



# Public Meeting #4 Online Meeting Summary



I-15/US-20 Connector  
Idaho Transportation Department

September 2020



Your Safety • Your Mobility  
Your Economic Opportunity





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# Introduction

The Idaho Transportation Department (ITD) hosted an online meeting for the I-15/US-20 Connector project rather than an in-person meeting in order to comply with Bonneville County's ban on gatherings of more than 150 people due to COVID-19.

Public Meeting #4 available online  
 August 6 – 24, 2020  
<http://i15us20connector.com/onlineMeeting/>

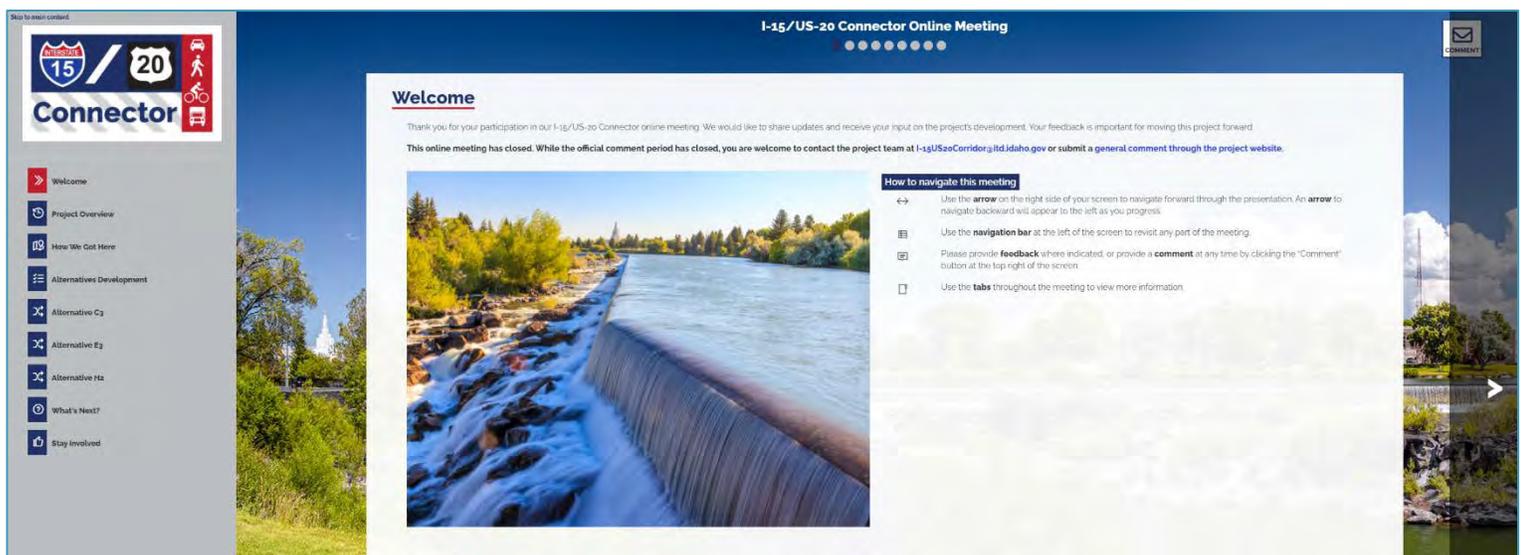
The online meeting was the fourth and final public meeting scheduled as part of the Planning and Environmental Linkages (PEL) Study that ITD initiated in late 2017. Completing the PEL is an important preliminary step in redesigning the corridor to provide a safe and reliable commute for the next 20 years and beyond.

ITD developed a broad range of alternatives at the onset of the study and conducted three levels of screening to refine alternatives over the last 3 years.

ITD notified the public of the meeting through a newsletter, emails, newspaper ads, and social media posts. The online meeting focused on presenting and gathering feedback on the no-build, E3, and H2 alternatives.

The online meeting was available for viewing and commenting beginning August 6, 2020, on the project website. The comment form was removed from the online meeting the morning of August 26, 2020. Comments were due by August 24 but comments received by the August 26 were accepted. A total of 322 comments were submitted.

*A PDF copy of the online meeting slides is provided in Appendix A.*



## Online Meeting

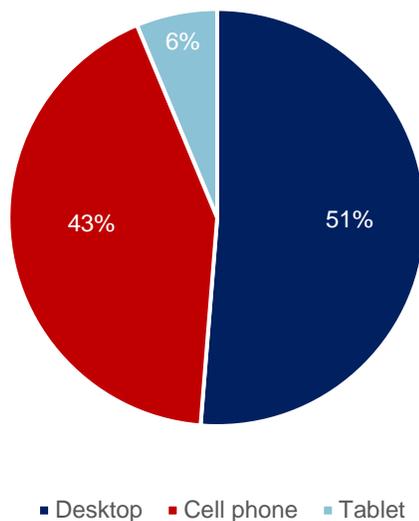
The online meeting was designed to be informative and interactive. The Welcome slide told participants how to navigate the meeting and how to comment by clicking the comment icon in the top right-hand corner of the screen at any time while viewing the content. A video illustrated how traffic would navigate through the no-build, E3 and H2 alternatives. Meeting slides included the following information.

- Welcome/How to navigate the meeting
- Project Overview
- How We Got Here
- Alternatives Development – with overview video
- Alternative C3 – removed from consideration
- Alternative E3
- Alternative H2
- What's Next
- Stay Involved

Website metrics show that 1,067 people visited the online meeting and the average time spent looking at the information was 17 minutes and 42 seconds.

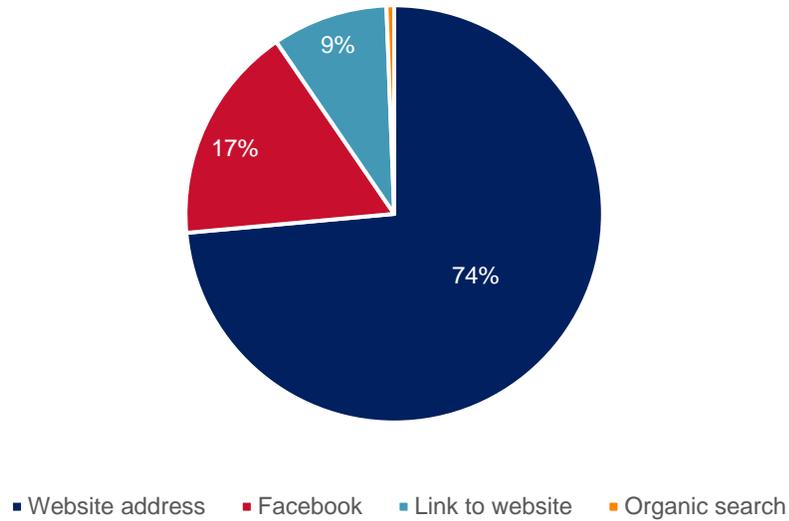
Most people accessed the meeting from a desktop computer.

Online meeting sessions by device



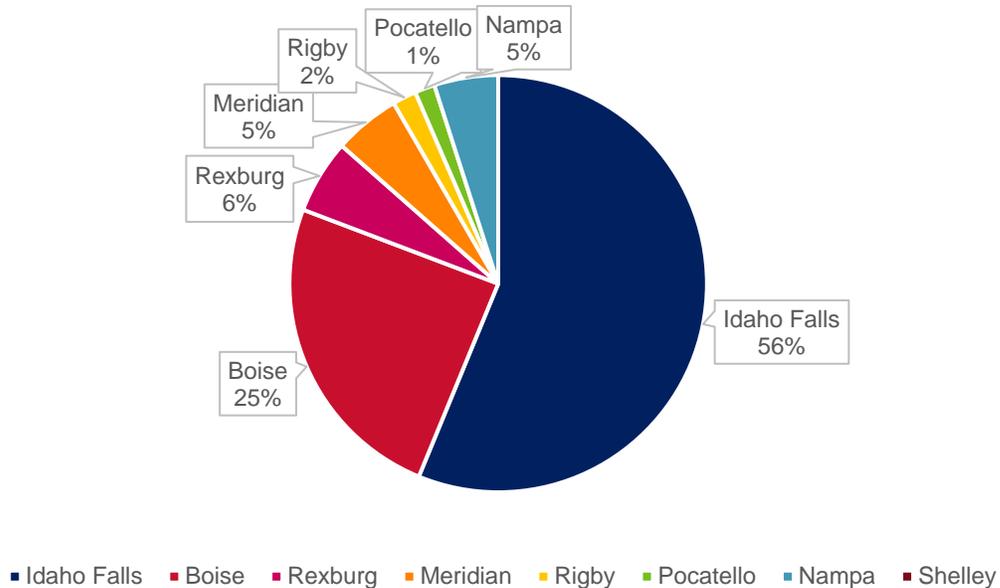
Most people used the website address to view and comment on the meeting,

### How people accessed online meeting



Most online meeting sessions occurred in Idaho Falls.

### Location of online meeting session



## Meeting Notification

ITD used a variety of methods to inform the public about the online meeting. *Copies of notification materials are provided in Appendix B.*

## Newsletter

ITD mailed a detailed newsletter showing the alternatives to 13,365 addresses in the area via a zip code drop. The mailing also included addresses provided by citizens who attended previous public meetings or joined the mailing list via the project website. The purpose of the newsletter was to give the public information to prepare for the online meeting.



## Online Meeting #4 Summary

### Letter to Property Owners

ITD sent a letter to property owners within a 1-mile radius of each alternative. The letter described the project area and explained that alternatives must still be analyzed through the National Environmental Policy Act (NEPA) processes.

### Ads in the Newspaper

ITD placed two display ads in the print version of the Idaho Falls Post Register and one online ad on the newspaper's homepage.

### Constant Contact Email

A constant contact email with meeting information was sent to more than 800 stakeholders who provided their email addresses through the website or through public meeting sign-in sheets.

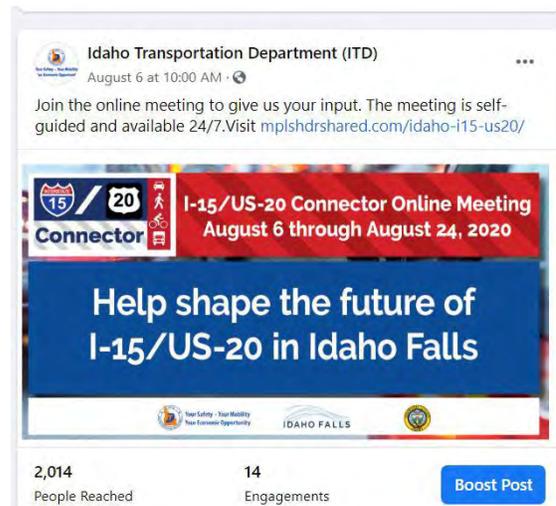
### Press Release

The following media outlets posted project information articles following an ITD press release:

- Post Register
- Idaho State Journal
- Idaho Business Review
- Eastidahonews.com
- Local News 8

### Social Media Posts

ITD posted on Facebook and Twitter to raise awareness about the online meeting. Posts and ads led to 190 public engagements with the online meeting.





Notification dates and details are outlined in Table 1.

Table 1 – Meeting Notification Details		
Event	Date	Number of stakeholder reached
Newsletter mailed	July 20, 2020	12,889 addresses
Letters to property owners mailed	July 21, 2020	E3- 61 letters H2 – 129 letters
Display ad in Post Register	July 21, 2020 July 28, 2020	
Constant Contact Email	July 29, 2020	817 stakeholders
Press release	July 29, 2020	See below
Facebook posts	<ul style="list-style-type: none"> <li>• August 6 – 2,014 reached, 14 engagements</li> <li>• August 17 – 2,954 reached, 126 engagements</li> <li>• August 24 – 2,144 reached, 50 engagements</li> </ul>	Total engagements: 190
Web banner ad in Post Resister	August 6 -20	39,660 impressions 501 clicks

## Meeting Comments

ITD received 322 comments as a result of the online meeting. One of the comments submitted included 176 signatures from one neighborhood and was counted as a single comment.

Participants submitted comments in the following ways:

- Online meeting comment form
- Project website comment form
- Project email on website
- Comments mailed to ITD, District 6

Additional conversations with property owners and citizens occurred as a result of the meeting but are not included in this summary. These communications included phone calls and emails to answer stakeholder questions about submitting comments through the website and project email, impacts to specific properties, and questions about next steps in the process.

## Comment Themes

Participant comments on the alternatives were very mixed with several people expressing preferences and opposition based on where they live and impacts to their neighborhoods. Common issues raised by commenters included the following:



- Concerns about impacts to Fairway Estates and Heritage Hills subdivisions (property values, noise, quality/rural way of life).
- Concerns about building a road over the Hatch Pit.
- Concerns about impacts to wildlife, particularly bald eagle nests.
- Concerns about residences on 5<sup>th</sup> West.
- Concerns about impacted businesses, parks, and housing affordability.
- Concerns about finding a long-term solution to growing traffic.
- Concerns about impacting the downtown economy negatively.

Not every comment received expressed an alternative preference, but of those participants who did express a preference, Alternative E3 received the most support. Several commenters also indicated cost was a factor in their preference. Total cost of each alternative has not been calculated and is not a determining factor in NEPA analysis. Additionally, several commenters “voted” for an alternative. The PEL study and NEPA processes do not consider public votes in alternatives analyses.

*The comments received are provided in Appendix C, but contact information has been removed to protect commenters’ privacy. Original spelling, grammar, punctuation, and capitalization was not edited and remains as submitted by the commenter.*

### Alternative E3

Participants expressed their high-level impressions of the benefits and challenges of Alternative E3, which are listed in Table 2. These benefits and challenges require further analysis during the NEPA process.

Table 2 - Alternative E3	
Benefits	Challenges
Access to the airport.	Short-sighted, does not meet future growth.
Avoids farmland.	Continues to concentrate traffic in city core, which does not alleviate congestion.
Doesn't take business away from downtown Idaho Falls.	Adds more noise to the greenbelt and Freeman Park.
Avoids more residences.	Will ruin livability in Idaho Falls neighborhoods, parks, along the river, and community.
Improves traffic flow on both local roads and highway.	Impacts RV park.
Lower cost.	More expensive in condemning property, building bridges, and the disruption that will be happening in the Johns Hole area.



Table 2 - Alternative E3	
Benefits	Challenges
Impacts fewer residences.	Impacts existing businesses.
Provides good access to the Idaho National Laboratory (INL).	Traffic layout looks complicated.
Improves northbound traffic flow.	Puts exits and traffic too close to a school.
Better access for emergency vehicles.	Does not separate traffic headed to Yellowstone/Jackson from local traffic.
Adds a bridge that gives better access for residents and visitors to cross the Snake River.	Concern about proximity to airport and landing strips.

**Additional Comments on Alternative E3**

*Comments have not been edited for grammar, spelling, capitalization, or punctuation. These comments are representative of those submitted. Full comments are provided for review in Appendix C.*

- I vote for this alternative. This option brings visitors through the city to boost our economy.
- The school district emailed parents asking them to have the freeway take Templeview so that they could use that money to build a bigger newer school to help our students.
- E3 is a bad idea! Too close to the existing river bridge and Freeman Park, and construction will be a nightmare. It will also destroy the beauty of the river corridor between John's Hole bridge and Freeman Park.
- I live in fairway estate's. I don't want my property value to go down.
- During the video of this alternative it shows that I would help traffic flow from the INL coming back into Idaho Falls from the Arco HWY. A problem that not enough people are talking about. it also keeps the new exit close enough that people would actually use it.
- This does not provide much in the way of new arterial traffic flow. Idaho Falls is growing fast. New separated arteries are essential.
- The few businesses, small RV park and silos are old and run down and E3 will clean up these areas and keep traffic in the town's industrial area. This plan does not affect people in the residential or farming areas
- As a pilot and a hangar owner, I believe this would cause a significant safety hazard both for air traffic attempting to use the runway, as well as the distraction it would create for motorists.
- The new exit at Olympia is quite close to the interchange on Grandview. It would make more sense to have the exit farther north.



- I like that a motorist can get on highway 20 from Science center drive. Suggest widening science center drive toward Fremont avenue to be safer and more efficient.
- While it is unfortunate for any business or person who would be impacted by this design, it is reasonable to expect possible road improvements to happen in this area.
- I feel E3 is the best and more cost effective. I have lived here for years and the money the city would lose if you more it out of town would be very bad
- I prefer a no-build option compared to the E3 option.
- This noise and visual impact aligns with the commercial and industrial nature of this area.

## Alternative H2

Participants expressed their high-level impressions of the benefits and challenges of Alternative H2, which are listed in Table 3. These benefits and challenges require further analysis during the NEPA process.

Table 3 - Alternative H2	
Benefits	Challenges
Provides additional separation between exits 118 and 119.	Hatch Pit. Unstable soils, contamination, methane gas concerns.
Can be built in phases.	Noise impacts to residential areas.
Most forward thinking option.	Wildlife – bald eagles, deer, birds.
Provides for growth in the right way.	Impacts to property values.
Moves traffic out of town away from the river, which is Idaho Falls’ greatest asset.	Impacts to farmland.
Allows new roads to be built while maintaining current configuration.	Impacts to aquifer.
Provides good access to US-26 off the 49th North interchange.	Moves traffic away from downtown businesses.
Moves traffic north of the city and still allows access to the traffic wishing to access the city.	5 <sup>th</sup> West would have to be widened significantly.
Benefits the INL/ISU north campus and the Sage Lakes development by providing highway access.	Wider river bridge (costly).
Mostly impacts farmland/less disruptive to residential.	Cuts off area north from direct access.



### **Additional Comments on Alternative H2**

*Comments have not been edited for grammar, spelling, capitalization, or punctuation. These comments are representative of those submitted. Full comments are provided for review in Appendix C.*

- There is all kinds of waste under the ground. Very unstable when you start putting a highway over it.
- There are also nesting bald eagles in the trees along 5th West.
- Semi trucks and other commercial vehicles will be utilizing 5th West which has many existing residents. They will not even be able to get out of their driveways.
- This alternative will create stimulus for growth outside a congested city. It is preferable because of no negative impact to existing residential neighborhoods.
- Moves traffic away from downtown businesses.
- I highly prefer option H2 over E3. This E3 traffic layout looks like a mess and seems short sighted. The E3 option would make it difficult to give clear directions to someone. Also, people living in Idaho Falls will quickly learn to use alternative routes like Lindsey Blvd., creating new problems.
- This should be the preferred alternative.
- I regret losing some farm land but that is easier than going through the rail yard.
- Local traffic problem will be shifted to Idaho Falls roads without increased funds to deal with upgrading these roads to the appropriate standard.
- If this option is picked I and many neighbors will sue the State of Idaho because of the damage that will be done to the aquifer by drilling through the garbage dump.
- If the best alternative is to move the I-15/US-20 northward, we would encourage the ITD to consider moving the connector to 8771 North along 5th West.
- No matter what is chosen it will make some upset, and i believe the H2 option disrupts less and provides better future growth for all.
- This alternative is the most costly and is not a prudent use of taxpayer money, especially when you displace the residential homeowners who are taxpayers to construct this connector.
- The areas north of this proposed construction will be cut off from direct access to town and will have to go north and east to be able to reach town. This will also affect school bussing.



## Additional General Comments

*Comments have not been edited for grammar, spelling, capitalization, or punctuation. Full comments are provided for review in Appendix C.*

- Because the proposed new Connector route will not be built for many years, interim improvements to the fiasco that currently exists at I-15 Exit 119 and Grandview are essential. Interim improvements **MUST** include improved safety and accessibility for pedestrians and cyclists traveling east-west along the Grandview-US-20-John's Hole corridor. A listing and discussion of the properties impacted by each alternative would be useful.
- A discussion of the routes to the major destinations (downtown, airport, DOE offices ...) for each alternative would be useful.
- Please give more information as to why option C was removed. Many people thought this was the best option based on past meetings with ITD.
- Plan to have a Belt route that goes from I-15 through Ammon/Iona that connects to US-20. Make a safer and quicker route to Ammon/Iona and possibly reducing traffic on the current I-15/ US20 connector.
- If you take Westwood Park...or destroy out property value by building up the freeway right next to us...you will be displacing 100s of people who live in low maintenance affordable condos for a reason.
- I think it would be nice to refer to entire corridor as Riverside Drive. The impact of an interchange at 49th North should be evaluated on how it would affect traffic once connected to US 26 at Beaches Corner.
- It would be helpful to have both alternatives displayed on the same scale. Alternative E3 is not complicated and is well-designed, yet it looks condensed and difficult on the different scales.
- Given that the two biggest problems are 1) the traffic coming off I15-N to US 20-E, and 2) the local traffic backed up on Grandview, then I would propose an intermediate solution that sacrifices routes that get less than 5% of the volume (if that), and eases traffic both directions.
- I just want people to understand the difference between long-term and short-term benefits and challenges of these two options. I think those should be included when these are presented to the public.



## Conclusions

Alternative E3 has the most public support following the online meeting, but several commenters preferred H2 and think it is a better solution to meet long-term needs in Idaho Falls.

Public interest for this project continues to grow as the PEL study concludes. Attendance for each of the public meetings was as follows.

- Public Meeting #1, May 9, 2018 – 100 attendees
- Public Meeting #2, September 15, 2018 – 192 attendees
- Public Meeting #3, May 16, 2019 - 341 attendees
- Online meeting #4, August 6 through August 24, 2020 – 1,067 views, 321 comments



## Appendix A

Online Meeting Slides



# I15/US20 Connector Public Meeting

August 2020

## Welcome

Thank you for your participation in our I-15/US-20 Connector online meeting. We would like to share updates and receive your input on the project's development. Your feedback is important for moving this project forward.



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## Project Overview

For the past three years, ITD has been working closely with the City of Idaho Falls and Bonneville County on a Planning and Environmental Linkages (PEL) study.

The PEL study is focused on developing a range of alternatives to address improvements to the I-15 and US-20 in or near Bonneville County and Idaho Falls.



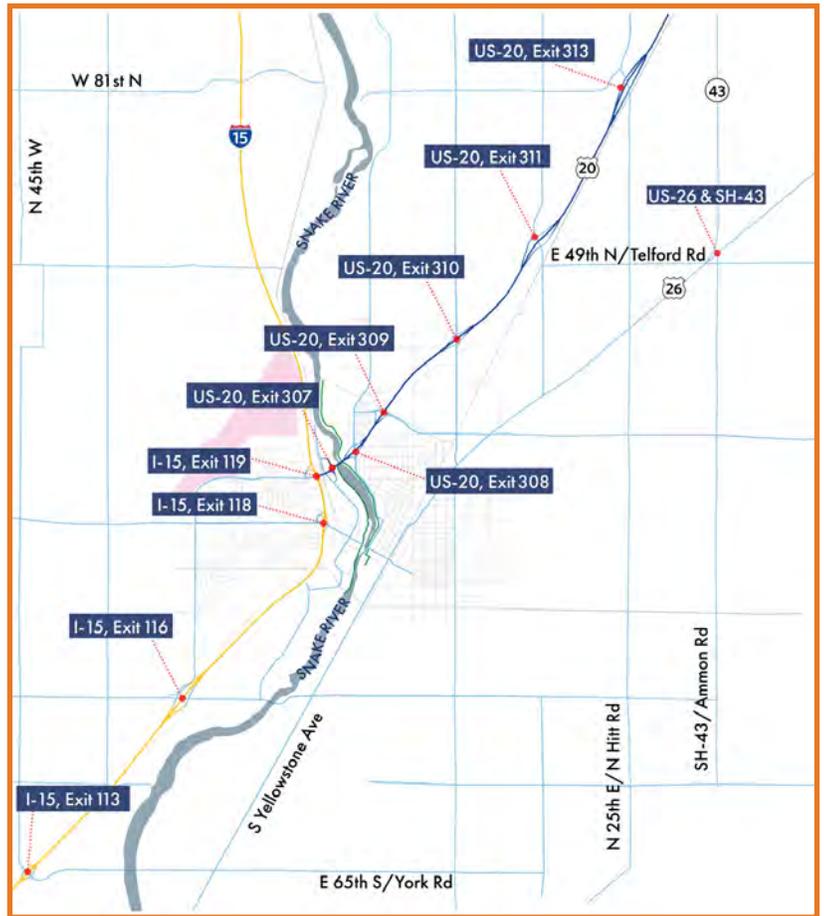
To review the project purpose and needs, visit:

[i15us20connector.com/#about](https://i15us20connector.com/#about)



For more on the PEL process, watch the overview video:

[hdr.wistia.com/medias/27h7ugngxy](https://hdr.wistia.com/medias/27h7ugngxy)



## How We Got Here

The project team has been actively engaging the public throughout the project development process to determine how the corridor can be improved to best serve Idaho Falls citizens and the growing region.

### Project Start

#### Summer 2018

Concept Alternative Development and Level 1 Screening

**Level 1:** Resulted in 10 alternatives, including the no-build alternative, which were presented to the public at an open house meeting in September 2018.

May 9, 2018

Public Involvement Meeting #1

#### Winter 2019 – Spring 2019

Concept Alternative Refinement and Level 2 Screening

**Level 2:** ITD presented alternatives to the public at a meeting held on May 16, 2019. There were 341 people in attendance and 194 comments were received.

September 5, 2018

Public Involvement Meeting #2

#### Winter 2019 – Spring 2020

Concept Alternative Refinement and Level 3 Screening

**Level 3:** Screening occurred over the past few months which resulted in two recommended alternatives moving forward. Those alternatives are the focus of this online meeting.

May 16, 2019

Public Involvement Meeting #3

Summer 2020

Public Involvement Meeting #4

#### Summer – Fall 2020

Prepare, Review with Agencies, and Publish PEL Report.

2+ Year Process

NEPA Process

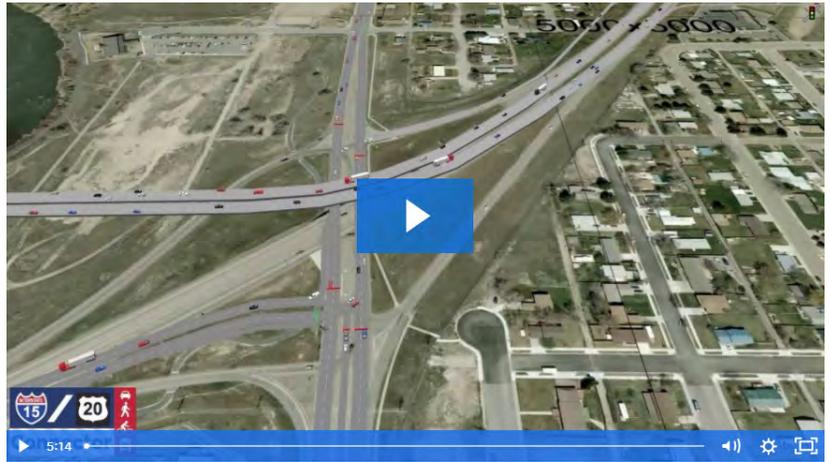
## Alternatives Development

The project team developed and refined concept-level alternatives based on study criteria and public input. Each alternative is analyzed and screened to determine if it meets the Purpose and Need of the PEL.

The PEL report will be completed by Fall 2020 and recommended alternatives, along with the no build alternative, will move into the National Environmental Policy Act (NEPA) process.

To view the video, visit:

[hdr.wistia.com/medias/gihprwlvhe](http://hdr.wistia.com/medias/gihprwlvhe)



# Alternative C3 — Removed From Consideration



## Map Legend

- Roadway
- Structure
- Roadway Obliteration

## Features

- Provides direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20
- Separates the local and through traffic between Exit 118 through the City Center/Riverside Exit 308A

## Benefits

- Reduces weaving concerns on I-15 between Exits 118 and 119

## Challenges

- Eliminates US-20 Exit 307 at Lindsay Boulevard, which impacts direct access from US-20 to area hotels
- Multilevel elevated structures are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of the Snake River
- Could impact traffic during construction as it reconstructs much of the existing roadways
- Challenging weave with the merge of the direct ramps near Science Center Dr., Exit 309
- Could be difficult to reconstruct

# Alternative E3 — Recommended For Consideration



## Map Legend

- Roadway
- Structure
- Roadway Obliteration

## Features

- The I-15 Broadway Interchange Exit 118 and New I-15/US-20 Olympia Drive exit are farther apart and connected with direct access ramps
- US-20 is realigned to the north
- The new I-15/US-20 Olympia Drive exit is north of the existing Exit 119 at Grandview
- Converts current US-20 between Grandview Drive and Fremont Avenue to a local street
- The Alternative E3 US-20 location results in a shorter new Snake River bridge crossing
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20

## Benefits

- Improves safety and operations by increasing the distance between I-15 interchange

- Reduces environmental impacts as compared to Alternatives E1 and E2
- Reduces impacts to the Antares Park/Temple View area
- Reduces the need for reconstructing the Broadway interchange, with changes to the northbound on-ramp and southbound off-ramp
- Provides more direct access from I-15 to the Idaho Falls Airport via the new I-15/US-20 Olympia Drive Interchange

## Challenges

- Impacts to grain silos, an RV park, and other local businesses east of I-15
- Relocation of the businesses served by the railroad and buyout of the railroad
- Constructibility may impact existing businesses and motorists

# Alternative H2 — Recommended For Consideration

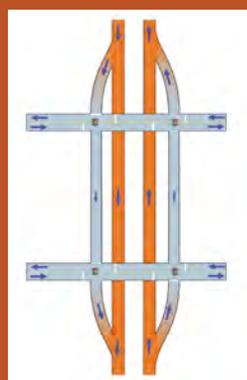


## Features

- Moves the east/west portion of the new US-20 alignment farther south than previous Alternative H
- Converts current US-20 between Grandview Drive and the Lewisville Highway to a local street
- Realigns US-20 and connection to I-15 first, followed by a possible split-diamond interchange at Exits 118 and 119

## Benefits

- Moving the east/west portion of US-20 alignment reduces overall impacts. Improves traffic operations of the I-15 interchanges by separating regional through traffic and local traffic
- A split-diamond interchange would remove weaving and backup on I-15
- Allows for construction in phases to minimize impacts to motorists



## Split-Diamond Interchange

The split-diamond interchange is a potential option to address the existing conditions. More analysis will need to be performed during the NEPA process to develop options on I-15 between Exits 118 and 119.

## Challenges

- Alignment goes through a construction material landfill
- Presents impacts to farmland
- Provides a new northern alignment for US-20 through an agricultural area

## What's Next?

Using public comments gathered through this online meeting, the project team will complete the final PEL Study report and submit it to the Federal Highway Administration (FHWA).

FHWA will work with ITD to determine the next steps in National Environmental Policy Act (NEPA) planning and project development.



**2021—2024**

NEPA Environmental Preliminary Design \*

*\* Pending project funding*



**2027—Beyond**

Construction



**2025—2026**

Final Design





## Appendix B

Meeting Notification

ITD Letterhead

Date:

RE: I-15/US-20 Connector Alternatives

Dear \_\_\_\_\_

The Idaho Transportation Department (ITD) is preparing to finalize a Planning and Environmental Linkages (PEL) Study of I-15 and US-20 in Idaho Falls. The study is focused on identifying improvements to address safety, congestion, mobility and travel time reliability for I-15 and US-20 with the possibility of new locations for the existing interchanges and highways.

Over the past 3 years, ITD has studied more than a dozen concept alternatives that have been refined through a three-stage screening process that considers engineering analysis and public input.

I'm reaching out because you own property adjacent to the proposed improvements that are part of one of our remaining Level 3 Alternatives and we would like your input. While these proposed alternatives are close to or may even cross your property, the locations shown are approximate and could change in the next phases of the project. ITD must complete a National Environmental Policy Act (NEPA) evaluation and preliminary and final design before beginning to build a project. These additional processes could take 4 to 6 years to complete depending on funding. Public involvement will be an important part of all of these processes and there will be many additional opportunities to give input before ITD makes a final decision and construction begins.

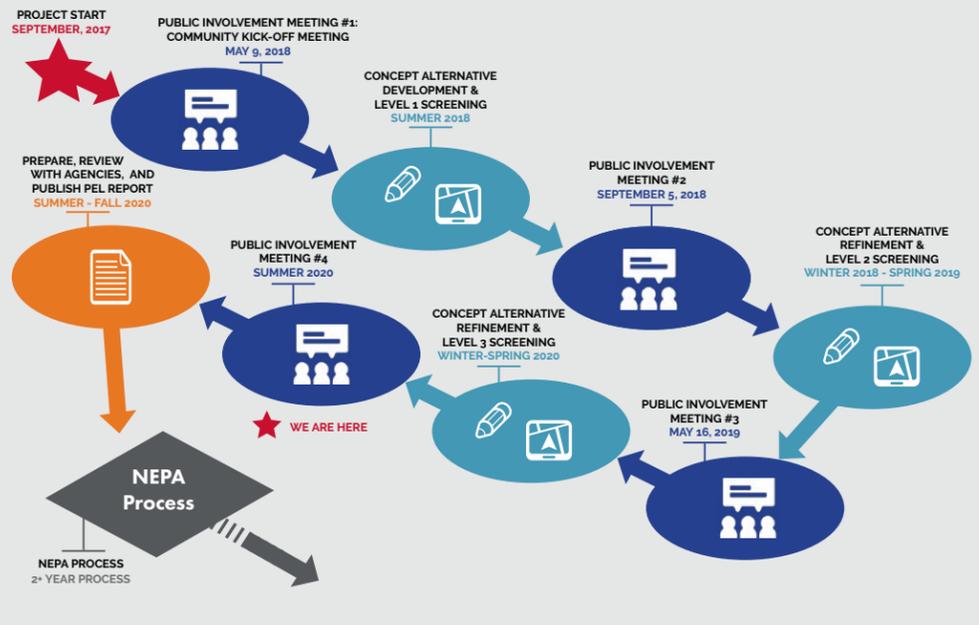
The Level 3 Alternatives will be presented as part of online meeting August 6 through 24, 2020, at <https://i15us20connector.com/>. ITD is hosting an online meeting instead of an in-person meeting due to the changing situation with the Coronavirus. The website also contains all of the materials from previous public meetings. I encourage you to take time to view the online meeting and provide comments.

Please feel free to call me or contact me via email with questions or to discuss the project.

Ryan Day

ITD Project Manager  
[ryan.day@itd.idaho.gov](mailto:ryan.day@itd.idaho.gov)  
(208) 745-5659

# How we got here/alternatives screening.



## How long will it be until a project is built?

The project will move into the National Environmental Policy Act (NEPA) process after the Planning and Environmental Linkages (PEL) report is finished. The NEPA process could take 2 to 3 years to complete. Then, the project alternative will move into the final design phase, which could also take approximately 2 to 3 years to complete. Construction of a project will depend on funding, but is likely at least 6 years in the future.

## Stay involved!

Public input will be an important part of choosing the final project that best fits the community's needs, so please continue to stay involved. ITD will host in-person meetings in the future to continue gathering input. You will receive future mailings as the project moves forward.

The Idaho Transportation Department (ITD) invites you to view and provide feedback on Level 3 concept alternatives. ITD is hosting an online meeting instead of an in-person meeting because of the changing situation with COVID-19.

**Don't have a computer?**  
If you don't have access to a computer or smartphone, you can use the computer room at the Idaho Falls Public Library at 457 W. Broadway Street to view the online meeting.

**25 Comments are due by August 25, 2020.**

There is link to a comment form within the online meeting or you can mail/email comments to the following addresses.

**Mail:**  
Idaho Transportation Department  
Attn: Megan Stark  
ITD Public Information Specialist  
ITD District 6  
206 N. Yellowstone Highway  
Rigby, ID 83442

**Email:** 15US20corridor@itd.idaho.gov

**TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**  
Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users dial 711 to use the Idaho Relay System.

Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al coordinador de participación pública al (208) 334-8119 o TDD/TDY marque 711.

Idaho Transportation Department - District 6  
206 North Yellowstone Highway  
Rigby, ID 83442



# Level 3 Alternatives

Concept alternative locations shown are approximate and could shift in direction and/or precise location, and will be refined through the NEPA and design processes. Typical property impacts may include relocation of fences, landscaping, and outbuildings and/or the acquisition of property, homes, or businesses through the right-of-way process.



Alternative C3 was developed as part of the Cost Risk and Value Engineering (CRAVE) Study. During Level 3 screening, Alternative C3 was removed from consideration because of the challenges listed below.

## Features and Benefits

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

## Challenges

- Eliminates US-20 Exit 307 at Lindsay Boulevard, which impacts direct access from US-20 to area hotels.
- Multilevel elevated structures are required.
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of the Snake River.
- Could impact traffic during construction as it reconstructs much of the existing roadways.
- Challenging weave with the merge of the direct ramps near Science Center Dr., Exit 309.
- Could be difficult to reconstruct existing roadways while maintaining traffic flow.



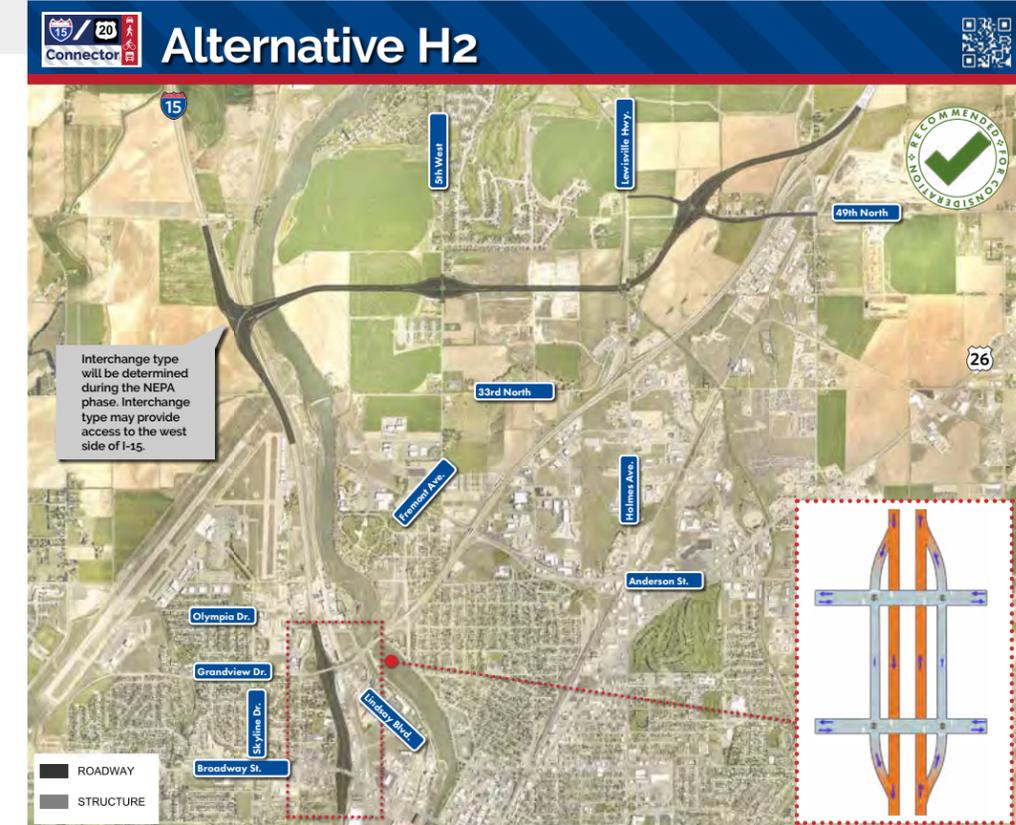
Alternative E3 combines Alternatives E1 and E2 as the outcome of the CRAVE Study to improve operations and minimize impacts, where possible.

## Features and Benefits:

- The new I-15/US-20 Olympia Drive exit is north of the existing Exit 119 at Grandview, increasing the distance between the I-15 interchanges and improving safety and operations.
- The Alternative E3 US-20 location results in a shorter new Snake River bridge crossing and reduces environmental impacts as compared to Alternatives E1 and E2.
- Reduces impacts to the Antares Park/Temple View area.
- Converts current US-20 between Grandview Drive and Fremont Avenue to a local street.
- Reduces the need for reconstructing the Broadway interchange, with changes to the northbound on-ramp and southbound off-ramp.
- Removes weaving concerns between the I-15 Broadway interchange Exit 118 and the new I-15/US-20 Olympia Drive exit by moving them farther apart, connecting them with direct access ramps, and realigning US-20 to the north.
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20.
- Provides more direct access from I-15 to the Idaho Falls Airport via the new I-15/US-20 Olympia Drive Interchange.

## Challenges

- Impacts to grain silos, an RV park, and other local businesses east of I-15.
- Relocation of the businesses served by the railroad and buyout of the railroad.
- Constructibility may impact existing businesses and motorists.



Alternative H2: modified as an outcome of the CRAVE Study.

## Features and Benefits

- Moves the east/west portion of the new US-20 alignment farther south (than the previous Alternative H) to reduce overall impacts.
- Improves traffic operations of the I-15 interchanges by separating regional through traffic and local traffic. Possible improvements include converting Exits 118 and 119 to a split-diamond interchange to remove weaving and backup on I-15.
- Converts current US-20 between Grandview Drive and the Lewisville Highway to a local street.
- Allows for construction in phases to minimize impacts to motorists. Realigns US-20 and connection to I-15 first, followed by the split-diamond interchange at Exits 118 and 119.

## Challenges

- Alignment goes through a construction material landfill.
- Presents impacts to farmland.
- Provides a new northern alignment for US-20 through an agricultural area.

## Split-Diamond Interchange

The split-diamond interchange is a potential option to address the existing conditions. More analysis will need to be performed during the NEPA process to develop options on I-15 between Exits 118 and 119.

# NATION & WORLD

## House votes on Confederate statues, racist chief justice

WASHINGTON (AP) — The House moved toward a vote Wednesday on removing from the U.S. Capitol statues of Confederate heroes, including Robert E. Lee, and a bust of Chief Justice Roger B. Taney, the author of the 1857 Dred Scott decision that declared African Americans couldn't be citizens.

Besides Taney, the bill would direct the Architect of the Capitol to identify and eventually remove from Statuary Hall at least 10 statues honoring Confederate leaders, including Lee, Jefferson Davis and Alexander Stephens. Three statues honoring white supremacists — including former U.S. Vice President John C. Calhoun of South Carolina — would be immediately removed.

"Defenders and purveyors of sedition, slavery, segregation and white supremacy have no place in this temple of liberty," House Majority Leader Steny Hoyer said at a Capitol news conference ahead of the House vote.

Hoyer, D-Md., co-sponsored the bill and noted with irony that Taney was born in the southern Maryland district Hoyer represents. Hoyer said it was appropriate that the bill would replace Taney's bust with another Maryland native, the late Supreme Court Justice Thurgood Marshall, the high court's first Black justice.

The House vote comes as communities nationwide reexamine the people they're memorializing with statues. Bills to remove the Taney bust and the statues of Confederate leaders have been introduced in the Republican-controlled Senate, where prospects for passage are uncertain.

Even if legislation passes both chambers, it would need the president's signature, and President Donald Trump has opposed the removal of historic statues elsewhere. Trump has strongly condemned those who toppled statues during protests over racial injustice and police brutality following the May death of George Floyd in Minneapolis.

The 2-foot-high marble bust of Taney is outside a room in the Capitol where the Supreme Court met for half a century, from 1810 to 1860. It was in that room that Taney, the nation's fifth chief justice, announced the Dred Scott decision, sometimes called the worst decision in the court's history.

"What Dred Scott said was, Black lives did not matter," Hoyer said. "So when we assert that yes they do matter, it is out of conviction ... that in America, the land of the free includes all of us."

There's at least one potentially surprising voice for Taney to stay. Lynne M. Jackson, Scott's great-great-granddaughter, says if it were up to her, she'd leave Taney's bust where it is. But she said she'd add something too: a bust of Dred Scott.

"I'm not really a fan of wiping things out," Jackson said in a telephone interview this week from her home in Missouri.

The president and founder of The Dred Scott Heritage Foundation, Jackson has seen other Taney sculptures removed in recent years, particularly in Maryland, where he was the state's attorney general before becoming U.S. attorney general and then chief justice.

Rep. Barbara Lee, D-Calif., said the statues honoring Lee and other Confederate leaders are "deliberate attempts to rewrite history and dehumanize African Americans."

The statues "are not symbols of Southern heritage, as some claim, but are symbols of white supremacy and defiance of federal authority," Lee said. "It's past time we end the glorification of men who committed treason against the United States in a concerted effort to keep African Americans in chains."



Treasury Secretary Steven Mnuchin, center, walks to a Republican luncheon Tuesday.

## Dems press McConnell on virus aid, some in GOP revolt

WASHINGTON (AP) — Despite disarray in the Republican ranks, Senate Majority Leader Mitch McConnell pushed Wednesday to unveil a draft COVID-19 aid package as the White House resists Democratic demands for more virus testing, state funding and housing eviction protections.

Key GOP senators revolted over the emerging effort as the price tag could quickly swell above \$1 trillion. Conservative Republicans vowed to slow-walk passage of any bill. But pressure is mounting as the virus crisis deepens and a \$600 weekly unemployment boost and housing relief comes to an end Friday.

"We're hopeful we'll be able to get there," McConnell told reporters.

But some Republicans are resisting more big ticket spending.

"I just don't see the need for it," Sen. Ron Johnson, R-Wis., told reporters Wednesday.

Exasperated Democrats, who already passed House Speaker Nancy Pelosi's more sweeping \$3 trillion package, said time is running out for President Donald Trump and his GOP allies to act.

"We're still on the 20-yard line?" Senate Democrat leader Chuck Schumer said, referring to White House comments. "Where have the Republicans been?"

The White House negoti-

ators, Treasury Secretary Steven Mnuchin and Mark Meadows, the president's acting chief of staff, are expected to head to Capitol Hill later Wednesday.

McConnell's blueprint is expected to include new round of direct payments to earners below a certain income level, similar to the \$1,200 checks sent in the spring. It also will likely have some version of Trump's demand for payroll tax holiday for workers, which many Republicans oppose.

Republicans want to include at least \$105 billion for education, with \$70 billion to help K-12 schools reopen, \$30 billion for colleges and \$5 billion for governors to allocate. The Trump administration wanted school money linked to reopenings, but in McConnell's package the money for K-12 would be split 50-50 between those that have in-person learning and those that don't.

Republicans said they want to replace the \$600 weekly federal jobless benefit with a lower amount, to prevent the unemployed from receiving more aid than they would through a normal paycheck.

Sen. Marco Rubio, R-Fla., said there will be another boost for the small business Payroll Protection Program. "It's going to be big," he said.

The centerpiece of the GOP package will be McConnell's five-year liability

shield to protect businesses, schools and others from COVID-related lawsuits. It's also likely to include tax breaks to help shops and workplaces retool safely for the reopenings.

With the nation's pandemic death toll topping 142,000, the outbreak is delaying schools from opening in fall, forcing states to clampdown with new stay-home orders and sending a chilling ripple through an economy teetering with high unemployment and business uncertainty.

On Tuesday, Mnuchin and Meadows made it clear the White House was resisting the Democratic proposals for new spending on virus testing, housing aid or money for cash-strapped states, according to a person granted anonymity to discuss the private talks.

Easing the payroll tax is dividing Trump's party because it does little to help out-of-work Americans and adds to the debt load. The tax is already being deferred for employers under the previous virus relief package. Supporters say cutting it now for employees would put money in people's pockets and stimulate the economy.

Republicans say \$150 billion allotted previously to state governments is sufficient to avert sweeping layoffs and they said more housing protections are not needed to stem what advocates warn will be an eviction crisis.

A private lunch session

Tuesday with the White House officials grew heated as key Republican senators complained about big spending. Supporters of the package "should be ashamed of themselves," Sen. Rand Paul of Kentucky said as he emerged.

Texas Sen. Ted Cruz asked his colleagues warned if the economy is still shut down come November, Joe Biden will win the White House, Democrats will control the Senate and "we'll be meeting in a much smaller lunch room," according to a person granted anonymity to discuss the closed-door session.

Sen. Rick Scott of Florida said it's wrong to "bail out" cash-strapped states. "Florida taxpayers are not going to pay for New York's expenses," he said.

At the start of the outbreak, Congress approved a massive \$2.2 trillion aid package in March, the biggest of its kind in U.S. history. McConnell at the time said he wanted to "pause" new spending. Pelosi took a different approach, pressing ahead to pass her \$3 trillion bill in May.

Democrats are calling for \$430 billion to re-open schools, bigger unemployment benefits and direct aid checks, and a sweeping \$1 trillion for state and local governments. It includes a fresh round of mortgage and rental assistance, new federal health and safety requirements for workers.



### I-15/US-20 Connector Online Meeting August 6-24, 2020

<http://i15us20connector.com>

ITD is moving the meeting to an online format instead of an in-person meeting because of the changing situation with COVID-19.

Comments are due by August 25, 2020.

If you don't have access to a computer or a smartphone, you can participate in the online meeting at the Idaho Falls Public Library, 457 W. Broadway Street.

If you have questions for the project team, email [I-15US20Corridor@itd.idaho.gov](mailto:I-15US20Corridor@itd.idaho.gov).

#### TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8119 or TTY/TDD users dial 711 to use the Idaho Relay System. Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen al coordinador de participación pública al (208) 334-8119 o TDD/TDY marque 711.

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Your Economic Opportunity





# I-15/US-20 Connector Online Meeting We need your input!

Please participate in an online meeting at:  
**<http://i15us20connector.com>**

August 6 through August 24, 2020

- Post Register
- Challis Messenger
- Jefferson Star
- Bingham County
- PR Preps
- Business Journal
- Farm & Ranch
- Eye On Boise

# Post Register

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**I-15/US-20 Connector Online Meeting**  
**August 6 through August 24, 2020**

**Help shape the future of  
I-15/US-20 in Idaho Falls**



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Connector



# I-15/US-20 Connector Online Meeting August 6 through August 24, 2020

**One week left to comment!**

# I-15/US-20 in Idaho Falls



Your Safety • Your Mobility  
Your Economic Opportunity





# News Release

7/30/2020

Contact:

Megan Stark  
ITD Office of Communication  
(208) 745-5611  
megan.stark@itd.idaho.gov

## Public invited to online public meeting for I-15/US-20 Connector August 6-24

RIGBY- The Idaho Transportation Department (ITD) will host its fourth public meeting for the Interstate 15/US-20 Connector study – this time via an online format due to Coronavirus concerns.

The meeting will be available for review and comment online at <http://i15us20connector.com> from **August 6-24**, with comments due **no later than Aug. 25, 2020**.

The online meeting is an opportunity for the public to review the Planning and Environmental Linkages Study (PEL) Level 3 concept alternatives.

ITD, the city of Idaho Falls, and Bonneville County have been working together for more than two years on this study to improve the roadway connections on I-15 and US-20, and are seeking public input as they wrap up the PEL study and prepare for the next stage of project development.

The study includes examining I-15 and US-20 interchanges at Broadway Street, Grandview Drive on I-15, Lindsay Boulevard, Riverside Drive/City Center, Science Center Drive, and Lewisville Highway on US-20, and new alternatives that would expand the existing transportation system.

During the next few months, the project will move into National Environmental Policy Act (NEPA) and design processes. These phases will take approximately 4 to 6 years. Public input will be an important part of choosing the final project that best fits the community's needs. ITD will host additional public meetings in the future to continue gathering input.

For questions or to learn more, please call 208.745.5611 or visit <http://i15us20connector.com>

###



## Appendix C

Comments Received

## I-15/US-20 Connector

**Submission Date**

2020-08-26 00:42:31

**Alternative H2:**

The cost to clean up hatch pit would be astronomical and it doesn't make sense to cut right through residential when you could use the road already built near bish's RV. Bish's would benefit greatly of the road was just south of their business and its closer to town.

**Additional comments or suggestions:**

Use the road near bish's

## I-15/US-20 Connector

**Submission Date**

2020-08-26 00:13:37

**Alternative E3:**

Alternative E3 is the one I like best. I like the idea new bridge and roads being in town. I also like that the bridge is shorter. It is appealing that this one has less impact on rural areas environmentally and keeps the roads in the city. This also seems like a safer option.

**Alternative H2:**

I see a big safety concern with this option. East river road (5th w) will be extra busy and possibly backed up with having a major interchange on it. There are many people that ride bicycles and jog. There are deer and birds of prey that live in the farm fields. Mostly concerned about the nuisance this will be for the people living in the area with noise and 5th w safety concerns.

**Additional comments or suggestions:**

Taking the highway too far out of town will also take tourists away from our town.

**Name**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 22:46:10

**Alternative E3:**

The convenient access to the airport is a benefit. It seems to be a bit of a circuitous path from the hotels on Lindsay to heading north on I-15 toward Rexburg/Yellowstone. I'm sure someone will be thinking of some excellent signage to direct traffic smoothly if this option is selected.

**Alternative H2:**

As someone who lives on the north end of the Fairway Estates neighborhood, I know there are many in the neighborhood who are not excited about the possibility of having a highway so close. However, I think the possibility of quick access to highways is pretty appealing. Some careful consideration would need to go into the interchange ramps coming onto the Lewisville Highway, as there will soon be an entrance to the Fairway Estates neighborhood near the same location. It would be nice if those could be combined into one traffic light to avoid the need for two traffic lights right in a row there.

**Additional comments or suggestions:**

This whole project needs to be considered in the context of the broader Idaho Falls and Ammon community traffic plan. There really needs to be some kind of expressway looping around the city on the south and east sides to allow better access to Ammon. Any studies on the I-15/US-20 connector should consider the broader context and how that future expressway will fit into this picture.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 22:01:47

**Alternative E3:**

I like that existing routes are updated and traffic stays near current businesses. This seems to be a more affordable option than the amount of roadway construction needed in the other plan.

**Alternative H2:**

I don't like the farmland impact or the construction over the landfill. This moves traffic further from businesses.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 21:58:55

**Alternative E3:**

If businesses are bought out or relocated they are compensated for the impact the project has on them. This noise and visual impact aligns with the commercial and industrial nature of this area. The road is safer and more logical and access to the airport is better

**Alternative H2:**

The impact here will be to living, working, farming, family communities who will not be compensated for their lost property value and quality of life. The pollution from the project, highway, and disturbing the unknown contents of the hatch pit are also real and again a substantial and unexpected impact on an area and community that did not expect them when they purchased land and settled here.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

**Submission Date**

2020-08-25 21:54:09

**Alternative E3:**

Pick this one.

**Alternative H2:**

Don't hurt my ears. Don't put the highway closer to my swing set.

**Additional comments or suggestions:**

I am 3.

**Name**

**Address**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 21:52:46

**Alternative E3:**

This is the best option, it keeps the busy unsafe mess out of the area I play in.

**Alternative H2:**

Please don't put the highway closer to where I play outside, ride my bike, and look at farm animals

**Additional comments or suggestions:**

I am 5.

**Name****Address****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 21:50:41

**Alternative E3:**

This alternative seems best as it keeps major infrastructure development in the currently commercial/industrial spaces and a logical highway flow. Airport access is important and valuable to the city and region and should not be overlooked.

**Alternative H2:**

H2 is a poor choice, and I am opposed to it. Fundamentally H2 moves and places a large piece of infrastructure in what is otherwise rural, agriculture, and suburban spaces. We are homeowners in Fairway Estates and when we purchased we already worried it might be too close to the existing highway and other major developments. We decided it was not, and that the farm land and open space of the golf course was sufficient. Relocating the highway closer would not be acceptable in terms of sound, light, or air pollution and effect on home value. The disruption to the hatch pit and other impacts of construction are also major concerns.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

### Submission Date

2020-08-25 21:34:17

### Alternative E3:

This appears to be the most direct and most cost-effective alternative. It disrupts the fewest businesses and homes. It also takes the most advantage of the current infrastructure.

### Alternative H2:

The changes from H2 are an improvement with several benefits. Moving it more to the south protects the eagle nest and provides more distance from the homes on Pevero.

The location of the junction with I-15 alleviates more of the current US20 congestion. It could be located a little bit further south and definitely needs to have a route to clearly connect with US20 WEST! Don't forget that there is a lot of traffic west to Craters and beyond to Sun Valley or north to the Salmon River.

The location of tying into US20 further North is a great plan. In addition, the choice to move the route away from the US20-Lewisville intersection will definitely improve traffic flow.

To enhance the route even more, i have the following suggestions:

1. Move the East-West section to just south of 33rd North. Without moving the I-15 or US20 ends of the route requires slightly more roadway. However this option displaces even fewer homes and furthermore reduces the uncertainty of potential immense costs of crossing the landfill with unknown uncertainty. The landfill contains hazardous wastes that are in the path of underground water flow toward the Idaho Falls Water supply. Our water must be protected.
2. This option would also reduce the traffic noise level for the homes further north. Trees, berms, and even walls if necessary should be planned to reduce the noise to an acceptable level.
4. Since 5th East is a very popular and well-used bike, jogging and walking route, provision should be made to accommodate safe, wide paths.
5. To provide for minimal impact to accommodate the moving of the east-west section further south, the connection with I-15 could be moved just a little further south as well but not to interfere with the airport and its safety.

### Additional comments or suggestions:

Thank you for listening to our input and considering these remarks!

As the process proceeds, please give us opportunity for feedback and additional input.

### Name

Bob and Elsa Seidel

### Address

### Email

### Phone

## I-15/US-20 Connector

**Submission Date**

2020-08-25 21:32:10

**Alternative E3:**

Based on the current level of traffic, when this project actually starts, the impact to motorists and the risk to construction crews seems to be a drawback for this option. Especially during the winter months.

**Alternative H2:**

This appears to be a better option for motorists and construction crews. Moving the interchange north seems prudent and the logistics of building seem more efficient. Being a pilot, I would rather have a roadway under the runway approach versus housing.

**Additional comments or suggestions:**

Thanks for providing this information.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 21:26:03

**Alternative H2:**

This will is not be a good choose . This area is growing and I see only more traffic problems down the road

**Additional comments or suggestions:**

I have look at several traffic problem this town is going to have in the future. The ITD did not plan for us to grow, but we are growing and fast. this section of the freeway and interchange is not the only problem Idaho Falls is going. H2 is just a bandaid and needs to be rejected

**Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 20:12:20

**Alternative E3:**

I feel E3 is the best and more cost effective. I have lived here for years and the money the city would lose if you more it out of town would be very bad. Thanks for listening!!!

**Alternative H2:**

I leaved next to a road like H2 and the noise and exhaust was very bad  
The cost for H2 would be very high and the people on Pevero Drive will have a hard time with the lose of property value. I live on Pevero Drive so please listen to us we love the quiet neighborhood and Thanks for listening to us!!!!

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 18:09:20

**Alternative E3:**

This seems to be the wiser, cheaper, easier solution to the issue. This option is better.

**Alternative H2:**

I think this is A LOT of changes that don't make a whole lot of sense. Please don't use this option.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 17:11:52

**Alternative E3:**

See comments

**Alternative H2:**

See comments

**Additional comments or suggestions:**

There are two major impacts that I believe are worth noting. First is the financial impact that this will have on single-family homes versus businesses. As I review the challenges listed in ITD's E3 recommendations it lists grain silos, RV parks, and other local businesses, will be negatively impacted. We are talking about a very small number of businesses and it's my understanding these entities will be compensated to move and that the owners won't necessarily be exposed to a negative financial solution. On the other hand, the H2 solution will negatively impact a large number of single families who have chosen to invest in homes. The property values of the subdivisions are going to see a large decrease in value and these families will not be compensated and are just expected to take the hit on their largest investment. The businesses that will be affected by the E3 plan, intentionally established those businesses near a busy thoroughfare. The people surrounding Fairway Estates built our homes in a more rural area in an attempt to avoid living next to a highway.

Second, I have lived in the Fairway Estates subdivision for over 20 years and was initially promised by local officials that legally nothing could ever be built on top of the old dump/hatch pit. They explained that disturbing the area would have a huge impact on the aquifer. Over the years I've heard many appalling stories about how that dump was operated and what was actually put into it. I believe that disturbing that area will result in a major cleanup project that will cost an enormous amount of money and also create ongoing releases of gases and other noxious fumes which could be possible health hazards for those living in the area.

I understand that it would be easier for the construction companies, and the motoring public if the majority of this project were to be completed away from the current I 15/US 20 bottleneck. But as with all other highway projects, traffic can be rerouted and regulated. I think it's important to remember that easier does not make it better.

**Name****Address****Email****Phone**

**Submission Date**

2020-08-25 17:07:06

**Alternative E3:**

I like E3 for the following reasons:

1. It keeps traffic and development central to Idaho Falls. With the new connections to different parts of the city like with turning the current US20 into a local street, this area could see great commercial and tourist development in a location still very central to Idaho Falls in an area that is also beautiful. This could help draw in more outside businesses and help Idaho Falls not just grow and diversify its economy, but doing it in a smart sustainable way.
2. This adds another river crossing for all local traffic helping to spread out the burden of East and West traffic at certain choke points.  
The new interchange is a great location for a better airport access that can be upgraded over time in a much easier way than where it currently is.
3. New Interchange and turning current US-20 into local street also gives the opportunity to possible passenger rail connections if that were to ever happen in the future, especially with the INL growing so fast.
4. With the INL growing and more and more people moving to the area to work. It has become increasingly important to have good access to all the INL facilities. The new interchange along with new on and off ramps allow better access to all the INL facilities while also being suitable for further growth.

**Alternative H2:**

I do not like H2 for the following reasons:

1. It encourages urban sprawl to the north of Idaho Falls. This is not good for several reasons. Idaho Falls currently has multiple developments that always seems to be half done because there is just too many in too many locations. Snake River Landing, Jackson Hole Junction, Taylor's Crossing, and also the continual efforts of the Idaho Falls Redevelopment Agency to revitalize downtown along with the area surrounding Lindsay Boulevard. Creating the new Interchange north of Idaho Falls will only encourage more development to the north when there is enough development currently happening.
2. Now I know costs have not been determined yet for either option, and I am now construction engineer or manager by all means, but I do feel that H2 would be more expensive of the two. More roadway is having to be built, more bridges and interchanges have to be built, more ROW has to be acquired, and mitigation will be required for building over a landfill which could cost a lot in its own right. Still doesn't offer great connection to the airport.
3. Local traffic may not take the new route and still take the old US-20 because that is what they are familiar with and feel the new H2 option goes too far out of the way.

## Additional comments or suggestions:

Suggestions for E3

Though I feel E3 is the best option, there is still some concerns/suggestions for this alternative.

1. Both I-15 SB on ramps from Broadway still need to be extended. They are too short and merge way too fast. Needs to merge more gradually and have it longer with some dotted lines possibly to let drivers have a smoother transition so they aren't forced onto the freeway at only 1 spot.
2. In the E3 alternative there is no access from Grandview/Fremont Ave to US-20 EB. Where does all this traffic go? I feel the science center drive on-ramp is great, but may be too far out of the way for most, especially the evening traffic going East on Grandview.
3. It looks that no improvements to Broadway are being made. Around the I-15 and Broadway interchange there is way too many driveways to way too many businesses too close to the interchange. In peak times it is nearly impossible to turn left from both the North and South side of Broadway. Some driveways need to be closed and maybe the possibility of a raised median should be considered.
4. Add a right turn only lane coming from Broadway WB to the I-15 NB on-ramp.
5. Maybe make Broadway interchange a SPUI?
6. If possible please add native landscaping to these areas to help enhance the area, Especially since a lot of tourists comes through this area.
7. Make all the bridges more attractive with either lava rock sides or some kind of earth tone stucco to help beautify the area.
8. Make sure all the on-ramps through out the project are longer, no having traffic merge immediately in one location, make it more gradual with dotted lines giving more options for drivers to merge when they feel it's safe.
9. NB I-15 exit 118 to Broadway is still too short. Make it longer with a possible auxiliary lane leading up to it.
10. Make sure enough ROW is acquired along the new Olympia so that way future widening/expansion can be done if the Airport become bigger and busier.
11. Line Olympia with good Landscaping and lighting as it is the entrance to the City for many tourists.
12. Add street lighting through the entire project. Even consider adding lighting from Sunnyside all the way North just past the new Exit 119 on I-15 and then on US-20 from the new Interchange all the way to Holmes/Lewisville Hwy Interchange. In the winter months when it is dark in peak driving times, these areas can seem dangerous with no effective lighting, especially in bad weather.
13. Make I-15 3 lanes from Sunnyside to the new exit 119 Interchange (not including auxiliary lanes and ramps) NB and SB, and 3 lanes on US-20 to the Holmes/Lewisville Hwy Interchange EB and WB. Also make Broadway EB and WB 3 lanes.
14. Make an on-ramp from Fremont Ave onto US-20 EB going under the EB off ramp to Science Center Drive and then connect to the Science Center Drive EB on-ramp before going on to connect onto US-20 EB.  
Make sure Fremont and Science Center Interchanges are expanded and widened to accommodate the increase in traffic.
15. Make new Olympia interchange a SPUI?
16. Acquire ROW and plan for a possible expressway from US-20 to US-26 around the Telford road area for traffic heading to Swan Valley and Jackson so they are being funneled downtown. This will also help develop an industrial trucking area as identified in the 2040 LRTP with the BMPO.
17. Possible on-ramp from Lindsay Boulevard from grain Silo area to US-20 EB and I-15 NB?

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

I-15/US-20 Connector

**Submission Date**

2020-08-25 15:59:09

**Alternative E3:**

We are in favor of alternative E3 and opposed to H2.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

I-15/US-20 Connector

**Submission Date**

2020-08-25 14:12:12

**Alternative H2:**

We disagree with this option for our homes and community.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-25 13:20:42

**Alternative E3:**

Better access to downtown, airport and hotels from out of town. Less structural worries and fewer homes impacted. Some of the area it covers is already industrial area that is not appealing to our city or county already. I'd rather see it impacted than the nice neighborhoods and businesses on and around 5th West. It also seems to flow with the greenbelt and it's draw to visitors and citizens.

**Alternative H2:**

What are the structural concerns with building over the hatch pit? Especially right after closing and filling it in. Freeman Park has shifted and moved for many years after the landfill there was closed and filled in. Doesn't this meant structural integrity might not be good? I have also been told the city's water source and aquifer are below it and the test wells just west of the dump show contamination. It is also very concerning that construction would cut off all access to the north of Fairway Estates, as we have no other access point to the city and no way out of Fairway Estates since the developer will not build a bridge to connect us to the Lewisville Highway (which would also be impacted). Furthermore, 5th west has always been a popular route for bicycles going from Osgood to the greenbelt. What plans would be put in place to protect them as traffic increases? Many of the studies talk about pedestrian impact but H2 does not seem to really address the shift in pedestrian traffic issues.

Doesn't it seem equally important to protect traffic increases to and from Temple View Elementary? We would actually prefer to have it located near Fairway Estates (as I've been told would be an option). The school will be rebuilt sooner or later due to growth and the location of the school not being suitable for any expansion. Many of the students live off 5th West in those neighborhoods. The boundaries are bound to shift again as our growth in these neighborhoods is extensive! We need to consider the bus routes and other (high school and junior high) school traffic getting to and from school as growth happens. We need a safer alternative.

The residents, myself included, are very concerned about the effects on our subdivision but I'm equally concerned about the long term growth and structural integrity of the roads. Moving the hwy to this location seems to take traffic away from the towns attractions more than invite people to dine, visit and stay. I think E3 also gives better access to the expanding airport.

**Additional comments or suggestions:**

Pleas give more information as to why option C was removed. Many people thought this was the best option based on past meetings with ITD. It seems odd that it was eliminated during this phase.

**Name**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 10:14:31

**Alternative H2:**

This seems like the best option for all involved.

**Additional comments or suggestions:**

I appreciate the study and concern. No matter what is chosen it will make some upset, and i believe the H2 option disrupts less and provides better future growth for all.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-25 01:05:51

**Alternative E3:**

I like this one!

**Alternative H2:**

I don't like the idea of disturbing a landfill and getting rid of all the pedestrian and bike paths. I don't like this option.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

# I-15/US-20 Connector

**Submission Date**

2020-08-25 00:17:44

**Alternative E3:**

Alternative E3 will prove to be the best option. It provides the better access to the airport, and provides another bridge over the Snake River. It will have less of an impact on residential property and it won't take away business from the downtown area by taking traffic away from downtown.

**Alternative H2:**

H2 is a terrible plan and will have a great impact on the residents of Fairway Estates, Heritage Hills and River Acres. It will disrupt nesting bald eagles. It will also run over an existing landfill which could have long term consequences. Finally it will take tourists away from the city and eliminate much needed business to our downtown area.

**Additional comments or suggestions:**

With respect to the I-15/US20 interchange in Idaho Falls, I am writing in support of the alternative E3 option. This option will continue to feed the bulk of traffic into Idaho Falls, rather than route traffic around town. I feel that the H2 option will essentially route traffic around town and impact existing business that rely on travelers interchanging from I-15 to US-20. H2 will then travel over a current landfill which will continue to settle over time and potentially have long term consequences. It will disrupt the current habitat of a pair of nesting bald eagles. Option E3 will provide for easier access to those trying to reach the airport. Additionally the existing route of the interchange will be utilized, therefore with the E3 option there will be less impact on established residences than with the H2 option. The H2 option will not only increase traffic and traffic noise for the Fairway estates area, but will also likely reduce property values for that growing subdivision. Choosing H2 will have a great impact to a large amount of residents in Fairway Estates, Heritage Hills as well as River Acres. As a resident in one of those subdivisions I can't sit by idly while you greatly disrupt our quality of life. Please route our traffic through town, and pick the E3 alternative for the I-15/US20 interchange.

Thank You

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 23:58:09

**Alternative E3:**

The E3 option is the best of the two. It keeps motorists in Idaho Falls and closer to the airport. While it is unfortunate for any business or person who would be impacted by this design, it is reasonable to expect possible road improvements to happen in this area.

**Alternative H2:**

The H2 option has the worst impact on residential neighborhoods. The people of these neighborhoods would never have imagined that a major highway interchange could end up in their backyards. It is not a reasonable option.

**Additional comments or suggestions:**

Thank you for the work to improve our city.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 23:53:36

**Alternative H2:**

Seems like this options affects a lot of personal property and people, which of course have lived in these areas for a very long period. Properties that have been passed on from one generation to another in some cases. I think this option would be far more disruptive to the community than the E3 option. Plus I am not sure how stable or feasible it would be to build a road through a land fill that has been there for 40 Plus years. I advise against this option, and yes I and my family would be personally affected by the H2 option.

**Additional comments or suggestions:**

Definitely suggest getting every ones opinion that will be affected property wise before deciding on a plan.  
inform the of the possible price to be paid to them if property is used in project and option they may have to move or voice some further concerns.

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 23:37:16

**Alternative E3:**

This alternative is well suited to move the traffic easily to Highway 20. This is much better than H2 alternative. H2 impacts many homes and a large high subdivision. Increasing noise, traffic, and lowering home values significantly.

**Alternative H2:**

Damages farmland, drastically reduces home values and increases noise, traffic, and congestion to existing homes and a large upscale subdivision.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 23:17:43

**Alternative E3:**

I think E3 makes a lot more sense as it would be beneficial for Idaho Falls businesses. It would negatively impact economic activity as H2 option moves the freeway away from those areas.

**Alternative H2:**

North of the current exit to highway 20 gets closed off frequently during the winter and wind. I foresee more traffic issues because of this

**Name**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 23:13:43

**Alternative E3:**

This is a good option! I've heard there are plans to expand the airport so easier access is so smart and makes a lot of sense. We also save the environment more with this alternative.

**Alternative H2:**

This is going to be a problem for the Bald Eagles nesting along 5th West. And I think it's going to be much more expensive to make a dump stable enough to build a huge interchange. This also messes with farmland, and I worry about the aquifer and what this option might do to our drinking water.

**Additional comments or suggestions:**

I live right between these two options, but I feel that it is safer and cleaner to keep the busy streets closer to town.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 23:09:44

**Alternative E3:**

Local businesses depend on the traffic at this interchange and will severely be affected in a negative way if traffic is diverted away from them.

**Alternative H2:**

Hatch pit, local farmers, homeowners and bald eagles all will be affected negatively with this location. Why divert traffic away from downtown where people and businesses depend on this exit.

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 23:01:07

**Alternative E3:**

I like that this alternative has less environmental impact. This one also keeps traffic closer to town which benefits the businesses around the interchange. This also gives easy access to the airport and INL workers near the airport and on 5th West. With plans to expand the airport, easy access is a huge benefit for the growth of Idaho Falls.

**Alternative H2:**

This alternative not only goes through farmland, but could also disrupt the bald eagles that nest on 5th West. Also, I worry about all of us on 5th West, Lewisville Hwy, and 33rd North who have private wells. Having to stabilize the landfill sufficiently to hold such a large interchange could cause toxic waste to leach into the aquifer affecting the water of many homeowners and the millions who get water from the Snake River Plain Aquifer.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 22:51:35

**Alternative H2:**

I believe H2 is better because it moves the interchange further from the city center and the river, which to my mind is the greatest asset for the future in Idaho Falls. Open space near the river will grow in value as the years pass. Why ruin it with freeway noise and smog which will inevitably follow. I lived in Los Angeles for 30 years.

There is nothing nice about being under or near a freeway overpass or connector. Why put it in town where it will rapidly become obsolete anyway? If you can move it further north you could add lanes and access more easily in the future.

I know no one wants their property disrupted but there are possibilities for the greenbelt, an extended bike path, more park area along the river for pedestrian enjoyment. The temple area, old downtown, the falls area, Freeman park will all eventually become undesirable areas if they are close to a freeway interchange and lots of traffic.

**Additional comments or suggestions:**

I think further north would be even better. It is amazing how quickly highway improvements are not enough for the traffic. Look at Sunnyside. Move further into the country when you can. I speak from the experience of watching road improvements become obsolete almost before they are completed when I lived in California. In my opinion the river area in town is worth preserving and expanding it's beauty and usefulness to the population of Idaho Falls and our visitors. Not to be wasted as a traffic corridor.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 22:50:54

**Alternative E3:**

There will be less impact on the surrounding community with this plan. The negative aspects, such as light, pollution and noise will be confined to the downtown area which is already impacted by those things.

**Name****Address**

## I-15/US-20 Connector

### Submission Date

2020-08-24 22:46:46

### Alternative E3:

This option seems less costly and makes more sense over time. This seems like it interferes with less residential and would benefit commercial properties.

### Alternative H2:

This option will impact residential home owners and farm land that is still very important to Idahoans. The cost to clean up hatch pit and make it a stable building site Seems extreme at best. Why wouldn't ITD use the side road already in use next to Bish's as a freeway on-ramp instead of pushing it out into farm land. Why inconvenience residential areas forever when there are so many other options.

### Race and Ethnicity

## I-15/US-20 Connector

**Submission Date**

2020-08-24 22:13:01

**Alternative E3:**

This is the better option and solves more issues.

**Alternative H2:**

This is a horrible plan. It puts a major highway right where we don't need one.

**Additional comments or suggestions:**

Use plan E3

**Name****Address****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:39:31

**Alternative E3:**

Looking at E3, I am not a fan of removing businesses that have been there long before the traffic came like this. And then also having to move houses and apartments, its not the best decision. I do see how it would help with traffic flow but hurts the local businesses and residents in those ares affected.

**Alternative H2:**

I do think this would be the best option, however could there be a different way to route around current houses and landfill area? I hate seeing farmland shrink even more causing a strain to grow more product out of less land. You can only do that so much before you run out of land and have no food.

**Additional comments or suggestions:**

Would there be any way that there could be a off ramp that is made south of Walmart that can take US 20 traffic on it and run overhead of 15 and part of 20 to a place that won't disrupt more land than needed and keep traffic flowing? And for south bound traffic from US 20 to I15, an overhead pass of 20 until south of Broadway to merge traffic there and keep it to the current footprint area? And with the overpass more, maybe look into heating the bridge to help reduce ice build up there as well? Just throwing out an option that I am thinking of.

I live north of Idaho Falls and always wonder how traffic will be at Broadway so a fix would be good, however taking out homes and businesses to me is the worst way to do it. Farm land is a little easier but still, loos of farmland to feed a growing population.

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:29:48

**Alternative E3:**

This alternative seems to affect the least amount of residential properties.

**Alternative H2:**

This alternative would have a huge impact on not only the homes it would go through on 5th West but also to the whole Fairway Estates subdivision. It would cause a quiet developed subdivision to become highway bordering homes. I am a builder in Idaho Falls and this alternative would cripple this area's development and property values.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:28:39

**Alternative E3:**

preferred option for this resident

**Alternative H2:**

Worried about proximity of high value real estate to the new proposed interchange, and the possibility that land values and therefore taxation values would decrease

**Name****Address****Email****Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:28:35

**Alternative E3:**

I'm in favor of alternative E3. E3 impacts the fewest residential area, requires less construction and provides the most direct hookups to I 15 and Hwy 20.

**Alternative H2:**

This is a poor alternative impacting significant residential areas, traversing existing landfill issues, and appears to require significantly more construction than alternative E3.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:22:21

**Additional comments or suggestions:**

Considering the Lewisville/US-20 exit going north, maybe it could be shifted down to where the existing Iona light is? The current exit really can be a mess, and at times dangerous, because people get tired of waiting to turn left, causing near accidents. Hooking up to the existing light would at least give some relief

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:21:20

**Alternative E3:**

This is the best alternative because it will help access to the airport and provide safety for the the Skyline high-schoolers, while increasing volume to downtown which would help in the revilation of down area.

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:21:06

**Alternative E3:**

Please use this option

**Alternative H2:**

Bad option. This option may significantly impact one of the largest neighborhoods in Idaho Falls, decreasing home values.

**Additional comments or suggestions:**

Please choose alternative E3.

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:13:48

**Alternative E3:**

Better access to the airport. Less impact to residential property. This will also improve access to our beautiful downtown area which will be a great economic boost to the economy.

**Alternative H2:**

I am a property owner in Fairway Estates, we feel this option will greatly reduce our property value. It is also unsafe because of the building over a landfill. It will impact the beautiful Eagle habitat on 5th West. This option is also the most costly. It will eliminate the bike lanes for north Idaho falls. I believe this is clearly an unsafe and unwise solution.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:12:14

**Alternative E3:**

Does very little for the problem. I don't see that it makes a big enough impact for the chaos that will be in place while it is implemented.

**Alternative H2:**

Does not give enough data to make a decision on the impact of the Temple View Antares area.

**Name****Address****Email****Phone****Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:11:52

**Alternative E3:**

We support this option. Minimal impact. Good access to airport

**Alternative H2:**

Do not support this option. Bad for existing homeowners. More expensive. Hatch pit could contaminate.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:06:56

**Alternative H2:**

This decreases property in the fairway estates neighborhood. It is also structurally not safe to build over a land fill. This will require residents to move out of their houses.

**Name**

**Address**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 21:00:18

**Alternative E3:**

This seems to make the most common-sense alternative. It disrupts neighborhoods, or residential areas the least.

**Alternative H2:**

I live just north of this proposed alternative. Totally against this! I don't want traffic coming through this residential area. This defeats the reason why we moved here - to get away from the congestion and traffic. If this proposal gets passed, we will sell our house and move. We don't want the traffic noise or the traffic!! I can already hear the traffic noise from I-15 and US-20, and certainly don't want it any closer. Please do NOT let this proposal happen. E3 makes sense without the residential disruption. NO!!!!

**Name****Address****Email****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 20:56:18

**Alternative E3:**

This is the best option. PLEASE ignore the previous comment regarding H2. I accidentally typed in the wrong box!

I-15/US-20 Connector

**Submission Date**

2020-08-24 20:55:11

**Alternative H2:**

I think this is the best option. Thank you.

## I-15/US-20 Connector

**Submission Date**

2020-08-24 20:53:41

**Alternative H2:**

Prefer this alternative. Spreads the congestion out much farther than E3 which only buys a few hundred feet.

**Name**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 20:20:09

**Alternative E3:**

I prefer this alternative. It appears that this will affect far less people as the length of new road is far less. I also like the easier access to the airport.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 20:04:09

**Alternative E3:**

This alternative makes more sense. Not only money wise but convenience. Easier access to the airport, ability to easily get to local hotels and restaurants.

**Alternative H2:**

This alternative will be tremendously expensive. Not only will it bypass hotels, restaurants and the airport. It will also run through a residential area displacing residents and lowering home values. Not to mention the farm ground that is needed for food. At last but not least building over a landfill is just asking for trouble.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

# I-15/US-20 Connector

## Submission Date

2020-08-24 19:58:10

## Alternative E3:

- Provides quick access and improves visibility for the Idaho Falls Airport.
- Minimal impact to residential and agricultural areas.
- Keeps traffic in current location which is less confusing to people who travel to I-20 (i.e. BYU-I, Island Park and Yellowstone) • Allows visitors to be directed through our city center where they will stop and spend money.
- Adds a bridge which gives better access for residents and visitors to cross the Snake River.
- Improves access to the current downtown infrastructure.

## Alternative H2:

- The “hatch pit” dump was used as a city landfill 30 years ago. Illegal dumping was common. Disruption will further contaminate the aquifer.
- Structural concerns with building over a landfill are very valid. This land will settle and move over time and is not suitable for a high use road.
- This alternative is the most costly and is not a prudent use of taxpayer money.
- Alternative H2 moves traffic away from the center of town and will negatively impact revenue from tourism as visitors will pass by Idaho Falls and move through farmland rather than our downtown developments. It doesn't provide access to the airport.
- The Split Diamond Interchange is confusing for drivers. • The Lewisville Highway and 5th West will need costly widening and improvements to manage increased traffic flow from new interchanges.
- Construction will cut off all access for all neighbors who live north of the proposed freeway.
- Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.
- Property Values will plummet.
- Traffic and construction noise for residents will be ongoing.
- I-15 north of Exit 119 is frequently closed due to dust and visibility concerns. Moving the exit further north will have a negative impact on traffic flow due to Idaho's wind.
- Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.

## Additional comments or suggestions:

Please choose Alternative E3.

## Name

## Address

## Email

## Phone

## Gender

## Are you disabled?

## Race and Ethnicity

# I-15/US-20 Connector

## Submission Date

2020-08-24 19:55:51

## Alternative E3:

- Provides quick access and improves visibility for the Idaho Falls Airport.
- Minimal impact to residential and agricultural areas.
- Keeps traffic in current location which is less confusing to people who travel to I-20 (i.e. BYU-I, Island Park and Yellowstone) • Allows visitors to be directed through our city center where they will stop and spend money.
- Adds a bridge which gives better access for residents and visitors to cross the Snake River.
- Improves access to the current downtown infrastructure.

## Alternative H2:

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- Alternative H2 moves traffic away from the center of town and will negatively impact revenue from tourism as visitors will pass by Idaho Falls and move through farmland rather than our downtown developments. It doesn't provide access to the airport.
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- Construction will cut off all access for all neighbors who live north of the proposed freeway.
- Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.
- Property Values will plummet.
- Traffic and construction noise for residents will be ongoing.
- I-15 north of Exit 119 is frequently closed due to dust and visibility concerns. Moving the exit further north will have a negative impact on traffic flow due to Idaho's wind.
- Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.

## Additional comments or suggestions:

Please choose Alternative E3.

## Name

## Address

## Email

## Phone

## Gender

## Are you disabled?

## Race and Ethnicity

**Submission Date**

2020-08-24 19:54:05

**Alternative E3:**

- The “hatch pit” dump was used as a city landfill 50 years ago. Illegal dumping was common. Disruption will further contaminate the aquifer.
- Structural concerns with building over a landfill are very valid. This land will settle and move over time and is not suitable for a high use road.
- This alternative is the most costly and is not a prudent use of taxpayer money.
- Alternative H2 moves traffic away from the center of town and will negatively impact revenue from tourism as visitors will pass by Idaho Falls and move through farmland rather than our downtown developments. It doesn't provide access to the airport.
- The Split Diamond Interchange is confusing for drivers. • The Lewisville Highway and 5th West will need costly widening and improvements to manage increased traffic flow from new interchanges.
- Construction will cut off all access for all neighbors who live north of the proposed freeway.
- Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.
- Property Values will plummet.
- Traffic and construction noise for residents will be ongoing.
- I-15 north of Exit 119 is frequently closed due to dust and visibility concerns. Moving the exit further north will have a negative impact on traffic flow due to Idaho's wind.
- Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.

**Alternative H2:**

- Provides quick access and improves visibility for the Idaho Falls Airport.
- Minimal impact to residential and agricultural areas.
- Keeps traffic in current location which is less confusing to people who travel to I-20 (i.e. BYU-I, Island Park and Yellowstone) • Allows visitors to be directed through our city center where they will stop and spend money.
- Adds a bridge which gives better access for residents and visitors to cross the Snake River.
- Improves access to the current downtown infrastructure.

**Additional comments or suggestions:**

Please choose Alternative E3.

**Name**

L

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 19:51:33

**Alternative E3:**

I am supportive of this alternative.

**Alternative H2:**

No. Absolutely not

**Additional comments or suggestions:**

We pay the 2nd highest taxes in Bonneville County. Have you considered what impact this will have on the value of my brand new home in a desired subdivision? What about protecting the nest of bald eagles that will be impacted whose nested in Fairway Estates Area for decades? Residential safety so close to what we know will result in an expansion of commercial business and the INL site creeping slowly north toward us every year? What about the families and community and school buses that will be rerouted. What about the impact on crime in the area? And my gosh the noise we already have from the east side where Lewisville highway runs and the airport. The golf courses business will likely cease to thrive as well there is no draw to recreate in the middle of three major roadways another potential loss of revenue. Then we have the landfill. Wow. That's going to be expensive to fix and prepare. E3 is a better solution with far less impact on families and taxpayers.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

### Submission Date

2020-08-24 19:49:30

### Alternative E3:

- Provides quick access and improves visibility for the Idaho Falls Airport.
- Minimal impact to residential and agricultural areas.
- Keeps traffic in current location which is less confusing to people who travel to I-20 (i.e. BYU-I, Island Park and Yellowstone) • Allows visitors to be directed through our city center where they will stop and spend money.
- Adds a bridge which gives better access for residents and visitors to cross the Snake River.
- Improves access to the current downtown infrastructure.

### Alternative H2:

- The “hatch pit” dump was used as a city landfill 30 years ago. Illegal dumping was common. Disruption will further contaminate the aquifer.
- Structural concerns with building over a landfill are very valid. This land will settle and move over time and is not suitable for a high use road.
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- Property Values will plummet.
- Traffic and construction noise for residents will be ongoing.
- I-15 north of Exit 119 is frequently closed due to dust and visibility concerns. Moving the exit further north will have a negative impact on traffic flow due to Idaho's wind.
- Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.

### Additional comments or suggestions:

I would like Alternative E3 to be chosen.

### Name

### Address

### Email

### Phone

### Gender

### Are you disabled?

### Race and Ethnicity

**Submission Date**

2020-08-24 19:43:14

**Alternative H2:**

Please remove this alternative as an option for the new freeway exit. Homeowners in this area did not buy their home in hopes of having it swallowed by an overpass. We live out here to be away from the city. So do bald eagles and other raptors as evidenced by their many nests in and around our neighborhood. This alternative is no alternative at all. It's more than a NIMBY (not in my backyard) issue. It's more than in our backyards. It's on top of our homes.

**Submission Date**

2020-08-24 19:16:49

**Alternative E3:**

E3 will have the least impact to residential and agricultural areas. It would use and be an improvement to the current infrastructure which would not require creating miles and miles of new road. It would provide quicker access and improves visibility for the Idaho Falls Airport. I would like to see economic growth in this area where there are already many businesses. I believe better access from E3 would help do so. Creating a new access would bring traffic through an area which is currently residential and farmland. I believe this would have long lasting economic and potentially devastating consequences on a downtown area that is already struggling. Please don't move the current location of the freeway's intersection. I also like that this option adds a bridge which gives better access for residents and visitors to cross the Snake River.

**Alternative H2:**

H2 would disrupt many agricultural and residential areas. I also understand that there are bald eagles in the H2 area and could be harmful to the nesting site of an endangered species and protected animal. The proposed area goes right through the Hatch Pit dump site. The drilling into and disruption of which could potentially contaminate the aquifer. This could cause unknown and dangerous side effects on the nearby agriculture and human lives.

The Lewisville Highway and 5th West will need costly widening and improvements to manage increased traffic flow from new interchanges.

Construction will cut off all access for all neighbors who live north of the proposed freeway.

Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.

Property Values will plummet.

Traffic and construction noise for residents will be ongoing.

I-15 north of Exit 119 is frequently closed due to dust and visibility concerns.

Moving the exit further north will have a negative impact on traffic flow due to Idaho's wind.

The Split Diamond Interchange is confusing for drivers.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 19:11:42

**Alternative E3:**

This is a much better option. The other one you go by 5 subdivisions. Noise would be offensive

**Alternative H2:**

Horrible

**Additional comments or suggestions:**

I would go North 4 to 5 miles then over.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 18:42:43

**Alternative E3:**

This alternative may be more expensive than H2 but sure impacts fewer housing developments such a Fairway Estates and Heritage Hills. I agree with all of the comments submitted so far against H2 and in favor of E3.

**Alternative H2:**

I agree with all of the comments submitted so far against Alternative H2. It really does impact many established housing developments and is so close the dirt and dust blowing from the SW into Fairway Estates and the Sage Lakes Golf Course could be unbearable. We get high wind days anytime and especially in the early spring. Noise would also be a distraction on the golf course.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 18:41:53

**Alternative E3:**

I believe this is an acceptable alternative vs. all the other proposals over the past two years - it does not appear to interrupt residential areas.

**Alternative H2:**

This is acceptable. There appears to be less impact in this area - less existing development.

**Additional comments or suggestions:**

As a resident of Antares Dr., I thank you for removing Option C3 from consideration. I am still concerned about the possible future extra lanes mentioned. I still would like to see large barrier walls established sooner or later as the noise is even now overwhelming at peak traffic. Thanks for allowing comments - change is hard and people will be unhappy with any of these proposals, but the current traffic pattern is not working and something does need to be done.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 18:36:04

**Alternative H2:**

No to this option. Farm ground a values to real estate will take a big hit. Will impact a 10+ years bald eagle nest.

**Submission Date**

2020-08-24 18:22:16

**Alternative H2:**

Please see additional comments below against alternate H2!

**Additional comments or suggestions:**

Good afternoon,  
I'm writing in regard to the proposed plans for the I 15 connector from Hwy 20. Our family home is in direct line of the proposed Alternative H2, and as such, we are at risk of losing our home and property in order to connect the highway to the interstate. Aside from the loss of our home, our equine facility and the properties surrounding us, there are numerous issues that are of great concern. The loss of property value in the surrounding area for local residents will be astronomical. We will no doubt suffer from increased traffic and noise. We will also see a loss of property tax revenue for the City of Idaho Falls as Fairway Estates residents pay one of the highest tax rates of all city neighborhoods. Option H will change the appeal of the area and limit options for city residents who want nicer homes that are annexed into the city. We were also informed by the City of Idaho Falls that building over the landfill was not an option and at most, a park/rec area would be the most that could be done to fill in the hatch pit there. Eaglewood Road was left open to the South with the intent to connect to 33rd N and the proposed park. This highway would destroy that access. There are numerous safety concerns for cyclists, pedestrians and school children who will be impacted by option H. Option H will drive highway traffic away from the downtown area, resulting in loss of local revenue for local businesses. One of the most important things that will be destroyed by Alternative H2 will be the nesting and breeding grounds on E. River Rd across from the Pevero Rd entrance at Fairway Estatea. For many years, Bald Eagles have been breeding and nesting here. They are a federally protected species and to see their refuge possibly annihilated in the name of growth, when there are other more viable options available, is an utter travesty.

Alternative E would expand the highway where needed. Thus, giving easy access to hotels, restaurants and businesses; and allowing our neighborhoods to thrive without freeway traffic. It would further protect the Eagles and their home, and also protect our homes and livelihoods from destruction.

I trust that these comments will be taken into consideration when looking at proposed plans to grow the city and connect the highway. There are alternate, viable options available to us and we need to look at those more closely.

**Name**

**Address**

**Email**

**Phone**

I-15/US-20 Connector

**Submission Date**

2020-08-24 18:11:58

**Alternative H2:**

I live in fairway estate's. I don't want my property value to go down.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 17:32:35

**Alternative E3:**

This is a great common ground to accommodate the growth of our town and preserve our local, wild environment.

**Alternative H2:**

This will negatively impact residential neighborhoods, lower property values, and interfere with a natural habitat and nesting of bald eagles. It could also pollute our water.

**Additional comments or suggestions:**

Please consider the need to maintain our local cultures & communities. Improved infrastructure is necessary but not at the cost of the town & it's residents.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 17:21:00

**Alternative E3:**

I like that a motorist can get on highway 20 from Science center drive. Suggest widening science center drive toward Fremont avenue to be safer and more efficient. I like that this preserves more access to current downtown business.

**Alternative H2:**

If H2 is selected, the connection to Lewisville highway needs to be coordinated with the planned future outlet of the Fairway estates neighborhood on to Lewisville highway for safety and efficiency. Additionally, the increased highway speeds accommodated by this design will result in higher noise. Please install sound walls to prevent noise pollution in nearby neighborhoods. East River road provides pedestrian and bicycle access to Freeman park and the greenbelt for the Fairway Estates and Riverside acres neighborhoods. Any exchange with this road should provide efficient, continued access for bicyclists and pedestrians.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-24 17:12:14

**Alternative E3:**

I would like to write in support of Alternative E3. Of all the proposals, I believe that E3 will have the least impact to residential and agricultural areas. It would use and be an improvement to the current infrastructure which would not require creating miles and miles of new road. It would provide quicker access and improves visibility for the Idaho Falls Airport. I would like to see economic growth in this area where there are already many businesses. I believe better access from E3 would help do so. Creating a new access would bring traffic through an area which is currently residential and farmland. I believe this would have long lasting economic and potentially devastating consequences on a downtown area that is already struggling. Please don't move the current location of the freeway's intersection and vote for E3.

**Alternative H2:**

There are many environmental issues with the H2 option. The new proposal

1. Would disrupt many agricultural and residential areas.
2. I understand that there are bald eagles in the H2 area and could be harmful to the nesting site of an endangered species and protected animal.
3. The proposed area goes right through the Hatch Pit dump site. The drilling into and disruption of which could potentially contaminate the aquifer. This could cause unknown and dangerous side effects on the nearby agriculture and human lives.

I would not like to gamble on human or animal life and would encourage you to vote against H2.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 17:10:38

**Alternative E3:**

In running a business located North and a bit East of the Science Center Drive exit, this alternative seems to be the only viable option. This plan seems to address all of the traffic issues and minimizes the business/access issues that option H2 will create. We feel Option E3 is the only one of the remaining options that will not shut down multiple businesses on the US-20 corridor.

**Alternative H2:**

Option H2 will create unneeded financial losses/ location closures for businesses located Northwest and Southeast of the historic US-20 corridor. This option should be scrapped due to the impact tax paying businesses will suffer if selected. We cannot endorse this plan in part or in its entirety. It would appear the chance for litigation if H2 is selected is far more likely than if option E3 is chosen.

**Additional comments or suggestions:**

If E3 is determined not to be feasible, H2 should not be selected, suggest further engineering should be sought for options not presented prior.

**Email****Phone****Gender****Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 17:04:34

**Alternative E3:**

I like this plan best. It gives better access to our city and doesn't impact people who have bought homes here since the traffic is already here.

**Alternative H2:**

I am 11 years old and I live north of this planned road. This road would stop me and my friends from being able to ride our bikes to our friend Ben's house. I live in Fairway Estates and he lives in Heritage Hills. We all go to school together and in the summer, we can all ride our bikes to Freeman Park and the River. If you build a freeway here with a big exit, my friends and I will not be able to walk or ride to each other's houses. My family also likes to ride bikes to the river and this would make it impossible for us to do that. You might say that I will be older when this is built, but I have younger siblings and there are lots of little kids in my neighborhood. This will be a problem for them too and all of the kids who live here after us. Please don't build a huge freeway and make it unsafe for kids to ride bikes here and see their friends from school who live on or across 5th West.

**Additional comments or suggestions:**

Please don't build Alternative H2. A lot of families call this area home and you would ruin the things we like about living here. You want to tear down my friend Anna's house and her horses will not have a place to live. You shouldn't tear down people's houses. Choose E3.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-24 16:44:49

**Alternative E3:**

I would like to write in support of Alternative E3. Of all the proposals, I believe that E3 will have the least impact to residential and agricultural areas. It would use and be an improvement to the current infrastructure which would not require creating miles and miles of new road. It would provide quicker access and improves visibility for the Idaho Falls Airport. I would like to see economic growth in this area where there are already many businesses. I believe better access from E3 would help do so. Creating a new access would bring traffic through an area which is currently residential and farmland. I believe this would have long lasting economic and potentially devastating consequences on a downtown area that is already struggling. Please don't move the current location of the freeway's intersection and vote for E3.

**Alternative H2:**

There are many environmental issues with the H2 option. The new proposal

1. Would disrupt many agricultural and residential areas.
2. I understand that there are bald eagles in the H2 area and could be harmful to the nesting site of an endangered species and protected animal.
3. The proposed area goes right through the Hatch Pit dump site. The drilling into and disruption of which could potentially contaminate the aquifer. This could cause unknown and dangerous side effects on the nearby agriculture and human lives.

I would not like to gamble on human or animal life and would encourage you to vote against H2.

**Additional comments or suggestions:**

I would be curious to know if using West 33 N/Iona Road has been considered? Why is IDOT considering building H2 (which for the most part doesn't use a lot existing road ways Whereas using the West 33 N/Iona Road would be much shorter (and less expensive then building miles and miles of new freeway.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 16:44:21

**Alternative E3:**

I like that this option keep traffic coming past the river and the Idaho Falls area near the river and temple. Creating a new route through a land fill and middle of a field seems anything but right. It seems like an afterthought. I would rather have the new roadway integrated into existing Idaho Falls instead of routing it away from the river feeling that the current roadway offers

**Alternative H2:**

Routing this through a landfill cannot be safe. Who knows what may happen to the ground and how unstable the ground may become over the years. This option also is directly south of Fairway Estates neighborhood, which is full of expensive homes. This is not a good option.

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 16:31:42

**Alternative E3:**

I believe the E3 plan is a better choice for the following reasons:  
Minimal impact to residential and agricultural areas.  
The 15/20 exchange will be in the same general location it has always been,  
less confusion for existing residents as well as visitors.  
Better for downtown revenue!

**Alternative H2:**

I oppose the H2 plan for the following reasons:  
It will be very very costly to build this.  
Protected Eagle nesting nearby.  
Potential contamination to the aquifer.  
Instability of building on the landfill.  
Very bad for the property values north of it.

**Name****Address**

**Submission Date**

2020-08-24 15:59:01

**Alternative E3:**

This seems to be the best option available. This minimizes impacts to families and residential properties, while maintaining important access to the airport and downtown businesses. This is also the most cost efficient option, so saving general funds while maximizing benefits to travelers and local the economy. Clearly this benefits more members of our community while minimizing impositions to families.

**Alternative H2:**

"The interchange design has not been finalized"? This is inadequate for comparison and public comment with with E3 at this point in the process. "More analyses are performed during NEPA process to investigate the other interchanges"? This is also inadequate for public consideration at this point. This plan is poorly explained in the online tutorial, with many uncertainties identified in the online video. It is difficult to understand what this will look like and how it will function without the uncertainties determined and clearly communicated. Collector roads do not facilitate smooth traffic flow and rely on expensive interchange design north of the economic center for collector roads to be effective. This also assumes that non-local traffic are the problem, which is not the case. Non-local traffic should be directed to local businesses, not north of town and away from businesses. The cost of this alternative is a poor use of tax dollars. The video ends with the statement that some details will be determined later.....This entire option seems rife with uncertainties that cannot be commented upon. This is the public comment period and we need these details. Option H2 will significantly impact the fabric of our community by severely depreciating the value of many homes, and significantly damaging the lives of many families. This option is clearly unnecessary and the comparison of the two options is inadequate given the uncertainties with H2, therefore decision makers will be liable for the unnecessary damage to families, should H2 be selected. Halloween celebrations on Pevero Drive and Fairway Estates are a benchmark of the community of Idaho Falls and this important thread to the fabric of our community will be torn from this neighborhood. There are also very serious environmental concerns with this option considering the hatch pit, nesting eagles, ospreys, and other protected species. In this area we take many of these natural resources for granted. Eagles, raptors, and falcons are a huge success story across our country, and H2 will displace several Bald Eagle, Swainson and Osprey nests, further impacting another thread to our community. The hatch pit needs to be treated seriously considering the proximity to the Snake River and the delicate situation with the Snake River Aquifer. Constructing near or around the open pit or recently closed pit would also open decision makers up to serious litigation if H2 is selected. The comments about litigation here are not threats, but serious concerns from a concerned member of your constituency. I do not want my government operating frivolously, or irresponsibly. The courts are present to provide repercussions for poor management decisions and I am concerned that my government will be vulnerable due to several factors listed above if H2 is selected.

**Additional comments or suggestions:**

H2 lists too many uncertainties which does not allow for a fair comparison between the two plans. H2 is not necessary with the good option of E3. H2 is not cost efficient in the current scenario. Finally, H2 will significantly impact several threads to our community and it simply is not necessary for that to occur.

**Name**

## I-15/US-20 Connector

**Submission Date** 2020-08-24 15:48:01

**Alternative E3:** Yes

**Alternative H2:** No

**Additional comments or suggestions:** I think the use of county line road should be revisited. The road is already there, the bridge is already there. It is already a travel path for heavy trucks as well a cars. I believe that it was dismissed too easily.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-24 15:34:38

**Alternative E3:**

This seems like the logical choice with apparently lower cost of construction while maintaining some level of access to the Idaho Falls City Core. There are too many towns that have become run down and dilapidated because the highway passed them by.

**Alternative H2:**

This approach has several shortcomings:

Building over an old landfill is fraught with risk and increased costs and would not be considered a good engineering practice.

While the current alignment is shown a short distance from Fairway Estates, there is a significant chance that there will be noise issues that should be abated.

There are nesting Bald Eagles near the location that should be considered.

There are nesting humans that also deserve significant consideration.

It will be quite costly to maintain access for those who live north of the alignment during construction.

There may well be significant degradation in property values for the homes located near the proposed route.

Has the exit ramp at the Lewisville highway been coordinated with the new Bridge mandated by the City of Idaho Falls to connect Fairway Estates to the Lewisville highway?

**Additional comments or suggestions:**

There are notes on your summary regarding connectivity for pedestrian and bicycle traffic, yet there is no indication of how that connectivity would work with the various options. It make sense to construct the section along Fairway and west to the river as a parkway with a bike path, located between the highway and the residential area, to connect to the existing greenbelt through Idaho Falls.

It looks like the H-2 alignment has been moved to the south along Fairway Estates, although not far enough. Perhaps that distance is just enough to avoid mandated sound attenuation requirements? In order to protect the residents in that area, there should be noise abatement through trees and greenscape used in conjunction with "quiet" asphalt paving. I would also suggest a lower speed limit in that area.

**Name**

**Address**

**Email**

**Phone**

**Submission Date**

2020-08-24 15:29:17

**Alternative E3:**

I for one support E3. This pushes the HWY north, creates a new on ramp/off ramp. lessens the likeliness of traffic. Not to mention during the construction phase of E3, current HWY 20 to include the off ramp and on ramp onto Grandview can still be utilized, while the new on ramp and off ramp just north will be under construction. this seems like a win win for everyone. keep business and traffic flowing. no hiccups or hesitation in any plans, all while being able to work on the new off ramp/on ramp completely free with no impacts.

**Alternative H2:**

I just built my dream home in Fairway Estates, right along the new development on Rock Hollow Lane. This cost my wife and I all we had, we were both exited to spend our time here in our new dream home. Now we find out that we might walk out our backyard and look at the freeway.....this is a crushing blow to both of us. Not to mention the rest of the residences on Pevero. I'm sure you have also heard and read the comments on the risk of building over a landfill, not to mention the bald eagle habitat that we have. Has the ITD also thought about how this will adversely impact the Idaho National Laboratories buildings that will only be a few hundred yards away? What purpose does it serve to move HWY 20 only a little bit to destroy many peoples dream homes. What happens to the businesses that are already established, what happens to their foot traffic after you relocate hwy 20?

**Phone**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 14:06:14

**Alternative H2:**

Opposition to Alternative H2 the Hatch pit has been in use for 50 years and only the last few years has it been a construction material landfill. to dig up all the chemical and toxic waste that has been buried for at least 30 years would cause a lot of environmental pollution to the air and contaminate the aquifer. The values of our property will decrease. I think that Alternative E3 is a better choice because it keeps traffic in current location and visitors in the city of Idaho Falls

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 13:47:48

**Alternative E3:**

I support this option. It's clearly a less costly alternative than H2, it keeps traffic where it needs to be closer to the central part of the city plus access to the airport is easier. Impact to residential neighborhoods is also less than H2

**Alternative H2:**

Poor choice period. Requires new construction of roads, takes out agricultural land and impacts many residential homes of established neighborhoods.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 13:38:56

**Alternative E3:**

See comments

**Alternative H2:**

See comments

**Additional comments or suggestions:**

The solution chosen should:

1 Be the most cost effective.

2 Provide the best traffic remediation for the longest period of time.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 13:34:20

**Alternative E3:**

I like this plan. Less environmental aspects. Keeps the highway closer to Idaho Falls where our city can be seen by out of town era and tax dollars to be spent.

**Alternative H2:**

This takes the highway too far away. I don't like it. It will take away from the quietness of the country living. Too noisy. There are many toes of wildlife that wander these farm fields. It would be detrimental to the wildlife.

**Name**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 13:04:54

**Alternative E3:**

This feels like a great common ground between the need to accommodate the growth of our town and the need to preserve our local landmarks.

**Alternative H2:**

H2 will negatively impact residential neighborhoods, lower the value of property and homes, interferes with the natural habitat and nesting of breeding bald eagles, and could pollute our water by building over an unstable dump site.

**Additional comments or suggestions:**

Please consider the need to maintain local culture and communities. I support improved infrastructure but not at the cost of my town and its residents.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 12:42:29

**Alternative E3:**

I feel E3 offers the best solution because of minimal impact to residential and peaceful agriculture areas. Keeps traffic in current location. Allows visitors to be directed through our city center, and it improves access to downtown infrastructure

**Alternative H2:**

I totally oppose this alternative because #1 I am the 1st house on pevero dr. And there is no way the 2 lanes existing will support the added traffic without widening, It will ruin our peaceful way of life and property value. We all in this neighborhood are well aware of the current hatchpit dump water contamination, so building a bridge on it would be a bad decision. I can continue listing many other reasons, but this alternative would devastate my families life!

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 12:30:13

**Alternative E3:**

this option only moves the problem of I15 /US 20 congestion further East to Science Center Dr. You still have the traffic from INEL that will be a mess at science center dr.

**Alternative H2:**

this is the least evasive option there is. there will only be two businesses interrupted and a FEW homes. property values will not drop as some people have stated. it only makes sense to put the new bridge further away from the current location to alleviate problems with weaving. Also, roads through farm land and old land fills are easier and less costly than spaghetti bowels like option E3.

**Additional comments or suggestions:**

in the mean time, East bound traffic from I15 on to Us 20 should have a "free" right turn in ONE lane, and East bound traffic from Grand-view should take the left lane as a green light for through traffic. A traffic barrier could separate the two merging lanes of traffic.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-24 12:09:25

**Alternative E3:**

This option is the clear choice in creating a sustainable solution for our communities needs.

This option allows quick access and improves visibility to our Idaho Falls Airport. This airport is a hub for many who access our natural resources. Not only that but all of the people in Idaho Falls and surrounding communities that have chosen to live in a small community but require the use of the airport to conduct business trips for our livelihood. Having easy access to the airport is a must as part of our long term planning for the success of our community.

This solution also would continue to allow our visitors direct access to the heart of our community center which will positively impact our local businesses. It improves access to our beautiful and unique downtown with much rich culture and history to be shared with those passing through.

This option minimizes the significant residential and agricultural areas that would be destroyed in the H2 alternative. With the recent pandemic it is crucial that we protect our farmers that providers our communities with the basic needs of life. Our agriculture faces so many barriers and has forced many of these areas to be destroyed. We are a farming community and we need to protect our neighbors and stewards of our lands in our community.

This option keeps traffic in the current location which allows ease to all that utilize I-20 for accessing familiar landmarks such as BYU-I, Island Park, and Yellowstone.

It also will not cause as much impact to the residents as the Interstate is already established and won't affect property value, new noise pollution or destruction of so much of our agricultural lands.

This option adds a bridge which gives better access for residents and visitors to cross the beautiful Snake River again likely bringing more revenue into our community.

This plan is more straightforward and doesn't include confusing interchanges that the residents or visitors will be unfamiliar with. It keeps most of the existing structures and interchanges causing less confusion and our communities and roadways a safer place. This doesn't impact federally protected wildlife, brings money into surrounding businesses and less impact to our residents on the north side of town. It also doesn't require the building over a dump which has been known for illegal dumping in the past.

This is the ONLY solution that will provide this community with sustainability for our traffic concerns and protection of the great community we all live in.

**Alternative H2:**

This alternative requires building over the "hatch pit" dump. Building over the landfill not only has the ability to contaminate the aquifer to surrounding residents but also creates structural concerns. This could result in ITD having costly repersussions for knowingly building over a landfill. If you are attempting to identify a long term solution to reroute traffic for a high use road then this option is not viable.

One of my favorite things about our coming home to our subdivision is seeing the Eagle's nest adjacent to Fairway Estates off the road we have our home. This area is federally protected and should not be destroyed in order to build a high traffic road that will prevent this wildlife from ever returning to this area. In addition to the Eagle's nest, Fairway Estates, is the home to many raptors and other wildlife that again will be destroyed by building a highway through our community.

There are many serious safety concerns with this plan. In the video posted it indicates that many of the structural layouts of the interchanges are not finalized but does mention the Spilt Diamond interchange as an option. This could create

confusion for many drivers as this is not a structure that is familiar to our local residents or even visitors that would be using the road. This could cause an increase in accidents and vehicular death rates. This could be caused by the many disadvantages with this design such as wrong-way maneuvers at crossovers, unfamiliarity with crossover design, uncontrolled crossing of turn lanes, high speed turns onto freeway due to lack of signal control and merges from the wrong direction.

One top of the environmental and safety concerns that this alternative creates it also will be more costly to the tax payers. This alternative would re-route traffic away from the heart of our town where local businesses could have a negative financial impact from tourism as visitors will be diverted from access our city. It will plummet the property value of the home owners in Heritage Hills and Fairway Estates. purchased a home in Fairways Estates which is a community that is highly sought out for it's quite and quaint atmosphere. The golf course offers a nice quite community that was created for it's closeness to town while still having a rural feeling. This will cause great impact to our investments. The noise and safety concerns of the high traffic area will impact so many of our families that were seeking a quite community that we currently have created.

One of our favorite times in our community is Halloween. We get over 500 + treat or treaters every year. Our community treasures this long time tradition as well as others from Idaho falls who choose our community to bring their families and friends. This proposed highway will destroy this tradition by making it more difficult to access our community therefore losing a pastime that cannot be replaced.

We frequently use the bike trails around our community which this option will most certainly hinder or may even eliminate all pedestrian and bike access for residents on the North end of Idaho Falls. On top of our non-motorized transportation being compromised residents who do need to access the proposed freeway will limit or even cut off access to the residents that do live in the north end such as myself.

Also the Lewisville Highway and 5th West will need significant widening and improvements to managed increased traffic flow from new interchanges, all of which could be avoided by going with E3 option.

We live in Idaho Falls which is very windy. This alternative could actually negatively impact traffic flow due to the frequent I-15 closures due to dust, black ice and visibility related to wind north of Exit 119.

Also this design does not provide an access to the airport which our tourism accesses for outdoor recreation, skiing and other recreational areas. Not to mention people in our community, including myself, that have chosen to live in a small community but still requires me to travel by airplane to conduct my business.

There are so many reasons that this is not a viable long-term solution for our needs in our community.

**Additional comments or suggestions:**

We relocated to Idaho Falls community to raise our family in a quite neighborhood. We chose Fairway Estates neighborhood to provide our children with a community that is quite and safe. If the H2 Alternative goes through we will be force to up root our families and likely be forced to either relocate to another community that can provide us with the quite and safe environment we desire to provide to our children and family. The H2 alternative will ruin this for so many families in our community. Not to mention the farmland that provides our community and state with food. This land is our farmers livelihood and much of this land has been in their families for generations. In light of the pandemic, it should be very apparent how important it is to our community to protect these necessary resources and support of our farmers that supply us with our basic needs. Please do no destroy this legacy.

Should the H2 alternative go through we will be forced to explore all our options to make a case against ITD destroying our community. We are prepared to pool our resources and community and look into a class action lawsuit to protect our property, children and community. Please make your decision on logic, reason, safety of our community and choose Alternative E3.

**Name**

**Address**

**Email**

**Are you disabled?**

**Submission Date**

2020-08-24 11:55:05

**Alternative E3:**

This is the best alternative. It keeps traffic in the same relative area, minimizes impacts to local businesses, homeowners and local commuters. Alt.E will have the least impact on bald eagle habitat, wildlife and prime farmland. Air pollution, noise pollution and light pollution will be confined to the downtown and airport areas. Alt.E is the least expensive option and is the only alternative put forward that will meet the projects purpose and need.

**Alternative H2:**

Alternative H includes additions that are out of the original scope of the project; Violates the Stated Purpose and Needs of the of the project; Negatively Impacts Local wildlife, including Bald Eagles in their long-established nest along 5th West; Adversely impacts the home values and quality of life the adjacent neighborhoods due to increased noise, congestion and pollution; and Fails to Include and Respect Community Concerns.

Construction of an overpass or interchange on 5th West goes against the project stated need to, "Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors". Bicyclists and Pedestrians who currently live in the surrounding neighborhoods use 5th West to travel to and from downtown Idaho Falls, Freeman Park, INL and the University Extension. Bicyclists from the Idaho National Laboratory also use North 5th West for exercise during the noon hour. Alternative H may change traffic patterns and is almost certain to increase the number of vehicles using onramps and offramp to access Freeman Park, INL and the University Extension. Additional noise created by traffic using a connector road that crosses 5th west will reduce the number of pedestrians and cyclists who use 5th West, as high speed traffic will affect their enjoyment of the roadway. Currently 5th West does not have a shoulder wide enough to allow bicyclists and pedestrians to travel safely, and any increase in the number of vehicles traveling on the road will put those bicyclists and pedestrians at significantly increased risk of injury and fatalities.

The Bald Eagle Nest on North River Road would be impacted by construction activities and additional noise and pollution due to increased exhaust caused by traffic on newly constructed road connecting Highway 15 and Highway 20. Examples of existing noise from US20 and I-15 include tire noise from vehicles traveling at high speeds exceeding 70 mph, automobiles and, especially, motorcycles with loud pipes and semi-trucks with Jake Brakes.

Wildlife will be most affected by Alternative H because a new bridge must be constructed to cross the Snake River and miles of high-speed roadway, shoulders and slopes must be constructed, removing prime farmland, trees and open space, which will directly remove wildlife habitat and have an adverse effect on remaining wildlife habitat, as additional noise, exhaust and light pollution is introduced.

Alternative H contributes to Urban Sprawl and eliminates open space. A new high speed roadway built next to surrounding neighborhoods will affect the livability of the homes in that area, as traffic will cause additional noise from commuters and semi-trucks, will introduce large amounts of exhaust that may impact the health of the young and elderly living in the neighborhood and will introduce light pollution in a rural area.

Any raised roadway or interchange on 5th west will be an eyesore to the community and ruin the rural landscape in the area. Views of the mountains and

rivers will be lost to those traveling on 5th west and living in the area.

The raised roadways and interchanges also radiate noise for miles, particularly when carried by the prevailing winds. The morning's wind from the east already brings a great deal of noise to surrounding neighborhoods from US20. The relocated highway's new overpasses and new intersections to the south and west of Fairway Estates will be upwind most of the afternoon and evening, bringing constant traffic noise to a once-quiet neighborhood.

The residents in the area are correct in worrying about higher noise levels from Alternative H. Raised interchanges broadcast noise to the surrounding areas. The prevailing winds can carry the noise at annoying levels for many miles.

Limits Input and Objections:

The online meeting format for the I-15/US-20 Connector project has limited the access to information and the ability of some stakeholders to provide input on this project. Many of those who live in the surrounding neighborhoods, and oppose Alternative H, are elderly and do not have access to computers or the technical skills required to view the documents, maps, presentations and information on the website. There are no phone numbers available on the presentation webpage to allow stakeholders to contact the project team, to ask questions, or state their objections. I personally called to try to speak with someone who was familiar with the project and was transferred to the voicemail of a public information officer, as as of today (8/24) have not received a return call.

I request that the ITD plan a public meeting that will allow all stakeholders to be heard before any decisions are made.

**Additional comments or suggestions:**

**Name**

Homeowner

**Address**

**Email**

**Are you disabled?**

**Submission Date**

2020-08-24 11:36:08

**Alternative E3:**

Alternative E3 appears to be a more safe city/airport/INL friendly option. It allows for people wanting to visit our city easy access to everything our beautiful downtown area has to offer while allowing commerce traffic to pass safely through. It also gives a less confusing option for those traveling to Island Park, Yellowstone, and BYU-I. And from what I can garner from the video the cost aspect of E3 looks to be much less work, disruption, and environmental impact

**Alternative H2:**

H2 again; from what I can garner from the video appears to be a huge undertaking that still has not been logically worked out... I would think the infrastructure around H2 such as the dump, the neighborhoods, accessing a new bridge over the river, and the proposed East River road interchange will greatly impact increased traffic to both East River and the Lewisville highway. When does that project come to fruition to widen those roads for the increased traffic. Or the impact of the deadly curves on 5th west? H2 seems like a lot of disruption for a costly and not well thought-out solution

**Additional comments or suggestions:**

The Sage Lakes golf course will also be impacted with the increased traffic and noise not sure how the City of IF thinks about that...decreased revenue perhaps? We need a new grade school and building one off of 5th West would be a great option to expand the City of IF along with increasing bike trails and parks to the 5th West area vs a freeway interchange

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 10:57:58

**Alternative E3:**

This (Alternative E3 appears to be the best option to me because of fewer environmental impacts, more direct access to the airport from I-15, less impact on Temple View Elementary, less cost, fewer lawsuits from residents, safer traffic flows while maintaining a smaller footprint. All-in-all a good lower cost alternative that meets the needs of the growing area.

**Alternative H2:**

This (Alternative H2 is a bad option in my opinion because the benefits are few compared to the challenges. Going through a landfill is a huge challenge which will require additional studies, subsurface investigations, etc. Sustainable stability for the highway through a landfill with years unknow waste will be questionable and must be addressed, but will be costly. In addition, the environmental impacts are huge due to the large footprint and loss of farmland. Not to be overlooked is the impact on the residents along 5th West and those along Pevero in Fairway Estates who will undoubtedly obtain legal representation to fight the proposal and if nothing else delay the project.

**Additional comments or suggestions:**

Due to the age of the bridges needing replacement and the traffic that backs up on I-15 at Exit 119 this re-construction is needed now to prevent future fatal accidents on both I-15 and US-20. Alternative E-3 is the option that will allow the project to move forward in a timely manner with the least amount of challenges and fewer environmental impacts. Alternative H2 will be delayed for years and with a growing population we will have many more accidents and significant traffic congestion. Please strongly consider Alternative E3 and drop Alternative H2.

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-24 10:38:15

**Alternative E3:**

I strongly approve of E3. E3 solves many problems with few compromises. The improved airport access is a huge benefit especially for travelers that may not be as familiar with the area.

The impacted areas are already near the busy highways so there will be minimal impact to residents that are not currently impacted by the highways.

**Alternative H2:**

I am strongly opposed to H2.

This new route takes the highway very close to two neighborhoods that are currently in lower traffic, quiet areas. Many of the homeowners in these subdivisions are the first owners of these homes. They specifically built their homes further away from town and the traffic. Many of these homes are brand new or are still being built. The construction of the highway will lower property values significantly and could even put some of these homeowners in a situation where their home value drops lower than what they owe on their mortgage so they can't even afford to leave.

This route also takes the highway near the nesting location of federally protected eagles.

GPS navigation may continue to recommend that people take the old highway 20 route due to it being shorter and potentially faster. The only way to keep it from being faster is to add lots of stoplights to the old route to make it purposely slower. Even then, some people will have their gps set to take the shortest route, or software may still think the old route is faster and may continue to use the old highway 20 interchange.

The Broadway and Grandview interchanges are still too close together under this plan. The split diamond interchange can be confusing and cause additional traffic at stoplights at both interchanges as most likely having significant impacts to the surrounding neighborhood as well as Temple View Elementary School and Antares Park due to increased width for the ramps between the two interchanges.

Bonneville county and the city of Idaho Falls have zoning master plans and many rules about zoning. Some of the considerations they take are to ensure that there are buffer areas between incompatible zones. They do not, for example, want low to medium density residential directly adjacent to industrial zones, or higher density commercial zones. The area between Heritage Hills and Fairway Estates subdivisions is all residential. The highway construction will encourage commercial establishments along the highway like gas stations, car washes, etc. that are not compatible with our residential zones. There is not enough room there to allow for a commercial corridor and then a buffer to nice residential areas.

Please consult Bonneville county and the City of Idaho Falls Zoning boards to see how this would impact their zoning plan. The adjusted zoning plan should be made available to the public so we can see how that would be impacted by this major change.

**Name**

**Submission Date**

2020-08-24 10:30:24

**Alternative H2:**

This will not only destroy people's homes and make it unsafe for the families who have children, but it will take over more farm land and ruin the beautiful Idaho that I know and love! I am absolutely against this movement!

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 10:18:31

**Alternative H2:**

Please do not consider this option. This option will negatively impact a residential neighborhood and a nesting pair of bald eagles. Hatch pit should not be distributed because of the hazards to the environment. Please reconsider your options.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 09:17:52

**Alternative E3:**

This option will minimize impact to residential and agriculture areas. It will also improve access to downtown and keep tourists in direct access to local businesses.

**Alternative H2:**

This option builds over a landfill which could contaminate the aquifer and structural issues would occur as the land settles.  
This option is also very costly with costly improvements to residential areas to accommodate increased traffic that a highway will cause.  
There are federally protected mating bald eagles near on fifth west that will be directly impacted if this highway were built.  
Traffic being redirected out to the residential areas will impact local businesses as people won't be given direct access to downtown.  
Residential Property values will plummet.

**Name****Address****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 09:03:18

**Alternative H2:**

This plan is significantly more disruptive and expensive than the alternative. Additionally, it creates new problems in an otherwise rural , suburban area. A plan that keeps the main flow of traffic in a central corridor makes a lot more sense, And is easier for tourists/BYU I students/commuters.

## I-15/US-20 Connector

**Submission Date**

2020-08-24 07:32:22

**Alternative H2:**

This is the best option because it moves traffic north of an already congested area, and preserves the beauty and quiet of recreational areas along Snake River & Freeman Park.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 07:00:47

**Alternative H2:**

I support this alternative which moves through traffic to the north and reduces congestion.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 00:26:20

**Alternative E3:**

please view below

**Alternative H2:**

please view below

**Additional comments or suggestions:**

I have concerns about both highway options running by our neighborhood and do not support either. My husband and i both work full time and have for decades in Idaho and this is not how we wish our tax dollars to be spent. Are there not possibilities to expand near the Broadway exit which is a commercial zone where business would benefit from increased traffic or any other area. I ask you to please consider different options. I am a resident of Heritage Hills. Many people bought properties outside of Idaho Falls to enjoy the beautiful quiet country scenery and to step back from the hustle of the city. This is not how our neighborhood and the surrounding neighborhoods were represented when we purchased our home and it is the same for all of my neighbors. We purchased our home to live in for the rest of our lives. My parents also purchased a home which they will stay in to the end of their lives. I definitely do not feel it is fair to destroy the peaceful setting that many people bought into when they purchased their homes and destroy it with noise and traffic. I am also concerned about property values plummeting. Our home is an investment. We are human service workers who work with individuals and children with mental and physical disabilities and are not endlessly wealthy so our property value is an important investment. We are concerned about the option that would build over the landfill and it does not seem reasonable to build a highway over unstable ground including the safety hazards this could create. I also find it problematic that 1 of the options would build through an area that bald eagles have settled in. They have lived right off of East River road for as long as I can remember. Please consider the residents who live in this area who have invested in their homes and in the country setting which they live and do not build this highway through the middle of our neighborhoods. Thank you

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-24 00:12:52

**Alternative H2:**

This option would impact the residential area . Why? Again why would you even think about the money that would have to be spent for clean up over a dump site. I am shocked that we would even consider that option. I vote no on H2

**Additional comments or suggestions:**

The more information we get the less attractive this choice is . The cost would not justify the site chosen.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

**Submission Date**

2020-08-23 23:43:05

**Alternative E3:**

No please don't do this

**Alternative H2:**

No please don't do this

**Additional comments or suggestions:**

PLEASE DON'T BUILD THIS WE DONT WANT

IT

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-23 23:37:31

**Alternative E3:**

This by far seems a better solution! It keeps the flow of traffic and the tourists who travel along our highways and freeways close to town so that they can see and enjoy all the Idaho Falls has to offer! The businesses want the exposure and the easy access to them. We on commercial property off of Broadway and certainly want to have it easier to access instead of taking traffic clear north of town. All of the property owners in this area of town have establish themselves there based on having exits, traffic and all that comes with that. It also seems that this would be the most economical way to spend our tax dollars. There would be less impact on the environment and the wildlife that lives north of town including the Bald eagles and golden eagles and deer that live in the area.

**Alternative H2:**

I do not support this plan in anyway! It disrupts so many families lives and decreases hundreds of property values. People have built out here to be out away from traffic and enjoy the peace and quiet of living in the country. There are bald eagles nest and golden eagle nests in the area. There is also a family of deer that live in the field that would be directly north of these new roads. I am also extremely concerned about the stability of the road when it crosses over the dump site. I don't know how it could possibly be stable! It also seems like the more expensive of the plans. I would hope that Those who are deciding how to spend our tax dollars word take serious consideration in the cost. We are living in difficult times and our government is paying so much money out throughout this COVID-19 pandemic that it seems highly irresponsible to not use some current infrastructure to add to instead of building long vast new roads and bridges unnecessarily. The thought of this plan has caused so much stress and anxiety for those that live out here. There have been several people have sold their homes and moved away because they have been so worried about it. There is a large group opposed to this plan we ask you to please use the E3 option.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 23:30:33

**Alternative E3:**

This alternative seems to be the most logical one. Despite the fact that some businesses will be affected, the overall footprint is small. And the new traffic pattern will be intuitive.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 23:25:36

**Alternative E3:**

This would provide a better direct access to the airport which is will be very valuable in a growing community.

**Alternative H2:**

This would have a large impact on homeowners and lower property values of existing subdivisions. Some of the other alternative seem less invasive to current structures and would be better for our community.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 22:39:38

**Alternative E3:**

I travel this interchange every day and this seems to be the best plan of the three presented. Would be less intrusive to neighborhoods and a smoother transition over all

**Alternative H2:**

I think this is the worst idea anyone could have possibly come up with. It would be intrusive and out of the way.

**Additional comments or suggestions:**

H2 is garbage.

**Name****Address****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 22:32:55

**Alternative E3:**

The new exit at Olympia is quite close to the interchange on Grandview. It would make more sense to have the exit farther north.

**Alternative H2:**

This plan seems the most sensible to me. Having the new river bridge farther north relieves the traffic load from John's Hole Bridge interchange. It also has less disruption to nearby neighborhoods.

**Name****Address****Email****Race and Ethnicity**

**Submission Date**

2020-08-23 22:22:52

**Alternative E3:**

Alternative E3 initially seemed like a great alternative. However, the more I have studied the resources provided, the more concerns I have. First, this option does not seem to fully address the problem of traffic weaving/backing up on I-15. While the weaving is stretched out slightly farther it does not go away completely and traffic seems to be diverted far out of the way. Also, it seems that the updates to traffic flow will be far in the future and that the delays caused by construction will be drastic and large.

**Alternative H2:**

Alternative H2 seems to better address the I-15 weaving issue. With such limited information regarding the changes, it is difficult to anticipate what type of impact the design modifications will have to the community between exits 118 and 119. The resources provided to indicate that this solution could be done in phases; that seems like an important consideration given the already large traffic problems in the areas which will be under construction. I do have some specific concerns about how the H2 proposal would impact the temple view/Antares Park neighborhood. Bringing the interstate close or with a higher elevation would drastically impact the livability of these neighborhoods - in just as significantly as some of the abandoned proposals.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 21:51:27

**Alternative E3:**

West-to-east traffic on US-20 THROUGH Idaho Falls, and vice-versa, e.g. site traffic for employees living east of Idaho Falls, appears to now be routed through the neighborhood between Grandview and Olympia. What studies have been done on this traffic flow regarding volume and large vehicles (trucks)?

**Additional comments or suggestions:**

Given the above comment on alternative E3, my perspective, from personal observations living in that neighborhood, is traffic will increase significantly on North Skyline between Grandview and Olympia. My opinion is Grandview should still route this traffic directly onto US-20 at Fremont.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 21:48:03

**Alternative E3:**

I prefer this alternative by far. This plan spares farmland and protects the property values of many homes that currently pay very high taxes that benefit the city. Also, it provides airport access while utilizing existing infrastructure.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 21:44:34

**Alternative E3:**

I love that it provides quick access to the Idaho Falls Airport. Also seems to have less of an impact on residential and agricultural areas. This is especially important to me as I live in a residential area that will be impacted. I believe this option will also allow for better access to the downtown area including a bridge for better access for residents and those passing through to cross the Snake River.

**Alternative H2:**

As a resident near the Sage Lakes golf course I am deeply concerned with this option. My property value will plummet, during construction I will have no other access to town than through the construction. The availability for pedestrians and bikers to access town will be severely limited. It also seems dangerous to build such an important road over the hatch pit. There are structural concerns with building there.

**Name****Address****Email****Phone**

I-15/US-20 Connector

**Submission Date**

2020-08-23 21:25:39

**Alternative H2:**

STOP H2

**Name**

**Address**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 21:19:47

**Alternative E3:**

This alternative will keep traffic right where it is. It will move tourists and traffic through the center of Idaho Falls and allow visitors to easily access the airport, our downtown, the riverwalk, and local businesses. It will be less confusing for the many who travel this road every summer for recreation and who are used to the normal flow of traffic. Expansion on this plan has limited impact to residential and agricultural areas as it will require the relocation of some railroad property, an RV park, and other industrial areas.

**Alternative H2:**

This will move this exit further north, bypass the city center, tear down large established houses, and place a four lane divided freeway in one of the most beautiful subdivisions in the city. Choosing to build the Alternative H2 would destroy this. It would also require the city to build over a landfill (structurally unsound) and would further contaminate the aquifer below that the City of Idaho Falls water supply comes from.

## I-15/US-20 Connector

**Submission Date**

2020-08-23 20:55:57

**Alternative E3:**

I like the E3 option. It seems to impact fewer homes and neighborhoods. It also seems that more folks are familiar with the downtown area in that the current interchange is located in that area. It will also allow for business in that area to capitalize on those traveling through the city. If the H2 option is adopted, visitors will completely pass the city without realizing the hotel/dining options available downtown. E3 seems much more appealing to me, especially as I travel in and out of the area.

**Alternative H2:**

I do not agree with this option at all. Imagine the imposition on entire neighborhoods to the north of the proposed interchange. Construction delays will become prevalent in a rapidly growing part of the city. In addition, the individuals that live near and north of the proposed interchange will be adversely affected for years and years to come as an influx of traffic continues through generations. Many who live north of the city chose this location to remove themselves from freeway noise and congestion that is consistent with the current situation near the proposed E3 interchange. Why would you choose to alienate those voters/taxpayers?

**Additional comments or suggestions:**

I appreciate the city's forward thinking. Congestion and confusion are prevalent with the current situation. A new interchange is definitely needed. However, the H2 option seems to be the greater imposition to the citizenry of Idaho Falls. Please strongly consider the E3 option.

**Name****Address****Email****Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 20:48:08

**Alternative E3:**

This option seems to serve the center part of the city better than H2. It also seems to cause less of an impact on residents north of town. We prefer this option.

**Alternative H2:**

This option appears to be more costly. It also appears to add interchanges north of town in areas which do not have many people. This will cause drivers from the city to need to drive north of town to utilize them.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 20:36:08

**Alternative E3:**

I recommend adoption of Alternative E3. It should be obvious that this alternative is the best choice. It allows connections with all important roads in the Idaho Falls area in one place. Just like the one in Salt Lake City. It enhances good traffic flow. It allows easy access to the Idaho Falls airport and directs traffic to the Idaho Falls downtown businesses.

**Alternative H2:**

Alternative H2 has serious environmental problems by crossing an old landfill. There is also a bald eagle protected nest nearby which could be disrupted. Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls.

**Additional comments or suggestions:**

Alternative E3 is the best choice. As an attorney, I see it avoids the danger of possible lawsuits across environmental sensitive areas presented by Alternative H2. 20 years from now it will still be considered a very wise decision.

**Name****Address****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 20:27:41

**Alternative E3:**

This option is the best choice because it connects traffic with the Idaho Falls airport and downtown businesses. This has an important social impact for the owners and workers of these businesses with the positive effect it will have on revenue. It is the best and wisest solution.

**Alternative H2:**

I am against alternative H2. This option disrupts farm ground, farming businesses, traverses sensitive environmental waste ground, adversely routes traffic too far north of Idaho Falls and negatively impacts already existing neighborhoods.

**Additional comments or suggestions:**

My daughter lives near the H2 option and with my disability it would make it much more difficult to visit her. I am very concerned about how this will limit my ability to see my daughter and grandchildren on a regular basis.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 20:18:25

**Alternative E3:**

This option just makes sense and looks the most simple since the C3 was ruled out. It looks like it would clear up congestion and was easy to understand. In my opinion it would fix the issues without negatively impacting businesses and neighborhoods in the area.

**Alternative H2:**

This one was the hardest option for me to understand and it looks like it would need extensive research to figure out if the diamond would work. It looks like it would be the most expensive option and be the longest in construction. I don't live in Idaho falls but I think this option would be difficult for local neighborhoods to get to town during the years of construction and with all of the new development out there it would be a mess for years.

**Additional comments or suggestions:**

Not sure why C3 was taken out of consideration. It looked like the most cost effective option and least time consuming. My husband and my father both commute from Rexburg for work and we all agree the E3 option seemed more beneficial for traffic than H2. H2 would make their commute longer and take kind of a random round about way away from town where they need to get.

This doesn't have anything to do with this but has there ever been any discussion on getting closer freeway access to the Ammon area?

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-23 19:59:25

**Alternative E3:**

E3 is the best option as it:

Keeps traffic in current location.

Provides quick access and improves visibility for the Idaho Falls Airport.

Most Important it provides for MINIMAL IMPACT TO RESIDENTIAL AND AGRICULTURE AREAS.

ALLOWS VISITORS TO BE DIRECTED THROUGH OUR CITY CENTER WHERE THEY WILL STOP AND SPEND MONEY. Which our city and Downtown Development has spent years revitalizing.

**Alternative H2:**

I live in Fairway Estates. My property backs up to an open hay field which is then bordered by the Hatch Pit. I have spent over \$750,000 on my home and landscape for this particular quiet country lifestyle. I have many reasons to oppose the H2 Connector.

I feel the VALUE of my home will significantly be impacted in a negative manner.

I and my neighbors will lose the quiet country lifestyle we have chosen and WORKED OUR ENTIRE LIVES FOR.

H2 would displace some good friends of ours as it would go right over top of their home. They are both close to 80 years old and have a beautiful home and landscape that they have worked on for many years. I feel it is very unjust to force people 80 years old to move for the convenience of traffic. I have driven in larger cities, especially SLC and sit in traffic much longer than any vehicles wait to access I-20 from I-15. Or sit at the stop lights on Grandview.

H2 would go over the Hatch Pit which had illegal dumping and could potentially affect our aquifer. This land will settle and move over time and is not suitable for high use traffic.

This alternative is the most costly and is not a prudent use of taxpayer money, especially when you displace the residential homeowners who are taxpayers to construct this connector.

H2 moves traffic away from the center of town. The city of Idaho Falls and the Downtown Development have spent years revitalizing our downtown. This would be like a kick in the teeth to everyone and every business that has worked very hard to restore and revive our downtown.

Pedestrian and bike access will be eliminated for residents on the North end of Idaho Falls. I and many other of my neighbors use 5th West to bicycle to Freeman Park and the Idaho Falls Greenbelt.

TRAFFIC AND CONTRUCTION NOISE FOR RESIDENTS WILL BE ONGOING.

Federally protected Bald Eagles nest in the trees directly adjacent to Fairway Estates.

**Name**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 19:55:24

**Alternative E3:**

Alternative E3 is the best solution. A direct access to the airport is necessary to address the current back up and future increase in airport traffic. The direct airport road will further lighten the local traffic on Grandview/US20. The few businesses, small RV park and silos are old and run down and E3 will clean up these areas and keep traffic in the town's industrial area. This plan does not affect people in the residential or farming areas. Alternative E3 also eliminates the current Memorial Dr./City Center exit hazard, which often backs up and it improves access to downtown businesses for residents and visitors.

**Alternative H2:**

I do not support this alternative. The wind causes dust and blowing snow on I-15 north of the US 20 exchange and is hazardous to traffic with many accidents and the road closes to traffic. Alternative H2 has an extensive residential impact with loss of homes, property value, and increased noise in quiet neighborhoods. This alternative impacts access into downtown. The I-15/US-20 connector problem is real NOW. There seems to be some unknown issues (landfill and undecided design solutions with H2 that will take time to address. Going forward with Alternative E3 now will bring the traffic problems to a conclusion sooner.

**Additional comments or suggestions:**

It would be helpful to have both alternatives displayed on the same scale. Alternative E3 is not complicated and is well-designed, yet it looks condensed and difficult on the different scales. It was interesting to note that under "Challenges" for Alternative H2 the impact to residents was not listed. However, under Alternative E3 impact was listed for silos, businesses and the RV Park. Impact to residences, homes and neighborhoods could be listed for H2 also.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 19:35:39

**Alternative E3:**

I feel as this plan would give people better access to our incredible green belt and help direct more traffic towards our downtown businesses. There would be less roadways to be built which would be less costly.

**Alternative H2:**

I am very opposed to this plan as I am concerned with the interchange running through the landfill. As we all know illegal dumping was very common and the risk of contaminating the aquifer is far too great. There is also not the infrastructure to support the increase traffic this interchange will bring to this area. It will be extremely difficult to keep these roads clear of snow during the winter due to the open fields and high winds that Idaho often receives. I foresee this being a nightmare.

**Additional comments or suggestions:**

What would it take to just add an additional right turn lane to the existing road? This would lead to less bottle necks coming off i15 and help to move traffic through much faster. Plus this project could be completed much quicker and would disrupt fewer residential areas. If one of the other plans is implanted high noise barrier fences need to be added into the cost of construction to lessen the impacts of those in these residential areas

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 19:34:27

**Alternative E3:**

This is preferred.

**Alternative H2:**

This will negatively affect noise levels near the Fairway Estates area and degrade quality of life.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 19:33:17

**Alternative E3:**

I like this plan that it has less impact to our environment such as the great snake river, and the wildlife in the area. Keeps traffic away from our rural areas. It just looks to me like the better option to keep in one area and not spreading it all over our beautiful country side.

**Alternative H2:**

Don't want this plan. I don't like it because it will impact our beautiful country that so many people enjoy. I see lots of wildlife in this area such as the deer, ducks, raccoons, and the fox. It will also create a lot of noise, and will also cause 5th west to be more busy and congested.

**Name****Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 18:55:17

**Alternative E3:**

My household (4 adults we prefer this proposal out of the two recommended alternatives that were moved forward.

**Alternative H2:**

No, No, No, to expensive, disrupts traffic and community development off 5th W. Just not good!

**Additional comments or suggestions:**

Alternative C3 was/is the best proposal.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 18:50:42

**Alternative E3:**

Has my support! This seems like the least expensive option and gives much better access to the business community in our area. Good airport access and more traffic safety.

**Alternative H2:**

I oppose this alternative. This route seems like it will affect a lot of our farmers and private property, and will be more costly to build. I think the biggest problem with this route is the fact that it goes through the construction dump. This could cause lots of problems with infrastructure stability and will take more effort to deal with the hazards there.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 17:54:16

**Alternative E3:**

I believe this is the best alternative to the congestion at the Exit 119 interchange. It would have the least impact to residential housing and would keep the current traffic zone in place within a largely industrial area. The removal of the exit/on ramp to U.S. 20 at Fremont Avenue has a minimal impact on the traffic, with the retaining of Exit 309.

**Alternative H2:**

I do not support this recommendation. It has a huge impact on residential homes and communities and agriculture fields. This alternative also proposes transversing the current landfill, which would open up both environmental and structural integrity issues. The other issue with placing this exit further north, is that on a regular basis, this section of I-15 is closed due to blowing dust and/or snow. This would further exacerbate the current congestion by causing those who want to travel to Rexburg to navigate local roads to do so.

**Additional comments or suggestions:**

I support the need for something to be done to ease the congestion as this interchange. Alternative E3 is the most logical and cost effective solution presented.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-23 17:50:14

**Alternative E3:**

- Avoids bypassing long time businesses like Bish's RV that depend on traffic.
- Better access to the Airport from both I-15 AND Hwy 20.
- Requires minimal about off additional road length to construct saving both time and money.
- Aside from the RV park, most of the land has minimal buildings that would be required to take through eminent domain. These buildings also don't need storefronts interfacing with customers and could easily locate somewhere else without causing them any economic harm.
- Shortest bridge to build across the Snake River reducing expensive bridge building to cross.
- Keeps the highway as close to the original as possible not creating major economic losses in property values by the middle class. In fact, this plan doesn't impact any permanent residences

**Alternative H2:**

- Even with the interchange being north of the Airport, it takes a long distance to get cars up an over the river, across the railroad, and I15. Doing so will create elevated structures too close to the runway. The same reason commercial and residential development is prohibited from continuing at the end of the runway.
- Sound walls are primarily beneficial to residents that reside directly adjacent to the wall next to the freeway and aren't even that effective. See this article on the millions per miles it costs to construct sound walls that aren't very effective. <https://thenewswheel.com/highway-noise-barriers-dont-work-very-well-why-are-they-still-being-built/>. You cannot get a sound wall high enough to even reduce traffic noise. Highway 20 will be elevated to ensure water and snow runoff has somewhere to go off the roads and that lower ground is where you will need to build the wall essentially negating any reason or effectiveness for the wall to begin with.
- This will require VERY EXTENSIVE and COSTLY environmental remediation to clean up the dump. It's not just a construction pit. Before it was a construction pit it was a standard dump where also illegal dumping of refrigerators containing toxic freon were constantly dumped. The groundwater below has also been contaminated making unusable to the residents that used to have wells there. They are now connected to Idaho Falls city utilities even though they don't reside in the city because that was the city's way of keeping the residents from raising environmental concerns of the contamination. Just think about the billions being spent by the DOE to clean up at the INL by the Idaho Cleanup Project!
- You are likely going to be caught up in litigation from the many residents (many of whom are lawyers themselves) to prevent relocating Highway 20 to run by Fairway Estates and other expensive estates that have been built where the highway and interchange is being proposed.
- This plan would prevent any expansion currently in planning for the Idaho Falls airport on the northwest side of the runway where there is room to grow.

**Additional comments or suggestions:**

I am extremely disappointed by the deceitful nature of the ITD office by not calling out one major real reason you are supportive of H2 such as you wanting to continue Highway 20 west of I-15. Doing so will assist ITD in accomplishing the belt-route project around Idaho Falls.

With the trillions of dollars being spent on economic recovery as a result of Covid-19, ITD should be doing the right thing and picking the least costly project to complete with is Alternative E3.

**Name**

**Submission Date**

2020-08-23 17:27:25

**Alternative E3:**

This is the one that makes the most sense and is the most ideal choice. It still keeps traffic near the city and doesn't take away from rural areas. It is still close to businesses so out of town people will want to spend money in our town and support tax revenue. I also like that it will reduce the impact on TempleView. Keep the interchange in town.

**Alternative H2:**

First of all, in the "Challenges" tab in H2, why didn't you include a bullet that says "Disrupts and impacts a large residential community by creating noise and taking away the rural feel".??? All I see is that it impacts farming land and landfill and that isn't the whole truth. This plan disrupts many people not just a few businesses like in the other plans. H2 will affect many people. This plan creates noise and will take away the country feel and quietness that residents in Fairway Estates experience. A noise wall isn't enough. There will still be noise and they'll lose the country feel. This is one of the reasons people chose to live in that community. Property values will go down and that's not fair to do to a large amount of people. I think it is a mean thing to do. I ask the Engineers "How would you feel if someone put a highway in your backyard?" Of course, it's not your backyard...as long as it's not yours. does this make it ok? Someday a park is supposed to be built over the landfill and that will be a disappointment if it gets ruined by this. If a park still can be built, having a highway next to it is not ideal. Please don't use H2 as an option. It will affect more people than the other options.

**Additional comments or suggestions:**

I just hope that the people involved in this will consider how they would feel if they were in our situation.  
Thank you.

**Name**

**Address**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 17:22:08

**Alternative E3:**

This looks like the best alternative to me.

## I-15/US-20 Connector

**Submission Date**

2020-08-23 16:49:37

**Alternative E3:**

Good alternative

**Alternative H2:**

Also a good alternative

**Additional comments or suggestions:**

Either one would fix the traffic problem. I think H2 would be a better long-term solution as the city continues to grow. But I would be fine with E3.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 16:44:26

**Alternative E3:**

This does not provide much in the way of new arterial traffic flow. Idaho Falls is growing fast. New separated arteries are essential.

**Alternative H2:**

Please make the 5th West interchange bicycle friendly. It is one of the only good access points for rides north of town. Make sure the split diamond supports safe east-west bicycle travel.

H2 is the best choice. It keeps the Interstate, Rexburg, and Yellowstone NP traffic separated from local traffic.

**Additional comments or suggestions:**

The chosen alternative must keep a year round bicycle/walking trail access between the downtown green belt and Freeman Park.

**Address****Email**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 16:43:32

**Alternative E3:**

Yes!! Keep tourist close to amenities and resturants. It doesn't make sense to have them diverted from our city so they don't stop.

**Alternative H2:**

No! This is a horrible plan.

**Name**

**Address**

**Are you disabled?**

# I-15/US-20 Connector

**Submission Date**

2020-08-23 16:21:39

**Alternative E3:**

E3 has great use of existing highway and roads Thus reducing impact to farmlands and parks while accomplishing the goal. Local income from tourism will be maintained as the connector will be close to the Idaho Falls commercial district. E3 makes the most sense by less impact on land and parks while keeping tourism for local businesses intact. Go E3...please.

**Alternative H2:**

H2 plan puts the connector from I-15/26 farther up the road. I will continue to use the original highway 26 as it will likely be just as fast to get to Rexburg. H2 also bypasses the commercial areas of Idaho Falls by pulling out area/state traffic away from Idaho Falls Commercial areas. Lastly, why must we always take farmland for expansion. H2=less

Their is a large housing Development net the interchange which depreciates home values and taxes. No to H-2!

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 16:17:31

**Alternative E3:**

I dont like th econgetion - a shorter bridge north of John's Hole seems to be another "lets see where we can put something" approach.

**Alternative H2:**

I really like this alternative. It is following the idea of keeping things simpler and cleaner for everyone and not impacting neighborhoods and not very many others in the process. It also seems to be the best choice as far as recognizing that our area will not stay stagnant, but continue to grow. When I was youn, there wasnt much west of Reed's Dairy and Ammon was a little spot in the road suburb. At least this choice keeps traffic flowing and doesn not disrupt the other traffic flow ideas that have been implemented

**Name****Address****Email****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 15:46:45

**Alternative E3:**

Acceptable plan. Minimal damage to agricultural lands. Better access to the Idaho Falls Airport.

**Alternative H2:**

Negative impact on Protected Bald Eagles nesting near Fairway Estates. Property values for residents will decrease.

**Additional comments or suggestions:**

Building a freeway across a old landfill is not reasonable.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 15:42:39

**Alternative E3:**

I am all for this option. Option H2 would pull traffic away from down town Idaho Falls, Idaho. This option allows more flexibility to keep people down town and out of out neighborhoods.

**Alternative H2:**

This option is horrible. Disrupting an old landfill, removing people from their homes, and disrupting an established neighborhood. Our property values will drop, crime will increase, and the noise from traffic will be overwhelming. There is NO reason for this option.

**Additional comments or suggestions:**

I own a home in Fairway Estates and I will not sit by and let this happen. H2 is not an option, it would be a mistake

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 15:40:52

**Alternative E3:**

As a resident of Fairway Estates this would be the preferred Alternative as this would avoid splitting the two subdivisions. Additionally, 5th West (continualtion of Freemont Dr. Has the east shoulder of the road as a jogging/biking lane with access to Freeman Park/Greenbelt area which is used extensively. This continuity could prospectively be broken up the H2 Alternative. The E3 already has a more natural corridor from I-15 to Hwy 20 and would be less impacting on the residential areas since you would have the INL complex to the south and an already existing RR track.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 15:12:46

**Alternative E3:**

I support the E3 proposed route US-20 traffic from I15. It is shorter and less expensive than H2. Travelers would be more likely to use it than H2 which on a map looks like a longer route. E3 would keep the thru-traffic to an area that already has roads instead of putting it through farmland and near neighborhoods. Idaho Falls businesses would benefit from having the route closer to town where tourists would stop and patronize the restaurants and other stores.

**Alternative H2:**

I oppose the proposed H2 route because it is very close to 2 well established neighborhoods, Heritage Hills and Fairway Estates. It will cause noise from both the traffic and construction which will greatly reduce property values. In addition, it will disrupt the wildlife such as the bald eagles that have nesting in the area for years. The highway should not be build over a landfill because the ground is less stable than normal and this may cause contamination to be spread. It is more expensive and travelers may not opt to use it because it looks longer on the map and GPS.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 15:03:24

**Alternative E3:**

The traffic will be kept in generally the same area as it is currently. Farmland will not be disrupted. Traffic will flow closer to in town businesses.

**Alternative H2:**

The landfill area would not be a stable base for a roadway. Disrupts existing residential properties and farmland. Also potentially disrupting nesting bald eagles that have been there for a number of years.

**Additional comments or suggestions:**

We support Alternative E3 over H2.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 15:02:06

**Alternative E3:**

I believe this to be the better option as it would be similar to traffic leaving or .coming to the airport from skyline. Smooth transitions to I20 without affecting property and aesthetics of the area.

**Alternative H2:**

Too close to the homes in the area. Would de-value property. No one wants to be viewing a freeway above their home or from their backyard or listening to the noise. Selling of property would be affected. The economy is already being affected without adding more problems.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-23 14:58:41

**Alternative H2:**

We oppose H2 for the negative impacts it will have on our neighborhood. Our property values will drop. This alternative moves traffic away from the center of town and will negatively impact revenue from tourism. There is no direct access to the airport with this Alternative. There is significant farmland that will be disturbed. This alternative is the most costly and I would like tax money to be used more prudently utilizing our downtown infrastructure.

**Name**

**Address**

**Email**

**Phone**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 14:55:30

**Alternative E3:**

I think proposition E3 is the best. It has good connection to the airport and won't take away business from those businesses set up near the I-15/US-20 interchange. It still provides good access to the INL and Universities.

**Alternative H2:**

I think this alternative would hurt businesses that are near the I-15/US-20 interchange. Access to the airport isn't as direct. And access to the INL and Universities isn't as direct either.

**Name****Address****Email****Gender****Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 13:11:28

**Alternative E3:**

This would be my choice. This would protect our property values and keep the busy traffic closer to town

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-23 13:11:02

**Alternative E3:**

E3 Alternative

I support this alternative. Using this plan improves access to the Airport, with potential for IF to grow their airport services and traffic. It also keeps the traffic in a more commercial area, rather than impacting large residential and agricultural areas. Adds a bridge to the Snake River for better access for residents and visitors, while improving access to local businesses. It is also less costly, and a better use of taxpayer dollars. There is less pedestrian, bike and people/ family activity in this area that will be constantly affected by the traffic., noise, light and air pollution.

**Alternative H2:**

I DO NOT support this option! Many reasons NOT to choose this option: 1 - environmental issues associated with building over a large landfill. 2 - Federally protected Bald Eagles nesting in the area. 3 - increased noise, air and light pollution will greatly impact the residential and ag areas. This includes the construction phase which will take years, in addition to the permanent placement of the roadway. 4 - Property values will decrease, which will also decrease county tax revenues. 5 - Lewisville highway and 5th west will also require costly improvements. 6 - moves traffic away from town and negatively impact revenue from tourists. 7- This alternative is the most costly and is not a good use of taxpayer dollars. 8 -In addition to the displacement of people and homes it will cause, it will negatively impact the quality of life for residents in this area. Pedestrian and bike access will be eliminated, more noise, light and air pollution can impact the health of residents in this area. Access to the Idaho Falls (and the INL business complex south of the construction areas will be severely impacted for years as the construction goes on.

**Name**

**Address**

**Email**

**Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 13:03:16

**Alternative E3:**

This plan makes use of current established areas that are near downtown businesses, and will not effect as many areas / owners for change. Keeps travelers close to where they can find services and spend money in our community.

**Alternative H2:**

This introduces more eminent domain issues, impacts farm land, draws traffic from downtown sites and businesses. East River Road already has issues and impact when it comes to utility and emergency services, biking issues, future school needs and the unknowns of issues over the landfill and aquifer.

**Additional comments or suggestions:**

Why can't H2 go either "way"north or "way" south of proposed cut through area? Where there is already roadway set and built around. Yes, it would have to be widened and would have impact - but it is already established and has been in play for a long time. Otherwise it is introducing cutting through too much area that has been planned on for decades for development without a large interruption down the middle of it. Drawing so much away from economic income from the downtown area and sites could bring issues to a struggling area as it is.

**Name****Address****Email**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 12:40:48

**Alternative E3:**

during the video of this alternative it shows that I would help traffic flow from the INL coming back into Idaho Falls from the Arco HWY. A problem that not enough people are talking about. it also keeps the new exit close enough that people would actually use it. Direct traffic to the airport is also a pro for this alternative.

**Alternative H2:**

during the video for this alternative is shows how far out the exit will be moved. I believe people will find other routes besides this because it is so far. this will move people away from our city who spend money in our economy. if you could put an exit closer and go just north of 33 rd just past the church I think this would be used more, impact the homes and families less, and only need to impact a piece of ONE business, and less of the landfill. of course as a resident that had their home facing the the back side of Pevero I would also like to ask for tall sound walls to be built, and maybe lots of tall trees, and a park or something to help with noise problems.

**Additional comments or suggestions:**

After watching the Videos I actually think that neither one of them are a great idea. Of course when your city grows travel times increase. it is something people need to learn to deal with. lots of money for something that looks like if you use alternative E3 will just cause a problem for Lewisville Hwy, and H2 won't be used because it is so far out, and impacts to many people. There has to be a better option. why not just add an extra lane off of I-15 widen what is already there???? seems so much easier???? and less money!

**Name****Address****Email****Phone****Gender**

## I-15/US-20 Connector

### Submission Date

2020-08-23 12:27:52

### Alternative E3:

This alternative is the most cost effective and prudent use of taxpayer money.

Provides quick access and improves visibility for the Idaho Falls Airport.

Minimal impact to residential property.

### Alternative H2:

The hatch pit dump was used as a city landfill 30 years ago. Illegal dumping was common. Disruption will further contaminate the aquifer.

Structural concerns with building overall landfill are very valid. This land will settle and move overtime and is not suitable for a high use route.

This alternative is the most costly and is not a prudent use of taxpayer money.

Traffic and construction noise for residence will be ongoing.

I-15 north of exit 119 is frequently closed due to dust and visibility concerns. Moving as it further north will have a negative impact on traffic flow due to winds.

Federally protected bald eagles nest in the trees directly adjacent to Fairway Estates.

### Name

### Address

### Email

### Phone

### Gender

### Are you disabled?

### Race and Ethnicity

## I-15/US-20 Connector

**Submission Date**

2020-08-23 12:17:46

**Alternative E3:**

This alternative seems best to me, if not going well north of Idaho falls and past Sage Lakes Golf Course to the north.

**Alternative H2:**

I do not believe this option should be picked, or used. My wife and I along with many of our neighbors built house here for the quite and distance from town. Now it is in consideration to put a freeway thru it?? It will destroy what we came here for and kill our house and property values that we paid a lot money for and pay confiscatory taxes for every year. Please don't do this to us!

**Name****Address****Email****Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 12:06:10

**Alternative E3:**

E3 is the best alternative to C3 as it results in less community disruption.

**Alternative H2:**

This alternative would destroy farmland and disrupt the community in its wake. I don't see any benefits that the other alternatives don't also offer, but I do see a lot of harm, disruption, and community pushback if the City and ITD decide to pursue this alternative.

**Additional comments or suggestions:**

C3 is the best plan with little community disruption and better traffic flow. I fully support the C3 plan and hope that none of the alternatives are used.

**Name****Address****Email****Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 12:05:54

**Alternative E3:**

This alternative or C3 is preferred as the impacts are less in the long run.

**Alternative H2:**

This alternative would disrupt local farmland and disrupt the small communities located on N 5th W

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 11:49:48

**Alternative E3:**

This choice makes the most sense as it doesn't impact any farm or residential areas, and seems to flow better with the current infrastructure of the exchange. It makes the improvements necessary without a total overhaul of the current system. Having I-15 access from the airport would be a nice convenience. As someone who lives off Anderson Street, I think this is the best choice.

**Alternative H2:**

H2 would be a disservice to our farmers and property owners in this area as it would negatively impact property values. Contamination from the hatch pit is another reason this project would not be ideal. This choice does not best serve the people of Idaho Falls, and those traveling through.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 11:46:04

**Alternative E3:**

I think that this is definitely the best choice. I think we should keep traffic where it currently is. The structure is already there, just needs an update. This would be the best way to use the taxpayers money rather than build a brand new plan that takes traffic way too far out of the city.

**Alternative H2:**

I think this is by far the worst plan. This plan is so far out from the city that it doesn't make sense. It is also taking away valuable farm ground that is needed to provide food and a living for the farmers. It is also Be very close to houses which would cause their property to lose value. No one wants a highway in their backyard when there is another choice that would not do this.

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

**Submission Date**

2020-08-23 11:41:19

**Alternative E3:**

I support this plan.

**Alternative H2:**

I do not support this plan.

**Name**

**Address**

**Email**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-23 11:28:09

**Alternative E3:**

minimal impact to residential and agricultural areas.

**Alternative H2:**

moves traffic away from the center of town and will negatively impact revenue from tourism.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-23 03:01:45

**Alternative E3:**

BEST OF THESE TWO OPTIONS: Many Benefits:

- \* Routes visitors closer to the City, where they will stop and spend.
- \* Improves access to current downtown infrastructure.
- \* Minimal impact to residential and agricultural areas.
- \* Gives quick and easy access to the Airport and INL Facilities.
- \* Keeps traffic in current location, which may be less confusing
- \* Seem likely this would be the least expensive over H2's dump structural and environmental issues.
- \* The flow of this option appears to make sense and has safer access lanes to / from I-15.

**Alternative H2:**

OPPOSED: Several Significant Issues:

- \* Building on an unstable landfill will be very expensive to address upfront.
- \* There are legitimate structural concerns, as the ground will settle and move over time.
- \* The unstable landfill will likely cause significant structural and environmental safety concerns and costly repairs in the future, making this not an effective use of taxpayers money.
- \* Disruption of the landfill will further contaminate the aquifer.
- \* The location in H2 Split Exchange is very close to Eagle's nests.
- \* There are many school buses and school children who catch buses on East River Road (5thWest). That may be true for the Lewisville Hwy, as well. The interchange and associated increased traffic will present serious elevated safety concerns for these children.
- \* The split diamond interchange is confusing, seem like short entrances/exits and may be less safe than what is in E3.
- \* Lewisville Hwy and 5thWest will need costly widening and improvements to manage the increased traffic to/from the new exchange.
- \* Construction will significantly impact and could cut off neighbors who live North.
- \* The City invested in a beautiful golf course and the resident neighbors have invested and made the area a very desirable area to live in. This build would destroy what most have cherished & spent their life-savings to build & enjoy!
- \* In fact, Fairway Estates has one of the highest property tax rates (if not the highest) in the City. River Acres Estates is a gem in Bonneville County, with benefits of being close to the River, with lots of fawn, wildlife and fauna. With this proposal, the nature and elements of these areas will be negatively impacted and most certainly be doomed to be less desirable. Property values will plummet and therefore, not only will the residents and nature be effected, the revenue for the City, County and State will be reduced!!!
- \* Far too much impact to those who will need to vacate and lose their homes along 5thWest and Lewisville Hwy. Again, many of these residents have spent life-savings, blood, sweat & tears to build here and enjoy their life!!!
- \* The 3 Developments along 5thWest (RiverAcre Estates, Fairway Estates and Heritage Hills all share a common obstacle, which is exasperated by the H2 proposal. Not one of these developments has exits other than on 5thWest. In other words, lengthy construction likely would compound the problem of even getting out of the development. Just think if there was an EMERGENCY SITUATION (i.e., Fire, Earthquake, etc., this would so dangerous, with no exit points
- \* This option creates significant Neighborhood Obstruction and Safety Concerns.

**Additional comments or suggestions:**

I believe of these two options, E3 seems the BEST -- the least costly, the least questionable, as far as safety, the least obstructive to residents and neighborhoods, easier to learn the flows, etc.

As fast as the Idaho Falls and surrounding areas are growing, there seemed to be quite a bit of logic to the Options further North and further West of IF, that ran mostly thru agricultural land --which seems would minimize obstructions. Any chance of revisiting those?

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 20:49:45

**Alternative H2:**

This plan will terribly affect my neighborhood. It will cause noise pollution and problems for us. It will decrease our home value and cause problems with traffic. We are strongly opposed and are not willing to deal with this option.

**Additional comments or suggestions:**

Anything is better than H2. Keep it how it is.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 19:02:28

**Alternative H2:**

The connector going over lewisville hwy shouldn't be an option. It will literally go through our home and our neighbor's home, which will displace our families. Ripping down my home and the home of my neighbors is not acceptable.

**Name****Address****Email****Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 18:46:22

**Alternative E3:**

Alternative E3 will have least effect on the population on the West side and will open up traffic flow for the the issues with 20, I-15 and Grandview also looks like it would be the most economical.

**Alternative H2:**

My name is Paul Fife, I live at 278 Rock Hollow. alternative H2 puts the Hiway a few hundred south of my house. I hear traffic on 20 now. This location deteriorates quality of life as well and will have a serious effect on the valuation on homes in Fairway.

**Additional comments or suggestions:**

I am also a developer in the Fairway Estates development, this proposal will have serious effect on values and future marketing of our remain property which is about 80 acres

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 16:25:00

**Alternative E3:**

This option takes out existing bike/walking river access and puts congestion and noise nearer Fremman Park. It seems like a major effort that will still have traffic congestion issues on I-15 through IF

**Alternative H2:**

Yes please implement this alternative.

## I-15/US-20 Connector

**Submission Date**

2020-08-22 16:08:15

**Alternative E3:**

Minimal impact to residential and agricultural areas.  
Allows visitors to through city center which will benefit businesses.

**Alternative H2:**

You would be building over a landfill which can lead to structural and environmental problems.  
Not the best use of taxpayer money.

**Name****Address****Email****Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 15:06:07

**Alternative E3:**

E3 is a bad idea! Too close to the existing river bridge and Freeman Park, and construction will be a nightmare. It will also destroy the beauty of the river corridor between John's Hole bridge and Freeman Park.

**Alternative H2:**

H2 is the best option, and will include a new river bridge several miles north of the existing John's Hole bridge. This new route will benefit the INL and ISU, and will relieve the heavy traffic congestion along Grandview Avenue.

**Additional comments or suggestions:**

Thank you for your efforts to get this right. Because the proposed new Connector route will not be built for many years, interim improvements to the fiasco that currently exists at I-15 Exit 119 and Grandview are essential. Interim improvements MUST include improved safety and accessibility for pedestrians and cyclists traveling east-west along the Grandview-US-20-John's Hole corridor. Travel for these user groups along this corridor is currently frightening and dangerous, and must be improved (not negatively impacted by interim improvements intended to improve the flow of I-15 off-ramp traffic at Exit 119. This is the ONLY route that pedestrians and cyclists have to cross I-15 and the Snake River in the northern part of Idaho Falls. Therefore, it is essential that a safe east-west bike-ped route be preserved during the interim project. Given the long time frame (years to decades for re-routing the heavy highway traffic away from the Grandview corridor, interim plans should include upgrading the existing walkways on the existing bridges over I-15, the railroad, and Lindsay Blvd. These three bridges need protective railings installed to separate the roadway from the adjacent sidewalk. The John's Hole river bridge already has a concrete railing to protect walkway users from vehicular traffic. A similar treatment is needed on the three bridges immediately to the west of the river bridge. Similar safety railing improvements were completed at the Broadway bridge over the Snake River several years ago, and are planned in the near future for the Pancheri Drive river bridge.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 14:26:26

**Alternative E3:**

Best option. Least new highway construction. Does not require construction over a landfill or disrupt existing neighborhoods to the north. Better access for tourist visitors to the downtown Idaho Falls business area.

**Alternative H2:**

Poor choice. Would greatly increase noise in Fairway Estates and other neighborhoods to the north of the current interchange. Requires not only a new bridge, but miles of new highway 20 construction - this must be the most expensive alternative. Requires construction over an existing landfill. Would greatly increase traffic on the River Road north of the INL buildings. This road is not built to handle much traffic, does not have good shoulders or a substantial roadbed foundation. Would disturb the bald eagle nest just west of Fairway Estates entrance (federally protected species. Would negatively affect property values in all neighborhoods nearby. Would route traffic away from downtown Idaho Falls, reducing tourist business to that area. Would negatively impact quality of life for residents of neighborhoods north of INL.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 14:23:49

**Alternative H2:**

This alternative is very costly, not good use of taxes. Very costly to widen and improve 5th West for increased traffic and would cutoff bike use north of the proposed freeway. Absolutley plummet property values. and then there's the nesting of the bald eagles, federally protected.

**Name****Address****Email****Phone****Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 14:14:02

**Alternative H2:**

I will not support something that shows such blatant disregard for the bald eagles in that area and their natural habitat.

**Name**

**Submission Date**

2020-08-22 12:29:41

**Alternative E3:**

I support this alternative. Using this plan improves access to the Airport, with potential for IF to grow their airport services and traffic, increasing revenues. It also keeps the traffic in a more commercial area, rather than impacting large residential and agricultural areas. Adds a bridge to the Snake River for better access for residents and visitors, while improving access to local businesses. It is also less costly, and a better use of taxpayer dollars. There is less pedestrian, bike and people/ family activity in this area that will be constantly affected by the traffic, noise, light and air pollution.

**Alternative H2:**

I DO NOT support this option! Many reasons NOT to choose this option: 1 - environmental issues associated with building over a large landfill. 2 - Federally protected Bald Eagles nesting in the area. 3 - increased noise, air and light pollution will greatly impact the residential and ag areas. This includes the construction phase which will take years, in addition to the permanent placement of the roadway. 4 - Property values will decrease, which will also decrease county tax revenues. 5 - Lewisville highway and 5th west will also require costly improvements. 6 - moves traffic away from town and negatively impact revenue from tourists. 7- This alternative is the most costly and is not a good use of taxpayer dollars. 8 -In addition to the displacement of people and homes it will cause, it will negatively impact the quality of life for residents in this area. Pedestrian and bike access will be eliminated, more noise, light and air pollution can impact the health of residents in this area. Access to the Idaho Falls (and the INL business complex south of the construction areas will be severely impacted for years as the construction goes on.

**Name**

**Address**

**Email**

**Phone**

# I-15/US-20 Connector

**Submission Date**

2020-08-22 11:58:25

**Alternative E3:**

To whom it may concern,

I feel that option E3 would be the best option for the new interchange. I commute from Rexburg to Blackfoot on a weekly basis and feel that this option would not add time to my commute while the H2 option would add a few minutes. I am also concerned that disrupting the Hatch Landfill site will negatively impact the aquifer we rely on and also affect the nesting bald eagles.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 11:23:03

**Alternative E3:**

This should NOT be the preferred alternative.

**Alternative H2:**

This should be the preferred alternative.

**Additional comments or suggestions:**

Development is needed as we grow, but we must ensure the area stays attractive and is able to be used safely by all people. Alternative H2 does this best.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 10:45:07

**Alternative E3:**

Not a good option.

**Alternative H2:**

As there are so few upscale communities in Idaho Falls, H2 would cause a negative impact on the neighborhood and result in decreased property values. I see no mention of Sound Barriers which would be imperative for this type of project.

**Additional comments or suggestions:**

I would suggest moving the proposed connector further north. By doing this the impact would affect far less homeowners and reduce the amount of destruction / initial highway preparation.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 09:58:25

**Alternative E3:**

E3 is certainly an improvement over the no action alternative. However, will E3 merely move the current congestion at the I15/US20 interchange to a new stop light at Fremont Ave? It is not clear how east-west US20 traffic flows through Idaho Falls.

**Alternative H2:**

H2 is clearly an improvement over the no-action alternative. H2 is a cleaner (more free flowing option and better accommodates future growth for the surrounding area than E3.

**Name****Address****Email****Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-22 09:13:07

**Alternative E3:**

We support this alternative. It keeps the traffic away from residential properties and takes advantage of existing infrastructure.

**Alternative H2:**

I do not support this alternative. It brings heavy traffic to a residential setting. Increasing noise and pollution from exhaust. In addition decreasing property values.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 21:48:52

**Alternative E3:**

I like this plan, it does not impact the area I live in (temple view. It would cut down on the traffic that exits 119 and proceeds to go down Saturn Ave at highway speeds to get to Broadway. Google has been routing people this way to access Broadway and Hwy 20. I have spoken to Google and the problem is not being solved. Yes it does add a few minutes to my commute at Sage Junction but if it solves the congestion at Hwy 20 and I-15 I can live with it.

**Alternative H2:**

this does not solve the issues with traffic coming from or going west on Hwy 20. This will impact the Temple View area and potentially hurt the values of homes in this area.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 21:39:11

**Alternative E3:**

This seems to make sense to me. Closest to what we already have but fixing the traffic problems. Good access to the airport. I like this option!

**Alternative H2:**

This makes no sense to me. Why would we want the freeway so much farther north? It makes sense to have it closest to what people already know and closer to our city where people will buy food and gas and help our businesses.

**Name****Address**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 19:28:21

**Alternative E3:**

This option looks like the best option. H2 feels like you have to go too far to get onto the 20. Plus you are moving traffic and travelers further from the businesses in downtown Idaho falls. E3 stays in the city. Looking to the future h2 looks more residential than business. Taking a hwy thru a homes does not benefit the residents. It takes away from small local businesses as well. E3 option looks like the best option.

**Alternative H2:**

This option looks like the hwy would be going thru residents communities instead of benefitting businesses. Also I believe it would create more crimes to happen in the subdivisions and communities.

**Additional comments or suggestions:**

Option e3 looks like it would benefit the city and create a better flow of traffic. The travelers would t be directed out of town before the change.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 18:28:22

**Alternative E3:**

This appears to be the most logical plan. I also believe it would be a safe plan to line up Iona Road & the northbound off ramp at Lewisville Hwy so they would be in alignment with the traffic light

**Alternative H2:**

ABSOLUTELY NOT. This is a plan to destroy farm land, ruin neighborhoods and move traffic away from commercial operations. This is a plan that has not been fully planned. Almost everything in this plan is TBA

**Additional comments or suggestions:**

Keep the new route as close to the old route as possible

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 18:24:59

**Alternative H2:**

Why can't you cross the river, place an "S" curve in the roadway heading south, and take it between Heritage Hills and the LDS Church. I believe you would not have to destroy any homes, saving you time and money fighting law suits, also minimizes the landfill issues. The only impact I see, other than agricultural land, is Bish's RV losing a small part of their storage lot. This also places the new roadway right at the existing Rt 20 and Business 20 interchange.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-21 17:53:37

**Alternative E3:**

Alternative E3 is a better solution to keep traffic in the center of the town, decrease the impact on residential and agriculture areas, avoid structural concerns for building on a landfill, and use existing roadways to be more cost-effective.

Alternative E3 will keep traffic in the center of town allowing quick access to the Idaho Falls airport and it encourages visitors to be directed to the city where they will stop and spend more money increasing the revenue for many businesses in Idaho Falls including hotels, restaurants, grocery stores, etc.

Alternative E3 will not impact residential areas and agriculture areas as much as the Alternative H2 option will.

Alternative E3 will be more cost-effective by moving an RV park and grain silos and using existing freeway and highway structures compared to adding a new freeway from I-15 to Highway 20 with two new interchanges plus widening the Lewisville Highway and 5th West to accommodate the increased traffic flow that the new interchanges will bring.

**Alternative H2:**

With the H2 option, construction and future traffic will affect hundreds of existing homeowners that reside in the Heritage Hills Subdivision and Fairway Estate Subdivision who never imagined a freeway would be built right in their backyard which will decrease the property values immensely. Heritage Hills Subdivision has over 60 homes and Fairway Estates Subdivision has over 500 homes which this option will negatively impact these homeowners. In addition, Alternative H2 will impact farmland used for the production of agriculture in the community.

The Alternative H2 option will be built on a landfill which creates a structural concern for having a high traffic road on top. Settling will occur over time causing soil subsidence which is not suitable for a road with high traffic causing more road repairs in the future and safety concerns. In addition, this landfill allowed illegal dumping which construction could cause increased contamination of the aquifer due to the disruption of the soil. This creates great concern for safety and the environment.

**Additional comments or suggestions:**

I understand this is a hard decision that will impact businesses and residents. I am proposing that Alternative E3 is a better solution to keep traffic in the center of the town, decrease the impact on residential and agriculture areas, avoid structural concerns for building on a landfill, and use existing roadways to be more cost-effective.

I know this is an important decision to help with the traffic flow at the current intersection but it should also benefit the community.

Thank you,

**Name**

**Address**

**Submission Date**

2020-08-21 16:51:36

**Alternative H2:**

I'm typically the type of person that will give you a bunch of facts and figures of things that I've researched to sway a person factually a specific way. Unfortunately, due to a son with special needs, and 5000 things going wrong for our family I don't have the mental energy to do that. So instead I will say this... We live across the street from a nesting pair of eagles that will be affected by this... We moved here from out of state five years ago specifically this neighborhood not knowing anybody or even having jobs out here yet... But specifically to raise our kids in peace and quiet and to retire in the house that we purchased which we will not be able to do if this changes pace. The only thing we have going for us right now is the equity in our home... We are not healthy people anymore due to Lyme disease and other illnesses that I've left my five-year-old son with paralysis. The only thing we have going for us right now is the equity in our home... We are not healthy people anymore due to Lyme disease and other illnesses... Moving is not an easy option... Having our house value go down significantly due to this might be the final nail in our coffin. I know none of this matters because it's not a number you can put down... I know how business works. But I had to say something.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 16:16:26

**Alternative E3:**

The freeway is already in this area and it would make sense to have the connector there. The school district emailed parents asking them to have the freeway take Templeview so that they could use that money to build a bigger newer school to help our students. Please take into consideration the children and how this could benefit them!

**Alternative H2:**

Doing construction through a landfill seems unsafe. Engineers have mentioned even Freeman Park has shifted over time and is unstable. Putting a road there seems like it would be difficult and it would ruin the farmlands in that area. There are nesting Eagles in this area and it would be awful to see them lose their habitat.

**Additional comments or suggestions:**

Please consider where the Freeway already is and just expand it.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-21 15:32:38

**Additional comments or suggestions:**

I am for which ever alternative males the LEAST amount of impact on residential areas around Temple View, Antares Park, and the Saturn Grandview intersection. I live in the Westwood Park condos and this is very stressful, not knowing how we are going to be impacted and the Lack of affordable alternate housing. If you take Westwood Park...or distroy out propperty value by building up the freeway right nest to us...you will be displacing 100s of people who live in low maintenance affordable condos for a reason. There ARE NO COMPARABLE CONDOS on the market. Other condos or town homes are upwards of \$280, 000. So, the 22,000 you'd be willing to comp us wouldnt even touch it...if there is even anything on the market. And even if you did cover the extra 180,000 it would cost to put each person into an alternate condo, we would not be able to afford the monthly increase in property taxes, utilities, and association fees.

## I-15/US-20 Connector

**Submission Date**

2020-08-21 14:01:05

**Alternative E3:**

I support this alternative. it will improve the safety and operations by increasing the distance between I-15 interchanges.  
It will reduce the environmental impact as compared to Alternatives E1 and E2. It reduces the impacts to the Antares Park and Temple View areas.  
Reduces the need for reconstructing the Broadway interchange.  
Provides more direct access to Idaho Falls from I-15.

**Alternative H2:**

I am opposed to this alternative due to it going through a construction material landfill.  
Huge impacts to farm land.  
Impacts farmland with the new US-20 northern alignment.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 13:58:36

**Alternative E3:**

I support this alternative. it will improve the safety and operations by increasing the distance between I-15 interchanges.  
It will reduce the environmental impact as compared to Alternatives E1 and E2. It reduces the impacts to the Antares Park and Temple View areas.  
Reduces the need for reconstructing the Broadway interchange.  
Provides more direct access to Idaho Falls from I-15.

**Alternative H2:**

I am opposed to this alternative due to it going through a construction material landfill.  
Huge impacts to farm land.  
Impacts farmland with the new US-20 northern alignment.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 13:17:55

**Alternative E3:**

I think this works well for Skyline Cross Country kids running to Freeman Park with minimal traffic.

**Name**

**Address**

**Email**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

# I-15/US-20 Connector

## Submission Date

2020-08-21 12:48:35

## Alternative E3:

This is the best plan. It keeps traffic where traffic already is. It runs travelers through the Idaho Falls City center and this encourages people to visit our city and spend their money. It gives a very easy access point to the airport which is important for the future of air travel in Idaho Falls. This also seems like it would be the least costly option and a better use of taxpayer funds as there are not miles of new roads to create. The residences and businesses in this area are already accustomed to having interstate traffic and the impact to residential and agricultural lands is minimal. This also seems like the least confusing route for travelers who are already familiar with the current interchange as they travel to Rexburg (BYU-Idaho), Island Park, and Yellowstone. The loss of an RV park and some silos is minimal and these businesses could relocate further north of the proposed interchange with even more access due to the new road exits.

## Alternative H2:

This is the least desirable option. It seems to be the most costly option as the entire infrastructure would need to be created from nothing and miles of new roads would need to be created. The Lewisville Highway and 5th West would require costly widening and repairs in order to accommodate the increased traffic from this becoming the new exit point for travelers to enter the city. It also would discourage tourism as routing the flow of traffic away from the city and into the country, only to then drop people off in the middle of a residential and agricultural area discourages tourists from navigating back into the city center. This option will completely block access for residents who live to the north of this proposed route, both during the construction phase and after completion as pedestrian and bike traffic would have no safe way to pass through. These roads are already narrow and have homes right off the road, so trying to expand the roads here would require moving overhead power lines and destroying many homes in the path of these existing roads.

This plan also has significant environmental problems. The "hatch pit" construction dump that this route would build through was used as a city landfill in the 80's and 90's. Longtime residents have pictures of frequent (and unenforced at that time) illegal dumping across this landfill including car batteries, oil, refrigerators and AC units, and other hazardous industrial chemicals. This was not cleaned up before it was turned into a construction dump, so these things are buried in the ground where disrupting them will continue to leak and contaminate the aquifer just below the ground. The flow of underground water here moves this contaminated area directly towards the city of Idaho Fall's water source and the three test wells that are located on the property of the dumping site regularly show contamination, so much so that residents to the west of this dump were placed on the City of Idaho Falls water programs years ago (before being annexed into the city) because it was not safe to drink from private wells in this area. This is a huge concern and will occur whether there is surface disruption to the site or deep digging to reach the bedrock levels for structural stability. In addition to the environmental pollutants, it is not smart to try and build a high use road over a landfill as settling over time will continue to disrupt these areas. Freeman Park was deemed to be a structurally unsafe path for a freeway for this very reason and the same reasons apply to this landfill area. Residents were promised by the city 20 years ago that this dump would be covered in the coming years and turned into a park for residents to enjoy due to the structural concerns here. There is even a road (Eaglewood Drive) on the Southern end of Fairway Estates that was left open and unfinished in order for the city to connect the neighborhood to this future park site.

Property Values and the desirability of this area is another major con for Alternative H2. The neighborhoods surrounding the Sage Lakes Golf Course are among the nicest neighborhoods in the City of Idaho Falls. Homes in this neighborhood and surrounding area are currently selling for \$400,00-\$800,000. The quiet country feel of the area attracts many people and property tax revenue from these homes is a significant boost for the City of Idaho Falls. In addition, neighbors in this area are vehemently opposed to a freeway running through our private and quiet community and have the resources to hold up this option in lengthy litigation battles if needed. Residents do not want to have our friends lose their homes, deal with the construction nightmare (there is literally no way to connect our homes to the city without using 5th West), or deal with traffic noise, trash, and pollution for years to come. Federally protected Bald Eagles currently nest in the trees just west of Pevero Dr. and disruption to their nesting and feeding grounds is unacceptable.

It is worth considering also that the stretch of I-15 north of Exit 119 (where this proposed exit will be moved to) is frequently closed due to visibility issues with dust and snow blowing as this is an area with open fields and agriculture. Moving the exit to the North will be a nightmare for travelers as in SE Idaho, wind is a common occurrence and not being able to access these roads due to poor visibility creates a traffic nightmare for the thousands of drivers who exit here to continue on to Rigby, Rexburg, and Montana.

It is clear here that the cons for H2 warrant that this alternative be removed from future consideration.

## Additional comments or suggestions:

Alternative H2 appears to be an underhanded and sneaky way to try and create a beltway path first discussed in the BMP traffic study 15 years ago. Population expansion has not followed the growth trajectory anticipated in that plan. This road should not be built for a secondary agenda. Doing so limits transparency and gives further grounds for legal action.

Alternative E3 is the best option for moving traffic through the city center in a safe and effective manner. It provides familiarity, minimizes impact to residents and agriculture, and increases access to the airport.

## Name

## Address

## I-15/US-20 Connector

**Submission Date**

2020-08-21 11:31:59

**Alternative E3:**

Do not support. Does not divert traffic away from City, seems like short term fix, too much impact on neighborhoods and waterfront recreation.

**Alternative H2:**

Support. This is the logical alternative. More options for possible connections to other roads - south and east. Glad to see moved south from original siting.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-21 11:22:33

**Alternative E3:**

Less impact on homeowners.

Eliminates Grandview exit which would eliminate constant truck exhaust brakes.

Shorter bridge over Snake River.

Have heard from some individuals stating that they would not go the extra 10-15 miles and this includes local and interstate trucking. Much of the traffic is recreational vehicles from Utah and I doubt they'll go the extra miles to get to Island Park.

Better access for emergency vehicles.

Would not impact US20 during seasonal dust storms that close I15 to Roberts.

This would not impact Antares Park/Templeview School, but H2 would with the split diamond interchange.

**Alternative H2:**

Cons:

Wider bridge over Snake River.

Extra 10-15 miles added from current route.

Need to shut down I15 during wind.

Pros:

Can't think of any.

Impact on farms and Fairway Estates homeowners .

**Additional comments or suggestions:**

Thank you for removing C3!

This has been a huge relief knowing we won't possibly be losing our home! :)

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 11:10:04

**Alternative H2:**

will sound walls be built, since the highway is moving closer to heritage hills residential area? Will you pay to have increased sound deadening in residences that were built for residential use only? Will residents be compensated for projected and significant loss of home equity? In the landfill crossing: will methane mitigation and venting away from the highway occur (methane gas and hot catalytic converters: not a good mix; will highway foundations be built down to bedrock so as not to cause continuously sinking and fracturing roadways? Will the original plan for hiking and bicycle trails from the original PEL plans still be included during the road widening of Fremont/5th west? Is there enough right of way to broaden Fremont/ 5th West or even down to the greenbelt with the significant increase of projected traffic into downtown?

**Additional comments or suggestions:**

Seems

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 10:10:20

**Alternative H2:**

I prefer H2 alternative. It moves faster traffic away from residential and park areas of Idaho Falls. Lessens traffic in or near city.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 09:48:10

**Alternative E3:**

I vote for this alternative. This option brings visitors through the city to boost our economy.

**Alternative H2:**

i do not vote for this alternative. With this alternative the Lewisville Hwy and 5th west will need to be widened to make room for the increased traffic. That is costly.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-21 08:17:12

**Alternative E3:**

E3 will move US-20 traffic and noise closer to Freeman Park than it is currently

**Alternative H2:**

H2 will benefit the INL/ISU north campus and the Sage Lakes development and golf course by providing needed Interstate highway access.

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 22:12:51

**Alternative E3:**

Difficult to implement because of interference with existing structures and interruption of traffic flow.

**Alternative H2:**

Most desirable because it allows the new roads to be built while still maintaining the current configuration.

**Additional comments or suggestions:**

Don't wait too long, the traffic is getting worse at the I-15 US20 interchange.

**Name****Address****Email****Phone****Gender****Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 21:24:54

**Alternative E3:**

Of the two alternatives this seems to be the least impact on neighborhoods. I support this alternative.

**Alternative H2:**

The proximity to Pevero Dr., even after the routing is moved further south is unacceptable to me. The Fairway estate Home owners association is in the process of electing a board. One of the drivers for aboard made up of home owners is to address issues such as the I-15/US-20 proposals as a legal entity representing the residents of Fairway estates.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 21:08:12

**Alternative E3:**

I support this option because it improves safety and operations by increasing distance between I15 interchange and provides more direct access to the Idaho Falls Airport while reducing environmental impacts and reduces impact on Anteres Park/Templeview area. This option also reduces the need to reconstruct the Broadway interchange.

**Alternative H2:**

I do not support this option as it has an impact on our agricultural area and working farmlands

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 20:54:41

**Alternative E3:**

This alternative provides the greatest benefit to the city of Idaho Falls with keeping traffic closer to business and hotel centers. This option also provides easier access and visibility to the IF airport.

**Alternative H2:**

The hatch pit dump was used a city landfill for 30 years. Illegal dumping was common. Disruption will further contaminate the aquifer. Structural concerns with building over a landfill are very valid and reportedly the reason that an alternative was removed from consideration for building through Freeman park.

The Split Diamond interchange is confusing for drivers. The Lewisville Highway and 5th West will need to be widened and improvement made to manage increased traffic flow from the new interchange. Traffic and construction noise for adjoining neighborhoods will be ongoing resulting in plummeting property values.

**Additional comments or suggestions:**

The registered professional engineer who actually recommends building this connector over an existing construction and demolition landfill should have their licensed revoked by the State of Idaho. It certainly doesn't meet the Primary Obligation to protect the safety, health, and welfare of the public as well as the Standard of Care required by IDAPA 24.32.01.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 20:49:35

**Alternative E3:**

We are in support of Alternative E3. The traffic flow will provide safer access to the Airport. The Grandview traffic flow will be dramatically improved. The new Olympia exit might even encourage some economic development by attracting new businesses. Additionally, Alternative E3 appears to impact private home owners the least.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 18:25:41

**Alternative E3:**

I support alternative E3 because it would bring people closer to the airport and also create an alternate way to cross the river.

**Alternative H2:**

I oppose alternative H2 because I15 north of Hwy20 is often closed due to high wind causing visibility issues.

**Additional comments or suggestions:**

Thank you for considering these facts

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 17:40:56

**Alternative E3:**

After reviewing all the options, I think this option can work, but its a short sighted approach, as it continues to keep significant traffic close in to the core of Idaho Falls with significant access and traffic in the north corridor of the city and doesn't really move the traffic headed to Rigby/Ririe and beyond away from Idaho Falls. This option has to be more expensive in condemning property, building bridges and the disruption that will be happening in the Johns Hole area.

**Alternative H2:**

I believe this is the better it pulls all the traffic away from the core of Idaho Falls, it will allow for smoother transitions of traffic going to or coming from Rigby/Ririe and beyond. Construction and disruption costs will be much lower by moving all the major work out of Idaho Falls and to a place where is mostly just farm land, it will ease congestion out of the Johns Hole and north Idaho Falls area and allow easier development of housing and business in that area, which is somewhat constrained by the current highway 20 flow.

**Additional comments or suggestions:**

Which ever selection you make, please do it as quickly as possible. As a land owner impacted by this project, the quicker the decision the better as we can then adjust based on E3 or H2 and move forward. Today we can't do anything as we don't know which option will be taken.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 17:34:54

**Alternative E3:**

This alternative will ruin livability in Idaho Falls neighborhoods, parks, along the river, and community. We urge you to discard this alternative and do not build.

**Alternative H2:**

This alternative will create stimulus for growth outside a congested city. It is preferable because of no negative impact to existing residential neighborhoods. We support this alternative strongly.

**Additional comments or suggestions:**

Idaho Walk Bike Alliance wants to work with ITD on their final project to improve safety, mobility and economic opportunity for everyone who does NOT travel in a motor vehicle.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-20 16:38:26

**Alternative H2:**

Please explain or justify the interchange at 5th West. 5th West is currently a poorly maintained county road with many driveways and close by homes. It is not really capable of safely handling current traffic. There seems to be little reason for an interchange here. This would require significant improvement to handle extra traffic. What is the long term projection for 5th West that would show any need for an interchange here?

This alternative negatively affects two established neighborhoods served by 5th West. Both neighborhoods have expressed interest in litigation to oppose this alternative. The City of Idaho Falls has "promised" a city park at the Hatch Pit landfill when it is full - is this still feasible with this alternative?

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 16:11:46

**Alternative E3:**

I prefer this alternative in that it seems to have the least impact to existing businesses, meets the goal of improving northbound traffic flow from I-15 onto US20, AND provides a much more convenient access to the regional airport.

**Alternative H2:**

I do not prefer this alternative because it results in to much disruption to the traditional traffic flow and does not help improve access to the airport.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-20 11:33:51

**Alternative E3:**

I want to be very direct in saying that I am strongly opposed to "Alternative H2", however when reviewing both Level 3 Alternatives, "Alternative E3" seems to clearly list significantly more Features and Benefits for the entire area than "Alternative H2". And although there will also be some impact on residential properties with Alternative E3, the overall impact on a single residential community appears to be less than that in Alternative H2.

**Alternative H2:**

With the exception of moving the frwy about 100-200 yards further south of Pervero, this slightly modified version of the original plan will have the same devastating effect on the adjoining Fairview Estates community. The noise and traffic that will be created will completely alter the desirability of this community as a place of "quiet enjoyment". This is a higher end community where residents have invested heavily in their homes, and having a freeway get constructed next to your community is not only a disaster, but is truly a breach of faith between the community residents and their local government agencies.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 11:30:03

**Alternative E3:**

I feel E3 is the best option. It seems to me that this all came about because of the congested Grandview Dr off ramp. This option eliminates that problem and helps the flow of both local roads and the highway.

**Alternative H2:**

I oppose this option for several reasons. After watching the proposed video you will see the local traffic is more congested with this option. I also feel that the highway takes a longer route to get to US20 and doesn't need to. I am also building a home in Fairway Estates and don't like the idea of a noisy major highway that will sit close to that neighborhood as well as other houses and neighborhoods. This could cause a decrease in our property values and changes our "country living" lifestyle. People that move to this area move to be away from traffic not right next to traffic. I feel that this option doesn't fix the problem and many of us in these neighborhoods are upset.

**Additional comments or suggestions:**

Please listen to your residents. We DO NOT want H2 because it doesn't solve the problem.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 09:48:47

**Alternative H2:**

1. The move south eases the impact on Fairway Estates, but increases the impact on Heritage hills. Will there be any visual/sound screening along the highway?
2. What fraction of the current exit 119 traffic will be diverted through the connector?
3. Has the landfill been sampled? Do you know what is needed to build across the landfill?
4. Do we really need the interchange at 5th west?

**Additional comments or suggestions:**

1. A listing and discussion of the properties impacted by each alternative would be useful.
2. A discussion of the routes to the major destinations (downtown, airport, DOE offices ...) for each alternative would be useful.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 09:19:27

**Alternative H2:**

Against - Traffic and construction noise for residence will be ongoing. Property values will plummet. This alternative is the most costly and it's not a prudent use of taxpayer money.

**Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 08:38:42

**Alternative E3:**

E3 does not look far enough into the future that will see growth to the north of the city. Keeping the interchange near the current river crossing will add more noise in the area of Freeman park and the green belt.

**Alternative H2:**

This alternative provides growth options to the north and moves the traffic that is headed to Hwy20 out of the traffic of the city. This alternative also moves congestion and noise away from the greenbelt and Freeman park.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-20 08:28:54

**Alternative E3:**

I think this would be a very functional interchange as it provides another local river crossing and forces and distinguishes local vs highway traffic. Also great that it provides direct access to the airport.

**Alternative H2:**

I live in Fairway estates, and am appreciative that highway 20 has moved south ¼ mile. While that is appreciated, I recognize that ¼ mile is not enough reduce highway noise. However, I actually view the highway close as a somewhat positive thing for greater accessibility. In addition, it seems that H2 is a little more forward thinking for future growth. My main concern, however is that having H2 so far out of the way won't alleviate the problems that are currently experienced. I work out at the site and depending on the traffic, I will take Grandview or the freeway. You will notice that a huge amount of the freeway traffic getting off at Grandview/Highway 20 is getting on at Broadway. This won't be an option with H2, so a huge remaining portion of that traffic will still funnel through either Grandview or Broadway. As INL plans to add upwards of 1500 people in the next decade, this will get much worse. Living in Fairway Estates, I personally would use the new connector daily.

## I-15/US-20 Connector

**Submission Date**

2020-08-19 23:35:59

**Alternative H2:**

We like this idea better, for all traffic involved and peoples neighborhoods.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 23:02:27

**Alternative E3:**

This plan seems to use the best existing infrastructure without too much interruption. A few business effected instead of a large number of family dwellings. Also, this route seems to provide the safest route for young teens going to school (skyline high school).

**Alternative H2:**

A few concerns with this plan...1. Home values for all of those properties in the fairway estates neighborhood and heritage hill neighborhood...this could be devastating and you would be a complete jerk not to consider how many people this would effect. 2. Does this plan really divert that many people from using the existing highway 20?? I foresee that many will still take the split diamond interchange exit and still use highway 20 as it is currently being utilized. 3. There are eagle habitats established in the path of this plan...if we can't even pick up the damn eagle feathers without a fine, how can you destroy their habitat without any repercussion!?!?!?!

**Name****Address**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 22:42:22

**Alternative E3:**

This is the alternative I want because it is closer to the

**Name**

airport

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

I-15/US-20 Connector

**Submission Date**

2020-08-19 22:42:13

**Alternative E3:**

This is the one I want because it is closer to the airport.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

I-15/US-20 Connector

**Submission Date**

2020-08-19 22:41:41

**Alternative E3:**

this one because it's closer to the airport

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 21:10:39

**Alternative E3:**

This option seems short-sighted and disruptive to current greenspaces.

**Alternative H2:**

This seems to be the best option in my view. Plus, as our town is quickly growing this option allows for expansion north of town especially for businesses. As a person who frequently walks the green belt moving the traffic away from current greenspaces is a plus.

**Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-19 20:28:47

**Alternative H2:**

I oppose this design due to the following reasons. 1 federally protected bald eagles nest in the trees directly adjacent to Fairway Estates, how will this impact them. 2. Property values in surrounding area will decrease. 3. This alternative moves traffic away from downtown. Decreasing the potential for thru travelers to stop and spend money.

## I-15/US-20 Connector

**Submission Date**

2020-08-19 18:33:04

**Alternative H2:**

I support this option as it will promote and preserve both the walking and biking ability and preserve the beauty of the area. It will also promote growth northward And reduce congestion along the paths. It will be better for the Sage Lakes developement and the Idaho National Laboratory as well as ISU and UI campus.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-19 18:01:32

**Alternative E3:**

Even though it may be difficult in the beginning, this is the best option for multiple reasons. It keeps large infrastructure closer to existing commercial areas that will benefit from this. For those traveling through to Rexburg, etc., it's a shorter distance to travel than in H2. We need to keep improving and building up inside the city instead of spreading out like the H2 option would promote. This option also uses land already in use for transportation instead of reducing the amount of agricultural land like H2.

**Alternative H2:**

This is the worst option when looking at the long-term effects. Communities all over the country are suffering from this type of design mentality. I'm afraid too many will want this option because it's easier in the beginning. But I don't see how this alternative can have positive effects further down the road. Even from a traveler's standpoint, it doesn't make sense. A junction like this should be in a city, not past it. It will take tourists well past the hotels, restaurants and other downtown businesses that has taken so much work to revitalize. It's also unclear what's going on with the current overpass at 15th East. It looks like those coming from the north on 15th East will have to drive a half mile out of the way to continue on the same road into town. It doesn't seem like this option was completely thought through, or at least it wasn't presented in its complete form.

**Additional comments or suggestions:**

I really appreciate that you're getting public input and letting us be a part of the process. I studied landscape architecture along with city and regional planning in college. I just want people to understand the difference between long-term and short-term benefits and challenges of these two options. I think those should be included when these are presented to the public.

**Name**

**Address**

**Email**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 17:52:51

**Alternative E3:**

Move heavy traffic farther north to less populated areas.

**Alternative H2:**

To close to Fairway Estates and Heritage Hills. Will increase traffic flow on 5th west which has seen a increase flow of traffic due to new subdivisions being build with no access other than 5th west.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 17:28:12

**Alternative E3:**

Quick access to the Idaho Falls airport

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 17:03:10

**Alternative E3:**

What I really like about this is it appears to fix the congestion problem at the I-15/HWY20 intersection. Based on the models, traffic in all area's flows very well.

**Alternative H2:**

I do not believe the split diamond intersection actually fixes the congestion problem. Based on the model, it appears that we are making the intersection safer by moving the congestion off of I-15 over to the split diamond, but the congestion still exists.

**Additional comments or suggestions:**

I am not opposed to the northern route of H2, however the split diamond doesn't appear to solve the congestion problem like the E3 alternative appears to. If the purpose is to fix traffic flow, I would go with E3, if the purpose is to move dangerous stopping traffic off I-15 to a side road only, I would go with H2. Until I saw these models, I was for option H, but after seeing how they actually flow, I just don't want to deal with poor intersection when there is an alternative that seems to fix the problem.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 16:59:30

**Alternative H2:**

I like this alternative because it recognizes the need for future expansion and minimizes impacts to Fremont Park. Also, less construction in the more densely developed areas of the city. This alternative will take some pressure off of existing streets so that pedestrian and bike use can be safer.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-19 15:38:23

**Alternative E3:**

This option is my preferred option. It is much more streamlined and cost effective. This option also doesn't disturb prime agricultural land. I like the fact that it keeps traffic in the same areas and provides better access to the airport. I also like the fact that local traffic doesn't have to interact with higher speed highway traffic. I feel like this option is much less confusing. I also like the fact that tourism has easier access to our city center with this plan. I would hate to see businesses go out of business like they did when highway 20 moved away from St. Anthony. The traffic used to go through their main street and that town has shrunk economically ever since the change. I would hate to see that happen to the Idaho Falls city center. Smitty's and lots of other food establishments will be negatively impacted.

**Alternative H2:**

I am intensely opposed to plan as We have lived in Fairway Estates for 22 years and the City of Idaho Falls has promised repeatedly that nothing will built behind except for a park. I know for a fact my property value will plummet. We specifically built in this neighborhood to be further away from town and highway 20 traffic. And to be next to a future park on to be on the golf course. This new road that would run adjacent to Fairway Estates will increase the noise significantly. Right now our neighborhood is quiet and peaceful which is how I would like it to stay. This option would also take away some peoples homes as they would need to be demolished. This is immoral even with market value compensation. Option E3 will only effect commercial property, most of which, are vacant anyway. The split diamond is also confusing in my opinion and wouldn't flow as well as option E3. I also don't like this option because 5th West would need to be widened because of increased traffic. There are a lot of children, and pets that can wonder off and be struck by fast moving vehicles that is next to our quiet residential 25 mph roads. If this option is picked I and many neighbors will sue the State of Idaho because of the damage that will be done to the aquifer by drilling through the garbage dump. There are lead acid batteries, pressurized cylinders, and many other hazardous chemicals in the dump that if not completely remediated will enter the aquifer.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 15:14:53

**Alternative H2:**

The only viable option in my opinion with the least impact on everyone concerned is the Split-Diamond interchange!!!

**Name**

**Address**

**Email**

**Phone**

**Race and Ethnicity**

I-15/US-20 Connector

**Submission Date**

2020-08-19 15:11:27

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 13:05:56

**Alternative E3:**

I think that this alternative is better since it will help drive economic improvements in Idaho falls and increase business utilization in the area.

**Additional comments or suggestions:**

I think E3 is the best option.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-19 12:04:10

**Alternative E3:**

I approve of this alternative. It uses the footprint already in place. I provides a good access to the airport. There is minimal impact to farmland and residential areas. It is less confusing for travelers going north.

**Alternative H2:**

I want to express my opposition to this alternative. To begin with, the idea of building a multi-lane highway over a decades old landfill has not been thoroughly though through. Disrupting the landfill could be catastrophic. Settling and movement of the land will occur.

Taking this alternative north away from Idaho Falls will negatively impact the tourism and visitors passing through the city. The proposed split diamond interchange is very confusing.

My husband and I live in Heritage Hills development. 5th West will need costly widening which will directly affect this community. Our property values will plummet.

There are federally protect bald eagle nests in the trees directly adjacent to Fairway Estates.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-19 11:23:13

**Alternative E3:**

Easier for traffic going to BYU and Yellowstone. Keeps the north end of Idaho Falls open for growth.

**Alternative H2:**

Opposed because the value of the homes will plummet, it will stunt the growth, development and revenue for the North end of Idaho Falls

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-18 23:18:27

**Alternative E3:**

This sounds like a much more sustainable option.

**Alternative H2:**

No. This option involves the disruption of farm land, property values, etc.

**Email**

## I-15/US-20 Connector

**Submission Date**

2020-08-18 22:50:55

**Alternative E3:**

I like E3 because it would be good to have another bridge over the Snake River, as well as keeping quick access to the airport.

**Alternative H2:**

I don't see any point in disrupting the homes north of Idaho Falls, when E3 is such a good option. I would vote against H2.

**Submission Date**

2020-08-18 20:16:39

**Alternative E3:**

The E3 alternative looks like the best one to go with. The distance is a lot shorter from I-15 to US 20. The bridge over the Snake River is shorter and will have a lesser impact on the environment. The airport traffic has a shorter distance to go. The impact is minimal to residential and agricultural for this alternative. I think E3 is better for visitors to take advantage of our downtown area. It will also be less confusing for people traveling to the park areas along US20.

**Alternative H2:**

This alternative is more costly than E3. The bridge over the Snake River is longer. There is a lot more construction involved with the longer connector from I-15 to US-20. A section of this 4-lane highway will be placed on top of the 50 year old (more than construction waste Hatch Pit Landfill. The land will settle over time and is not be suitable for a high traffic road. It may also impact the water quality in the aquifer. This alternative will move traffic away from our downtown business area. 5th West already has a problem with traffic and speed. This road will need widened, the irrigation ditch will need to be buried, and would need a lot of room for the split diamond interchange. The areas north of this proposed construction will be cut off from direct access to town and will have to go north and east to be able to reach town. This will also affect school bussing. The property values will greatly decrease due to this H2 alternative. Some of the homes will be gone and the others will have to put up with the noise factor. There are also nesting bald eagles in the trees along 5th West. I STRONGLY urge you to drop this alternative from your consideration.

Thank You

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-18 19:50:57

**Alternative H2:**

This will destroy the value of my property and home. I will fight against this with every resource I have. I'm sure there is not a proposal next to your home, so don't put one by mine.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-18 19:50:05

**Alternative H2:**

This will ruin farmland, my parents just bought property where they are planning on building this highway and they would be out of all of that money!! Don't ruin all of this land and spend a ton of tax payer money trying to build over the dump that land would never be stable enough to justify building there unless you want to risk a collapsed highway.

**Name****Address****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-18 19:07:04

**Alternative E3:**

We feel E3 is the better route with minimal impact on residential areas and farmland. Better access to downtown businesses and the airport, and will keep the traffic flow in the same area.

**Alternative H2:**

I hate this option. You put a major highway in our neighborhood and adjoining farmland. This is the most expensive alternative, and cost will keep going for widening of 5th West and Lewisville highway.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-18 19:00:36

**Alternative H2:**

I note that one of the reasons you eliminated Alternative C3 was due to challenges such as "impact of surrounding neighbor hoods as well as neighborhoods east of the Snake River". Yet in the challenges section of Alternative H2 you make no reference of any impact to the Fairway Estates neighborhood. We will be impacted by noise and air pollution, scenic disruption, and most importantly a tremendous financial loss off property value. Your only big issue with H2 seems to be a concern with the impact on agricultural land. Did you even consider the impact to Fairway Estates?? If so, why was it not mentioned and factored into your Level 2 Analysis??

I did note in your Level 2 Analysis your concern, as you put it, " of delays due to opposition which can lengthen the schedule, which impacts cost, Neighbors who fight us that tend to delay and even stop projects, getting elected officials involved which takes time and raises the stakes". (If our property values are devalued, so is the City of Idaho Fall's tax base.

Please note that H2 will disrupt the lives of many people. Many of us are retirees counting on the value of our homes to carry us into our later years.

Please note that "We will not go silently into the night".

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-18 18:09:30

**Alternative E3:**

I like this one. It allows visitors to be directed towards our city center where they will stop and spend money. This route looks great!

**Alternative H2:**

This is a TERRIBLE route! The split diamond interchange is confusing for drivers. Property values will plummet.

## I-15/US-20 Connector

**Submission Date**

2020-08-18 15:33:59

**Alternative E3:**

I highly recommend this option. It keeps traffic closer to existing businesses who need the economic impact. Moving the interchange north of town totally circumvents the City of Idaho Falls and will divert potential business away from our city center. This is the best option.

**Alternative H2:**

Bad option. Wider river bridge. Goes through an old landfill and diverts tourist dollars around Idaho Falls. Many businesses have purposely located near Highway 20. Please do not choose this option

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-18 15:13:54

**Alternative E3:**

This option is nice as it gives a secondary way in and out of the Airport. It also keeps traffic close enough to the city center to benefit local businesses. Railroad is a concern though.

**Alternative H2:**

Pulls traffic away from Idaho Falls businesses. Makes land that could be a good tax base into useless fodder. Good option for those who want to bypass IF altogether.

**Additional comments or suggestions:**

There are no "slam dunks" in this group of options. Things will have to be destroyed in order to move forward with this project. The congestion at I15/Grandview will only get worse.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-18 13:33:35

**Alternative E3:**

Looks like this option will be more cost effective and won't destroy residential areas or the environment

**Alternative H2:**

No on H-2 I just bought property that will be destroyed by this alternative. Hatch pit is a dump site and digging or disturbing the pit will cause environmental issues will land and water. This option will effect more residential areas and looks like it will cost more.

**Additional comments or suggestions:**

No on H-2

**Name****Address****Email****Phone****Are you disabled?**

**Submission Date**

2020-08-18 12:43:04

**Alternative E3:**

This seems like the better option. The changes made to the highway will affect areas already impacted by HWY usage. While it seems like some business will be affected, other businesses will receive a boost because there is better access to those industrial areas. Plus, this area of town needs to be revitalized anyways with the recent additional around the greenbelt and the nearby hotels upgrading their business models. There is also a significantly reduced risk of long term litigation going after businesses that would likely benefit from a buyout due to the age of the buildings.

**Alternative H2:**

I don't know about impacted two large and growing subdivisions with there are better options out there (E3. The EIS that will be completed as part of the NEPA process must include social-economic analysis along with a simple cost analysis. Alternative H2 is set to go near one of the highest price neighborhoods in the city. A HWY would surely affect housing values (new homes are approaching \$400k. It is a fact that moving a HWY to a location where there is a guaranteed reduction in property value for a significant percentage of a city's population violates the regulations set forth in NEPA. Further, there is a very slim chance the program could go forward on schedule due to the high amount of legislation brought against ITD for failure to provide an adequate EIS in the NEPA process. As we know, these can drag on for decades. One other aspect to consider, if H2 is chosen the NEPA process will have to identify a response to the drastic increase in noise pollution. As part of the cost analysis, you will need to include a 10' sound barrier along the entire north section of the new HWY. Only placing the barrier wall near current development would not be suitable because future residential growth will occur in the area.

**Additional comments or suggestions:**

In the NEPA process, it is always easier to construct in already affected areas than it is new justify affecting new areas. We have also had report of multiple Cougar and cub sightings in the area of H2. As cougars are classified as a "decreasing population", habitat destruction would have to be included in the NEPA process.

**Name**

**Are you disabled?**

No

**Submission Date**

2020-08-18 10:26:40

**Alternative E3:**

Please see my comments below in additional comments or suggestions:

**Alternative H2:**

Please see my comments below in additional comments or suggestions:

**Additional comments or suggestions:**

Building more roads to relieve traffic congestion, is like trying to lose weight by loosening your belt. Before the advent of cars, cities were built and designed for people. I think this is proven that cars are first in city planning in the fact that in the features, challenges and benefits of the proposed E3 and H2 pedestrians and bicyclists are not even mentioned once.

The H2 alternative would be a better solution to move major traffic further north of current City of Idaho Falls established neighborhoods, instead of through its heart like E3 would. It would also move a major road away from the Freeman Park area. Many people enjoy Freeman Park as a place to go and get away from vehicle traffic and the noise associated with vehicles. The E3 option moves Us 20 traffic and noise closer to Freeman Park than it is currently. E3 also is going to increase traffic close to existing residential neighborhoods. Eventually urban sprawl will continue north of Idaho Falls to the area of the proposed H2 design, but home buyers will have a choice at that time not to buy or build next to busy roads. The current residents in the area of the proposed E3 won't have that choice if that option is chosen.

Please keep bicyclists and pedestrians in mind during planning regardless of the option chosen.

Thank You

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-18 09:17:05

**Alternative E3:**

I strongly SUPPORT E-3. We have a cabin at Island Park and we travel there several times a year. We stop often in Idaho Falls to buy groceries, gas, dinner and we often enjoy talking a walk along the river. H-2 option will take us away from the city and into the farmlands. We would probably stop in Rexburg instead. H-2 would cripple the tourism for Idaho Falls. Also H-2 option will also hurt the growing and residential development on the North End of Idaho Falls. Their value of newly built homes will plummet and the area will be less desirable to build let alone live...which would once again decrease the money tax base for Idaho Falls. The inviting approach to build or move to the area would also cripple the area due to added freeway noise, lack of pedestrian and bike access and the beautiful farming fields and Idaho sunsets.

**Alternative H2:**

I strongly OPPOSE H-2. It will hurt the tourism for the city Idaho Falls and the residents that live on the North End of Idaho Falls. It will hurt the city's revenue, residential growth and development.

**Additional comments or suggestions:**

Also split diamond interchanges are confusing for drivers that are not familiar with the roads which would lead to more accidents and death upon your roads.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-17 22:15:27

**Alternative E3:**

I SUPPORT E-3 as the better option because the area is not sitting on an old land fill. H-2 option will cost more in the end due to constant repair. The structural weakness in the roads will cost the state of Idaho more money. If there is constant construction going on perhaps we will look for other locations to visit or go through Jackson instead. I don't want to deal with construction because of poor structure stability of your roads and making our trip longer. Utah has to deal with enough construction. may Idaho not follow suit.

**Alternative H2:**

I oppose this option

**Additional comments or suggestions:**

I would think H-2 would also have a negative financial impact on the city itself since it would draw tourists away from the city.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-17 21:41:24

**Alternative E3:**

The nice thing about this plan is that the current location is being used for the roads... no ones current location for homes etc will be disturbed. No current property value will decrease due to changes on freeway configuration.

**Alternative H2:**

This seems like a more costly option.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

**Submission Date**

2020-08-17 20:52:40

**Additional comments or suggestions:**

Your posted email at the website does not work.

**Name**

**Address**

**Email**

**Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-17 20:09:10

**Alternative E3:**

This is the best least impactful option and should be selected.

**Alternative H2:**

This option will destroy farmland and have a HUGE impact on residential properties. Nothing is mentioned in the write up about this as a downside. Why was that?

**Additional comments or suggestions:**

How legal was it to move from 3 options to 2 options with no citizen comments? The website said there were 3 options.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-17 17:59:18

**Alternative E3:**

My only concern is that the traffic on Anderson St. is already congested. Diverting even more interstate traffic through the area could be dangerous for A. H. Bush Elementary and the subdivision around it.

**Alternative H2:**

While the moving of traffic out of Idaho Falls would be nice, it would be absolutely terrible to damage farmland. There's so little to begin with and it's disappearing all the time.

**Additional comments or suggestions:**

Excellent designs! Thank you for opening up discussions for public comments.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-17 17:25:25

**Alternative E3:**

This seems to be the best alternative and solution. It keeps the potential business from the freeway in the area of most interest, and has a less impact on the area and residential areas.

**Alternative H2:**

This seems to be more impactful to the environment, farming, and residential, not to mention the landfill issues. And a new interchange area taking business away from town.

**Additional comments or suggestions:**

There needs to be a solution. And sooner than later will be of greater value to the community. We recognize the effort that goes into this and appreciate it. Alternative E3 seems to be the best solution. The sooner it happens the better for all players involved.

**Name****Address****Email****Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-17 17:07:10

**Alternative E3:**

I prefer this alternative. Impacted areas are already use to the traffic.

**Alternative H2:**

I don't like this alternative. Goes over dump, and is going through a primarily residential area. Noise is going to be a big problem.

**Additional comments or suggestions:**

I was hoping highway could be channeled just south of the church on 5th west. A lot of that ground is already for sale, and it is close to the existing road so it will have less impact.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-17 14:33:16

**Alternative E3:**

Alternator E3 seems like the best option. It keeps traffic to the highway area and around Falls. I think the local businesses would really grow and bring business to Idaho Falls. Also, the construction would keep you out of hatch pit there was illegal dumping back in the day.

**Alternative H2:**

Alternative H2 would not fix the problem but just relocate the traffic more north. Then tourists and people trying to get through would start traveling through 5th street or river road thag is a one lane road. Also Hatch pit has been known to contain hazardous materials from known illegal dumping. This would cost millions to try and clean up. Alternative H2 would pull people away from having a chance to stop in Idaho Falls and check out the falls and local businesses, where alternative E3 would allow people to check oht the falls and local businesses. Plus, Noise deceasing home values would tie this Alternative H2 in multiple lawsuits (I'm already seeking counsel. There is also limited exits out of the neighboring communities and would cause even more congestion.

**Additional comments or suggestions:**

Alternative E3 is your best bet

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-17 12:14:56

**Alternative E3:**

This alternative appears to create a real difficult mixture for non-locals to attempt to decipher at high speed. I find this issue in many places as I travel.

**Alternative H2:**

This alternative appears to address more of the long term issues of multiple, closely located, high speed intersections without construction of large scale aerial structures. Moving hwy. 20 traffic out of the local business traffic mix is a better long term solution as well as reducing business impacts and losses from preemption. This route also improves local traffic access to I-15 with the inclusion of Broadway into the split diamond interchange.

**Additional comments or suggestions:**

I appreciate the opportunity to comment on the future planning for the area.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-17 10:09:30

**Alternative E3:**

I am in support of E3. Minimal impact to the residential and agricultural areas.

**Alternative H2:**

I live on tradition ct. this on ramp will be feet from my back yard. I live alone and I chose this neighborhood because I felt it would be safe. I no longer feel this would be a safe place to live with the increase in traffic. I'm worried about my property values. I am also concerned about noise that would come with construction and traffic. Please consider another route.

**Additional comments or suggestions:**

Please don't build in my back yard.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-16 23:05:11

**Alternative E3:**

This alternative gives us quick access to the airport and reduced congestion traveling to work at Temple View Elementary and Skyline High Schools. This also reduces the impact on our neighborhood.

**Alternative H2:**

This would greatly impact our neighborhood and increase traffic on 5th west which has already become a busy, dangerous 2-lane road. Entrance to and from our neighborhood is already risky as well as biking or walking into town.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-16 22:21:17

**Alternative E3:**

This option is my preferred option. It is much more streamlined and cost effective. This option also doesn't disturb prime agricultural land. I like the fact that it keeps traffic in the same areas and provides better access to the airport. I also like the fact that local traffic doesn't have to interact with higher speed highway traffic. I feel like this option is much less confusing. I also like the fact that tourism has easier access to our city center with this plan. I would hate to see businesses go out of business like they did when highway 20 moved away from St. Anthony. The traffic used to go through their main street and that town has shrunk economically ever since the change. I would hate to see that happen to the Idaho Falls city center. Smitty's and lots of other food establishments will be negatively impacted.

**Alternative H2:**

I am intensely opposed to plan as I have just built a new home just south of this new interchange in the Heritage Hills neighborhood. I know for a fact my property value will plummet and I specifically built in this neighborhood to be further away from town and highway 20 traffic. This new road that would run adjacent to Heritage Hills will increase the noise significantly. Right now our neighborhood is quiet and peaceful which is how I would like it to stay. This option would also take away some peoples homes as they would need to be demolished. This is immoral even with market value compensation. Option E3 will only effect commercial property, most of which, are vacant anyway. The split diamond is also confusing in my opinion and wouldn't flow as well as option E3. I also don't like this option because 5th West would need to be widened because of increased traffic. Another reason I built in this neighborhood because there isn't much traffic in this area. There are a lot of children, and pets that can wonder off and be struck by fast moving vehicles that is next to our quiet residential 25 mph roads. The construction would inhibit my ability to visit friends and family in Fairway Estates for a long period of time. There is also a safety concern with this. If an ambulance or fire department needed access to Fairway Estates or any neighborhoods north of that there would be a significant time delay as there is no access to Fairway Estates from the Lewisville Highway. Lives could be at stake. Also this area of I15 has high winds pretty regularly and all of that traffic would need to go somewhere if the road were closed and that would cause more congestion which is what we're trying to avoid here altogether. There are Federally protected bald eagles just yards away from the proposed interchange. Additionally, the dump area would need to be carefully remediated if a road were to go in there. And if not done properly could pollute our aquifer and water source. I also know for a fact that if this plan moves forward there will be significant lawsuits filed against the IDT which will cost taxpayers millions of dollars.

**Additional comments or suggestions:**

Please choose Alternative E3. It is the most cost effective and least disruptive to residents of the area and will greatly improve tourism and airport access and will not effect property values as the road is already there.

**Name**

**Address**

**Email**

**Submission Date**

2020-08-16 21:02:03

**Alternative H2:**

Alternative H2 brings up many concerns. First, there was illegal dumping at the hatch pit that was used by the city 30 years ago. Second, structural concerns with building over a landfill. Third, money. This option is extremely pricey and is not a good use of tax payer money. Fourth, this option takes away traffic from local downtown businesses. And fifth, a split diamond interchange is very confusing for driver's especially on a busy freeway. Please reconsider and do not use H2 as an option.

## I-15/US-20 Connector

**Submission Date**

2020-08-16 20:16:17

**Alternative E3:**

If you remove access to and from I-15 at the original exist, why do you need to remove the Lindsey Blvd ramps?  
How will local traffic access Lindsey?  
How will tourists get to the hotels on the river? By the Broadway exit instead?  
Will that cause congestion there?  
The map indicates a bigger exit 309, but no enhanced Science Center Drive road. That bit of road is not big enough to handle increased traffic to INL.  
The map doesn't address improved pedestrian access under the existing bridge.  
I hope it will be handled for the new bridge as well.

**Alternative H2:**

This option will introduce significant road noise in what is currently a very quiet area. If this option is selected, it will be extremely important to provide noise deadening walls and landscape, or you'll trash the aesthetic and property values of those neighborhoods.  
Will the highway go over or under 5th West?

**Additional comments or suggestions:**

I understand the need for an online meeting. Nevertheless I am disappointed that there is no way to ask questions or discuss the maps. Just one way comments. A question or chat feature or even a FAQ would make this more of a dialog.

**Name****Address****Email****Phone**

## I-15/US-20 Connector

**Submission Date**

2020-08-16 20:03:30

**Alternative H2:**

I oppose the freeway in my back yard for the following reasons;  
This is a residential area not a business development area. The freeway will increase traffic in the residential area and will be unsafe for my family, especially my grandchildren and my parents. The value of my home will decrease. I am about to retire and do not want to listen to increased traffic at all hours.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-16 19:46:53

**Alternative E3:**

this alternative only postpones the need to move the interchange out of Idaho Falls.

**Alternative H2:**

This is the best choice because it is a long term change, not one that is good for only 20 years.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-16 15:58:46

**Alternative E3:**

Alternative E3 is a better choice for locating the connector in terms of:

- 1) IMPACTS LESS PEOPLE. The location in the E3 proposal will impact a comparatively low number of people compared to the neighborhood routing in H2.
- 2) NOISE IMPACT. Noise from the connector will be less of an impact as it is located through a current industrial area of the city and is relatively near the current location of I-15/US 20 where noise impacts already exist.
- 3) SHORTER ROUTE TO US 20 AND THE AIRPORT. E3 provides a shorter travel route to join US 20 rather than locating the connector further north. Access to the Idaho Falls Regional Airport would be greatly improved with less mingling of city traffic.
- 4) CONSTRUCTABILITY. Although there may be some planning required to handle traffic during the construction phase of the E3 connector, this would be a temporary impact until construction is complete. The H2 connector would be easier during the construction phase but would result in permanent impacts to residents in nearby neighborhoods. The E3 route would also eliminate costly remediation of the Hatch Pit to accept high volume/high speed traffic.

**Alternative H2:**

Alternative H2 should be eliminated for the following reasons:

- 1) DEGRADATION OF QUALITY OF LIFE. The connector will seriously and permanently degrade the quality of life for residents because of high-speed road noise and increased traffic. The noise/traffic impact to nearby residents would be completely new. Part of the reason we purchased our retirement home in Fairway Estates was for the quiet, country-like feel of the neighborhood. The noise would be impossible to remediate effectively.
- 2) FINANCIAL HARDSHIP. Alternative H2 will cause property values to drop. Road noise and increased traffic is not a desirable feature when trying to sell a home and would result in lower purchase prices. The City of Idaho Falls would also see drop in tax revenues.
- 3) ELIMINATES THE POSSIBILITY FOR A COMMUNITY PARK. Former landfill sites have often been redeveloped as parks after the sites have closed. The City of Idaho Falls has noted that Fairway Estates residents have expressed a desire for a community park adjacent to the neighborhood at the current Hatch Pit location. The neighborhood developer has designed access roads off of Pevero for this purpose. Initial compacting efforts and long-term settling over the years at the landfill site would be an expensive cost for building and maintaining the connector.

**Additional comments or suggestions:**

As a resident of Fairway Estates, I am expressing my vehement opposition to Alternative H2 for the I-15/US 20 Connector. In spite of moving the proposed connector route slightly to the south and over the landfill (instead of running directly behind Pevero Drive in Fairway Estates as presented in public meetings in 2019, locating a high-speed roadway will severely impact hundreds of residents of three neighborhoods (Fairway Estates, Heritage Hills, and River Acres) and individual homeowners on East River Road.

**Name**

**Address**

## I-15/US-20 Connector

**Submission Date**

2020-08-16 13:54:15

**Alternative E3:**

Alternative E3 takes advantage of underutilized areas in town where businesses and the railroad are already starting to phase out for better locations.

It also has a big benefit of adding connectivity to the growing IDA Airport and surrounding businesses.

**Alternative H2:**

Alternative H2 adds time to numerous commutes over the next decades. Several minutes taken from each of millions of commuters adds up to a big waste of people's time.

H2 has several potential problems that haven't been fully considered - including the Bonneville County Landfill that is still planned to be used for many more years.

Building new infrastructure outside of the current metropolitan area encourages urban sprawl and downtown decay. The purpose of this study does not include attempts to foster growth into rural areas - especially not prime farm ground designated to be preserved by the county land use plans.

**Additional comments or suggestions:**

No one wants roadways built in their backyard. The larger number of urban people shouldn't be allowed to simply out-vote their rural neighbors though. The decisions should be made based on honest analysis of the cost-benefit metrics.

**Address**

Idaho Falls

## I-15/US-20 Connector

**Submission Date**

2020-08-15 23:34:00

**Alternative E3:**

Looks like this option will be more cost effective and won't destroy residential areas or the environment

**Alternative H2:**

No on H-2 I just bought property that will be destroyed by this alternative. Hatch pit is a dump site and digging or disturbing the pit will cause environmental issues will land and water. This option will effect more residential areas and looks like it will cost more.

**Additional comments or suggestions:**

No on H-2

**Name****Address****Email****Phone****Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-15 21:00:02

**Alternative E3:**

This works best for the local businesses. It is the best option.

**Alternative H2:**

This option does not seem like a viable solution. This would impact many homeowners and their property values negatively. This is something that many people, including me, will strongly be against.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-15 20:37:27

**Alternative E3:**

This seems like a fair decision that does not impact homeowners.

**Alternative H2:**

You seem to be falsely locating the East West connector several hundred feet from Pevero Street. In reality, this will put a major highway in many taxpayers back yards. This will unfairly devalue Idahoans property value to benefit out-of-state traffic. Please remember that you work for Idahoans and they pay your salary. This is a horrible option. There is an eagle nest right in that area. There is also acres of farmland that you seem to think you can just take over. The Farmland Protection Policy Act prevents such acts. Shame on you for thinking this was even kind of ok!

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-15 20:28:54

**Alternative E3:**

This is the best solution.

**Alternative H2:**

You seem to be falsely locating the East West connector several hundred feet from Pevero Street. In reality, this will put a major highway in many taxpayers back yards. This will unfairly devalue Idahoans property value to benefit out-of-state traffic. Please remember that you work for Idahoans and they pay your salary. This is a horrible option.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-15 19:53:53

**Alternative E3:**

I like this option because it adds an exit for the airport and eliminates the Grandview access for I-15.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-15 18:00:17

**Alternative E3:**

This appears to be the best option.  
Residents would be least impacted.

**Alternative H2:**

This will impact my home as this will be yards from my home.  
Under a flight pattern.

**Additional comments or suggestions:**

I am wondering about the FFA rules. H2 may conflict with flight patterns.  
Would noise reduction walls be a part of the design for H2?  
Why not have an elevated freeway over the current freeway ?  
Would we be financially compensated for loss of home value?  
Widen the current interchange.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-15 07:02:29

**Alternative E3:**

This is the BEST option as it is already closer to the Airport AND will not impact farmland or as many homes as H2. It is a "more commercial" area already and close to the existing connection. Clearly THE ONLY WAY TO GO.

**Alternative H2:**

This is NOT an option. Moving it further SOUTH from the original plan has not been enough . The Farmland we have in Idaho Falls MUST be preserved and there are also Eagles nests near here that cannot be disturbed. Also, the impact to the hatch pit would eliminate the PARK which was supposed to be built here . Further, the LDS church is nearby and many children are out near the Picnic area tables. Too dangerous.

**Name****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-14 14:30:55

**Alternative H2:**

This idea moves the interface far enough away from the present bottleneck to avoid another similar situation in a few years.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-14 10:53:54

**Alternative E3:**

I have concerns regarding alternative E3. Building an exit onto Olympia St will place an elevated roadway less than 900 ft from the end of runway 17-35. Additionally, connection to Foote St appears as though it would be lost, which is the only access road to the hangars located on the east side of the airport. As a pilot and a hangar owner, I believe this would cause a significant safety hazard both for air traffic attempting to use the runway, as well as the distraction it would create for motorists. For example when compared to the Salt Lake City airport, It is considered distracting to motorists who drive along I-80 just south of the airport, and the distance from the freeway to their runways is a minimum of 2500 ft or more. Furthermore it would be associated with a substantial financial loss to myself and all private and businesses who own hangars on the airport's east side. I urge the council to reject this option and consider others. Please contact me to discuss this further.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-13 22:29:48

**Alternative H2:**

My preferred alternative since it appears this provides overall better traffic flow for long term growth. Minimizes the impact to local traffic, neighborhoods near the airport, and allows for better land use near green belt area of Idaho falls.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-13 10:31:35

**Alternative H2:**

Consider moving H2 to just south of 33rd north. It is not residential.

**Additional comments or suggestions:**

at least consider moving H2 a few more feet south to the southern end of the vacant land,

**Name****Email****Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-12 19:52:57

**Alternative H2:**

It is my opinion that this alternative is the best choice for the future alignment of the I-15/US 20 connection. I had submitted an earlier idea that I thought the interchange should be moved further north to the State line interchange. However, that would probably cause many problems such as a connector to Highway 26. This alternative would move the traffic north of the city and still allow access to the traffic wishing to access the city, and still give those who want to bypass the city from either the north or the south to smoothly transfer from I -15 to Highway 20 or the opposite from Highway 20 onto I-15 and avoid the stop signal on Grandview going north and the sharp curve trying to access the interstate from Grandview on to I-15. Lets make with happen, the sooner the better. for all.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-12 15:22:28

**Alternative E3:**

My single biggest concern with E3 is it continues to concentrate all the traffic in the city core. I think in the short to intermediate term it would get the job done but it does not look to me like a good long-term solution.

**Alternative H2:**

H2 provides a good long term solution. It allow for growth in both the volume of traffic and and the city itself. I have seen examples in the past of best practice city planning that involves stretching the city out so there is room to grow. A recent example, the addition of exit 116 on I-15. That has stretched the city and encouraged development where there is room.

H2 will do that. I think there is a good chance it could also allow for a planned beltoute to dovetail into US-20 at the new interchange north of IF. H2 provides good access to US-26 off the 49th North interchange. As you know US-26 feeds to Swan Valley, Alpine and Jackson, as well as Grand Teton NP and the south entrance of Yellowstone NP.

The valued added from H2 looks to far exceed that of E3.

**Additional comments or suggestions:**

As the eastern Idaho corridor (Pocatello to Rexburg grows, good roads will be a major asset in that growth and the lack there of will be just the opposite. The Idaho Falls/Rexburg/Blackfoot Combined Statistical Area (CSA has a population of 251K. The Pocatello Metropolitan Statistical area is 95K for a total population of 346K.

A May 15, 2019 article in the Jefferson Star Newspaper said Bonneville county had grown 12% from 2010 thru 2018 and the rate of growth was increasing. County commissioner Roger Christense was quoted saying. "One of our greastest challenges is roads."

Thanks for the opportunity to comment.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-12 09:45:17

**Alternative E3:**

This alternative will require shortening runway 17-35 at the Idaho Falls airport because of FAA approach clearance zone requirements. Further shortening of the runway will eliminate its use for most larger commercial aircraft and thus remove the runways practical use. This would have a detrimental impact on business, corporate, private aircraft traffic and options for operations at IDA.

**Additional comments or suggestions:**

I am surprised this process has gone this far without recognizing the significant negative impact caused to the Idaho Falls airport runway 17-35 by option E-3. That option would effectively close that runway to business, corporate, private general aviation aircraft usage.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-11 21:31:57

**Additional comments or suggestions:**

I feel our best and least expensive option is to widen the overpass over Lindsey boulevard giving right turn off of I15 of a lane to merge into 20, maybe even two lanes wide! Maybe a light at the southbound exit. DON'T reroute highways and build bridges, close exits and the other pricey options you are proposing.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-11 21:03:57

**Alternative E3:**

Seems like the best solution with minimal new road construction and utilizes areas that are not currently developed or in use. Better access to airport from I15 is a plus. Will not eliminate ag land and require relocation of the Hatch Pit. Provides easy access to INL offices

**Alternative H2:**

Pulls traffic away from existing exits of I15 but will have major negative impact on ag areas. Also, will bring noise to major residential area to the north of the connector.

**Additional comments or suggestions:**

I have a very strong preference for Alternative E3

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-11 19:17:06

**Alternative E3:**

This seems like a short-term fix. It spreads the distance from Exit 118 north to the new exit, but not very far. Exit 116 has worked well because there is a 2 mile distance between it and Exit 118. I really like the streamlining traffic from I15 to US 20 and the long road from 118 to either I15, US 20 or the airport. The hotel industry is important to Idaho Falls and the hotels along the greenbelt. In looking at traffic from Yellowstone entering IF, is there a direct way to access those hotels? Is it exit 118?

**Alternative H2:**

The new exit further north makes a lot of sense and it would be nice to have construction in phases to minimize impact to motorists. That's what happened with Exit 116 when the new bridge was built. It seemed like it was completed with little negative impact. H2 also moves the "rejoining" to the current US 20 further east, which reduces congestion in the middle of town. I worry about the impact of the split-diamond, knowing the impact on the area around Temple View Elementary but it seems like the plan that will best meet future needs.

**Additional comments or suggestions:**

I wish this process could be streamlined. I laughed you have a no-build alternative. Anyone who has tried to go east on Grandview between 4-6 pm knows it's a nightmare so you plan a different route. We attended meetings at Skyline High School in 2018 and have answered questionnaires. Six years from now before construction begins?! Is there anything you can do to speed up the process! I appreciate all the thought that has gone into planning these alternatives, but I sure wish it wasn't like most government projects that take so long.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-11 16:28:00

**Alternative E3:**

If E3 is chosen, what enhancements will be done for North Skyline Drive to handle the increased traffic?

**Alternative H2:**

If H2 is chosen, it is not obvious how I, a westside Idaho Falls resident, would get to US 20 northbound.

**Additional comments or suggestions:**

E3is obviously the preferred routing.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-11 15:40:33

**Alternative E3:**

this alternative seems like it would impact the local houses and neighborhoods close to 1-15

**Alternative H2:**

this looks like the better choice with less impact to local businesses including hotels and restaurants which impact our tourist business. It also seems like it would help move local traffic with better safety.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-11 15:07:02

**Alternative E3:**

It seems that this option will sufficiently fix the problems where they are. The bike/pedestrian traffic interaction with these current exits needs to be fixed. This option will provide for that. The construction concerns don't outweigh the need to fix these roadways where they are. Construction traffic is an expectation when it comes to making improvements and not a valid excuse for not fixing a broken roadway/system. Traffic flow through these exits must be improved, which is sufficiently addressed by this option.

**Alternative H2:**

This option seems to be passing the buck with respect to the issues we have with our current roadways. Turning them over to be local streets does nothing to fix the weaving and traffic issues, especially for bikers and runners between the Greenbelt and Freeman Park. Also, 5th is not set up to handle the traffic. This road would at least need to be widened to include wide shoulders and sidewalks. Anything less is unacceptable and unsafe. If this option is selected, the new connector should be just North of the church and South of the dump.

**Additional comments or suggestions:**

Please don't pass the buck to the local departments; these problem roadways need to be fixed where they are.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-11 14:58:44

**Alternative E3:**

The clear choice for balancing current needs and future growth. The additional bridge over the Snake River is a welcome addition, and I love the continued use of Grandview Ave through the existing alignment. I think the collector road between Exit 118 and the new exit (here forward Exit 120) at Olympia is a needed addition that should reduce the merge issues that currently exist. The preservation of Lindsay Boulevard is an excellent choice that shows ITD's commitment to listen to its constituents. Reduced weaving is also a great choice, which the move from Grandview to Olympia helps with. I also appreciate the removal of one of the loop ramps, which I think are a major contributor to some of the weaving issues we see present. I like the additional offramp onto Fremont/Riverside as well.

Now as for some concerns with Alternative E. With a collector road in place, I think the offramp to Grandview Ave needs to stay, but in a right-turn only configuration. This would allow for continued access to Lindsay Avenue businesses from travelling tourists and to local traffic, and with only a right turn, it would discourage west side traffic from using it. I can also see the argument made that the cost does not produce enough benefit, though. In addition, I recommend further work be done on the Broadway interchange. See my notes in the additional comments section. I do worry a bit about the cost (which I would not be shocked to see in the high nine figure range) due to the bridges and ROW acquisitions required. That said, I can see a greater benefit as a whole that would make the greater cost acceptable. I also would suggest turning Exit 309 on US-20 into a full tight diamond or SPUI interchange instead of using another partial interchange with loop ramps. Having one good full functioning interchange between Lindsay, Riverside, and Anderson would be helpful for the removal of the existing 20 as an arterial, especially between Riverside and Anderson.

**Alternative H2:**

While I prefer Alternative E, Alternative H has a number of positive benefits. The ability to connect to US-20 to the west and create an additional belt route leg would be beneficial, provided growth continues there and not to the east and south. I can also see this choice spurring development along the new US-20 corridor. The split diamond exit also seems to be an innovative solution to the weaving issue, though potentially at the cost of some of the homes in the Temple View area.

However, I share a number of concerns with Alternative H. The biggest concern I have is what a detriment this plan is as a whole to the residents, the businesses, and the municipality of Idaho Falls. Tourist traffic will likely continue past Idaho Falls without closer access to existing businesses. Increased distances to US-20 will also put additional pressure on Broadway, Grandview, Holmes, and Riverside/Fremont/5th East. The local traffic problem will be shifted to Idaho Falls roads without increased funds to deal with upgrading these roads to the appropriate standard. This situation is further exacerbated by the removal of exits in the new US-20 configuration, with two exits handling the traffic of five. In addition, I can see a number of the rural residents of Idaho Falls concerned about the encroachment of US-20 on their properties, changing the nature of their properties and neighborhoods, and potentially leading to reduced property value for the residents and property taxes for the City of Idaho Falls. Finally, I do not see a tremendous advantage to the redesign of Exit 311 to connect with 49th North. That is a lot of added cost for connecting into 49th North. I have additional notes below that apply for both of the alternatives here.

## Additional comments or suggestions:

What is the current progress on the short-term solution? I recall there being an option on the table to widen the Exit 119 NB offramp to accommodate semi traffic and the potential of a pedestrian underpass beneath the offramp to allow for unimpeded right turns onto US-20. I heard 2021 for the funding on that option; is this still happening? I would love to see the pedestrian underpass go in as I have a vested interest in that project: not only do I now live on the west side of I-15, but I was part of the BYU-Idaho Capstone Project that explored those options.

I also hope that this project will spur some options for reducing the traffic on eastbound Broadway. I know that is more on the shoulders of the City of Idaho Falls, but the 2045 no-build scenario is concerning, particularly when coupled with the pattern and quantity of accidents at the Exit 118 ramps. My personal recommendation for this area would be to lengthen the NB offramp to the south edge of the Walmart building and to attempt to remove the hill in the offramp. I have observed many who do not begin decelerating until after they clear the hill in the offramp, exacerbating speed conditions. I also recommend removing the WB Broadway to SB I-15 loop connection, as there is simply not enough room to accelerate safely onto I-15 in this alignment. Now, this would be difficult due to the alignment of the remaining SB ramps, but perhaps a split light or otherwise reconstructing the SB off and on ramps into a tight diamond configuration would allow for resolving these safety issues. Then, both the signals for SB I-15 and NB I-15 traffic could be synchronized and improved.

As Idaho Falls continues to grow, I would also encourage analysis into a potential Exit 117 be initiated, or at least an additional overpass between Pancheri and Sunnyside. Beginning this analysis ahead of the opening of the planned Mountain America Events Center will allow Idaho Falls and ITD be better prepared for continued traffic count increases on the west side of Idaho Falls. The most difficult part of deciding where to place an additional I-15 crossing is designating a location that would improve connections to local arterials on both sides of the interstate as well as provide a potential additional Snake River crossing. It would be nice to see something tie into 25th South on the east and 17th South/Grizzly Ave on the west in the long-term plans, though Oldcastle, Tautphaus Park, and the railroad would increase the complexity.

Another concern that should be addressed, since 49th North is a large part of the linkage plan, is the triad of Ammon Road, US-26, and 49th North. The free right from SB Ammon Road to SB US-26 is dangerous because of the frequent speeds motorists travel on it. This causes risky weaving between that free right and those seeking to turn right onto 49th North from SB US-26. Removing the free right on SB Ammon Road and forcing traffic to turn onto SB US-26 from a new right turn only lane (added to the existing lanes) at the signal would help resolve this issue very easily.

I would add that improving access to 49th North from the existing Exit 311 would be easier than reconstructing the interchange entirely. Instead of continuing 15th East due south, have 15th East curve into 49th North, with Woodruff Avenue/15th East south of 49th North creating a tee connection. I think the land acquisition costs would be much less than the cost of rebuilding Exit 310/311 into a SPUI.

One final road suggestion: for a number of these exits, the exit names do not typically include the Idaho Falls road name. It would be helpful for visitors and newer residents to include those names as well (Exit 310 as Holmes Avenue, Exit 311 as Woodruff Avenue, Exit 309 as Anderson St, etc) cosigned with the existing designations as well.

One last comment: I think it would be beneficial to have additional representation from cities and towns in the upper valley on the project committee. Though this affects Bonneville and Idaho Falls most significantly, the chosen route will ultimately impact Rigby, Rexburg, and beyond. Adding these voices to the committee would be great to help the entire community at large feel involved in this major decision that ultimately affects all of ITD District 6.

Please feel free to contact me if you have any questions, comments, or concerns about my suggestions. As I noted above, this project is very important to me, and I would love to stay in the loop regarding its progress.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-11 11:22:20

**Additional comments or suggestions:**

neither of these properly accounts for the INL facilities on Fremont Ave. and vicinity. Alternative H2 access is too far North, while access for E3 is ?what? Traffic to/from INL is significant and an important consideration.

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-11 10:04:15

**Alternative E3:**

E-3 looks like intense decision making time during rush hour traffic. To many opportunities for drivers to make a mistake if they are unfamiliar with the configuration

**Alternative H2:**

H-2 separates the Grandview and Broadway interchanges more. Gives unfamiliar drivers more time to make driving decisions and filters out some through traffic. I think I like this configuration best.

**Additional comments or suggestions:**

What a menagerie of ciaos. I just want to erase the blackboard and redesign the whole area, neighborhoods, business districts, airport and all. GOOD LUCK

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-10 22:24:16

**Alternative H2:**

THIS IS NOT AN OPTION! to the residents of Fairway Estates. This will reduce the value of our higher end homes, increase noise in a neighborhood that we purchased to get out of the city noise and increase the traffic in an already congested area of our subdivision.

All of the new construction in our neighborhood of higher end homes has created more than enough traffic and noise. No more please.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-10 20:30:44

**Alternative E3:**

I prefer this plan. I like the idea of easier access to the airport.

**Alternative H2:**

I do not like this design. I am concerned about traffic noise in the Sage Lakes area. I'm also concerned about the eagle nest at the corner of N 5th and Pevero. We have lived in the area for five summers now and have enjoyed seeing bald eagles nest in that site.

**Additional comments or suggestions:**

Thank you for providing the information and allowing us to comment!

## I-15/US-20 Connector

**Submission Date**

2020-08-10 20:25:25

**Alternative H2:**

Will there be an overpass over 5th West or just an intersection? How many homes are impacted by this alternative?

**Additional comments or suggestions:**

We would be interested to know a cost projection for each alternative. When will this be available?

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date** 2020-08-10 10:46:22

**Alternative H2:**

Why is it that you list the impact to homes and businesses in the challenges for Alternative E3, but there is no mention of the impact to the homes that will need to be removed in Alternative H2?

Why is there an intersection at 5th West in this Alternative? It is unnecessary and will only create more traffic in an area that is primarily housing developments. Local residents could still access US20 using the same routes we currently use. Please eliminate this intersection and just use an overpass as you are proposing for 5th East.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-10 09:24:01

**Alternative E3:**

I have an office on Lindsay Blvd and I'm just south of the main grain elevators. How is this model going to impact my office? My business is National Quality Inspections. We have been here for 26 years now.

## I-15/US-20 Connector

**Submission Date**

2020-08-09 22:45:16

**Alternative E3:**

We prefer this alternative because it reduces the impact to the Temple View area and the associated elementary school.

**Alternative H2:**

We do not like this option because it brings highway traffic and noise through an agricultural area and the quiet neighborhoods of Heritage Hills and Fairway Estates.

**Name****Address****Email****Phone****Gender****Are you disabled?**

**Submission Date**

2020-08-09 18:17:03

**Alternative E3:**

I have concerns with the Olympia Interchange and the neighborhood west of Skyline Drive can be protected from "lost" highway traffic in a neighborhood that is very much a pod. I like the Science Center Drive Interchange where land that has not been developed for over a hundred years could find a use. This would be a great place to locate a sculpture that might recognize the history of science in the region. It also use difficult to develop land north of the current John's Hole Bridge.

**Alternative H2:**

This is my preferred alternative. First, I would hope there has been engineering history on how create a solid route over the landfill location. As the buried contents settle, I would not want to see a washboard base show up. I can see creating a multi section low bridge over the area An interchange at 5th West make an opportunity to make a consistent name for a street that is currently Riverside/Fremont/5th West/East River Road. I think it would be nice to refer to entire corridor as Riverside Drive. The impact of an interchange at 49th North should be evaluated on how it would affect traffic once connected to US 26 at Beaches Corner. It might work to restore the gridded streets from Riverside to Science Center. A pedestrian and bicycle trail with tree would be a good use of the land north of the proposed relocated highway 20.

**Additional comments or suggestions:**

Find a bunch of money and plant hardy trees.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

**Submission Date**

2020-08-09 18:09:15

**Alternative E3:**

To be this is the better option. It includes the more direct access to the airport. It does not seem to affect as many residential houses. The route keeps things closer to the business district of Idaho Falls. The other alternative will route traffic past Idaho Falls and substantial revenue would be lost.

**Alternative H2:**

In the flyer it states this alternative have the challenge of going through a construction landfill. That is not a true statement. The portion of the landfill that will be involved was not a construction landfill. It has been used as a landfill for over 50 years. There is all kinds of waste under the ground. Very unstable when you start putting a highway over it. Also, the amount of farmland that is going to be impacted is scary. There has already been significant farm ground lost in Bonneville County to development. We lose our farmland we lose our food. Not included on the report is the expansion of 5th West. If this is the chose route the road will have to be extensively widened to allow for residential and commerical traffic. Semi trucks and other commercial vehicles will be utilizing 5th West which has many existing residents. They will not even be able to get our of their driveways. Not to mention the residential housing that will be impacted by this route.

**Additional comments or suggestions:**

In the meantime, why not make the current Rigby Exit 119 a 2 lane road turning right. Do not allow left hand turns. This would allow twice the amount of traffic to merge. Traffic going to the airport should be routed to the Broadway Exit 118. Signs could be installed to show that this exit is the only exit to the airport.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-09 08:11:09

**Alternative E3:**

Too much happening. Would cause major traffic disruptions during the building process.

**Alternative H2:**

This alternative is the cleanest option. It's the most forward thinking to bring all major highways connected. We need to have growth and have it the right way. This alternative meets those needs.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-08 17:54:30

**Alternative E3:**

does little to solve congestion problem of traffic exiting I15 to go to yellowstone or Jackson which is only increasing and will further increase congestion at Anderson and Yellowstone Highway

**Alternative H2:**

looking to the future, this is best alternative for yellowstone, island park and jackson traffic to bypass idaho falls without unduly increasing traffic pressure in idaho falls while still providing acceptable access to Idaho Falls/Ammon shopping and EIRMC for traffic from areas North of idaho falls and eventually makes best loop sense for traffic exiting I15 south of idaho falls that visits Ammon/Idaho Falls shopping and then proceeds to US 20/26

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-08 17:47:35

**Alternative E3:**

THis is a great option. It's near the airport, has a more "commercial" feel to it and will allow the farms to remain. Putting the connector here is a no brainer as it's already close to the existing exit. GREAT JOB. Thank you.  
WE LOVE IT

## I-15/US-20 Connector

**Submission Date**

2020-08-08 15:05:20

**Alternative E3:**

This seems like the best option. Yes, it will impact some things but in order to do it right, some areas will be impacted. It would also be the most intuitive configuration, in my opinion.

**Alternative H2:**

H2 may reduce traffic on I15 and US20 but it will push that traffic into Idaho Falls. This seems like a poor solution. In addition, it may be more confusing to travelers unfamiliar with the configuration that is proposed.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-08 12:15:07

**Alternative E3:**

I feel this option causes too much disruption to the area east/west of I-15 between Broadway and current US20. There likely is "room" to the east but less apparent there is room for the western part. Also, it disrupts many more areas over a long period of time.

**Alternative H2:**

I prefer this option as it takes all the disruption to locals mostly out of the picture. Either way there are bridges over the river but E3 happens in the middle of everything whereas H2 is away from everything. If the I15-US20 part is done will there still need to be changes to the Broadway-John's Bridge area? The need for this is less apparent with the exchange moving away from the city. I really like how this option can be done in phases, as well.

**Additional comments or suggestions:**

With the H2 option, would I-15 north of current US20 blowing wind/dirt problems be North of the new exchange or right at the area of the exchange. I don't really know where the blowing dirt area is that periodically closes I-15 North.

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-07 15:27:16

**Alternative E3:**

This E3 alternative seems like the best option for not impacting nice neighborhoods north off of east river road. It still meets the traffic needs while not causing large drops in property value like H2.

**Alternative H2:**

This alternative will create a lot of noise and increase traffic through the Heritage Hills and Fairfield Estates neighborhoods. Because this area has a lot of farmland, there are no trees or structures to block highway noise from the potential new road. This will probably lead to a drop in the value of the properties in this area and really cause a turnover from nice neighborhoods to lower-class subdivisions. Please consider this as well as the impact to the river and ecosystem for building another bridge.

## I-15/US-20 Connector

**Submission Date**

2020-08-07 15:25:49

**Alternative E3:**

I think this a preferred option and potentially will be the safest and cost the city the lowest in upgrades and modification. So this is my preferred option.

Thanks for the study and thinking of the future.

Not recommended.

**Alternative H2:****Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

I-15/US-20 Connector

**Submission Date** 2020-08-07 10:56:18

**Alternative E3:** I prefer this option.

**Name**

**Address**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-07 10:00:05

**Alternative H2:**

I like this one best. I regret losing some farm land but that is easier than going through the rail yard. I like the idea of a split diamond though implementation could be a problem.

**Name**

**Address**

**Email**

**Are you disabled?**

## I-15/US-20 Connector

**Submission Date**

2020-08-07 09:08:40

**Alternative E3:**

I feel that E3 would put traffic too close to Bush Elementary School. Exits and entrances appear to be close to the children's playground. Thinking of the future growth of Idaho Falls and the attraction of the national parks, traffic is going to get heavier in the future. Think of the future by putting this connector further out into the countryside and undeveloped land. Elementary children and our residents don't continue to need a heavily trafficked highway so close.

**Alternative H2:**

This is the best alternative, providing relief to inner city residents. Future growth would be enhanced with this plan. In fact, it could even be placed further north, making even a smaller impact.

**Name****Email****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-07 08:01:07

**Alternative E3:**

I highly prefer option H2 over E3. This E3 traffic layout looks like a mess and seems short sighted. The E3 option would make it difficult to give clear directions to someone. Also, people living in Idaho Falls will quickly learn to use alternative routes like Lindsey Blvd., creating new problems.

I prefer a no-build option compared to the E3 option.

**Alternative H2:**

The H2 option is the most clean and forward-thinking option. I highly prefer this option.

**Additional comments or suggestions:**

The H2 option seems the most forward-thinking option that would accommodate continued growth anticipated in Eastern Idaho, specifically in Idaho Falls.

The E3 option seems

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

**Submission Date**

2020-08-06 16:53:43

**Alternative H2:**

We have a couple questions. Would you purchase the homes on 49th N between Lewisville Hwy. and Hwy. 20? We are very concerned about our property values falling if we are left surrounded by Hwys. and Interchanges. I can't imagine the noise from all the roads surrounding our homes.

Please call us or email us back to answer our questions. Thank you.

**Additional comments or suggestions:**

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-06 16:47:51

**Alternative H2:**

We have a couple questions. Would you purchase the homes on 49th N between Lewisville Hwy. and Hwy. 20? We are very concerned about our property values falling if we are left surrounded by Hwys. and Interchanges. I can't imagine the noise from all the roads surrounding our homes.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-06 16:29:20

**Alternative E3:**

This seems like the alternative that has the least amount of negative side effects. I like it.

**Alternative H2:**

Among the "challenges" you completely neglect to mention the negative impacts to the Fairway Estates neighborhood especially to the south end of that development. I believe you should be more concerned with the hundreds of residents negatively impacted with this Alternative than with the few businesses impacted by Alternative E3.

**Additional comments or suggestions:**

If you end up choosing Alternative H2 you need to push the connector south to near the LDS church to mitigate the negative impact on all of the residents north

**Name****Address****Email****Phone****Gender****Are you disabled?****Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-06 15:59:10

**Alternative H2:**

Where the connector crosses 5th west happens to be exactly where my home and property is. Naturally this will impact me. This will turn an already very busy narrow and noisy road (5th west) into a totally dangerous loud mess. The fields it will cross are prime habitat for bald eagles and has been for years.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-06 14:25:21

**Alternative E3:**

I think this one will be more impactful and cause a lot more stress and will be harder to try and pull off. When you are talking about moving residences and businesses people tend to push back harder and that would make this one more difficult to pursue.

**Alternative H2:**

I like this one a lot better. You can do this one in phases and that will be easier. Buying the land and people not really being affected as much will be easier to deal with. This one makes more sense. I think where you get on hwy 20 needs to be moved and moving to a new intersection is the way to go.

## I-15/US-20 Connector

**Submission Date**

2020-08-06 13:03:53

**Alternative E3:**

With C3 Removed do any of the alternatives impact my home at 1445 Antares? Including moving I-15 any closer. Also are there any plans to install noise barriers,the trees and shrubs where cut down last year.

**Name**

**Address**

**Email**

**Phone**

**Gender**

**Are you disabled?**

**Race and Ethnicity**

## I-15/US-20 Connector

**Submission Date**

2020-08-06 09:15:52

**Alternative H2:**

This appears to be the most viable option. It gives additional separation between exits 118 and 119. It minimizes impact during construction and has the fewest challenges.

**Additional comments or suggestions:**

This was an excellent presentation and meeting format. It is much easier to be involved than having to meet live at a set time. Thanks.

**Name****Address****Email****Gender****Are you disabled?****Race and Ethnicity**

original

August 23, 2020

Idaho Transportation Department,

Please consider the following letter to be representative of all those whose names and signatures appear at the bottom of the letter. Not all members of the subdivision were contacted, but 100% of the people contacted were opposed to the H2 Alternative. Residents would appreciate an in-person meeting before the final decision is made. This meeting should take place when the current Covid-19 restrictions are lifted.

Let it be noted for the public record that we are absolutely opposed to the alternative labeled H2 as it pertains to the Interstate/US Highway 20 Connector Project. There are several reasons for this opposition.

- We are residents and close friends of residents of the Heritage Hills Subdivision which is located just south of the H2 proposed location of the 4-lane divided highway. The subdivision was created in a rural area and we are currently blessed with foxes, deer, hawks, eagles and many species of birds and small mammals visiting our quiet subdivision. If the new US 20 were to pass a few hundred yards to the north of us all this would rapidly and drastically change.
- Our property values would decrease.
- The H2 location of US-20 would divide family farms, add noise to the rural environment and impact hundreds of current residents of the area.

We support the E3 Alternative for a variety of reasons as listed below:

- The E3 proposal keeps US-20 in its approximate course which is near hotels and restaurants and the green belt which have been located to draw travelers from the highway.
- The E3 alternative provides easy access to the Airport.
- The E3 Adds a bridge for local traffic and visitors to cross the river which improves access to the downtown businesses in Idaho Falls.

In addition, if the best alternative is to move the I-15/US-20 northward, we would encourage the ITD to consider moving the connector to 8771 North along 5<sup>th</sup> West. There are several reasons why we could support this location.

- No housing developments would be impacted.
- A large power line is already planned to run from Ririe Reservoir along that approximate route.
- Water needed for construction would be readily available from the Ririe Dam outlet located nearby.
- There are as many as four gravel pits near this route.
- Agricultural land is already for sale on both sides of 5<sup>th</sup> West and both sides of the canal. (Arnold Realty is the listing agency.)
- US-20 would be a natural boundary to the City of Idaho Falls. By moving it 1.5 miles north of the H2 location, the City of Idaho Falls could easily grow to the north relieving pressure on southern growth.

Please consider our serious opposition against the H2 Alternative and support for E3 and other options further north as sincere and formulated after much thought and research.

Sincerely,

The Residents and Friends of Heritage Hills Subdivision

(See Attached Sheets)



Name	Address	City	State	Zip	Signature
Kenneth C. Jones	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Attached with photocopy
Christine W. Jones					Attached with photocopy
Keith N. Banner					Attached with photocopy
Jessica D. Banner					Attached with photocopy
Christopher Hannan					Attached with photocopy
Vanessa Hannan					Attached with photocopy
Donna Hannan					Attached with photocopy
Oliver A. Hannan					Attached with photocopy
Nathan Sharp					Attached with photocopy
Marianne sharp					Attached with photocopy
Carol D. Hayball					Attached with photocopy
Bill J. Hayball					Attached with photocopy
Adrian Butikofer					Attached with photocopy
Brianna Sharp					Attached with photocopy
Garrett W. Larsen					Attached with photocopy
Sage R. Havens					Attached with photocopy
Jason Wharton					Attached with photocopy
Laura Kelley					Attached with photocopy
Michelle Deveraux					Attached with photocopy
Charlene Deveraux					Attached with photocopy
Dustin Stegman					Attached with photocopy
Micaela Stegman					Attached with photocopy
Chase Hebdon					Attached with photocopy
Chris Jensen					Attached with photocopy
Nicole Jensen					Attached with photocopy
Kristi Richey					Attached with photocopy
Johanna Green					Attached with photocopy
Greg Butikofer					Attached with photocopy
Cory Taylor					Attached with photocopy
Amanda Neibergall					Attached with photocopy
Jeri Roberts					Attached with photocopy
Karisa Baczuk					Attached with photocopy
David L. Gillins					Attached with photocopy
Jennifer Gillins	Attached with photocopy				
Doug TenEyck	Attached with photocopy				
Abby Taylor	Attached with photocopy				
Brock Sondrup	Attached with photocopy				
Sarah Jemmett	Attached with photocopy				
Matthew Jemmett	Attached with photocopy				



Name	Address	City	State	Zip	Signature
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Cory Taylor					Attached with photocopy
Amanda Niebergall					Amanda Niebergall
Jeri Roberts				Jeri Roberts	
Karisa Baezok				Karisa Baezok	
David L. Gillins				David L. Gillins	
Jennifer Gillins				Jennifer Gillins	
Ray Ten Eyck				Ray Ten Eyck	
Abby Taylor				Abby Taylor	
Brock Sondrup				Brock Sondrup	
Sarah Lemmett				Sarah Lemmett	
Matthew Lemmett				Matthew Lemmett	



Name	Address	City	State	Zip	Signature
Glenn Hoffmann	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Glenn Hoffmann
Candis Erb					Candis Erb
Theresa Gerstner					Theresa Gerstner
Douglas Gerstner					Douglas Gerstner
Kylie Kishiyama					Kylie Kishiyama
Bradley Kishiyama					Bradley Kishiyama
Leigh Emerson					Leigh Emerson
Taylor Lang					Taylor Lang
Daniel Jensen					Daniel Jensen
Corissa Jensen					Corissa Jensen
Stephanie Silva					Stephanie Silva
Pamela Taylor					Pamela Taylor
Sam Kwanyebiri					Sam Kwanyebiri
Carol Deane					Carol Deane
Nancy Erickson					Nancy Erickson
Paula Pence	Paula Pence				
Paul Pence	Paul Pence				

Kenneth C. Jones - [redacted]

Christine W. Jones - [redacted]

Keith H. Banner - [redacted]

Jessica D. Banner [redacted]

Christopher Hannan [redacted]

Vanessa Hannan [redacted]

Donna Hannan [redacted]

Oliver A. Hannan [redacted]

Nathan Sharp [redacted]

Marianne Sharp [redacted]

KC Jones

Christine Jones

Keith

Jessica Banner

Vanessa Hannan

Donna Hannan

Marianne Sharp

Carol R. Hayball [redacted]

Bill J. Hayball [redacted]

Adrian Butiker [redacted]

Brianna C. Sharp [redacted]

Joshua B. Sharp [redacted]

Garrett W. Larsen [redacted]

Sage R. Havens [redacted]

Jayson Wharton [redacted]

Laura Kelley [redacted]

Michelle Deveraux [redacted]

Charlene Deveraux [redacted]

Austin Stegman [redacted]

Milada Stegman [redacted]

Chase Heddon [redacted]

Chris Jensen [redacted]

Nicole Jensen [redacted]

Krist Richey [redacted]

Johanna Greer [redacted]

Greg Butiker [redacted]

Cory Taylor [redacted]

Carol Hayball

Bill Hayball

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Charlene Deveraux

Austin Stegman

Milada Stegman

Chase Heddon

Chris Jensen

Nicole Jensen

Krist Richey

Johanna Greer

Greg Butiker

Cory Taylor



Idaho Transportation Dept  
 ITD District 6  
 206 N Yellowstone Hwy  
 Rigby Idaho 83442



At Megan Starx

83442-566106

Aug 19, 2020

Idaho Transportation

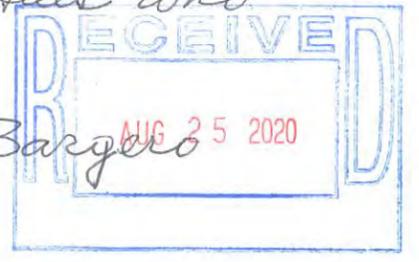
It saddens me to learn that ITD is considering running Fairway Estates, by moving 1-15 exit 119 interchange to connect 1 15 to Hwy 20.

This quiet residential area is home to many tax paying citizens. What will happen to our home value? We have been living here for 22 years.

It is a known fact that traffic and population growth in Idaho Falls is increasing. Why doesn't ITD improve access to downtown and the airport?

I am opposed to "Alternative #2". Please give consideration to all the families in Fairway Estates and Heritage Hills who love this area.

Emilia Barger



I had my house built  
in 1995 in Fairway Estates  
it was very quiet and not  
much traffic. That's what we  
liked about it.

I oppose - H2 -  
We don't need any more traffic  
& noise,

We don't need any more  
confusion with roads  
and traffic.

Thank you  
Joy Baldwin

RECEIVED  
AUG 25 2020



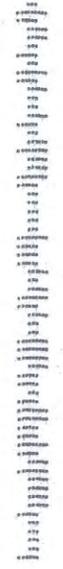
SALT LAKE CITY UT 840

21 AUG 2020 PM 1 L

ITD District 6  
ATTN: Megan Stark, ITD  
206 N. Yellowstone Hwy  
Rigby, Id. 83442

RECEIVED  
AUG 25 2020

83442-566106

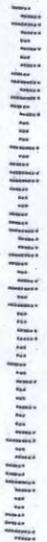


RECEIVED  
AUG 24 2020



Attn: Megan Stahl ITD  
ITD Distick 6  
206 N. yellowstone Hwy  
Rigby, ID. 83442

83442-556105



SALT LAKE CITY UT 840  
20 AUG 2020 PM 2 1



8-20-20

To whom it may concern:

I'm writing in regards to the alternative H2 project. I live in Fairway Estates and this is very disturbing to have a freeway through our area.

This is a very special place to live, quiet, good neighbors, safe place to live.

This idea to put a freeway through fairway Estates is a terrible thing. The value of our homes would plummet. The traffic and noise would be terrible.

I don't know who come up with this idea, but it's not right to do this, and ruin so many peoples lives. They better think again.

A angry Homeowner  
M. Wagoner

RECEIVED  
AUG 24 2020

Idaho Transportation Department  
Attn: Megan Stark ITD  
Public Information Officer  
ITD District 6  
206 N Yellowstone Highway  
Rigby, ID 83442

To Whom It May Concern,

I am writing to express that I am not in favor of the H2 plan for the following reasons:

-Beautiful homes would have to be destroyed. Many would have a freeway in their backyard. Compared to ugly, unkempt grain silos, unused railroad tracks, etc., H2 seems like a poor choice. Most everything in the area of E-3 is in such disrepair. It could use a new facelift. The west side of town, which many tourists pass through on the way to Jackson and West Yellowstone, needs some work. A very small KOA campground does not seem comparable with lovely homes or farmland.

-Country living and farmland would be compromised. This is a beautiful area, which we should keep that way. Property values would take a dive. There is not a lot of infrastructure on this side of town and we feel that keeping a peaceful area is important. It is the quality of life that attracts others to live in our area (Pevero Drive), not convenience to shopping, doctors, hospitals, etc.

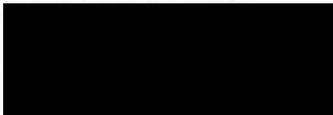
-The other option gives a direct connect to the airport, which is a plus.

-Our son-in-law and other engineers in the area don't feel that a freeway over a landfill is a safe option. It has been said that it would cause instability and would require great, costly compacting. Has this been considered?

Thank you for letting me express my opinion. I am certain your task is not an easy one.

Sincerely,

*Katherine Smith*  
Katherine Smith



*Please see  
second page of  
concerns.* →



ADDENDUM: Page 2

This is an addendum to the previous page regarding concerns I have if the H2 plan is adopted.

-I believe H-2 would move tourist business away from our beautiful, downtown IF area, which we need to keep and build up. H-2 puts downtown businesses at a disadvantage. Tourists will by-pass us to get to the Yellowstone and Jackson areas.

-I believe H-2 would impact the Sage Lakes Golf Course in a negative way. The last several holes are on the backside of Pevero Dr. Sage Lakes has been termed the premier golf course in Idaho Falls. A freeway would have impact on the beauty and serenity of the course.

-We currently are in the flight pattern of the airport. Freeway noise would be an added nuisance. We also get the echo of the train crossing south of us about a ¼ mile. We do not need further noise.

-We pay \$400 in property taxes each month. We are willing to pay these relatively high taxes for the quality of country life we enjoy. If that changes and we are near the freeway, our neighborhood becomes much less desirable to live in. Building in this area is exploding at present; a negative impact would most likely impact building and the future tax base that you would receive from this area.

-H-2 is at a significant higher cost to the taxpayers. The other option E-3 is less to build.



SALT LAKE CITY UT 840  
19 AUG 2020 PM 4 1



MEGAN STARK  
ITD District 6  
206 N. Yellowstone Hwy  
Rigby, ID 83442

83442-566106



Megan Stark, ITD District 6  
206 N Yellowstone Hwy  
Rigby, ID 83442

Comments on the I-15/US20 connector:  
H-2 Proposal

This alternative is more costly than E3. The bridge over the Snake River is longer. There is a lot more construction involved with the longer connector from I-15 to US-20.

A section of this 4-lane highway will be placed on top of the 50 year old (with more than construction waste) Hatch Pit Landfill. The land will settle over time and is not suitable for a high traffic road. It may also impact the water quality in the aquifer.

This alternative will move traffic away from our downtown business area.

5th West already has a problem with traffic and speed. This road will need widened, the irrigation ditch will need to be buried, and would need a lot of room for the split diamond interchange.

The areas north of this proposed construction will be cut off from direct access to town and will have to go north and east to be able to reach town. This will also affect school bussing.

The property values will greatly decrease due to this H2 alternative. Some of the homes will be gone and the others will have to put up with the noise factor. There are also nesting bald eagles in the trees along 5th West.

I STRONGLY urge you to drop this alternative from your consideration.

E-3 Proposal

The E3 alternative looks like the best one to go with.

The distance is a lot shorter from I-15 to US 20. The bridge over the Snake River is shorter and will have a lesser impact on the environment. The airport traffic has good access. The impact is minimal to residential and agricultural for this alternative.

I think E3 is better for visitors to take advantage of our downtown area. It will also be less confusing for people traveling to the park areas along US20

Thank You

David Ker





SALT LAKE CITY UT 840  
25 AUG 2020 PM 1 L

John Ferebauer

RECEIVED  
AUG 27 2020

IDAHO TRANSPORTATION DEPARTMENT  
ATTN: MEGAN STARK  
ITD PUBLIC INFORMATION OFFICER  
ITD DISTRICT 6  
206 N. YELLOWSTONE HIGHWAY  
RIGBY, ID 83442

83442-565105

John Ferebauer

Aug. 24, 2020

ITD District 6- Attn: Megan Stark  
ITD Public Information Officer  
206 N. Yellowstone Hwy.  
Rigby, Id. 83442

Ref: I-15/ U.S. 20 Connector

Dear Ms. Stark:

Please accept the following comments regarding the above referenced connector online meeting. I would like to go on record as opposing alternative H<sup>2</sup> I support alternative E3 with its connection to Olympia Drive.

I understand that there will be several years delay due to the NEPA process in constructing the improvements proposed under any of these alternatives. As an interim safety measure, I would suggest reducing the speed limit as Highway 20 enters Idaho Falls from the north from 70 miles per hour to 35 miles per hour, rather than 70 miles per hour to 55 miles per hour which is the present speed limit reduction. A 35 miles per hour speed limit provides for safer access for westbound traffic entering Highway 20 from Fremont Street. At the present time, As a driver merging into Highway 20 traffic from Fremont Street, I have to merge with 55 mile per hour traffic, while trying to keep from running off the Snake River Bridge, before I'm forced into the Lindsay Boulevard off ramp.

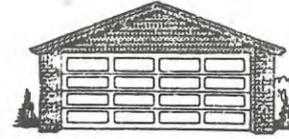
I appreciate the efforts of the Idaho Transportation Department to relieve traffic congestion and weaving on Highway 20 in the John's Hole Bridge, Exit 119 area. If I can clarify any of my comments, and suggestions, please do not hesitate to contact me.

*John Ferebauer*

RECEIVED  
AUG 27 2020

Idaho State Transportation  
Att. Megan Stark  
ITD Public Information Office  
ITD Dist. 6  
206 N Yellowstone Highway  
Boise, ID 83725

Received & ad file  
8/21/04



To whom it may concern

I am writing this letter to provide my insights into the propose highway 15/20 interchange.

As property owner located at 4316 North 5<sup>th</sup> East, I am concerned for my property as I am sure everyone is that is involved. Personally, I feel that the E3 proposal would be the best as it gives access to the airport and still access to Idaho Falls without going North and then having to come back into town using the off ramp on 5<sup>th</sup> west or even over at the connection on highway 20. I am not sure if you have done a traffic count on Lewisville highway in a given day or week, but there is a large amount of traffic that uses this road to access Idaho Falls and the proposal H2 would block that access off moving that traffic to either the west or east. If the H2 proposal is the one to be used, I am not sure why the road could not be move perhaps another 300 feet north which still brings it through the land fill and fields on both sides of Lewisville highway and would make the road miss the four house located where the current proposal would come through.

As perhaps a personal insight I have personally built the house in which I live which took me 9 years to complete and have a lot of personal attachment to this property. I have establish my business which is Valley Overhead Door, which if the road was to come through my property, we would have to relocate the business along with my living quarters. We have built us a great clientele which knows were our place of business is, and moving that can be a detriment to any business. Not only that, It would be almost impossible to find another location which would accommodate the equipment, the storage and warehouse space with a retail office and allow us to live on the same premise. I would implore you to take these thought into consideration.

Sincerely,

Val Lowder



SALT LAKE CITY UT 840  
12 AUG 2020 PM 4 1



Idaho Transportation Department  
ATTN Megan Stark  
ITO Public Information Officer  
ITO District 4  
206 N Yellowstone Highway  
Rigby Idaho 83442  
83442-566106

Megan Stark

8-10-20

The Alternative E3 is Perfect - People from Airport can have two choices. This would not crowd Grandview Dr. so bad.

They can go to Government offices from OLYMPIA Dr.

This would STOP the bank up on Grandview Dr - When site Buses and workers get off work.

That was my problem on Thursday night trying to get anywhere 6:00 P.M. until 7:00 P.M. Sometime traffic would be backed up PAST SATURN Ave.

I hope you do that one. One happy Person

Sande



Finding cures. Saving children.  
ALSAC • DANNY THOMAS, FOUNDER

stjude.org/givehope

Voting for  
Alternative H2

Thanks  
Gene



SALT LAKE CITY UT 840

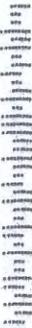
15 AUG 2020 PM 2 L

Gene Cook



ATD  
Attn: Megan Stark  
ITD  
ITD  
206 N. Yellowstone Hwy

83442-2880  
August 18, 2020



Aug. 22, 2000

Feed back

on Connector 1-15 / U.S. 20

My husband Jack (74) and my self (69) definitely are voting in favor of Alternative 3

We moved from the east side of IF especially to this small addition. This is our tie we die home. We wanted a farm feeling, fewer people, quiet area, where we know know almost everyone & picnics in the summer

If a freeway runs down our back yard, the noise of a freeway and long haul trucks will not only drive me crazy or to drink

The wild life we have here, moose, geese, swans, 15-16 different species of birds, 2 pr. of returning nesting ducks will go, and not come back. Our views of the Tetons and mountains, Lemhis, Sawtooths, Bitterroot. Our small addition will lose its charm and resale value.

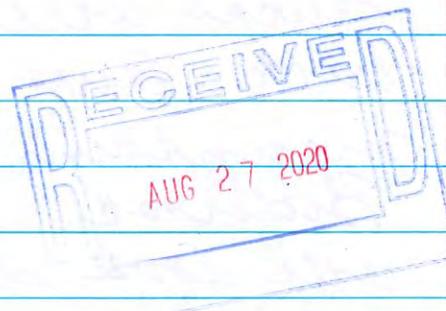
Progress doesn't have to always be the winner —

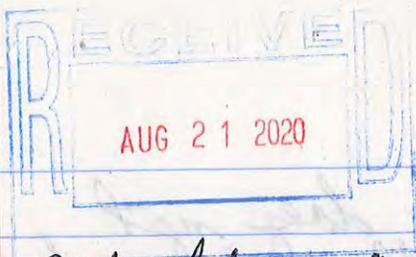
truckers and personal  
drivers are never going  
to miss or know what was  
here, but we love and ~~do~~ live  
here.

I know its a hard disassion  
for all, but living in the  
place we love and plan on  
staying for a good ~~lot~~ more years

Thanks for your  
consideration  
Jack & Sue Walton

Alternative





August 17, 2020

Attention: Megan Stark, ITD

I cannot believe alternative H2 is still an option for the new freeway! Alternative E3 would be by far the better choice.

You list the "hatch Pit" as a construction dump - - This is untrue. This dump is still being used today as a City dump!

There is a Bald Eagle nest in the area of 5<sup>th</sup> Street. Bald eagles are Federally protected. This nest has been in the same location for several years.

The H2 alternative would be the most costly as the housing development in this area has some of the most valuable houses in Idaho Falls. There is also very valuable farm land.

0505 7 5 2011  
The H2 alternative does not provide access to the Idaho Falls airport. Very poor decision!

The H2 alternative would make property values plummet. Poor decision.

Please be diligent in making the proper decision for the free way. I truly do not think H2 is the better of the 2 remaining options!

Betty Meier



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**From:** Cynthia Gibson <[cynthia@idahowalkbike.org](mailto:cynthia@idahowalkbike.org)>  
**Sent:** Wednesday, August 19, 2020 3:42 PM  
**To:** Cynthia Gibson <[cynthia@idahowalkbike.org](mailto:cynthia@idahowalkbike.org)>  
**Subject:** Comment on US-20/I-15 interchange project, now through Aug. 24th

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Idaho Falls Community Member,

Idaho Walk Bike Alliance strongly urges you to submit your comments on the proposed Idaho Transportation Department (ITD) US-20/I-15 interchange as a bicyclist, a walker, and a citizen. The **deadline to submit comments is next Monday, August 24**. After two years of public outreach, two alternatives are being considered: E3 or H2. You can view details of each at this [online meeting link](#). You will see a "Comment" button at the top right of your screen to share your comments. It is easy and fast.

**IWBA supports alternative H2** for several reasons. We have outlined our reasons below and invite you to select some of these bullets to include in your comments to ITD, if they apply to you. We also recommend writing something personal about your own mobility situation.

Alternative H2 would:

- move through traffic well north of the existing congested area;
- simplify construction logistics through a less congested area;
- reduce negative impacts to existing residential neighborhoods;
- preserve the beauty and recreational uses (e.g. fishing) along the Snake River corridor between Freeman Park and the existing John's Hole river bridge;
- add a new river bridge several miles north of the existing John's Hole (US-20) river bridge, which offers motorists more travel options; and

- create a new interchange at 5 West that would benefit the INL/ISU north campus and the Sage Lakes development and golf course by providing needed Interstate highway access.

In contrast, Alternative E3 would:

- create a second river bridge very close to the existing John's Hole bridge;
- move US-20 traffic and noise closer to Freeman Park than it is currently;
- increase traffic close to existing residential neighborhoods.

Again, you can submit your comments in less than ten minutes by clicking on the [Comment button](#). Your input could play a major role in the future of your beautiful city, which we hope to see become more bikeable and walkable for younger generations rather than clogged with large roadways and motor vehicles. Please submit your comments as someone who loves to ride a bicycle, walk your children to school, spend time in a park, or any other time you actively spend outdoors. Your voice is critical; now is the time for all of us to raise our voice and speak up for more vulnerable road users.

Cynthia

--

**Cynthia Gibson | Executive Director  
Idaho Walk Bike Alliance**

O: 208-345-1105 | M: 208-336-5821

[cynthia@idahowalkbike.org](mailto:cynthia@idahowalkbike.org)

P.O. Box 1594 Boise, ID 83701

[idahowalkbike.org](http://idahowalkbike.org)



**Go Places...Safely!**

**From:** I15US20Connector  
**To:** [Borders, Stephanie](#)  
**Subject:** New Comment Recieved  
**Date:** Wednesday, August 19, 2020 5:14:30 PM

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## New comment submitted

The I15/US-20 Connector project has received a new comment.

**Comment Title:**

**Submitter Name:**

NA

**Comment Source:**

Map Comment

**Comment Topic:**

---

**Comment:**

Alternative H2 may be easier in the short-term, but this isn't the best option when looking at the long-term effects. I agree with others who realize the importance of keeping this in town.

[Go To Comment](#)

**From:** I15US20Connector  
**To:** [Borders, Stephanie](#)  
**Subject:** New Comment Recieved  
**Date:** Tuesday, August 18, 2020 1:13:09 PM

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## New comment submitted

The I15/US-20 Connector project has received a new comment.

**Comment Title:**

**Submitter Name:**

N/A

**Comment Source:**

Map Comment

**Comment Topic:**

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**Comment:**

We just moved into Fairway Estates and am writing to oppose Alternative H. I strongly believe that Alternative C is the best option.

We moved here to get away from the constant sound of vehicles. I'm not familiar with the history of this town yet but I have heard and read about the problems that can possibly happen if H is chosen. Like: I have been told that there are significant structural concerns with building over the hatch pit. It was also a city landfill in the 80's and there was a lot of illegal dumping in that area which is concerning if they start digging around there. The city's water source and aquifer are below it and the test wells just west of the dump show contamination.

We also have valid concern with proximity to the airport runway approaches too and those need to be pushed heavily.

I strongly believe that Alternative C is the best option for this town.

[Go To Comment](#)

**From:** I15US20Connector  
**To:** [Borders, Stephanie](#)  
**Subject:** New Comment Recieved  
**Date:** Friday, August 14, 2020 10:21:14 AM

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## New comment submitted

The I15/US-20 Connector project has received a new comment.

**Comment Title:**

**Submitter Name:**

Adam Jacobs

**Comment Source:**

Map Comment

**Comment Topic:**

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**Comment:**

I really like option H. Moving the exit a mile north out of Idaho Falls would create less confusion for those wanting to get off into Idaho Falls and for those just wanting to head up to Rexburg or West Yellowstone. Additionally, option H seems to allow for higher speeds along I-15 whereas currently you need to drastically slow down for exits. Turning the current exit into a local street would be good for Idaho Falls growth as well.

[Go To Comment](#)

**From:** I15US20Connector  
**To:** [Borders, Stephanie](#)  
**Subject:** New Comment Recieved  
**Date:** Thursday, August 13, 2020 4:04:17 PM

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## New comment submitted

The I15/US-20 Connector project has received a new comment.

**Comment Title:**

**Submitter Name:**

N/A

**Comment Source:**

Web comment

**Comment Topic:**

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**Comment:**

Plan to have a Belt route that goes from I-15 through Ammon/Iona that connects to US-20. Make a safer and quicker route to Ammon/Iona and possibly reducing traffic on the current I-15/ US20 connector.

[Go To Comment](#)

**From:** I15US20Connector  
**To:** [Borders, Stephanie](#)  
**Subject:** New Comment Recieved  
**Date:** Wednesday, August 12, 2020 10:00:41 PM

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## New comment submitted

The I15/US-20 Connector project has received a new comment.

**Comment Title:**

**Submitter Name:**

Murissa Morgan

**Comment Source:**

Map Comment

**Comment Topic:**

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**Comment:**

The intersection at St Leon has high traffic and low visibility. Creating more traffic on 49th will create a larger problem for the traffic on St Leon which is growing and has lots of kids that walk down this road. Having the bypass connect through this area will be dangerous. St Leon needs to go to lower speeds because of the high crashes at the intersection by the junkyard. All of these issues need to be addressed when thinking about putting more traffic on these roads.

[Go To Comment](#)

**From:** I15US20Connector  
**To:** [Borders, Stephanie](#)  
**Subject:** New Comment Recieved  
**Date:** Monday, August 10, 2020 7:45:02 PM

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## New comment submitted

The I15/US-20 Connector project has received a new comment.

**Comment Title:**

**Submitter Name:**

Krs n/a

**Comment Source:**

Map Comment

**Comment Topic:**

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**Comment:**

Alternative H looks to offer the best long term option for additional growth in the area, with less impact to the current exit. Don't make the current area more complex, keep it simple, reduce risk, and move the exits to an area with more room to work with.

[Go To Comment](#)

**From:** Lew Frye  
**To:** [Borders, Stephanie](#)  
**Subject:** Re: I-15/US-20 Connector project  
**Date:** Friday, August 14, 2020 11:57:35 AM

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My wife and I are in favor of Alternative H2. It would require less construction headaches and move the road areas away from already established neighborhoods. The splitting off of Telford Road would allow for easier access going north on I15 and allow for a new 4 lane road over to US 26 and the Costco. The US [20 access to Hitt and St. Leon](#) roads needs upgrading anyway. This will create opportunities for new commerce in the areas and improve access. The split diamond interchange for Exit 118 & 119 will reduce impact to those areas also. Over it is the best idea.

Thanks

Sent from my iPhone

On Aug 14, 2020, at 9:22 AM, Borders, Stephanie  
<[Stephanie.Borders@hdrinc.com](mailto:Stephanie.Borders@hdrinc.com)> wrote:

Hi,

If you just want to send your comments directly to me, I'll make sure they are included in the project record and meeting summary.

I'm a consultant to ITD and my role has been to lead the outreach efforts.

[Stephanie G. Borders](#)  
*Sr. Public Involvement Coordinator*

HDR  
River Quarry at Parkcenter, 412 E. Parkcenter Blvd.  
[Suite 100, Boise, ID 83706-6659  
**D** 208.387.7012 **M** 208.608.6635  
[stephanie.borders@hdrinc.com](mailto:stephanie.borders@hdrinc.com)

[hdrinc.com/follow-us](https://hdrinc.com/follow-us)

**From:** James Reynolds  
**To:** [Borders, Stephanie](#)  
**Cc:** [Margie Zadosko](#); [Paul Pence](#); [Bill Behymer](#)  
**Subject:** Re: I15US20 comment form PIM4  
**Date:** Tuesday, August 18, 2020 1:09:26 PM

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E3 = too expensive and does not move major traffic flow into a better area.  
H2 = DEFINITELY NOT!! Moves major traffic into developed and developing residential areas.

Suggestion: move the US 20 exit from I-15 3 to 5 miles north, where it can be routed through agricultural land.

Stephanie, I tried to use the link to the website but it would not let me submit my comments. I appreciate your help, but find the ineffectiveness of the website to be more than curious. I wonder if our US Congressman and State Representative are aware of this issue?

On Mon, Aug 17, 2020 at 3:43 PM Borders, Stephanie <[Stephanie.Borders@hdrinc.com](mailto:Stephanie.Borders@hdrinc.com)> wrote:

Hello James,

I'm sorry you are having trouble submitting this online. You can either use this Word document or just send me an email and I'll make sure it gets into the project record.

Thank you!

[Stephanie G. Borders](#)

*Sr. Public Involvement Coordinator*

HDR

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