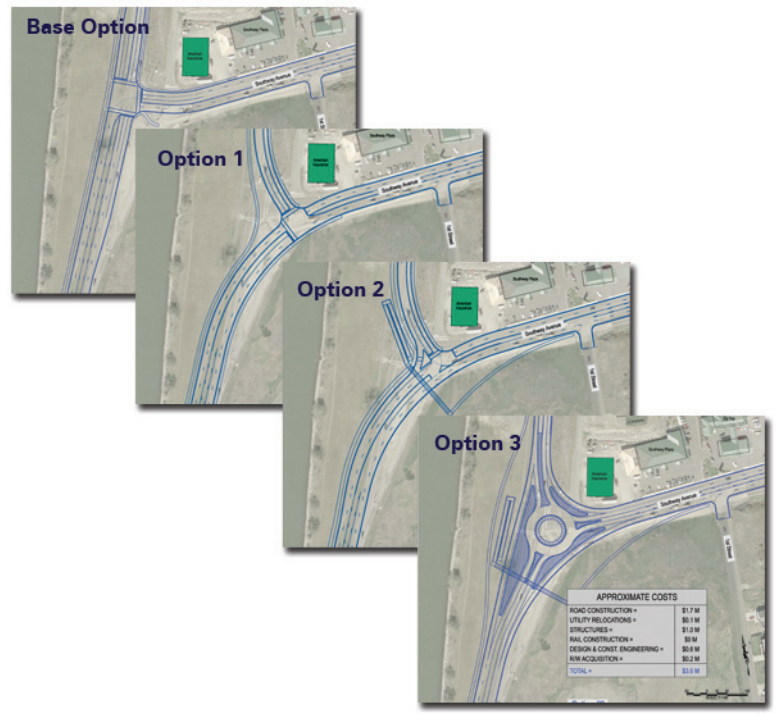
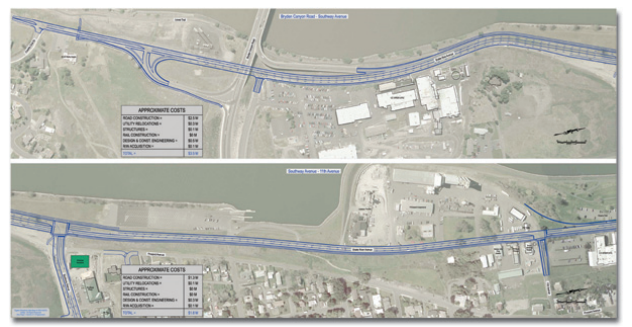
Preliminary Options

Southway/Snake River Avenue Intersection

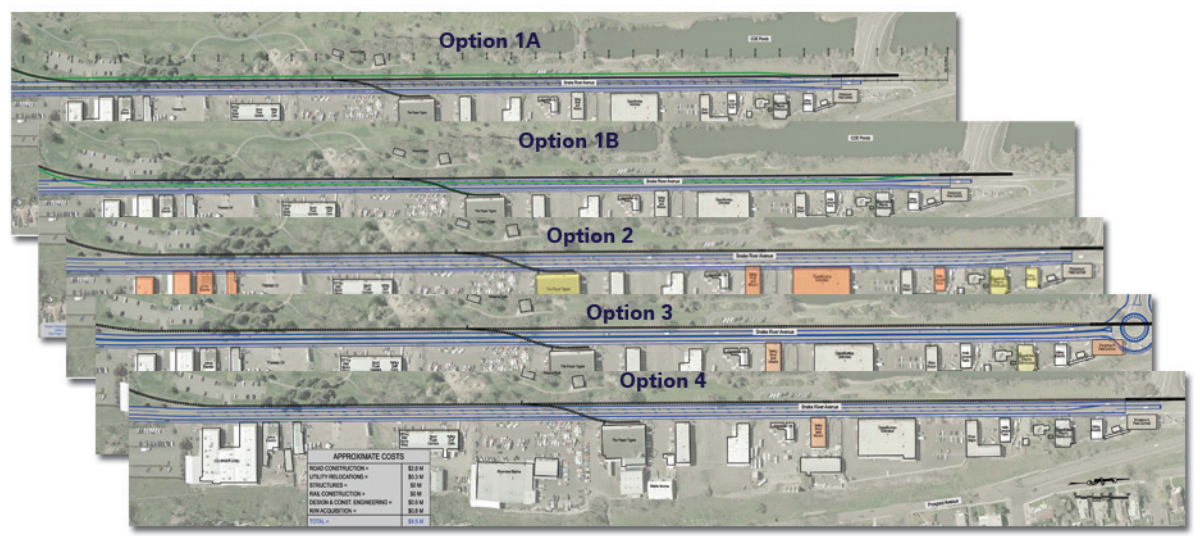


Southway

Snake River Avenue from Bryden Canyon Road to 11th Avenue



Snake River Avenue from 11th Avenue to US 12



For more detailed images of the preliminary options please go the project website at *http://itd.idaho.gov/getinvolved/d2/LHTACProj/*

Based on the input gathered from the public and the advisory committee, project engineers developed several preliminary options. The options included four build options for the Southway Intersection; five build options for the north end of Snake River Avenue; one build option for the south end of Snake River Avenue and one build option for Southway from Snake River Avenue to 8th Street. A "no build" option is always included. Project officials then conducted a preliminary screening analysis using comments from the advisory committee.

These initial options were presented to the advisory committee on November 30, 2005. Advisory committee members were asked to rank each option. Based on the ranking, advisory committee members recommended:

Snake River Avenue - 11th Ave. to U.S. 12 - Unanimous recommendation of Option 4, two lanes with a center turn lane. **Southway Intersection** - The Base Option, a "T" intersection, and Option 3, a "roundabout" intersection received fairly even support.

What's next?

The City of Lewiston invites you to become an active participant in the Southway and Snake River Avenue Environmental Study and help plan for the future. A **Public Open House** is scheduled for **Thursday, March 30** at the **Red Lion Lewiston, Port 4 Room, 4 - 7 p.m.**

Public input along with input from public agencies, plus environmental and engineering studies will be used to determine a preferred alternative and complete the environmental document. The preferred alternative and environmental document will be presented for final comment at a public hearing tentatively scheduled for late 2006.

Future meetings will be announced through mailings, media stories and advertisements.

Public Open House

Thursday, March 30

Anytime between 4 - 7 p.m.

Red Lion Lewiston

Port 4 Room

621 21st Street

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Visit Our Website at:
www.itd.idaho.gov
Click on GetInvolved; North-Central Idaho; Southway to Snake River Avenue Environmental Study

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Persons needing an interpreter or special accommodations are urged to contact Gwen Smith, Public Involvement Coordinator at (208) 334-4444 or TDD/TDY (208) 334-4458.

Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen a la coordinadora de participación pública, Gwen Smith, al (208) 334-4444 ó TDD/TDY (208) 334-4458.

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Southway and Snake River Avenue
Environmental Study

Spring 2006

Project officials and advisory committee members tour the project area.

The City of Lewiston invites you to attend a public meeting on **Thursday, March 30, 4 - 7 p.m. at the Red Lion Lewiston, Port 4 Room** to gather input on the proposed improvements to Southway and Snake River Avenue.

Project Description

The City of Lewiston in cooperation with the Local Highway Technical Assistance Council (LHTAC) has begun investigating roadway improvement options on Southway and Snake River Avenue in Lewiston.

Southway and Snake River Avenue are two-lane roadways within the City of Lewiston. Snake River Avenue provides a north-south connection between the U.S. 12/Main Street Bridge and the Southway Bridge. Snake River Avenue is also a connection between Bryden Canyon Road and downtown Lewiston.

Within the project limits, Snake River Avenue currently carries more than 14,000 vehicles a day. The City of Lewiston forecasts that by 2030 Snake River Avenue will carry in excess of 22,000 vehicles per day, and Southway will carry in excess of 17,000 vehicles per day. To avoid additional traffic congestion, roadway improvements are needed.

What's Happened So Far?

A Southway and Snake River Avenue advisory committee was formed early last year. The advisory committee represents a cross-section of interests that could be affected by the project. In February 2005 project officials conducted workshops with the advisory committee, public agencies and the public. The purpose of the workshops was to identify issues and concerns about the project. Using this input, the project team developed several improvement options for the project area and presented them to the advisory committee last November. Advisory committee input was used to screen the initial options. Alternatives under consideration will be available for review during a public meeting scheduled for **Thursday, March 30 at the Red Lion Lewiston, Port 4 Room, between 4 - 7 p.m.**

Where Do I Fit In?

Advisory Committee*
The advisory committee represents a cross-section of interests that could be affected by the project. The advisory committee members are helping the City of Lewiston identify issues, brainstorm options, and make recommendations to project officials.

Public Agency Input Group
The public agency input group is made up of state and federal regulatory agencies. Its function is to identify issues, concerns and regulations related to the Southway and Snake River Avenue Environmental Study.

General Public
The public is invited to attend workshops and informational meetings throughout the Environmental Study. The purpose of the meetings is to gather input and address concerns on the proposed improvements.

* The advisory committee includes interested citizens and representatives from businesses, the Lewis and Clark Metropolitan Planning Organization, the Lewiston Planning Commission, Nez Perce County, the Chamber of Commerce and the Lewiston Department of Parks and Recreation.

What We Heard

Workshop participants help identify issues during the February 2005 Public Meeting.

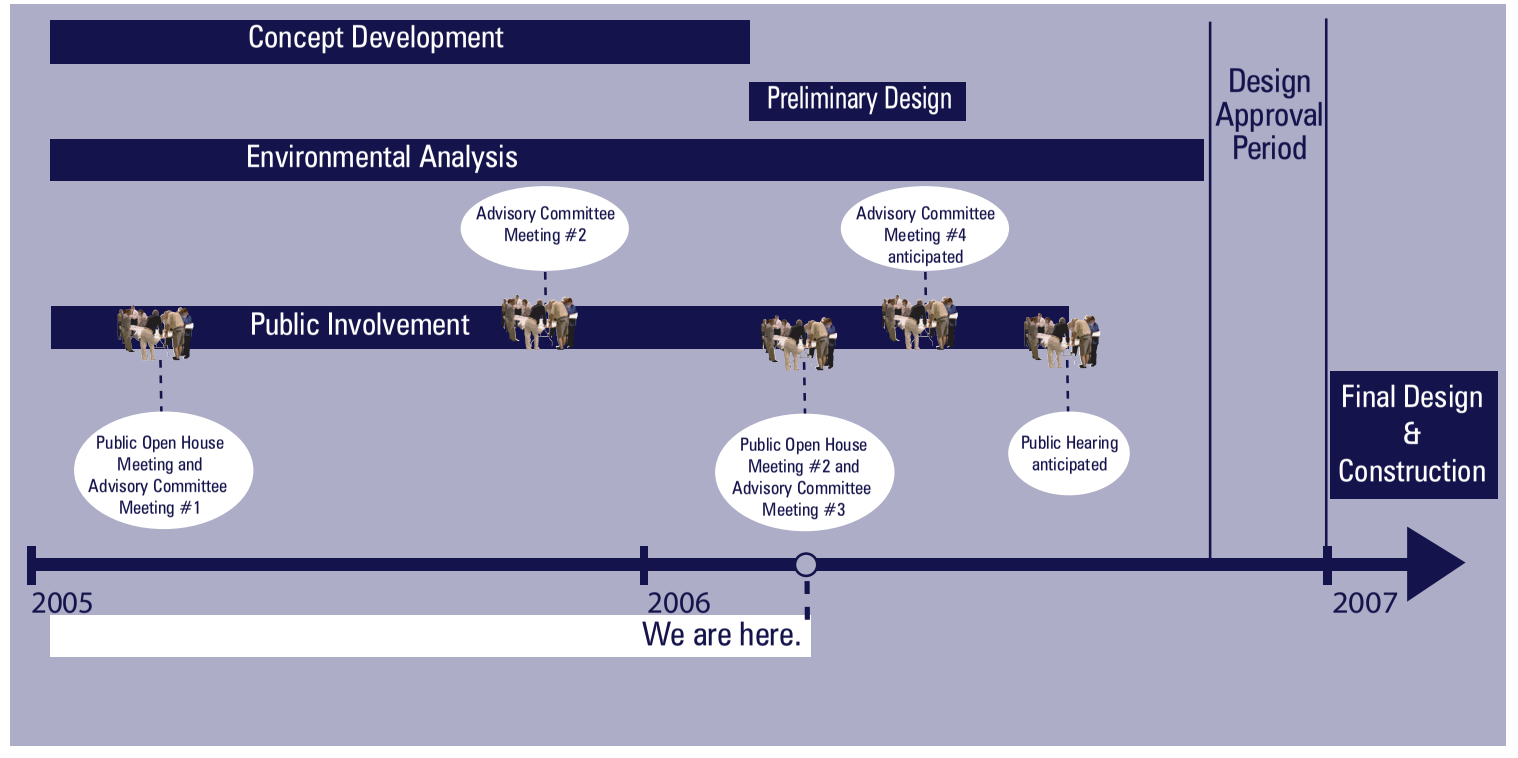
The City of Lewiston is working to develop options that balance social, environmental and economic impacts with transportation needs. Public input has helped shape the potential options. Last year public agencies, the advisory committee and the public participated in "scoping" the project. During the scoping process, public and agency input was gathered to determine the issues and impacts that need to be evaluated in the environmental document.

Project engineers used this information to develop several options. (Descriptions of the options are on the adjacent page.)

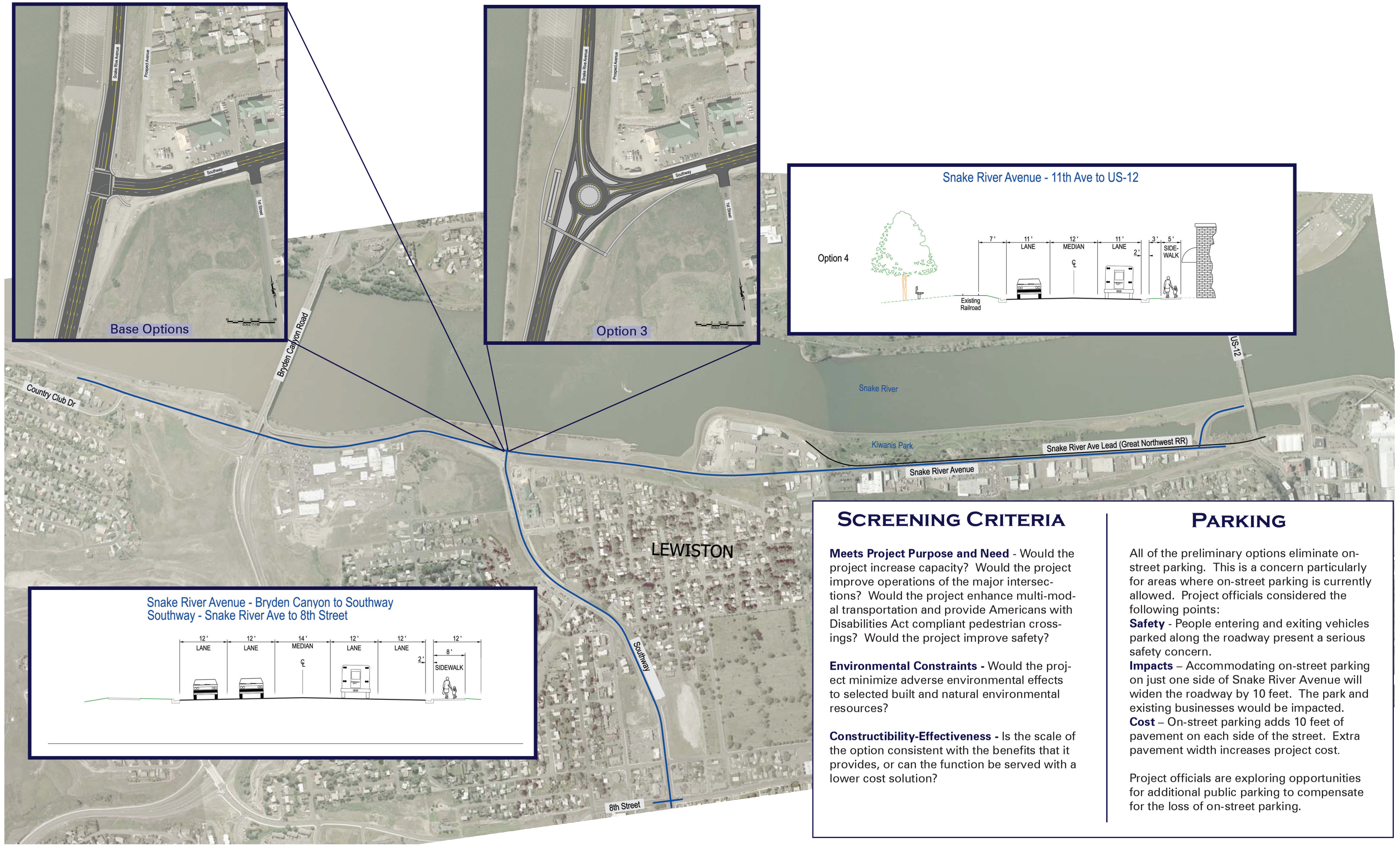
Issues Identified

- Transportation System Management/Overall Master Plan
- Access
- Parking
- Pedestrian/Bicycle Safety
- Noise Impact, Pollution and Storm Water Runoff
- Parks
- Impact to Business and Economic Interests
- Landscape, Aesthetics and Visual Resources
- Safety
- Railroad
- Cost
- Context Sensitive Design
- Land Use
- Constructibility
- Construction Impact
- Existing Conditions
- Fiscal Responsibility
- Utilities

Project Schedule



Alternatives Under Consideration



Screening Criteria

Meets Project Purpose and Need - Would the project increase capacity? Would the project improve operations of the major intersections? Would the project enhance multi-modal transportation and provide Americans with Disabilities Act compliant pedestrian crossings? Would the project improve safety?

Environmental Constraints - Would the project minimize adverse environmental effects to selected built and natural environmental resources?

Constructibility-Effectiveness - Is the scale of the option consistent with the benefits that it provides, or can the function be served with a lower cost solution?

Parking

All of the preliminary options eliminate on-street parking. This is a concern particularly for areas where on-street parking is currently allowed. Project officials considered the following points:

Safety - People entering and exiting vehicles parked along the roadway present a serious safety concern.

Impacts – Accommodating on-street parking on just one side of Snake River Avenue will widen the roadway by 10 feet. The park and existing businesses would be impacted.

Cost – On-street parking adds 10 feet of pavement on each side of the street. Extra pavement width increases project cost.

Project officials are exploring opportunities for additional public parking to compensate for the loss of on-street parking.