



FINDING OF NO SIGNIFICANT IMPACT US 20/26 CORRIDOR STUDY, JCT I-84 TO EAGLE RD (Milepost 24.9 to Milepost 40.2)

Ada and Canyon Counties
Project Number: STP-3230(106)
Key Number: 7826

Lead Agencies

Federal Highway Administration

Idaho Transportation Department



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October 2017

FHWA has determined that the Proposed Action described in the Environmental Assessment (EA) will have no significant impact on the human or natural environment. This Finding of No Significant Impact (FONSI) is based on the EA and the proposed mitigation that has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impact of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA.

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The Idaho Transportation Department intends to publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

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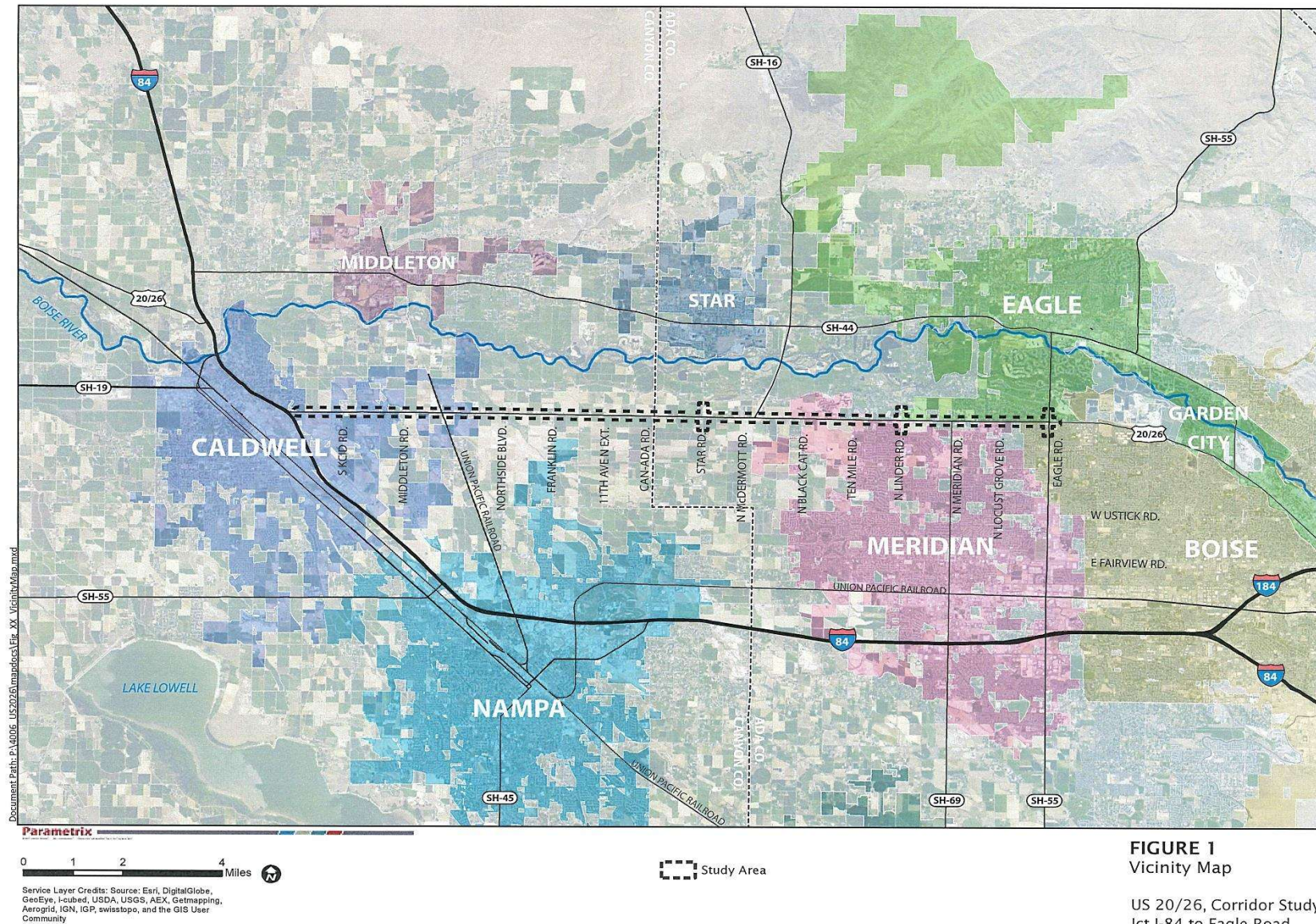
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WHAT IS THE PROPOSED ACTION?

The Proposed Action is to widen and improve approximately 15 miles of US 20/26 between I-84 and Eagle Road (**FIGURE 1**) to accommodate the forecasted increase in traffic through 2040. The project spans multiple local jurisdictions, including City of Boise, City of Eagle, City of Meridian, City of Nampa, Ada County, and Canyon County. The Proposed Action would widen the highway from a two lane, mostly rural road; to an urban six travel lane divided median arterial with a minimum median width of four feet (the exact width and treatment of the median would be determined during the design process). **FIGURE 2** illustrates length of the widening with 23 signalized intersections, and **FIGURES 3 and 4** illustrate the typical cross sections throughout the project area. Additional ROW would be acquired so the road and intersections could be widened varying in width from 140 feet to 200 feet.

Improvements would also extend onto cross streets; for example, cross streets will be widened, right turn lanes may be added and sidewalks may wrap around and extend for a short distance onto the cross street. Continuous Flow Intersections (CFI) will be included with the Proposed Action at the intersections of Middleton Road, Linder Road, Meridian Road, Locust Grove Road, and Eagle Road. CFI's are high volume intersections and are illustrated in **FIGURE 5**. The project includes adding facilities for pedestrians and bicyclists (sidewalks and bike lanes, or a multi-use path), adding standard width roadway shoulders, signage, traffic signals, new access control measures, and improvements to intersections. It would also be necessary to relocate some utilities and make changes to irrigation canals. Facilities would be constructed to control and treat storm water runoff, which would include a combination of curbs, gutters, catch basins, underground seepage beds, roadside ditches, and/or surface ponds constructed within the proposed ROW. Sample illustrations of the Proposed Action are provided in **FIGURES 6-8**.



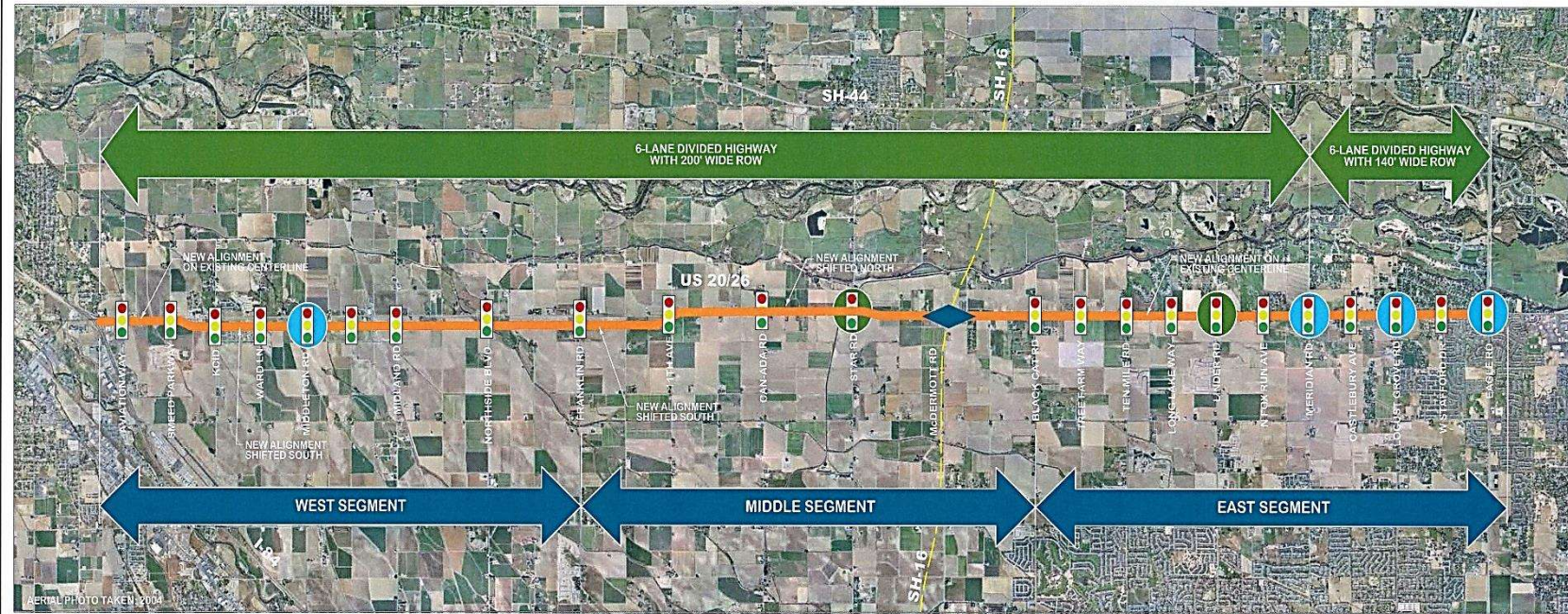


FIGURE 2

Modified Recommended Alternative
(Design Year 2040)

US 20/26, Corridor Study
Jct I-84 to Eagle Road



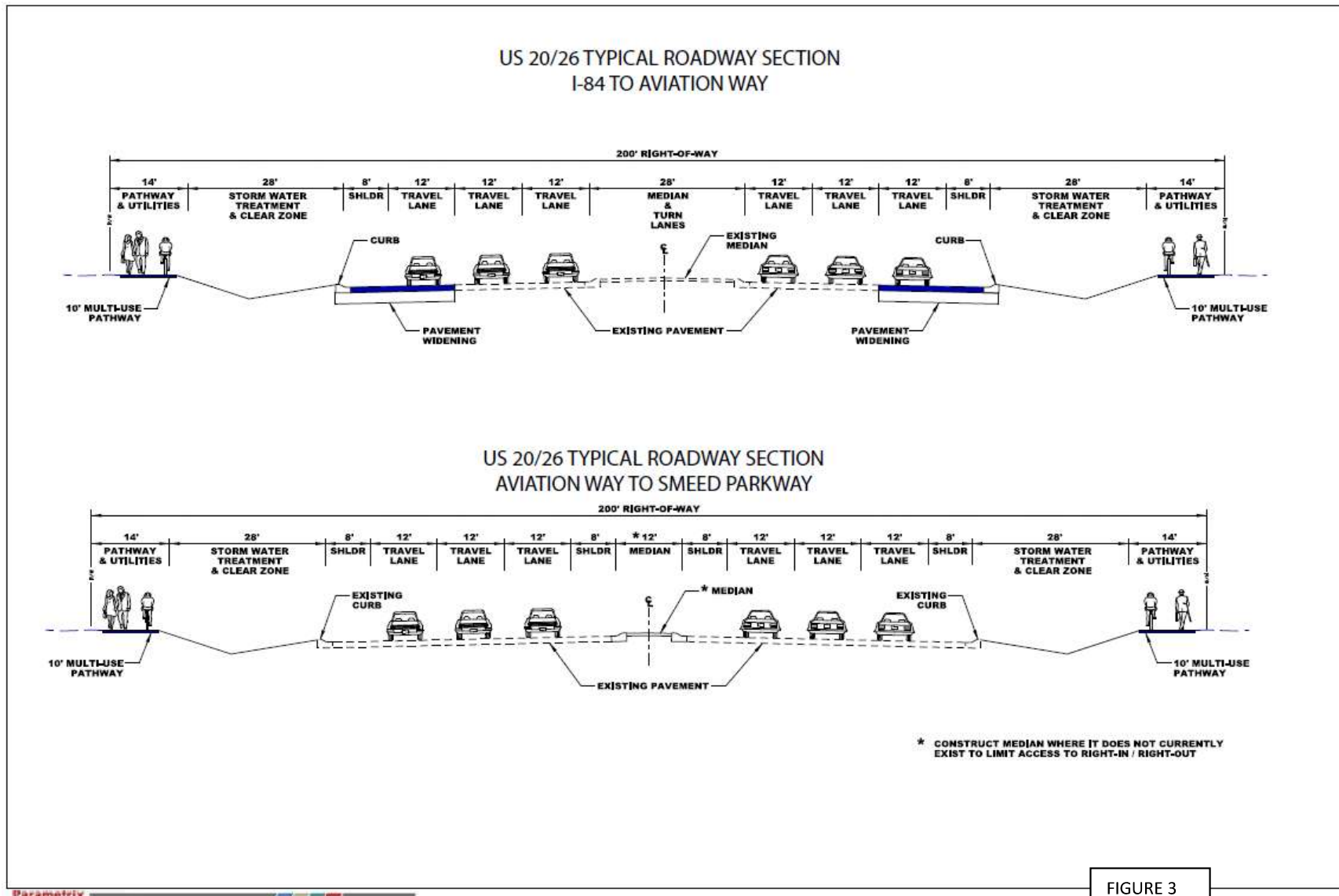


FIGURE 3

Typical Cross Sections

US 20/26, Corridor Study
Jct I-84 to Eagle Road

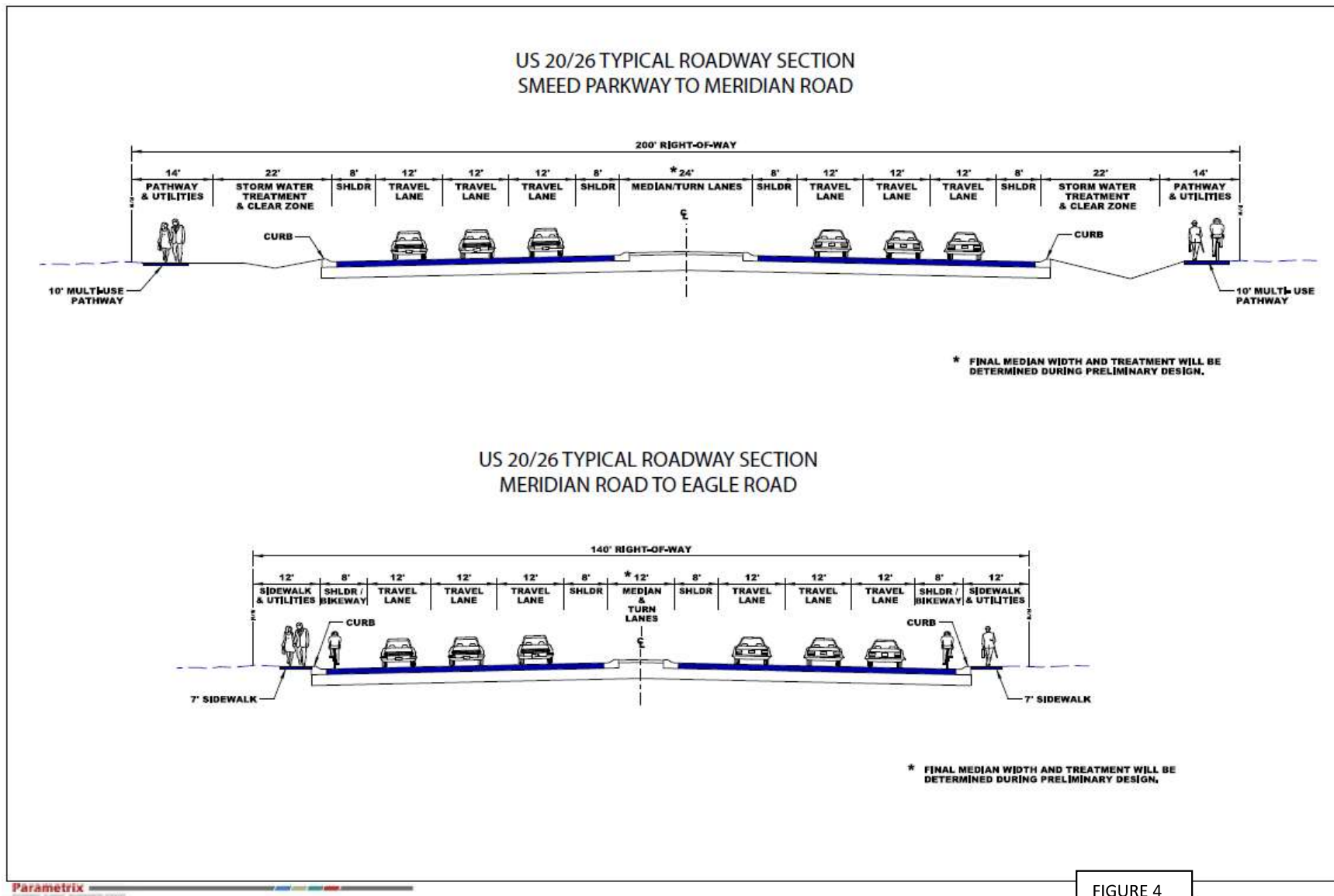
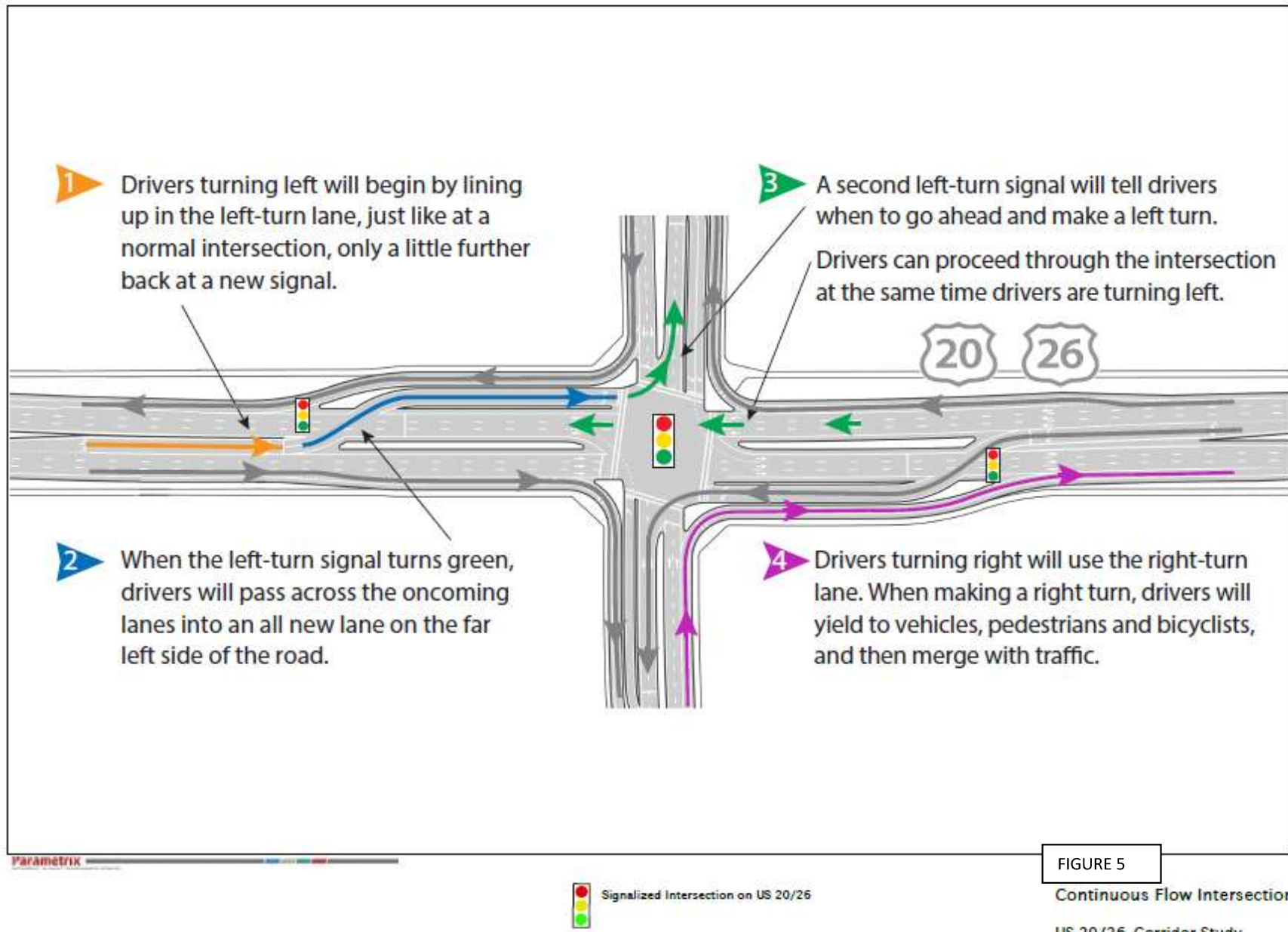


FIGURE 4

Typical Cross Sections

US 20/26, Corridor Study
Jct I-84 to Eagle Road





Sample Illustration of the Proposed Action- FIGURE 6



Sample Illustration of the Proposed Action- FIGURE 7



Sample Illustration of the Proposed Action- FIGURE 8

WHAT IS THE PROPOSED ACTION? (Continued)

The corridor has been divided into three 5-mile segments which are described in more detail below and illustrated in **FIGURE 2**.

West Segment: I-84 to Franklin Road (Milepost 28.0 to 30.25)

The West Segment of US 20/26 extends from the westbound I-84 on- and off-ramps to Franklin Road. In this area, US 20/26 would be a six-lane divided highway facility with at-grade signalized intersections at 1/2-mile spacing between Aviation Way and Midland Road and 1-mile spacing between Midland Road and Franklin Road. The Middleton Road intersection would be an at-grade partial Continuous Flow Intersection (CFI). The proposed ROW within this segment is 200 feet. The roadway section includes three 12-foot eastbound travel lanes and three 12-foot westbound travel lanes separated by a center median, shoulders on the inside and outside of the roadway, and a 10-foot detached multi-use pathway on both sides of the highway. The roadway design speed is 55 mph. The highway will be widened symmetrically around the existing centerline from I-84 to approximately 1,500 feet west of KCID Road. At that point, the highway alignment would shift to the south of the existing road centerline approximately 50 feet and stay on that alignment through this segment. ITD and the City of Caldwell recently improved a portion of US 20/26, between Aviation Way and Smeed Parkway, to six lanes with a center median. In this area, additional improvements needed with the Proposed Action include adding right turn lanes at the intersections, constructing a multi-use pathway on both sides of the highway, and adding new median areas in some locations.

Central Segment: Franklin Road to Black Cat Road (Milepost 30.25 to 35.25)

The Central Segment of US 20/26 extends from Franklin Road to Black Cat Road. In this area, US 20/26 would be a six-lane divided highway facility with at-grade signalized intersections at 1-mile spacing. The Star Road intersection would be an at-grade full CFI. A grade-separated Interchange is proposed at SH-16, as part of the SH-16, I-84 to SH-44 project. Therefore, it would not be constructed as part of the US 20/26 project. The proposed ROW within this segment is 200 feet. The roadway section includes three 12-foot eastbound travel lanes and three 12-foot westbound travel lanes separated by a center median, shoulders on the inside and outside of the roadway, and a 10-foot detached multi-use pathway on both sides of the highway. The roadway design speed is 55 mph. The highway alignment is shifted approximately 50 feet south of the existing road centerline from the west segment until approximately 1,500 feet west of 11th Avenue. At that point, the highway alignment would shift to approximately 60 feet north of the existing road centerline. The alignment would continue being shifted to the north of the existing centerline to a point approximately 1,000 feet east of Star Road. The alignment then shifts back to the existing centerline for the remainder of this segment so that the highway widening would occur symmetrically around the existing road centerline. Due to the alignment shift, some of the large electrical transmission power poles on the north side of US 20/26 would need to be relocated. This would affect approximately 14 of the 41 electrical transmission power poles located between Midland Road and Can-Ada Road, with all 14 poles affected located in the Central Segment of the corridor where the alignment is shifted north.

East Segment: Black Cat Road to Eagle Road (35.25 to 40.23)

The East Segment of US 20/26 extends from Black Cat Road to the eastern project limits located just east of Eagle Road. In this area, US 20/26 would be a six-lane divided highway facility with at-grade intersections at 1/2-mile spacing. The Linder Road intersection would be an at-grade full CFI. The Meridian Road, Locust Grove Road, and Eagle Road intersections would be at-grade partial CFIs. The proposed ROW within this

segment varies depending on the location. A 200-foot ROW section is proposed between Black Cat Road and Meridian Road. Similar to the previous two sections, the roadway typical section includes three 12-foot eastbound travel lanes and three 12-foot westbound travel lanes separated by a center median, shoulders on the inside and outside of the roadway, and a 10-foot detached multi-use pathway on both sides of the highway. East of Meridian Road, the proposed ROW is 140 feet. The roadway typical section in this area includes three 12-foot eastbound travel lanes and three 12-foot westbound travel lanes separated by a center median, shoulders on the inside and outside of the roadway with the outside shoulder consisting of an 8-foot shoulder/bikeway, and a 7-foot sidewalk on both sides of the roadway. Design speed is 55 mph. The roadway alignment is widened symmetrically around the existing centerline throughout this segment, although minor alignment shifts would occur at the CFI intersection locations.

Access Management

Access management is an integral part of the US 20/26 study because of its role in improving roadway operations and safety. Access along US 20/26 and other State Highways in Idaho is governed through the current Idaho Administrative Procedures Act (IDAPA), Section 39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Right-of-Way, which was made effective on October 1, 2012 and established standards and guidelines for encroachments on State Highway ROW. The IDAPA establishes minimum recommended distances between approaches and signals based on the type of facility and area in which the facility is located. For the purposes of IDAPA, US 20/26 is designated as a “Statewide Route” which dictates a minimum signal spacing of 1-mile in rural and transitional areas and ½-mile in urban areas. ITD uses the IDAPA to evaluate and issue encroachment permits to any entity that desires to add, modify, change use, relocate, maintain, or remove an encroachment (access) on a State Highway.

The signal spacing identified in the Proposed Action Alternative follows the IDAPA access guidelines. The overall access management concepts included in the Proposed Action was developed with the following principles/elements:

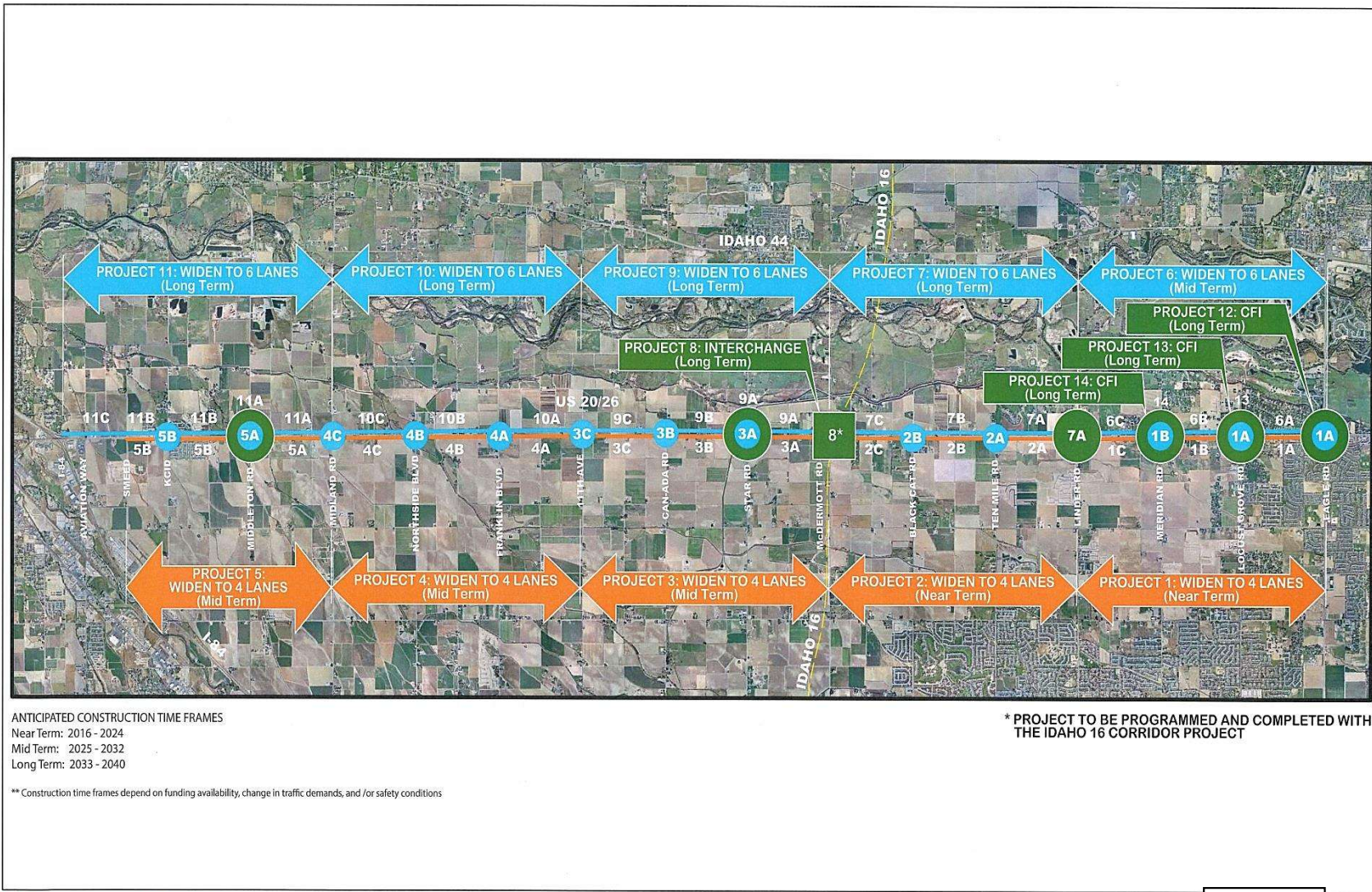
- US 20/26 will be a divided roadway to restrict full movement access to the signalized intersections.
- Existing public and private access points may remain until alternate access can be provided or until accident history indicates a safety issue exists, but existing access points may be restricted to right-in/right-out.
- New temporary right-in/right-out interim accesses to US 20/26 may be permitted if it is still determined these interim accesses will have future alternative access to the future frontage roads, back roads, or other circulator roads.
- Median U-turn movements may be considered between the signalized intersections, as approved by ITD.
- A system of local circulator roads developed parallel to and approximately 1/4 mile away from US 20/26 will limit access to US 20/26 and help ensure all properties abutting US 20/26 have local street access and connections to the north-south collector or arterial roads. These local roads would be constructed by the local governments as the area develops and must be coordinated between developments so a parallel and continuous road network is provided. While the construction of the circulator roads would benefit the operations and

safety of US 20/26, the future operations and impacts of constructing the Proposed Action Alternative is not dependent on the implementation of these circulator roads.

- Local agencies should adopt or revise ordinances to support access management goals along US 20/26. Local ordinances are to be stricter than set forth in the State guidelines, as provided in IDAPA 39.03.43.
- Coordination between ITD and local agencies and developers on development plans is required to ensure access management principles are used on the north-south arterial roads connecting to US 20/26.

Project Phasing

It is anticipated that funding would not be available and the traffic volumes don't warrant the need to construct the Proposed Action Alternative for the entire corridor in a single project. Instead a phased approach is proposed to complete the corridor improvements with a series of smaller projects. These projects would include intersection improvements or road widening along US 20/26 that are sized based on available funding, congestion, and logical termini. Because of the time delay in implementing the phases, there will be a need to conduct NEPA reevaluations of this EA as conditions in the study area and design elements change over time. **FIGURE 9** provides a visual on how the project would likely be phased based on the future traffic demand model.



Parametrix

- 6C Roadway Widening Improvement Phase
 6A Standard Signalized Intersection Improvement Phase
 6B Continous Flow Intersection Improvement Phase
 6D Interchange Improvement Phase
 Segment Widening to 4 Lanes
 Segment Widening to 6 Lanes

FIGURE 9
Phasing

US 20/26, Corridor Study
Jct I-84 to Eagle Road

WHAT HAS BEEN DONE SINCE THE ENVIRONMENTAL ASSESSMENT (EA) WAS PUBLISHED?

Public Hearing

The EA was approved by the Federal Highway Administration (FHWA) and the Idaho Transportation Department (ITD) on February 6, 2017. The EA was available for review and comment from February 10, 2017 to March 31, 2017. The ITD hosted two public hearings regarding the U.S. 20-26 Environmental Assessment held Tuesday, March 7, at The Ambrose School in Meridian and on Thursday, March 9, at the Thomas Jefferson Charter School in Caldwell. Both meetings were held for 3 hours, from 4:00 p.m. to 7:00 p.m. **Appendix A** includes documentation related to notification of EA availability and of the public meeting.

The EA review and the public meeting were advertised in the following ways:

- ITD project website: <http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html>.
- A legal notice announcing the two public hearings ran on Saturday, Feb. 11, 2017, in the Idaho Statesman.
- Mailers were sent on February 10, 2017 to 580 residential and business property owners in the corridor study area. 322 others were distributed to the Caldwell Department of Health and Welfare Office, and Idaho Department of Labor in Caldwell for visitors to pick up as desired. Lakey's Mobile Home Park received a hand delivered copy.
- A press release was e-mailed on February 10, 2017 to those who submitted comments previously on the U.S. 20-26 corridor.
- A press release was sent to media outlets on February 10, 2017.
- A press release was sent to Radio Rancho, a Spanish radio station in the Treasure Valley on February 23, 2017.

The EA and all the displays to be at the public hearing were available on the ITD website (<http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html>).

The EA was available at the following locations:

- Ada Community Library-10664 W. Victory Road, Boise Idaho 83709
- Boise Public Library-715 S. Capital Boulevard, Boise Idaho 83702
- Caldwell Public Library-1010 Dearborn Street, Caldwell Idaho 83605
- Eagle Public Library-100 N. Stierman Way, Eagle Idaho 83616
- Meridian Public Library- 1326 W. Cherry Lane, Meridian Idaho 83642
- Nampa Public Library- 215 12th Avenue South, Nampa Idaho 83651

The EA was distributed to the following agencies for review:

- FHWA Idaho Division Office, Boise
- Idaho Department of Environmental Quality Regional Office, Boise
- Idaho Department of Fish and Game, Boise
- Idaho Department of Lands, Boise
- Idaho Department of Water Resources, Boise
- Idaho State Historic Preservation Office, Boise
- Idaho Transportation Department Headquarters, Boise
- Idaho Transportation Department District 3, Boise
- U.S. Army Corps of Engineers, Boise Field Office
- U.S. Department of Agriculture/Natural Resource Conservation Service, Boise
- U.S. Environmental Protection Agency, Boise
- U.S. Fish and Wildlife Service, Boise

Written comments were accepted in the following ways:

- In written and verbal form at the public meetings on March 7th and 9th of 2017
- On the ITD website (<http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html>)
- Mailed or emailed to ITD Public Involvement Coordinator

US20/26 and Eagle Road Intersection Development

Following the hearing, it was discovered that the traffic model at the intersection of US 20/26 and Eagle Road erroneously used the 2040 no-build traffic volumes, essentially assuming the US 20/26 west of the intersection was four lanes instead of six described in the EA for the full build in 2040. This lead to better operation than what can be anticipated in the 2040 design year with the full build-out of three lanes in each direction west of the intersection. An Eagle Road Revised Traffic Memo (Memo) dated June 20, 2017 (**Appendix B**) was developed to determine the change in volume to consider potential impacts. Current year no-build and build conditions were compared to the 2025 traffic volumes and 2040 traffic volumes with a variety of intersection configurations. The CFI continued to be the best option with the least amount of impacts to adjacent property owners and in terms of projected traffic delays. The results of the Memo and the impacts to the project are presented below.

The US 20/26 and Eagle Road intersection is currently operating with 103 seconds of delay. Due to the fast growth in this area this intersection will operate with 187 seconds of delay by the year 2025. An expansion project is currently planned in 2021 to expand to 4 lanes on the west leg

and add an additional northbound to westbound turn lane. If a 4 lane half CFI were constructed in 2025 it would decrease the delay time to 40 seconds. By the year 2040 (design year) an expansion to a 6 lane CFI would operate with 100 seconds of delay. Therefore, when comparing the amount of delay from the current intersection (103 seconds) with the design year configuration (100 seconds) there is virtually no difference in delay times between today and the design year build/no build scenarios.

Results of the updated traffic memorandum have been shared with stakeholders at meetings held in the following locations and times with stakeholder comments and the Idaho Transportation Department's responses:

- **Joint coordination meeting at ITD District 3 on June 6, 2017-** ITD, City of Boise, Ada County Highway District (ACHD), City of Meridian, City of Eagle, FHWA, and Community Planning Association (COMPASS). A traffic memo was presented at this meeting and comments were and addressed in the final Memo dated June 6, 2017 (**Appendix B**).

Comment: Stakeholders wanted to know more about bicycle and pedestrian facilities.

Response: Sidewalks will be provided on all sides of the intersection. Widths and other details such as attached or detached sidewalks will be determined in design. Pedestrian actuated signals will be located at all four corners of the intersection.

- **City of Eagle Council Meeting held on July 11, 2017-** The City of Eagle Council made no comment regarding the change to the 2040 traffic volumes or the increased delay time from what was published in the EA.

Comment: What will happen to access to the property on the northeast of the US 20/26 and Eagle Road intersection (Eagle Marketplace)?

Response: ITD will evaluate the option to allow left turns into the property at the northern satellite signal, which would be better than the current right-in/right-out access. The evaluation will be based on the turning movements and signal timing impacts of allowing the movement. If access shows not to have detrimental impacts to the overall function of the intersection it would be allowed.

Comment: When would the CFI be built?

Response: The CFI option was submitted to the Strategic Initiatives program. If selected the CFI could be built by 2025.

Comment: Will pedestrians be able to cross at all four corners?

Response: Yes, pedestrians would be able to cross the CFI at all four corners.

Comment: What are the impacts going to be to the old Walgreens Building?

Response: Impacts will be determined when survey and design are completed. Preliminary survey indicates that Walgreens will lose its drive through window. Depending on the impact to the drive through window, the building can be retained by the owner for reuse or acquired by the State.

Comment: What feedback has ITD received from the Eagle Marketplace Developer?

Response: The developer is concerned about access to their property, and out of direction travel. Without the proper access they feel their property would no longer be viable. The developer also strongly questions the traffic volumes, environmental assessment conclusions. They do understand congestion is a problem and they're willing to work with ITD to come to an agreeable solution that balances mobility needs of the road users with the ability for patrons of the development to access the development safely while minimizing out of direction travel.

- **City of ACHD Meeting held on July 19, 2017**

Comment: When would the outreach begin for the US 20/26 and Linder intersection? ACHD wants ITD to keep them in the loop when US 20/26 projects are selected for construction.

Response: Outreach will begin once the project is programmed and begins development which is dependent on funding and traffic volumes. ITD is looking for funding options but expects the project to be programmed no earlier than 2021. ITD will keep ACHD up to date on any projects along US 20/26.

Comment: Why doesn't ITD purchase the needed right-of-way (r/w) now while the land is cheaper?

Response: ITD doesn't have the funds to buy the ultimate r/w at this time. Purchases will be made over time as funds become available and as opportunities come to fruition.

Comment: Does the cost of the US 20/26 & Eagle half CFI intersection look at the cost/benefit analysis for the business in the northeast corner?

Response: The cost/benefit analysis does not consider the impacts to individual business or properties. ITD has met with the developer who has concerns about impacts to their property (such as changes in access), but understands the need for improvements at this intersection. ITD will continue to communicate with the property owner during the design of this intersection to work with them to minimize impacts to the extent practical.

Comment: What options are there for pedestrian crossings at the US 20/26 & Eagle intersection?

Response: ITD is going to be reviewing pedestrian and bicycle options during the design of the SH-44 (State St.) & Eagle Rd. half CFI intersection, which will result in concepts that can be used at this intersection. Sidewalks, crosswalks, and bike lanes will be provided on all sides of the intersection.

Comment: How will the improvements along US 20/26 be phased?

Response: As funding is available, improvements will be made based on demand such as traffic volumes and safety. Improvements will focus on highest congestion areas first. In the first phase, ITD will add one lane in each direction starting at Eagle Rd and heading west. The

intersections would remain as standard intersections during the initial improvements. When warranted and as funds become available, ITD will build the ultimate lane configuration (three lanes in each direction) and build the continuous flow intersections.

- **Boise City Council Meeting held on July 25, 2017**

Comment: Is there issue with the right turns merging with through lanes?

Response: ITD has not heard of this being an issue. The right turn merge lane will be designed to be long enough for vehicles to be able find a gap and merge safely.

Comment: The north side of the intersection is much more difficult because of the land use and the road grade drops down the hill. Will the right turn and merge fit to the north?

Response: Yes, the road grade will be built up as necessary to accommodate all needed lanes. The fill is planned to stay within the existing proposed right-of-way.

Comment: Boise City Council is adamant about having pedestrian crossings at the intersection and not at the satellite signals.

Response: ITD will provide sidewalks, cross walks and bike lanes on all sides of the intersection.

Comment: Is it possible to landscape the medians?

Response: Landscaping the medians is a decision that would be made in final design. There may be opportunities to add landscaping as long as it meets the requirements set forth within the clear zone. ITD will work closely with the cities to offer any of these opportunities during the design of the project.

Comment: The City would like to see increased transit during the construction of the US 20/26 and SH-44. This builds support for ridership by helping people understand how valuable it would be to have time to themselves during the commute and decrease traffic during construction when it's congested. Can ITD supplement or support alternate modes of transportation during construction?

Response: The construction on US 20/26 and SH-44 are phased so both corridors aren't under construction at the same time. This would allow commuters an alternate route during construction. ITD will promote mass transit before and during construction as an alternative to reduce traffic through public communication such as press release and media messages.

Comment: When would the high capacity intersection and improvements to US 20/26 be built?

Response: Improvements in the US 20/26 corridor will be built when traffic demands warrant them and when funding is available. The one-mile segment between Locust Grove and Eagle Road is programmed for construction in FY21.

ITD is currently evaluating projects for programming in the FY24 Strategic Initiatives statewide competitive program. D3 is putting forward the Eagle Rd and Chinden half-CFI for consideration, selection is competitive, funding will depend on how well this project rates against

others put forward around the State.

The City of Meridian indicated that they have no jurisdiction at this intersection and appreciated the information but did not feel it was necessary to present to their Transportation Commission or Council.

Changes in traffic volumes at the Eagle intersection required that the air and noise technical reports be reviewed. The review determined that air quality will remain conforming to the national air quality standards and the traffic noise impacts and mitigation do not change. Details are as follows:

Air

Project level air quality conformity for the project was reviewed due to changes in traffic data at the Eagle Road intersection (see above).

Table 1 below is from the approved air quality memorandum dated November 29, 2016. The table indicates the impacts of the revised traffic data in red. **Table 2** indicates the projected 2040 National Ambient Air Quality Standard (NAAQS) for Linder. The new data on Eagle Road intersection has nearly the same traffic volumes as Linder Road in the design year 2040 but it will experience more delay than Linder Road. Therefore, the Eagle intersection, instead of Linder intersection was determined to be the worst case intersection in the corridor. Given the relative impacts between the intersections and their forecasted concentrations being far less than the standard, a project level conformity determination was made which was that both intersections satisfy the project level conformity requirements of 23 CFR (Code of Federal Regulations) 93.123. The air conformity correspondence can be found in **Appendix C**.

Table 1: Hourly Traffic Volumes at US 20/26 Intersections with Linder Road and Eagle Road

	Existing (veh/hr)		2040 No-Build (veh/hr)		2040 Build (veh/hr)	
Eagle Road	LOS F	5,399 5,423	LOS F	7,644 6,913	LOS F	6,913 10,690
Linder Road		3,022	LOS F	7,300	LOS D	10,700

Table 2: Linder Road Intersection Analyses

Scenario	1-Hour CO Concentration (ppm) ¹	8-Hour CO Concentration (ppm) ²
Existing	3.2	1.9
2040 No Build	3.3	2.0
2040 Build	3.6	2.2
NAAQS	35	9

¹ Background concentration of 2.45 ppm was added to modeled impact.

² Persistence factor of 0.6 was used to convert 1-hr ambient concentration to 8-hr value.

Noise

The noise analysis used 2040 build volumes on the west leg of the intersection and used 2040 no-build volumes on the other 3 legs. These volumes are shown in Table 1 above with the updated traffic volumes in red. Based on the traffic Memo the volumes of the west leg went up and the volumes on the other 3 legs went down. Each leg of the intersection is addressed based upon the traffic volume changes below.

North Leg

Three residential receivers (149, 150, and 151) on the west side had a dBA of 62-63 in the noise analysis. On the east side one residential receiver (152) was impacted but mitigation is not feasible based on access issues. The Memo documents that the traffic volumes decreased which in turn will decrease the projected traffic noise levels. Therefore, there are no changes to the proposed mitigation on this leg.

East Leg

Commercial Receiver (156) is considered to be a displacement therefore was not assessed for traffic noise impacts in the design year. Based upon a receiver (157) across the street, traffic sound level impacts are projected to be 70.6 dBA. The Memo documents traffic volumes will decrease in the design year, therefore, it is reasonable that receiver 157 and other nearby commercial receivers will not approach or exceed noise criteria of 71 dBA. There is no change on this leg.

South Leg

There are no receivers on the east side that were impacted and on the west side there is a proposed a noise barrier. The revised traffic volumes are less so the impacts described in the environmental document are conservatively worse. Therefore, there are no changes to the proposed mitigation.

West Leg

Traffic volumes are higher on this leg; however, Bristol Heights has a proposed noise barrier and a noise barrier along Banbury was determined not reasonable. Therefore, there are no changes on this leg.

WHAT CHANGES HAVE BEEN MADE TO THE EA?

There have been no changes to the approved EA, however as described in the previous section, traffic volumes at Eagle Road intersection were corrected which necessitated validation of the previous decisions regarding noise and air. Change in traffic volumes at Eagle Road intersection did not change previous mitigation commitments or cause the project to exceed Federal or State air quality standards. Additional mitigation commitments as a result of public comments have been added to Table 3 below. The discussions from the section above regarding traffic volumes, noise, and air along with additional mitigation commitments as a result of public hearing comments are documented in this FONSI and effectively are a change to the environmental document.

WHAT COMMENTS WERE RECEIVED ON THE EA?

The public meeting exhibits provided an overview of the Proposed Action such as purpose and need, traffic volumes, intersection types, concept design information, potential right-of-way impacts, and environmental studies. Copies of the EA and appendices were made available to the public. A total of 67 written comments and 5 verbal comments were received. Submitted comments covered a variety of topics, with many offering input on the proposed continuous flow intersections, sound walls, the full build out of U.S. 20-26 to three lanes in each direction, the need to address traffic congestion and traffic lights at intersections.

No other written comments were received from the public or agencies during the public comment period. Comments received during the EA public review are addressed in **Appendix D**.

WHAT ARE THE IMPACTS ASSOCIATED WITH THE NO ACTION ALTERNATIVE AND THE PROPOSED ACTION INCLUDING MITIGATION COMMITMENTS?

ITD has evaluated the No Action Alternative and the Proposed Action for impacts to various resources present within the US 20/26 corridor from I-84 to Eagle Road.

Table 3 summarizes impacts to these resources for the No Action Alternative and for the Proposed Action including commitments/mitigation measures. The commitments and mitigation measures will become a part of the contract for each phase of construction or be implemented by ITD and/or the local governments during design, right-of-way acquisition or construction (IE: zoning, land use, and access decisions).

Table 3. Summary of Impacts and Mitigation Measures

Element of the Environment	Environmental Impacts		Commitments/Mitigation Measures
	Proposed Action Alternative	No Action Alternative	
Transportation	<p>Temporary construction impacts include travel delays and increased congestion caused by temporary lane closures and detours. Access to adjacent properties may be temporarily changed and there would be increased truck traffic from construction vehicles. It also may become more difficult for emergency vehicles, bicycles, and pedestrians to move through the construction zone.</p> <p>Long term, the Proposed Action Alternative would increase the capacity on the roadway to serve future demand. With the Proposed Action, all 22 intersections along the corridor are anticipated to operate at Level of Service (LOS) D in 2040, meeting the LOS goal. Access would be restricted to right-in/right-out movements, except at signalized intersections. Bicycle and pedestrian facilities would be improved along the corridor.</p>	<p>Future traffic volumes will exceed roadway capacity. It is anticipated that by 2040, 16 of the 22 existing intersections would operate at LOS E or worse and do not meet the intersection LOS goal. This will increase congestion and travel times along the corridor. Congestion will make it harder to access properties along US 20/26, including homes and businesses.</p>	<p>Mitigation for construction impacts includes development of a Traffic Control Plan that will provide the contractor with minimum standards for maintaining traffic during construction.</p> <p>Mitigation for operations is essentially the project itself. The Proposed Action Alternative would increase the capacity on the roadway to serve future demand and increase safety by improving intersections, adding non-motorized facilities, and managing access to the highway. ITD and local jurisdictions will coordinate to potentially include designated locations for U-turns along the highway.</p> <p>ITD will educate the public on CFI operation prior to construction. ITD will promote mass transit before and during construction as an alternative to reduce traffic through public communication such as press release and media messages.</p>
Land Use and Relocation	<p>Construction impacts include increased noise, dust, difficulty accessing properties, and increased congestion during construction activities.</p> <p>Approximately 228 acres of land would be acquired for ROW. This includes 112 acres of agricultural land, 53 acres of residential land, and 63 acres of commercial land. Approximately 24 residences and 15 businesses would be displaced.</p>	<p>The No Action Alternative would not support planned development in the area due to lack of adequate capacity on US 20/26. Increased traffic congestion could reduce development potential due to impacts at adjacent properties including increased noise, air pollution, and difficulty accessing property.</p>	<p>Mitigation for construction impacts related to noise, dust (air quality), and transportation operations are addressed in Sections 3.6.6, 3.7.3, and 3.1.3, respectively. Minimize encroachment onto residential property.</p> <p>The acquisition of ROW will be conducted in accordance with federal and state laws and regulations including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>Where business or residential parking stalls are displaced by the project, ITD will work with property owners during design to expand or reconfigure parking and circulation areas to replace impacted parking stalls. If there are areas where parking stalls cannot be replaced, then property owners will be compensated for the loss through the ROW acquisition process.</p>

Table 3. Summary of Impacts and Mitigation Measures (continued)

Element of the Environment	Environmental Impacts		Commitments/Mitigation Measures
	Proposed Action Alternative	No Action Alternative	
Prime Farmland	<p>Temporarily, construction could affect farmland soils through vegetation disturbance, soil compaction, and introduction of noxious weeds during earthwork. Farm operations may be temporarily disrupted due to difficulty in accessing property, conflicts between farm and construction equipment and construction work on irrigation structures.</p> <p>Approximately 112 acres of agricultural land would be converted to a transportation use. The acquired agricultural land would be in strips along the edges of farms, thus no farms would be bisected by the project and none would be impacted so that it was no longer a viable operation.</p>	<p>The No Action Alternative would not have any immediate effect on existing prime farmland along the corridor. However, growth is anticipated to occur along the corridor, and none of the land along the corridor is planned to remain as farmland.</p>	<p>Access to farms will be maintained during construction and efforts will be made to minimize any conflicts between farm equipment and construction vehicles and equipment. All work on water delivery and irrigation systems will be timed to occur in the non-growing season of the year to the extent possible. In addition, provisions for erosion, dust control, and runoff will be included during the construction phase to protect soil, water, and air resources.</p> <p>Loss of agricultural strips of land converted to a transportation use along US 20/26 would be mitigated through the ROW acquisition process, as described in Section 3.2.3.</p>
Socioeconomics & Environmental Justice	<p>Temporary construction-related effects of increased traffic congestion, reduced mobility, and increased noise would have a temporary impact on the study area population, including environmental justice populations and the organizations that serve them.</p> <p>The increased roadway capacity accommodates anticipated growth, increases mobility, and reduces traffic congestion. The addition of pathways, sidewalks, and signalized intersections will improve opportunities for non-motorized travel. Enhanced accessibility would support regional employment opportunities for residents and workers who live near and/or use the corridor. It would also improve the response times for emergency vehicles traveling along the corridor.</p> <p>Utility and irrigation facilities would require relocation with the project. Impacted canals or ditches running parallel to US 20/26 would be relocated outside the ROW and within permanent easements.</p>	<p>There would be no direct impact to social or economic conditions or to environmental justice populations.</p> <p>Congestion and travel times would increase and affect the ability to access residences, businesses, and public facilities and services.</p> <p>Over time, there would be an adverse effect on response times for emergency vehicles (fire, police, and medical) due to increased congestion on US 20/26. Additionally, the lack of non-motorized facilities including sidewalks and bikeways would make travel difficult for all non-motorized users, including environmental justice populations.</p>	<p>Mitigation for temporary construction impacts includes coordination with emergency service responders, school districts, and Valley Ride bus services to minimize impacts to their operations. Access to businesses and social services will be maintained during construction. Coordination with utility providers will occur during design and construction.</p> <p>Any displacements of low-income or minority persons will be conducted in accordance with federal and state laws, as described in Section 3.2.3.</p>

Table 3. Summary of Impacts and Mitigation Measures (continued)

Element of the Environment	Environmental Impacts		Commitments/Mitigation Measures
	Proposed Action Alternative	No Action Alternative	
Cultural, Historic, and Archaeological Resources	There are no known archaeological resources in the study area. During construction, the setting and character at or near historic properties would be temporarily altered due to the presence of construction vehicles and equipment. The Proposed Action will result in a minor use, no adverse effect, of 16 eligible historic sites.	The No Action Alternative would not have any immediate effect on cultural, historic, and/or archaeological resources. It is anticipated that given the growth trend, the study area will be largely urbanized by 2040, and impacts to historic properties from such development is possible.	During construction, if any cultural resources are encountered, all ground disturbing activities will cease until a qualified archaeologist is consulted. No operational mitigation is required.
Traffic Noise	Construction of the new roadway will cause localized, short-duration noise impacts. Operation of the roadway under the Proposed Action Alternative will generate traffic noise from truck and passenger vehicles. The traffic noise modeling revealed that sound levels are predicted to increase from 0 to 14.9 dBA under the Proposed Action Alternative, and that the project would impact 74 of the 165 receivers.	Over time, traffic would increase on US 20/26, which would result in a slight rise in sound levels from traffic. Modeling of the No Action Alternative indicated that sound levels in the year 2040 would range from 53.8 to 72.6 dBA along the corridor. In the 2040 No Build condition, 48 of the 165 receivers would be impacted.	Construction mitigation includes standard noise control methods to reduce sound levels (see Section 3.6.6). Existing berms adjacent to the corridor would be retained or replaced to the extent practical utilizing berms and/or retaining walls to minimize impacts to private property. Based on the completed studies, ITD intends to install noise abatement measures in the form of seven noise barrier walls for 13 sensitive receivers. Additional coordination with landowners (including re-evaluating barrier feasibility and desirability) will be completed prior to each phase of construction. ITD will design noise mitigation walls and berms in consultation with the City of Eagle and their Design Review Board.
Air Quality	Construction activities are likely to temporarily emit several air pollutants from construction activities, equipment, and vehicles. The Proposed Action Alternative is anticipated to increase carbon monoxide (CO) emissions. However, operations will not violate the National Air Quality Standards. Project-level conformity determination requirements are met for PM ₁₀ . The Proposed Action will not increase MSAT emissions or concentrations, and improvements that reduce congestion will lower fuel consumption and reduce GHG emissions.	The increase in traffic volumes by 2040 would increase fuel consumption and CO emissions. However, CO levels will not violate the National Air Quality Standards. PM ₁₀ impacts for 2040 are estimated to be well below the established threshold of 60.1 tons per day, there would be no significant increase in MSAT emissions or concentrations, and any increase in GHG emissions by an increase in traffic will be offset by federally-requirement improvements in fuel efficiency and formulation.	Construction Best Management Practices (BMPs) will be used to reduce air emissions such as spraying exposed soils, stabilizing construction entrances, and reducing equipment idling time. The BMPs will comply with the Idaho Department of Environmental Quality (IDEQ) regulations for controlling fugitive dust during construction. Long term mitigation is not required.

Table 3. Summary of Impacts and Mitigation Measures (continued)

Element of the Environment	Environmental Impacts		Commitments/Mitigation Measures
	Proposed Action Alternative	No Action Alternative	
Visual Quality	<p>Construction activities would temporarily change the visual character in the area and may increase the amount of light and glare.</p> <p>The Proposed Action Alternative will not adversely affect the corridor, since the existing roadway corridor is already a prominent feature in the visual landscape. However, the wider roadway with additional travel lanes, non-motorized facilities and Continuous Flow Intersections (CFIs) at some intersections will be visually different and may be confusing to first-time users. Although the majority of the existing landscaped berms adjacent to the corridor would be impacted by the road widening, they will be replaced, to the extent practical, with new landscape berms and/or walls. There will be a visual change for two residences from moving 14 of the high-power transmission poles north to a location closer to these homes.</p>	<p>It is anticipated that over time, light and glare from vehicles would increase due to the projected increase in traffic. Other changes to the visual resources along the corridor would be from future development which may restrict views of the mountains and Boise River habitat.</p>	<p>Mitigation measures for light and glare impacts during construction will include phasing construction; locating staging areas and parking construction vehicles away from areas that are easily viewed or where glare from equipment could affect viewers; re-vegetating disturbed areas as soon as practical; and using lighting for nighttime work that is angled downward instead of outward.</p> <p>Existing landscaped berms impacted by the project would be replaced, to the extent practical, with new landscaped berms and/or textured walls. To reduce light and glare, street lighting will be designed to avoid affecting surrounding residential areas.</p>
Geology and Soils	<p>The Proposed Action Alternative will change local topography through grading and cut-and-fill earthwork during construction. Roughly 300 acres of land would be cleared to accommodate roadway construction and for equipment staging and material stockpiling during construction. The project would require approximately 1,500,000 yds³ of cut and 400,000 yds³ of fill. Areas cleared of vegetation would leave soils exposed to potential erosion from wind and stormwater runoff.</p> <p>Operation of the Proposed Action Alternative would result in an increase in the amount of impervious surface. This would increase the quantity of stormwater runoff and increase the potential for erosion.</p>	<p>Under the No Action Alternative, future soil disturbance would be related to normal or unexpected roadside or roadway maintenance activities.</p>	<p>Construction BMPs to minimize soil disturbance will be used such as clearing only the areas needed, reestablishing vegetation as soon as practical and scheduling earthwork for drier periods if practical.</p> <p>Restoration planning for soil areas disturbed during construction will help reduce long-term impacts from erosion. This would include plans for re-vegetation and irrigation of disturbed soil areas, and preservation (or removal and stockpiling) and reapplication of topsoil in graded areas.</p>

Table 3. Summary of Impacts and Mitigation Measures (continued)

Element of the Environment	Environmental Impacts		Commitments/Mitigation Measures
	Proposed Action Alternative	No Action Alternative	
Hazardous Materials	<p>Leaks and spills of materials such as fuel, oil, and other contaminants onto the ground may occur during construction. Displaced properties may contain hazardous materials on site, thus earthwork may disturb soils that contain hazardous materials.</p> <p>There would be an increase in the amount of hazardous materials that end up on the roadway surface caused from increased traffic and the generation of hazardous materials such as petroleum, and contaminants from brake and tire wear.</p>	<p>Since there would be no road widening or improvements to intersections under the No Action Alternative and no ground disturbance, there would be no potential to disturb any sites that contain hazardous materials. As traffic increases over time, road operations would increase the generation of hazardous materials such as petroleum and contaminants from brake and tire wear.</p>	<p>During construction, BMPs will be implemented and all local, state and federal laws and regulations will be followed regarding handling and disposal of hazardous materials.</p> <p>Mitigation for hazardous materials generated by operation of the roadway consists of implementing stormwater control and treatment facilities. Environmental site assessments will be conducted prior to ROW acquisition to determine the nature and extent of suspected contamination. If site contamination is identified, all local, state and federal regulations will be followed to clean up the site(s) either by ITD or the landowner, as determined during the ROW acquisition process.</p>
Surface Water, Floodplains, and Groundwater	<p>Construction impacts would include disturbance of banks and bottoms of surface water features, soils disturbance due to grading and fill activities, and potential leaks or spills of gasoline and other petroleum products which would all result in a temporary decrease in water quality.</p> <p>There would be an increase in stormwater runoff from increased impervious surface area with the project, but water quality would improve by implementing stormwater collection and treatment facilities that do not currently exist. Widening the roadway will require fill to be placed in the floodplain for Mason and Fifteenmile Creeks.</p>	<p>As traffic increases over time, road operations would increase the generation of hazardous materials such as petroleum and contaminants from brake and tire wear. This leads to runoff from US 20/26 to carry contaminants into groundwater and surface water located in the vicinity of the project.</p>	<p>Construction BMPs will be used to minimize water quality impacts resulting from stormwater runoff. Any permit conditions such as those related to Section 404, Stream Alteration Permit, NPDES construction stormwater, and MS4 permits will be followed (see Section 3.11.3).</p> <p>Mitigation for operational impacts includes the addition of permanent stormwater facilities, including collection, conveyance and treatment facilities. A hydraulics analysis will be completed at Mason and Fifteenmile Creeks to evaluate designs of roadway fills, culverts, bridges, and/or retaining walls placed in the floodplain and/or floodway. This analysis will be used to obtain a Floodplain Development Permits from the local jurisdiction (Canyon County and/or City of Caldwell) and demonstrate that the project meets Federal Emergency Management Agency (FEMA) requirements of a 'No-Rise' condition.</p>

Table 3. Summary of Impacts and Mitigation Measures (continued)

Element of the Environment	Environmental Impacts		Commitments/Mitigation Measures
	Proposed Action Alternative	No Action Alternative	
Wetlands	<p>Construction activities such as ground disturbance from heavy equipment operation, removal of vegetation (e.g., clearing of trees, shrubs, or herbaceous vegetation during construction work within the ROW), and potential contaminant spills (such as leaks from construction equipment and accidental spills of fuel or other fluids) may have an adverse effect on wetlands.</p> <p>The roadway improvements would result in a loss of 1.84 acres of wetland areas. Long-term effects to wetland and riparian habitat may also occur from the introduction and establishment of noxious weedy plant species.</p>	<p>As traffic increases on US 20/26, there would be an increase in the amount of contaminants from vehicles on the roadway surface that could impact adjacent wetlands.</p>	<p>Construction BMPs will be used to minimize soil disturbance and to prevent impacts from stormwater runoff. Permit conditions will be complied with, such as those related to a Section 404 Permit.</p> <p>Wetland delineations will be conducted and ITD will obtain a Preliminary Jurisdictional Determination (PJD) prior to construction of each phase.</p> <p>Mitigation for wetland impacts will then be achieved via purchasing credits at a private wetland bank.</p> <p>Areas of vegetation removal will be reseeded/replanted with native plants.</p>
Vegetation, Wildlife, and Threatened and Endangered Species	<p>Construction impacts would include a short-term potential for decreased water quality from stormwater runoff, removal of some terrestrial and riparian vegetation, soils disturbance due to grading and fill activities, temporary noise and habitat impacts to wildlife species. Nests for migratory bird species may be disturbed during construction.</p> <p>The Proposed Action would result in a permanent loss of terrestrial and riparian habitat with approximately 200 acres of new impervious surface. However, the total amount of habitat potentially displaced for highway improvements is small on a landscape scale, and the quality of such habitat is fairly marginal. There would be some effects to aquatic and riparian habitat occurring from increased stormwater runoff. However, the project would provide a benefit by incorporating stormwater collection and treatment facilities into the roadway that do not currently exist. The wider roadway and increase in traffic would likely increase the mortality rates for wildlife crossing the highway.</p>	<p>The existing highway would continue to be a barrier to mammals, amphibians, and reptiles that travel across the road and there would be an elevated risk of vehicle collisions and the mortality rate would likely increase as traffic increases.</p> <p>Stormwater runoff would continue to carry contaminants into surface water, which would slightly affect water quality and aquatic species.</p>	<p>Construction BMPs will be used to minimize soil disturbance and to prevent impacts from stormwater runoff. Ground-disturbing activities and vegetation removal will be minimized.</p> <p>Mitigation to address removal of trees, shrubs, and other vegetation that provide habitat structure for migratory birds and small mammals will include replanting with native species the riparian areas and other areas disturbed within the project footprint. Additionally, construction will be timed to avoid the general nesting period for the bird species of concern and other migratory birds that occur in the vicinity of the study area.</p>

What is the Basis for the Finding of No Significant Impact?

The Finding of No Significant Impact is based on evaluating the effects of the Proposed Actions using technical studies performed in the support of the Environmental Assessment including all mitigation measures as proposed in **Table 3** above, public involvement, and the following:

1. There will be no significant impacts on public health or safety.
2. Consultation for Section 106 of the National Historic Preservation Act was completed which resulted in an overall project finding of minor use with no adverse effect, therefore, the Proposed Action will not result in significant impacts to cultural resources.
3. The Proposed Action will not result in cumulative adverse impacts when considered in combination with other past or reasonably foreseeable actions. The Proposed Action would improve mobility, reduce travel times, and preserve the transportation corridor. The Proposed Action will provide beneficial effects on socioeconomic conditions by supporting land development policies, economic activity, and general circulation and access.
4. The Proposed Action will have No Effect on Threatened or Endangered species or habitats that have been determined to be critical under the Endangered Species Act of 1973, therefore, will not have a significant impact on Listed species or their Critical habitat.
5. The Proposed Action will not cause disproportionately high or adverse effects on any minority or low income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23. The impacts and benefits that Environmental Justice Populations would experience from the project would be the same impacts and benefits that all people living near the project would experience, therefore, the Proposed Action will not have significant impacts on Environmental Justice populations.
6. The Proposed Action is consistent with the Prime Farmland Protection Act which did not rise to the level of impact to require mitigation, therefore, will not have a significant impact on Prime Farmland.
7. A traffic noise analysis was conducted for the Proposed Action in accordance with the Code of Federal Regulations (23 CFR 772) and determined where traffic noise mitigation is appropriate. The Proposed Action will not have a significant impact resulting from traffic noise.
8. The main pollutant in the project area is carbon monoxide. An air quality analysis determined that with the Proposed Action the carbon monoxide 1 hour concentration by the year 2040 will be 3.2 parts per million and will not exceed the Federal and State standard of 35 parts per million, therefore, the Proposed Action will not have a significant air quality impact.
9. The Proposed Action will impact the 100 year floodplain of Mason and Fifteenmile Creeks but will be compliant with local floodplain protection standards, approvals, and Executive Order 11988; therefore, will not have a significant impact on floodplains.
10. Agency coordination and public involvement has found that the Proposed Action is not likely to be highly controversial.
11. The Proposed Action is not likely to establish a precedent for future actions with significant impacts because the project is consistent with local transportation plans.
12. The Proposed Action will not violate Federal, State, and local laws or requirements imposed for the protection of the environment.
13. Per Executive Order 11990, the Proposed Action is the Only Practicable Alternative for construction in wetlands and includes all practicable measures to minimize harm to wetlands which will result from such use, therefore, will not result in significant impacts to

wetlands.

14. The effects of the Proposed Action are not uncertain, and do not involve unique or unknown risks. The ITD has established experience with similar projects involving this type of roadway reconstruction.

REFERENCES

1. Eagle Road Revised Traffic Memo, June 20, 2017
2. Environmental Assessment, ITD and FHWA, February 6, 2017
3. ITD Traffic Noise Policy, 2011

APPENDIX A. EA AVAILABILITY AND PUBLIC MEETING NOTIFICATION DOCUMENTATION

US 20/26 Corridor Study, I-84 to Eagle Road

ITD wants to hear from you!

The US 20/26 Corridor Study is nearly complete.

This is the last public meeting and opportunity to comment on the corridor study.



Idaho Transportation Department
P.O. Box 8028
Boise, ID 83707-2028

For more information:

- Visit our project website:
<http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html>
- Contact: Adam Rush
ITD Public Involvement
Coordinator
208.334.8119
adam.rush@itd.idaho.gov

ITD wants to hear from you!

The US 20/26 Corridor Study is nearly complete.

This is the last public meeting and opportunity to comment on the corridor study.

Tuesday, March 7
4 to 7 pm

The Ambrose School
6100 N Locust Grove Rd.
Meridian, ID 83646

Thursday, March 9
4 to 7 pm

**Thomas Jefferson
Charter School**
1209 Adam Smith Ave.
Caldwell, ID 83605



US 20/26 Corridor Study, I-84 to Eagle Road

US 20/26 Corridor Study, I-84 to Eagle Road

The Idaho Transportation Department (ITD) has developed an Environmental Assessment (EA) for US 20/26, from I-84 in Caldwell to Eagle Road. The EA includes recommended roadway improvements and right-of-way needs for the corridor between now and 2040. ITD will hold two public hearings on the US 20/26 Corridor Study project. The public hearings will be an open house format, providing an opportunity for you to learn about the project, ask questions from ITD staff, and provide comments. The public hearings will be from 4 p.m. to 7 p.m. Those interested are invited to stop by any time between those hours.

ITD wants to hear from you! The US 20/26 Corridor Study is nearly complete. This is the last public meeting and opportunity to comment on the corridor study.

ITD invites you to review and comment on the Environmental Assessment for the US 20/26 Corridor Study. The Environmental Assessment document is available for public review online at <http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html>. In addition, the website will list locations where hard copies of the EA can be reviewed. The public comment deadline is March 31, 2017.

Comments can be submitted and formal testimony can be recorded regarding the assessment at two open-house style public hearings:

**Tuesday, March 7
4 to 7 pm**

The Ambrose School
6100 N Locust Grove Rd.
Meridian, ID 83646

**Thursday, March 9
4 to 7 pm**

Thomas Jefferson Charter School
1209 Adam Smith Ave.
Caldwell, ID 83605

The public hearings are identical and have been scheduled at two locations along the corridor for your convenience.

We hope you can attend! However, if you cannot, please send your comments to this address no later than March 31, 2017:


ITD Public Involvement Coordinator
PO Box 7129, Boise, ID 83703-9933
adam.rush@itd.idaho.gov



IDAHO Transportation
Department

U.S. 20/26 Corridor Study
FROM EAGLE ROAD TO CALDWELL

[HOME](#) | [ABOUT](#) | [PLAN](#) | [INVOLVEMENT](#) | [COMMENT](#)



Plan
The Idaho Transportation Department began a long-term corridor planning and preservation process for U.S. 20/26 in 2006. Corridor preservation helps preserve right-of-way along the corridor.

Environmental Assessment Information


- Environmental Assessment Document
- Locations where Environmental Assessment can be viewed
- Strip Maps
- Air Quality
- Cultural Resources
- Noise
- No Effects
- Wetlands
- Prime Farmland

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(208) 334-8000
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2/10/2017

Contact:
Adam Rush
Public Involvement Coordinator
(208) 334-8119
adam.rush@itd.idaho.gov

**Public hearings scheduled for U.S. 20-26 Corridor Study in early March,
Environmental Assessment available**

BOISE – Public hearings will be held in **early March** to share information on the U.S. 20-26 Corridor Study, and the environmental assessment for the corridor is available now for review.

The Idaho Transportation Department is studying U.S. 20-26 (Chinden Boulevard) from I-84 in Caldwell to Eagle Road. The environmental assessment includes recommended roadway improvements, and right-of-way needs for the corridor between now and 2040.

The transportation department is holding two public hearings to share information. They are **Tuesday, March 7**, from 4 p.m. to 7 p.m. at Ambrose School, 6100 N. Locust Grove Road, and **Thursday, March 9**, from 4 p.m. to 7 p.m. at the Thomas Jefferson Charter School, 1209 Adam Smith Avenue in Caldwell. Those interested in attending can stop by anytime between those hours.

Information will be displayed, and project managers will be available to answer questions. In addition, hearing officers will be available to record comments from those who wish to submit input verbally.

Public comment on the corridor study and environmental assessment is being taken. Mailed comments must be postmarked by midnight on Friday, March 31. Comments also can be emailed to adam.rush@itd.idaho.gov, or mailed to: Adam Rush, Idaho Transportation Department, 3311 W. State Street, Boise, ID 83703.

To learn more about the project, review the environmental assessment and for a list of locations where a paper copy of the environmental assessment is available to view, please visit: <http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html>

Those with questions about the public hearings or corridor study can send an email to adam.rush@itd.idaho.gov, or call (208) 334-8119.

The Idaho Transportation Department is responsible for all highways on the State Highway System – interstates, state highways and U.S. routes. All other roads are under the jurisdiction of the local, city or county entity.

LEGAL NOTICE**U.S. 20/26 Environmental Assessment, Public Hearings Notice
Notice of Environmental Assessment availability and public hearings concerning the U.S.
20/26 Corridor Study.**

The Idaho Transportation Department has developed an Environmental Assessment (EA) for U.S. 20/26, from I-84 in Caldwell to Eagle Road. The EA includes recommended roadway improvements and right-of-way needs for the corridor between now and 2040.

The transportation department will hold two public hearings on the corridor study project. The hearings will be in an open-house format, meaning those interested can stop by any time between 4 p.m. and 7 p.m. Project staff will be available to answer questions, and hearing officers will be on hand to record comments from those who wish to submit their input verbally. Written comments also will be accepted until March 31, 2017.

The hearings are:

Tuesday, March 7, 4 p.m. to 7 p.m.
The Ambrose School
6100 N. Locust Grove Rd.
Meridian, ID 83646

Thursday, March 9, 4 p.m. to 7 p.m.
Thomas Jefferson Charter School
1209 Adam Smith Ave.
Caldwell, ID 83605

The same information will be presented at both hearings.

The EA is available for public review starting Friday, Feb. 10, 2017, at the following locations:

Ada Community Library
10664 W. Victory Road
Boise, ID 83709

Boise Public Library
715 S. Capitol Boulevard
Boise, ID 83702

Caldwell Public Library
1010 Dearborn Street
Caldwell, ID 83605

Eagle Public Library
100 N. Stierman Way
Eagle, ID 83616

**Idaho Department of
Health and Welfare**
3402 Franklin Road
Caldwell, ID 83605

Meridian Public Library
1326 W. Cherry Lane
Meridian, ID 83642

Nampa Public Library
215 12th Avenue South
Nampa, ID 83651

The EA also is available at the Idaho Transportation Department (ITD) headquarters, 3311 W. State Street in Boise, and the Federal Highway Administration Offices in Boise, 3050 Lakeharbor Lane, #126.

The EA as well as other project-related information also are available on the Idaho Transportation Department website at: <http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html>

Written testimony, statements or exhibits pertaining to the (EA) and U.S. 20/26 Corridor Study will become part of the record for this project if postmarked by March 31, 2017.

Address any such items to: ITD Public Involvement Coordinator, P.O. Box 7129, Boise, ID 83707-1129. They also can be e-mailed to: adam.rush@itd.idaho.gov.

Those with questions about the EA or public hearings can e-mail Adam Rush at adam.rush@itd.idaho.gov, or call (208) 334-8119.

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119. TTY/TDD Users: Dial 711 or (800) 377-3529 to use Idaho Relay System.

Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al coordinador de participación público at (208) 334-8119. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de rele de Idaho.

Pub. Feb. 11, 2017

Subject: Hello Belia (Adam Rush from Idaho Transportation Department getting in touch re: Spanish press release)

Date: Thursday, February 23, 2017 at 3:15:14 PM Mountain Standard Time

From: Adam Rush

To: belia@radiatorancho.com

Good afternoon Belia,

My name is Adam Rush. I'm the public involvement coordinator in the Idaho Transportation Department's Office of Communication, and I'm helping organize public hearings on the U.S. 20-26 (Chinden Boulevard) Corridor Study.

Part of U.S. 20-26 is in the Caldwell area, and I'm hoping to announce the public hearings on Spanish radio.

Any help/assistance reading the attached press release on Radio Rancho is appreciated.

Sincerely,

Adam Rush

Public Involvement Coordinator

ITD Office of Communication

Direct Line: (208) 334-8119

E-mail Address: adam.rush@itd.idaho.gov

Contacto:
Adam Rush
Coordinador de Participación Pública
(208) 334-8119
adam.rush@itd.idaho.gov

BOISE – Habrá audiencias públicas a principios de marzo para compartir la información sobre el Estudio del Corredor U.S. 20-26, y la evaluación ambiental del corredor también ya estar disponible.

El Departamento de Transporte de Idaho está estudiando la carretera estatal U.S. 20-26 (Chinden Boulevard) de la I-84 en Caldwell a Eagle Road. La evaluación ambiental incluye sugerencias para mejorar las carreteras, y la necesidad que existe hoy en día del derecho al pase en el corredor hasta el 2040.

El Departamento de Transporte tendrá dos audiencias públicas para compartir información. El martes 7 de marzo, de las 4 p.m. a las 7 p.m., en la escuela Ambrose, en la 6100 N. Locust Grove Road, y el jueves, 9 de marzo, de las 4 p.m. a las 7 p.m. en la escuela Thomas Jefferson Charter, en 1209 Adam Smith Avenue en Caldwell. Los interesados en asistir pueden visitarnos entre esas horas.

Habrà información disponible al público y los directores del proyecto estarán presente para contestar cualquier pregunta. Además, habrá oficiales para grabar sus comentarios para aquellos que desean mandar su comentario verbalmente.

Se están tomando comentarios del público sobre el estudio del corredor y sobre el estudio ambiental. Los comentarios por correo deben ser enviados por correo postal a: Adam Rush, Departamento de Transporte de Idaho, 3311 W. State Street, Boise, ID 83703 (en inglés), o por correo electrónico a adam.rush@itd.idaho.gov.

Para obtener más información sobre el proyecto, leer la evaluación ambiental, y ver la lista de lugares donde puede obtener una copia en papel de la evaluación ambiental, visite:
<http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html>

Aquellos con preguntas sobre las audiencias públicas o sobre el estudio del corredor pueden enviar un correo electrónico a adam.rush@itd.idaho.gov, o llamar al (208) 334-8119.

El Departamento de Transporte de Idaho es responsable de todas las autopistas en el Sistema de Carreteras Estatales - interestatales, carreteras estatales y rutas de nacionales. Todos los demás caminos están bajo la jurisdicción de la entidad local, de la ciudad o del condado.

APPENDIX B. EAGLE INTERSECTION REVISED TRAFFIC MEMO

Eagle Intersection Revised Traffic Memo – 6/20/2017

Prepared by: ITD District 3

Project: US 20/26, Corridor Study Jct I-84 to Eagle Rd

Proj. No: STP-3230(106); Key No. 07826

Background Information:

Eagle Road is a north-south route that runs from Columbia Road in Boise to Beacon Light Rd in Eagle. Eagle Road is State Highway 55 from Interstate 84 to the junction of State Highway 44. The intersection of SH 55 and US 20/26 has businesses located on three of the four corners and residential on the northwest corner. The regional traffic demand model indicates traffic volumes on SH 55 near the intersection of US 20/26 are currently over 43,000 vehicles-per-day and the intersection is currently ranked number 4 on the District's High Accident Location (HAL) list. This intersection was initially not included in the Environmental Assessment (EA) because it was considered to be a more integral component of the SH 55 (Eagle Road) corridor. Based on the importance of the route, need to improve safety, and with support from local agencies and the public, the decision was made to include the Eagle Road intersection with US 20/26 in this EA.

ITD has programmed a widening project on US 20/26 in FY2021 between Locust Grove and SH 55, which will result in two lanes in each direction (4 travel lanes total). Minor improvements will be made to the intersection of US 20/26 and SH 55 during this project. The 4-lane expansion will be built on the south half of the ultimate alignment shown in the EA. Future widening to 6-lanes will be built north of the existing alignment.

Revision:




This Traffic Memo replaces the Traffic Memo dated February 3, 2017. The Traffic Memo is being revised to correct traffic counts used in the traffic model for the US 20/26 and SH 55 (Eagle Road) intersection in the 2040 design year. The previous traffic model for this intersection erroneously used the 2040 no-build traffic volumes, essentially assuming US 20/26 west of the intersection was only four lanes instead of six described in the EA for the full build-out in 2040; this led to lower traffic volumes at the intersection, which resulted in better operation than what can be anticipated in the 2040 design year with the full build out of three lanes in each direction west of the intersection. This revised memo uses the correct traffic information and reports the future operating conditions of the intersection including intersection delay.

Intersection Analysis:

Traffic volumes and turning movements were analyzed for the design horizon of 2040 using the revised data. Additionally analysis was completed for an interim design horizon of 2025, which assumes that four lanes (two in each direction) will be constructed west of the SH 55 and US 20/26

intersection. This scenario incorporates what will be built in the programmed FY21 interim project and validates the need for interim intersection improvements. The 2040 design horizon demonstrates the need for continued investment in this intersection and shows anticipated benefits of the intersection improvements proposed in the EA.

The following table compares the turning movement volumes used in the revised analysis:

Volume (vehicles/hour)			
	Left 	Thru 	Right 
2014 Traffic Volumes			
Eastbound	244	444	131
Westbound	233	802	499
Southbound	355	962	242
Northbound	238	1066	183
2025 Traffic Volumes – 4 Lanes at intersection			
Eastbound	394	704	198
Westbound	349	1,298	798
Southbound	503	1,304	353
Northbound	333	1,478	249
2040 Traffic Volumes – 6 Lanes at intersection			
Eastbound	326	1,490	1,014
Westbound	407	2,002	780
Southbound	484	1,307	398
Northbound	1,165	1,593	323
Traffic Volumes Used in Previous 2040 Analysis			
Eastbound	250	454	133
Westbound	240	816	510
Southbound	366	989	247
Northbound	264	1,172	204

Using the revised traffic volumes, the US 20/26 and SH 55 intersection was first analyzed using the Capacity Analysis for Planning of Junctions (CAP-X) tool. Out of the nine different at-grade intersection types, the displaced left turn intersections of the full Continuous Flow Intersection (CFI) was ranked first and the half CFI (with the displaced left turns on the north-south legs of the intersection – SH 55) was ranked second. The CAP-X analysis showed that of the grade-separated intersections, the partial cloverleaf ranked first and the diamond ranked second, but neither was analyzed further due to the excessive right-of-way impacts to the surrounding properties, and lack of support to build freeway type components. They did not achieve a significantly better volume to capacity ratio when compared to the full and half CFI.

The next step in the analysis was to use Synchro software to further evaluate the proposed intersection types. Synchro is a macrosimulation traffic software program that is based on the signalized intersection capacity analysis as specified in the Highway Capacity Manual (HCM). Synchro models represent traffic in terms of aggregate measures for each movement to determine the effectiveness, or Level of Service (LOS), of the intersection based on delay and queue length.

A Synchro analysis of the SH 55 and US 20/26 intersection was performed using the half CFI with the displaced left turns on the north-south legs of the intersection and improvements to the existing standard intersection.

The current intersection of US 20/26 and SH 55 operates at a LOS F, with a typical delay of 103 seconds during the PM peak hours.

Based on the fact that the US 20/26 and SH 55 intersection is experiencing major delay today and ITD has a project programmed in FY2021 to widen US 20/26 to two lanes in each direction, an interim design year of 2025 was used to model the intersection. If ITD does nothing more than build the FY 21 interim project, the result is a standard intersection and is anticipated to have 187 seconds of delay which is significantly worse than today's conditions. This is why another interim investment of converting the intersection to a half CFI is needed. This investment is anticipated to lessen delay considerably to about 40 seconds (LOS D) which is a notable improvement over today's conditions.

By 2040, the Synchro analysis estimates there will be 340 seconds of delay with a standard intersection and US 20/26 west of the intersection expanded to six lanes. With the half CFI the intersection is expected to operate at LOS F with 100 seconds of delay.

The existing condition and these scenarios for the PM peak are summarized in the table below:

DESCRIPTION	DELAY (sec / LOS)	TOTAL VEHICLES
2014 4-Lane Volumes, Standard Intersection	102.8 / F	5,581
2025 4-Lane Volumes, Standard Intersection	187.1 / F	7,961
2025 4-Lane Volumes, Half-CFI	40.7 / D	
2040 6-Lane Volumes, Standard Intersection	340.4 / F	11,289
2040 6-Lane Volumes, Half-CFI	99.6 / F	

The 2040 traffic volumes show that SH 55 and US 20/26 contribute almost equal volumes to the intersection in the design year, however the northbound left turn from SH 55 onto US 20/26 is a competing movement with the east-west through traffic and demands a significant portion of the signal cycle time. The half-CFI (with the displaced left turns on SH 55) significantly improves the mobility of the intersection because the northbound to westbound left turn queue is able to clear when the northbound and southbound through traffic is flowing. This is shown by comparing the delays from the 2025 4-lane standard intersection with the half-CFI from the same interim design year and number of lanes.

The half CFI would provide a considerable improvement over the standard intersection. As growth continues the traffic will continue to grow and saturate the lanes and US 20/26 will need to be expanded again. However with SH 55 being a major contributor to the overall delay at the intersection, the intersection should be studied in more depth with the SH 55 corridor for a more holistic evaluation of the SH 55 (Eagle Road) corridor.

The modeling shows that the half CFI proposed at US 20/26 and SH 55 maintains the same delay in the design year as exists today. While the half CFI alters some of the accesses to the surrounding businesses, it provides substantially more capacity at the SH 55 and US 20/26 intersection, which reduces traffic congestion compared to the standard intersection. The half-CFI in the design year moves more than twice the volumes than today. Mobility is considerably greater with the half-CFI as compared to the standard intersection.

Many of the access points would function similar to how they operate today with right in right out access.

Through the microsimulation at US 20/26 and Linder Road the Idaho Transportation Department also determined there are opportunities to provide left turns at the satellite signals of the CFI. This may be an option for the CFI satellite signal north the intersection at US 20/26 and SH 55 and will be evaluated during the design phase of the project. A left turn at the satellite signal could potentially be permitted to allow left turning traffic into the marketplace in the northeast quadrant of the intersection. While U-turns could be made at the southern satellite signal, it would not provide direct access to any properties to the west of Eagle road south of the intersection.

U-turns could also be made at the CFI satellite signals, at the standard intersection left turns on US 20/26 and also at the next adjacent intersection beyond the SH 55 and US 20/26 intersection. The U-turns would allow access to the commercial properties in the southwest and southeast quadrants of the intersection.

The previous model had also assumed that dual free-running right turns were needed for the westbound to northbound movement. In this revised model run it was determined that a single free-running right would be adequate for that movement, thus reducing the impacts to the properties in the northeast quadrant of the intersection of US 20/26 and SH55.

Conclusion:

The Idaho Transportation Department is recommending the half-CFI at US 20/26 and SH 55 because of its anticipated improvement over the standard intersection in the interim and design years. The half-CFI provides greater mobility and has similar delays as are experienced today **even though** it does not meet the level of service (LOS) D set forth in the rest of the corridor. Additional improvements to this intersection would be considered in a future study of SH 55 (Eagle Road) as a corridor.

The intersection moves 5,581 vehicles in the PM peak today and the half-CFI has a much greater degree of mobility since it moves 11,289 vehicles in the same peak period with comparable delay as is experienced today.

The phasing plan in the EA shows the general progression of improvements in the US 20/26 corridor. More specific to this intersection, the Idaho Transportation Department has a project programmed in FY21 of the TIP to expand US 20/26 to two lanes in each direction west of the intersection. If successful with programming the half-CFI at US 20/26 and SH 55, the project could be built as soon as FY2024. The department would continue to seek opportunities to advance it since the intersection is operating with very long delays even today. Then when traffic volumes warrant additional widening west of the intersection, and when funding is available, the Idaho Transportation Department will program a project to expand US 20/26 to three lanes in each direction which include widening the half-CFI intersection. This last project is forecasted to occur in about 2033-2040.

APPENDIX C. FHWA'S AIR QUALITY CONFORMITY CORRESPONDENCE

Greg Vitley

From: Frey, Scott (FHWA) <Scott.Frey@dot.gov>
Sent: Wednesday, June 14, 2017 4:45 PM
To: Greg Vitley
Cc: Miltner, Ed (FHWA); Victoria Jewell Guerra; Inghram, Brent (FHWA)
Subject: FW: 7826AirProposalEPA
Attachments: 40 CFR 93.123.docx

Greg:

After reviewing your June 14th email (and accompanying attachment) concerning the CO hotspot analysis for the US 20/26 Chinden Avenue project (Key No. 7826) between Linder Road and Eagle Road, it is my conclusion that, for air quality analysis purposes, the Linder Avenue intersection and the Eagle Road intersection are sufficiently similar in terms of forecast traffic volumes and design concept that the existing analysis work completed for the Linder Avenue intersection is adequate to demonstrate that both intersections will satisfy the project level conformity requirements per 23 CFR 93.123 (attached).

This conclusion is based on the significant margin between the projected CO concentration at Linder Avenue intersection and the CO 8-hour standard (2.2 vs. 9.0) and my extensive experience in using EPA's CAL3QHC dispersion model for the purpose of conducting CO hotspot analyses on signalized intersections.

The specific regulatory citation upon which this categorical hot-spot finding is being made is 40 CFR 93.123(a)(3) which states the following:

(3) DOT, in consultation with EPA, may also choose to make a categorical hot-spot finding that (93.116(a) is met without further hot-spot analysis for any project described in paragraphs (a)(1) and (a)(2) of this section based on appropriate modeling. DOT, in consultation with EPA, may also consider the current air quality circumstances of a given CO nonattainment or maintenance area in categorical hot-spot findings for applicable FHWA or FTA projects.

The EPA Region 10 Office has been consulted concerning FHWA's interpretation and intended application of categorical hot-spot findings to situations such as described for this project and has confirmed FHWA's understanding of the regulations.

Scott Frey, Transportation Engineer
 FHWA Idaho Division
 208/334-9180 Ext. 115

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Attachment to Scott Frey's June 14, 2017 Email

§ 93.123 Procedures for determining localized CO, PM10, and PM2.5 concentrations

(hot-spot analysis).

(a) CO hot-spot analysis. (1) The demonstrations required by § 93.116 ("Localized CO, PM10, and PM2.5 violations") must be based on quantitative analysis using the applicable air quality models, data bases, and other requirements specified in 40 CFR part 51, Appendix W (Guideline on Air Quality Models). These procedures shall be used in the following cases, unless different procedures developed through the interagency consultation process required in § 93.105 and approved by the EPA Regional Administrator are used:

(i) For projects in or affecting locations, areas, or categories of sites which are identified in the applicable implementation plan as sites of violation or possible violation;

(ii) For projects affecting intersections that are at Level-of-Service D, E, or F, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes related to the project;

(iii) For any project affecting one or more of the top three intersections in the nonattainment or maintenance area with highest traffic volumes, as identified in the applicable implementation plan; and

(iv) For any project affecting one or more of the top three intersections in the nonattainment or maintenance area with the worst level of service, as identified in the applicable implementation plan.

(2) In cases other than those described in paragraph (a)(1) of this section, the demonstrations required by § 93.116 may be based on either:

(i) Quantitative methods that represent reasonable and common professional practice; or

(ii) A qualitative consideration of local factors, if this can provide a clear demonstration that the requirements of § 93.116 are met.

(3) DOT, in consultation with EPA, may also choose to make a categorical hot-spot finding that § 93.116(a) is met without further hot-spot analysis for any project described in paragraphs (a)(1) and (a)(2) of this section based on appropriate modeling. DOT, in consultation with EPA, may also consider the current air quality circumstances of a given CO nonattainment or maintenance area in categorical hot-spot findings for applicable FHWA or FTA projects.

(b) PM10 and PM2.5 hot-spot analyses. (1) The hot-spot demonstration required by § 93.116 must be based on quantitative analysis methods for the following types of projects:

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Greg Vitely

From: Greg Vitely
Sent: Wednesday, June 14, 2017 3:09 PM
To: 'Frey, Scott (FHWA)'
Cc: 'Ed Miltner'; Victoria.JewellGuerra@itd.idaho.gov
Subject: 7826 Air Conformity Coordination at Eagle Intersection
Attachments: 7826AirProposalEPA (2).docx

Scott,

Thanks for your coordination efforts with EPA on this project. You asked me to write the District's proposal for your coordination with EPA about Eagle Road conformity. I provided the proposal (modified attached) and you followed up with the email to me and EPA below dated June 7, 2017. Per our conversation this morning after the COMPASS ICC meeting regarding who the decision on conformity/methodology will come from I have reviewed the email below and have the following comments:

Line 1: The percentage is about 56 percent instead of 60 percent.

Line 3: Add 'no build' after 'future year'.

Line 4: The intersections are similar but Linder is a full CFI and Eagle is a half CFI in 2040.

Line 5: Add 'build' after 'future year'. Change the LOS from E to D. Add 'build' after 'future year' again.

In the second to last paragraph it states that FHWA and EPA are not comfortable with making the judgment....

This should be clarified for the administrative record that the EPA does not need to follow up and that based on the comparisons of the intersections, the local FHWA is comfortable going ahead with the decision. IE: No need to wait for EPA.

Lastly, I have modified the proposal attachment I sent last time. See highlights in the attachment. If the modification confuses the issue I will take it out.

It is my understanding that the local FHWA is comfortable making the conformity determination and will respond to this email of that decision. I look forward to your reply so the District can move forward with closure on conformity and the FONSI. Please let me know if I can provide additional information that would facilitate this decision.

From: Frey, Scott (FHWA) [mailto:Scott.Frey@dot.gov]
Sent: Wednesday, June 07, 2017 4:05 PM
To: Greg Vitely
Subject: FW: 7826AirProposalEPA

FYI, below is what I included for comments and recommendations to EPA in support of your write up.

Scott Frey, Transportation Engineer
 FHWA Idaho Division
 208/334-9180 Ext. 115

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From: Frey, Scott (FHWA)

Sent: Wednesday, June 07, 2017 4:00 PM

To: Pepple, Karl (Pepple.Karl@epa.gov) <Pepple.Karl@epa.gov>

Subject: FW: 7826AirProposalEPA

Karl:

Attached is the write up from ITD which offers a more complete explanation of the project level CO hotspot analysis situation that has arisen in conjunction with a one of our projects that is in the final stages for environmental approval. The data which Greg has provided in Tables 1 and 2 of the attachment show that:

1. The current condition traffic volume of the Linder Road intersection is 60% of the traffic volume of the Eagle Road intersection.
2. For the Linder Road intersection, the current year, existing condition and the future year (2040) build and no-build conditions the emissions concentrations will be approximately 75% to 80% below the CO 8-hour standard of 9 ppm.
3. The traffic volumes in the future year for both intersections will be essentially the same.
4. The designs of the two intersections in the future year will be similar.
5. The Level of Service (LOS) in the future year for Linder is forecast to be E whereas the LOS in the future year Eagle is forecast to be F.

The above information and, particularly, the emissions concentrations for the Linder Road intersection (current and 2040) lead me to believe that a substantial margin of error exists between the emissions that would result from the proposed project and that which would result in emissions approaching the standard. With that, I feel comfortable with saying that the completed Linder Road intersection analysis is sufficient to demonstrate that the Eagle Road intersection is also conforming and that the basis for making such a judgment would be 40 CFR 93.123(A)(3) which reads as follows:

§ 93.123 Procedures for determining localized CO, PM10, and PM2.5 concentrations (hot-spot analysis).

(a) CO hot-spot analysis. (1) The demonstrations required by § 93.116 ("Localized CO, PM10, and PM2.5 violations")

must be based on quantitative analysis using the applicable air quality models, data bases, and other requirements specified in 40 CFR part 51,

Appendix W (Guideline on Air Quality Models). These procedures shall be used in the following cases, unless different procedures developed through the interagency consultation process required in § 93.105 and approved by the EPA Regional Administrator are used:

- (i) For projects in or affecting locations, areas, or categories of sites which are identified in the applicable implementation plan as sites of violation or possible violation;
- (ii) For projects affecting intersections that are at Level-of-Service D, E, or F, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes related to the project;
- (iii) For any project affecting one or

more of the top three intersections in the nonattainment or maintenance area with highest traffic volumes, as identified in the applicable implementation plan; and

(iv) For any project affecting one or more of the top three intersections in the nonattainment or maintenance area with the worst level of service, as identified in the applicable implementation plan.

(2) In cases other than those described in paragraph (a)(1) of this section, the demonstrations required by § 93.116 may be based on either:

(i) Quantitative methods that represent reasonable and common professional practice; or

(ii) A qualitative consideration of local factors, if this can provide a clear demonstration that the requirements of § 93.116 are met.

(3) DOT, in consultation with EPA, may also choose to make a categorical hot-spot finding that (93.116(a) is met without further hot-spot analysis for any project described in paragraphs (a)(1) and (a)(2) of this section based on appropriate modeling. DOT, in consultation with EPA, may also consider the current air quality circumstances of a given CO nonattainment or maintenance area in categorical hot-spot findings for applicable FHWA or FTA projects.

Note that in the event that FHWA and EPA are not comfortable with making the judgment that the CO Hotspot analysis for the Linder Road is sufficient to demonstrate that the Eagle Road intersection is also conforming, ITD has proposed that it could "inflate" the volumes previously applied to the Linder Road intersection to test the sensitivity of that original analysis to higher volumes and/or worse level of service.

Based on my experience with the CAL3QHC dispersion model I do not believe that the additional work proposed by ITD is warranted and that the existing analysis is adequate to demonstrate that both the Linder Road intersection and the Eagle road intersection are conforming, both in the existing conditions and in 2040 (build and no-build) condition.

Scott Frey, Transportation Engineer
FHWA Idaho Division
208/334-9180 Ext. 115

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Attachment to Scott Frey's June 7, 2017 Email

In March of 2016, AECOM conducted an air quality analysis for the Idaho Transportation Department which found the forecast 8-hour 2040 No Build concentration at Linder Road intersection to be approximately 2 ppm. Subsequently in the fall of 2016, based on agency comments, the logical terminus for the project was extended which included another large intersection, Eagle Road intersection. Linder Road intersection, based on a comparison of traffic data and configurations appeared to still be the worst case scenario within the study area. Therefore, AECOM provided an addendum to the March 2016 analysis which concluded that the Linder Road intersection analysis reasonably supports that Eagle Road intersection would also be conforming based on known traffic data and design configurations. The environmental assessment for the project was approved in the spring of 2017 and a hearing was held shortly thereafter. After the hearing was held it was discovered that incorrect traffic data was used for the Eagle Road intersection so the data was reworked and double checked. The previous traffic data used 2040 no build volumes which essentially assumed US 20/26 west of Eagle Road was only four lanes, not 6 per the environmental assessment. The new data on Eagle Road intersection has nearly the same traffic volumes but in the design year it will experience a LOS F while Linder Road intersection will experience a LOS of E. Eagle will be a half CFI and Linder will be a full CFI in the design year.

The original air analysis took approximately 4 months and the addendum took approximately 2 months at a cost of \$70,000. In order to facilitate project level air quality conformity demonstration and a FONSI, the Idaho Transportation Department District 3 would like to propose the following:

Given the relative impacts between the intersections and their forecast concentrations we propose using the previously modeled intersection (Linder) as a surrogate for Eagle by inflating the 'numbers' in the Linder model. Our thought is that this simulation will save the time and money required to do a full modeling of the Eagle intersection and at the same time represent a reasonable project level conformity determination because the both intersections are comparable. By using the new data we have on Eagle Road we can inflate the links in Moves 20 percent for example, and compare the results to the NAAQS. If the NAAQS is still not close to being exceeded we believe that it would be a reasonable demonstration of conformity for Eagle Road. Tables 1 and 2 from the approved air quality memorandum dated November 29, 2016 is provided for your use along with the new traffic data in red. I have indicated in red of Table 1 what the changes are on Eagle Road. Table 2 is for your convenience in referencing the NAAQS on Linder. The November 29, 2016 full memo is attached.

Table 1: Hourly Traffic Volumes at US 20/26 Intersections with Linder Road and Eagle Road

		Existing (veh/hr)		2040 No-Build (veh/hr)		2040 Build (veh/hr)
Eagle Road	LOS F	5,399 5,423		LOS F 7,644 6,913		LOS F 6,013 10,690
Linder Road		3,022		LOS F 7,300		LOS D 10,700

Table 2: Linder Road Intersection Analyses

Scenario	1-Hour CO Concentration (ppm) ¹	8-Hour CO Concentration (ppm) ²
Existing	3.2	1.9
2040 No Build	3.3	2.0
2040 Build	3.6	2.2
NAAQS	35	9

¹ Background concentration of 2.45 ppm was added to modeled impact.

² Persistence factor of 0.6 was used to convert 1-hr ambient concentration to 8-hr value.

APPENDIX D. PUBLIC HEARING COMMENTS AND RESPONSES

US20/26 Corridor Study, I-84 to Eagle Road
Response to Public Hearing Comments
July 2017

Executive Summary

The Idaho Transportation Department hosted two public hearings regarding the U.S. 20-26 Environmental Assessment in early March of 2017. The first hearing was held Tuesday, March 7, at The Ambrose School in Meridian. The second hearing was Thursday, March 9, at the Thomas Jefferson Charter School in Caldwell. The public comment period concluded Friday, March 31. A total of 67 written comments were received, and five verbal comments were received. Submitted comments covered a variety of topics, with many offering input on the proposed continuous flow intersections, sound walls, the full build out of U.S. 20-26 to three lanes in each direction, the need to address traffic congestion and traffic lights at intersections.

The Idaho Transportation Department thanks all those who have engaged in the process throughout and provided comments to help define what is important to you as the users of this facility. We also thank you for your understanding that not all requests or concerns will be addressed as you view them. There are a number of engineering, environmental (natural and human), and financial considerations in the decision making process.

Forward

The proposed action to widen US-20/26 between I-84 and Eagle Road, if it were to be constructed all at one time, is estimated to cost \$338 million in today's dollars. Although the Idaho Transportation Department realizes the need for many improvements, not all of the improvements are needed at this time, nor is the cost within our ability to fund all at once. At the same time the Idaho Transportation Department realizes there are needs in the corridor that should be addressed sooner rather than later and will continue to work towards advancing the improvements in the corridor to the best of our ability.

Construction of the project is based on the proposed phasing plan, is a long term endeavor which will likely span decades. The project was conceptually designed to handle projected traffic levels in the year 2040 (Design Year) with a phased construction approach in order to construct the improvements as traffic demands warrant and as funding is available. In a fast growing area there will be many changes in that timeframe. The Idaho Transportation Department will remain flexible to potential changes but will be consistent in how the phases are prioritized based on available funding and congestion, mobility, and safety benefits on a statewide level. As the proposed action is built through the phases of construction, re-evaluations of impacts will occur to identify and address changes in design, regulation, and the environment. Sometimes these changes can modify previous decisions and as a result the changes are documented in a re-evaluation.

Comments submitted on the U.S. 20-26 Environmental Assessment and Corridor Study, followed by responses.**Written Comments****James Allen**

I was pleased with the content and expertise provided at the recent open house held by IDT on the 20-26 corridor. Most of my questions and concerns were addressed by on site staff as well as map displays.

As a member of the Banbury HOA board, I can tell you that we are very concerned about the noise levels of projected traffic and road expansion. It was made clear to me by IDT representatives that added sound remediation (ie: sound walls etc) would not be possible based on the housing density of our community.

I find this troubling. The Banbury development was one of the first in the area to encourage people to live in and enjoy a less dense urban environment.

Now we are to be penalized by our more rural lifestyle and housing choice, given that the character of Chinden BLVD has changed drastically since our community was conceived and built. I am positive that were Banbury to be built today, a sound wall would have been required by the county and built without question.

I note that other similar communities on the Chinden corridor included a larger sound berm and/or a sound wall.

Fortunately, the time frame for the eventual highway build-out leaves time to find alternatives, discuss solutions and to take action.

One important issue I did find lacking was the absence of any mapping, diagrams or illustrative plans for the 2021/22 addition of the second lane in each direction. The only data we could gather was that the road would be widened by one 14 foot lane in each direction. There was no information on right turn lanes at any of the northbound cross streets, nor was the mapping to help us assess the impact to our homeowners.

I request that IDT post the pending 2021/2022 Chinden 4 lane widening plan on the IDT website. Ideally, it will show the existing road in addition to the new, pending construction for easy comparison.

Response:

A traffic noise analysis was conducted in the EA under Section 3.6 to evaluate existing and projected noise levels along the corridor in accordance with ITD's Noise Policy. For locations where projected noise levels reached or exceeded federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were feasible and reasonable at seven locations

along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. Of the many variables, the one that stood out for Banbury is that the cost to mitigate traffic noise exceeded the amount allowed per residence in the Idaho Transportation Department's Noise Policy. Additionally, if design parameters change during final design, noise barriers will be reconsidered based on State Noise Policy.

The project programmed in Fiscal Year 2021 in the Strategic Initiatives Program will widen Chinden to four lanes between Locust Grove and Eagle – this is an interim stage of the ultimate shown in the EA. ITD's approach on that project in the interim phase is to build the two additional lanes on the south side of the corridor. As proposed, the project will have very few property impacts to Banbury. When traffic volumes warrant it, ITD will build two lanes on the north side of the existing road to complete the ultimate configuration. This ultimate configuration was shown at the open house and is on the project website. As this project moves into design the 4 lane widening plan will be made available.

Anonymous Commenter 1

Concerns as Banbury residents:

- Speed Limits
- Large Trucks
- Noise

Our subdivision has a beautiful berm of mature trees. This is our greatest concern. A few years back Idaho Power came in to move poles. They removed over a hundred mature trees and reimbursed us \$5,000!! Shameful! Please preserve as much of our berm/trees as possible. The trees are beautiful and have been nurtured for over 25 yrs. The entire subdivision takes great pride in these landscaped areas.

Why not take more area on the opposite side of Chinden? No poles and less landscaping.

It takes almost a lifetime for trees to reach full maturity. What a shame to destroy them.

Response:

Speed limits can impact traffic noise, safety, and mobility. The purpose of the highway is to move traffic safely and effectively through the corridor. State highways are designed for an estimated speed limit and then after the highway is constructed a speed study is done which determines the best speed based on driver perception. Basically people will drive a speed that they are comfortable with based on the dimensions of the geometrics of the roadway, therefore limiting speeds on a large road can become an enforcement issue.

As a State Highway it is difficult to limit large trucks which use these routes for commerce access. The Idaho Transportation Department designs the roadways to handle trucks safely.

We recognize growth brings additional traffic noise. In order to address these concerns in a consistent manner, the Idaho Transportation Department follows a noise policy consistent with federal law. A traffic noise analysis was performed to identify where impacts will be and where a noise barrier can be constructed within prescribed sideboards such as effectiveness and cost. Where the abatement criteria were met, the Idaho

Transportation Department has determined to implement traffic noise barriers, barring any changes during final design.

In development designers will make every effort to save as much vegetation as possible, though some will need to be removed. Some trees on private property may be acquired with the widening project. During construction, the impacts to berms and trees will be minimized (Refer to Table 1 in the EA) as much as possible.

The design and planning process evaluated a variety of alternatives in Section 2 of the EA. The recommended alternative was selected based on its ability to meet the purpose and need of the project while minimizing impacts. Property impacts and right-of-way acquisition will occur on both sides of US 20/26.

Anonymous Commenter 2

I have concerns with the increased traffic load at Ward/20-26 and at Madison/20-26. I have students currently enrolled in Vision Charter School and even without the new Vallivue elementary open; it is difficult at best to gain access to and from Ward. I also see large development potential around Madison due to the new Ridgeview High School.

Response:

Access to and from Ward will be improved as part of the proposed corridor by installation of a traffic signal. Timing of the traffic signal construction will be dependent on traffic volumes and funding availability. As other areas develop, such as the area you reference around Madison, traffic needs and appropriate improvements to address those needs will be assessed. The land use agency responsible for the area will make determinations regarding requirements for the development to mitigate impacts appropriately. Our plans for the corridor show a cul-de-sac at Madison, limiting access to US 20/26 at this location. Access to US 20/26 will be via Franklin or Northside, which will also be signalized to improve safe access to US 20/26.

Anonymous Commenter 3

Support project generally.

Need additional sound wall/noise mitigation by Paramount, between Fox Run and Meridian Road.

Need additional noise mitigation at Ten Mile Road. Residential uses planned for that area.

Need ITD to comment back to city on necessary ROW preservation when development occurs, and comment back to cities on applications when 10-foot pathway needed.

Concerned about bike/ped access across 20/26 – AT LEAST add refuge islands, really please consider over/under, separate facility at Linder. Educate the public on how to navigate CFI's (motorists and pedestrians).

BUILD it!!!

Response:

A traffic noise analysis was conducted to evaluate existing and projected noise levels along the corridor in accordance with ITD's Noise Policy. For locations where projected noise levels reached or exceeded federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were feasible and reasonable at seven locations along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. If design parameters change during final design, noise barriers will be reconsidered based on State Noise Policy (See Section 3.6.6 of the EA. Prior to construction, the noise study will be validated and also consider changes in the environment which may affect the decisions made.

The typical sections in the EA define the proposed right-of-way and the strip maps show the roadway shifts. ITD will work with land use and planning agencies to preserve setbacks for the highway.

Over/under or separate facilities for bike and pedestrian are not part of the project because use in the corridor is low and limited budget is available. The 'under' scenario, due to shallow drainage and high groundwater, would be costly to keep dry and useable. However, the proposed improvements do not preclude addition of these facilities at a later date.

During design, the Idaho Transportation Department will evaluate pedestrian needs and determine if the intersection needs a center refuge or if pedestrians can cross the intersection during the phase of one light.

The Idaho Transportation Department will educate the public on CFIs once construction gets closer.

Thomas Baker

A brief note: I am a nearly graduated high school senior living in Meridian Idaho who will be attending Boise State University this fall with the desired goal of being a physician. I live very close to Chinden Blvd and I have never known it to be an enjoyable driving experience. I am an infrastructure development enthusiast and I love to see more lanes, street lights, and driver utilities, even if it comes at a cost. I ask that you read the whole comment and I apologize if it's a bit wordy. I will refer to Chinden as "Highway 20/26" from here onward and I thank you for reading.

It is very pleasing to hear action will be taken on Highway 20/26. The Valley's growth demands transportation improvements and new projects from ITD and ACHD are always welcome news. That being said, the time frame for all transportation projects is not adequate. Waiting a further four years is not viable when dealing with Highway 20/26 due to the human and economic costs that will be incurred in that time, especially with another four years of growth compounding its already crowded conditions. Additionally, only widening one mile of Highway 20/26 will do little to fix the problem. If one were to observe a similar situation on McMillan Rd, the second westbound lane goes mostly unused because the lane reduction at Locust Grove makes it difficult to use the newly constructed lane during afternoon rush hour, effectively rendering it a large right hand turn lane and the whole project essentially useless in the way of reducing congestion. The same would be true on Highway 20/26 should only one mile receive upgrades at a time.

In a perfect world, I would say to widen Highway 20/26 to seven lanes from Ten Mile to Interstate 184 and five lanes for the remaining sections to the west of Ten Mile until population growth necessitated the extra through lanes. Continuous lighting for the whole highway would also be included. This is only if making Highway 20/26 a freeway connector is not a viable option. Unfortunately none of this is possible given the current state of funding for ITD, as I'm sure you are aware. I recently read the Idaho State Senate was unwilling to pass what was already an inadequate funding bill for ITD. I would have strong words for the government of Idaho should they ever be willing to listen but I am doubtful they would ever actually care.

To be short on money is not an agreeable predicament, given you have politicians and the townsfolk at your throat to do everything at once with the resources you have right now, which are inadequate at best. My only wish with this comment today is to ask that you do the best you can in advancing all Highway 20/26 projects to a date much sooner than the existing time-frame. I also ask that ITD does all it can to proverbially force much more money it's direction. After all, I do not think it is fair for ITD to receive the blame for dead or injured motorists and pedestrians when it is the politicians who are not allocating even the bare minimum to maintain and improve the rough and under-built highways of Idaho.

I appreciate your reading this should you have the chance and wish you luck in facing the growing challenges of meeting Idaho's transportation needs. I also hope the government of Idaho allocates at least triple your current level of funding to improve your mindset. Highways like Eagle Road are never too wide to be further improved and it is very disappointing when organizations like COMPASS can only offer that as an explanation for what is undoubtedly due to bad planning and lack of funding. As for Highway 20/26, I again hope to see orange cones on more than just the Eagle to Locust Grove section and much sooner than 2021.

Response:

Federal and "States' funding is a challenge. At this time, the Idaho Transportation Department is focused on maintenance and preservation of existing State Highways and bridges.

The Idaho Transportation Department uses a seven-year planning document called the Idaho Transportation Investment Program. It allows the Department to identify needed improvements, and prioritize them based on need and available funding. Not all improvements in the EA are warranted at this time, but improvements will be programmed as traffic volumes warrant and funds are available.

Seven lanes through Garden City to I-184 is not part of the Purpose and Need of this project. See Section 1.3.2 of the EA.

Gabe Barrera

Vallivue is completing an elementary school on Ward, directly across from Vision Charter School.

Traffic onto 20-26 from Ward is already at maximum capacity; imagine the addition of the new elementary school. One death is too many. How many deaths to justify doing something??

Response:

Currently, a signal is planned at Ward which is consistent with the corridor access plan of signals no more than every half mile. See Figure 5 of the EA. This phase of the project is prioritized based on available funding and other similar needs within the corridor such as safety. The light will be installed during future improvements to that section of U.S. 20-26, The Idaho Transportation Department will continue to look at safety and mobility

along the corridor.

Sarah Barrera

We really need a light on 20-26 and Ward. It is very hard to get out of our subdivision. When the new elementary starts next year it is only going to get harder. It is very congested at both ends of Ward. If I try to get out at KCID I run into the same situation. Going farther down 20-26, it would be nice to have a middle lane for people to turn or some turn outs as well.

Response:

The study includes a traffic light at Ward and KCID (See Figure 5 of the EA). Construction is prioritized based on available funding and needs within the corridor such as safety, and traffic volumes. The specific design of the roadway has yet to be determined, however it appears that turn lanes at Ward will be warranted.

Safety and mobility will be used to determine median type. The middle lane may be restricted for safety reasons. Features such as this will be determined during the design process.

Brett Barry

I am concerned about the noise impacts from the planned widening of this road. Specifically, the section between Eagle Road and Locust Grove. The north side of this road section has a built up berm with landscaping. During full build out in 2040, the right-of-way will likely extend into the middle of this berm. Constructing a noise wall would be preferable in this section. Otherwise, please work directly with the Banbury HOA to facilitate a landscaping berm of equal or greater height. There might an opportunity to partner and install additional landscaping, etc. Please realize the Banbury Subdivision was one of the first subdivisions in this area and with your current noise modeling it appears to be penalized for having large lots. Other subdivisions along this corridor have been constructed later and appear to have fencing and taller landscaping on their berms. Thank you for the opportunity to comment on this corridor study.

Response:

A traffic noise analysis was conducted to evaluate existing and projected noise levels along the corridor in accordance with ITD's Noise Policy. For locations where projected noise levels reached or exceeded federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were feasible and reasonable at seven locations along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. Of the many variables, the one that stood out for Banbury is that the cost to mitigate traffic noise exceeded the amount allowed per residence in the Idaho Transportation Department's Noise Policy.

Some existing berms like the one at Banbury are currently providing noise attenuation. These berms will be maintained at their existing height so they will continue to provide noise attenuation.

Bob Beede

Chinden is a real mess from Linder to Eagle. I would not do just one mile. You should go out there and see the traffic any time of the day. It is atrocious and we need help.

Response:

U.S. 20-26 will be widened to two lanes in each direction from Eagle to Locust Grove in 2021 as an interim project. The Idaho Transportation Department will schedule improvements as traffic volumes warrant and funding allows. See Figure 15 in the EA.

Terry Copple

The planned sidewalk is objectionable for at least three reasons. First, it will result in the unnecessary taking of additional land from private property owners along the corridor. Second, the portion of the sidewalk which will be located immediately adjacent to the highway will be dangerous to both pedestrians and motorists. State Street in Boise is a prime example of the undesirable consequences that can arise when pedestrians are present along a major arterial with far-spaced crossings. Third, the sidewalk is unnecessary given the location.

Response:

Public workshops where local cities, counties and the general public attended identified bicycle and pedestrian pathways along U.S. 20-26 as top features they would like to see on the corridor (See Sections 2.1.2 and 4.2.1 in the EA). As such, the route was designed to provide opportunities for pedestrian and bicycle use. Sidewalks adjacent to the highway will be designed according to national standards, allowing for appropriate setbacks for safety based on the roadway type and speed limit.

Michael Band

(Submitted comments in conjunction with Mr. Copple)

Pacific Links, Limited Company and Spurwing Limited Partnership are concerned with the sidewalk proposed to be installed along the Spurwing Country Club. Pedestrians using the sidewalk risk serious injury from being hit by golf balls. The sidewalk in this area should be eliminated altogether. If not, the sidewalk should be at road height with a minimum 10' retaining wall for pedestrian safety.

Response:

The Idaho Transportation Department, COMPASS and local cities have identified U.S. 20-26 as a multi-modal route. Local jurisdictions want continuous bike and pedestrian facilities. As such, the route was designed to provide opportunities for pedestrian and bicycle use. Sidewalks adjacent to the highway will be designed according to national standards, allowing for appropriate setbacks for safety based on the roadway type and speed. The highway was there prior to the development. Developers are aware that roads will need to accommodate future traffic volumes. There are options to protect pedestrians and vehicles adjacent to golf courses. ITD is willing to work with Pacific Links, Limited Company, and Spurwing Limited Partnership to find a resolution.

Robert and Robbin Bond

Please add us to your mailing list.

Response:

The Idaho Transportation Department has added your contact information to the project's mailing list.

Denise Brookman

We would like to be signed up for updates on the US 20/26 Corridor Study, I-84 to Eagle Road.

Response:

The Idaho Transportation Department has added your contact information to the project's mailing list.

Meaghan Coles

I am concerned about the 20-26 and Ward intersection as there is currently a K-12 charter school on Ward (Vision Charter) with approximately 650 students and staff, as well as another K-5 elementary school (Skyway El. with Vallivue S.D.) with approximately 650 students and staff due to open Fall 2017 also on Ward.

The 20-26/Ward intersection currently has a stop sign. With the new school and upcoming traffic load, wait times and safety concerns will more than double. The Vallivue School District is growing in numbers, is currently the fastest growing school district in the State, and the new elementary school (Skyway) has a maximum occupancy of 830 students. I really, really hope an accident does NOT need to occur in order for a light to be put in at that 20-26 and Ward intersection.

Please review the projected traffic impact for this area. My kids attend Vision Charter and I drive them to and from school every day.

Response:

There are many safety concerns throughout the corridor which the Department must fund and prioritize. A signal at Ward is planned, however at this time it is not funded for construction. The prioritization of projects must balance the safety and traffic needs throughout the whole corridor. The proposed phasing plan considers these issues, however, since many of the corridor improvements are long term plans, phasing can change based on need and projects may move forward.

Additionally, the proposed signal spacing along US 20/26 and the potential cul-de-sac at Madison follow the Idaho standards and guidelines for access. This will require drivers to utilize Franklin or Northside instead of Madison to access US 20/26.

Jon Craft

As the owner of property in Banbury Subdivision backing up to Chinden, I have a number of concerns.

First, the noise level due to the increase in traffic from the addition of four extra lanes of traffic without apparently any plans for a noise wall. Second, I cannot seem to find anybody that can answer the question of how we as homeowners, the state/or feds are going to mitigate the devaluation to our property (on the north side of Chinden) in the meantime as the expansion will start on the south first. This inherently devalues our property without recourse or compensation until the expansion on the north side comes around, if it does at all. Meanwhile, property owners have been compensated on the south and our property values go down with no mitigation being made to the owners on the north.

The increased traffic will have an effect on all of the homeowners both in value and accessibility in and out of the subdivision.

Response:

A traffic noise analysis was conducted to evaluate existing and projected noise levels along the corridor in accordance with Idaho Transportation Department's Noise Policy. For locations where projected noise levels reached or exceeded federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were feasible and reasonable at seven locations along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. Of the many variables, the one that stood out for

Banbury is that the cost to mitigate traffic noise exceeded the amount allowed per residence in the Idaho Transportation Department's Noise Policy.

In order to assess property values accurately it is the Department's practice to do valuations and offer compensation for directly impacted parcels at the time of the impact. Per the requirements of Idaho Code and the Idaho and U.S. Constitutions, the Idaho Department is required to provide compensation to property owners whenever a taking of private property for public use has occurred. As portions of real property are acquired, owners will be compensated. If the Department actually acquires a portion of your real property, you will be compensated for the fair market value of the portion acquired by the Department.

Greg Creage

I was not able to make the meetings held the other day so I am reading up on them now in the Meridian Press:

http://www.meridianpress.com/meridian/itd-hosts-public-hearings-about-chinden-boulevard/article_4281aa4f-dcf9-5dec-bb13-315939e5367a.html

If the article is correct, that the next phase won't start until 2021 or 'as needed', that is just wrong in my opinion. It is needed yesterday, why are we waiting to get more behind that we are already?

I hope the meeting resulted in something other than this; living in a place that is behind on infrastructure makes life very difficult.

Response:

The widening will occur first at the east end of the corridor, where there are significant traffic volumes, to help reduce congestion and improve driving conditions. The Department agrees the next phase of the project is needed as soon as possible. Idaho has many transportation needs which we must balance, unfortunately, even if with funding it can take quite a bit of time to develop the final plans, buy right-of-way, negotiate agreements, and begin construction. The Department will deliver the project as soon as possible.

Scott and Nancy Cyr

We live at 1929 W. Spanish Bay Dr. Eagle in the Spyglass Subdivision, which is on the northwest corner of Chinden and Locust Grove. We attended the public hearing at Ambrose a few weeks ago. Here is a list of our concerns.

1. Traffic noise:

- We spoke with the woman in charge of discussing Noise. Answers were generalities without facts or models.
- Noise measurements taken were done at a couple locations for a couple hours only, and not in our area, and not over a sustained period of time.
- It could not be confirmed if the future traffic model contained a berm and fence which we currently have, and if the 12'-14' noise barrier walls were installed on the south side of Chinden.
- We were told that after construction there is no plan to measure noise levels? As a good faith measure, and to qualify models, one would think it is paramount to take large amounts of data before, during and after. Collecting this information is not labor intensive, nor time consuming.

- Is it possible to meet with the individual(s) who did the noise modeling to see the parameters used and results? We are engineers and modeling parameters is everything when it comes to making decisions from the results. If the actual noise models are shown to impacted residences it would allow us to make better informed decisions with regard to our property.
- What is the cost to install 12' or 14' wall?
- 2. Existing berm and fence:
 - 70' from center-line means the fence and berm (center max) will be removed from our property. We were told that because of lot size and single family, that we are not eligible for a noise barrier. What is the threshold to determine where a provided noise barrier happens?
 - There is significant concern with noise and with security if the berm and fence (or noise wall) are not replaced to its existing height. Our property will be easily accessible and will place additional burden on us to secure the property without the berm or fence. (We have heard, that even without the sidewalk, homes without fencing along Chinden have had security problems.)
- 3. Zinger lateral currently runs on our property and is in the 70' from center-line strip. The Zinger is not taken into account in Figure 2.
 - Is the Zinger lateral going to run in the strip between sidewalk and 3rd lane?
 - pg 85 says there will be no effect on the Zinger. What does that mean? Will IDT take over maintenance?
- 4. Distribution lines:
 - Will the distribution line be relocated and if so, where. Please include in the map. will it remain overhead or changed to underground
- 5. Berm trees
 - We have a significant amount of mature trees on our berm. What relocation or compensation can be expected?
- 6. Property:
 - Our property line runs up to Chinden. What can be expected for compensation when our property is taken?
 - There is a homeowner's easement along the berm parallel to Chinden. The sprinklers are controlled by a separate zone. How is this to be handled/ restructured for all the lots affected?
 - What can be expected with tax assessment of the property after widening, loss of property, and loss of entire property value?

Response:

Part 1: Noise model and traffic information was included in the EA and is available online. Please visit

<http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html>. For additional information on the Traffic Noise Model, visit <https://www.fhwa.dot.gov/environment/noise>.

Traffic noise measurements are not taken at every noise receiver as a standard practice. The measurements are taken at representative locations (highest speeds and volumes) throughout the corridor to make sure the noise model is calibrated correctly. These locations are intended to represent the typical and worst case conditions. Once the noise model is calibrated the sound levels for all receptors are determined. Noise measurements are taken during peak noise periods long enough to get a representative reading. Longer periods of measurement are typically detrimental because the meter collects all sound inputs, not just traffic noise, so a jet, a radio, or a barking dog skews the results. The existing berms and 12-14 feet wall were considered in the noise study; however the fence was not because it does not provide any noise abatement.

It's not the Department's routine practice, but noise measurements have been done in the past after the completion of a noise wall. Those measurements have illustrated that the sound wall is effective.

The parameters of the modeling including the input and output tables can be found in Appendix D of the EA.

It is difficult to know what the cost of a wall would be at this time because variables not known until final design such as texture, utilities, material, and size affect the cost. Planning level costs to construct a wall is \$29.00 per square foot for walls less than a quarter mile long. Costs associated with the walls found to be feasible and reasonable can also be found in Appendix D of the EA. Final cost details will be determined during design.

When a construction project is programmed, the Department will be meeting with affected property owners.

Part 2: Some existing berms are currently providing effective noise attenuation. These berms will be maintained at their existing height so they will continue to provide a noise attenuation benefit. If the widening affects existing berms and fences, those will be replaced as part of the construction phase.

Part 3: The Zinger lateral is a feature the project team is aware of and is considering in the decision making process. The Department will work with the owners of the Zinger lateral to ensure their facility remains usable. The Idaho Transportation Department will not take ownership/maintenance of this facility but will ensure it continues to function as intended.

Part 4: The future location of distribution lines will be determined during final design. The Department will work with utilities in our existing right-of-way to determine if they will remain above ground or be buried. Utilities outside the Idaho Transportation Department's existing right-of-way will not be buried.

Part 5: Berm/trees: Any improvements on private property are compensable when that portion of land is needed for the project. This is taken into account in the appraisal process. During design and construction, the Department will minimize impacts to existing landscape berms and trees along the corridor. Impacted berms and/or retaining walls will be replaced to their existing height to the extent possible. Any improvements on private property are compensable.

Item 6: The Idaho Transportation Department isn't involved in tax assessments, before or after the completion of a construction project. Per the requirements of Idaho Code and the Idaho and U.S. Constitutions, the Idaho Transportation Department is required to provide compensation to property owners whenever a taking of private property for public use has occurred. As portions of real property are acquired, owners will be compensated. If the Department actually acquires a portion of your real property, you will be compensated for the fair market value of the portion acquired by the Department.

Eric Dalling

Ken Corder posted a message on Nextdoor to let people know that if we are in support of widening Chinden road to email you.

I am in support of starting this project now and not waiting until 2021. I work at HP and heading West on Chinden after work is already a major problem. Waiting for another 5 years to get started will just make the problems worse. I think that Chinden should be widened from Eagle road to at least Linder or Ten Mile and also have future plans to widen it out to at least to the new Highway 16 express way.

Traffic is only going to get worse along Chinden with all the new neighborhoods going in, the new businesses and the LDS Temple in Meridian that will open soon. The priority for these projects needs to be moved up to support all the additional traffic that will be coming.

Thanks for allowing us the opportunity to share our support of moving up this important project.

I read an article this morning (<https://siliconslopes.com/the-flippin-traffic-movement-is-a-success-e9197b2555d#.d9rux9p9v>) about how Utah was able to pass a bond to start a road project two years early and then pay it back when the project was originally scheduled to start. I thought it was an interesting and creative solution to their current traffic problems by the Utah State Legislation. I saw some news earlier this week about the Chinden project and that it was still scheduled to start in 2021 and this article made me think about that project and wish that Idaho could do something similar to move projects up to address current traffic problems. Anyways, I'm sure you are all aware of what options and limitations you have to deal with but I just thought I'd share an article that I found interesting.

Response:

The Department uses a seven-year planning document called the Idaho Transportation Investment Program. It prioritizes projects based on available funding, safety and other factors. Additionally, the Department agrees the next phase of the project is needed as soon as possible. Not all improvements in the EA are warranted at this time, but improvements will be programmed as traffic volumes warrant and funds are available. The State has many transportation needs which we must balance, unfortunately, even if with funding it can take several years to develop the final plans, buy right-of-way, negotiate agreements, and begin construction. The Department will do all we can to find innovative funding and deliver the project as soon as possible.

Patrick Dobie

On behalf of the Eagle Island Marketplace and Fred Meyer Store, I respectfully submit the following comments for your consideration:

- 1) The intersection of Linder Road and Chinden Blvd. is the newest and most effective segment within the US 20/26 corridor. This improvement was built at considerable private cost without any financial help from ITD. The capacity of the intersection included consideration of future regional growth and development. Planning for the reconstruction of this facility at this time is a poor expenditure of public resources and will be injurious to existing businesses and store patrons.
- 2) The projected traffic volumes and underlying growth assumptions that support the proposed Continuous Flow Intersection at Linder and Chinden are tenuous at best and are clearly not supported by historic demographic or local economic trends.
- 3) The proposed highway design was prepared without consideration of the access requirements of traffic carrying needs of the resident businesses and undeveloped land holdings.

The Local Street network recommended in the Access Management Plan and Corridor Studies (2008) has not been included in the highway development program and no funding or commitment has been made to ensure completion of these connector roads.

These adopted plans have not been followed by local land use agencies or have been implemented in a piecemeal and ineffective manner.

4) Neither the *Analysis of Traffic and Capacity Needs* nor the *Environmental Technical* studies referenced in the EA were available for public review or inspection prior to the March 31, 2017 comment deadline. Without these technical data the impacts of the proposed project cannot be fully evaluated.

5) The proposed Environmental Assessment does not provide the level of detail needed to evaluate all reasonable design alternatives and consider the fiscal impact to the business community. An Environmental Impact Statement should be prepared for the project so as not to restrict consideration of reasonable alternatives and complete transportation systems.

6) The proposed CFI at the Linder Rd. intersection with US 20/26 is the most disruptive design alternative for this location. The CFI will substantially interfere with access to existing businesses within the Eagle Island Marketplace and generate uncertainty about the viability for future expansion.

7) We support the proposed highway widening with reasonable and justifiable improvements to the Linder/Chinden intersection. We therefore request that the Full CFI included in the plan as part of Project 7 be eliminated and dropped from further consideration.

Response:

Part 1: A different design year than the Environmental Assessment, and different traffic projections were used for the design and construction of Linder and Chinden. The current intersection does not meet the capacity levels for 2040. Planning is necessary now for future projects, and needs to be done now to use the best option in the future. The expansion of the highway or the construction of these high capacity intersections will only be built when warranted.

Part 2: It is standard for the Idaho Transportation Department to use planning inputs from the COMPASS long-range plan, Communities in Motion 2040. This is the regional long range plan for the transportation systems in the Treasure Valley. A 20+ design year resulting in a design year of 2040 is customary and is the standard of practice on virtually every transportation project undertaken by ITD. It focuses on anticipated growth rather than historic patterns.

Point 3: The draft access management plan from 2008 has not been updated and isn't included in the Environmental Assessment because it has been superseded by the Idaho Administrative Procedures Act. The proposed design balances the need for mobility, access, and property impacts. The Idaho Transportation Department and local land use agencies will continue to work together during design to provide access to properties.

Part 4: Information was available on the web page and individuals without access could request it.

Part 5: The corridor study started as an Environmental Assessment and upon finding no significant impacts remains an Environmental Assessment. The impacts identified alone or in totality did not rise to significant impact(s) and therefore an Environmental Impact Statement is not warranted.

We are not discounting that individuals and businesses may have issues with some aspects of the project. When evaluating impacts within a resource area; the level of detail and study intensity between the Environmental Assessment and an Environmental Impact Statement, are the same.

Part 6: Numerous grade separated and at-grade intersections were considered. It is the Idaho Transportation Department's opinion that the Continuous Flow Intersection meets the needs of future demand verses the alternative, such as a grade separated interchange, which would be significantly more disruptive (See Section 2.1.4.1 of the EA).

Part 7: Removing the Continuous Flow Intersection at Linder and Chinden would not result in an acceptable level of service for the corridor in 2040.

Rob Drewett

I noticed plans to add right turn lanes in order to improve traffic flow out toward Caldwell (Midland Rd, etc.). Seems like first step would be to add right turn lanes both directions at Locust Grove and Meridian Road intersections. This would at least help in the meantime until the road can be widened.

Response:

These features will be evaluated, and if needed, included in the Phase 1 project between Eagle and Locust Grove, which is programmed for construction in 2021.

Eagle, City of

Thank you for the opportunity to comment on the US 20/26 Environmental Assessment. The City recognizes the complexity of planning for this urbanizing corridor and applauds ITD on their efforts to plan in a proactive manner.

As previously discussed with Amy Schroder on your staff, the City supports the use of a full Continuous Flow Intersection (CFI) at the **Linder Road and US 20/26 intersection** with the inclusion of a full signalized intersection along Linder Road at the Eagle Island Marketplace commercial complex. Additionally, the City supports the use of half CFI(s) at **Meridian Road and Locust Grove** with the commitment from ITD to work with the City and landowners to minimize encroachment on residential properties, mitigate the impacts of noise, and appropriately design noise mitigation walls and berms in consultation with the City and the Eagle Design Review Board.

The City would encourage ITD to consider the following design modifications for the corridor. The City would encourage ITD to construct a 10-foot wide detached pathway along the north side of the corridor, from Eagle Road to Linder Road within the City limits. While the City understands that there are **right-of-way** constraints, US 20/26 is and will continue to be a high speed congested corridor, bicyclist and pedestrians will require additional protection through the separation and buffering of the facility. As the US 20/26 Corridor within the City of Eagle is a residential area, the City also encourages ITD to consider the use of vulcanized rubber paving or other noise reducing pavement options to reduce noise impacts along the corridor.

While the City supports the above referenced improvements, the City has significant concern about the following:

Eagle & US 20/26 Half CFI:

The City is very concerned and disappointed with ITD's outreach and communication on this intersection. The City has a history of working proactively with ITD on intersection projects including the State Highway 55 and State Highway 44 intersection and the US 20/26 Corridor plan. Up until the release of the EA and the public open house, the City was not contacted nor made aware that ITD had extended the project terminus to include this intersection. The seemingly last minute addition of the Eagle Road and US 20/26 intersection in the corridor plan was unexpected and poorly communicated. The City's expectations are that ITD would communicate proactively, and most certainly, prior to the release of such significant changes in a public forum.

The City is concerned about the impacts of the half CFI at this location. The removal of multi-directional access at the Eagle Marketplace commercial complex on the NE corner of the intersection has been significant. The inclusion of the CFI will further restrict and degrade the economic viability of this complex. Over the past year, the City and the owner of the Eagle Marketplace complex have spent over \$1 million to replace landscaping and signage to increase visibility and viability of the complex after ITD's construction of medians. The proposed CFI will remove all the improvements and potentially two structures in the complex.

ITD's response to further limiting access to the complex was to suggest that the complex could obtain access from a "future" parallel frontage road extending east to the proposed full signal but, this frontage road is not part of the ITD plan. ITD should include the planning and right-of-way for the parallel frontage road into the plan.

Inconsistent Commercial Access:

The City is concerned that the *EXISTING* commercial complexes in Eagle and Boise are being held to a more restrictive access standard than the *PROPOSED* commercial complexes in Meridian. The existing Eagle Island Marketplace commercial complex, located at the NE corner of Linder Road and US 20/26, is being limited to a single right in/right out access along US 20/26 and a single full access on Linder Road. The existing Eagle Marketplace commercial complex, located as the NE corner of Eagle Road and US 20/26, is being limited to a single right in/right out access along US 20/26 and a single right in/right out access on Eagle Road. Conversely, the proposed Costco/Winco complex at the SE corner of Linder Road and US 20/26 intersection is being contemplated for a signalized intersection on *BOTH* Linder Road and US 20/26 as well as numerous right-in/right-outs along both Linder Road and US 20/26. Approval of this access plan would require ITD, even before the approval of the proposed EA, to provide numerous variances and waivers to IDAPA standards. ITD should establish consistent access standards for all commercial developments (existing and new) along US 20/26 and not trade access and long term functionality for short term right-of-way expansion.

Signalization of Bergman Way:

The City of Eagle is very aware of the economic growth and benefit that a large commercial complex could provide the City of Meridian and other local taxing districts; however, the City of Eagle does not support the signalization of US 20/26 at N. Bergman Way. The signalization of N. Bergman Way and US 20/26 will have significant impacts to the residential development to the north.

As we all know, traffic/travelers want to find the fastest and least congested route possible through an area; the regional transportation model housed at COMPASS works on this "push/pull" principle. The signalization of N. Bergman Way will provide travelers a bypass around the Linder Road and US 20/26 intersection (in the interim a highly-congested intersection prior to the continuous flow intersection) and a very complex intersection with the proposed CFI. This bypassing of Chinden & Linder intersection via Temple Drive to Bergman Way would reduce wait and travel time significantly by cutting through an existing residential area.

N. Bergman Way is a residential collector that connects Chinden Boulevard to Temple Drive. N. Bergman Way and Temple Drive have been constructed as residential collectors with the purpose and function that the roadway network would provide connectivity between Meridian Road and Linder Road allowing residents from Gated Gardens, Reynard, Fox Tail and Ashbury Subdivisions to move east/west north of the US 20/26 corridor without accessing the State system. While N. Bergman Way is designed with no front-on housing, Temple Drive (a residential collector) does have front-on housing. Temple Drive connects east/west between Linder Road (and the LDS Temple) to Meridian Road, approximately 1-mile. Over this 1-mile section of Temple Drive, there are approximately 50 units that are constructed, under construction, or are planned to have direct access to Temple Drive.

The City's opposition to the signalization is that the complexity of the proposed Continuous Flow Intersection (CFI) at the US 20/26 and Linder Road intersection coupled with the signalization of N. Bergman Way will create a bypass around the CFI intersection through a residential neighborhood.

South bound traffic on Linder Road wanting to access Costco and remaining on the arterial network (Linder Road and US 20/26) must travel through a minimum of five (5) signals along Linder Road in order to enter the Costco site or six (6) signals if they turn east and access from US 20/26. The anticipated travel time through the CPI is six to ten minutes. If N. Bergman Way is signalized, Costco customers traveling south on Linder Road would be able to turn east at Temple Drive and Linder Road signal onto Temple Drive, and then travel south on N. Bergman Way into the Costco site. This bypass reduces the number of signals to two and allows traffic to continue moving with an estimated drive time of less than three minutes.

The City continues to support the relocation of the signal at Fox Run Avenue to the half mile (or 340- feet west) and coordinating the construction of an east/west access road between the Paramount development and the Costco site. While this alternative requires cooperation between three land owners, it also allows for the realignment through vacant (undeveloped property), for commercial traffic to remain on planned commercial roadways, and the opportunity for fencing and buffers to be constructed to mitigate the impacts of the commercial traffic on residential uses. This recommendation also allows for the existing Foxtail subdivision access at Fox Run Avenue to be terminated with a cul-de-sac and primary access to be shifted north to the Ashbury Development as requested by the Foxtail HOA. Additionally, the southernmost property within the Foxtail Subdivision (Lot 1, Block 2 or 6479 Fox Run Avenue) was part of the Reynard Subdivision approval which provided three options for connection to the signal at Fox Run Avenue but, to date, has not been platted. While some modifications to the Reynard development plan would be required, this alternative would allow local connectivity to the north, but through a more obscure route in which traffic calming measures could be put in place to discourage cut-through traffic.

While the City of Eagle recognizes the economic opportunity being presented to both ITD and the City of Meridian, the proposed signalization of N. Bergman Way will not be mitigatable and will have disproportional impacts on the residents in Eagle. The connection is unsafe and the opportunity for through traffic is too high to support a variance to the Idaho Administrative Procedures Act rules. The City asks ITD to deny the access permit and

variance to IDAPA for the signalization of N. Bergman Way and to direct all access to a relocated signal at Fox Run Avenue.

The City of Eagle recognizes the importance of long-range corridor planning and applauds ITD's efforts to establish a corridor management plan that will provide ITD authority to acquire right-of-way for the ultimate buildout of the US 20/26 corridor. But, the City of Eagle does not support the waiver of IDAPA standards and/or the incomplete and inconsistent approval of commercial access along the corridor. ITD must include in their planning all necessary access improvements, including frontage roads, as well as, a consistent access spacing in order for the benefits of the CFI and corridor plan to be achieved. Trading access for right-of-way is short sighted and contradictory to long-range planning. If you have any questions or concerns, please feel free to contact Mayor Ridgeway or Nichoel Baird Spencer in the Eagle Planning and Zoning Department.

Response:

Thank you for your partnership on this project. We also appreciate you recognizing that this is a conceptual level study and the design details will be further refined when a project is funded for construction. A lot can change in this corridor before that happens and we need to be flexible and work together as this corridor continues to develop.

Extending the project limits to include the intersection of Chinden and Eagle Roads was in response to input from local jurisdictions and the public. The Idaho Transportation Department, prior to contacting agencies, wanted to develop the intersection concept which included right-of-way, noise, air, and cultural changes. The concepts put forth in the Environmental Assessment will be refined in the final design phase, at which time access to adjacent properties will be reviewed in more detail. Access may change, but the Idaho Transportation Department will ensure there is access to the marketplace in coordination with the property owner and the local jurisdiction. At this time it looks like a drive through window on the west side of the lot will be removed. The property owner may repurpose the building or the State may acquire the building.

The Transportation Department will continue to refine the design of the Eagle Marketplace— specifically for safe ingress and egress. There may be an opportunity to provide left in access off of Eagle Road at the satellite signal. The other accesses are planned to stay the way they exist today—right-in-right-out only access that requires U-turns to access the property and return to certain directions of travel.

The Transportation Department will work with the City at Meridian at Locust Grove to minimize encroachment on to residential properties, mitigate the impacts of traffic noise per the State Noise Policy for Department actions, and coordinate with the City and their Design Review Board on construction of any noise barriers built within your jurisdiction.

A 10 foot wide detached pathway will be provided where there is adequate right-of-way; however, the Department must balance additional right-of-way acquisition and impacts to properties while providing mobility for various modes. A detached pathway will be provided where possible, which will be determined during design after a project is programmed for construction.

In regards to access and spacing, while IDAPA standards are our target, the Department in cooperation with local jurisdictions and property owners must balance mobility and property impacts. Where development has already occurred that does not meet IDAPA spacing, reasonable access for new development must be balanced with mobility of the highway and other concerns. When development occurs, the Idaho Transportation Department works with other land use agencies to preserve the needed right-of-way and determine the best approach to provide access. There could be conditions with individual developments that alter the spacing of signals, which is addressed through development and permit applications in conjunction with the approving agency. Per the development agreement with the City, signals will ultimately be left in only if access off of Fox Run and Linder can be achieved, with right in/right out at Bergman onto US20/26 as shown in the corridor study.

At the time of the public comment period and drafting responses to comments, there had not yet been a final determination of the signal at Fox Run Avenue or Bergman. We are committed to working with all parties to find the best solution possible given the conditions that exist. The signal at Bergman Way was selected because it provides improved mobility through the Linder signal and the Linder satellite signal. In the ultimate build out Bergman Way will have a right in/right out to the north and left turn pockets to the south. Any development agreement with the local jurisdiction will require traffic calming measures, determined in cooperation with the City and ACHD, to be implemented north of Bergman Way through the neighborhood. Traffic calming measures along with improved mobility through the Linder signals will discourage bypass traffic.

Regarding noise control/rubberize surfaces: rubberized surfaces aren't as effective in Idaho because of the need to salt or sand highway routes during the winter months. Doing this fills the pores of the pavement which reduces noise attenuation and requires more maintenance. The benefit of this technology is very short lived in this case and other noise mitigations measures would then be needed.

Craig Eisenberg

I am writing as the owner of the Eagle Island Marketplace shopping Center and representative of all of the tenants within the shopping center, including Fred Meyer Grocery, McDonald's Restaurant, Taco Bell Restaurant, Idaho Credit Union and others, to express our continued concern and disappointment with ITD's continued desire to build a CFI at the intersection of Linder and Chinden Roads.

As part of our project development, Fred Meyer and I constructed the improvements at this intersection at our sole cost. The plans were reviewed and approved by all agencies including ITD and ACHD. The capacity of the new intersection included future regional growth and development. The proposed CFI could eliminate all full movement driveways, restrict right turn movements and force our customers to travel over ¼ mile to the north towards Temple Drive to go to the east or south. The disruption to this business could be a potential loss in the millions of dollars.

The CFI design is a relatively new road design. Only a few are in existence in the United States today. I strongly question the traffic study and environmental assessment conclusions. As the owner and developer of the Eagle Island Marketplace, I am speaking for all the business that we strongly disagree with the proposed CFI at this intersection.

I am attaching a letter from our traffic engineer, Pat Dobie with Dobie Engineering, expressing his concern about the process and the CFI.

Response:

ITD understands and appreciates the level of effort that went in to evaluating and implementing the improvements that were put into place for the Eagle Island Marketplace. In the time since that work was completed, traffic projections beyond the design year that was used in your analysis have become available. Those projections indicate a standard intersection will no longer function as traffic volumes continue to grow in this rapidly developing area. With these new traffic projections, ITD considered numerous, more conventional, intersection designs, all of which failed under the projected traffic load. The only currently available at-grade intersection design that met mobility needs of the corridor is the CFI. The corridor plan anticipates a staged approach to the improvements, first widening to four lanes, two in each direction, with standard intersection designs, then building to six lanes, again with standard intersections, then implementing the CFI design, as traffic growth indicates the need and as funding is available. If new intersection designs become available for consideration that would meet the needs of moving traffic while providing better access, we will evaluate those designs. To respond to concerns you have raised, we have modified our design to provide full signalized access to the Eagle Island Marketplace from Linder.

Rebecca Fisk

I'm writing with my opinion and suggestions in regards to the current Chinden Blvd expansion project and the massive transportation delays and issues around the metro Boise area in general.

So in four years, we'll have a road that will sorta kinda accommodate current traffic? The current plans and time frames are nonsense. We need to be discussing alternatives to individual cars and immediate solutions as well as decades down the line.

We need public transportation created for bussing Nampa, Caldwell, and other outlying area residents into and out of Meridian and Boise.

We need major tax benefits and/or other incentives to folks carpooling. These are solutions that can be put into action within 6 months, answer the environmental concerns to a large degree, and solve a problem we need resolved NOW and for a far less expense than road expansion that won't keep up with the growth anyways.

Proper and outside expertise for light patterns and traffic flow need to be brought in as well.

Response:

The study is not restricting nor precluding multi-modal options. The Environmental Assessment studies the effects of the proposed action on the environment, and does not preclude car-pooling, high occupancy vehicle options or mass transit and is consistent with Communities in Motion. These types of options require additional infrastructure such as transit facilities, maintenance facilities, and vehicles. Studies to determine the ability of a community to support multi-modal options are done by Valley Regional Transit whom the Department will continue to coordinate with. The Idaho Transportation Department and Ada County Highway District actively address signal timing.

Kent Goldthorpe:

Yes, this is a long and much needed project.

Yes, construction should begin ASP, budget available.

Yes, it should be four lanes and wait for rest.

NO – NO CFI's. They are a complete waste of land considering most of the intersections are built out.

What you plan on doing in front of that beautiful Catholic Church is an abomination. ACHD will never work with you on Meridian and Linder Rds. Your taking from the Fred Meyer development is beyond the pale as far as reasonableness is concerned.

Response:

The Idaho Transportation Department recognizes that improvements are needed along the entire corridor. Funding limitations will allow construction only to Locust Grove initially. The improvements will focus on highest congestion areas first. In the first phase, ITD will add one lane in each direction starting at Eagle Road and heading west. The intersections would remain as standard intersections during the initial improvements. When warranted and as funds become available, ITD will build the ultimate lane configuration (three lanes in each direction) and build the Continuous Flow Intersections. It is necessary for the Idaho Transportation Department to consider high capacity intersections because a standard intersection does not meet an acceptable level of service in the design year of 2040 resulting in safety and congestion concerns. ITD evaluated numerous intersection types to address the needs of business access while meeting the need to move traffic. The CFI was the only at-grade intersection that met mobility needs. We have worked with the Eagle Island Marketplace, where Fred Meyer is located, to optimize access to their property with the CFI. The footprint of the CFI is large, but it is unavoidable if we are going to address the expected congestion and continue to move traffic in this rapidly developing area.

Charlotte Gooding

I would like to very strongly suggest that more turn lanes and a stop light be installed at the corner of Can-Ada and 20-26. The traffic, especially during rush hour but also during the rest of the day, is so bad that it is very difficult to either cross over or turn on to 20-26. Also trying to turn right on Can-Ada coming from the east presents a hazard of a rear end collision. I start signaling way before the intersection. Can-Ada is a direct access to the freeway, CWI, Ida. Center and all the car dealerships.

Response:

The EA is recommending a traffic light at Can-Ada in the future (See Figure 5 in the EA). It will be constructed in conjunction with the proposed widening when traffic volumes warrant and funding allows.

Jeff and Sandy Gould

We have the following comments regarding the US 20/26 Corridor Study. We recognize the need to increase traffic handling capabilities of the US 20-26 Corridor; however, we are concerned about several issues identified at the recent IDT Open House on March 7, 2017.

General Comments:

1. The design aerial photographs used in the traffic design are seriously outdated, and were taken prior to most of the growth along the Chinden corridor. They do not reflect the locations of recent subdivisions and businesses (i.e. Foxtail and Ashbury subdivisions (currently about 500 - 600 homes). The study started in 2006 according to the IDT planning team, and the aerial data appears to be that old. Ten year old aerials are not adequate for work planned for 4 to 20 years from now.
2. The recent information about the planned Linder Village (COSTCO and WINCO) does not appear to be considered in the design plans. This is a huge impact on the plan at Chinden and Linder.

3. We strongly believe Chinden Road is NO PLACE to EXPERIMENT with new traffic concepts. Planning this many CFI intersections, a design never before used in Idaho, is very risky. We believe other alternatives should be considered.
4. CFI type intersections and the use of U-turns at intersections, with the projected traffic volume and highway speeds, are not workable. We have concerns about the level of potential confusion, resulting in accidents, from this very unusual type of intersection design. We have driven on this type of intersection in Salt Lake City, and it was a horrific experience. From personal experience, the confusion is even worse for night time driving.
5. While the traffic flow may seem improved with these experimental CFI intersections, the confusion will create traffic hazards for drivers. NOT WORTH the possible (questionable) benefits.
6. The suggested intersection design at Ten Mile and Chinden Roads is much better (two left turn lanes). This type intersection is currently used at State Highway 44 and Linder, and has worked very well. Why not use this type intersection EVERYWHERE to simplify the intersections and avoid the confusion from the variation of intersection designs at each upcoming intersection. KEEP IT SIMPLE! The benefit of applying different designs at different locations is not worth the confusion.

Concerns near Chinden and Linder Intersection Design

U-turns at Linder and Chinden will not work with the volume of traffic projected; especially when placing two new big box stores at this location. There needs to be a dedicated turnaround lane if this is used. Exiting Fred Meyers onto Chinden to make a U-turn requires crossing several traffic lanes and waiting at a light, which will create a bottleneck for the U-turn lane and westbound Chinden traffic.

Concerns for Foxtail and Ashbury subdivisions (immediately east of Fred Meyers at Linder)

1. We oppose placing a traffic sign at S. Bergman Way and Chinden. Four-way traffic at this point would create potential of neighborhood traffic coming from Costco/Winco, and possibly create a “bypass route” for drivers avoiding the CFI intersection at Linder.
2. We understand that W. Temple Drive is to be extended west from Bergman to Linder Rd, with a traffic signal and 4-way access. We also understand that Gray Fox Street will connect S. Bergman Way to the Fred Meyers shopping area. We support both of these plans to provide our neighborhood with safer access to the Fred Meyer shopping area.

Concerns for Eagle Road and Chinden Road Intersection Design

As proposed, there is no access to the businesses on the northeast corner of Chinden and Eagle roads when turning left from eastbound Chinden. Access is blocked by a separation barrier and the turning lanes.

Noise Control

Rubberized Road Surfaces are a tremendous help in reducing road noise. This road surface was implemented extensively in Phoenix, Arizona and surrounding communities (Tempe, Chandler, Gilbert) on high speed roadways. The improvement in noise levels for neighborhoods is significant. Please contact Arizona Dept. of Transportation (ADOT) for details. They are proud of their program.

Response:**General**

Part 1: The Idaho Transportation Department relies on more than aerial maps when planning a project. The aerial maps offered a visual tool for the public hearings. The aerial photos shown on the maps at the hearing were taken in 2013. All new developments since 2013 were considered using more recent information.

Part 2: The Idaho Transportation Department has identified the continuous flow intersection (CFI) as the best option to manage projected traffic volumes in the design year of 2040. An at-grade, standard intersection does not meet the minimum level of service. The Department will use a standard intersection until traffic volumes and/or safety warrant the use of a CFI. The traffic volumes included impacts of planned developments on the intersection in the year 2040.

Parts 3, 4 and 5: Several intersection options were explored in Section 2 of the EA. CFIs have been used in many other states, including Utah, and have proven to be effective. The first CFI in the area is currently planned at Eagle Road and State Street. When the first CFIs is implemented, and before construction of them on Chinden, there will be a public education effort to ensure the community understands how to navigate them.

Part 6: Traffic volumes are not the same for Linder at State and Chinden. Based on projected traffic volumes for the year 2040 a CFI suited the Linder/Chinden intersection because it minimized property acquisitions while providing the least amount of impacts to the environment.

Concerns near Chinden and Linder Intersection Design

Traffic volumes that impact the design year of 2040 have been taken into account in the study.

Concerns for Foxtail and Ashbury subdivisions (immediately east of Fred Meyers at Linder)

Parts 1 and 2: The Idaho Transportation Department is working with the Linder Village developer and land use agencies, all of whom are aware of the corridor study. Based on the anticipated traffic from the development at Linder Village, a signal at Bergman Way is necessary to avoid significant delays and related congestion at the Linder road signal. ITD has required, as part of the development agreement, the developer to work with the City of Eagle and ACHD to identify and implement appropriate traffic calming measures to deter traffic from cutting through the residential neighborhoods of Foxtail and Ashbury. In the ultimate buildout, Bergman will be a right in/right out only connection to US 20/26 and the signal will become a left in only to the development, eliminating the concern for cut through traffic and minimizing the impact of a full signal on the through traffic on US 20/26.

Concerns for Eagle Road and Chinden Road Intersection Design

While some turning movements may change, the Idaho Transportation Department will not be taking access points away. Turning movements and

access points will be refined further in the final design phase.

Noise Control

Regarding noise control/rubberize surfaces: rubberized surfaces aren't as effective in Idaho because of the need to salt or sand highway routes during the winter months. Doing this fills the pores of the pavement which reduces noise attenuation and requires more maintenance.

Diane and Ralph Grahek

We support escalating the project schedule. It is very disappointing to hear that the first mile of the expansion (Eagle Road to Locust Grove) is still four years away. By that time, traffic may not be moving on Chinden, at all. Chinden is the ONLY way to access our subdivision. We have no choice but to use Chinden. There is no other way in or out. Please consider escalating the expansion schedule.

Response:

The State has many transportation needs which we must balance, unfortunately, even with funding it can take quite a bit of time to develop the final plans, buy right-of-way, negotiate agreements, and go to construction. The Department will deliver the project as soon as possible.

Kari and Louis Grant

We are very concerned about the impact and amount of noise created by this project and we feel noise mitigation should be created on the north side of Chinden between Eagle and Linder.

Response:

Locations for traffic noise barriers have been identified as the result of a planning level noise analysis study (Appendix D of the EA) conducted for the corridor. Basically there are two tests which must be met to implement a barrier. Feasibility which is a determination for constructability, safety, and effectiveness is the first. For example: A barrier is rendered ineffective if a driveway must go through it or the receiver is too far away from it. The second is reasonability which is a determination based on such considerations as overall projected change in traffic noise, desire of the property owners, previous efforts by local jurisdictions to attenuate traffic noise, house construction predating the highway, and cost per receiver. If the location of a barrier does not meet these two tests, a barrier is not proposed. The noise analysis contains the details for the decisions based on these factors. A barrier was determined feasible, but not reasonable on the north sided of Chinden between Eagle and Linder roads based on the cost exceeding the State Noise Policy.

Laurence and Carol Grassl

We feel this project has been over-planned. If the money spent on multiple years of planning after the concept was developed could have built some road. Can't see the concept has changed from two years ago.

We are quite frustrated because plans for improving the 20-26 corridor have made our property not saleable on the commercial market because of the proximity of new roadway (which probably won't get to us for another 10-15 years. We learned at this open house that you are not prepared to do a buy out – so we're stuck with no buyer! Yes – we are frustrated.

We are nearly 79 and 85 years old and don't know how much longer we can maintain our nearly 2 acre property.

We were told in July 2015 that we could apply for a hardship buy out after the plans were finalized (which was supposed to be summer 2016). Now we were told there is no possibility of early buy out. Yes - we're frustrated!

I think plans for the improved hiway are great – but we'll never live to see it!

Response:

The Idaho Transportation Department recognizes the importance of the corridor to the community. The environmental document has taken longer than anticipated to complete for a variety of reasons that have affected our ability to complete the study. Once the environmental is complete, expected in fall of 2017, we could consider a hardship purchase of properties affected by the anticipated project. The first step would be to determine if a property will be a total buy out or a partial take. A total buyout could qualify for a hardship early acquisition. A hardship would need to be demonstrated through reasonable attempts to sell the property that have not resulted in a completed sale due to contemplated actions related to this project. ITD does formal appraisals, and pays fair market value when compensating property owners. Per the requirements of Idaho Code and the Idaho and U.S. Constitutions, the Idaho Transportation Department is required to provide compensation to property owners whenever a taking of private property for public use has occurred. As portions of real property are acquired, owners will be compensated. If the Department actually acquires a portion of your real property, you will be compensated for the fair market value of the portion acquired by the Department.

Blake Hansen

We are the owners of Eagle Marketplace, a multi-tenant retail center consisting of two commercial buildings, located near the intersection of Chinden Blvd. and Eagle Road, on approximately 6 acres. The property address is 3210 E. Chinden Boulevard, Eagle, Idaho 83616.

We purchased this property in September 2015 and since purchasing the property, we have spent over \$1 million in improvements. These improvements include new landscaping, new pylon signs along Chinden and Eagle, new tenant signage, new tenant improvements in many of the interior spaces, new cosmetic upgrades including paint, and other similar changes to the neighboring parcel that most recently housed Walgreens (improvements done at our cost, not the neighboring property owner's cost).

At the time we purchased the property, we were not made aware of any upcoming changes to the intersection at Chinden and Eagle, especially not the half CFI proposed now by ITD. We reached out to ITD in advance of our purchase and they did not communicate these plans to us, and we were surprised to see this intersection included in the latest proposal, in what appeared to be a last minute addition.

The property was significantly impacted by the removal of multi-directional access from both Eagle Road and Chinden in the past. Even with the current access challenges, vehicles can still access east and westbound on Chinden and north and southbound on Eagle Road. The proposed CFI could completely eliminate the access from Eagle Road and would severely restrict access from Chinden. As contemplated, the reduced access would effectively render the property economically unviable.

After making a significant investment in the complex, we have increased the occupancy level from 50% to approximately 90%. This increased occupancy has brought a corresponding increase in net operating income, resulting in a commensurate increase in value of the property.

This has also resulted in increased vitality and activity in the area as customers once again frequent a shopping center that was previously dormant. Any reduction in access would limit our ability to lease space to new tenants or renew leases with existing tenants, would cause a decrease in rental rates, and would cause a massive drop in the value of the property. Access challenges would also severely limit customers who patronize businesses in the complex.

The proposal could result in the complete removal of two buildings, the Walgreens and Key Bank buildings, the most valuable real estate in the project. Removing these buildings would eliminate a current buffer from the traffic and would bring traffic and congestion much closer to the tenants and their customers, possibly creating safety concerns.

Changes to the intersection would make it even more difficult for emergency vehicles to access the property, including police and fire fighters and other emergency vehicles. The CFI would complicate egress from the property for tenants and their customers and make it more difficult for vehicles to enter onto Chinden from the property, and possibly result in increased crashes for customers and tenants.

We want to work with ITD to ensure that any changes to the intersection do not interfere with the business in the area, especially those in Eagle Marketplace. We worry that ITD has not engaged with us as property and business owners, and that the current and future proposals will render Eagle Marketplace entirely unprofitable for commercial purposes, significantly impacting the value of the real estate and the millions of dollars we have invested in the property since we purchased it in 2015.

We invite you to reach out to us, to work with us, and communicate with us.

Letter from Thompson Engineers

(Submitted with e-mail from Blake Hansen. The Thompson Engineers comments below were addressed to Travis Barney of Alturas Capital)

As requested, we reviewed the proposed intersection improvements to the intersection of SH55 (Eagle Road) and US 20/26 (Chinden Blvd.) with respect to access of the Eagle Market Place, located on the northeast corner of the intersection.

The proposed intersection improvement is a partial continuous flow intersection. A conceptual layout of the intersection is attached to this letter. The concept proposes to allow left turn movements on Eagle Road to flow concurrently with the through movements by moving them to the other side of the roadway. The left turn movements cross to the other side of the roadway upstream from the intersection and queue on the other side of the opposing through lanes. Therefore, left turn movements are not in conflict with the opposing through movements. The approaches on Chinden Blvd. will be a conventional intersection, with the left turn movements queued up between the through movement lanes. The plan presented in the Idaho Transportation Department (ITD) study is conceptual, and will be subject to change as the design progresses. As this occurs, it may be possible to address some of the access issues discussed herein. However, continuous flow intersections by their very nature and design negatively impact access at intersections.

The intersection as proposed would have a significant negative impact on your site. Access would be limited to a right in from Chinden Blvd. and a right out on Eagle Road. Access from any other movement would require significant out of direction travel and/or a U-turn movement.

Egress to westbound Chinden Blvd would require crossing two lane of right turn only traffic. This movement would be illegal in Idaho.

Access from eastbound Chinden Blvd. would require vehicles to pass the site and make a U-turn movement. A proposed U-turn location is not shown on the ITD drawings, but it would most likely be several hundred feet beyond the site entrance. Return to eastbound Chinden Blvd. would require vehicles to exit onto northbound Eagle Road, make a U-turn to southbound Eagle Road, and turn left on to eastbound Chinden Blvd. at the intersection.

Access from northbound Eagle Road would not be possible because this traffic would have to cross the two right turn lanes from westbound Chinden Blvd, and the two left turn lanes from southbound Eagle Road. To access the site, vehicles from northbound Eagle Road would have to turn right to eastbound Chinden Blvd, cross two lanes of traffic, and make the same U-turn movement as described above for eastbound Chinden Blvd. Southbound Eagle Road currently needs to make a U-turn at the intersection in order to access the site. With the proposed improvements, vehicles would have to turn left on to Chinden Blvd and make the U- turn movement discussed above. Return to southbound Eagle Road would require vehicles to exit onto northbound Eagle Road, make a U-turn to southbound Eagle Road, and pass through the intersection of Chinden Blvd.

At the Eagle City Council meeting earlier this month, ITD presented the concept to the council. An employee of the Community Planning Association (COMPASS) also offered testimony about impacts to businesses at continuous flow intersections. She stated that businesses that were destination businesses tended to not be significantly impacted by the limited access, but businesses that were more boutique or pass by dependent businesses did suffer from the limited access. This may be true. Destination businesses tend to be larger, major retailers such as Target, high-end restaurants, or retailers that are highly specialized and have limited competition. If your complex does not include these types of businesses, the continuous flow intersection will have a significant negative impact on them.

We did a brief review to see if there were some changes in the layout that might improve access. As proposed, we did not see any obvious modifications that would improve the access. It would appear that the only way to improve the access would be with the construction with a frontage road of some sort. We did not attempt to develop the exact layout of a frontage road; however, it would appear that even a frontage road could only serve the back of the complex. A frontage road would require significant modifications to the buildings to effectively serve the site.

Continuous flow intersections are effective at providing more capacity at intersections, but will only work if the roadway segments can handle the increased traffic. In this case, the biggest problem is westbound Chinden Blvd reduces from two lanes to one lane just west of Eagle Road. Widening Chinden Blvd would be more effective at reducing congestion than constructing a continuous flow intersection. We recommend that you encourage ITD to proceed with this improvement before committing to the proposed intersection modification.

We also recommend you continue to correspond with ITD to seek methods of improving access and to be fully informed of the progress of this project. Should you need any further assistance from me, please feel free to call.

Response:

We appreciate you providing details about how the business park has prospered under your ownership. The Idaho Transportation Department has

no intention of negatively affecting this or any property and will work closely with the owners to come up with the best solution.

Evaluation of the U.S. 20-26/Eagle intersection was added to the corridor study in 2016 due to agency and public input at the last Agency and Public Meetings. It is in response to requests for answers to what could be done at that intersection to provide a better level of service in the design year.

The Idaho Transportation Department determined a partial CFI was the only at-grade intersection type currently available to effectively manage traffic flow given the anticipated traffic volumes by the year 2040. While there are access impacts, we intend to reduce impacts to the fullest extent possible for each affected property. Solutions will vary based on options available for each individual parcel. We will also consider any new intersection types that might become available as we advance our projects through design.

The scope described in the remarks above was revised to reduce impact further. The current scope includes only one westbound to northbound right turn lane instead of two. This reduces the potential impacts to the two buildings mentioned and may be enough to render them functional after the intersection improvements are constructed. The Transportation Department is sensitive to potential impacts to this area and will work closely with the property owners to minimize impacts.

Additionally, the phasing plan summarized above does not accurately capture what ITD's plan is for the improvements in this corridor. The phasing plan is to work from east to west as demand warrants and funds are available. First widening Chinden from two to four lanes and then in the future to six lanes. The high capacity intersections will also be programmed for construction as demand warrants, with the Eagle and Chinden intersection already meeting warrants for construction of the partial-CFI. However, funding has not yet been identified to continue the design or to construct improvements at the intersection.

We appreciate that you recognize in your letter that the plan presented in the corridor study is conceptual in nature, and will be subject to change as the design progresses. The Transportation Department will continue to refine the details when the project is funded – including the need for safe ingress and egress for customers and emergency service providers. At our meeting with the property owners we discussed the possibility of a left turn into the property from the satellite signal on southbound Eagle Road, yet while the study could not confirm if that was possible the Transportation Department is committed to exploring this in more detail once the projects is funded and design begins.

Current access to the referenced property is limited to right-in-right-out movements on Eagle and Chinden. This is necessary to provide safe turning movements to the through-traffic as well as customers. The conceptual plan is not dramatically different than the condition that exists today - right-in-right-out only access that requires U-turns to access the property and return to certain directions of travel. Approaches that are in close proximity to intersections are inherently prone to more accidents. With the construction of the partial-CFI there may be other alternatives to provide access, including a left turn movement that will be evaluated at the CFI satellite signal. The extent of the right-of-way required for the improvements is portrayed at a conceptual level in the corridor study.

Initial evaluation indicates property impacts to include loss of the drive through window at the previous Walgreens location and loss of landscaping at the bank. We will work with the property owner throughout the final design process to avoid impacts to the full extent possible while providing a

safe intersection that meets traffic needs.

Lois Harpham

I live on Shandee Dr. and have been there 43 years. I would like an access from Shandee to Locust Grove Rd. I would not object to a cul-de-sac at Shandee on the north if I had access to Locust Grove.

There is a field at south end of Shandee that if we had a road thru it to connect to Dunwoody to the west then we could get to Locust Grove. I thought when they developed Three Corners we might get access thru there but no provision for a road was included. Thinking about it, that field at the south end of Shandee would provide a better solution if we could go thru there to Dunwoody and out to Locust Grove.

I do not want to access thru Bristol Heights to Eagle!!

Response:

Local jurisdictions, such as Ada County Highway District in this instance, work with land use agencies (City of Boise) to manage the location of new public roads. The Idaho Transportation Department works with local jurisdictions on access to State Highway routes. Any changes to access to the subdivision would need to be coordinated with the City of Boise, Ada County Highway District, and the Homeowners Association (HOA). If your homeowners association is interested in pursuing a different connection to your neighborhood other than Chinden Avenue we recommend your HOA contact the City of Boise. This comment has been provided to the City of Boise and the Ada County Highway District.

Kent Hemseri

I live at 345 W. Fordham Drive in the Banbury neighborhood and have a few questions. First of all, I'd like to acknowledge that I know this project is massive for you guys and there are probably a lot of people voicing their concerns of this project. So here goes. It is my understanding that a sound survey was done a while ago and the numbers came back barely below the threshold to require a sound wall for our neighborhood. Also, it has been mentioned that the Banbury neighborhood isn't dense enough to require a sound wall but the neighborhood across Chinden does.

My concerns are multiple. First, will a sound wall across Chinden provide feedback/echoing back towards our direction thus increasing/intensifying the noise we will here? Second, the berm we have in place is low compared to others in newer neighborhoods to the west and the vegetation in place does little to nothing to provide a noise barrier. From our backyard we can see the tops of the vehicles as they pass. Third, there is a break in the berm behind our residence that allows an abundance of noise to flow into our backyard. Lastly, being close to the intersection also provides additional noise do to acceleration and deceleration of vehicles, trucks and motorcycles!

I apologize for the negative concerns, it is just a thought that this expansion will likely cause more noise and possibly devalue our house that we have tried to maintain a high standard on. I would be willing to meet you at our property if your time permitted to show you firsthand what I'm addressing and see if you have any thoughts on the matter.

Response:

A traffic noise analysis was conducted to evaluate existing and projected noise levels along the corridor in accordance with ITD's Noise Policy (<http://apps.itd.idaho.gov/apps/manuals/Environmental/1300.pdf>). For locations where projected noise levels reached or exceeded federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were

feasible and reasonable at seven locations along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. Of the many variables, the one that stood out for Banbury is that the cost to mitigate traffic noise exceeded the amount allowed per residence in the Idaho Transportation Department's Noise Policy. As the Department moves closer to implementing the project phases near your neighborhood the decision to implement a traffic noise barrier will be checked again to see if anything has changed since decisions were last made. If design parameters change during final design, noise barriers will be reconsidered based on State Noise Policy. Some existing berms are currently providing effective noise attenuation. These berms will be maintained at their existing height so they will continue to provide a noise attenuation benefit. If design parameters change during final design, noise barriers will be reconsidered based on State Noise Policy.

Echoing or multiple reflections were considered in the noise analysis and it was determined that with the proposed future traffic volumes additional traffic noise would not exceed standards.

Bill Johnson

I attended the public presentation March 7 at Ambrose School and left feeling that the Bristol Heights Subdivision will be adversely affected by the widening of US 20-26 to 6 lanes due to access difficulties and road noise by the projected traffic flows for 2040. Being restricted to right in and right out will limit access to the NW area of the Subdivision, and the lack of accel and decel lanes will make access from side streets to US 20-26 more hazardous, especially in winter since the highway is significantly higher than the side streets.

As a resident of this area, to maintain the neighborhood's relatively quiet character, I sincerely hope the highway is never widened to 3 lanes each way. Also I would like to see the proposed concrete center barrier held in abeyance and a center turn lane installed in its stead to be used as long as possible. Hopefully, installing 5 lanes with accel and decel lanes where lights are not planned will handle traffic needs.

Response:

Specific acceleration and deceleration lanes will be evaluated during design, however the Department encourages, and in many case requires, developers to install them for the safety and mobility of the highway users and communities. Where practical and where safety is not compromised, center turn lanes will be allowed in the Bristol Heights area. A sound barrier is proposed along the north side of the subdivision (south side of US 20/26) to help mitigate for noise.

Steve Joyal

I would like you to consider right turn lanes on east-bound 20-26 at Meridian and Locust Grove intersections as a temporary relief to rush hour traffic.

Response:

Improvements are planned between Locust Grove and Eagle Road in 2021. As funding becomes available and traffic volumes warrant it, improvements will be made in other areas of the corridor.

Bob Kafka

I'm concerned about the lack of flow on 20/26. From Star Rd into Boise is a pain due to all the signals from Star Rd to Eagle. West of Star Road is great....no signals W. Bound till you hit Middleton Rd. Could the timing for thru traffic take serious precedent over the cross street traffic?

Looks like the continuous flow intersections are a plus!

I'm concerned about winter snow hiding the traffic flow lines at continuous flow intersections. Also how the snow maintenance equipment will take on the small islands directing traffic.

Response:

The Department uses state rules such as Idaho Administrative Procedures Act and guidebooks to determine if/when a signal is warranted and also for spacing. ACHD manages the timing of traffic signals on 20-26 within Ada County. There are many factors that need to be balanced for optimizing signal timing.

Snow plows will have to take a left turn, and do a u-turn to get back onto U.S. 20-26. The Idaho Transportation Department will train snow-plow drivers to navigate CFIs during the winter months, including small islands, and is coordinating with other similar states that have CFIs to see how they do winter maintenance.

Lauren Kees

I have a comment for the widening of Chinden, specifically at the Locust Grove intersection. I live in the Bristol Heights subdivision on Chinden and Eagle and often drive through both intersections. Three years ago I was in a serious car accident in the Chinden/Locust Grove intersection. I was east-bound on Chinden, nearing the Locust Grove intersection, when the SUV in front of me slammed on its brakes to avoid colliding with a car in front of it turning right onto Locust. I did not have enough time to stop, and rear ended the SUV going about 50mph. This whole collision could have been avoided had there been a right turn only lane on Chinden to turn into Locust Grove. I also think traffic flow would improve if there is a right turn only lane from Locust grove onto Chinden.

Response:

The Department has programmed a project in 2021 to expand U.S. 20-26 to two lanes in each direction from Eagle Road to Locust Grove. This will include intersection improvements at Locust Grove. The half-CFI planned for the Locust Grove intersection may alleviate some of these conflicts as well. In the ultimate build out, right turn lanes will be added on Locust Grove and Eagle Road. There is an interim phase of construction in fiscal year 2021 to widen US-20/26 from Eagle Road to Locust Grove to 4 lanes. Improvements to the Locust Grove intersection are planned with this interim project.

Harry Koehler

I was at the Public Hearing on 3/7/2017 and the Environmental Assessment portion was non-informative. They could not tell me what the noise, decibel levels, would be in 2040 with 80,000 cars vs no change and 29,000 cars in the Eagle/20/26 Corridor, with or without barrier immediately next to 20-26.

The representative was reluctant to say current levels were in the 65 decibel range at 23,000 cars. It was the same for the air quality. Answer - All within acceptable range for EPA. These ranges were set up for major cities and areas in California and should not be "acceptable" in Idaho communities and California levels of pollution will reduce the value of my homes in the area. Idaho may only have 4 million people by 2040. I was expecting to see charts for homes along the corridor a. Current level of exposure, b. 2040 - without change projected level of exposure, and c. 2040

with change 3-times current traffic projections. Just saying “within acceptable” does not a hearing make. Response at the hearing was inadequate, vague, and uninformative.

In reviewing the areas that already have max traffic now and in 2040 - without change, ~ 29,000, these are areas around Eagle Blvd, I saw no reason for a Half Continuous Flow Interstation i.e. Locust Grove. The housing development around Locust Grove is complete and should be used as a study for how to improve the traffic flow with best economic impact. At Locust Grove we are only talking about traffic going north and turning east and west onto 20-26. The intersection light changes on Eagle Road and also currently in place at Locust Grove, show how easily the traffic for a 4 lane highway and be regulated for turning south from 20-26. The two -2 minute+ stops to get off of 20-26, Why? The current 100 vehicle backups at Locust Grove multiple times a day, is a solvable problem. There appears to be undisclosed poor coordination between the Corridor Study and any funding by the responsible north/south streets development. Is the problem at intersections like Locust Grove remaining unsolved because of the 20-26 Corridor Study, or is funding for north/south street development the cause? Are the Continuous Flow Intersections just bridges to nowhere expenditures if there is no funding for north/south development?

One of the other environmental items not mentioned at the meeting was the “SCENIC” changes to the 20-26 Corridor. We have a beautiful scenic state! If only a 4 lane development goes forward, why not address the unsightly utility poles and put them underground. I prefer seeing the majestic mountains as unhindered by utility poles as possible.

An hour drive on a city street from Caldwell to downtown Boise areas each day for work is a California nightmare coming to Idaho. Will we be better served by developing other areas south and east of Boise? But the ITD should have no doubt that the 20-26 corridor needs to be developed to a 4 lane highway but not for 80,000 vehicles per day - in and out of the Boise area from Caldwell areas. Idaho needs to keep its farming community and also its scenic beauty. The Oregon Trail is famous for going west not east.

Response:

The Idaho Transportation Department noted your recommendations regarding what to have available at the public hearing. We hope the answer below provides the detail you anticipated.

The main pollutant in the project area is carbon monoxide (CO). See Appendix E of the EA for more detail about air quality. Based on modeling with inputs from the local area air shed the air analysis demonstrated that CO does increase in the project area by the year 2040. Currently the CO concentration is 3.2 parts per million (ppm). CO is estimated to be 3.3 parts per million/1 hour concentration in 2040 without the project and 3.6 parts per million/1 hour concentration in 2040 with the project. Currently, the 1 hour CO concentration is 3.2 parts per million. This project is well below the federal and state standard of 35 ppm, therefore it can be said that the project meets air quality conformity standards. We hope this response helps put the air quality questions in perspective.

A traffic noise analysis was conducted (See Appendix D of the EA) to evaluate existing and projected noise levels along the corridor in accordance with ITD’s Noise Policy. The noise analysis describes the anticipated change in traffic noise along the corridor with the existing and forecasted traffic volumes. Traffic noise levels vary throughout the corridor depending on many factors such as topography, traffic volumes, and proximity. Not all first row noise receptors are equal. Traffic noise levels are for specific locations and the consideration for noise abatement is provided in the noise

analysis online. For locations where projected noise levels reached or exceeded state and federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were feasible and reasonable at seven locations along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. If design parameters change during final design, noise barriers will be reconsidered based on State Noise Policy.

The Idaho Transportation Department will continue to work with the Ada County Highway District to help manage traffic flow onto and off of U.S. 20-26. This comment has been forwarded to the Ada County Highway District. Funding for improvements to U.S. 20-26 is limited to the corridor itself, and does not include improvements to connecting streets. The roadway jurisdiction, i.e. Ada County Highway District within Ada County, plans and constructs improvements to public roads that are not under the jurisdiction of the State.

In regards to CFI's, the Department consulted with COMPASS, the Community Planning Association of Southwest Idaho, which provided traffic models for the project based upon regional growth forecasts for Ada and Canyon Counties. Several intersection types were studied, and the continuous flow intersections are being proposed as the best solution to the anticipated growth in traffic. Standard intersections do not provide an acceptable level of service in the design year of 2040 (See Section 2 of the EA) .

Funding for the project is limited to the improvements identified in the environmental assessment, and does not include the burying of utilities.

The Environmental Assessment included an assessment of the visual quality characteristics (now and projected). This is described in Section 3.8 of the EA.

Robert Kresge

In my opinion this US 20-26 Corridor Study / Environmental Assessment is an incomplete thought. It deals solely with increasing by a factor of at least three the auto and truck carrying capacity of this section of a critical transportation corridor. Based on the information provided at the open-house meeting, it is apparent that no serious thought or planning has been given to inclusion of rapid mass transit and to the impacts of tripling the traffic flow on Chinden Boulevard in Garden City. Chinden Boulevard cannot possibly convey three times as much vehicular traffic. You are essentially planning to build the equivalent of a 'bridge to nowhere'. I live in Garden City and do not want it to be destroyed by building a new freeway through it.

The history of road / freeway design can be summarized as "build it and they will come". We cannot afford economically and environmentally to just keep building more lanes. The State Legislature and US Congress appear to be quite reticent to increase tax revenues to spend on building highways.

The appropriate time for planning mass transit is way before it absolutely needs to be installed so that right-of-way, etc can be obtained. Planning and development of a well thought out mass transit plan should be included in this current corridor study.

Following is my vision of a reasonable mass transit system that should be further developed and incorporated in your study. Other concepts should

also be developed.

The center two lanes would be dedicated for use by rubber tired bus traffic and emergency use vehicles only. Drivers of cars watching buses drive by at 50 mph while they are stuck in a traffic jam would be inspired to use mass transit. These buses could serve park and ride facilities located along the corridor as well as service to the cities served by the corridor. The dedicated bus lanes would increase the overall carrying capacity of the US 20-26 corridor by an order of magnitude. If the corridor study incorporates the dedicated bus lanes into the long term design, the conversion to bus usage could be implemented with little additional cost and could be used to delay the transition from two to three thru lanes each way or could be implemented as part of the long term plan. The bus only lanes could be routed thru Garden City within the existing Chinden Boulevard right of way by construction on an elevated roadway, with appropriate noise and visual impacts mitigation. Another potential route would possibly be in the Settlers Canal right of way, which would require conveyance of the canal water in buried pipes in lieu of the open canal.

I think the Idaho Transportation Department needs to start thinking of transportation in a larger sense than just automobile and truck vehicular traffic.

Response:

The study is not restricting nor precluding multi-modal options. The Environmental Assessment studies the effects of the proposed action on the environment, and does not preclude car-pooling, high occupancy vehicle options or mass transit.

The initial alternatives development looked at light rail along the US 20/26 corridor but was not carried forward (See Section 2.1.2 of the EA). The development of the corridor doesn't preclude options for mass transit. The corridor study analyzed the impacts of the expansion. The long range plan, Communities in Motion, designates SH-44 (State Street) to the north of the corridor and the existing rail line (between Fairview Avenue and Franklin Road) to the south of the corridor as the nearest primary east-west transit corridors. In the ultimate build-out, there will be three lanes in each direction which does not preclude increased bus service or ride share opportunities along the corridor. The Idaho Transportation Department is coordinating with Valley Regional Transit to ensure the proposed improvements will not preclude increased bus service and to identify park and ride lot locations along the corridor.

Tom and Sue Kuziej

1) We live off Chinden on Saguaro Hills. Making a left turn on Chinden during weekday hours is almost impossible/suicidal. We were happy to see that a light is included in the plans for Chinden. Unfortunately, it will not be built until 2022. How many accidents will there be at that intersection between now and then?

2) Some consideration needs to be made for lowering the speed limit on Chinden between Linder and Eagle. During heavy traffic times, many people drive much too fast for conditions – considering the traffic congestion. Perhaps lower day time speed limits would be appropriate.

Response:

Another phase of construction has been approved for fiscal year 2022 for widening on Chinden from Linder to Locust Grove. The Idaho Transportation Department will schedule improvements as traffic volumes warrant and funding allows.

Speed limits are based greatly on how fast people will travel on a highway given its configuration. No matter what the posted speed is, if it doesn't

correlate with this human perception it causes enforcement problems. Lowering speed limits increase expected travel times on state highways. Therefore, the corridor is being designed for a speed of 55 miles per hour prior to construction of the project and then after the project is constructed the State conducts a speed study to determine the posted speed.

Tom LeClaire

The long term planning of US 20/26 is very important to Ada County. As a member of the Ada County Planning and Zoning Commission, I would be interested in the continuing progress of this ITD corridor study.

Response:

The Idaho Transportation Department has added your contact information to the project's mailing list.

ZoAnne Lindsey

Please add me to your 20-26 corridor update mailing list.

Response:

The Idaho Transportation Department has added your contact information to the project's mailing list.

Jeff Lowe

If there has to be sound mitigation, please focus on landscaping/berms. Walls are divisive for neighborhoods and the community.

Be strong on access management – safety is key.

Please continue to study volumes. Try to avoid six lanes by employing any other alternatives such as smart traffic control, alternative transportation, etc.

Sidewalks/bike lanes are great!!

Please maintain as much landscaping as possible.

Response:

Existing berms will be protected as much as possible. Creating new berms requires additional right-of-way, therefore, more potential impacts to homes. Future developments will need to plan for how they want to mitigate for traffic noise.

Access will be based on the Idaho Administrative Procedures Act which provides Idaho's code for access spacing.

Traffic studies will be updated, as needed, when phased projects are implemented. The Idaho Transportation Department will continue to monitor traffic volumes. Improvements will be considered as traffic volumes warrant them.

The study is not restricting nor precluding multi-modal options. The Environmental Assessment studies the effects of the proposed action on the environment, and does not preclude car-pooling, high occupancy vehicle options or mass transit and is consistent with Communities in Motion.

These types of options require additional infrastructure such as transit facilities, maintenance facilities, and vehicles. Studies to determine the ability of a community to support multi-modal options are done by Valley Regional Transit whom the Department will continue to coordinate with. As the corridor is built out the Department will continue to assess the use of smart technologies and work with Ada County Highway District to improve traffic flows. Currently, priority is given to Chinden, but the timing must also consider how each signalized intersection operates by itself in addition to how it operates with other signals throughout the corridor.

Your sidewalks/bike lanes comment has been documented.

Shelley Lupher

I've reviewed the 20/26 plans, and have a suggestion for the sound barrier walls. Gabions are used all over Europe, and are far better at absorbing and dissipating road noise than straight concrete walls, which just deflect the noise.

Gabions are also faster and cheaper than building concrete. Here's a link which includes DB information.

http://www.gabion1.com/gabion_noise_barriers.htm

Response:

Thank you for the link. Various types of sound walls will be analyzed during design, with the intent of minimizing impacts to the surrounding environment. The Department has found that concrete block walls or post and panel walls require the least maintenance and the least amount of property take. In our initial review of the gabion barriers they require additional space due to the spaces between the rocks, which in turn requires more property acquisition. Additionally, there are concerns for durability and risk of vandalism to the wire basket. The Department's intent is to reduce construction and maintenance cost; and reduce impacts to adjacent property owners as much as possible.

Bob Magette

I wanted to make comments, but I will not be able to make the March 7th meeting to provide feedback. Public comment is good since if we are going to do this right, let's do it right. I am not a transportation engineer, but an EE and have experience on this road for many years. To me the road feels unsafe to me with the amount of aggressive drivers that "right lane" at Eagle, Linder, Fox Run, Highway 16 and Star Road. This aggressive behavior drives me crazy. Everyone has a long commute and I would like everyone to be patient.

I work at HP and commute to Nampa since 1999 so I have been using 20/26 or Chinden for the evening commute for many years. In the past, I did use 20/26 for the morning commute but since the I84 project being complete with four lanes that is my primary method morning commute to HP. I do not even bother using it on the way home with the traffic delays at Garrity and afterwards.

The proposed schedule seems a little long for the project. Twenty three years to project completion is a really long time. 184/I84 change took less than that with a bigger scope of project. From memory it started in 99 and ended around 2011, but then they resurfaced I84 then that added three to four years to it.

Betting on Trump infrastructure funding to enable this project may not be a good idea. He may not be in office by the time the project starts. I do like the idea of a different type of intersection to help on the flow of traffic is good.

But I see more lights being installed on 20/26 for the turning traffic and merging traffic for each intersection. Could the merging traffic be more automated to not have another light?

There are lights about every ½ to/ 1 mile after Five Mile at HP, Explorer, Paramount, Fox Run and Tree Farm turnoffs. I understand the need for these but I do not want more lights to drive the commute longer for everyone.

Are frontage roads even an option to make the flow on 20/26 less disruptive? This would allow funneling of local traffic off of 20/26 and a potential to remove lights from the US highway.

I do feel a one mile extension of a four lane road to Locust Grove may be of little value. The bottleneck will only move one mile at best. Reaching for Star Road for the first phase would be a good phase one. I do have major concerns that the current road will be not useable and commutes for everyone will be longer than even now.

Even with this feedback, I do congratulate ITD on starting this program. It is long overdue and doing this road project right everyone should want.

Response:

The Idaho Transportation Department will start widening U.S. 20-26 from Eagle to Locust Grove in 2021. Additional improvements will be made as funding becomes available and traffic volumes warrant. If additional funding becomes available, other improvements can be made sooner.

Support for CFI Interchanges is noted.

Growth in the area puts a great demand on the signals but the Idaho Transportation Department will continue to work closely with Ada County Highway District on optimizing signal timing. The expansion projects do include intersection upgrades and ultimately high capacity intersections to alleviate some of the conflicting cross movements and reduce the overall signal cycle length.

Access and signalized intersections will follow Idaho Administrative Procedures Act, which advises on the placement of access spacing and signalized intersections. Even with additional signals, drive times can be reduced with evenly spaced signals and proper signal timing.

Frontage roads were included in the alternatives considered. They were eliminated from further consideration due to the amount of right-of-way needed, added costs and greater impacts. See Section 2 of the EA for further detail.

Meridian, City of

The City of Meridian has reviewed the Environmental Assessment (EA) for the US 20/26 Corridor Study, I-84 to Eagle Road, and respectfully submits this letter. Efficient movement of commuters, goods, and services into and through this area is currently hampered due to the current lane configuration of US 20/26 (Chinden Boulevard). The City of Meridian has been actively working to ensure traffic concerns for the area are addressed more immediately, specifically the widening of Chinden to accommodate the current traveling public in a way that meets the safety, mobility, as well as the economic development needs of all.

The City is generally supportive of the Corridor Study and the associated EA; however, we have received concerns from adjacent property owners about the impact of the Continuous Flow Intersection (CFI) shown at the Chinden/Linder intersection. The CFI's footprint significantly impacts all of the adjacent properties, essentially decimating landscape buffers. Further, the CFI design unnecessarily restricts access to adjacent properties. It is our hope that as the trigger date for construction of the intersection improvement nears; another more innovative and property owner friendly solution will develop.

Our number one priority is obtaining immediate capacity improvements to the corridor. Unfortunately, many improvements called for in the Corridor Study are decades away. We support ITD in the development of a short and long-term phasing plan for widening the travel lanes and intersections along this corridor, but more needs to be done sooner.

After the EA is approved, we encourage ITD to identify funding sources and begin programming and making additional improvements to the corridor as soon as possible.

We appreciate the vision the ITD Board has shown in the past by maximizing transportation investments that bring about economic opportunities and long-term viability. Improving the US 20/26 corridor will spur development of underutilized lands and provide public-private partnership opportunities. But the benefits from the project will not be Meridian's alone; benefits of this project will be felt regionally and beyond. Chinden Boulevard is a critical mobility corridor in our region and the State of Idaho and both of our agencies have a vested interest in its function. It is important to our region to have an efficient, effective, and integrated roadway network to transport goods and services. We applaud the efforts of ITD, to look for funding opportunities that address the transportation improvements necessary to realize economic growth and long term viability of our region and the State of Idaho - sooner rather than later.

Response:

Thank you for your partnership on this project.

Continuous flow intersections were determined to be the best option to minimize right-of-way takes while optimizing traffic flow. It is possible that innovative at-grade intersection solutions will develop prior to implementing the CFIs. If so, they can be evaluated and addressed in subsequent re-evaluation(s). The Idaho Transportation Department will continue to work with the City of Meridian to preserve the needed right-of-way and program additional projects as soon as funding is available.

Mike Myers

My name is Mike Myers and I own the property located at 2685 W Chinden Blvd. I own 8 acres with approximately 400' of frontage along Chinden. My property use is single family agricultural.

Sometime ago I met a woman who was doing a "sound impact study" at my place. She explained what she was doing and that the sound levels were already exceeding what was considered acceptable. We discussed the widening of the highway and she mentioned that with the road widening that some form of sound mitigation would be needed. We discussed that my access on Chinden would be an issue because a breach in the wall would reduce the efficiency of the sound wall, which makes sense. At the last meeting the maps depicted a sound wall to the east of me that ends at my

driveway and doesn't continue along my frontage. Speaking with Kari she explained something about the cost of the wall vs how many people would be affected. I have lived along this highway for close to 20 years now and it has gotten pretty bad, bad enough that having a conversation outside during busy times is pretty tough.

I can't imagine what it will be like with 4 more lanes and no sound mitigation along the highway. My access is also a fatality waiting to happen, especially when trying to make access going westbound. The map and plans show my driveway becoming a right in right out once the median is built. For me that is a HUGE inconvenience.

Most of my daily trips are a quick run to Fred Meyer, with a right in right out access that trip would either require a 4 mile out of the way detour or a u-turn at Chinden and Ten Mile, neither of which are appealing. I do have another option which would entail me doing away with my Chinden access and taking access from the adjacent subdivision.

At this time my biggest concern is whether or not ITD will put in some sort of sound mitigation along my frontage when the widening takes place. If you look at my place from an aerial image you will clearly see that I am in fact completely surrounded by developments however I have no plans on selling, I actually am planning on building a new home on the property in the near future.

Whether or not ITD is going to provide a sound wall is a big determining factor on my future plans for the property. I would like to talk to or meet with someone who can help me out with what my options may be. I know this is kind of long winded however, this project will have a huge impact on my property and my future plans. Please contact me or put me in contact with the right person so we can discuss these items.

Response:

A traffic noise analysis was conducted to evaluate existing and projected noise levels along the corridor in accordance with ITD's Noise Policy. For locations where projected noise levels reached or exceeded federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were feasible and reasonable at seven locations along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. Due to your existing access, a break in the barrier would render it ineffective. If design parameters change during final design, noise barriers will be reconsidered based on State Noise Policy.

The right-in, right-out configuration reduces severe accidents by eliminating a left-turn that involves negotiating multiple lanes of on-coming traffic. This will create the need for some out-of-direction travel. Another option would be for you to work with the local jurisdiction for local road access and relinquish your approach onto Chinden.

If you take access to your property off a local road, a noise barrier extending across your property along the highway would be reconsidered based upon the State Noise Policy. Local jurisdictions, such as Ada County Highway District in this instance, work with land use agencies (City of Meridian) to manage the location of new public roads. The Idaho Transportation Department works with local jurisdictions on access to state highway routes. Any changes to access would need to be coordinated with the City of Meridian and Ada County Highway District. If you are interested in pursuing a different connection to your property other than Chinden Avenue we recommend you contact the City of Meridian. This comment has been

provided to the City of Meridian and the Ada County Highway District.

Tom Nagle

I lived in Island Woods for 19 years and now live at Chinden and Five Mile, so I am very familiar with the Eagle/Chinden area and traffic.

I don't think the first phase widening (four traffic lanes) of Chinden to Locust Grove is very cost effective. It just moves the westbound bottleneck a little further west. Better would be widening as far as Meridian Road, as this intersection is a major distribution point for many churches, businesses, and large housing developments (e.g. Paramount).

Better yet would be to widen to Linder, as this would then serve a huge population area (as well as the new Fred Meyer complex and LDS Temple center) although I realize this would be a big budget issue.

Response:

The Idaho Transportation Department recognizes that improvements are needed along the entire corridor. Funding limitations will allow construction only to Locust Grove initially. The Idaho Transportation Department will program more improvements as soon as funding becomes available and traffic volumes warrant the improvements.

William and Roberta Newbern

We live and own 2251 East Chinden Blvd. Unfortunately we were out of town when the meetings took place explaining the new widening plans for Chinden Blvd. In previous plans we were impacted greatly so we would like to know how this plan would impact us. Could you please email those ways in which we would be affected or you could call us?

Response:

Please review the project web site at <http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html> for the latest information on the project. The Eagle to Locust Grove widening project will start in 2021,. Impacts to your property will be further refined during final design.

Cyndi Nicholson

I am concerned about the noise level of adding additional lanes to roads at Banbury. This is a residential neighborhood and this traffic will not be acceptable. If they are going to add lanes to the south of Banbury, they should build a wall to the north due to noise levels.

We were told 8 years ago that they were going to build a wall on the berm. Further, I am concerned about the deflation in my property value by adding the south lanes and no wall.

At the point the north lanes are added, the property will already be deflated and then they are going to do an appraisal. Seems like we will lose out. I have lived in my \$700k home for 25 years.

Response:

A traffic noise analysis (See Section 3.6 of the EA) was conducted to evaluate existing and projected noise levels along the corridor in accordance

with ITD's Noise Policy. For locations where projected noise levels reached or exceeded federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were feasible and reasonable at seven locations along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. Of the many variables, the one that stood out for Banbury is that the cost to mitigate traffic noise exceeded the amount allowed per residence in the Idaho Transportation Department's Noise Policy. Some existing berms are currently providing effective noise attenuation. These berms will be maintained at their existing height so they will continue to provide a noise attenuation benefit. If design parameters change during final design, noise barriers will be reconsidered based on State Noise Policy.

ITD does formal appraisals, and pays fair market value when compensating property owners. Per the requirements of Idaho Code and the Idaho and U.S. Constitutions, the Idaho Transportation Department is required to provide compensation to property owners whenever a taking of private property for public use has occurred. As portions of real property are acquired, owners will be compensated. If the Department actually acquires a portion of your real property, you will be compensated for the fair market value of the portion acquired by the Department.

Ben Nielson

Please reduce or eliminate U-turn places. They cause far more slowdowns and minor accidents than they are worth. People can re-plan their routes to avoid them. It could hurt some businesses in the short term but we'll get used to it.

Kudos for eliminating the left turn from Eagle Road into the Village at Meridian. Eagle is much safer now and only slightly less convenient. It hasn't stopped anyone from shopping at the Village.

Response:

The accidents that take place at U-turns are much less severe than at left turns, especially on a higher-speed roadway. Providing a specific location for vehicles to make U-turns increases safety by removing numerous left-turn conflict points.

Dan Nursall

I'm all for making Chinden 4 lanes or more to Caldwell as soon as possible. It is long overdue and we need more projects like this because our traffic is getting really bad.

Response:

The Idaho Transportation Department will schedule improvements as soon as possible, and as funding allows. U.S. 20-26 from Eagle to Locust Grove will be widened to four lanes in 2021.

Brent Orton

Here are a few comments on the corridor plan and environmental assessment for US 20/26.

Comments are included speaking to the potential to allow median U-turn treatments. The allowance for appropriately placed right-in-right-out intersections with the approval of ITD should be included. Further, the possibility of converting the conventional intersections to median U-turn

signals (also known as thru-turn) with the requisite U-turn opportunities downstream as a means to address capacity or operational needs that may occur there.

Alternative Access - Some additional access may be needed beyond 10 Mile to satisfy minimum property rights and/or fulfill ITD's Economic Opportunity mission. There are only a few locations where additional access would be feasible in any given segment without overlapping intersection geometries and influence areas. These principles should be a guide, and using them right-in-right-out access with median u-turn opportunities downstream should be allowed.

Flexible timing based on need: Improvements both to the four lane and then six lane sections should remain flexible for ITD. The plan needs to elucidate that ITD is in conformance with the plan in responding to safety, congestion, or State Local Partnership opportunities in prioritizing and timing improvements to the corridor.

Interim Treatments: Through the process of originating and refining this corridor plan, interim concepts have been documented. To the extent that interim sections have been constructed during the course of the protracted consideration, research, analysis, and vetting of this study, the final documents should cite that they need and will be allowed to remain until traffic, congestion, or safety considerations mandate otherwise.

Response:

Median U-turns and alternative intersection designs could be analyzed for safety and need during the design process. If a better design is discovered before design/construction, the Department is willing to evaluate it and determine its feasibility.

Access management and spacing decision will adhere to current Idaho Administrative Policy Act while considering safety, mobility, and property impacts.

Phases of the corridor will be programmed and constructed as funding allows and traffic volumes warrant it. The Department intends to minimize impacts to existing infrastructure to the greatest extent possible.

Rich Payne:

I attended your Department's US 20-26 Corridor Study overview at Thomas Jefferson School on 9 March. It was a great overview and it was good to meet and talk with your engineers and planners.

As I mentioned to a couple of your folks, I have driven the US 20-26 Corridor between the freeway interchange in Caldwell to the HP site east of Eagle Road every workday for the last 21 years. That road and I have spent some "quality time" with each other. The average time to cover that distance in heavy traffic was about 20 minutes for many years. Lately due to more cars, more traffic signals, and more development, that transit time has increased to about 35 minutes or longer.

I really like your long term plan and I think it will have very positive impact and address some of the volume and flow problems we are currently seeing. It's too bad funding isn't available for the work right now; as I think it is very much needed. As a daily user of this entire route I think there

are a couple short term, inexpensive solutions that could address some of the problems right away. My first suggestion centers on the traffic signals.

Highway 44 / State Street always seems to flow better than 20-26 and I through my observation, I think the primary reason for this is the traffic signals tend to favor the east/west traffic a bit more than on 20-26. My short term suggestion for 20-26 would be to pick a few minor signal lights along 20-26 and add just a few more seconds of east/west flow time. As traffic is moving quickly at the end of the cycle, these extra few seconds at the end of a cycle would do a great deal to move some extra traffic in the east/west direction, and would have relatively small impact on the north/south traffic.

As an example, the Locust Grove is almost always way out of balance. It is almost always the worst intersection along the corridor. In the morning there will often be east bound traffic stacked all the way back to Linder Road (almost 2 miles), with only 5 or 6 cars waiting in the north/south direction. Often, it takes 3 or 4 cycles of the light to get through Locust Grove. The same problem happens in the evening with west bound traffic.

I think if an extra 10 or 15 seconds of cycle time could be added to the east west flow at a few key intersections like Locust Grove, Meridian, Fox Run, N. Long Lake Way, and perhaps Ten Mile, you would see a dramatic improvement in overall traffic flow. Eagle, Linder, Star and the other more main cross roads could be left as is. I think the small negative impact to north south traffic would be more than offset by the huge gains you would get in the high volume east west directions. I think even the folks coming from Locust Grove, Meridian, Fox Run, N. Long Lake Way would appreciate the change as eventually many of them have to drive in the east/west direction too and will ultimately benefit.

My second suggestion would be to add short right turn lanes on a few of the intersections on the east/west direction. Turning traffic is somewhat rare but uses a lot of throughput time at the intersections. Getting those one or two turning cars out of the stream of traffic would have huge short term impact on east/west throughput on 20-26. This will have more cost than my first recommendation, but might be worth looking into an interim solution while waiting for funding to accomplish the larger plan.

Thank you for taking the time to receive and consider my inputs. By the way if you would like to have a no-charge consultant who has some intimate experience with 20-26, I would be happy to participate in any on-going efforts for this corridor.

Response:

The Ada County Highway District manages the timing of traffic signals. Signal timing and coordination is a complex issue, and we will pass on these remarks to ACHD for further consideration.

Your suggestion to add right turn lanes to the current facility has been reviewed recently and found that due to congestion in the single thru-lane the right turn lanes would have little benefit. Right turn lanes will be reviewed during design and where warranted they will be constructed with the widening projects. As funding becomes available and traffic volumes warrant it, improvements will be made.

Randy Peterman

Please place the following on your mailing list. (Email address provided).

Response:

The Idaho Transportation Department has added your contact information to the project's mailing list.

James Price

I'm writing to share my opinions related to the proposed Chinden expansion. I attended the open house at Ambrose school, and spoke with several of your people involved in the planning. They were very knowledgeable of the plan, and answered my questions pretty well.

I am very supportive of the plan to expand Chinden west of Eagle Road to 4 lanes. I take Chinden from downtown to my home every day returning from work. Traffic flows well until we hit congestion where the two lanes are forced into one. This improvement will immediately help with congestion and reduce rear end accidents.

I'm not as certain that we'll need 6 lanes later on, but I'm supportive of continuing to study this. I think creating additional east-west routes using other roads should be considered. State Street from downtown to the Emmett highway connector would be another viable east-west route that could be expanded to reduce traffic. There are less homes built along this stretch which makes expansion efforts impact fewer home owners. Expansion of McMillan, Ustick, Cherry Lane, Franklin and other east-west roads should also be considered. The families who live along Chinden should not be the only ones asked to absorb the challenges of 80,000 vehicles passing every day.

I'm very skeptical of the proposed Continuous Flow Intersections, especially at Locust Grove. North bound traffic on Locust Grove is all residential, and not likely to increase greatly. Why then create a 200 foot wide intersection there? 10 lanes for cars, plus bike lanes, and sidewalks, does not make sense there. Nowhere in Idaho is there an intersection this large, and why the plan calls for a partial CFI at Locust Grove and Chinden just doesn't make sense to me. North bound Locust Grove essentially dead ends into the Banbury, Wedgewood, Spyglass and Banbury Meadows neighborhoods. There is no path for extending Locust Grove down the hill and across the river. There will likely not be much additional growth that will naturally use Locust Grove. South bound traffic might be somewhat heavier, but if McMillan, Ustick and Fairview are also 2 lanes each direction, this traffic could disperse before Locust Grove, and the extra cars will be negligible.

The other concern I have is related to building noise barriers for some neighborhoods (e.g. Bristol Heights on the south side of Chinden between Eagle and Locust Grove) but not others, based solely on the density of the homes. The explanation I was given was that it's based on a cost/benefit analysis. So many linear feet of wall creating a noise barrier for a certain number of homes. Banbury to the north will be on the same stretch of road and subject to the same level of noise, but no barrier would be constructed because there are fewer homes.

This logic ignores the economics of taxation. It doesn't recognize the source of funding for construction, the tax payers. We live in larger homes with bigger lots, so there are fewer people impacted by the noise reduction of a wall, but because these are larger homes with bigger lots, we are paying an outsized tax relative to the homeowners in the denser neighborhood across the street. I think the taxes paid should be included in the calculation of services rendered. Additionally, since there are fewer homes along Chinden, the noise travels further into the neighborhood, which affects more families. We are three rows in, and if we try to sleep with the windows open in the summer, we hear the cars along Chinden all night long. We didn't buy homes along Chinden thinking it would ever become a freeway, but 6-10 lanes wide is a freeway. The freeway has noise barriers in many locations on both sides, and if Chinden is expanded to freeway capacities, we need better noise control on both sides of the

roadway.

To summarize, I support the near-term expansion plans, but remain skeptical of the need for continuous flow intersections. I don't think the traffic nor the available land support such a massive intersection type. I'm also concerned about the noise reduction plans should Chinden be expanded to 6 lanes, but hope that future plans will be calibrated against future actual growth, and that expansion of additional east-west routes will be pursued.

Response:

Many of the routes mentioned that run east-west in the vicinity of U.S. 20-26 are part of the Ada County Highway District system. ACHD plans and constructs improvements to the non-highway road network in Ada County. Some relief would be realized by expanding these parallel routes; however the traffic anticipated to use US-20/26 in the design year of 2040 is indicating that a 6-lane facility is needed. The Department plans to widen the highway incrementally as funds become available – first to a 4-lane facility and then to six lanes as traffic volumes warrant it. Intersection improvements will follow the same plan of being improved as traffic volumes warrant it.

Numerous intersection types were evaluated in the corridor study (See Section 2 of the EA), and the continuous flow intersection (CFI) was determined to be the most cost effective and efficient intersection type. The designs for 2040 are based on projected traffic volumes and traffic patterns from the Community Planning Association which uses the best available information to determine growth and trip generation. As the project phasing develops the Idaho Transportation Department will continue to work with local land use agencies and the Ada County Highway District to address circulation concerns and needs adjacent to Chinden.

A traffic noise impact is not what is perceived to be loud but is defined by State policy as 66 decibels or greater for a residential receiver. Traffic noise abatement is considered for all impacted receivers. A traffic noise analysis (See Section 3.6 of the EA) was conducted to evaluate existing and projected noise levels along the corridor in accordance with Idaho Transportation Department's Noise Policy. For locations where projected noise levels reached or exceeded federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were feasible and reasonable at seven locations along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. Of the many variables, the one that stood out for Banbury is that the cost to mitigate traffic noise exceeded the amount allowed per residence in the Idaho Transportation Department's Noise Policy. If design parameters change during final design, noise barriers will be reconsidered based upon State Noise Policy.

Some existing berms are currently providing effective noise attenuation. These berms will be maintained at their existing height so they will continue to provide a noise attenuation benefit.

Charles Smith

The property we own will be landlocked and we would like to accelerate this process. What do we need to do to get this going as we want out.

Response:

The Idaho Transportation Department is evaluating access and impacts to properties with the Eagle Road to Locust Grove widening project which is planned for construction in Fiscal Year 2021 (This is an interim stage of the ultimate shown in the EA). Design has started so ITD will be contacting

you in regards to future access as design moves forward. We will work with you to reduce impacts as much as possible.

Kevin Smith

I lived in Utah and liked the new left hand turns after I got used to them.

Please keep the flashing yellow left turn signals as long as possible. They save me a lot of time.

Response:

Flashing yellow left turn signals will be kept as long as they continue to provide a benefit without introducing any safety issues.

Nichol Starr

(Comment from Ms. Starr was handed in at the public hearing at The Ambrose School. It consists of a two-page print out, and includes some text highlighted in yellow. The text is highlighted below. At the public hearing, Ms. Starr expressed concern about the full build out to three lanes in each direction, and her print out noted that the Burnside Bridge accommodates 40,000 vehicles a day with five vehicle lanes and two bike lanes.)

Multnomah County

Burnside Bridge

Type: Strauss-type double-leaf bascule

Built: 1926

Length: 2,241 ft

Width: 86 ft

Lanes: 5 vehicle lanes, 2 bike lanes

Traffic: 40,000 vehicles/day

The Burnside Bridge, built in 1926, is located on one of the longest and busiest streets in the Portland area. The five-lane Burnside is a direct connection between downtown Portland, Beaverton to the west and Gresham to the east. In 2014, about 40,000 vehicles a day used it. So did more than 2,000 pedestrians and bicyclists each day.

In addition to its important daily work load, Burnside plays a key role during emergencies. Burnside Street and Bridge are designated as an official emergency transportation route. The bridge, as part of this regional lifeline (<http://multco.us/burnside-bridge-projects/burnside-regional-lifeline>), is the one non-freeway river crossing designated for use in an emergency. It is the only county bridge to receive a seismic retrofit to reduce damage from an earthquake.

The three-span Burnside is a historically significant structure. It was the first Willamette River bridge in Portland designed with the help of an architect, a result of the early 20th century City Beautiful Movement that called for adding architectural ornamentation to engineering designs. The bridge's distinctive Italian Renaissance towers reflect the trend. Burnside is eligible for the National Register of Historic Places. Originally designed by the firm of Hedrick and Kremers, Burnside was completed by Gustav Lindenthal (1850-1935). Burnside's drawbridge opening mechanism, or bascule, was designed by Joseph Strauss (1870-1938), whose Golden Gate suspension bridge would open 11 years after Burnside.

The Burnside Bridge main river structure consists of two 268-foot steel deck truss side spans and a 252-foot double-leaf Strauss trunnion bascule draw span. Two concrete counterweights weighing 1900 tons each can be lowered to open the two lift span leafs when a ship needs to pass.

The bridge originally had six lanes of traffic, but in 1995 the City of Portland requested that bike lanes be added to the bridge, so one lane of

traffic was converted into two bike lanes. Two lanes carry westbound motor vehicle traffic and three lanes carry eastbound traffic. There are sidewalks on both sides of the bridge. The overall width of the structure is 86 feet. Vertical clearance of the closed bascule span is adequate for the majority of river traffic, with openings necessary only about 40 times per month.

Only minor modifications have been made to the bridge since its construction. Electric streetcar service across the bridge ended in the late 1940's, lighting and traffic control devices were updated in the late 1950's, automobile traffic gates were installed in 1971 and the bascule pier fenders on the upstream side were replaced in 1983. Several deck resurfacing projects and expansion joint repairs have also taken place.

The east approach to the bridge is approximately 849 feet long and has two distinct types of construction. The first eight spans consist of steel plate girder spans ranging from 75 feet to 106 feet in length. The steel girders and steel interior floor beams are completely encased in concrete. A concrete deck spans the floorbeams. The next seven spans are composed of concrete stringers spanning continuously over concrete columns and floorbeams. Six of these spans are 22 feet long and one is 40 feet long.

The west approach is approximately 604 feet long and consists of 19 reinforced concrete spans ranging in length from 22 feet to 62 feet. The first 13 spans average 22 feet and consist of reinforced concrete stringers acting continuously over concrete columns and floorbeams. The next three spans average 40 feet in length and are of similar construction. The last four spans are 62 feet long and consist of four main simple span concrete girders that carry interior concrete floor beams and stringers. A concrete deck is cast with the girders, stringers and floorbeams.

Location map (<https://goo.gl/maps/JS9kl>)

Response:

The Idaho Transportation Department has determined that three lanes in each direction will be necessary by the design year of 2040, based on local growth rates and travel patterns, in order to accommodate anticipated traffic volumes of 80,000 vehicles per day.

The full build out of additional lanes will occur in phases when traffic volumes warrant and funding is available.

Doug Twitchell

I have two comments concerning the proposed widening of the US 20/26 corridor from Caldwell to Boise:

1. In a recent article in the Meridian Press it was reported that a developer for a possible Winco and Costco proposed a traffic light at S. Bergman Way and Chinden. I believe ITD should reject any proposals for traffic lights beyond those in currently in the corridor study. A light at Bergman Way would be only approximately 1/4 mile from lights at Linder and Fox Run. Having lights that close to each other seems to run counter to the idea of Chinden between Caldwell and Eagle Road being an express arterial. A light at Bergman Way would encourage the kind of dense commercial activity and accompanying traffic that has slowed down other important arterials like Eagle Road at Fairview or State Street at Glenwood. I encourage ITD to not allow the same mistake to be made at this location. If the developer of the property says that they will not develop without a light, then so be it.

There are many other places to locate commercial developments. It is more important for the corridor to facilitate free flowing traffic than for it to have more commercial development. If the development of a commercial center at this location is important enough for the developer, they can figure out a way to make it work without additional traffic lights. Additionally, a traffic light within 1/4 mile of a CFI seems to negate the benefits of the CFI.

2. The Continuous Flow Intersection proposed at Linder and Chinden would dramatically widen the intersection making crossing it as a pedestrian more daunting than it already is. ITD should explore and propose grade separated facilities for pedestrians and bicyclists at this and other CFI intersections.

Response:

Part 1: Based on the anticipated traffic from the development at Linder Village, a signal at Bergman Way is necessary to avoid significant delays and related congestion at the Linder road signal. In the ultimate build out, Bergman will be a right in/right out only connection to US 20/26 and the signal will become a left in only to the development, eliminating the concern for cut through traffic and minimizing the impact of a full signal on the through traffic on US 20/26.

Part 2: The CFI is no larger than some standard intersections in west Boise. Additionally, grade separated interchanges require significant right-of-way, which would impact surrounding businesses and housing. The Idaho Transportation Department works to balance the needs of traffic and pedestrians as much as possible during the design of an intersection. The cross walks on CFI will have pedestrian actuated signal heads to allow bicycles and pedestrians to cross the intersections.

Bob Van Arnem

- 1 – Maximum speed 45 MPH Eagle to Locust Grove in consideration of residential neighborhoods along corridor.
- 2 – Road surface composition to reduce tire noise.
- 3 – Enforcement of “No Air/Jake Brakes” usage by trucks by installing cameras at Eagle, Locust Grove. Utilize state and local police to enforce.

Response:

- 1. Speed limits are based greatly on how fast people will travel on a highway given its configuration. No matter what the posted speed is, if it doesn't correlate with this human perception it causes enforcement problems. Lowering speed limits increase expected travel times on state highways. Therefore, the corridor is being designed for a speed of 55 miles per hour prior to construction of the project and then after the project is constructed ITD conducts a speed study to determine the posted speed.
- 2. Surface composition options to reduce tire noise are limited and temporary in Idaho. Rubberized surfaces aren't as effective in Idaho because of the need to salt or sand highway routes during the winter months. Doing this fills the pores of the pavement which reduces noise attenuation and requires more maintenance.
- 3. The use of air/jake brakes is regulated by local jurisdictions. A county or city manages enforcement issues regarding them. A county or city would have to pass an ordinance if they don't already have one, and would be responsible for enforcement.

Lana Weber

Thank you for the opportunity for public comment on the U.S. 20/26 Chinden Boulevard reconstruction project. Since 1973, the Idaho Conservation League has been Idaho's leading voice for conservation and work to protect these values through public education, outreach, advocacy and policy development.

As the largest state-based conservation organization, we represent 25,000 supporters across Idaho, many of which care deeply about the extraordinary quality of life Idaho offers. With that, we know that communities are stronger when they are economically, environmentally and socially healthy and resilient.

We have recently looked over the Environmental Assessment for this project and are disappointed that there wasn't further review of the alternative considerations. With a growing population in the valley that continues to push outward from the downtown core, a light rail system, more developed options for multi-use paths and features that include space for bus and rideshare only make sense to a progressive and growing population.

The Treasure Valley is projected to double by the year 2040 to over one million people. By planning for future growth and better public transportation options, we reduce the distance and time people travel to their destinations, meaning fewer emissions, better air quality and a healthier community.

For affordable mobility, environmental, congestion relief and economic development it only makes sense to improve this corridor for **commuters**.

Response:

We thank you for your involvement and engagement. It is through partnerships with organizations like yours that we can provide the citizens of Idaho an infrastructure system that is economically, environmentally and socially positive.

The proposed alternative prevailed out of 12 alternatives using specified screening criteria and public involvement. Alternatives must meet the Purpose and Need of the project and demonstrate avoidance and minimization of environmental impacts. The Purpose and Need is found in Section 1.3.2 and the Screening details are found in Section 2 of the Environmental Assessment.

The development of the corridor doesn't preclude options for mass transit. The corridor study analyzed the impacts of the expansion. The long range plan, Communities in Motion, designates SH-44 (State Street) to the north of the corridor and the existing rail line (between Fairview Avenue and Franklin Road) to the south of the corridor as the nearest primary east-west transit corridors. The Idaho Transportation Department coordinates with Valley Regional Transit to ensure the proposed improvements will not preclude increased bus service along the corridor. In the ultimate build-out, there will be three lanes in each direction which does not preclude increased bus service or ride share opportunities along the corridor. ITD will continue to work with VRT to identify park and ride lot locations.

ITD will continue to work with agencies that have jurisdiction over land use and transportation.

Not all improvements in the EA are warranted at this time, but improvements will be programmed as traffic volumes warrant and funds are available.

Jeff Weese

Thank you for soliciting input on future improvements along Chinden Blvd.

As mentioned in the Meridian Press Feb 17th Chinden is one of the few east/west corridors stretching from Boise to Caldwell. Just like the connector and I-84 there is **very heavy** traffic flow every morning and every evening. I reside in a subdivision near the corner of Eagle Rd and Chinden. We realized a few years after moving in (12 years ago) that it may have been a mistake due to the rapid growth of Eagle Rd developments. We enjoyed the fact that Chinden flowed well, was a State Highway with minimal lights and light traffic. This is no longer the case.

Chinden is now just as big of a headache to travel west. (Chinden east of Eagle is 5 lanes and flows very well!!!. I feel strongly that widening of Chinden (Particularly between Eagle and Linder) be a top priority BEFORE traffic gets worse. It already takes several light cycles to get through Chinden and Locust Grove (the intersection in most need of improvement). Not in Canyon County. Please survey the traffic volume in this area. There are no large trees, residential easements, canals or anything complicated about widening this section. 2021 is not an appropriate timeframe to address this *urban* stretch.

Thank you for your team's consideration of this need and feedback.

Response:

The State has many transportation needs which we must balance, unfortunately, even if with funding it can take quite a bit of time to develop the final plans, buy right-of-way, negotiate agreements, and go to construction. The Department will deliver the project as soon as possible. The Idaho Transportation Department will widen additional sections of the corridor as funding becomes available and traffic volumes warrant it, however the conceptual plan is to begin in the eastern part of the corridor and work westerly. See Figure 15 in the EA.

TC Weiser

Please time the lights better on Chinden. I drive Locust Grove to Linder 4 – 5 days a week. Several times, even on Sundays with very light traffic, I get stopped at every light (LG and Chinden, Meridian and Chinden, Fox Run and Chinden, Linder and Chinden). Should not 20/26, a state highway, have priority over the “side” streets?

Give more time for green arrows at Locust Grove to turn W. onto Chinden. Traffic backs up horribly on NB Locust Grove – I have had to sit thru 3 light cycles to turn L. (Then I get thru the (illegible) and sit on Chinden as light at Chinden/Meridian is backed up!)

Change the light timing at Chinden and Meridian. This light changes much more frequently than LG and Chinden. Priority is not given to Chinden traffic. Chinden traffic backs up to LG at rush hour!!

I thought we had “smart” stop lights. Why is green turn arrow present when no traffic is in turn lane? Traffic would flow better if it didn't have to wait for a green turn arrow for non-existent vehicles.

Please give priority to Chinden traffic by increasing times at traffic lights. All vehicles (illegible) 3 (illegible) of intersections but EB or WB on Chinden during rush hours. Can't the side streets wait longer like it is timed at Locust Grove? I often wonder what important person lives in the subdivision at NE corner of Meridian and Chinden that the light changes for so frequently....

How about telling the developers to pony up more money for road improvements. The packed in like sardine subdivisions are creating the horrendous traffic conditions in this area. It will only get much worse with the temple on Linder opening up as the hordes descend here. Will be moving out much farther to Nampa in next yr – can't take the short sightedness and dollar signs in the eyes of Meridian city politicians anymore.

Response:

The Ada County Highway District (ACHD) manages the timing of traffic signals in this area. ITD has provided these remarks to ACHD for further consideration. Many of your comments appear related to the current operation of the roadway. While the Department is concerned with the current situation, the Purpose and Need of the project is to improve operating conditions in the corridor based on expected traffic volumes out to the year 2040. As the corridor is built out the Department will continue to assess the use of smart technologies and work with Ada County Highway District to improve traffic flows. Currently, priority is given to Chinden, but the timing must also consider how each signalized intersection operates by itself in addition to how it operates with other signals throughout the corridor.

In 2021, the Idaho Transportation Department will be doing improvements to the Locust Grove/U.S. 20-26 intersection, including the widening of U.S. 20-26 from Eagle to Locust Grove. These improvements will help traffic flow better.

Larger development projects require developers to mitigate their impacts to adjacent roadways.

Susan Williamson

Thank you for the public hearing at Thomas Jefferson. Everyone we talked to was informative, friendly and very willing to answer all questions.

Material was clear and easy to read.

Very much liked idea of the multi-purpose path along side road and placing it a safe distance away from traffic.

We would prefer you start at Canyon County side and work east. Do 2 mile stretches at a time here and 1 mile construction closer to Eagle.

After the new intersections were fully explained I think they will work. I hope ITD plans A LOT of education of the public before you set us loose on that new road.

Mark the roadway well. Use those reflexive tabs in the asphalt so during rainy weather so it is clear what lane to be in and where to stop.

Response:

Improvements are starting at the eastern end of the corridor where the volumes are the greatest. Future improvements will be programmed and constructed as funding is available and traffic volumes warrant it.

The Idaho Transportation Department will be doing an outreach campaign to educate drivers about continuous flow intersections before they are

built.

Because of the use of snow plows to remove snow, reflective tabs get removed and become a long-term maintenance concern. Therefore, reflective tabs are not being considered along this route.

James Wylie

We own the SW corner of US 20/26 and Linder. Based on the current design, I would prefer that the satellite signal on Linder south of the intersection be installed to allow a left turn movement into our development, which is known as the Knighthill commercial subdivision. If the northbound Linder access is taken away, it will dramatically hurt the economic viability of our project.

My other main concern is the pedestrian access through the intersections, which seem to be dangerous.

I would appreciate design information as it becomes available on this intersection.

Response:

The Idaho Transportation Department must adhere to the Idaho Administrative Procedures Act regarding access and at the same time balance mobility and property impacts. ITD will work with you as design moves forward. The exact placement of the satellite signal will be analyzed during the design process.

During design, the Idaho Transportation Department will evaluate pedestrian needs and determine if the intersection needs a center refuge or if pedestrians can cross the intersection during the phase of one light. Pedestrian signals will be self-actuated.

The Idaho Transportation Department has added your contact information to the project's mailing list.

Renny Wylie (Three Letters Submitted)

Knighthill, LLC
James R. Wylie
February 24, 2017

Adam Rush
Idaho Transportation Department Boise, Id.

RE: Linder and US 20/26 Corridor Project

We own the Southwest corner of North Linder Rd. and US 20/26. Recently we received a flyer on the proposed US 20/26 corridor meeting and the proposed Continuous Flow Intersection (CFI). I have talked with ITD personnel in the past and noted some of the following concerns. Decreasing the access to our property and to other properties along the corridor will greatly decrease the value of the properties.

Access is extremely important to the economic viability of all properties along the US 20/26 corridor. If access is downgraded, then the economic impact of our property and many other properties, will greatly harm the income to the State, county and cities. I have attached a letter from Chuck Winder a real estate professional and also a synopsis from ECONorthwest who did a full economic report on our property. I can provide a full report upon request. Besides the negative economic impact of the CFI there are many problems with the design which is very unfriendly to pedestrian traffic and does not seem to dramatically improve traffic circulation for the costs that are incurred. We have spent a lot of money on sidewalks and infrastructure which will be very difficult to use as the hazard of crossing the intersection will be much greater.

We contributed both financially and with land donations for the existing US 20/26, North Linder Rd. intersection construction (5) years ago, and have recently finished construction on a right-in/right-out access on US 20/26. I do not see why the State feels that they need to proceed with a project when these most recent improvements are just completed.

We would like to continue development of our properties, thereby providing, directly and indirectly, jobs and money for the State of Idaho, but if our access is downgraded the economic impact to our project will be disastrous to many entities along with the residents of Idaho.

I am available to discuss this issue further.

Mr. Renny Wylie,

May 6, 2015

RE: UPDATED Opinion of Value for Access, SW Corner of Chinden and Linder, Meridian, Idaho

Dear Mr. Wylie,

As you are aware I met with and have been communicating with the Idaho Transportation Department, specifically Jim Morrison, regarding your property as referenced above. Per your direction and the requirements of ITD I have been tasked with determining the economic impact of vehicular access to your property from Chinden Blvd, aka US Highway 20/26.

More specifically the task required by ITD is for a determination to be made as to the economic impact of allowing an access permit to be issued in the before development and after the property is developed. ITD must first consider the safety factors related to the use and operation of the public right-of-way. In addition to safety and traffic flow impacts, ITD must consider the economic value increase by issuing an access permit. They must consider the jobs generated and the taxes generated by the developed property as part of their analysis of whether or not to issue an access permit. Therefore, it is my opinion, that if no access is granted to and from Chinden, that the development of the property will remain financially impossible and therefore continue in an agricultural use.

However, if the access permit is issued that allows vehicular access to and from Chinden the value of the property will escalate exponentially. The

following is a summary of my reasoning in support of this opinion.

Therefore, based upon my forty years of working in the commercial real estate profession it is my opinion that without access to Chinden Blvd. the property would be worth approximately \$5,000.00 per acre if the current agricultural use continues, which currently generates a few thousand dollars in taxes.

The value of the property would increase to approximately \$60,000.00 per acre if the site were developed into single family homes. If the property were developed with multi-family housing the value per acre would increase to approximately \$105,000.00 per acre. If the property is developed to its highest and best use, then the property would be worth approximately \$500,000.00 to \$900,000.00 per acre.

The ability to attract either a multi-family developer or one that would develop the property to its highest and best commercial use depends almost exclusively on having access to and from Chinden/US 20-26. In the event no access is allowed to and from Chinden/US 20-26, the City of Meridian, Ada County and State of Idaho will lose significant property, sales and income tax revenues as well as miss the opportunity for a hundred or so construction jobs. Once developed, the property would likely support up to one hundred ongoing jobs. Properly developed, this site could support many high paying professional jobs in the retail, medical and professional fields. Should the site be developed into higher density employment the property could support several hundred jobs.

Assuming the property is developed for commercial purposes, the land would be valued at between \$5,000,000.00 to over \$9,000,000.00. The value of improvements would likely exceed \$20,000,000.00 to \$30,000,000.00. The annual payroll would likely exceed \$6,000,000.00. The property taxes alone would generate approximately \$350,000.00 annually to help fund schools and other needs of the City of Meridian, Ada County and other taxing districts. The personal income taxes would be an additional \$350,000.00 annually. Sales tax generated just on the materials for constructing the property would likely exceed \$1,000,000.00. Therefore, the economic development impact to state and local governments would exceed \$700,000.00 annually and would be approximately \$1,000,000.00 in onetime sales tax. Therefore, over a period of twenty years, the impact is well over \$15,000,000.00. Also, please consider that this project will generate financial benefits to state and local governments for over fifty years. Just think of how much that would help support our local communities and schools.

As required you have already submitted to ITD an updated traffic study demonstrating the impact your requested access would have on the operation of the highway, Chinden/ US 20-26. It is my understanding that you are using Dan Thompson for this part of the analysis required by ITD.

I am optimistic ITD will see the value of your request and again grant the access needed to achieve the highest and best use of the property. The reason that I am optimistic is that the property would provide significant benefit to the public in both jobs and taxes and minimal impact on the safety of the highway serving the property!

If you need anything further please feel free to call me at your convenience.

Very truly yours,
Chuck Winder

February 13, 2013

Mr. Renny Wylie
Dear Mr. Wylie,

ECONorthwest has completed our assessment of the economic contributions of development of your property located at the southwest corner of the Chinden Boulevard and Linden Road intersection. This assessment included the jobs, income, and government fiscal impacts from both developing and operating the site.

The bottom line is that a retail development of the scale proposed (66,000 square feet under roof) would have a significant impact on the local economy and offer contributions at the state level as well. During construction, the activities would support over 130 jobs, generate \$7.6 million in personal income, and over \$530,000 in sales tax revenues. The operating phase would annually generate over 125 jobs, \$4.3 million in personal income, and \$1.1 million in property and sales taxes (of which \$203,000 would flow to local taxing entities). For details, further breakdowns of impacts, net present values, and assumptions, please see the full report.

This development would also create local shopping alternatives that could provide property value benefits to other landowners in the vicinity. It appears to impose little to no additional costs on local service districts.

We trust that Idaho Transportation Department and the City of Meridian will understand and value this type of economic contribution in the Treasure Valley.

If we can be of further assistance, please feel free to call.

Sincerely,
Brian J. Greber, PhD
Business Development Manager/Senior Economist

Anne Fifield
Senior Economist

Response:

Part 1 Renny: The Idaho Transportation Department will work with property owners during the final design phase to address access concerns. Turning movements may change; however, we will maintain access wherever practical. The Department determined a CFI has the fewest impacts compared to other interchange designs given the anticipated traffic volumes by the year 2040. During design, the Idaho Transportation Department will evaluate pedestrian needs and determine if the intersection needs a center refuge or if pedestrians can cross the intersection during the phase

of one light. A full CFI won't be built until traffic volumes exceed the capacity of a standard intersection.

Part 2 Winder: ITD uses Idaho Administrative Procedures Act (IDAPA) to determine the access locations while balancing mobility and property impacts. When determining access, IDAPA and safety drive access locations. The Idaho Transportation Department will work with property owners during the final design phase to address access concerns. Turning movements may change; however, we will maintain access wherever practical.

Part 3 ECONorthwest: Businesses are a very important part of the community fabric. The Idaho Transportation Department will work with the property owners as construction phases move forward to provide economic opportunities within the limits of the Idaho Administrative Procedures Act for access control and good engineering design practice.

Verbal Comments

Larry Koehler

Today's the 7th of March and what I'm looking at is the basic fact that so far and still, Chinden gets no respect as to what the traffic is on it and traffic flowing to it.

Let's see. Looking at the Walgreen's, the businesses on the streets have been affected heavily by Eagle and the home -- or not the -- the traffic and what they've cut them off from so people can't get into those businesses. You look at that and Walgreen's is closing and I'm wondering how much longer Target's going to be able to last with their limited access and if they go through with this expansion putting three times -- basically going from 2,500 or -- what was it, 25,000 cars to 80,000 cars, three times the number of traffic, they're going to cut off any of the businesses that are along that corridor and will affect anybody that -- jobs, et cetera.

I'm looking at my access road and going to a double-lane highway there at Bennington and Chinden that we won't be able to get out of that subdivision at all going west on Chinden. We won't be able to cross two lanes of traffic. We'll have to go out and go out on Bristol Heights and turn left going north and go up to Eagle and turn left there. So we'll be doubling our deal.

Also, the fact that they've increased with the Eagle traffic as an example. They put about an extra 100 cars to 200 cars an hour into those subdivisions cutting that corner and you're going to do the same thing with this at Locust Grove and those subdivisions. When you set up this half continuous lane at that section, you're going to put them into the subdivisions cutting it to get away from it and to get around it and depending on how you put the island/breaks in there so people can access, you're going to make everyone come out -- like if I'm coming out on Bennington and want to go west on Chinden, I will have to go turn right and go east on Chinden to make a U-turn at Eagle and Chinden to go back west to get out of my subdivision.

Also, the fact that looking at that, it's basically the noise and the environmental from -- let's just go with noise first. They couldn't answer the question how far right there at the -- it's supposed to be at 65 decibels now. You double the traffic going from 25,000 cars to 80,000 cars, triple it actually, and basically, your noise level is going to go extremely higher -- or won't. They didn't answer. They didn't have a figure that said what that would be.

And they go into hees and haws that say, hey, further away, you're going to get less. Yeah, we already know that. Right now, you need to have a basis with, hey, your first set of houses there is at 65 already. What are they going to be, that first layer of houses, and tell us.

Same thing with pollution of air. Oh, it's under the federal limits. Who cares. We care. You're talking about tripling the traffic. Therefore, the people that live there don't want to have the extra pollution from the air but you don't have answers at this meeting. So just saying it's under the requirements of pollution, you're talking California standards. These are not California standards. This is Idaho. Start talking Idaho. You're going to go from so much pollution to, hey, three times, two times, one time? Same pollution. If nothing happens, we have basically the same number of cars on the road that we have now. There is no change. You make this change and it goes up three times, four times the volume of traffic and you're not answering what the effect is to the public in that local area. You're just blowing smoke. Chinden's getting no respect.

Looking at Locust Grove. Right now, if you look at Locust Grove, there is eight cars coming up to Locust Grove to turn basically west on Eagle -- I mean on Chinden. West on Chinden and it stops the traffic at Chinden and it stops the traffic so at least five times to six times a day north and south -- I mean east and west, there are a 100-car backup. 100 cars backed up because 6 cars want to go a left-hand turn to go west coming off. There is no north on Locust Grove. That's a subdivision. There's no further you can go so there's nothing going south affecting that but yet you've stopped everybody. I just want to know what political person is living up there that wants to make that left turn all the time. You back up 100 cars. We've already got the pollution. We've already got the traffic increase. We've got everything you're talking about and then you're talking about making this at Locust Grove a continuous or a half continuous flow which on one sheet didn't really show it but yet when you go over to the plans, it shows it as a continuous flow going in there and you're confusing on your charts. Okay? But anyway, your chart over there basically says at Locust Grove, the studies should be made why are we getting 100-car backups five times a day? Why are they backing up from Locust Grove all the way to Bennington during high traffic hours? Why are they backing up from Locust Grove all the way to Meridian, 100 cars, constantly doing that at Locust Grove? Once you get past Locust Grove to Eagle going east, you're fine. Once you get past Locust Grove going west at Meridian, you're fine again. You're not doing your studies. You're not doing what needs to be looked at. Okay?

Businesses along the route, what are you doing to help businesses, not detour them such as the Fred Meyer at Linder? You're going to put in these turnoffs and everything else because you want to go at Linder going north. You want to go over to State Street or south. Right now, those are going to kill that business there. If anybody wants to go in there, they need to take a good hard look at what's happened at Walgreen's at Eagle and Chinden. Take a good hard look at what's happening at Target at Eagle and Chinden and Staples. People can't get in there. Therefore the businesses are closing because, one, you had development of the highway which shut them down, couldn't get access to them. You developed it to not accentuate businesses in the area but to go around or get it off so they're closing. You're doing things that you need to address which is what -- what are you doing to the businesses? What are you going to continue to do to the businesses so people can have access?

Let's see. Yeah. I talked about the cutting through Hubble Creek and that's going to happen at Linder. That's going to happen at all these divisions where they have major developments of houses. People are going to try and get around your corners, around your continuous flows. They're going to turn early. That means you're going to put islands in or you're going to put sections in there where people can't which means

anybody along those areas is going to have to go up to the major intersection and make a U-turn to go back the other way.

If they want to go from the south -- from the south side of the street and they want to go west, they're going to have to go east, take a U-turn and go west which is going to delay them.

As of right now, if it's any example, taking Eagle -- what happened on Eagle, if I miss where I'm going on Eagle and I have to turn around and go back, it's ten minutes of additional driving, additional pollution, additional car on the road, additional, additional.

Everything that would have been gone so, yes, you're going to have the increase but it's -- you need to do a little more analysis.

Example of what I'm saying is this half continuous flow at Locust Grove would probably easily supplement -- supplement it if you made a double left off of Chinden turning from going west onto what would be Locust Grove and make it a double lane at Locust Grove so that they could flow into it rather than this continuous flow which stops everybody and I've gone through those continuous flows over in Utah and you're actually talking an extra five minutes to make a left turn because you got to wait through two lights, two and a half minutes per light.

So you're talking a lot of time that you're -- and then a lot of cars and a lot of traffic and a lot of noise and a lot of pollution. People sitting there idling their engines. They're not getting it done.

You need to take a good hard look at what you're doing. You can go to the traffic cams and you can see how bad it is going north off of Chinden onto Eagle and only letting four cars through there to make that turn. This is a major intersection at Eagle and Chinden and you only let four cars go through turning left to go north to Eagle and State Street and try and go that way and all the development down there in The Rivers area?

You've got problems. You got real problems and that's part of the reason people run that light and you can look at the traffic lights. You can look at the traffic cam. People run it when you set it up for only four cars in those doubles. Same thing going across Eagle and Chinden going east.

Right now, if you are more than ten cars deep going east in the morning, that's all that gets across that light and you're talking about 80,000 people on that road trying to get across Eagle? No. You're -- your development doesn't show that much traffic being able to get across when you only allow two lanes, 10 cars in the lane to get across there. You're going to have another bottleneck.

Also on your continuous flows, you do not address anything that says -- how do I put this? I'll come back to it. I'm losing it.

All right. Continuous flow. Traffic cam. You can look at that. Businesses. Darn. That's about it.

The EPA studies didn't address anything. The EPA studies -- I don't know if I said this one already but your EPA studies did not address anything.

You're talking about the rural land out there and as that gets developed, there is no -- if we don't do it, there's no real continuous -- there's no real increase to traffic along that street. We already have the backups so therefore there is nothing that benefits the people that live along there or for them to have anything and yet you're going to charge them in property tax to do it.

That flow. Why would we want to have an extra 40,000 cars, the noise, pollution and everything else going down Chinden if the projection goes from 21,000 to 28,000, period. It's already there. We already got the backups. We already got the 100-car backups for these streets.

You're not making sense. I mean you're projecting this extra flow but you're saying it's not going to increase really if we don't do anything. They're going to find alternate routes.

One guy said in there that, well, that means you're just going to have more backup. Right now, we already got the same flow. We don't get any increase; we already got the same backups. That doesn't make sense. That doesn't answer any questions. You take a look at what you're doing. It's just going to make it worse for the people that live there. You're not increasing. You're not -- this continuous flow, like I said, I've driven them. They do not help. They only cause people to rear-end more people. You talk about the number of accidents you have there. You already have it. You showed a video in there that showed nobody turning right into this continuous flow turning left. You showed no effect of that person on the other lane trying to turn right into that continuous flow and what's going to happen.

You showed all of those continuous flows flowing into a double left on the other street that they were turning south onto and that double left is not existent as pointed out by Locust Grove. It's only a single and you don't have any way of developing because you're state, federal versus the county on Locust Grove.

So you don't know what's going to happen. You're going to turn double lanes into a single lane and we already have -- we already know what happens if you look at south -- eastbound or westbound at Chinden and Eagle when it turns from two lanes going east on the west -- east side of Eagle and it goes down to one lane on the west side of Eagle on Chinden. We already know what happens. It blocks the traffic going through there and everything else and you're going to do the same thing making these continuous flows. You can't do it unless you have developed two lanes at these north/south streets. It just doesn't happen.

Better thing would be to make a double left off of Chinden onto a street like Locust Grove and make it a double lane, four-lane or at least right there then they can peter out but if you have an accident anywhere in there, you are going to be backing up everything on Chinden. I mean you're only talking -- it looks like those lanes are only built for ten cars. So this double left thing that you're talking about, the traffic at Locust -- Locust Grove is already there. I mean it isn't going to change over the next 40 years. I mean the houses are built. Everything is there. That's a primary example of what you should be looking at, that area for future down the other streets because the farmland and all has all been developed, all of that's all the way down Locust Grove and Meridian. Those streets are basically just about finished. 80 percent of the houses are built, 90 percent of the houses are built along those ways.

You've got a good example of traffic control but you're not taking advantage of it. You're looking at I don't know what. Maybe something coming in from California saying, hey, this is what you need for this wide expansion. Somebody from up in the higher-ups is saying this is what you need. I don't know. But you're not listening. Don't think you're listening. Don't think you're giving input.

Response:

Access: Numerous intersection types were evaluated as part of the study and the continuous flow intersections are proposed as the best solution to the anticipated growth in traffic (See Section 2 of the EA). ITD uses Idaho Administrative Procedures Act (IDAPA) to determine the access locations. When determining access, IDAPA and safety drive access locations. The Idaho Transportation Department will work with property owners during the final design phase to address access concerns. Turning movements may change; however, we will maintain access wherever practical. The Department and ACHD will make improvements to the existing intersections, and the CFI's will only be constructed when traffic volumes warrant and funding is available.

The Idaho Transportation Department will work with the Ada County Highway District to help manage traffic flow onto and off of U.S. 20-26. Funding for improvements to U.S. 20-26 is limited to the corridor itself, and doesn't include improvements to connecting streets. The roadway jurisdiction, i.e. Ada County Highway District within Ada County, plans and constructs improvements to public roads that are not under the jurisdiction of the State.

In the conceptual design of the project, the Department consulted with COMPASS, the Community Planning Association of Southwest Idaho, which provided traffic models for the project based upon regional growth forecasts for Ada and Canyon Counties.

Noise: See response above to your written comments.

Air: See response above for your written comments. Funding for the project is limited to the improvements identified in the environmental assessment, and doesn't include the burying of utilities. A visual analysis was completed for the corridor in Section 3.8 of the EA.

Randall Lindley

My concerns today would be access. I'm a single home with access to Chinden. I'm between Locust and Meridian Road on the north side. I seen some documents today that said I had no access and that just concerned me and I'd like to get some understanding in that arena.

Noise. It's noisy already. I'm not behind -- I'm not behind a berm so I'd like to have some more discussions on the noise issue and then how close it will come to my house.

Response:

The Idaho Transportation Department intends to maintain access to properties to the greatest extent possible.

A traffic noise analysis (See Appendix D of the Environmental Assessment) was conducted to evaluate existing and projected noise levels along the corridor in accordance with ITD's Noise Policy. For locations where projected noise levels reached or exceeded federal thresholds, a barrier analysis evaluated the feasibility and reasonability of noise abatement measures. The analysis found that noise barriers were feasible and reasonable at seven locations along the corridor. Noise barriers were not feasible and reasonable at several locations along the corridor due to necessary breaks in the wall for access, low density housing, and/or the inability for a wall to reduce noise levels by at least 5 dBA. We believe the document you are referring to which said, 'no-access' was in Appendix D of the EA Table 5.2 where it is not expressing that the property will have no access, but rather because of access, noise mitigation is not feasible.

As the Department moves closer to implementing the project phase near your property we will be in contact with you regarding the design.

Katie and Troy Paulin

Ms. Pauline: Our comment is in regards to the segment from Meridian Road to Fox Run. It appears that the map and the proposed plan makes a jog north of the road. The road takes a north turn -- maybe you can say this better -- impacting our property where on the south side of the road on Fox Run, there is nothing but an entrance to a neighborhood. So our question is why doesn't the road stay south?

Mr. Paulin: Until it gets past Fox Run or to Linder.

Ms. Paulin: Due to the impact of homeowners versus only impacting a berm and an entrance to a neighborhood versus actually homeowners' properties.

Mr. Paulin: Yep.

Ms. Paulin: The other question that we wanted to -- the other comment is speaking for the homeowners of Foxtail -- Foxtail, we have requested once an additional entrance or a connecting way to our neighborhood was formed, which it now has -- we can enter Foxtail from Meridian Road through Ashbury -- we had asked that that entrance onto Chinden be eliminated therefore creating a continuous berm from Meridian Road all the way to Foxtail estates. Actually eliminating even the entrance into Foxtail off of Chinden. Therefore, that's going to reduce our noise. That's going to reduce impact on our property because we do have a new entrance to our neighborhood. Anything else?

Mr. Paulin: No. That's exactly right. We noticed the center line makes a jog from Meridian Road because of the impact at Meridian Road intersection and Chinden because of the businesses but we need to keep the center line going that same elevation going toward Linder versus jogging north where it affects the housing subdivisions that are there now versus nothing but fields at this point.

Ms. Paulin: Or an entrance to a neighborhood.

Response:

The proposed Continuous Flow Intersection at Meridian was shifted to minimize impacts to business properties and the church. The shift to the north noted in the comments is the Idaho Transportation Department returning to the original center line alignment of the highway.

As far as staying south to minimize impacts to property, the Idaho Transportation Department has evaluated the impacts to all properties along this corridor and balanced the impacts to the best of our ability. Further refinement of the alignment may be made during the design process once a project is funded for construction.

Any changes to access to the subdivision would need to be coordinated with the City of Eagle, Ada County Highway District, and the Homeowners Association (HOA). If your homeowners association is interested in pursuing elimination of Fox Run Avenue we recommend your HOA contact the City of Eagle.

Lisa Wardle

My comment is I am not thrilled with seeing this going in. I think it's going to affect property values. I think it's going to create an issue for safety and security with the people that are along Chinden and I'll go into more detail in written form.

Response:

Anticipated increase in traffic makes the widening of U.S. 20-26 a necessity. Without additional lanes, the level of service would decrease and safety would be compromised. See Section 1.3.2, Purpose and Need of the EA for more detail. No further written comments were received.

Larry Woodard

My concern is the timing. I know these guys could build the whole stretch clear to Ten Mile in a couple years if they just had the funds. So my pitch is what can we do to help ITD to get the funds? Because the project is very logical. We're way behind. Traffic is picking up. Let's just get on with it and get going.

Response:

The Idaho Transportation Department will widen U.S. 20-26 from Eagle to Locust Grove in 2021. Additional segments will be widened once funding becomes available and traffic volumes warrant it.