WELCOME

U.S. 20: CHESTER TO ASHTON
ENVIRONMENTAL ASSESSMENT

June 11, 2019

STUDY AREA

U.S. 20:
CHESTER TO ASHTON
Environmental Assessment

Highway U.S. 20 from Chester to Ashton

MEETING GOALS

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The Idaho Transportation Department (ITD) is committed to working collaboratively with stakeholders to ensure safe and efficient mobility between Chester and Ashton on U.S. 20.

TONIGHT WE WILL:

- Present the study purpose and need
- Discuss design considerations
- Solicit feedback on the public's experiences with the corridor and potential improvements

HOW YOU CAN PARTICIPATE:

Talk to and ask questions of the study team members, and give us feedback on the maps presented. You can also use provided comment forms to tell us:

- Your thoughts on the purpose and needs of the project
- Your opinion about potential improvements
- Any other comments for the study team

PLEASE SUBMIT COMMENTS TONIGHT

ABOUT THE ENVIRONMENTAL ASSESSMENT

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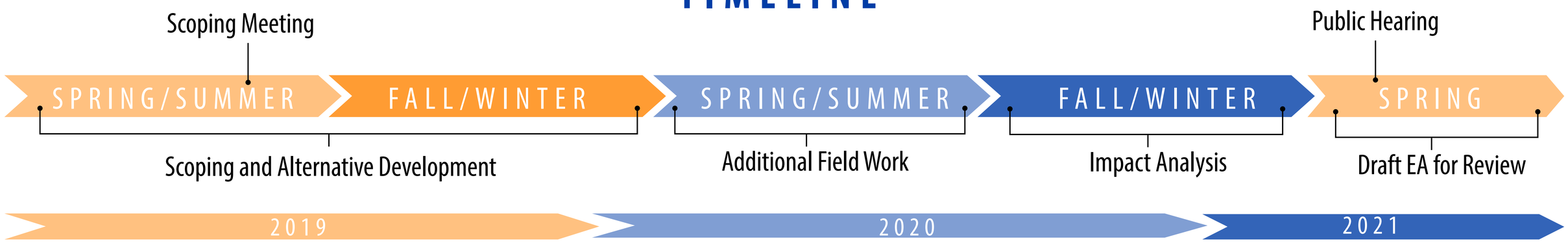
TIMELINE



(schedule is subject to change)

The Idaho Transportation Department (ITD) and the Federal Highway Administration (FHWA) are initiating an Environmental Assessment (EA) to engage the public and evaluate impacts, risks, benefits, opportunities and costs associated with roadway improvements and reconstruction of U.S. 20 between Chester and Ashton.

PURPOSE OF THE PROJECT

The purpose of the U.S. 20 Chester to Ashton project is to enhance highway safety and operations by:

- Improving highway capacity and level of service
- Improving roadway condition
- Providing safe, efficient, and well-coordinated access to and from the highway

NEED FOR THE PROJECT

- **Roadway Condition** – The original road was built in 1932 and various projects have been completed to maintain its usability. However, the roadway has exceeded its design life and current conditions are rated as poor to very poor. Issues such as frost heaves, cracking, and rutting are commonplace along the corridor.

- **Safety** – Unconsolidated accesses along the corridor increase the risk of accidents due to increased turning movements and differences in traffic speeds. Between 2013 and 2017, over 30 percent of crashes were same direction sideswipe, rear end, or angle related. As traffic volumes continue to increase, the risk of potential conflict points will also increase.

- **Highway Capacity and Mobility** – The amount of traffic traveling the U.S. 20 corridor from Chester to Ashton has grown significantly. The current configuration does not provide for sufficient traffic flow or passing opportunities to accommodate current and future traffic volumes.

NEXT STEPS FOR ROADWAY IMPROVEMENTS

Potential alternatives will be identified & evaluated as a part of this process.

To meet the needs identified, potential alternatives are likely to be variations of four travel lanes with an ability to reduce the risk of potential access conflict points.

GIVE US YOUR FEEDBACK ON THE MAPS PROVIDED!

- Constraints (environmental, cultural, property, industrial/business)
- Ideas for Improvements
- Access Concerns
- Safety Issues

PROJECT COMMENTS & INFORMATION

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