

INTERSTATE

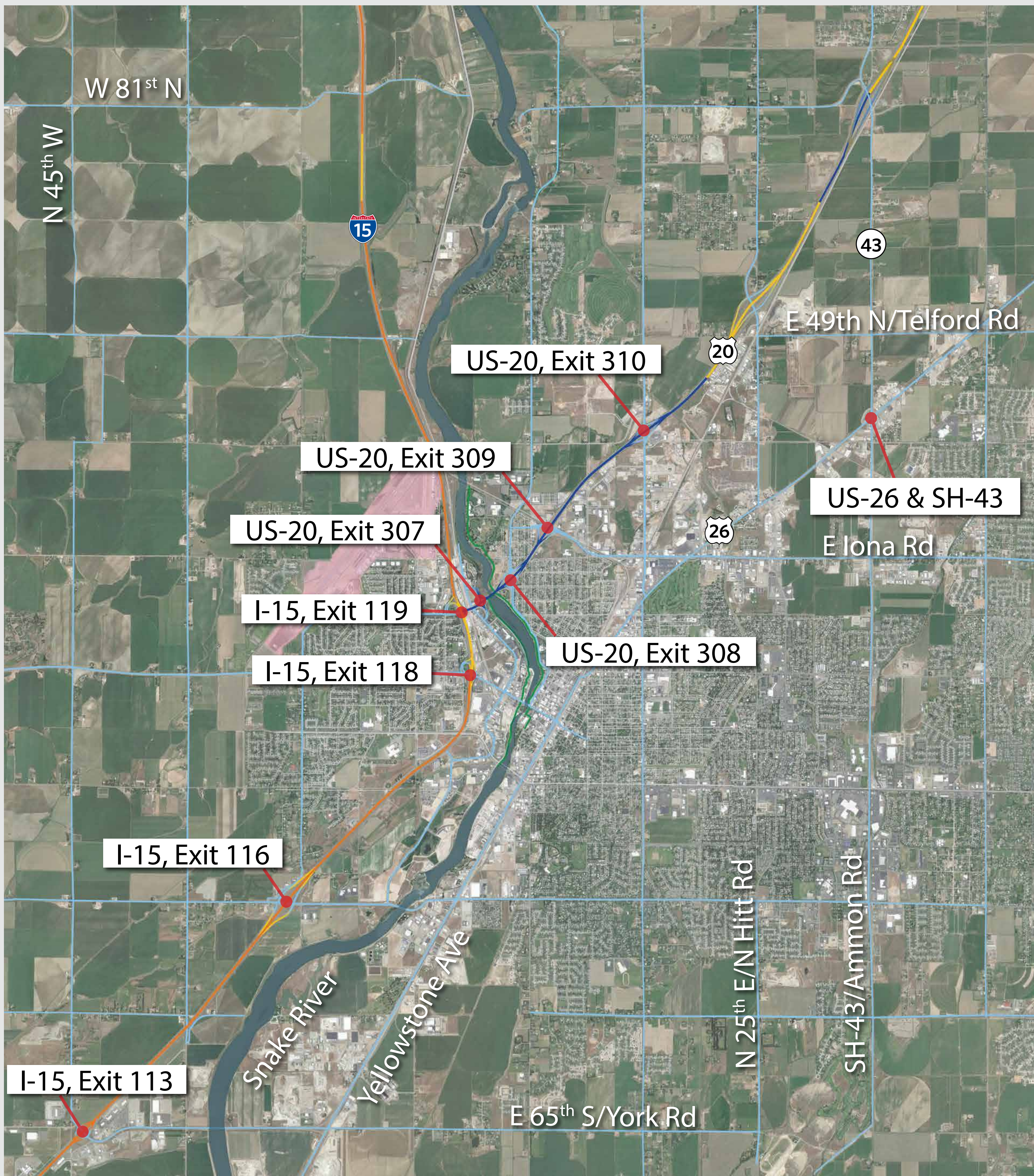
15

20

Connector



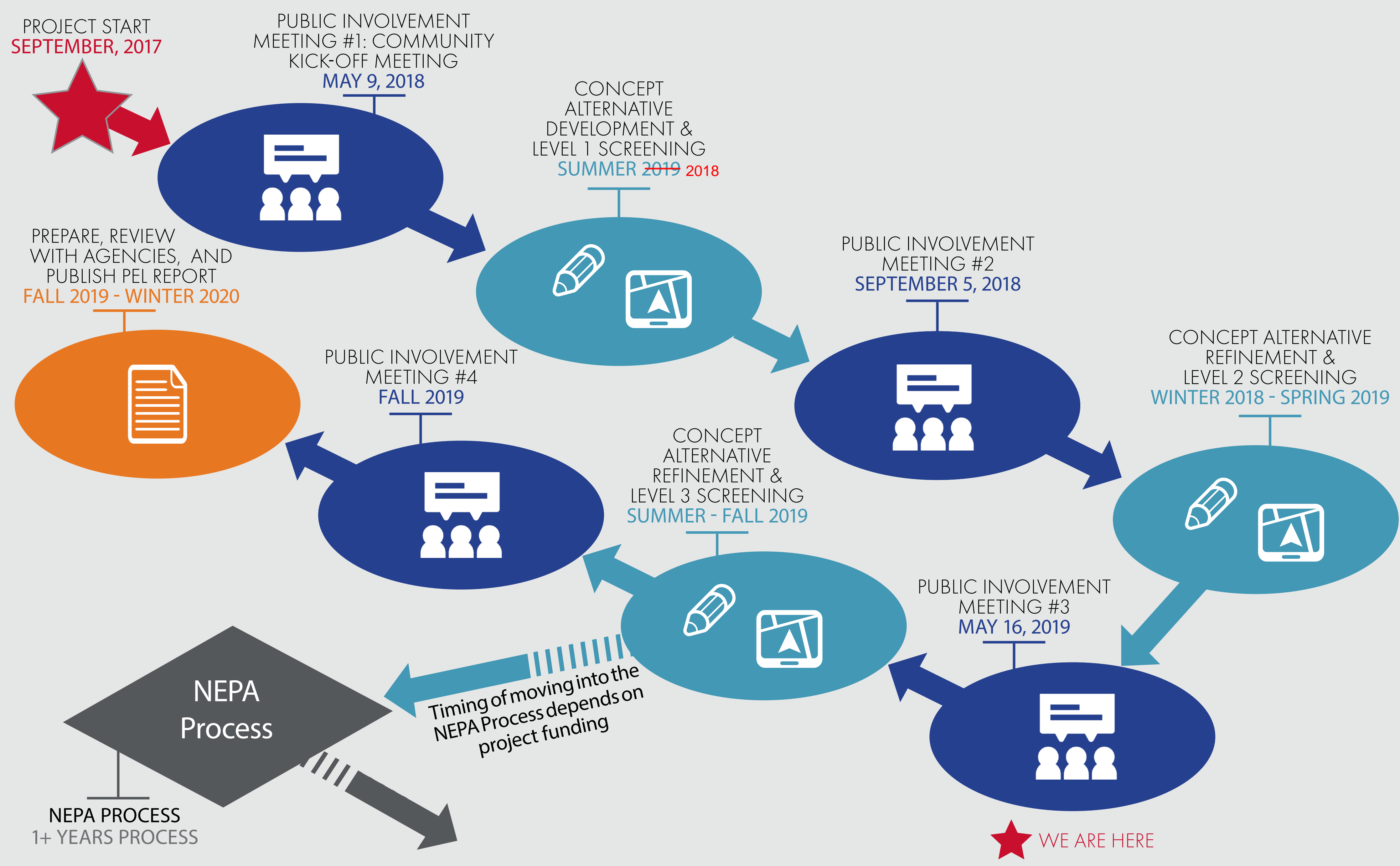
# Area Map





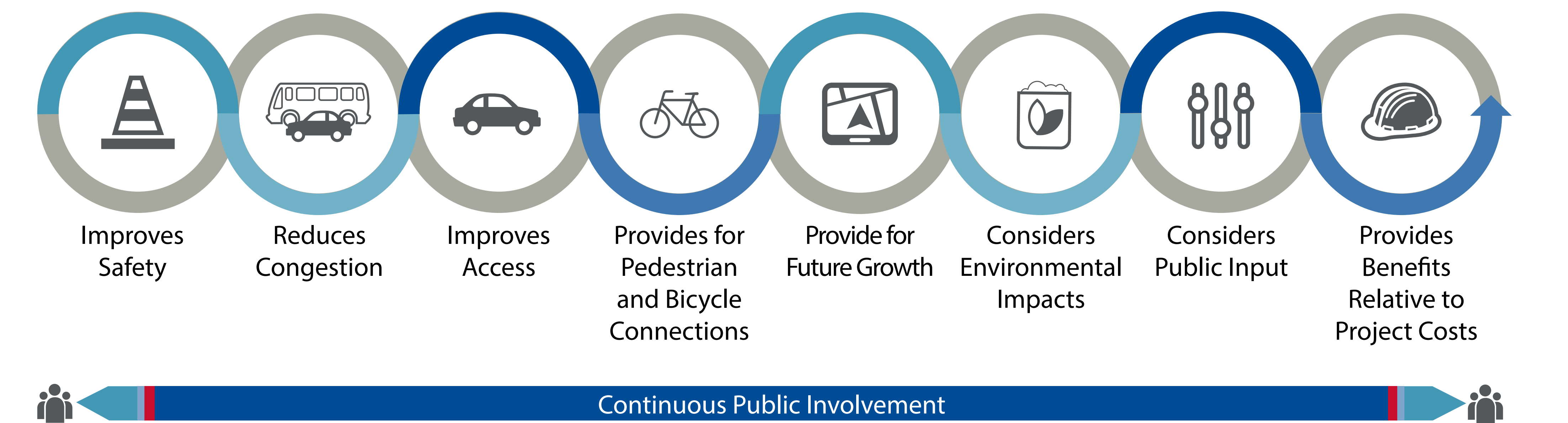


# How We Got Here: Alternatives Screening



## How were the alternatives developed?

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



Alternatives shown at this meeting may be screened and presented at a fourth public meeting before the PEL report is completed, or the remaining alternatives may move into the National Environmental Policy Act (NEPA) process.







# Community Working Group

TheCommunityWorkingGroupismadeupofrepresentativesofthecity,county,largeemployers,andresidents.

The I-15/US-20 Connector Community Working Group’s role is to:

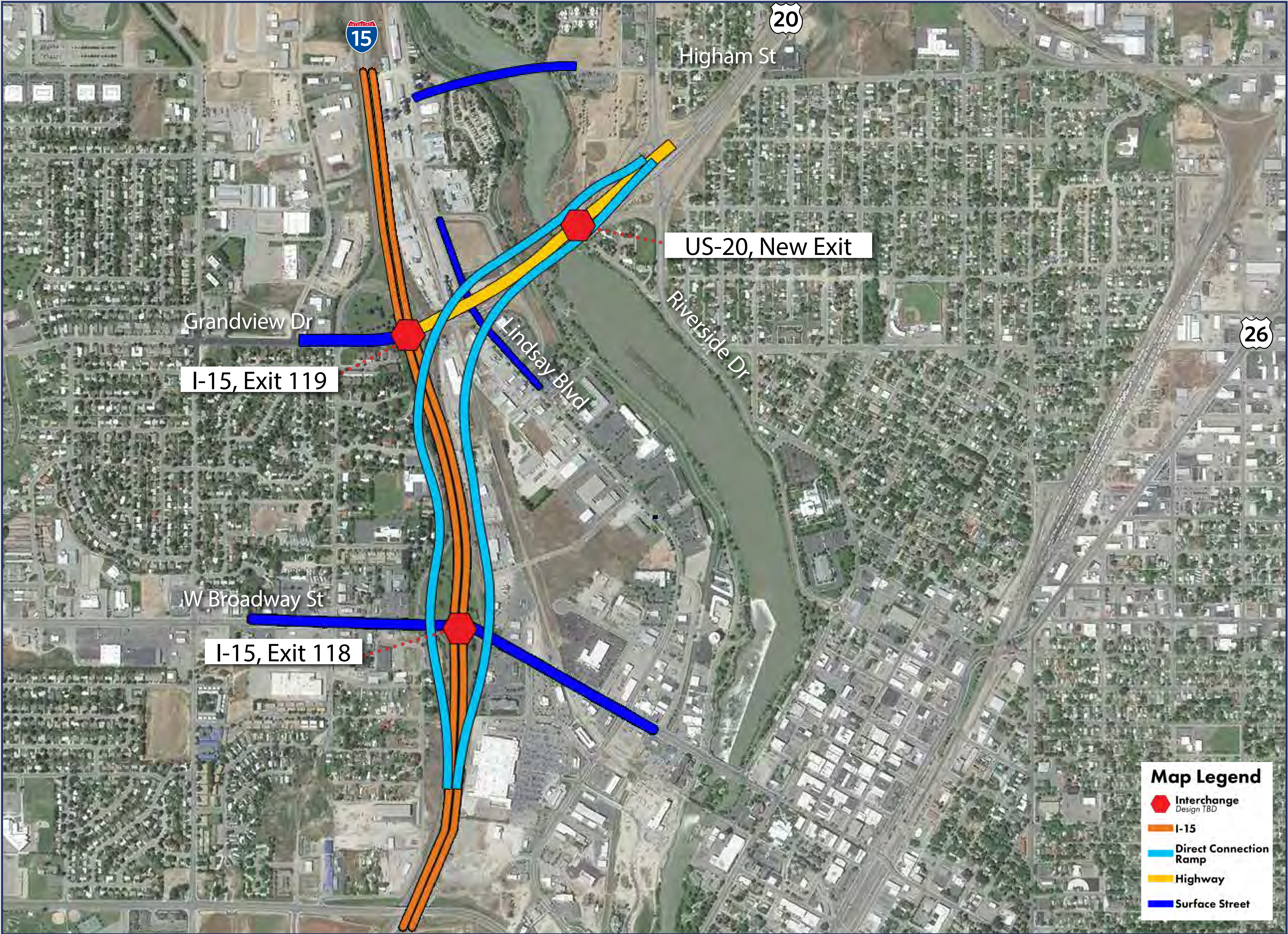
- Bebriefedatmajorprojectmilestonesandgiveinputtothestudyteamonbehalfoftheentitiestheyrepresent.
- Keeptheirrespectiveworkplaces,neighborhoods,organizations,andcommunitygroupsinformedofstudy progress.
- Serve as ambassadors for the study and its outcomes in the community.

## Community Working Group

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



# Alternative B



## Features & Benefits

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

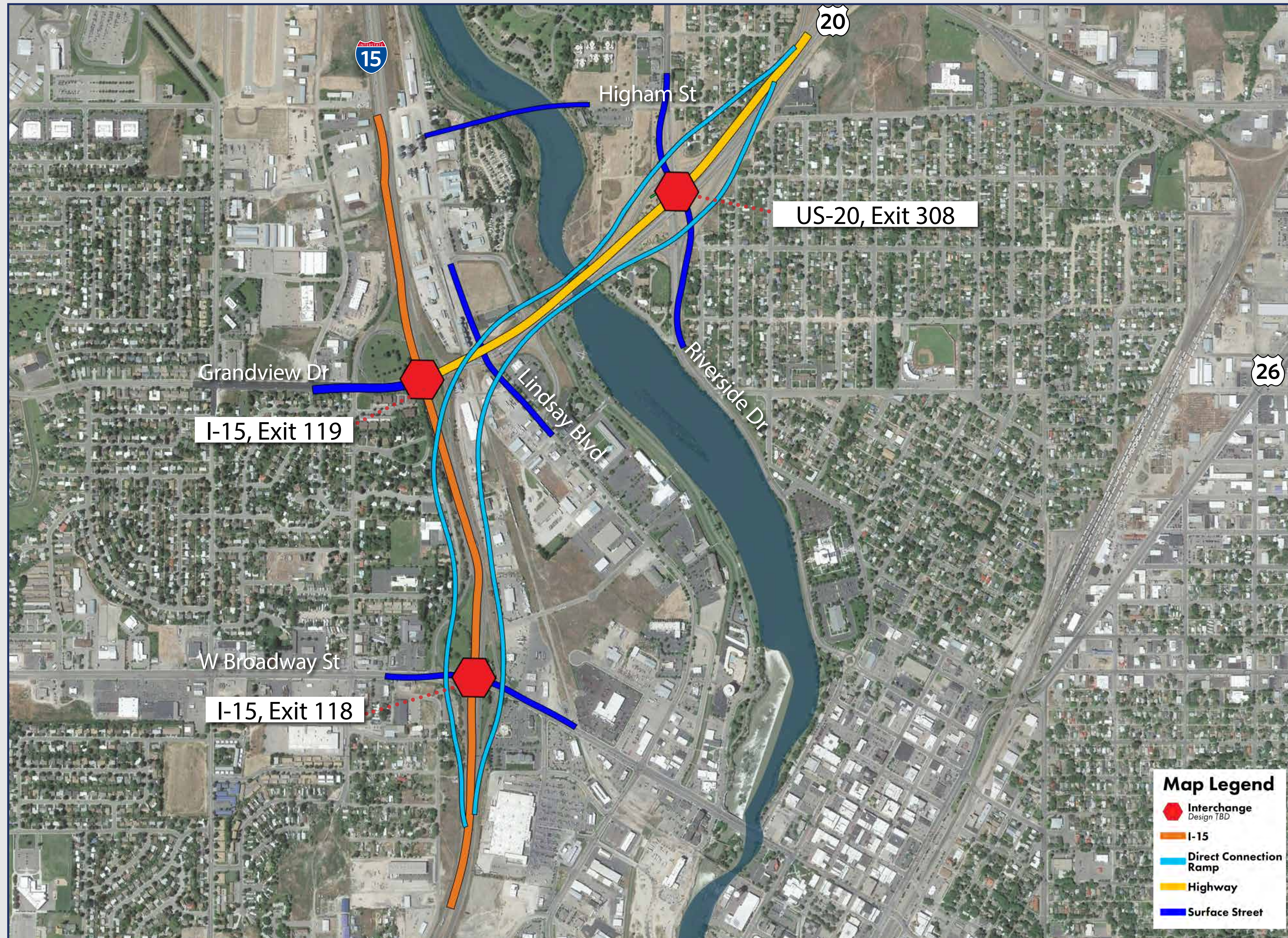
## Challenges

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

**REMOVED**  
From Future Consideration



# Alternative C



## Features & Benefits

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

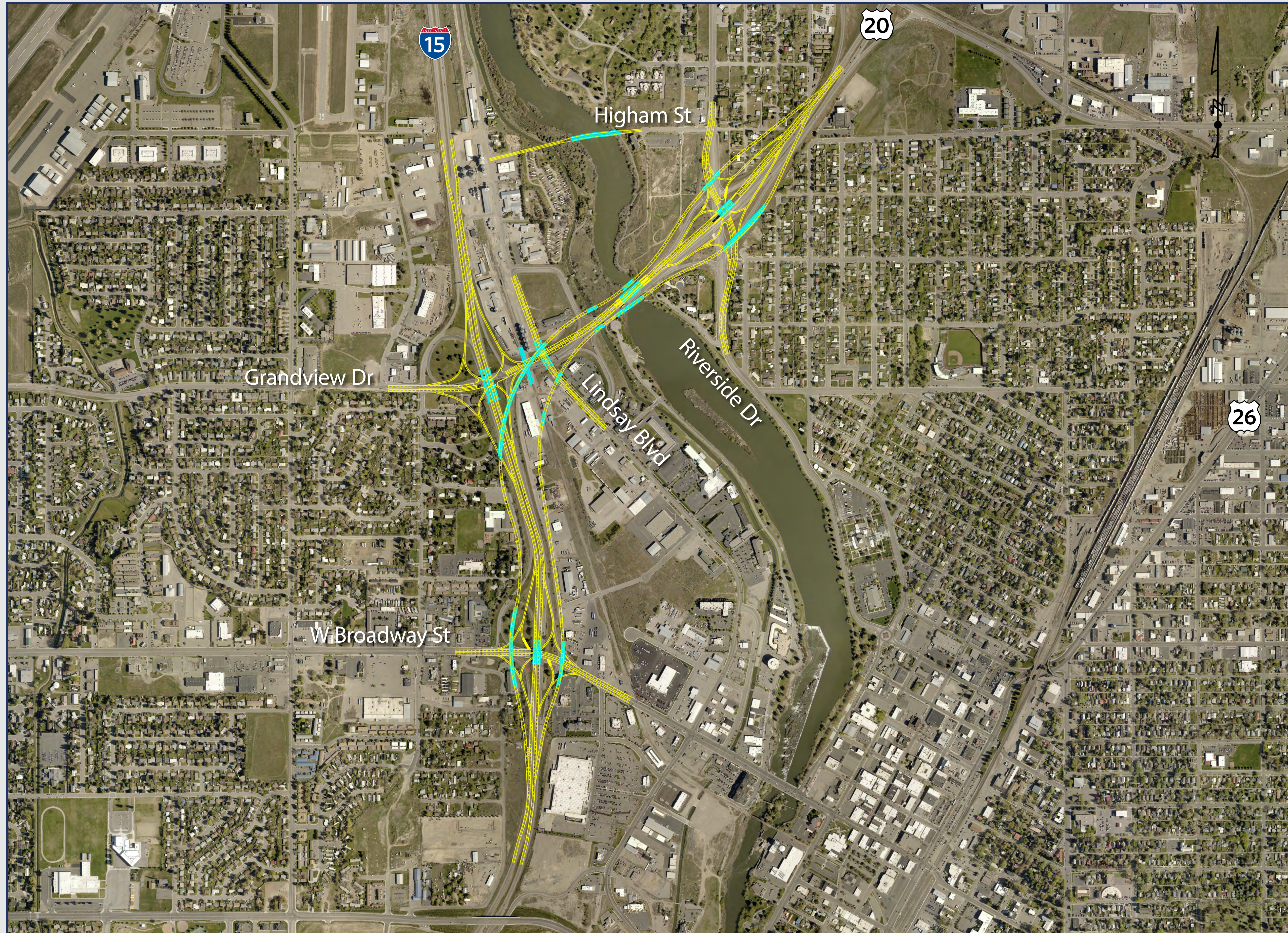
## Challenges

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



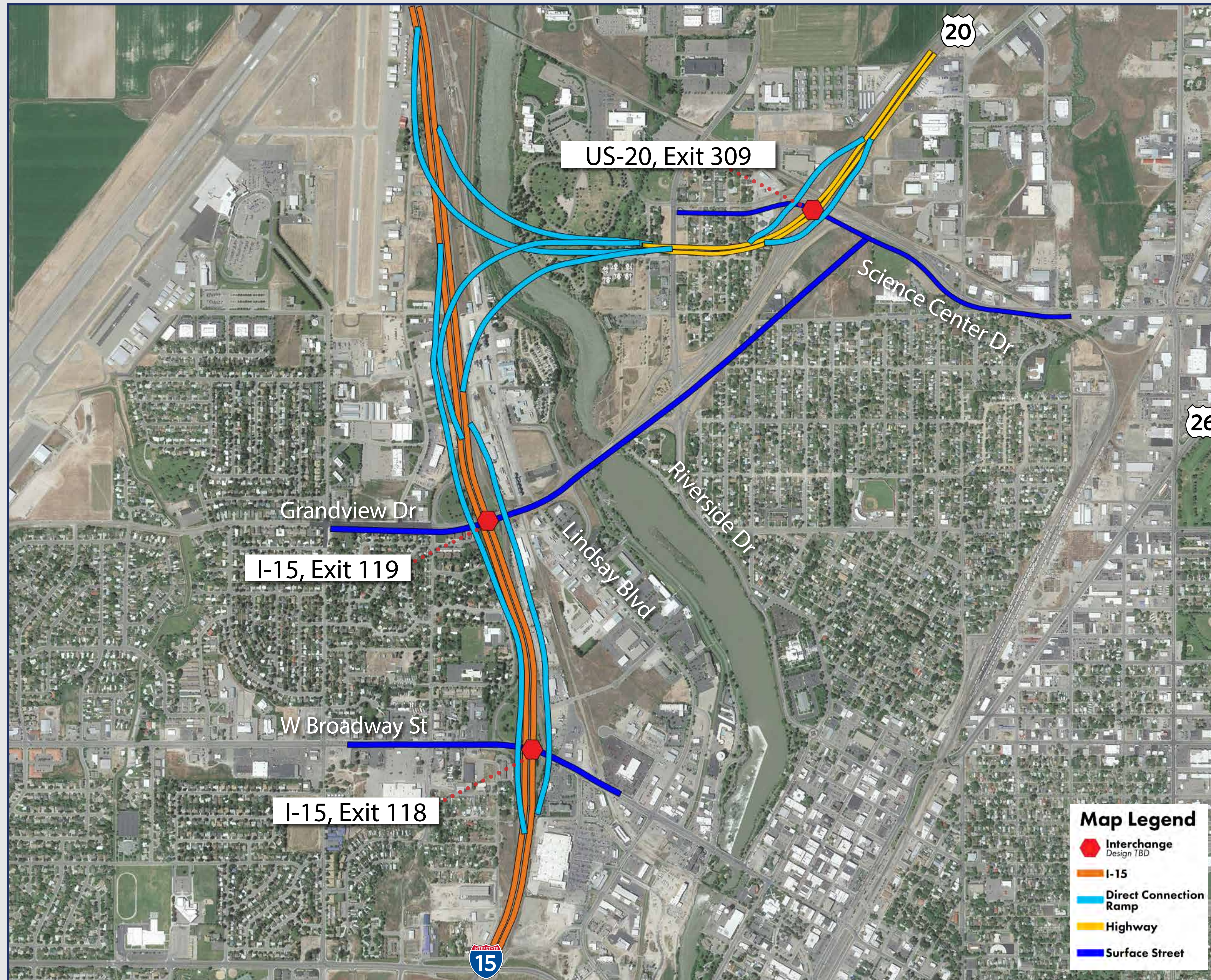


# Alternative C - Detail View





# Alternative D



## Features & Benefits

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

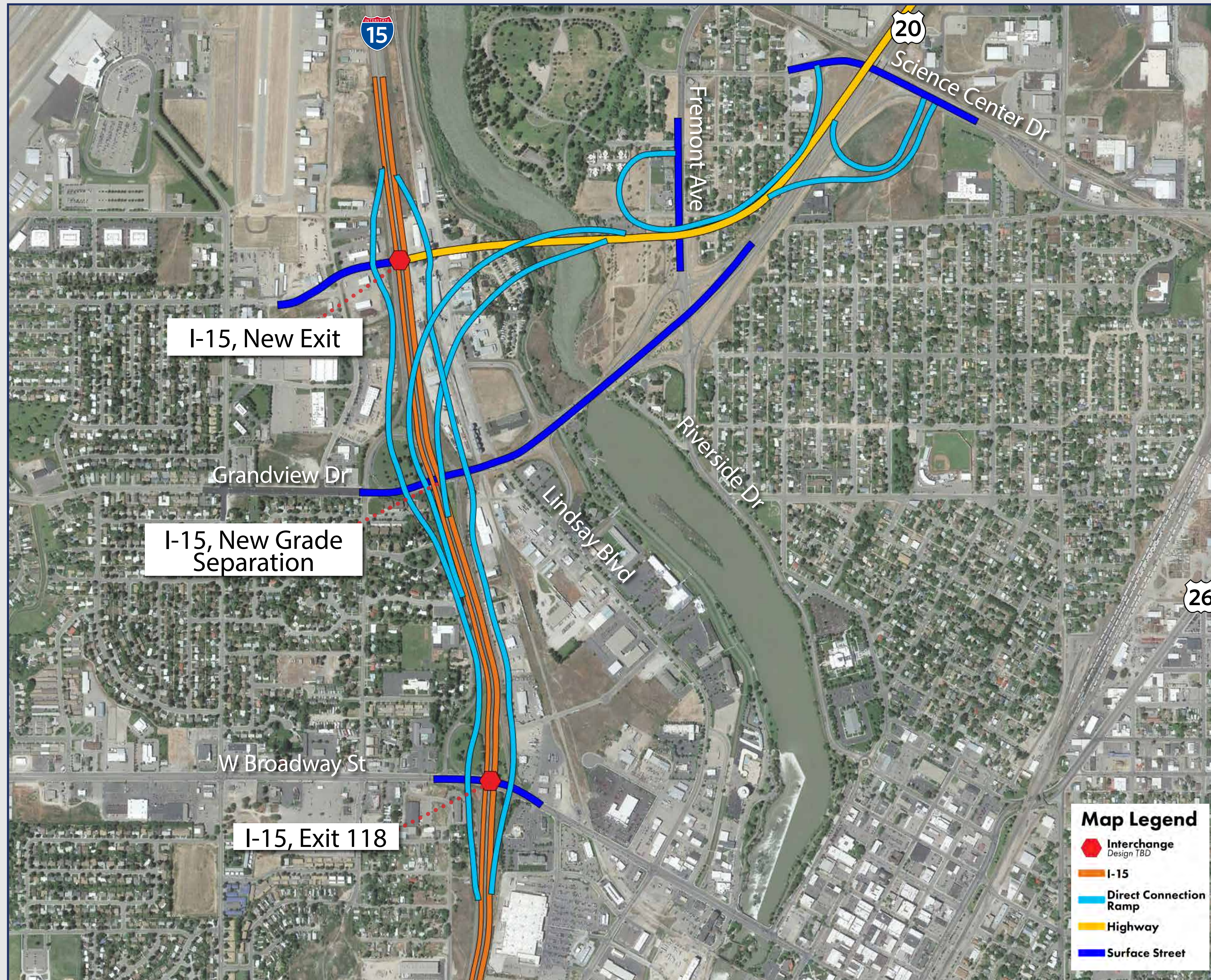
## Challenges

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

**REMOVED**  
From Future Consideration



# Alternative E



## Features & Benefits

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

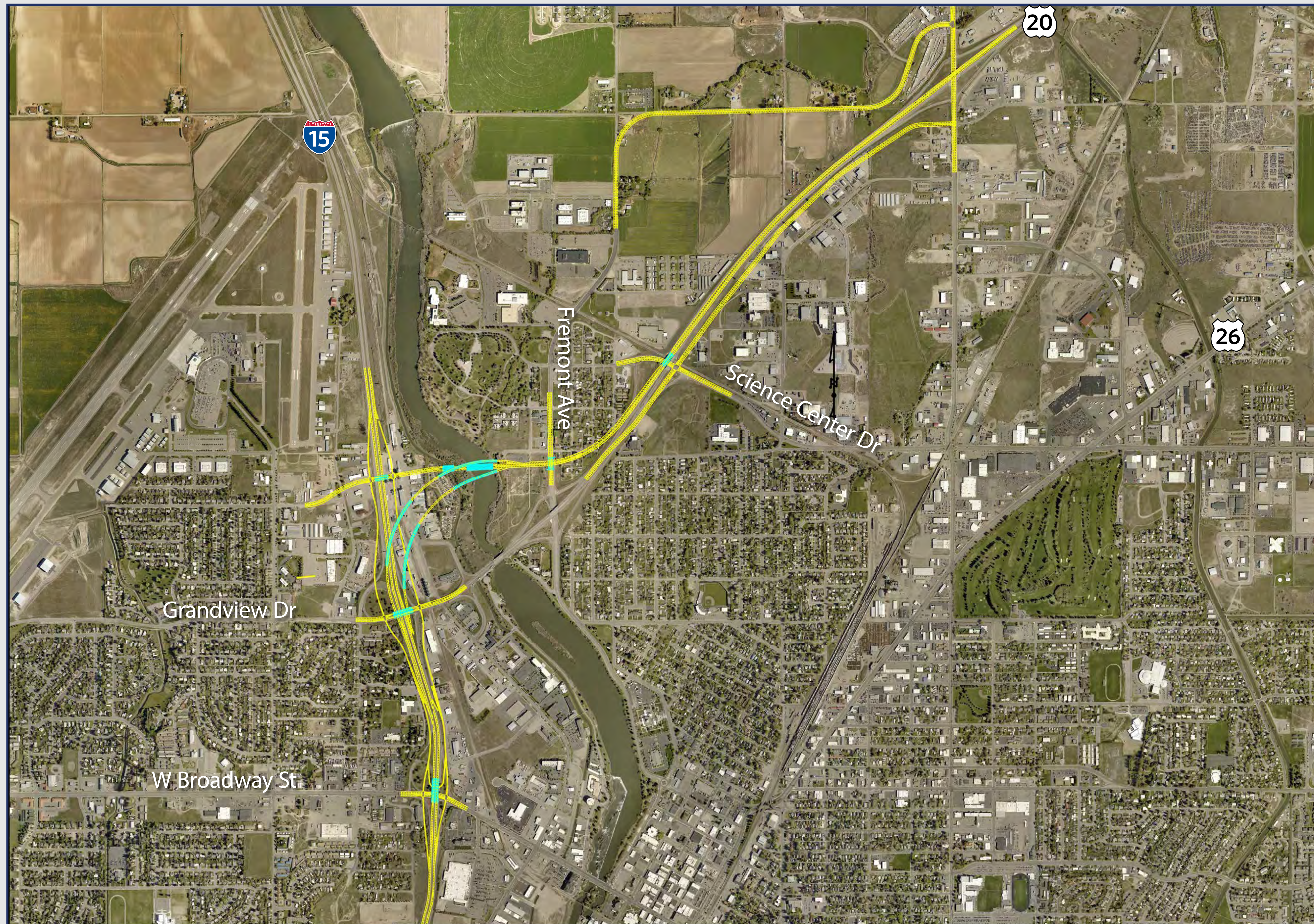
## Challenges

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





# Alternative E.1 -Detail View



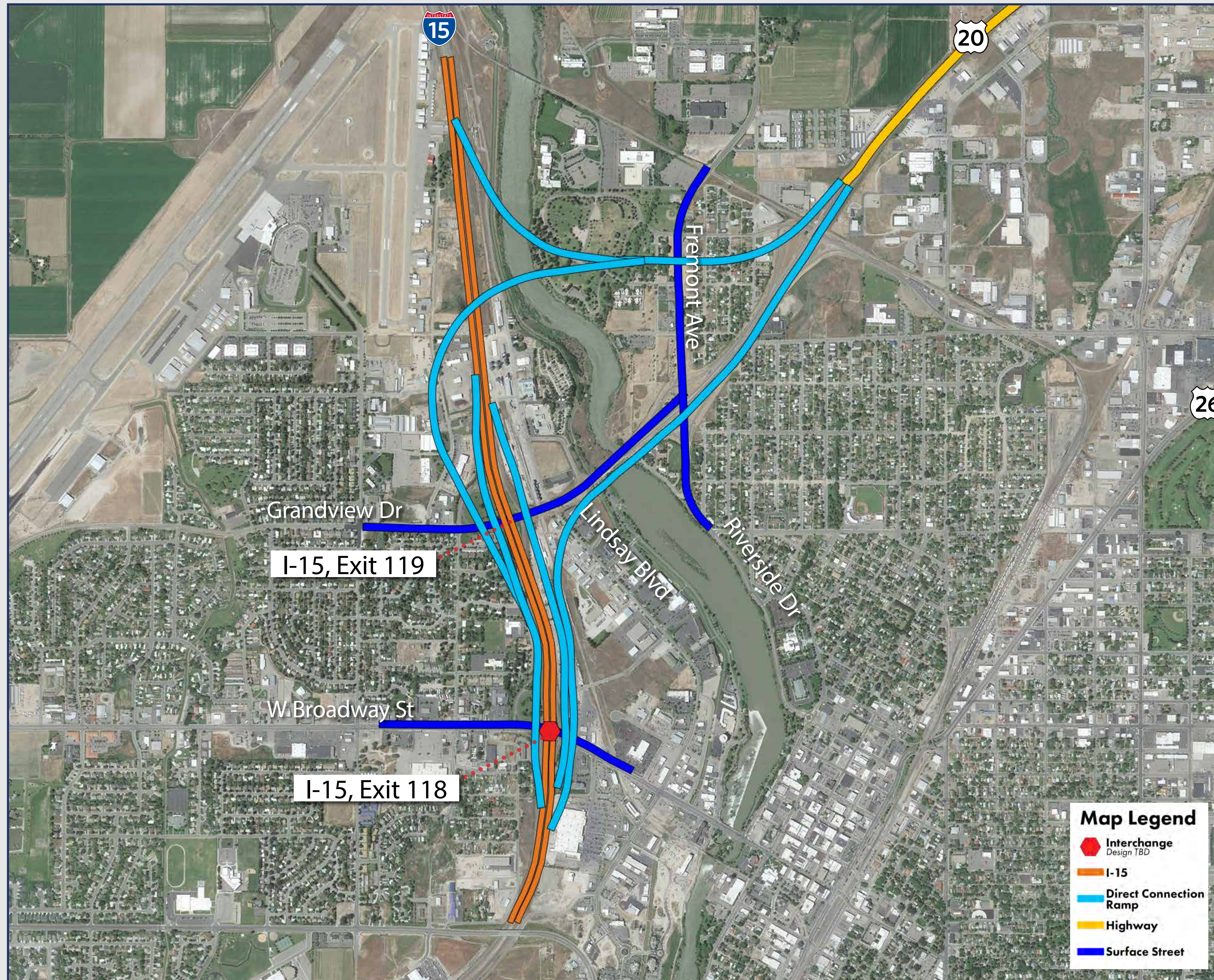


# Alternative E.2 -Detail View





# Alternative F



## Features & Benefits

- Removes weaving concerns between I-15, Exits 118 and 119, with direct access ramps
- Splits traffic on US-20 on separate alignments and reduces congestion by separating local and regional traffic
- Converts current US-20 to a local street, which would make it less of a neighborhood barrier with more pedestrian and bicycle connections

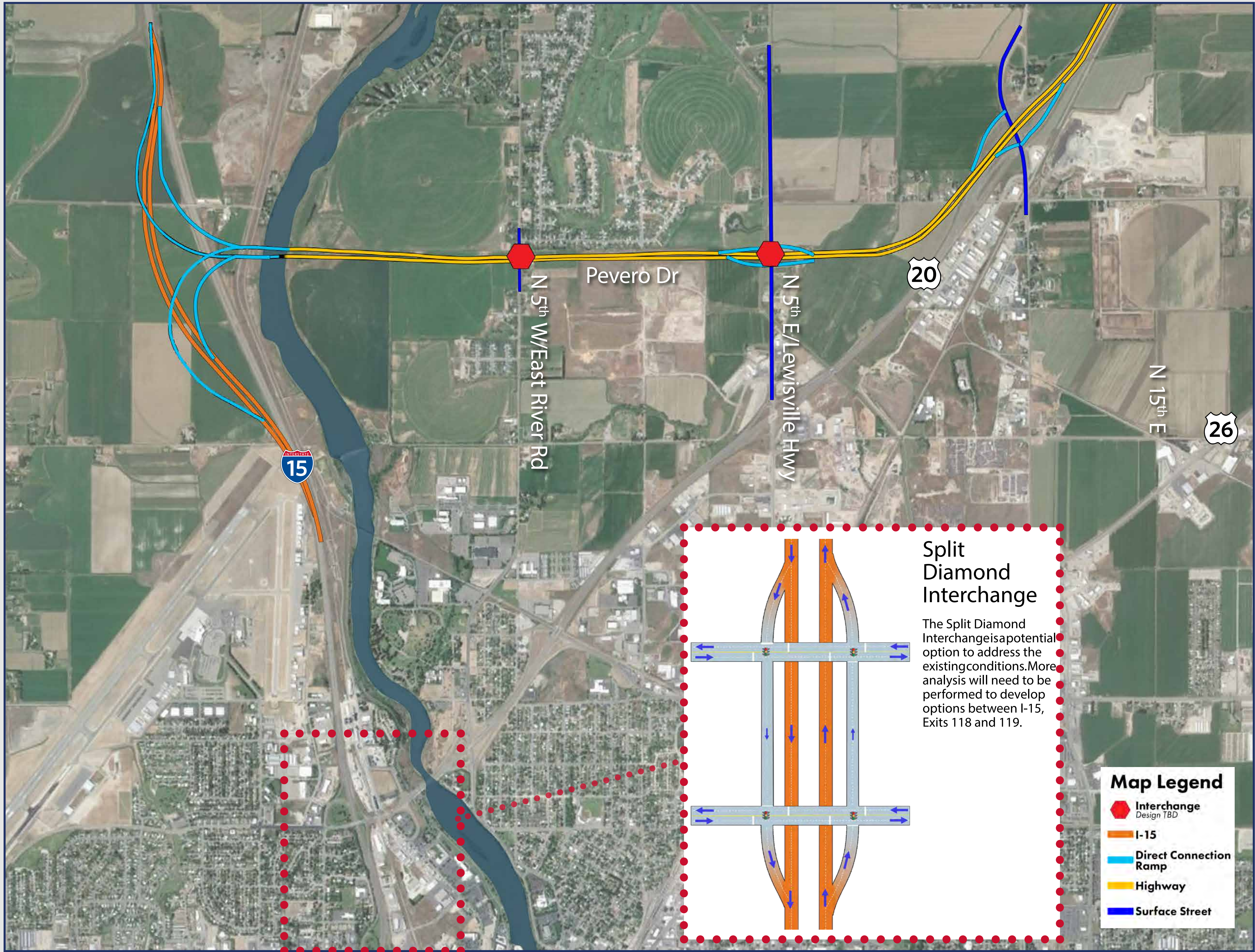
## Challenges

- Potential impacts to Freeman and Antares Parks, industrial areas, schools, and neighborhoods
- Elevated structures and new bridges are required
- Connectivity for the local traffic to I-15/US-20 very limited

**REMOVED**  
From Future Consideration



# Alternative G



## Features & Benefits

- Realigns US-20 to the north of Idaho Falls to provide a direct connection from US-20 to I-15 where there is more room for high speed ramps
- Includes new connections to local roads north of Idaho Falls
- Improves interchanges “in town,” including converting I-15, Exits 118 and 119, to a split diamond interchange to reduce weaving and backup on I-15
- Converts current US-20 to a local street
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

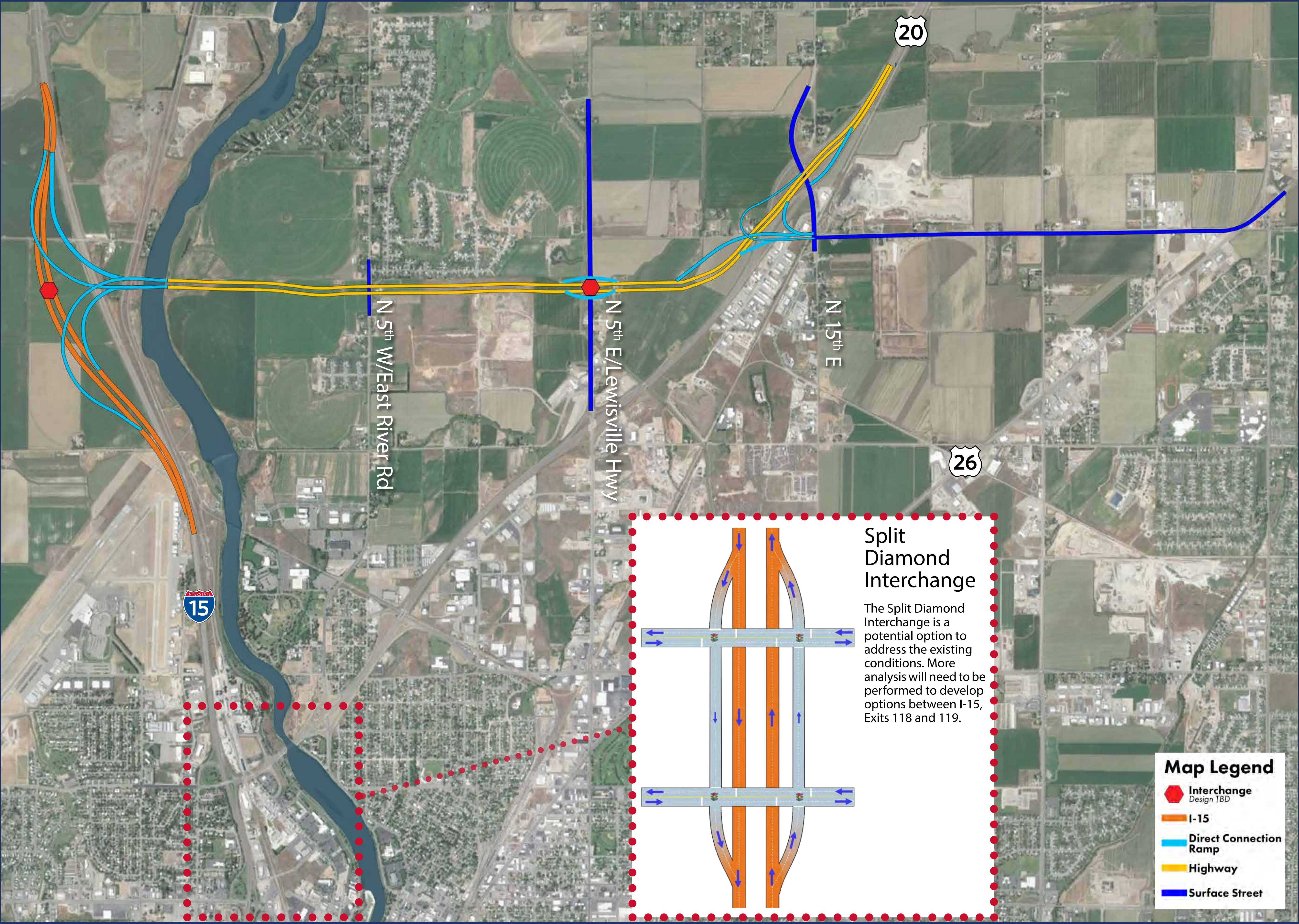
## Challenges

- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods
- Does not provide future connections to US-26

**REMOVED**  
From Future Consideration



# Alternative H



## Features & Benefits

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

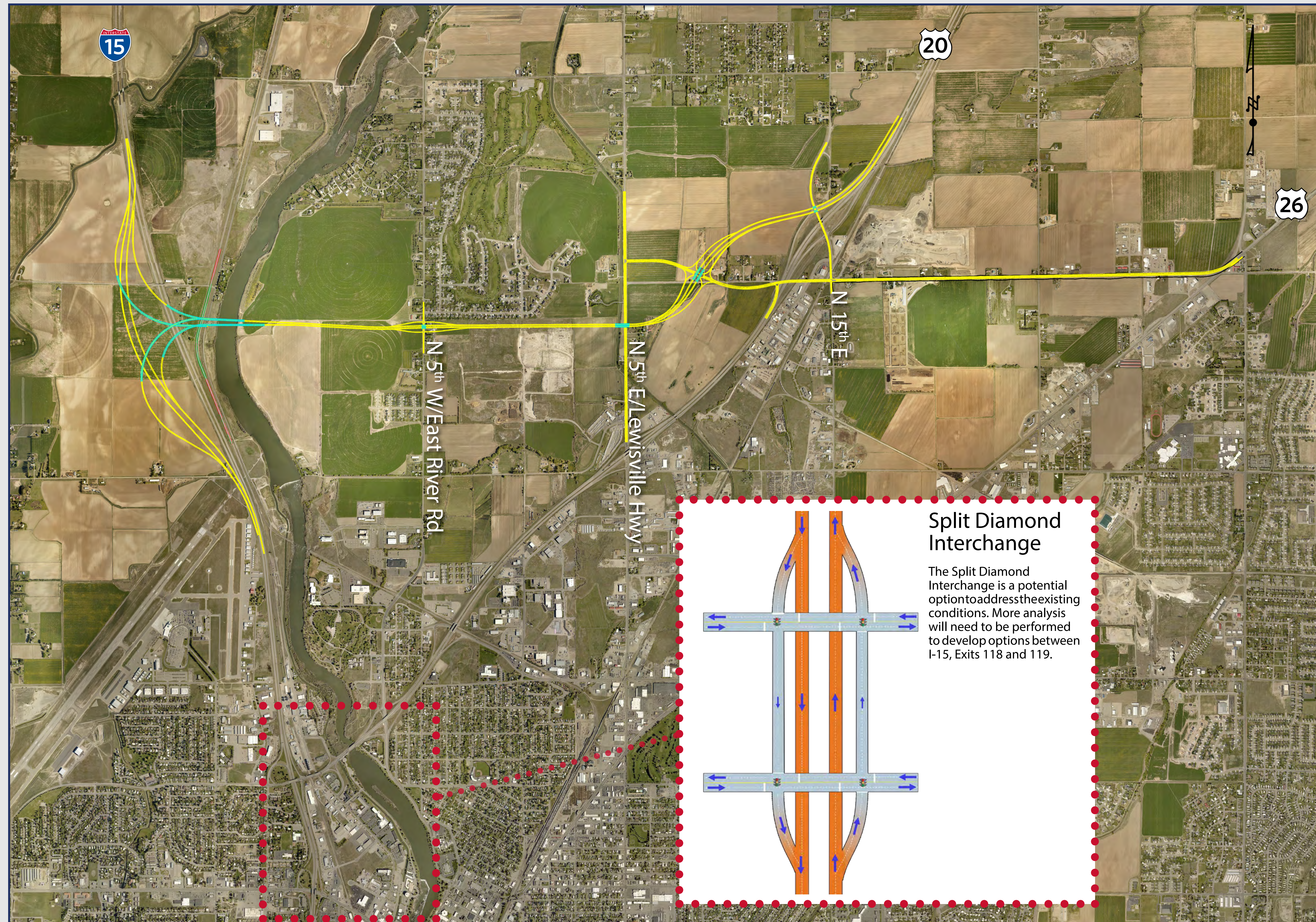
## Challenges

- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods



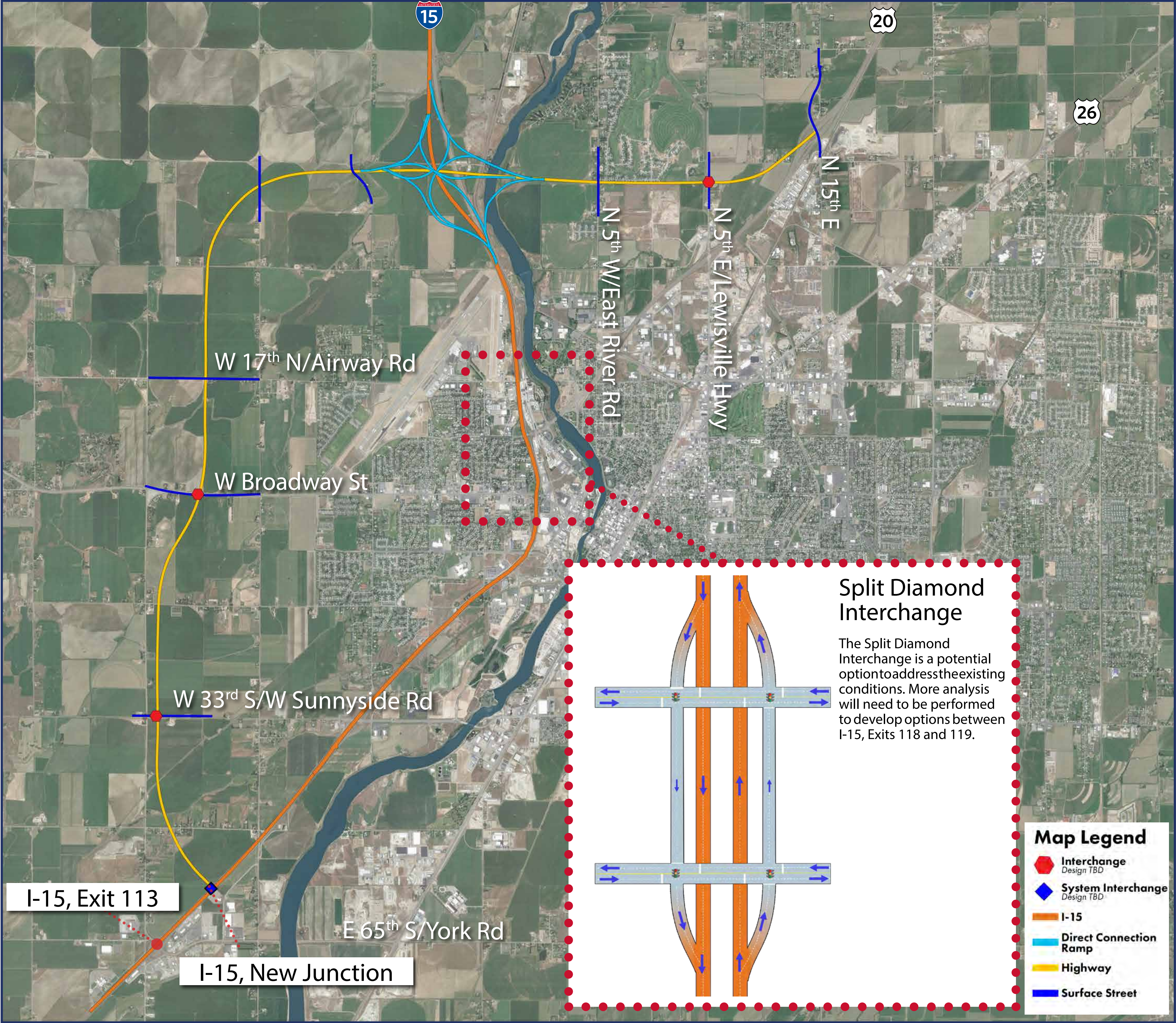


# Alternative H - Detail View





# Alternative I



## Features & Benefits

- Realigns US-20 to the north of Idaho Falls with an added connection to the west that would extend around the airport, connect to W Broadway Street west of town, and ultimately connect to I-15 south of town
- Allows for building in phases with the realigned US-20 and connection to I-15 first, followed by the split diamond interchange improvements to exits 118 and 119, and then the connection to US-26, and the west side connections following later when appropriate
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

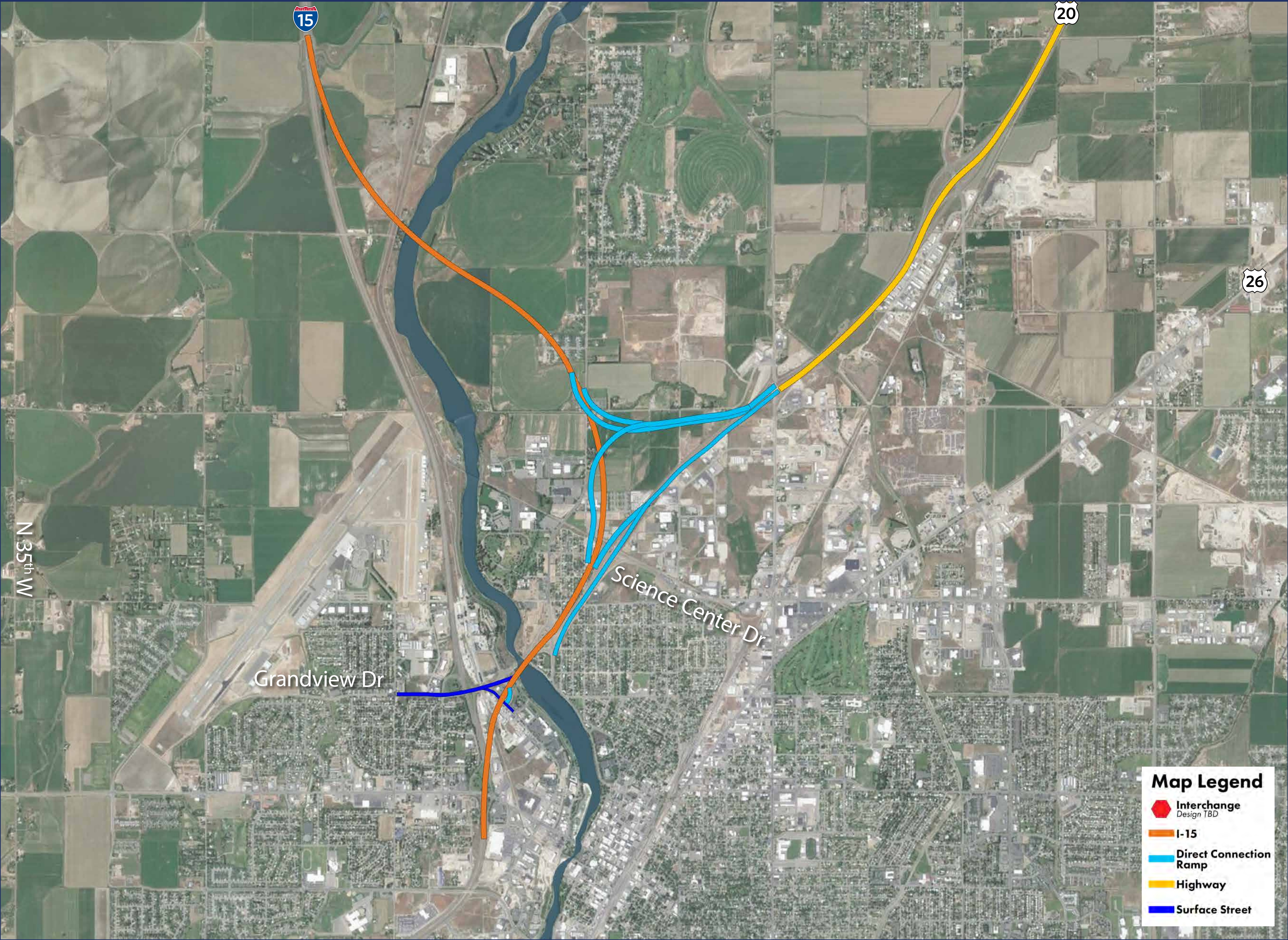
## Challenges

- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods

**REMOVED**  
From Future Consideration



# Alternative J



## Features & Benefits

- Realigns I-15 to the east of the Snake River, moving the connection to US-20 further east and minimizing Snake River crossings
- Adds a new river crossing north of Idaho Falls

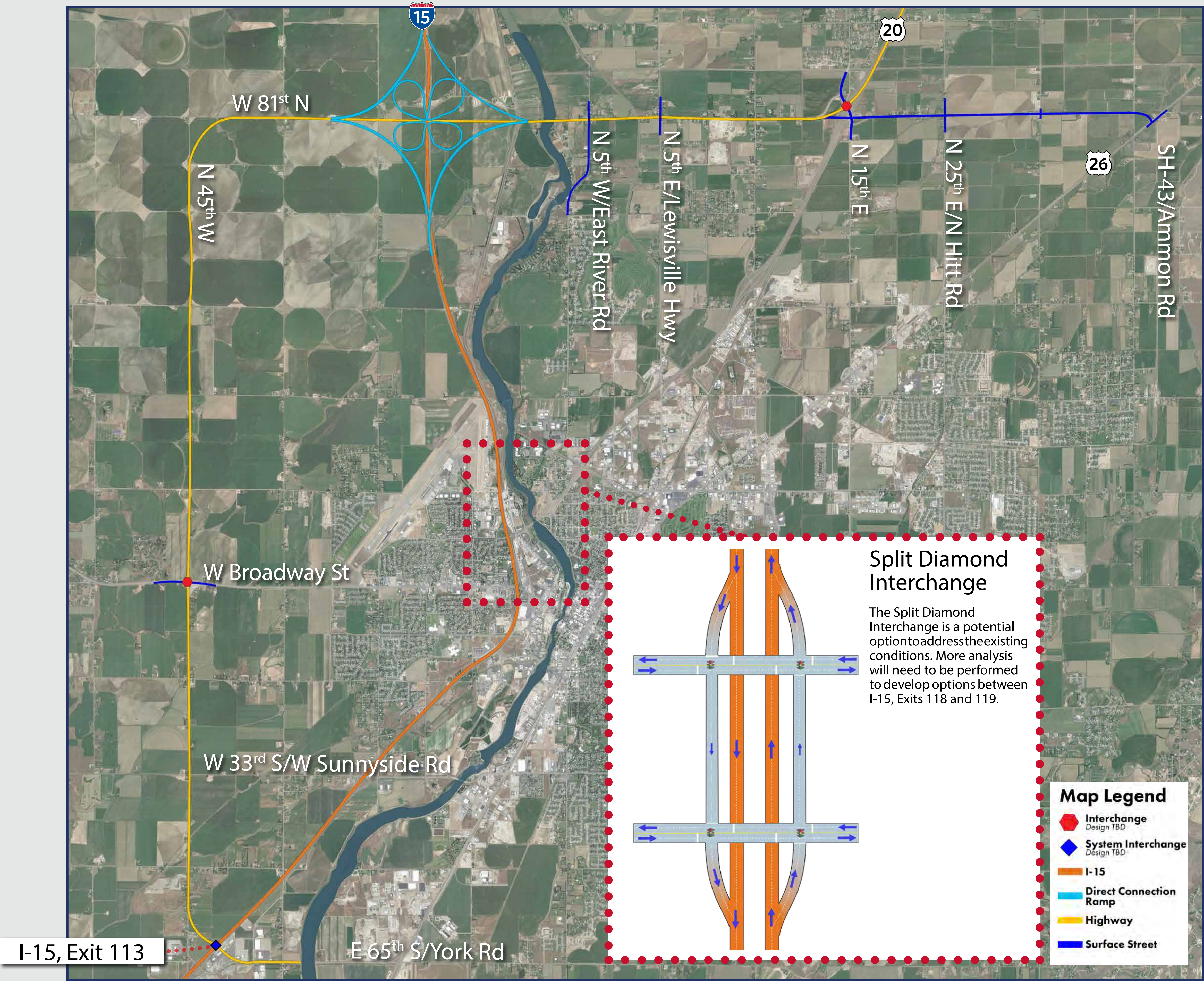
## Challenges

- Removes several local connections from I-15 and US-20

**REMOVED**  
From Future Consideration



# Alternative K



## Features & Benefits

- Creates a new high-speed arterial to the west and north of the town near W 81<sup>st</sup> N as well as connecting to W Broadway Street west of town
- Adds a new connection to US-26 allowing regional traffic to avoid surface streets

## Challenges

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

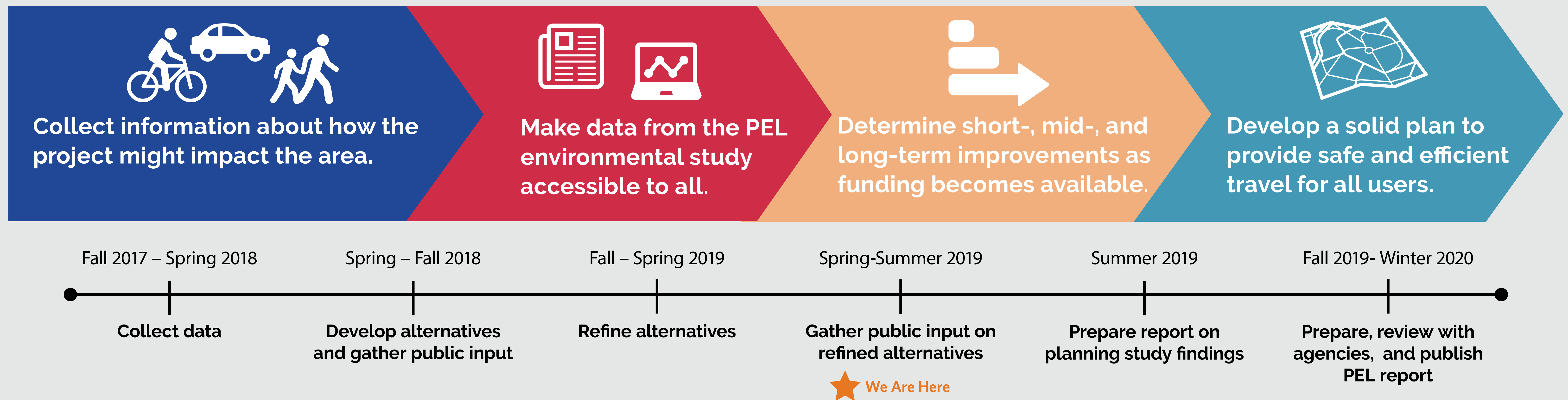
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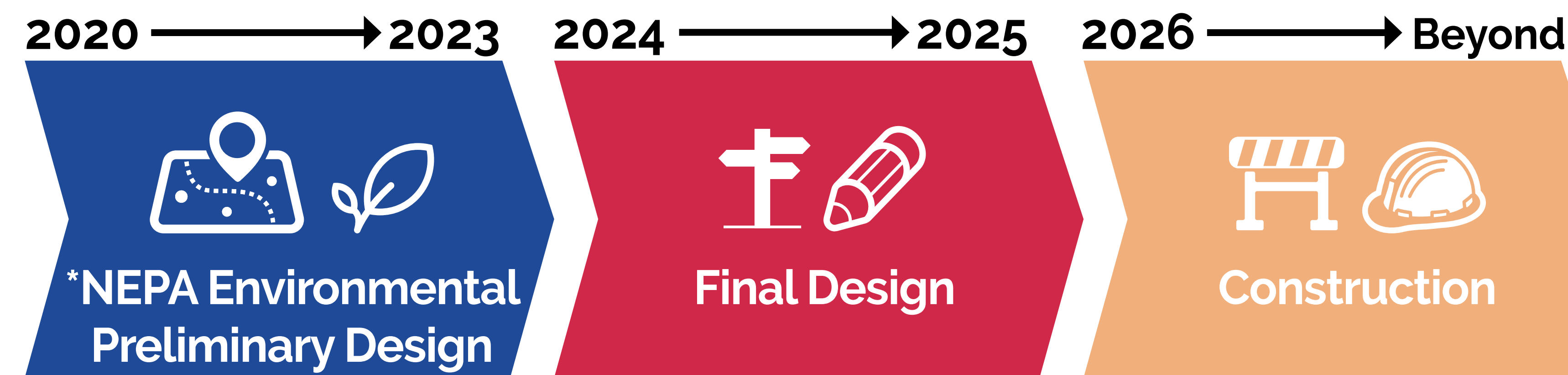


# Schedule

This planning and environmental study is expected to take about 24 months. There are four major goals for the study:



## Post-PEL Project Schedule\*:



\*pending project funding





# Get Involved



There are several ways to get and stay involved in the I-15/US-20 Connector study:



- Fill out a comment form tonight
- Email us at [I-15US20Corridor@itd.idaho.gov](mailto:I-15US20Corridor@itd.idaho.gov)
- Go to the project website at [i15us20connector.com](http://i15us20connector.com) to:
  - » Fill out a comment form - comments are due by ~~May 31, 2019~~  
JUNE 14
  - » Sign up for email updates
  - » Check our event calendar for community events and future meetings

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