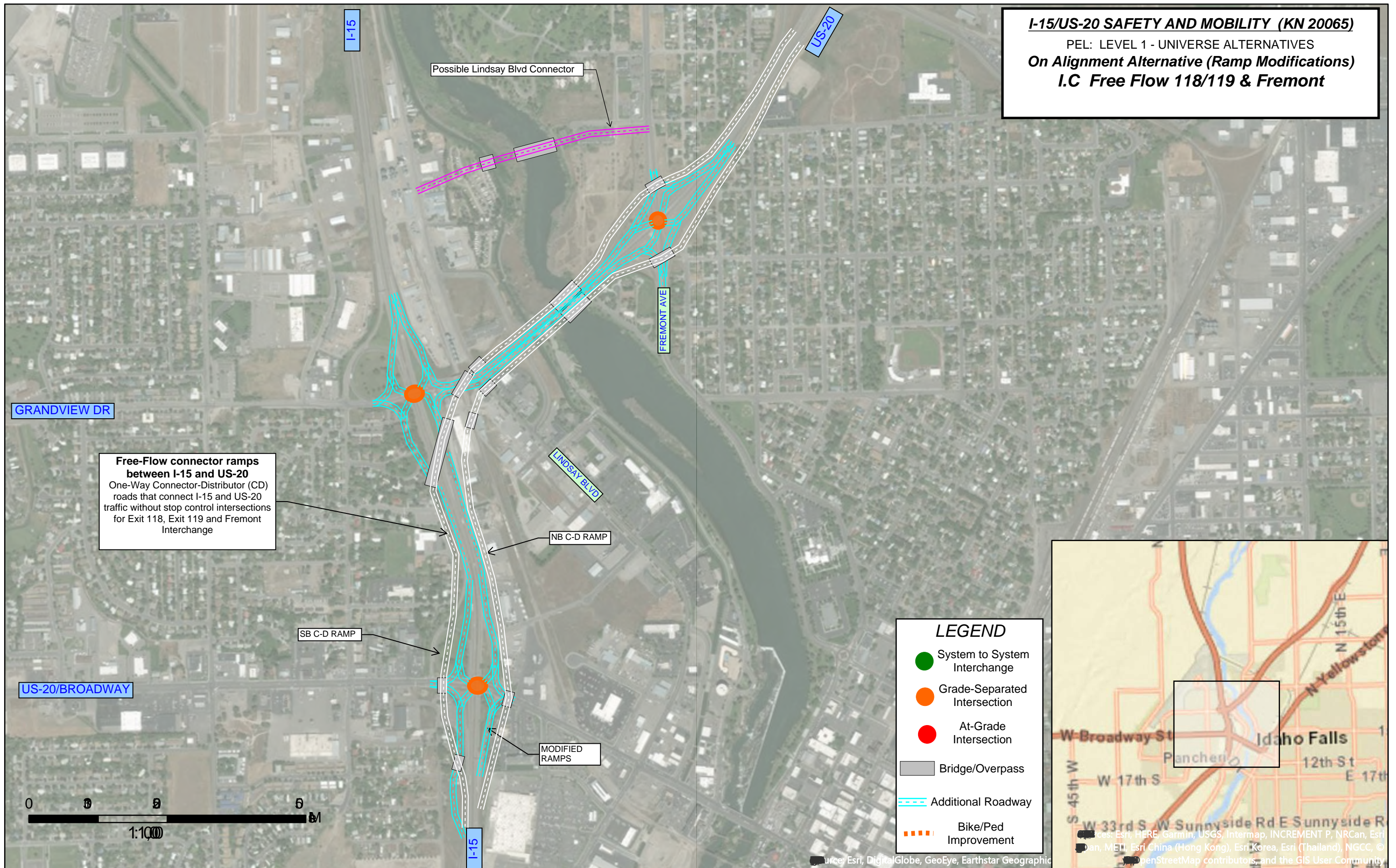


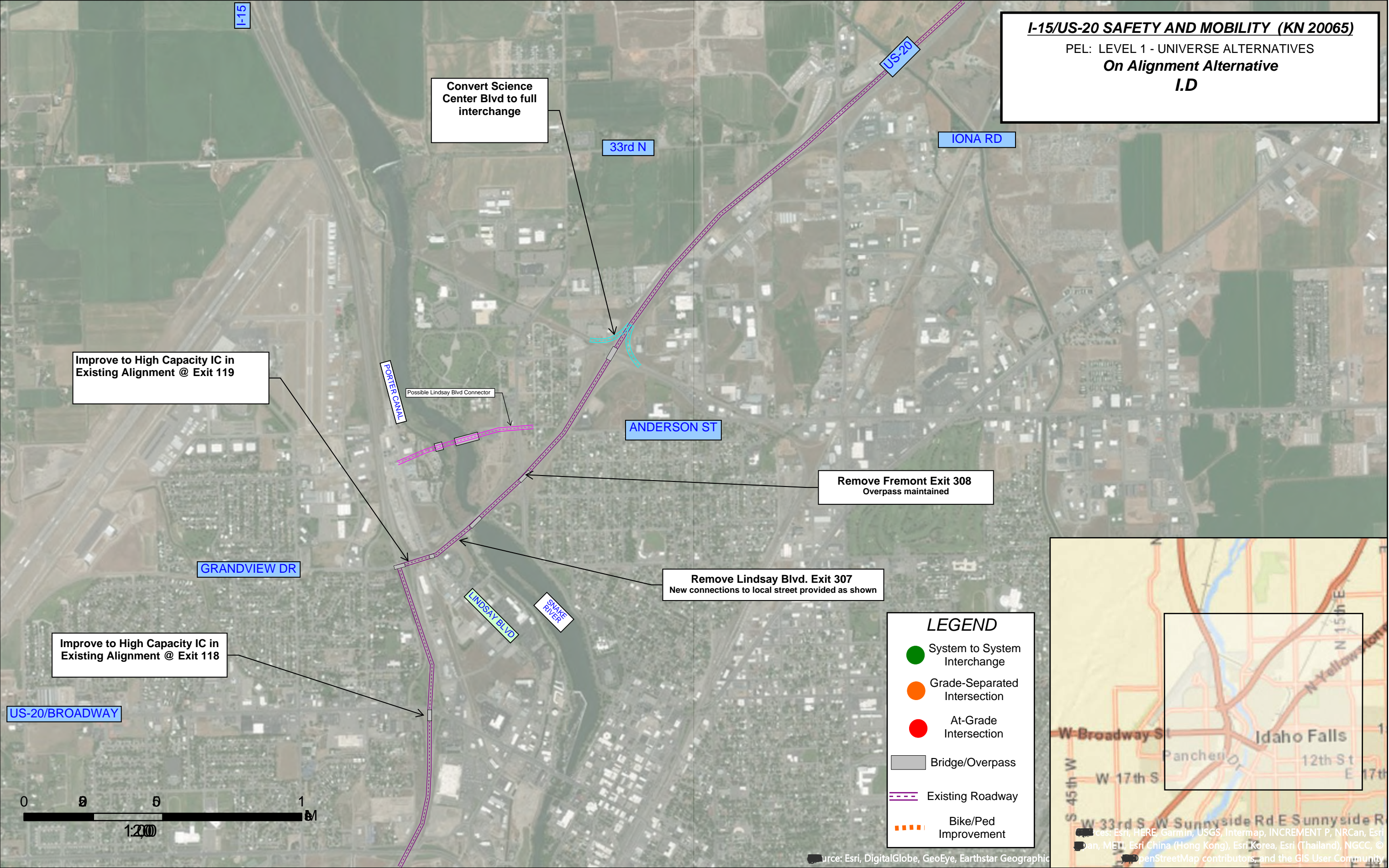
I-15/US-20 SAFETY AND MOBILITY (KN 20065)

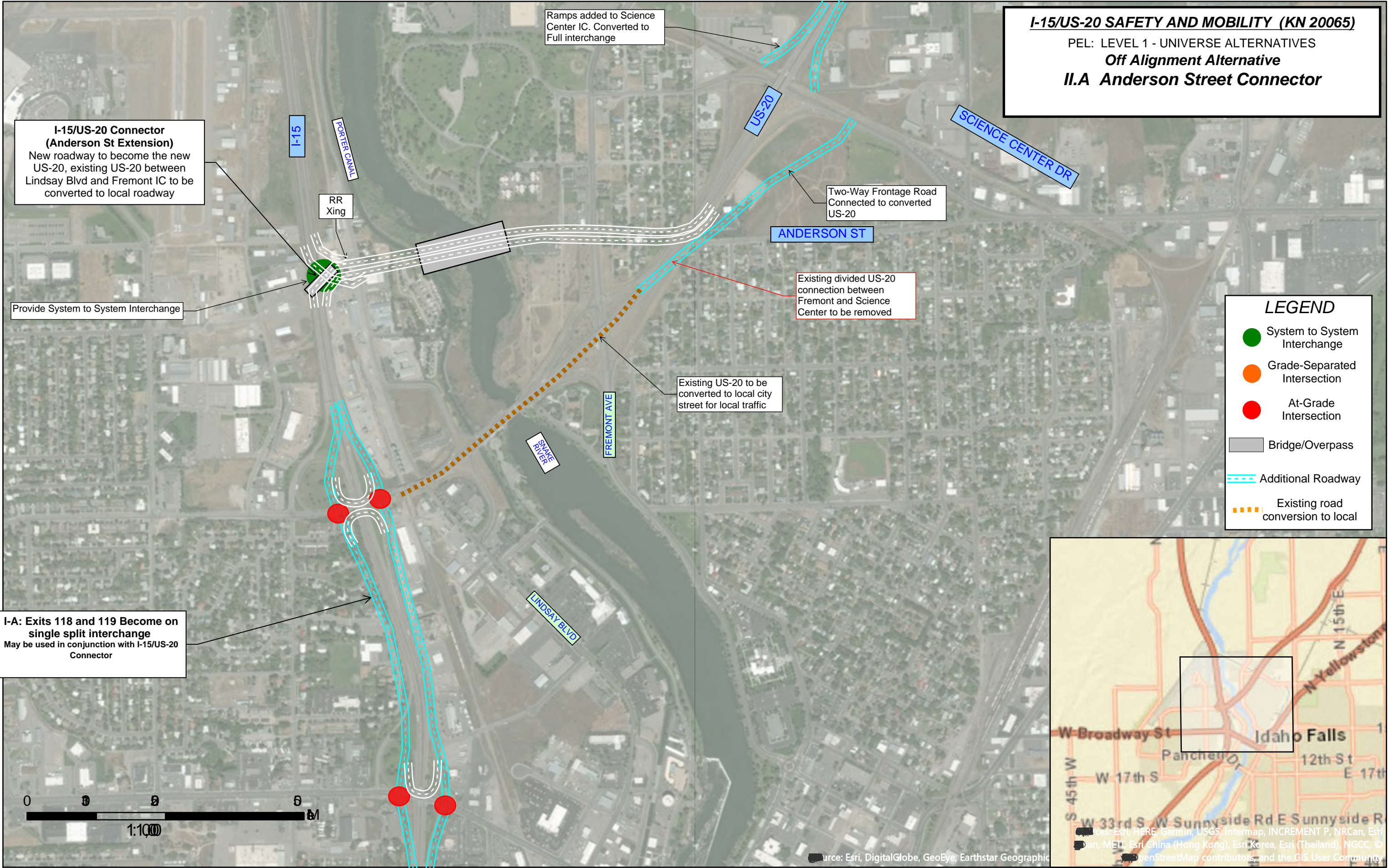
PEL: LEVEL 1 - UNIVERSE ALTERNATIVES

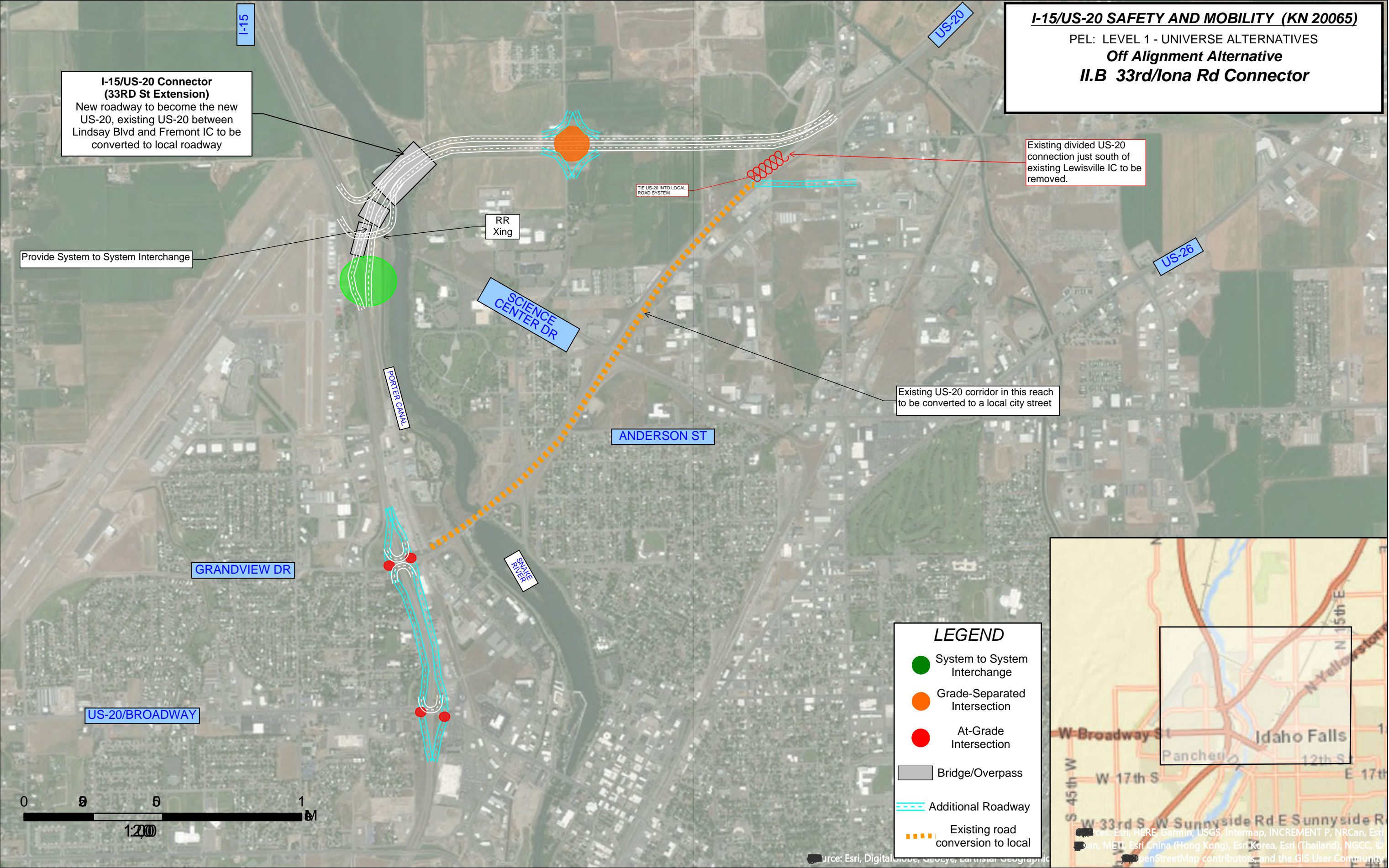
On Alignment Alternative (Ramp Modifications)

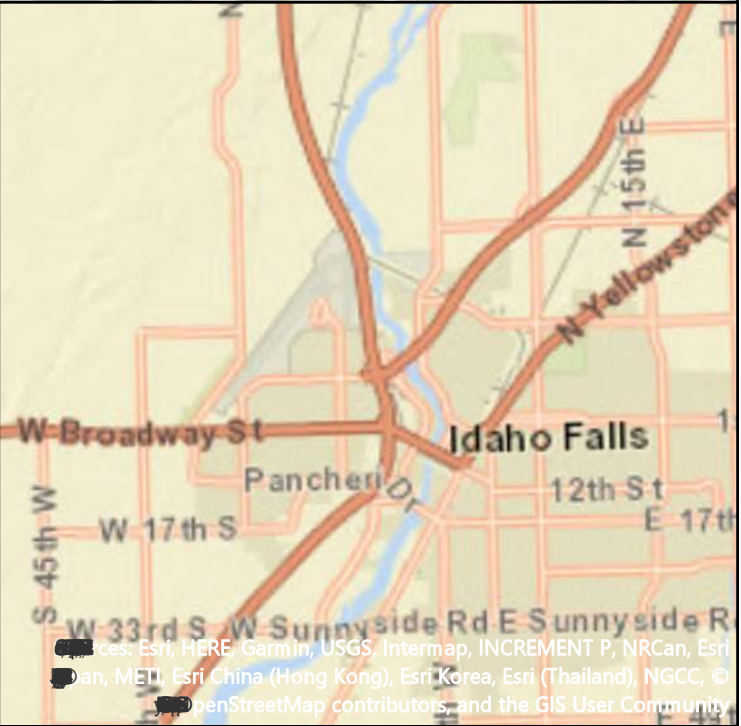
I.C Free Flow 118/119 & Fremont

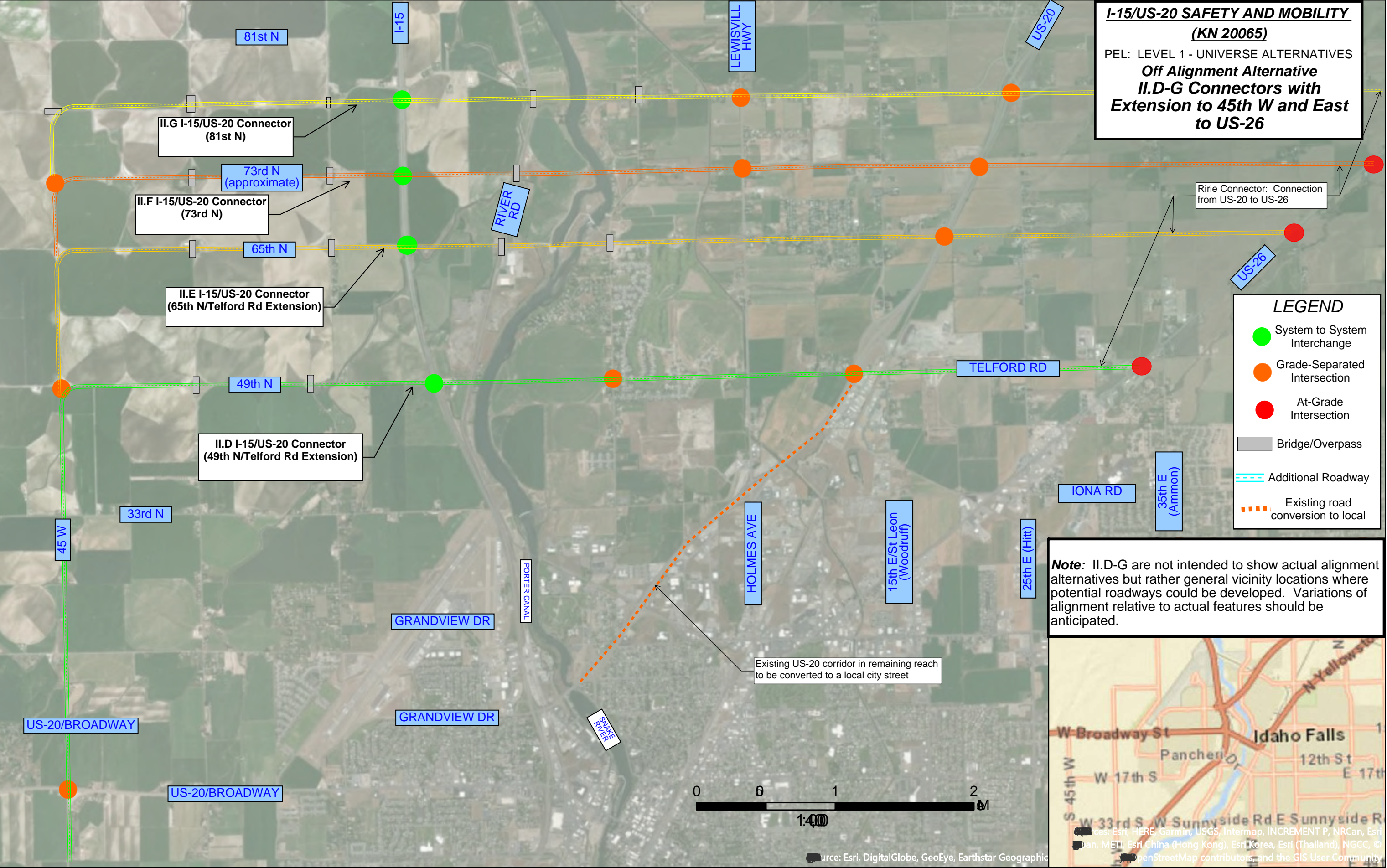













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Level One Screening Meeting Summary

Meeting Minutes

Project: I-15/US-20 Connector

Subject: Level One Screening Meeting

Date: July 24, 2018; 10:00 am

Location: ITD District 6 office, Rigby

Attendees:	Lance Bates – Bonneville County	Karen Hiatt - ITD
	Nick Contos – Bonneville County	Drew Meppen – ITD
	Chris Canfield – City of Idaho Falls	Ryan Day – ITD
	Lisa Applebee – FHWA	Darrell West – BMPO
	Curtis Calderwood – ITD	Derek Noyes - ITD
	Tim Cramer – ITD	Kelly Hoopes – Horrocks
	Mark Layton – ITD	Ben Burke – Horrocks
	Brad Richards – ITD	Tracy Ellwein – HDR
	Jet Johnstone – ITD	Cameron Waite - HDR
	Jesse Barrus – ITD	Jason Longsdorf – HDR

The purpose of the meeting was for the analysis team to review the universe of alternatives developed on June 7th & June 8th against the Level One PEL Evaluation Matrix screening criteria. A conference call was held with the analysis team on June 26, 2018 to explain and orient them on evaluation questions, the screening matrix, figures and descriptions of the alternatives developed. The upfront information provided included the following:

1. Project Purpose and Need (*KN20065-M_20180314_Purpose and Need.pdf*)
2. Universe of Alternatives Level 1 Figures (*KN20065_20180626_Level 1 Alt Figures.pdf*)
3. Alternatives Description Matrix (*KN20065_20180626_Alternatives Descriptions.pdf*)
4. Level 1 PEL Evaluation Matrix (*KN20065_20180626_L1 Evaluation Matrix.pdf*).3
5. *Project Storymap URL link*

<http://iplan.maps.arcgis.com/apps/MapSeries/index.html?appid=c8dac0c590d2474bb545793110de0e43>

Each member of the analysis team reviewed the provided information to complete the evaluation matrix and sent the matrix to HDR prior to the meeting on July 24.

The meeting started with an overview of each of the alternatives with a short Q & A session. Each team member received their evaluation matrix back to review their scoring based on the presentation of the alternatives. Some attendees were unclear on their initial evaluation that alternatives could be combined (such as IA and IIA), so re-visiting the evaluation matrix was valuable.

The evaluation results were compiled by alternative and by criteria to show an overall scoring. The results were shown on a PowerPoint slide show. The Analysis Team discussed the results and based on the compilation, determined of the overall scoring for each alternative relative to the evaluation criteria, what alternatives to advance to Level Two and those alternatives to not be considered further.

The Level One Screening Compilation is attached.

In Summary,

- Level One Screening reviewed 14 alternatives developed during the “universe of alternatives brainstorming”
- Of the 14 Level One alternatives, 9 alternatives were recommended to advance to Level Two analysis.
- The Level One alternatives and the results from the screening were presented to the public at a public meeting on September 5, 2018.
- Input from Community Working Group Meeting #3 was used in developing an additional Level Two alternative (US-20 one way couplet)
- Next steps for Level 2 analysis is a coarse development of geometrics, travel demand modeling, bridge locations, major utility conflicts, ped/bike/multi-modal routing/connections; right of way needs, local access roads connections; review of land use planning; freight plans; identify environmental concerns/constraints; future developments/economics.
- Following the analysis, the team will meet to review and screen the alternatives against the Level Two screening matrix.
- The Level Two results will be presented to the public in late winter/early spring of 2019.

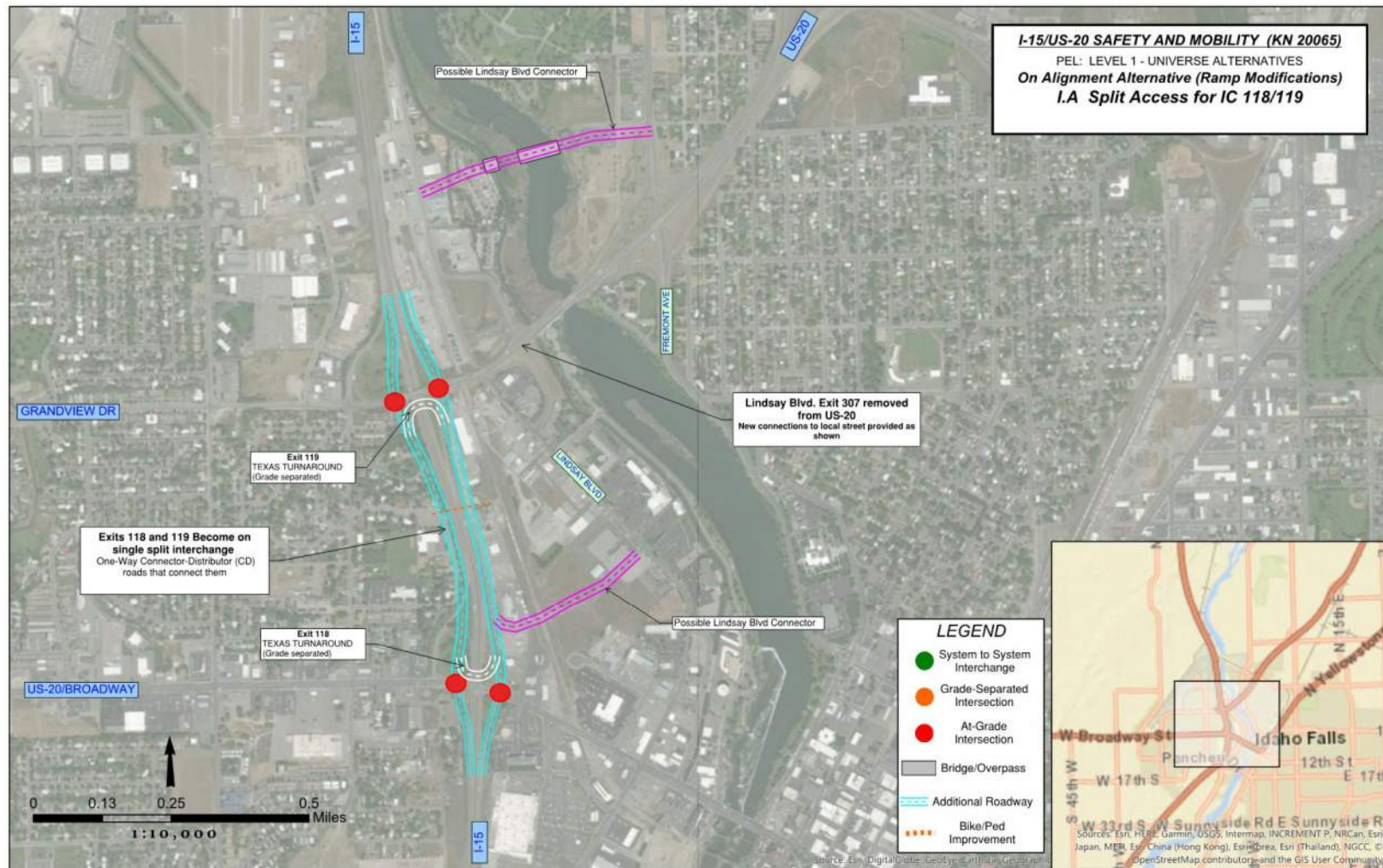
Welcome!

**I-15/US-20
Level 1 Screening Meeting
July 24, 2018**



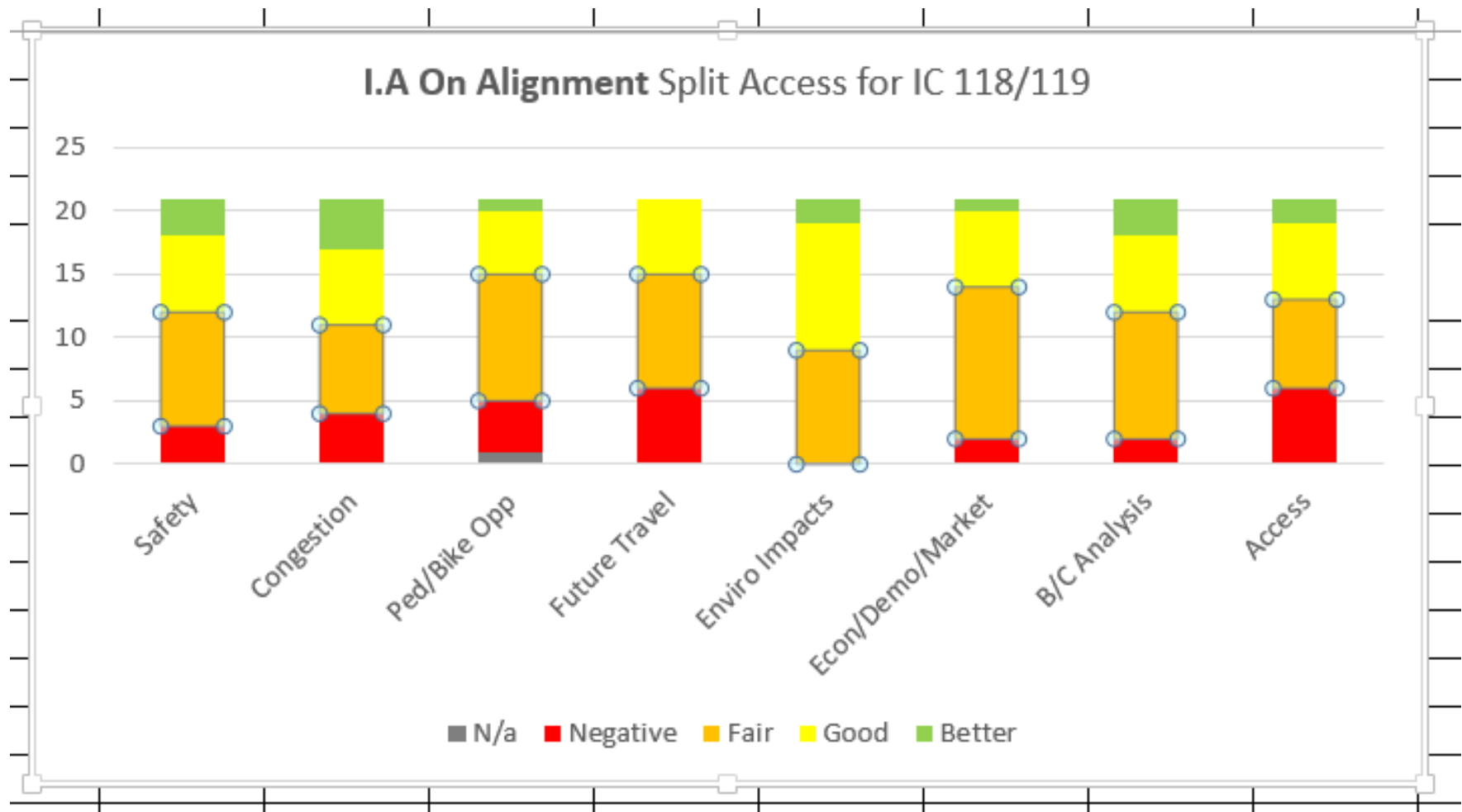
Your Safety. Your Mobility. Your Economic Opportunity.

On Alignment I.A



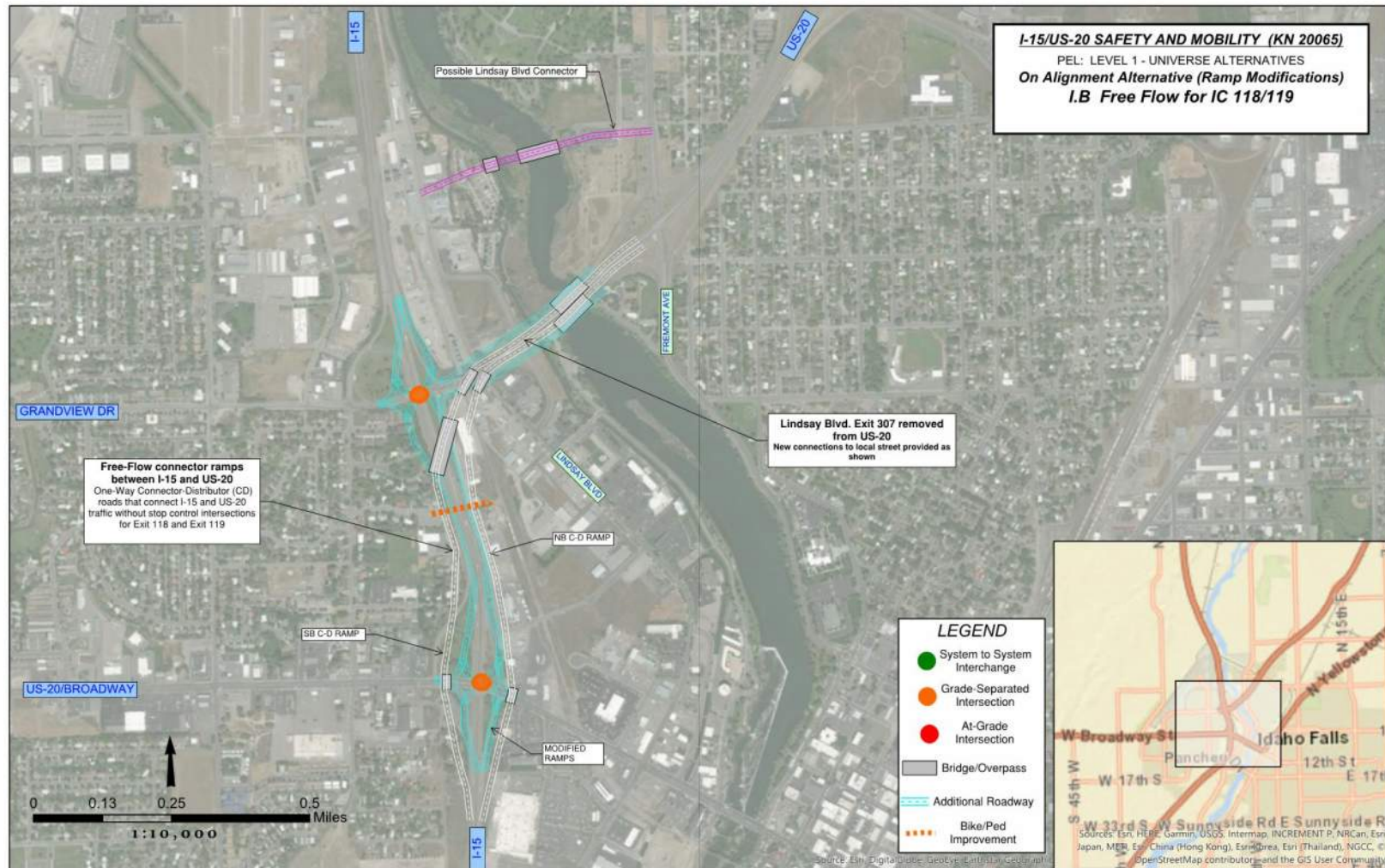
Your Safety. Your Mobility. Your Economic Opportunity.

On Alignment I.A – Evaluation Matrix



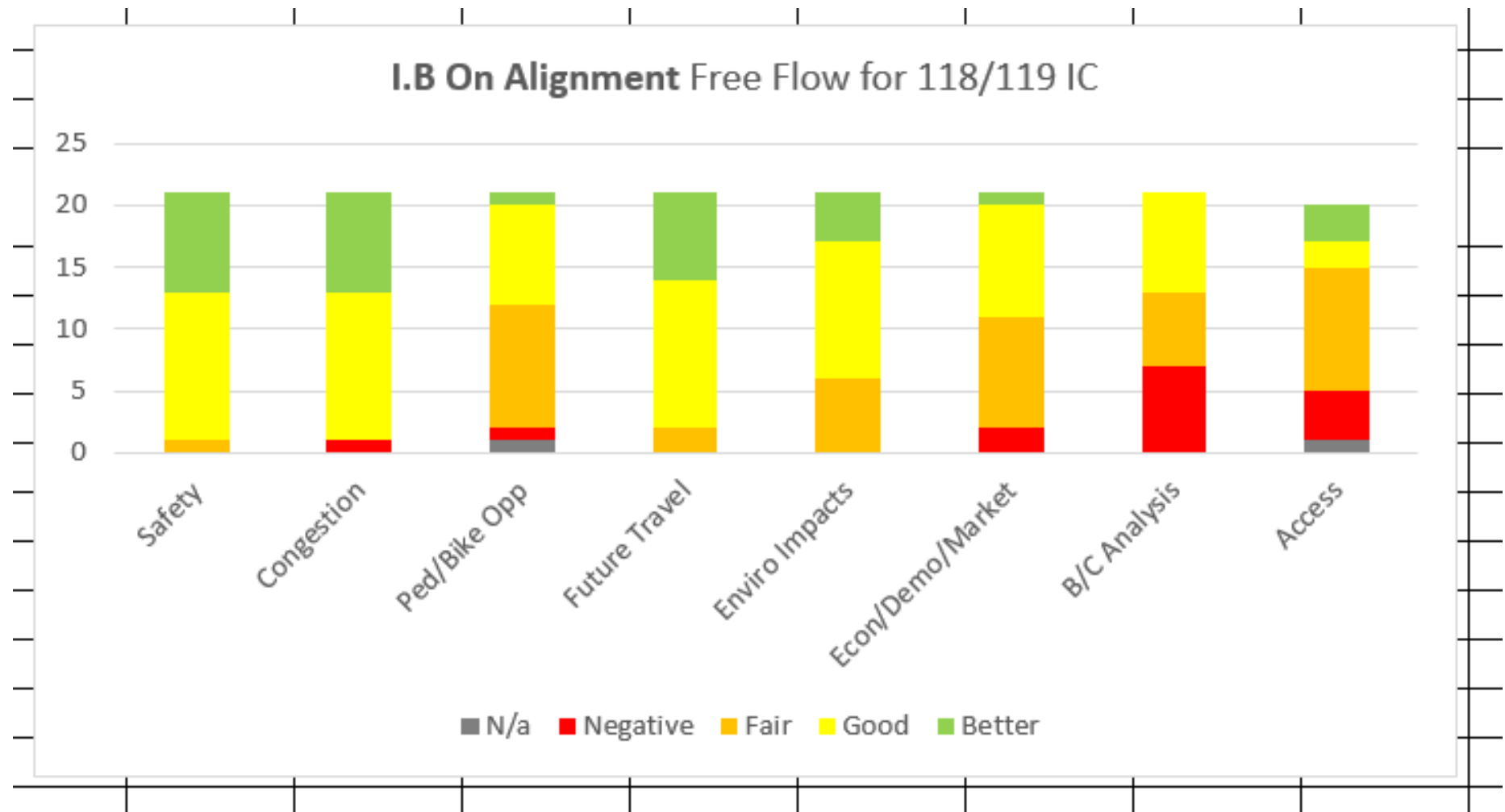
Your Safety. Your Mobility. Your Economic Opportunity.

On Alignment I.B

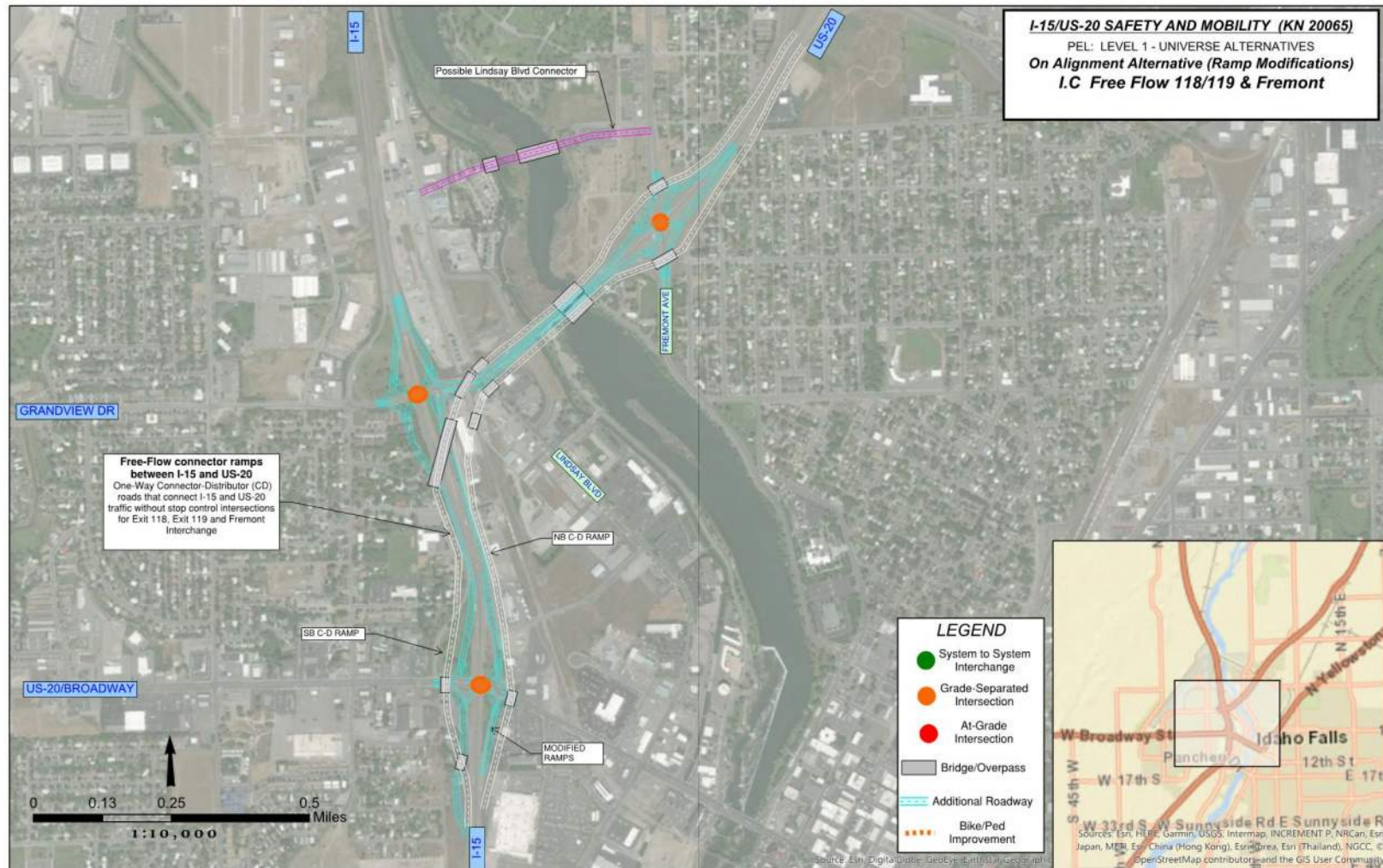


Your Safety. Your Mobility. Your Economic Opportunity.

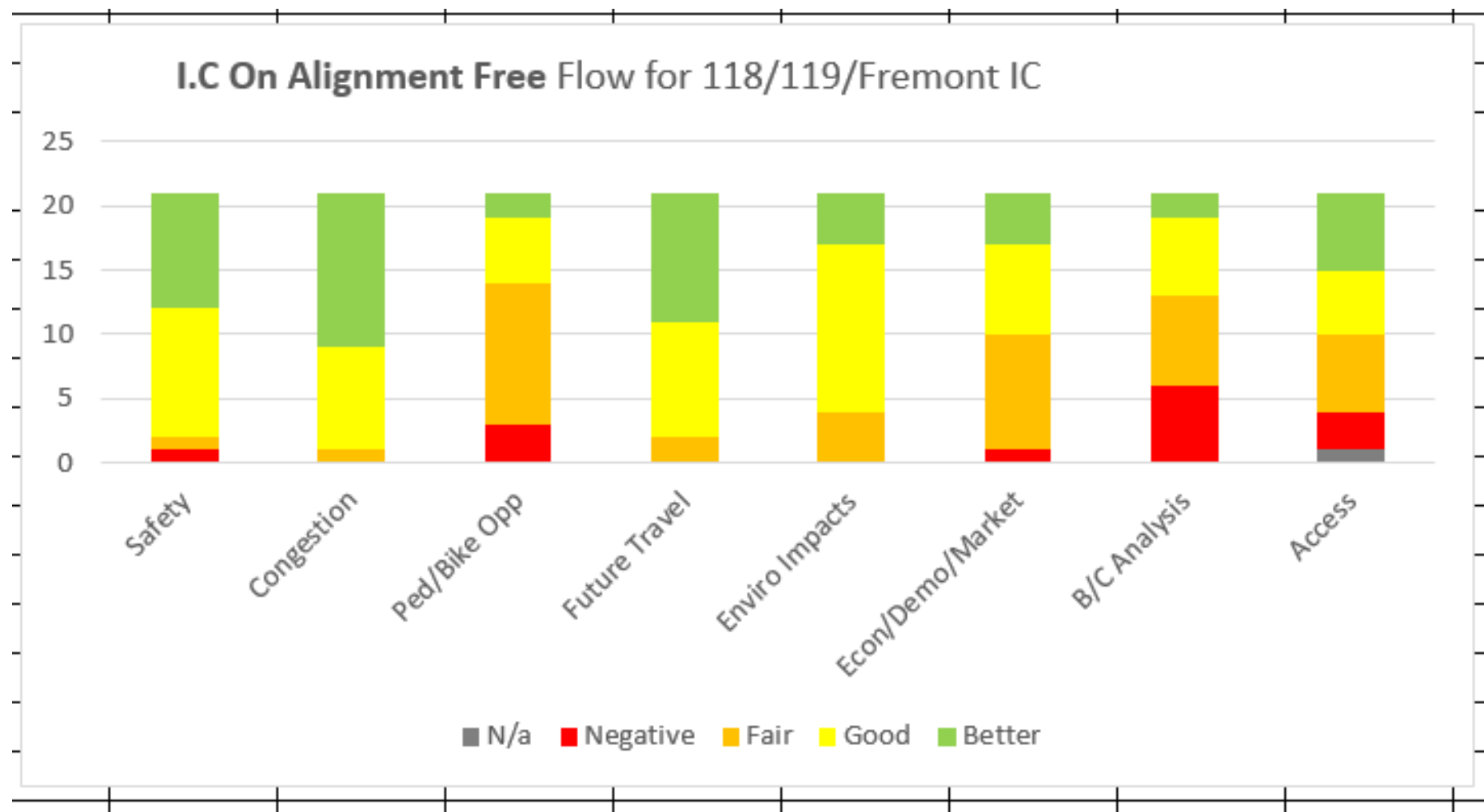
On Alignment I.B – Evaluation Matrix



On Alignment I.C

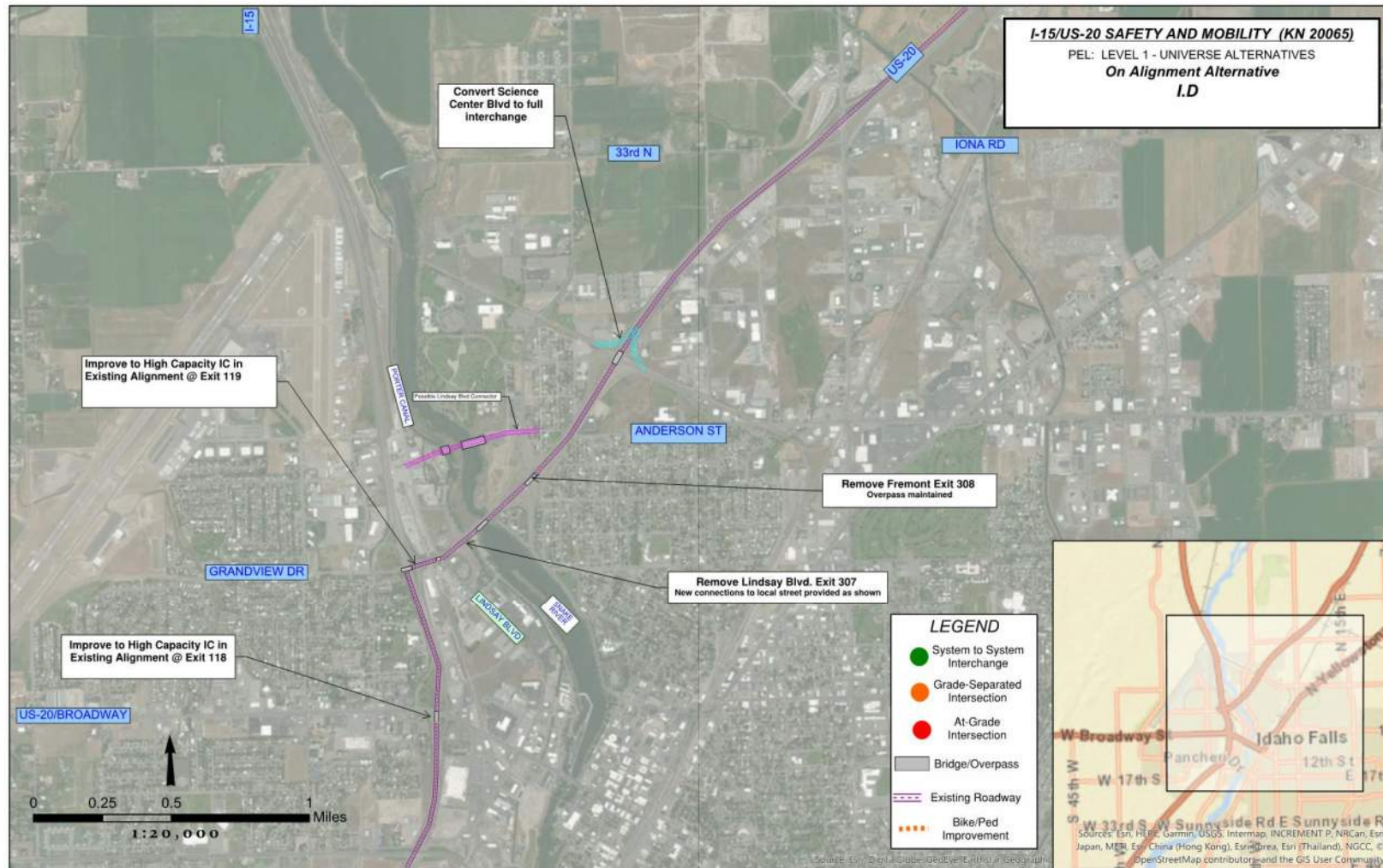


On Alignment I.C – Evaluation Matrix



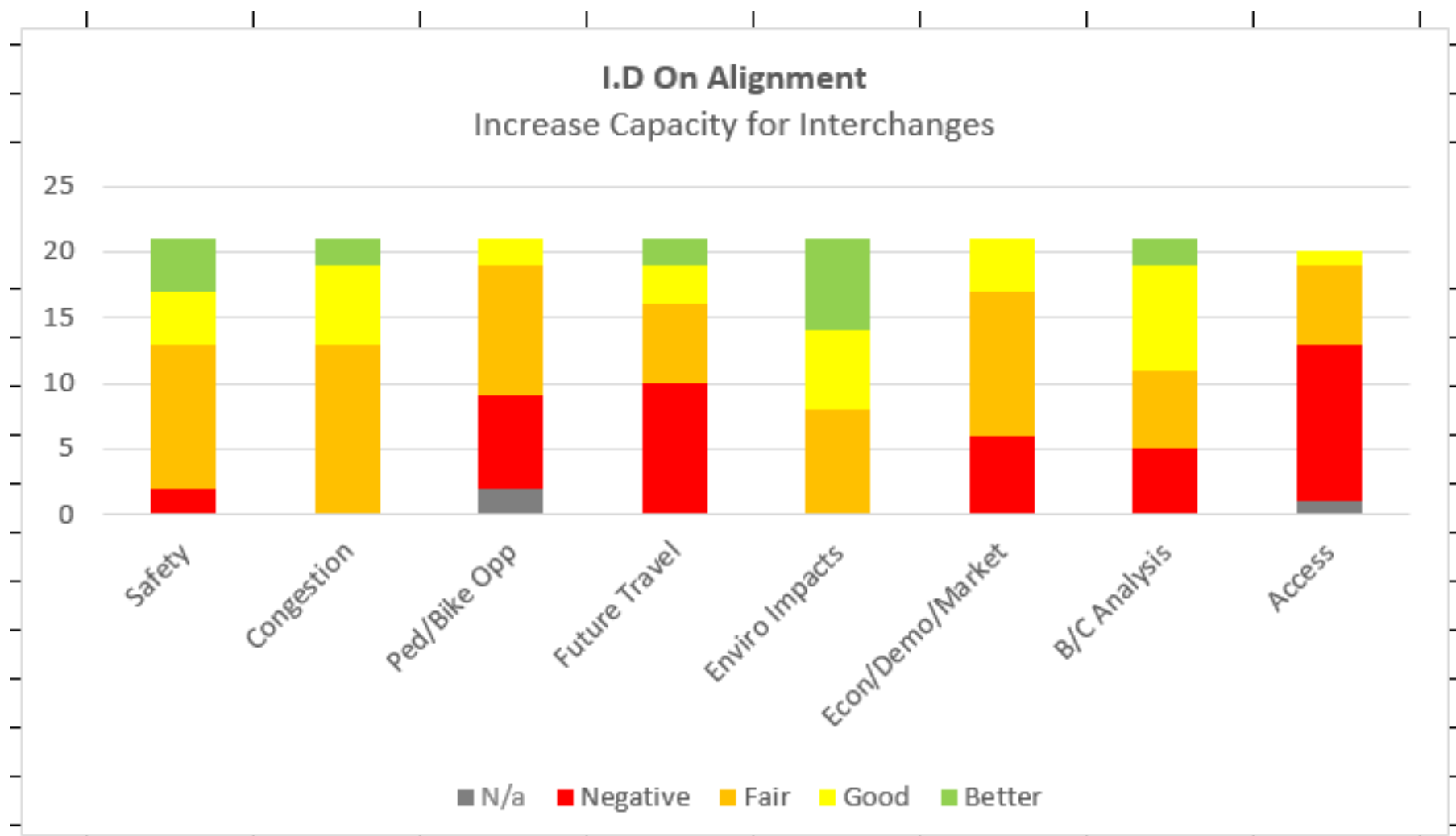
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On Alignment I.D



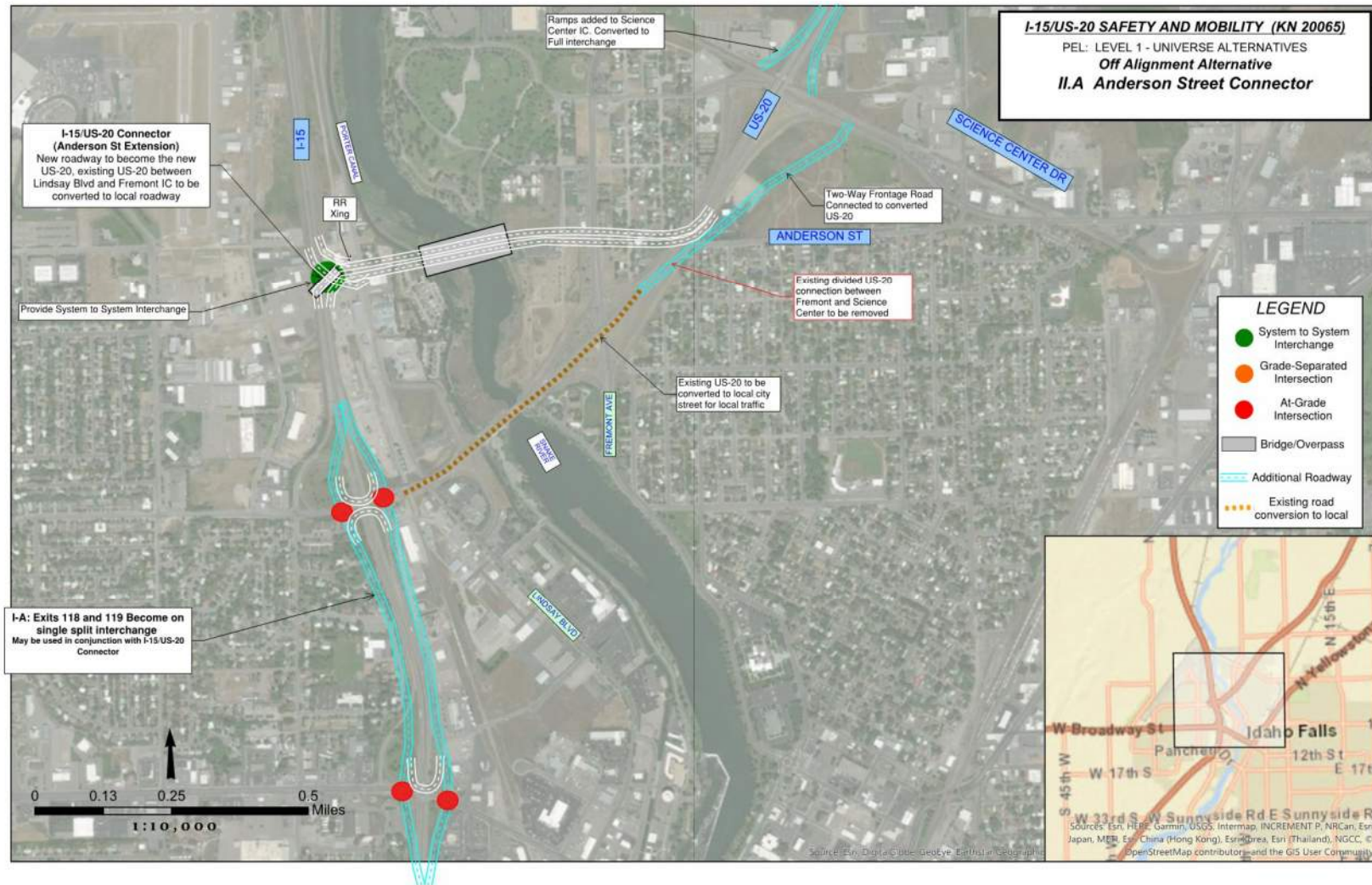
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On Alignment I.D – Evaluation Matrix



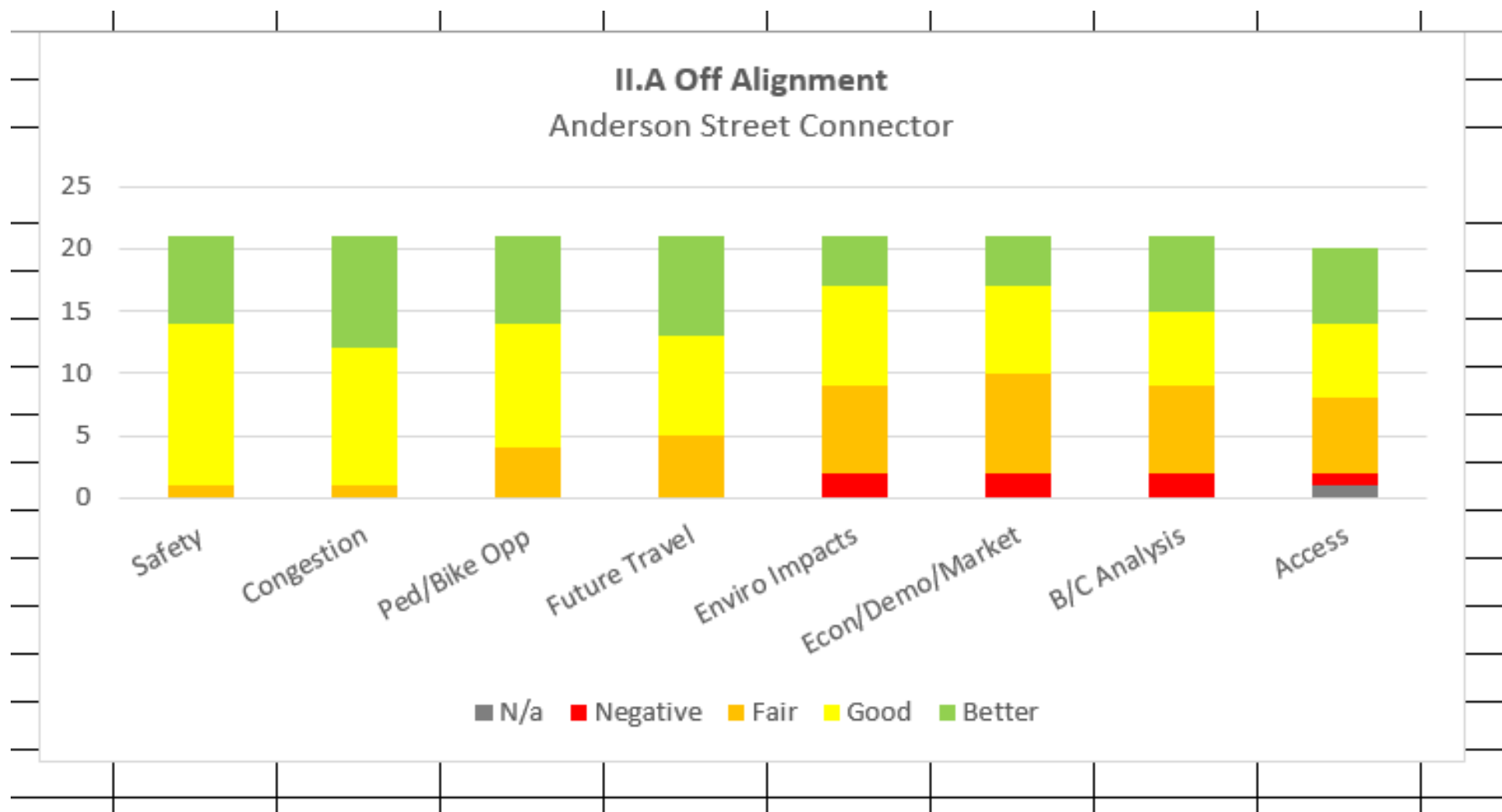
Your Safety. Your Mobility. Your Economic Opportunity.

Off Alignment II.A

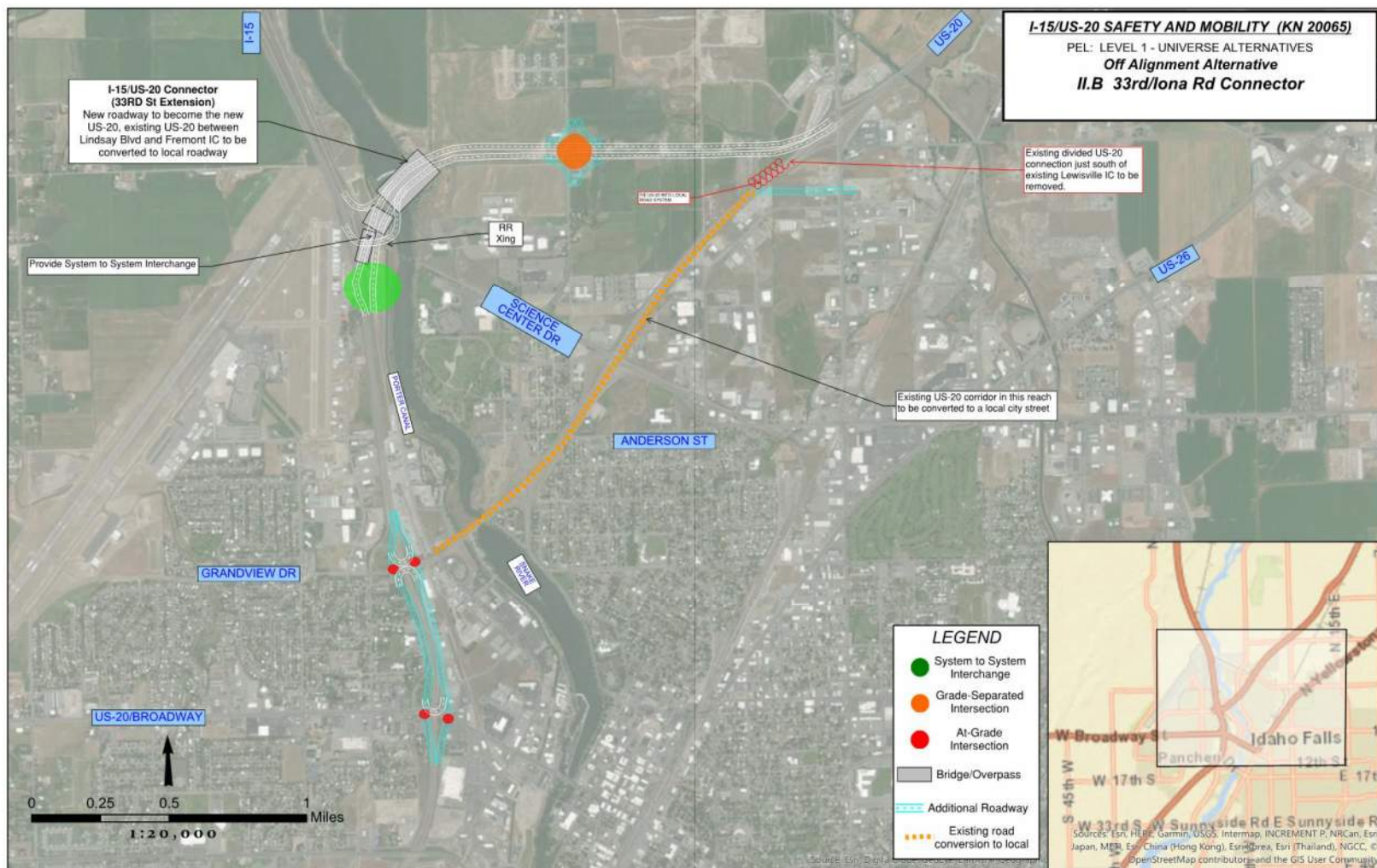


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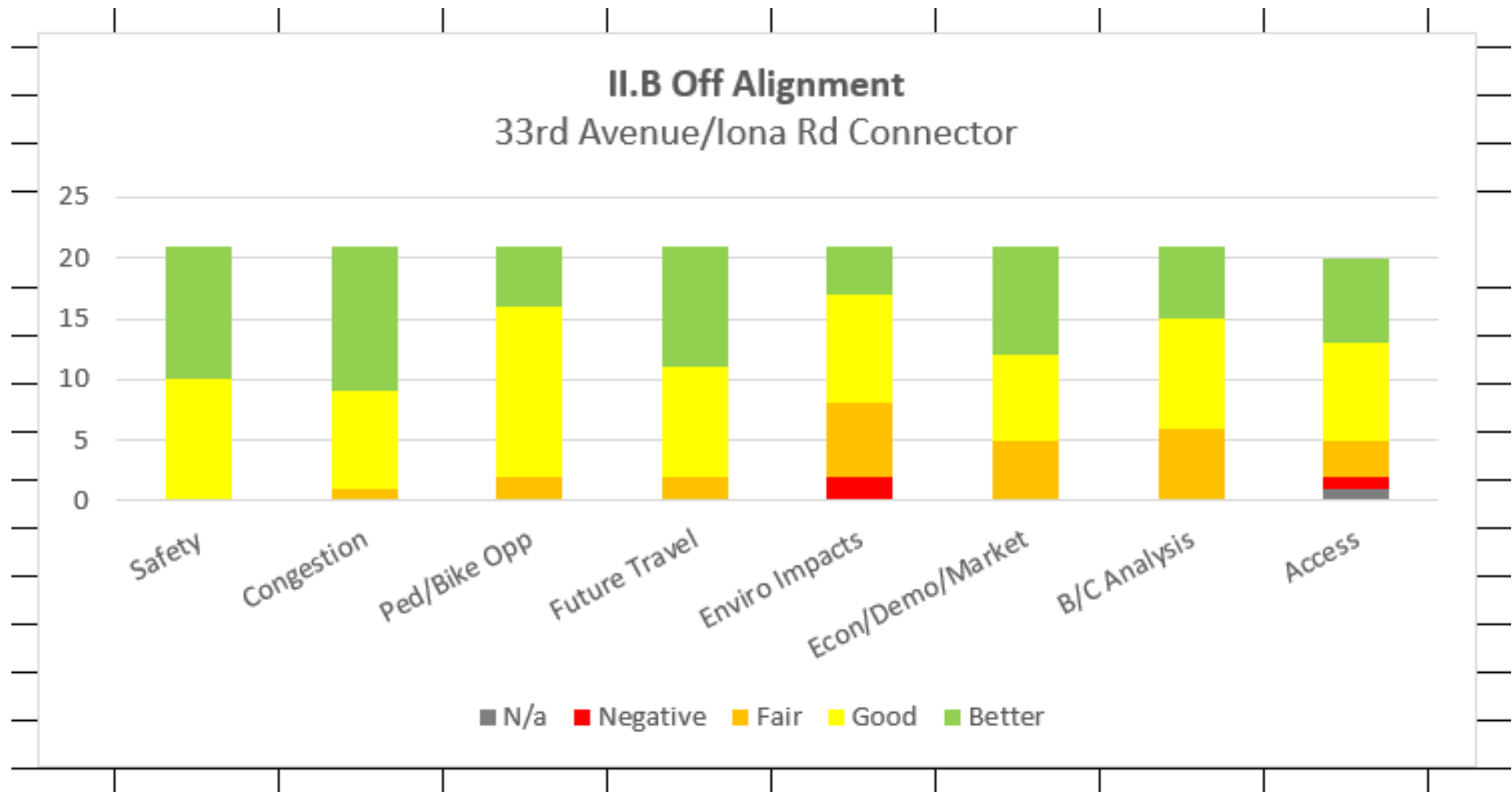
Off Alignment II.A – Evaluation Matrix



Off Alignment II.B



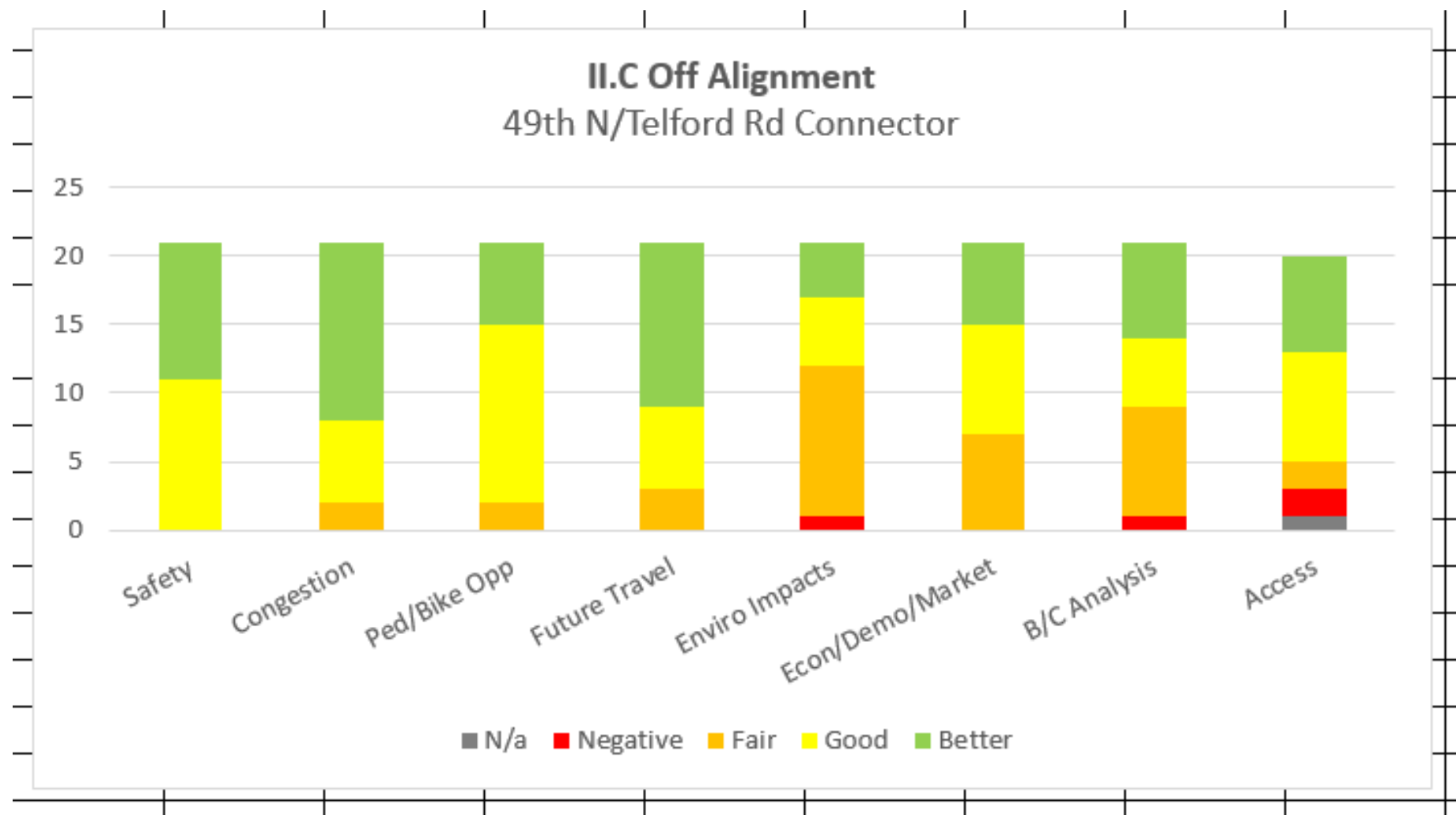
Off Alignment II.B – Evaluation Matrix



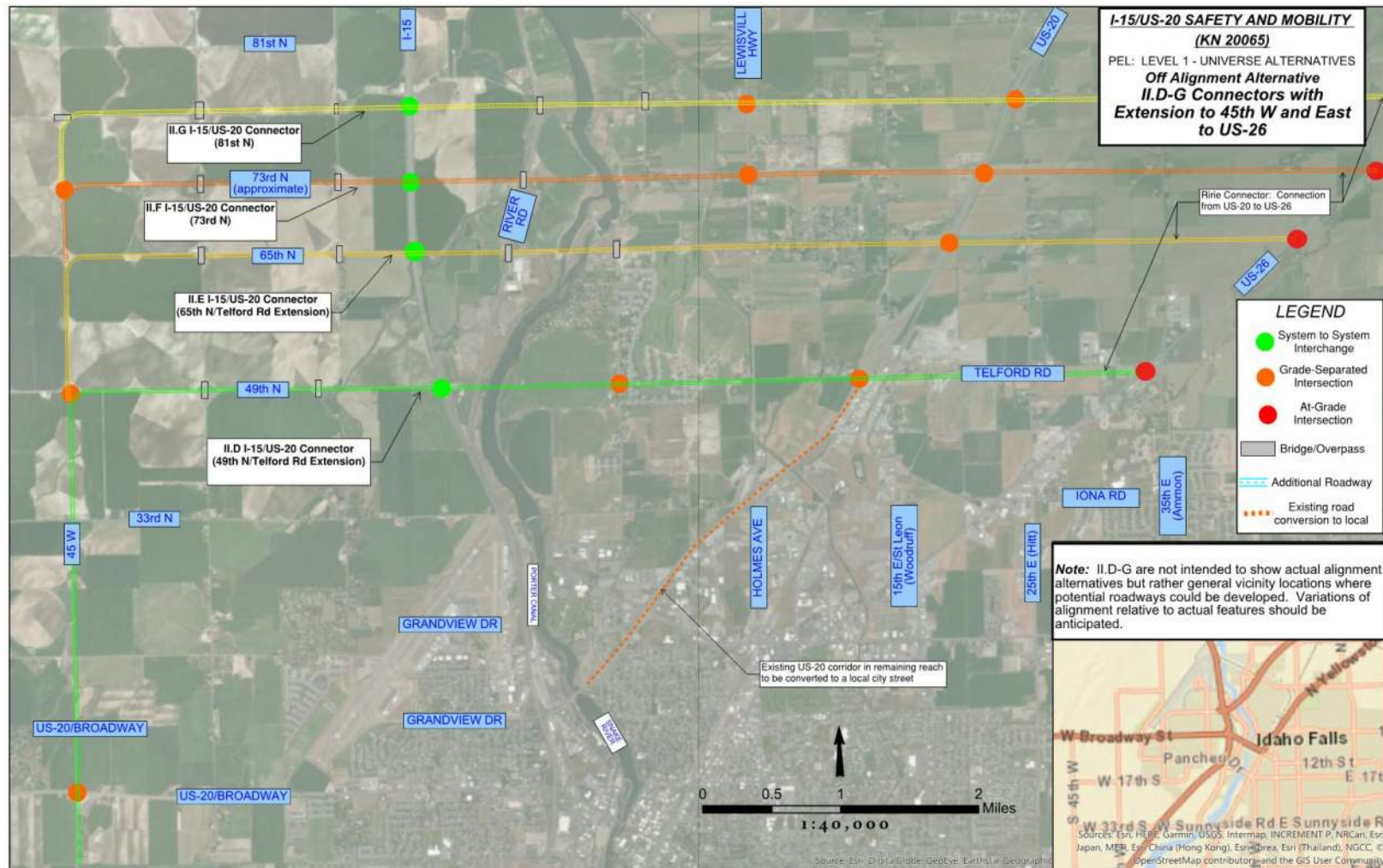
Off Alignment II.C



Off Alignment II.C – Evaluation Matrix

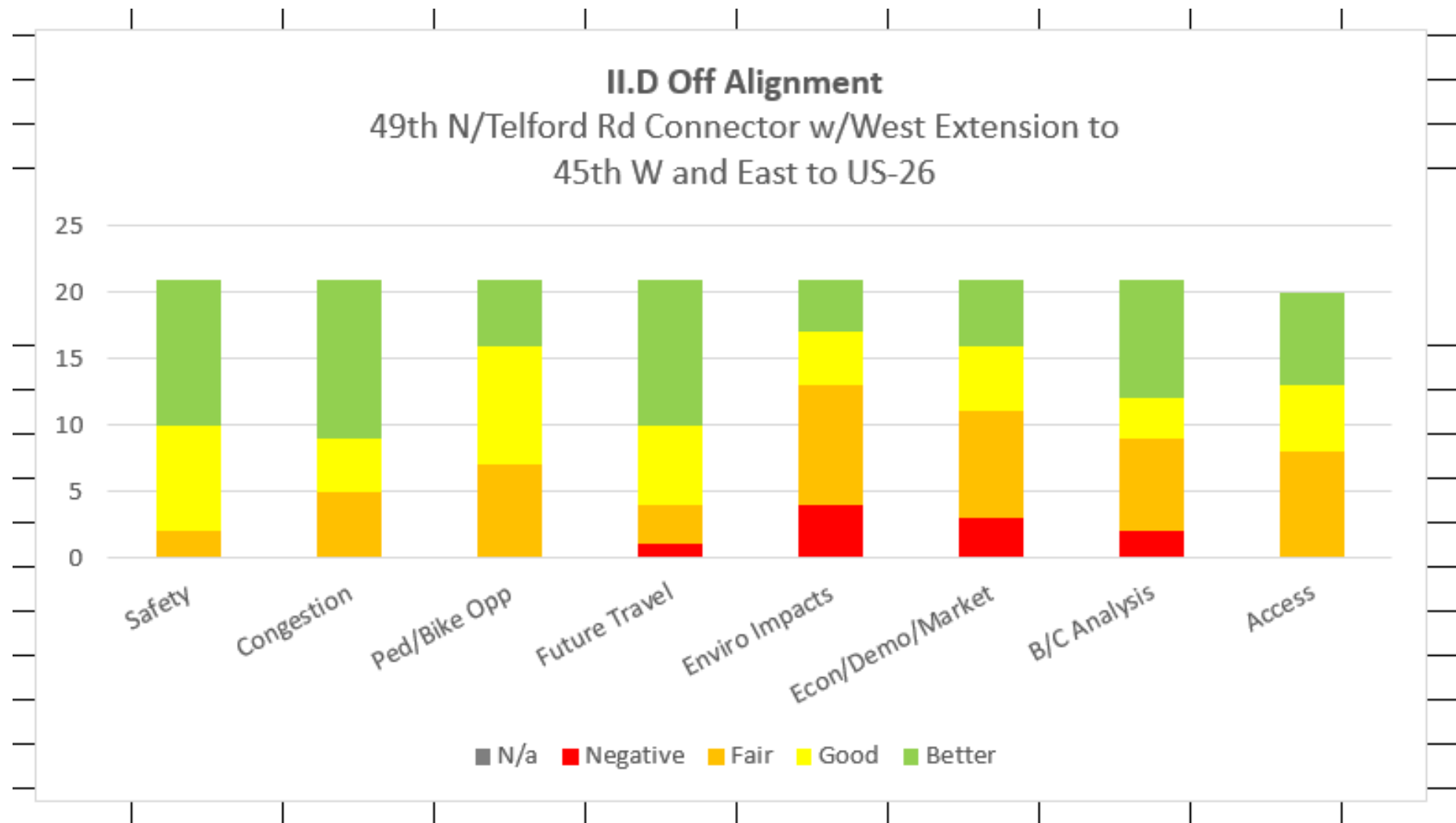


Off Alignment II.D-G

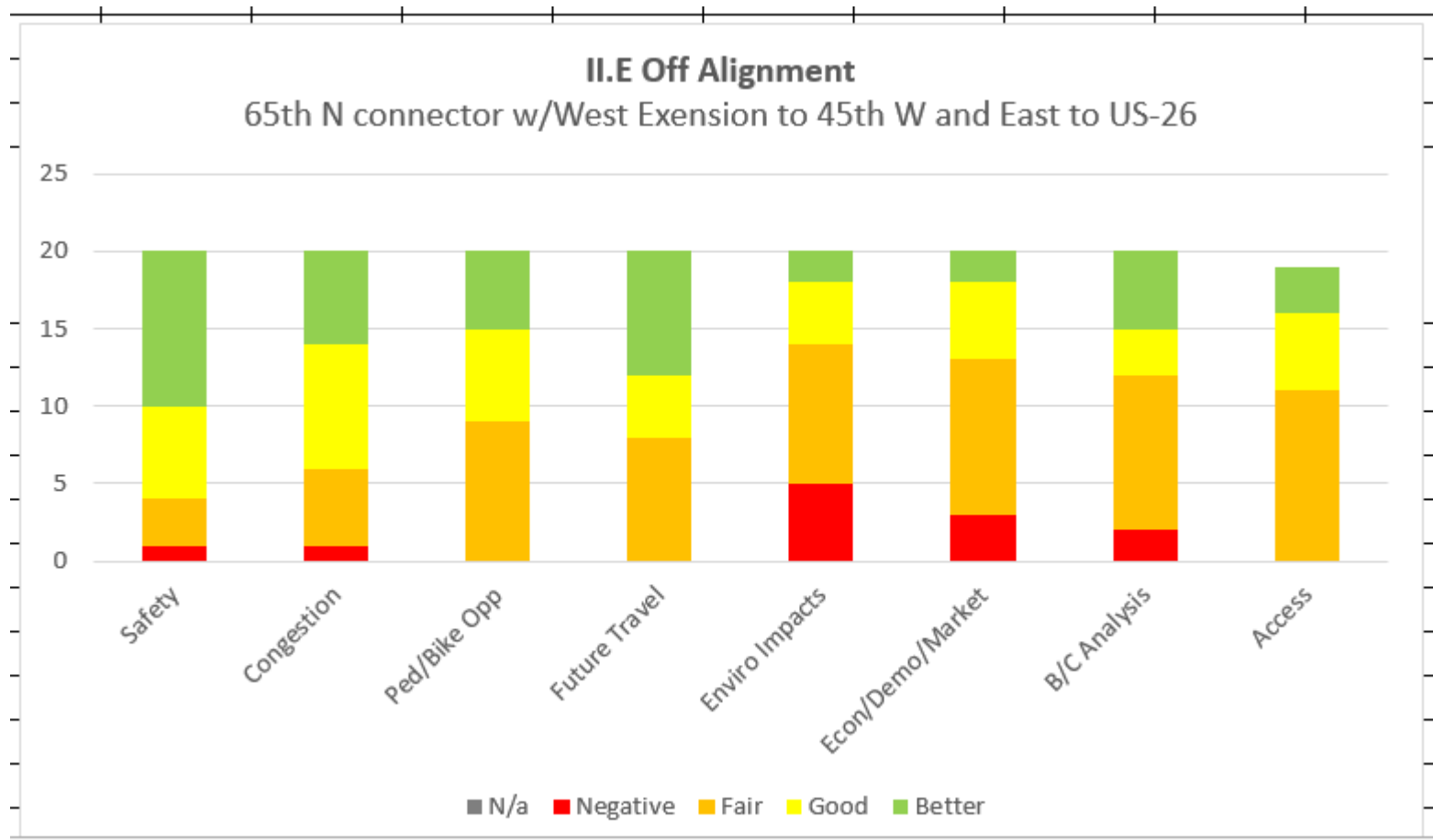


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Off Alignment II.D – Evaluation Matrix

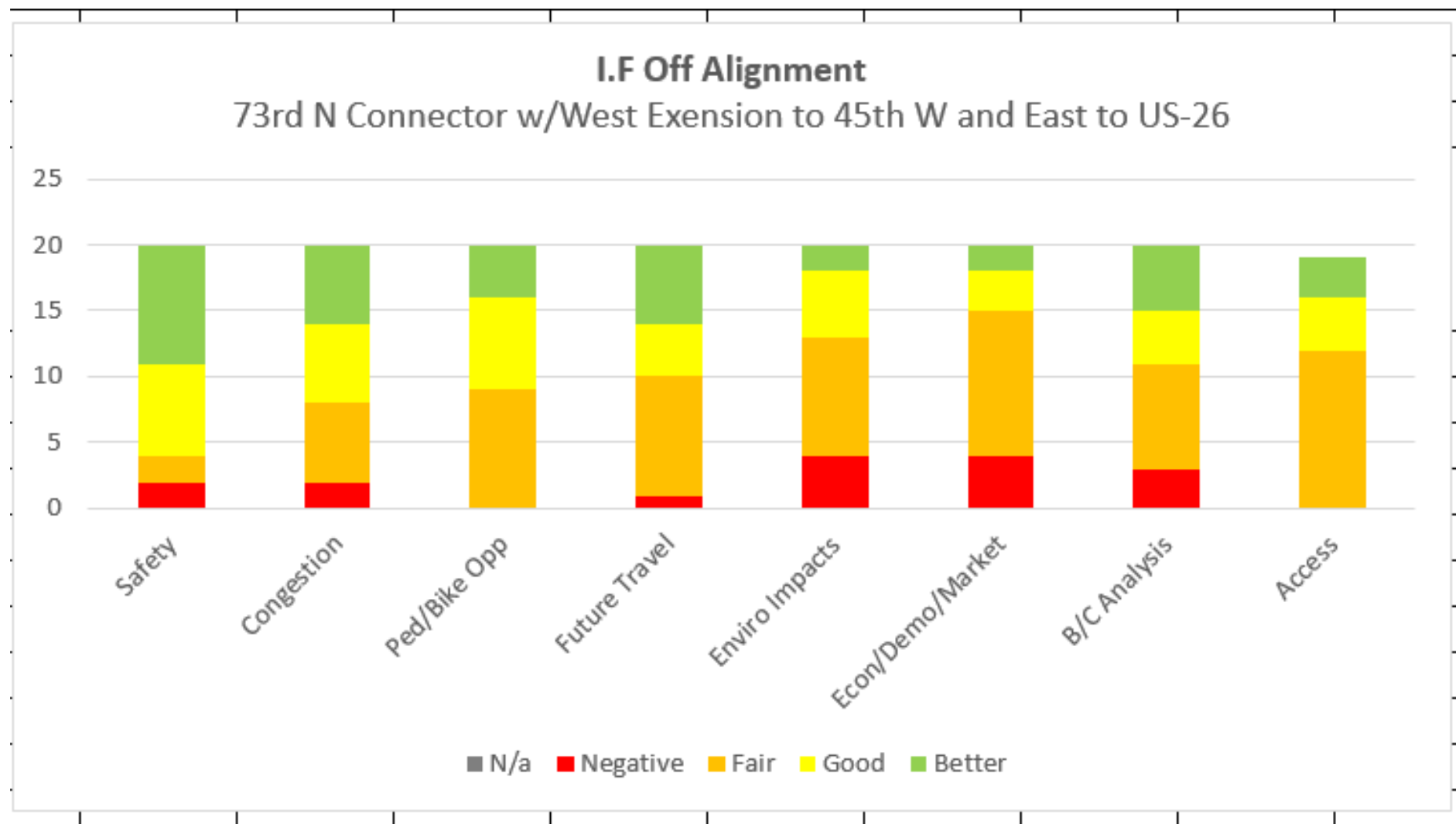


Off Alignment II.E – Evaluation Matrix

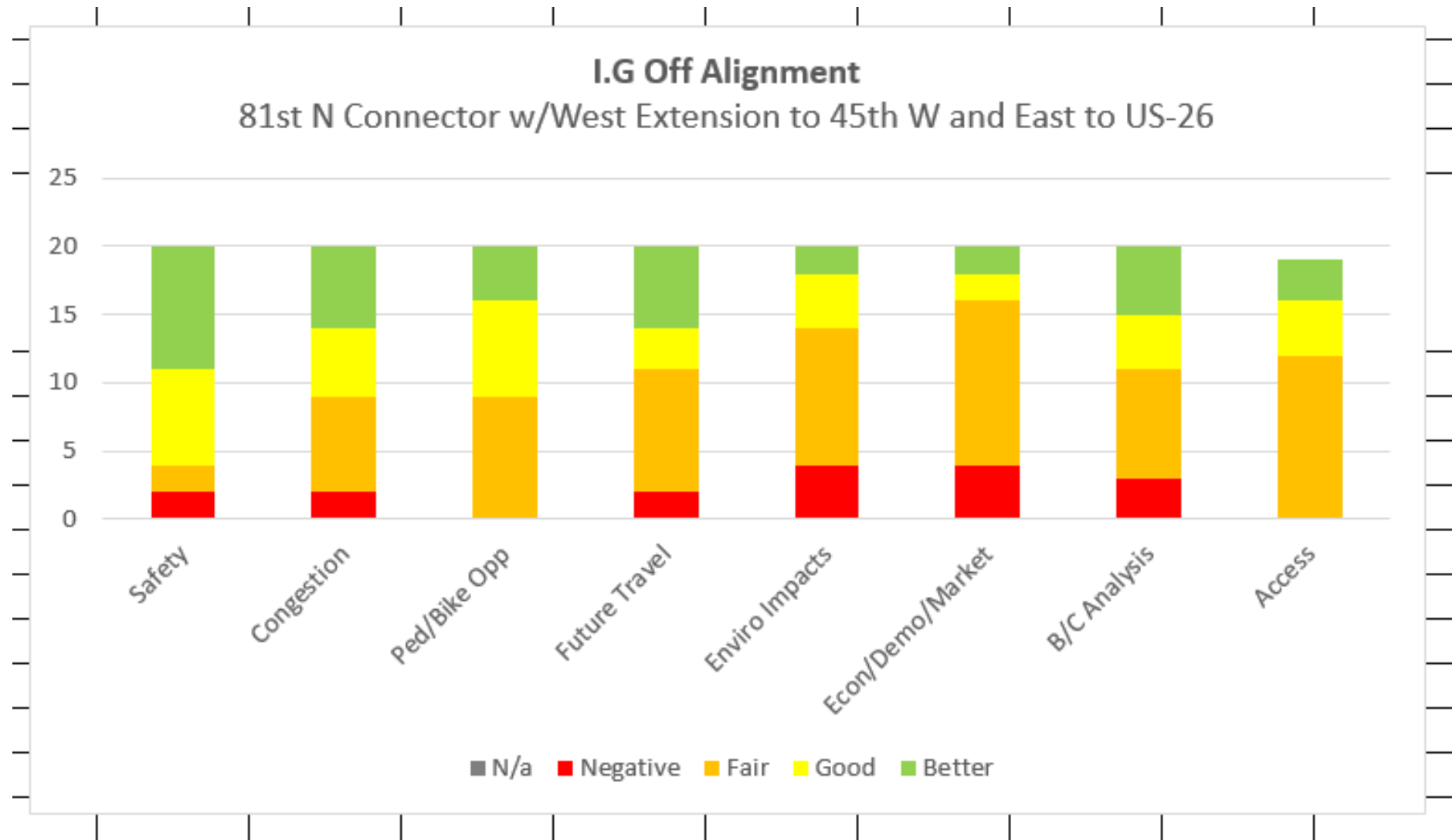


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Off Alignment II.F – Evaluation Matrix



Off Alignment II.G – Evaluation Matrix






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Discussion/Questions?



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E

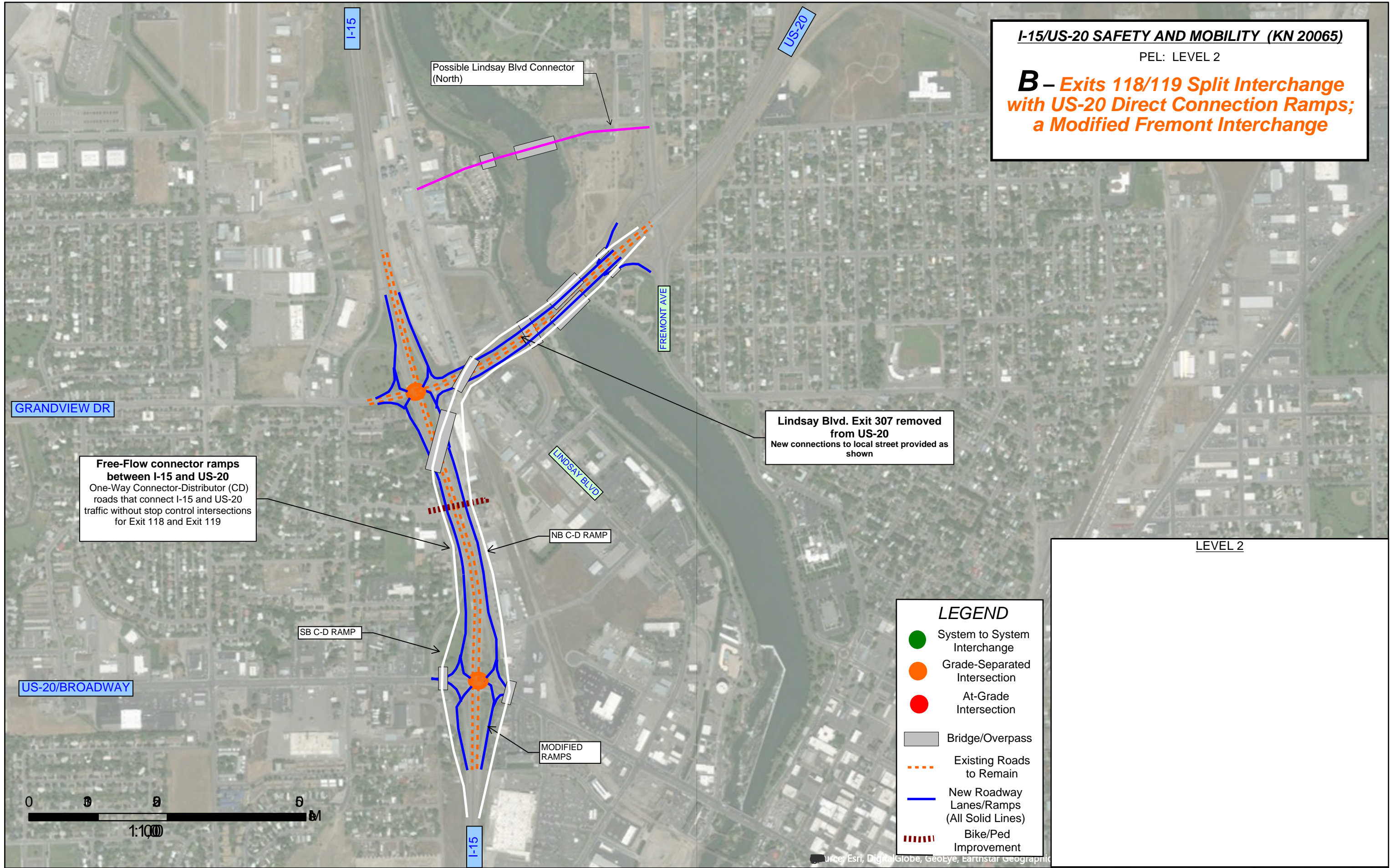
**Level One Results
Summary Matrix and
Alternative Exhibits**

I-15/US-20 SAFETY AND MOBILITY (KN 20065)

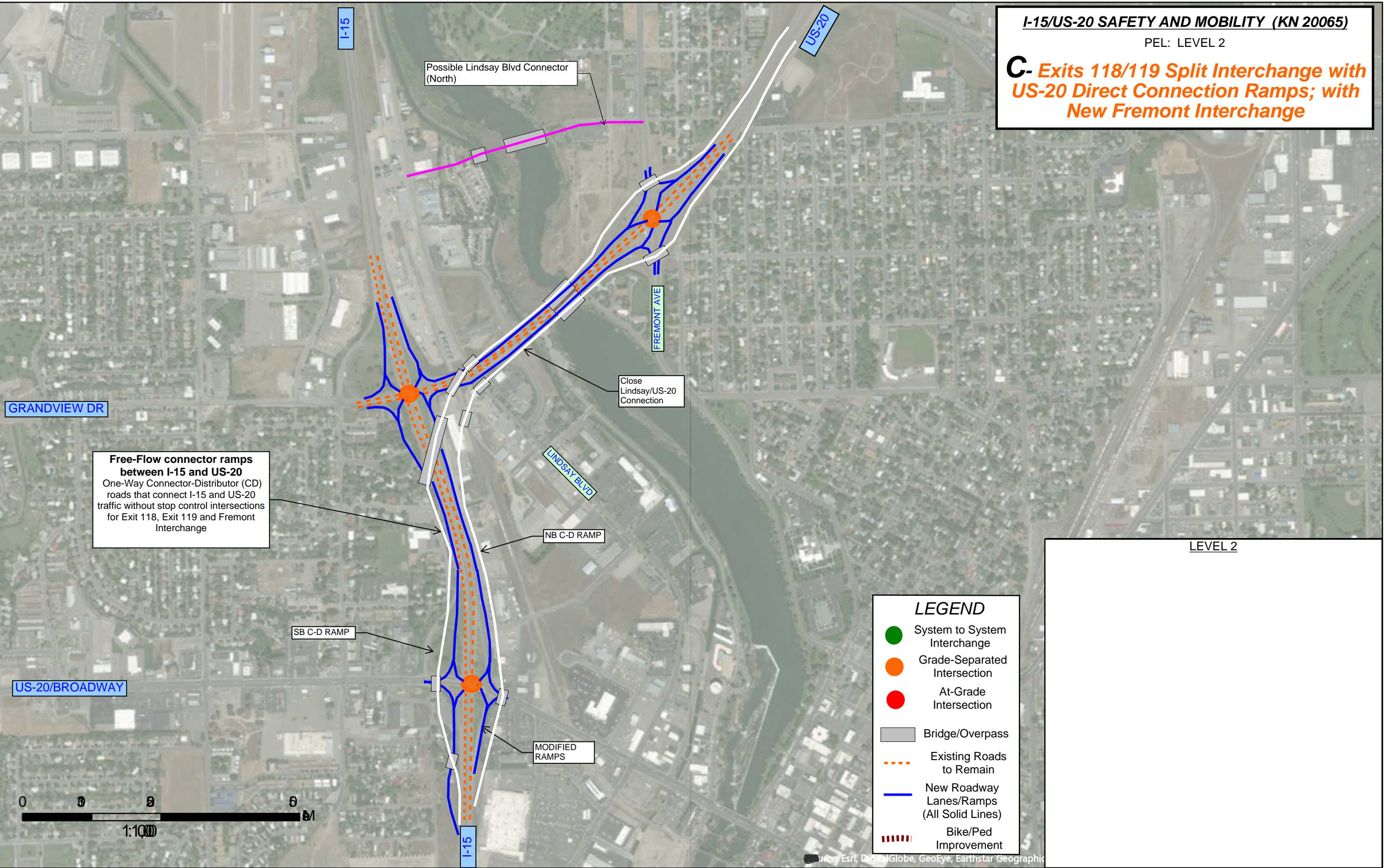
Level 1 Screening Results Compilation

	No.	Level 2 Naming	Level 1 Alternative Name	Alternative Description	Outcome of Level 1 Screening	Rationale	Comments	Next Steps to Create Level 2 Alternatives
On Alignment Alternatives	I.A	A - No Action	<i>Split Access for Interchange 118/119 - Ramp Modifications</i>	Suits 118 and 119 become one single split interchange with grade-separated Texas turnaround and new adjacent connector-distributor roads to provide access to local roadway network via at-grade intersections. A possible Lindsay Blvd connector road could be included north or south of US-20.	Not Recommended	<i>Does not address Purpose & Need due to inability to eliminate LOS and congestion issues</i>	Concern - May not eliminate the backup on I-15 for the US-20 EB traffic but rather relocate it further south. - Consider - A free flow right turn onto Eastbound US-20 may be beneficial. - Consider - Add free right from Collector-Distributor road to Lindsay Blvd. Connector (South). - Concern - Alternative does not include free flow traffic between I-15 and US-20. - Concern - Access to Lindsay Blvd. at US-20 with this configuration not desirable.	Options: 1. A free flow right turn onto Eastbound US-20 may be beneficial. 2. Add free right from Collector-Distributor road to Lindsay Blvd. Connector (South).
	I.B	B - 118/119 Split Interchange with US-20 Direct Connect with Modified Fremont IC	<i>Free Flow for Interchange 118/119 - Ramp Modifications</i>	Free Flow for Interchange 118/119; One-way connector-distributor roads would be built adjacent to I-15 and US-20 that connect I-15 and US-20 traffic without stop-controlled intersections for Exit 118 and 119, - this alternative would necessitate 9 bridge crossings. Additional new roadway lanes would provide additional ramp access at I-15 & Broadway, I-15 & US-20. New bridges on US-20 river crossing would provide cross-river access for additional lanes. Exit 307 - Lindsay Blvd. would be removed to streamline traffic flow headed to/from US-20 I. Northern Lindsay Blvd. Connector road and bridge possible to include. Bike/Ped improvement to cross highway planned for midway btwn Grandview and Broadway.	Recommended to advance		Benefit- Environmental impacts resulting from this alternative are minimal compared to other alternatives. - Consider - Extend Lindsay over I-15 for better cross town connectivity	Options: Extend Lindsay over I-15 for better cross town connectivity
	I.C	C - 118/119 Split interchange with US-20 Direct Connect with New Fremont IC	<i>Free Flow for Interchange 118/119 & Fremont- Ramp Modifications</i>	Free Flow for Interchange 118/119 & Fremont; One-Way Connector-Distributor (CD) roads that connect I-15 and US-20 traffic without stop control intersections for Exit 118, Exit 119 and Fremont Interchange, the alternative would necessitate 14 bridges. Close Lindsay Blvd/US-20 connection. Possible northern Lindsay Blvd. connector route.	Recommended to advance		Benefit - Environmental impacts resulting from this alternative are minimal compared to other alternatives. - Consider - Likely one of the more expensive alternatives - Consider - May not solve the congestion concerns far enough north on the US-20 Corridor. - Consider - As shown with the Single Point Urban Interchange (SPUI) configuration, Bikes and Peds may need to be accommodated via alternate routes. - Consider - May be effective to keep the Lindsay overpass over I-15 as an addition to this alternative.	Options: 1. May be effective to keep the Lindsay overpass over I-15 as an addition to this alternative.
	I.D		<i>I.D.</i>	Add new ramps at Science Center Blvd., converting it to a full interchange. Convert Interchange 118 & 119 to high capacity Interchange in the existing alignment. Remove Lindsay Blvd and Fremont exits. Possible northern Lindsay Blvd. connector route.	Not Recommended	<i>Does not address Purpose & Need due to decrease in local connectivity and significant impact to facilities including RR</i>	Consider - Removal of the connectivity to US-20 via the Fremont Interchange and the Lindsay Blvd. interchange will reduce congestion for the through traffic but will reduce the connectivity for the local traffic. - Consider - Improving Interchange 118 and Interchange 119 to a more efficient type interchange such as a Single Point Urban Interchange (SPUI) or a Diverging Diamond Interchange (DDI) will require significant impacts to facilities such as the railroad with likely insufficient benefit.	
Connector Road Alternatives	II.A	D- US-20 Re-alignment with system IV at I-15 south of Freeman Park; Improvements to 118/119	<i>Anderson Street Connector - original</i>	New roadway to become the new US-20, existing US-20 between Lindsay Blvd and Fremont IC to be converted to local roadway. New system to system interchange anticipated south of where International Way would cross I-15 - this alternative necessitates 3 bridges. Design for Broadway and Grandview would be same as Alternative I.A (become one single split interchange with grade-separated Texas turnaround and new adjacent connector-distributor roads from south of Broadway to just north of Grandview to provide access to local roadway network via at-grade intersections.) Two-way frontage road to connect to converted US-20 (old route). Ramps to be added to Science Center Interchange. Improve bike/Ped facilities at the crossing of Local US-20 (old route) and I-15.	Recommended to advance		Consider - May be effective without the addition of the Split Access Interchange Improvements (as shown in alternative I.A) Note the considerations of alternative I.A. - Consider - As is, the alternative may not provide sufficient access to the airport. - Consider - Adding a slip ramp onto US-20. - Consider - Ensure local traffic access to US-20 eastbound is preserved. - Consider - Future connectivity to US-26 is not benefited by the geometry of this alternative.	Options: 1. Removal of existing 119 interchange as an interchange and keep it for local road access and bike/Ped crossings. 2. Addition of a connection to the airport via the new interchange. (see Alternative II.A. Modified)
	II.A (modified)	E- US-20 Re-alignment, relocate exit 119, improvements at 118 and Grandview	<i>Anderson Street Connector - modified</i>	New roadway to become the new US-20, existing US-20 between Lindsay Blvd and Fremont Interchange to be converted to local roadway. New grade-separated interchange anticipated south of where International Way would cross I-15 - this alternative necessitates 3 bridges. Design for I-15 Broadway and Grandview would be similar to Alternative I.A (become one single split interchange with grade-separated Texas turnaround and new adjacent connector-distributor roads from south of Broadway to north of new grade separated interchange with new US-20 to provide access to local roadway network via at-grade intersections.) Two-way frontage road to connect to converted US-20 (old route). Existing divided US-20 connection between Fremont and Science Center to be removed. Two-way frontage road connected to converted US-20. Improve bike/Ped facilities at the crossing of Local US-20 (old route). Maintain as overpass structure only.	Recommended to advance		Same as Alternative II.A but includes the recommended additions.	Options: 1. Removal of existing 119 interchange as an interchange and keep it for local road access and bike/Ped crossings. 2. Addition of a connection to the airport via the new interchange. (see Alternative II.A. Modified)
		F- US-20 One-way Couplet with improvements to 118/119 near 33rd	<i>Arose during the community working group - 2 couplet options</i>	Option 1: I-15/US-20 Connector (Anderson St. Extension). New roadway to become the new US-20, existing US-20 between Lindsay Blvd. and Fremont IC to be converted to local roadway. Option 2: I-15/US-20 Connector (33rd St. Extension). New roadway to become the new US-20, existing US-20 between Lindsay Blvd. and Fremont IC to be converted to local roadway.	Recommended to advance			
	II.B.		<i>33rd/Iona Rd. Connector</i>	New roadway to become the new US-20, existing US-20 between Lindsay Blvd and Fremont interchange to be converted to local roadway. System interchange to be included towards north end of airport. This alternative necessitates 3 bridges. Existing divided US-20 connection just south of existing Lewisville Interchange to be removed. Existing US-20 corridor to be converted to local roadway. Grade separated interchange planned at new intersection of new US-20 and River Road, including new ramps.	Not Recommended	<i>Does not address Purpose & Need due to complexity of location with RR crossing and proximity to Runway protection zone</i>	Concern - Crossing of the RR tracks, River, Three tier crossing. This crossing would be very complex, very costly and the committee felt the location was not sufficiently adventurous to out-weigh the concern. Concern - The System to System interchange would be located very close to the Runway Protection Zone. There would be potential concerns with confusion and conflict with planes landing and taking off.	

Extension Alternatives	II.C	G- US-20 Realignment with a System interchange at I-15 near 49th St.; Improvements to 118/119	II.C. 49th/Telford Rd Connector	New roadway at approximately 49th North/Telford Rd. to become the new US-20, existing US-20 between Lindsay Blvd and Fremont interchange to be converted to local roadway. The alternative necessitates 3 bridges. System to system interchange planned for new US-20/I-15 connection north of airport. New grade-separated interchange anticipated at Lewisville Hwy and new US-20 alignment. Existing divided US-20 connection just south of St. Leon interchange to be removed. At grade intersection planned to connect new ramps/lanes from US-20 to local network @Telford & US-20 interchange.	Recommended to advance		Consider - Less complicated bridge than II.B, more separation to river, however may still be a challenging location. - Consider - Proximity to the dump may introduce challenges. - Consider - Evaluate the long-range plan for the airport master plan. Last update was 2009. - Consider - FAA regional office should be consulted. - Potential Variation - Shift I-15 westerly to provide some room and keep the structures separate. Possibly, shift the bridge northward. - Consider - Alternative allows extension to US 26 where the majority of existing "connecting" trips between US-20 and US-26. As a stand alone solution, alternative does potentially address the concerns as stated in the purpose and need, therefore it is recommended as an alternative that should be further investigated.	Options: 1. Alternatives LC/II.D – leave as is, plus these sub-alternatives (5 total) 2. Connect to US 26 3. Connect to 45th west to exit 113 4. A slight re-alignment of I-15. This could open up some recreational space by the river. 5. Consider subset with Lindsay overpass. 6. Loop at 118/119 [x] from other options above
	II.C	H - US-20 Realignment with a System interchange at I-15 at 49th St. with extension to US-26; Improvements to 118/119	II.C. 49th/Telford Rd Connector - modified	New roadway at approximately 49th North/Telford Rd. to become the new US-20, existing US-20 between Lindsay Blvd and Fremont interchange to be converted to local roadway. The alternative necessitates 3 bridges. System to system interchange planned for new US-20/I-15 connection north of airport. New grade-separated interchange anticipated at Lewisville Hwy and new US-20 alignment. Roadway will extend east to US-26. Existing divided US-20 connection just south of St. Leon interchange to be removed. At grade intersection planned to connect new ramps/lanes from US-20 to local network @Telford & US-20 interchange.	Recommended to advance			
	II.D	I - High Capacity Route near 45th West to 49th Street North; Improvements to 113, 118, & 119	II. D 49th N/Telford Rd. Extension	49th N/Telford Rd. Extension; Off-Alignment; Connectors with Extension to 45th W and East to US-26	Recommended to Advance	As a stand alone solution, Alternative II-D combined with Alternative II-C does potentially address the concerns as stated in the purpose and need, therefore it is recommended as an alternative that should be further investigated.	Consider - Could decommission US-26 through town (Yellowstone Rd) as connection route between I-15 and US-26 and make that connection to I-15. Yellowstone would then become a Idaho Falls city street. - Consider - May include the Alternatives II-A,B or C together with the north legs of Alternative II-D or Alternative II-E in the long-range plan. - Concern - Any alternative constructed north of 49th N, may not solve the pass through traffic concerns and stand alone to address the purpose and need. - Consider - Although these alternatives may be beneficial for the long range plan these alternatives alone may not address the concerns today and in the future for the Interchanges 118/119.	Options: 1. Alternatives LC/II.D combination 1. Could decommission US-26 through town (Yellowstone Rd) as connection route between I-15 and US-26 and make that connection to I-15. Yellowstone would then become a Idaho Falls city street. 2. May include the Alternatives II-A,B or C together with the north legs of Alternative II-D or Alternative II-E in the long-range plan.
	II.E		65th N/Telford Rd Extension	65 St. N Connector with Extension to 45th W and East to US-26. This would necessitates approximately 6 small bridges. Existing US-26 corridor and existing US-20 corridor in remaining reach to be converted to a local city street. System to system interchange at new US-20 and I-15. Grade-separated interchanges at intersections with converted US-20. At grade intersection with converted US-26.	Not Recommended	Does not address purpose & need due to inability to address pass-through concerns	Consider - Could decommission US-26 through town (Yellowstone Rd) as connection route between I-15 and US-26 and make that connection to I-15. Yellowstone would then become a Idaho Falls city street. - Consider - May include the Alternatives II-A,B or C together with the north legs of Alternative II-D or Alternative II-E in the long-range plan. - Concern - Any alternative constructed north of 49th N, may not solve the pass through traffic concerns and stand alone to address the purpose and need. - Consider - Although these alternatives may be beneficial for the long range plan these alternatives alone may not address the concerns today and in the future for the Interchanges 118/119.	Options: 1. Could decommission US-26 through town (Yellowstone Rd) as connection route between I-15 and US-26 and make that connection to I-15. Yellowstone would then become a Idaho Falls city street. 2. May include the Alternatives II-A,B or C together with the north legs of Alternative II-D or Alternative II-E in the long-range plan.
	II.F		73rd Street N	73 Rd. St. Connectors with Extension to 45th W and East to US-26. This would necessitates approximately 5 bridges. Existing US-26 corridor and existing US-20 corridor in remaining reach to be converted to a local city street. System to system interchange at new US-20 and I-15. Grade-separated interchanges at intersections with converted US-20 and Lewisville Hwy. At grade intersection with converted US-26.	Not Recommended	Does not address purpose & need due to inability to address pass-through concerns	Consider - Could decommission US-26 through town (Yellowstone Rd) as connection route between I-15 and US-26 and make that connection to I-15. Yellowstone would then become a Idaho Falls city street. - Consider - May include the Alternatives II-A,B or C together with the north legs of Alternative II-D or Alternative II-E in the long-range plan. - Concern - Any alternative constructed north of 49th N, may not solve the pass through traffic concerns and stand alone to address the purpose and need. - Consider - Although these alternatives may be beneficial for the long range plan these alternatives alone may not address the concerns today and in the future for the Interchanges 118/119.	Options: 1. Could decommission US-26 through town (Yellowstone Rd) as connection route between I-15 and US-26 and make that connection to I-15. Yellowstone would then become a Idaho Falls city street. 2. May include the Alternatives II-A,B or C together with the north legs of Alternative II-D or Alternative II-E in the long-range plan.
	II.G		81st Street N	81st N Connector with Extension to 45th W and East to US-26. This would necessitates approximately 7 bridges. Existing US-26 corridor and existing US-20 corridor in remaining reach to be converted to a local city street. System to system interchange at new US-20 and I-15. Grade-separated interchanges at intersections with converted US-20 and Lewisville Hwy. At grade intersection with converted US-26.	Should be further evaluated for the long-range plan but does not address the purpose and need by as a stand alone alternative and should be evaluated only with other potential solutions.		Consider - Could decommission US-26 through town (Yellowstone Rd) as connection route between I-15 and US-26 and make that connection to I-15. Yellowstone would then become a Idaho Falls city street. - Consider - May include the Alternatives II-A,B or C together with the north legs of Alternative II-D or Alternative II-E in the long-range plan. - Concern - Any alternative constructed north of 49th N, may not solve the pass through traffic concerns and stand alone to address the purpose and need. - Consider - Although these alternatives may be beneficial for the long range plan these alternatives alone may not address the concerns today and in the future for the Interchanges 118/119.	Options: Cannot be used as a standalone solution - must be combined with other alternatives. 1. Could decommission US-26 through town (Yellowstone Rd) as connection route between I-15 and US-26 and make that connection to I-15. Yellowstone would then become a Idaho Falls city street. 2. May include the Alternatives II-A,B or C together with the north legs of Alternative II-D or Alternative II-E in the long-range plan.



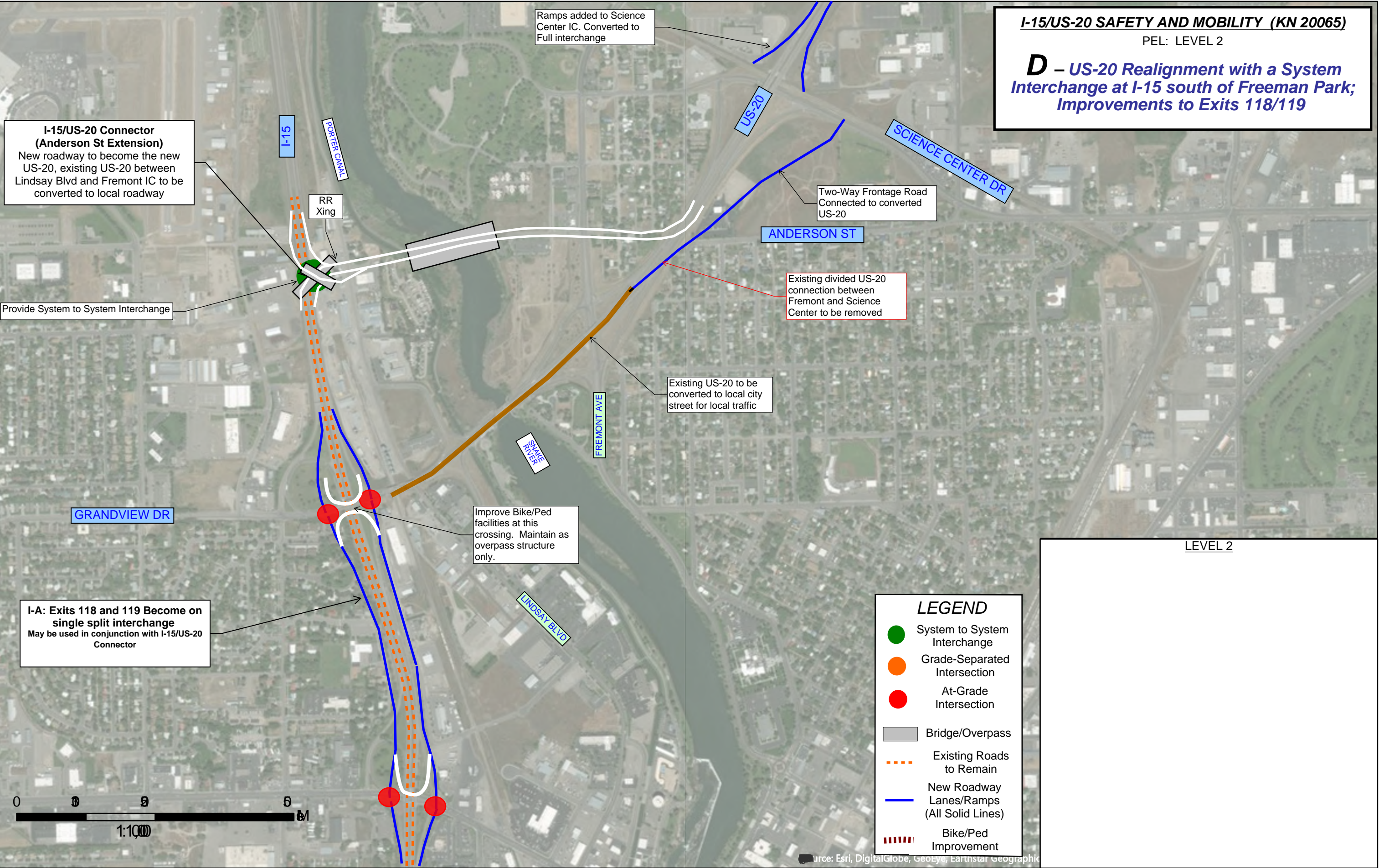
***C- Exits 118/119 Split Interchange with
US-20 Direct Connection Ramps; with
New Fremont Interchange***



I-15/US-20 SAFETY AND MOBILITY (KN 20065)

PEL: LEVEL 2

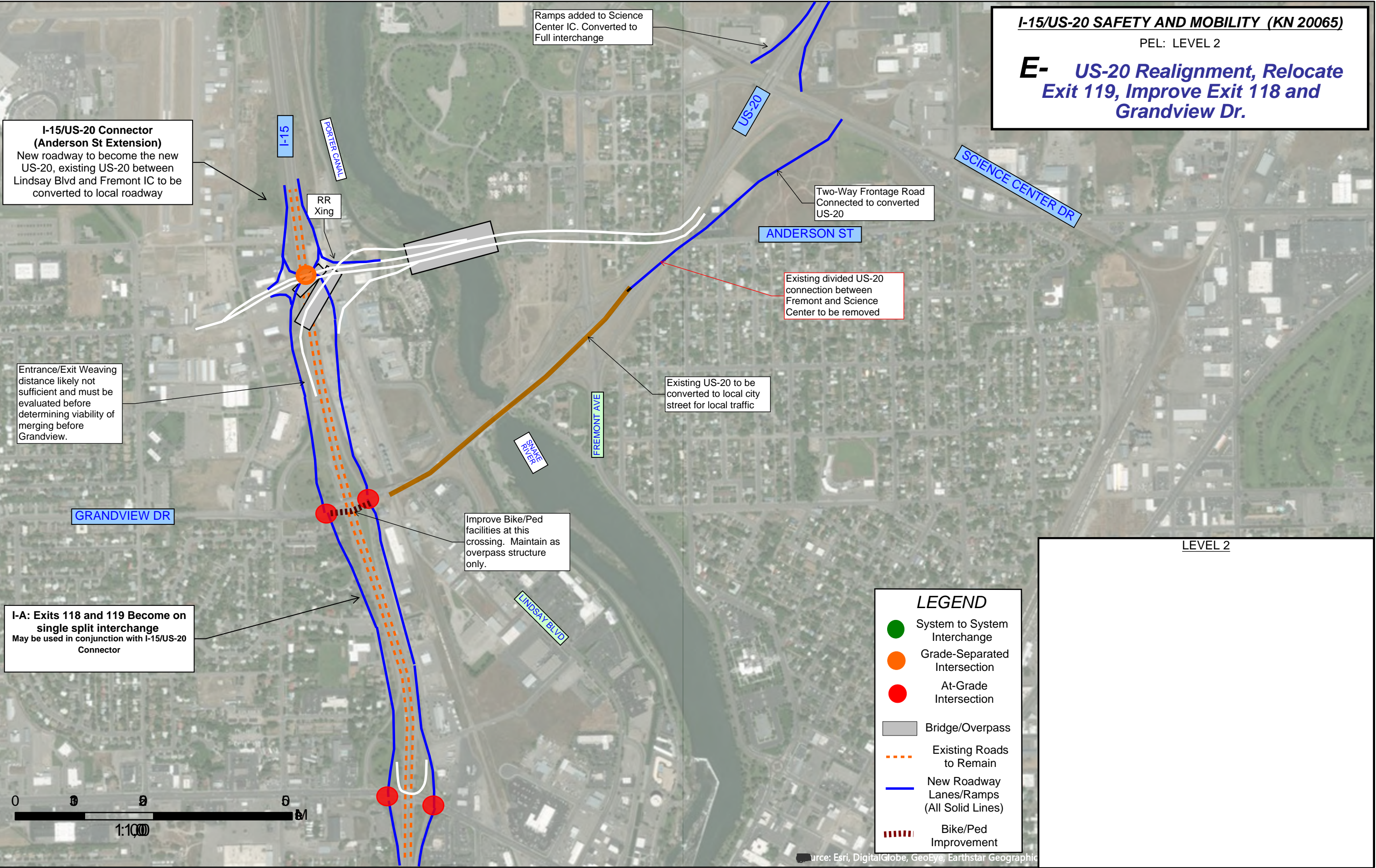
D – US-20 Realignment with a System Interchange at I-15 south of Freeman Park; Improvements to Exits 118/119



I-15/US-20 SAFETY AND MOBILITY (KN 20065)

PEL: LEVEL 2

E- US-20 Realignment, Relocate Exit 119, Improve Exit 118 and Grandview Dr.



I-15/US-20 SAFETY AND MOBILITY (KN 20065)

PEL: LEVEL 2

**F- US-20 One Way Couplet with
Improvements to Exits 118/119
near Anderson**

