

TECHNICAL MEMORANDUM

June 25, 2026

Project# 30764

To: Brock Dillé, PE (Idaho Transportation Department)

From: Tristan Gallagher, EIT, Matthew Hagen, EIT, Chenming Zhang, Liz Kaniecki, PE, Mark Heisinger, PE, and Andy Daleiden, PE

RE: Blue Lakes and Pole Line Project - Tier 1 Alternatives Memo

INTRODUCTION

This memorandum summarizes the evaluation and results of the Tier 1 alternatives screening for the Blue Lakes and Pole Line Project (herein referred to as "the project"). The memorandum includes:

- An overview of the Tier 1 alternatives screening and evaluation at the Blue Lakes Boulevard and Pole Line Road intersection, including analysis results for each of the 9 alternatives.
- Potential mitigations for other adjacent intersections in the study area.
- Potential options and initial recommendations for access management on Blue Lakes Boulevard and Pole Line Road.
- A list of Tier 1 alternatives that will be moved forward in the Tier 2 evaluation, including a summary of feedback received from the Technical Advisory Group (TAG), Project Advisory Group (PAG), and the Idaho Transportation Department (ITD) on the Tier 1 alternatives screening.

The purpose of the project is to identify improvements for the Blue Lakes Boulevard and Pole Line Road intersection to improve safety and reduce traffic congestion. The improvements are to be implemented in the short-, medium-, or long-term. Exhibit 1 outlines the tiered evaluation process for identifying these improvements.

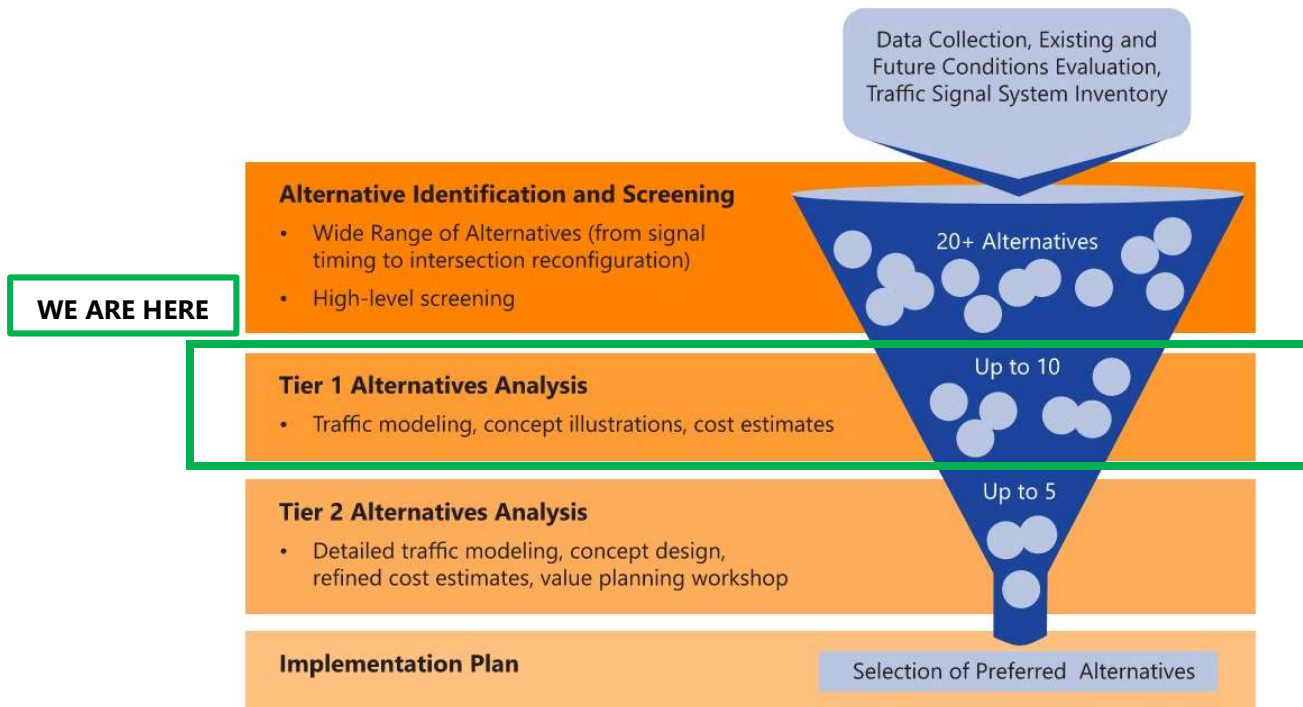


Exhibit 1. Tiered Evaluation Process

This process began with the data collection and evaluation of existing and future year 2050 no-build conditions, which is summarized in Technical Memorandum #1 – Existing and Future No-Build Conditions¹ (herein referred to as Tech Memo #1). Tech Memo #1 identified the operational and safety deficiencies within the study area. The operational analysis results are used to compare to the Tier 1 alternatives.

The project team identified and screened 20 initial alternatives, which are listed in Table 1. The screening process included a critical-movement evaluation of traffic operations during the future year 2050 no-build scenario for the weekday PM peak hour (the critical peak) and a qualitative evaluation to additional criteria (i.e., cost range, potential right-of-way (ROW) impacts, constructability). Additional details on the initial alternatives can be found in the Initial Alternatives Screening Memorandum (see Attachment A).

As noted in the table, evaluation of removal of the westbound left-turn was included in the Tier 1 analysis for the Partial Displaced Left-Turn alternative (HC2) and the Eastbound Left-Turn Flyover Ramp (GR2). The benefits of removing this movement are anticipated to outweigh the potential impacts to adjacent intersections given the lower left-turn volume and available alternative routes. The Tier 1 evaluation provides quantifiable data to compare maintaining and removing the westbound left-turn movement at the Blue Lakes Boulevard and Pole Line Road intersection for these two alternatives.

These initial alternatives were presented to the Technical Advisory Group (TAG) and the Project Advisory Group (PAG) to gather feedback in January and February 2026. The selection of these alternatives to move to the Tier 1 analysis was based on the results of the initial screening analysis and feedback gathered from these groups.

¹ Kittelson & Associates, Inc. *Technical Memorandum #1 – Existing and Future No-Build Conditions*. Dec 2025.

Eight of these initial alternatives (includes the no-build alternative for comparison purposes) were selected to be evaluated in the Tier 1 analysis, which includes a detailed evaluation of each screening criteria later detailed in this memorandum. Up to five of these Tier 1 alternatives will be selected for the Tier 2 alternatives analysis.

Table 1. Initial Alternatives

ID	Alternative	Initial Screening Result
NB	No Build Alternative (With Signal Timing Improvements)	Tier 1 (For Comparison)
Conventional Intersection Improvements		
C1	Widen Blue Lakes Boulevard + Signalized Dual SB Right-Turns	Tier 1
C2	Widen Pole Line Road + Dual SB Left Turn Lanes	Remove
C3	Additional Lanes on Each Approach	Remove
C4	Triple EB Left-Turns + 3 NB Lanes + Signalized Dual SB Right-Turns	Tier 1
C5	Triple EB Left-Turn Lanes + Dual SB Right-Turn Lanes + Widen Blue Lakes Boulevard to 3-Lanes	Tier 1
Other Intersection Types		
R1	Multi-lane Roundabout	Remove
High-Capacity Intersections		
HC1	Full Displaced Left-Turn (All Approaches)	Remove
HC2	Partial Displaced Left-Turn (EB and WB Approaches)	Tier 1*
HC3	Median U-Turn (Partial - Only NBL & SBL)	Remove
HC4	Median U-Turn (Partial - Only NBL & SBL) + Widen Blue Lakes Boulevard	Remove
HC5A	Quadrant Intersections (Partial - NBL & SBL Only, via College Rd)	Remove
HC5B	Quadrant Intersections (Partial - NBL & SBL Only, via Cheney Dr)	Remove
HC6	Quadrant Intersections (Full)	Remove
HC7	Jughandles	Remove
HC8	Jughandles + Widen Blue Lakes Boulevard	Remove
Grade Separated Alternatives		
GR1	Single-Point Intersection (NB & SB Runs Free)	Tier 1
GR2	EB Left-Turn Flyover Ramp	Tier 1*
GR3	EB Left-Turn Flyover Ramp + WBL Movement Removal	Remove
GR4	Echelon Interchange	Remove
GR5	Center-Turn Overpass	Tier 1

*The project team included evaluation of the impacts of a WBL removal (i.e., cost, ROW impacts, and traffic operations).

TIER 1 EVALUATION AND SCREENING PROCESS

The Tier 1 alternatives screening process included traffic modeling in Synchro (utilizing Highway Capacity Manual methodology), a safety evaluation, a pedestrian/bicycle evaluation, planning level cost estimates, a right-of-way evaluation, and concept illustrations.

The process also included a more detailed assessment of additional evaluation criteria, including freight, driver familiarity, impacts to the local system, and access considerations. The evaluation criteria considered in this process were identified based on discussions with the TAG and PAG. The evaluation information can be seen on Figure 2 through Figure 9 for each alternative.

Screening Criteria

The screening criteria listed in Table 2 summarizes the primary metrics used to evaluate and compare alternatives for the Tier 1 evaluation. Additional information about how each criteria was evaluated is shown in the following sections.

Table 2. Tier 1 Screening Criteria

Alternative Criteria	Metrics
Traffic Operations	■ Level of Service (LOS) ■ Delay (in seconds) ■ Volume to Capacity Ratio (V/C) ■ Eastbound Left Turn Queues (95th percentile in feet)
Safety	■ Conflict Points ■ Presence of Known Risk Factors (e.g., Right-Turn Slip Lanes)
Pedestrian & Bicycle	■ Crossing Lengths (feet) ■ No. of Crossing Stages
Familiarity & Ease of Use	■ Prevalence of Treatment-Type in Region and State
Freight	■ Capacity Improvements to Movements with High-Freight Volumes
Cost Range	■ Planning-Level Cost Estimate (including design, construction, and preliminary Right-of-Way estimates)
Right of Way	■ No. of Structures and Adjacent Sites Impacts
Access Impacts	■ No Impacts/Minor Access Impact ■ Medium Access Impacts ■ Major Access Impacts

TRAFFIC OPERATIONS

The following traffic operations performance measures were obtained through Synchro and calculated using the HCM 7th Edition methodology, and HCM 2000 Edition methodology as needed, for the weekday PM peak hour:

- **Level of Service (LOS):** An “A” to “F” ranking based on the average control delay experienced by motorists. LOS A conditions have very low vehicle delay times, while LOS F conditions have high delay times that are considered unacceptable to most drivers.
- **Delay (seconds):** The average time vehicles are expected to wait at the intersection before passing through. Delay directly relates to the LOS performance measure.
- **Volume-to-capacity (V/C):** A ratio comparing the volume of traffic to the theoretical capacity of the facility to accommodate traffic. A V/C ratio of 1.0 indicates an intersection, or movement at an intersection, is operating at capacity. A V/C ratio over 1.0 indicates the intersection’s capacity is exceeded.
- **Vehicle Queue Length:** 95th percentile queue lengths were measured for the peak hour, which is a metric for queue lengths that are likely to occur only 5% of the time, representing a worse-case-scenario.

Because the HCM 7th Edition does not provide an overall intersection V/C, HCM 2000 Edition is provided to obtain this metric. Additionally, for intersections which are unable to report HCM 7th Edition due to incompatibility (e.g., lane geometry, signal phasing), the next most recent version of HCM which can report operation metrics is used in its place.

SAFETY

Performance measures for analyzing safety include number of conflict points, characteristics that impact speed, and other safety impacts or factors.

Conflict points are a sum of all the diverging, merging, and crossing points that are a point of an intersection. This summation shows the number of potential points where a crash could occur, thus the lower number of conflict points, the lower frequency of locations of where crashes could occur would be.

The characteristics mainly noted to impact speed were additional through lanes and grade separating movements. The alternatives that include these two criteria were noted.

Lastly, significant safety (positive or negative) impacts and risk factors due to the alternative’s configuration were noted for their likely increase or decrease in safety. These included but not limited to, additional lanes, free running right-turns, additional merging, etc. These were linked to crash modification factors (CMFs) if applicable.

The CMFs are evaluated through the Crash Modification Clearinghouse² which estimates crash reductions for different types of intersections/roadway changes such as an additional through lane or converting an intersection type to another type. These factors can be used to provide an estimate in reduction of crashes compared to the existing intersection layout.

² Crash Modification Clearinghouse. <https://cmfclearinghouse.fhwa.dot.gov/>

PEDESTRIAN & BICYCLE

The pedestrian and bicycle impacts were determined by evaluating the crossing lengths at the intersections compared to the no-build crossing lengths as well as the stages of a crossing across one roadway. Other safety items are noted in the safety section such as the removal of free running right-turns.

FAMILIARITY & EASE OF USE

The familiarity and ease of use of the alternative was categorized into low, medium, and high categories.

- **Low:** Complex movements and/or no or limited constructed examples of this type of intersection.
- **Medium:** Less common and/or no or limited examples in state or in the same land use context.
- **High:** Very common, many examples within state and/or region.

FREIGHT

Freight was evaluated for how the proposed alternative would impact the designated freight movements through the intersection whether improving and/or adding capacity to the movement operationally. These movements were typically considered to be the southbound right-turn and the eastbound left-turn, following the designated freight route along US-93, and the northbound and southbound through movements.

COST RANGE

Planning-level cost estimates were developed for each alternative using the approximate footprint of the alternative, estimated quantities of key design components, and estimated unit costs that were developed using recent (within the last five years) construction projects of similar nature and context, and engineering judgement. Right-of-way costs were estimated by the quantifying the numbers of adjacent structures and sites.

RIGHT OF WAY

The level of impact on structures and sites was determined using the alternative's approximate footprint overlaid with *NearMap* aerial imagery and defined as such:

- **Minor Impact:** Impacts some parking space and/or less critical components of property/site
- **Medium Impact:** Impacts significant parking space and is within close proximity to a structure
- **Major Impact:** Impacts a structure or critical components of a business (i.e., drive-through)

Cost estimates account for these right-of-way categories and were determined based on proximity of the alternative footprint to structures and sites. The project team is working with ITD to acquire right-of-way data to determine quantifiable impacts and will be further refined in the Tier 2 analysis.

ACCESS IMPACTS

The access impacts were assessed by the proposed level of impact to each access.

- **No Impacts or Minor Impact:** Access is not impacted by alternative's project limits or is impacted by project limits, but modification is not recommended or required.
- **Medium Impact:** Access is impacted by alternative's project limits. Reconfiguration may be recommended or restrictions on certain movements may be required.
- **Major Impact:** Access is severely impacted by alternative's project limits. Restriction of multiple movements or complete reconfiguration is necessary to accommodate the alternative.

TIER 1 ALTERNATIVES

The Tier 1 alternatives analysis evaluated eight alternatives as listed below. Also shown below in parenthesis is the original identification name used in the initial alternatives evaluation.

- Alternative 1: No Build (NB)
- Alternative 2: Widen Blue Lakes Blvd + Signalized Dual Southbound Right-Turn (C1)
- Alternative 3: Triple Eastbound Left-Turn + Signalized Dual Southbound Right-Turn (C4)
- Alternative 4: Triple Eastbound Left-Turn + Widen Blue Lakes Blvd + Signalized Dual Southbound Right-Turn (C5)
- Alternative 5: Partial Displaced Left-Turn (DLT) (HC2)
- Alternative 6: Single Point Urban Interchange (SPUI) (GR1)
- Alternative 7: Eastbound Flyover + Westbound Left-Turn Removal (GR2)
- Alternative 8: Center Turn Overpass (CTO) (GR5)

These eight alternatives were screened against the criteria described in the section above. Table 3 shows the evaluation scoring results of the screening process. The scoring process used a scoring range of -2 (lowest score) to +2 (highest score) for five different scoring levels (-2, -1, 0, 1, 2). Table 3 shows the weighted and unweighted results and respective rankings with the following weighting factor applied to criteria:

- Traffic Operations = 2x Weighting Factor
- Safety = 2x Weighting Factor

As shown Table 3, Alternatives 5 and 6 are the highest ranked, with Alternatives 2, 4, and 8 tied with the second highest scores (utilizing the weighted scoring and ranking system).

The following sections contain additional information and considerations for each alternative. Figure 2 through Figure 9 shows illustrations and summarizes the evaluation results for each Tier 1 alternative. Detailed Synchro Operational Worksheet Reports are provided in Attachment B. Detailed scoring results for each alternative are shown in Attachment C.

Table 3. Tier 1 Evaluation Scoring Results

Evaluation Criteria	Tier 1 Alternatives - Evaluation Scores ¹							
	Alt 1: No Build	Alt 2: Widen BL & Signalize Dual SBR	Alt 3: Triple EBL & Signalize Dual SBR	Alt 4: Triple EBL & Signalize Dual SBR & Widen BL	Alt 5: Partial DLT (EB & WB)	Alt 6: SPUI	Alt 7: EBL Flyover & WBL Removal	Alt 8: CTO
Traffic Operations	-2	-1	-1	0	1	2	1	2
Safety	-1	0	0	0	1	1	0	0
Ped & Bike	-1	-1	-1	-1	-1	-2	0	0
Familiarity & Ease of Use	1	2	0	0	-1	0	-1	-2
Freight	-1	0	1	1	1	1	1	1
Right of Way	2	0	0	0	1	-1	-1	-2
Access Impacts	0	0	-1	-1	-1	-2	-1	-2
<i>Total Score</i>	-2.0	0.0	-2.0	-1.0	1.0	-1.0	-1.0	-3.0
Rank Un-Weighted (1=Best, 8=Worst)	6	2	6	3	1	3	3	8
<i>Total Weighted Score</i>	-5.0	-1.0	-3.0	-1.0	3.0	2.0	0.0	-1.0
Rank Weighted (1=Best, 8=Worst)	8	4	7	4	1	2	3	4
Additional Information (Not Part of Scoring)								
Cost Range	<\$1M	\$15M - \$30M			\$15M - \$50M ²	\$50M - \$75M		>\$100M

¹ See Attachment C for detailed scoring results ²Alt 5 in \$15-\$30 million range without displaced westbound left-turn (displaced eastbound left-turn only)

Alternative 1: No-Build (NB)

Alternative 1 (No-Build) assumes there will be no changes to lane configuration or equipment. It does assume that updates will be made to signal timing and coordination with adjacent signals (utilizing existing signal controllers and hardware). Alternative 1 is included in the Tier 1 analysis as a baseline to compare with other alternatives.

Alternative 2: Widen Blue Lakes Blvd + Signalized Dual SBR (C1)

Alternative 2 (Widen Blue Lakes Boulevard + Signalized Dual Southbound Right-Turns) includes the following components:

- Adds additional northbound and southbound through lanes
 - Additional northbound lane merges into two lanes north of Bridgeview Boulevard before the Perrine Bridge.
 - Additional southbound lane extends to College Road as a trap right-turn lane.
- Adds additional southbound right-turn lane and signalizes the movement
 - The outside right-turn lane is an add lane (similar to how it is configured today).
- Adds additional southbound left-turn lane
- Adds dedicated northbound right-turn lane
- Removes channelized, free running right-turn lanes

Table 4 shows the primary benefits and challenges of Alternative 2, as well as additional considerations to explore if the alternative moves to Tier 2.

Table 4. Alternative 2 Benefits, Challenges, and Additional Considerations

Benefits	Challenges	Additional Considerations
■ Decrease in delay of 24% and increase in capacity of 13% (Future weekday PM peak hour) ■ Re-configuration of right-turn lanes improve safety ■ Widening on Blue Lakes Blvd improves operations at adjacent intersections and roadways	■ Roadway widening can encourage higher vehicle speeds and increase crashes¹ ■ Increased crosswalk lengths ■ High ROW needs and impacts to parcels on Blue Lakes Blvd (especially south of Pole Line Rd on east side of roadway) ■ 3rd NBT lane utilization will be limited due to eventual need to merge back to 2 lanes prior to the Perrine Bridge	■ Utilization of additional through-lanes dependent on extents of through-lanes (e.g., beginning NB lane at College Rd operate better than beginning at Cheney Dr) ■ Access restrictions (eliminating left-ins and left-outs) where the roadway is widened ■ Improvements to EBL (increased storage or alignment shifts) ■ Multiple options available to terminate third, northbound lane (refer to exhibit in Attachment D)

¹ CMF = 1.11 (<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4>)

Alternative 3: Triple EBL + Signalized Dual SBR (C4)

Alternative 3 (Triple Eastbound Left + Signalized Dual Southbound Right-Turns) includes the following components:

- Adds additional eastbound left-turn lane
- Adds additional northbound through lane (provides a receiving lane for additional eastbound left-turn lane)
- Adds additional southbound right-turn lane and signalizes the movement
- Removes channelized, free running right-turn lanes

Table 5 shows the primary benefits and challenges of Alternative 3, as well as additional considerations to explore if the alternative moves to Tier 2.

Table 5. Alternative 3 Benefits, Challenges, and Additional Considerations

Benefits	Challenges	Additional Considerations
■ Decrease in delay of 37% and increase in capacity of 21% (Future weekday PM peak hour) ■ Re-configuration of right-turn lanes improve safety	■ Roadway widening can encourage higher vehicle speeds and increase crashes¹ ■ Significant impacts to accesses on Pole Line Road between Blue Lakes Blvd and Fillmore St ■ Increased crosswalk lengths ■ 3rd EBL and NBT lane utilization will be limited due to eventual need to merge back to 2 lanes prior to the Perrine Bridge	■ Inside EBT lane should feed directly into third EBL and EBL storage should be extended significantly to mitigate queue spillback to Fillmore St (refer to exhibit in Attachment E) ■ Utilization of additional NB through-lane dependent on extents of through-lanes (e.g., beginning NB lane at College Rd operate better than beginning at Cheney Dr) ■ Multiple options available to initiate and terminate third, NB lane (refer to exhibit in Attachment D)

¹ CMF = 1.11 (<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4>)

Alternative 4: Triple EBL + Widen BL + Signalized Dual SBR (C5)

Alternative 4 (Triple Eastbound Left + Widen Blue Lakes Boulevard + Signalized Dual Southbound Right-Turns) includes the following components:

- Adds additional eastbound left-turn lane
- Adds additional northbound and southbound through lanes
- Adds additional southbound right-turn lane and signalizes the movement
- Adds additional southbound left-turn lane
- Removes channelized, free running right-turn lanes

Alternative 4 is a combination of the treatments in Alternative 2 and 3 and represents near build-out of the intersection utilizing conventional treatments. Table 6 shows the primary benefits and challenges of Alternative 4, as well as additional considerations to explore if the alternative moves to Tier 2.

Table 6. Alternative 4 Benefits, Challenges, and Additional Considerations

Benefits	Challenges	Additional Considerations
■ Decrease in delay of 41% and increase in capacity of 21% (Future weekday PM peak hour) ■ Re-configuration of right-turn lanes improve safety ■ Widening on Blue Lakes Blvd improves operations at adjacent intersections and roadways	■ Roadway widening can encourage higher vehicle speeds and increase crashes¹ ■ Increased crosswalk lengths ■ High ROW needs and impacts to parcels on Blue Lakes Blvd (especially south of Pole Line Rd on east side of roadway) ■ 3rd NBT lane and 3rd EBL lane utilization will be limited due to eventual need to merge back to 2 lanes on Perrine Bridge ■ Significant impacts to accesses on Pole Line Rd between Blue Lakes Blvd and Fillmore St	■ Utilization of additional through-lanes dependent on extents of through-lanes (e.g., beginning NB lane at College Rd will result in better operations than beginning at Cheney Dr) ■ Access restrictions (eliminating left-ins and left-outs) where the roadway is widened ■ Inside EBT lane should feed directly into third EBL and EBL storage should be extended significantly to mitigate queue spillback to Fillmore St (refer to exhibit in Attachment E) ■ Multiple options available to initiate and terminate third, NB lane (refer to exhibit in Attachment D)

¹ CMF = 1.11 (<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4>)

Alternative 5: Partial DLT (EB & WB Only) (HC2)

Alternative 5 (Partial Displaced Left-Turn (Eastbound and Westbound Only)) includes the following components:

- Creates partial displaced left-turn intersection in the eastbound and westbound directions
- Adds new signal on west leg near Costco access & Target access driveways
- Adds new signal on east leg near Barnes & Noble/Car Dealership access driveway
- All right-turns to be dedicated and free-flowing (with signalized pedestrian crossings)
- Considers partial displaced left-turn intersection in the eastbound direction only
 - Option to remove westbound left-turn from intersection and re-route vehicles on local roadways (such as Bridgeview Boulevard or Locust Street). The westbound left-turn has a substantially lower traffic volume (175 vehicles per hour) than the eastbound left-turn (669 vehicles per hour), and removing the displaced left-turn from the intersection reduces the cost by approximately 40%. Eliminates the need to add new signal on east leg of intersection near Barnes & Noble driveway.

A displaced left-turn intersection can be configured to have a displaced left-turns on any number of legs of the intersection, typically all four legs (full displaced left-turns) or two legs (partially displaced left turns). Exhibit 2 shows an example of a DLT with two legs having displaced left-turns as seen in red.

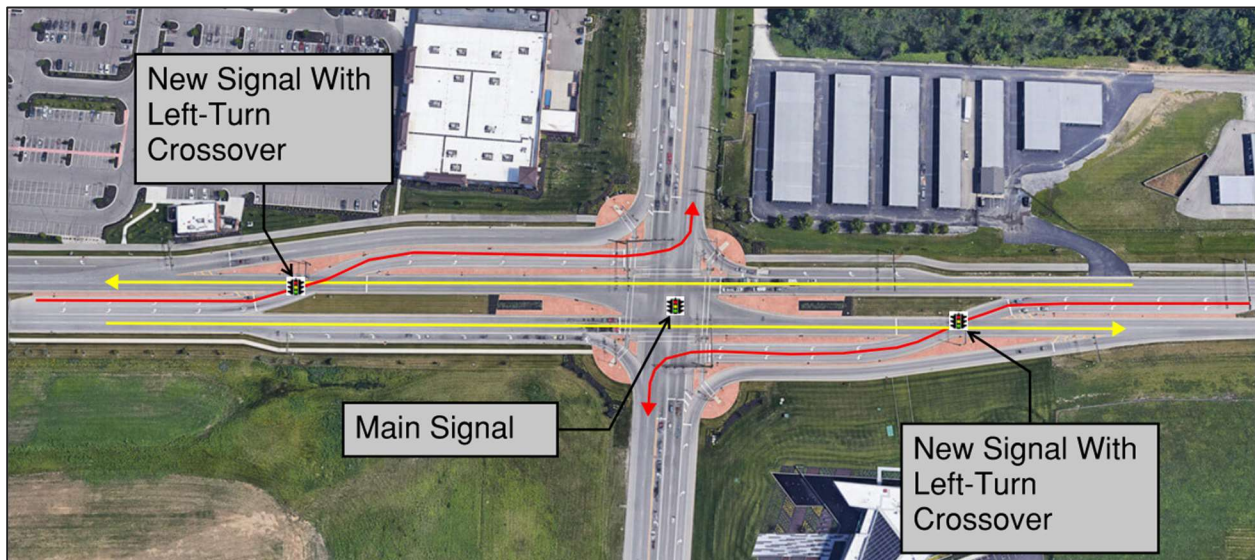


Exhibit 2. Displaced Left-Turn Example (Source: Virginia Department of Transportation)

Table 7 shows the primary benefits and challenges of Alternative 5, as well as additional considerations to explore if the alternative moves to Tier 2.

Table 7. Alternative 5 Benefits, Challenges, and Additional Considerations

Benefits	Challenges	Additional Considerations
■ Decrease in delay of 32% and increase in capacity of 32% (Future weekday PM peak hour) ■ Removal of EB/WB left-turn conflicts ■ Limited ROW impacts on Blue Lakes Blvd	■ Access re-configurations to Target and Costco parking lots ■ Multi-stage pedestrian crossings ■ Significant impacts to accesses and ROW on Pole Line Rd between Fillmore St and Bridgeview Blvd ■ New/unfamiliar intersection-type in Idaho	■ Option to remove displaced-left turn on east leg of intersection (WB direction) to simplify configuration and reduce cost. This would require re-routing of WB left-turn volume. ■ Changes in roadway alignment to avoid impacts to McDonalds property (i.e., shift alignment south)

Alternative 6: SPUI (GR1)

Alternative 6 (Single Point Interchange (SPUI)) includes the following components:

- Creates single point interchange where northbound and southbound through movements (Blue Lakes Boulevard) are free flowing.
- Other movements go through a new traffic signal.

While SPUIs are typically seen on interstates and highways, such as along I-84 in the Boise metropolitan area, some SPUIs have been constructed in more urban and suburban contexts, similar to the Blue Lakes Boulevard / Pole Line Road location. Exhibit 3 below is an example of a SPUI in a suburban context in San Antonio, TX.

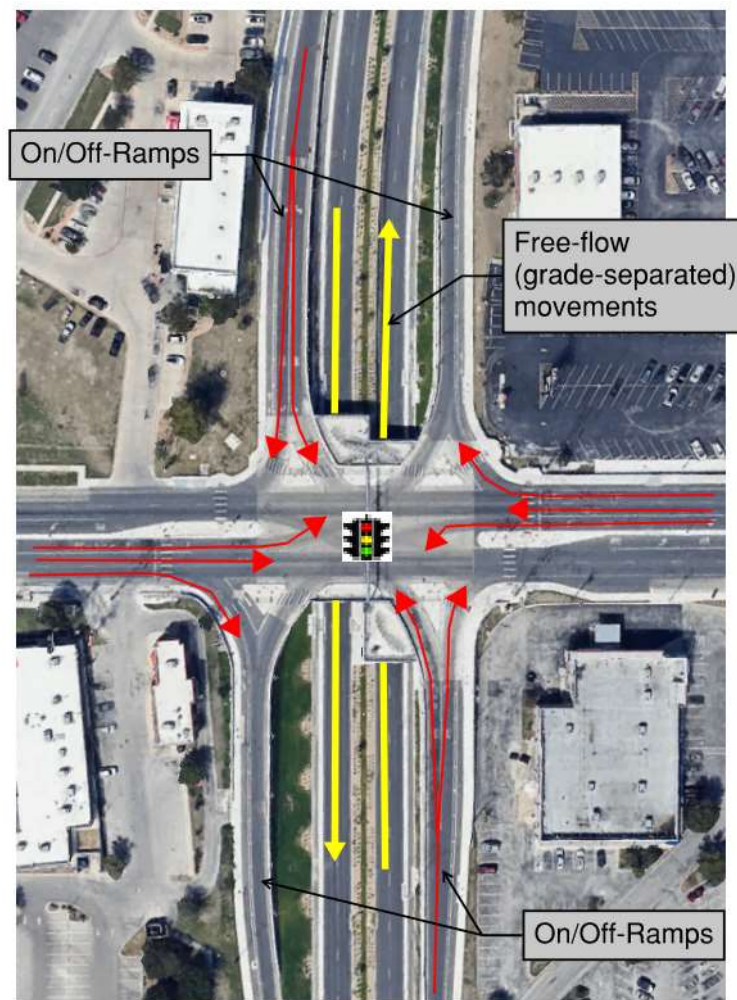


Exhibit 3. Example of SPUI in Suburban Context (Source: Google Earth)

Table 8 shows the primary benefits and challenges of Alternative 6, as well as additional considerations to explore if the alternative moves to Tier 2.

Table 8. Alternative 6 Benefits, Challenges, and Additional Considerations

Benefits	Challenges	Additional Considerations
■ Decrease in delay of 78% and increase in capacity of 44% (Future weekday PM peak hour) ■ Free-flow conditions for northbound and southbound directions ■ Removal of conflicts for northbound and southbound-through movements	■ Multi-stage (and potentially grade-separated) pedestrian crossings ■ Significant impacts (i.e., closures) of multiple accesses to accommodate grade-separated structure ■ Impacts to multiple existing structures and sites ■ High ROW needs from multiple parcels ■ Higher cost	■ Additional concept development required to determine impacts of grade-separated structure ■ Routing of volumes from closed accesses may require significant capacity improvements at adjacent off-site intersections

Alternative 7: EBL Flyover (GR2)

Alternative 7 (Eastbound Left-Turn Flyover + Westbound Left-Turn Removal) includes the following components:

- Removes eastbound left movement from main intersection and creates a separate grade-separated flyover ramp for the movement to run free-flow
- Adds additional northbound through lane north of intersection to accommodate the flyover ramp and continued through the Bridgeview Boulevard / Blue Lakes Boulevard intersection
- Removes or re-configures channelized right turns
- Option to remove westbound left-turn from intersection and re-route vehicles on local roadways (such as Bridgeview Boulevard or Locust Street). The westbound left-turn has a substantially lower traffic volume (175 vehicles per hour) than the eastbound left-turn (669 vehicles per hour). Retaining the westbound left-turn as part of the intersection requires a dedicated westbound left-turn phase operates with 25% more delay than if the westbound left-turn was removed.

Exhibit 4 displays an example of a flyover ramp for a single free-running movement located in Miami, FL.

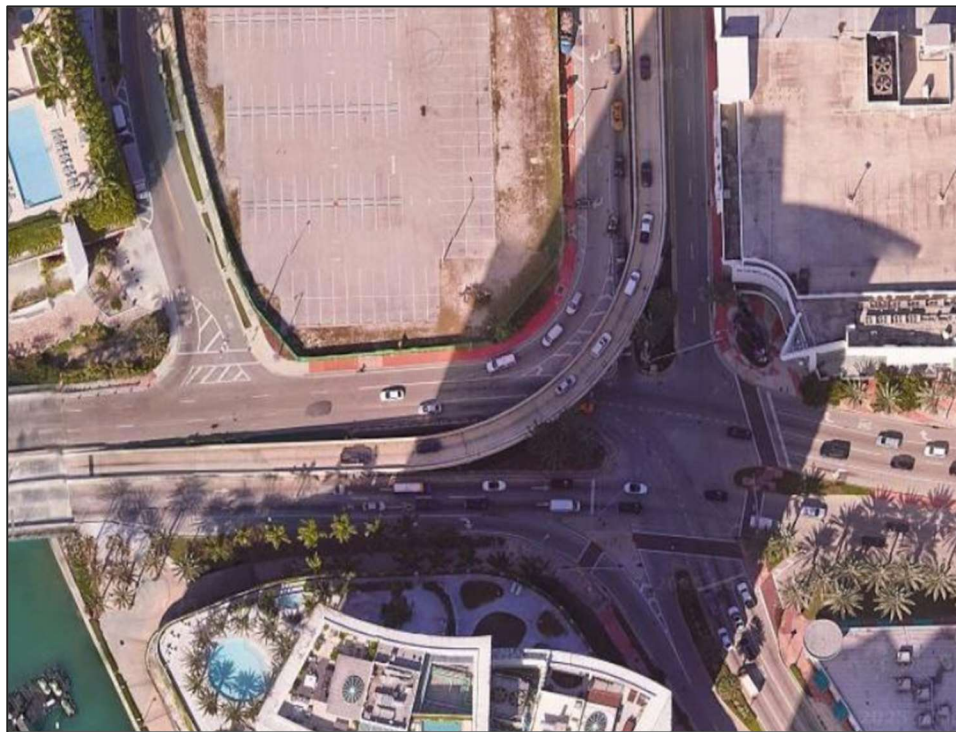


Exhibit 4. Eastbound Left Flyover Example (Source: Google Earth)

Table 9 shows the primary benefits and challenges of Alternative 7, as well as additional considerations to explore if the alternative moves to Tier 2.

Table 9. Alternative 7 Benefits, Challenges, and Additional Considerations

Benefits	Challenges	Additional Considerations
■ Decrease in delay of 62% and increase in capacity of 41% (Future weekday PM peak hour, assumes removal of WBL from intersection) ■ Decrease in delay of 53% and increase in capacity of 29% (Future weekday PM peak hour, assumes retention of WBL at intersection) ■ Re-configuration of right-turn lanes improve safety ■ Significant improvements to EBL movement delay and queuing (converts to free-flow conditions)	■ Limited capacity improvements provided to other movements of Blue Lakes Blvd and Pole Line Rd intersection. ■ Some ROW needs and impacts to parcels on Blue Lakes Blvd (especially the Barnes and Noble shopping center). ■ Creation of merge point into NB traffic ■ Higher cost	■ Additional concept development required to determine impacts of grade-separated structure ■ Multiple options to merge EBL flyover into northbound traffic on Blue Lakes Blvd

Alternative 8: CTO (GR5)

Alternative 8 (Center Turn Overpass) includes the following components:

- Grade-separation to create two signalized intersections at Blue Lakes Boulevard and Pole Line Road (one on the upper level, and one on the lower level)
 - Upper-level signalized intersection has all left-turn movements
 - Lower-level signalized intersection has through and right-turn movements
 - Pedestrian and bicycle crossings are on lower level
- Ramp structures that lead to and from the upper-level intersection with merge and diverge points from Blue Lakes Boulevard and Pole Line Road

There are currently no Center Turn Overpasses known to have been built in the United States; Exhibit 5 illustrates an example of what this intersection type may look like.

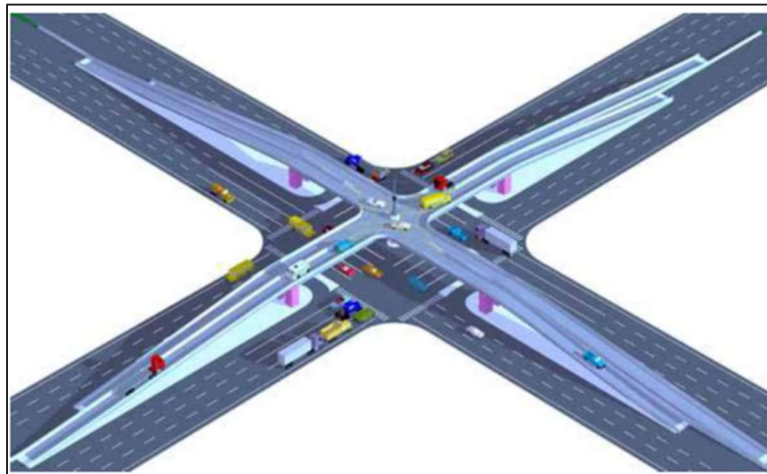


Exhibit 5. Center Turn Overpass Illustration (Source: ATTAP Maryland State Highway Administration)

Table 10 shows the primary benefits and challenges of Alternative 8, as well as additional considerations to explore if the alternative moves to Tier 2.

Table 10. Alternative 8 Benefits, Challenges, and Additional Considerations

Benefits	Challenges	Additional Considerations
■ Decrease in delay of 91% and increase in capacity of 41% (Future weekday PM peak hour) ■ Simplified bicycle and pedestrian crossings on lower level ■ Removal of left-turn and through movement conflicts improve safety	■ No known example of intersection type in the United States ■ High ROW needs ■ Significant impacts to accesses on all four quadrants of intersection ■ Very high cost	■ Additional concept development required to determine impacts of grade-separated structure ■ Additional concept development required to determine configuration of merge and diverge points of grade-separated structure

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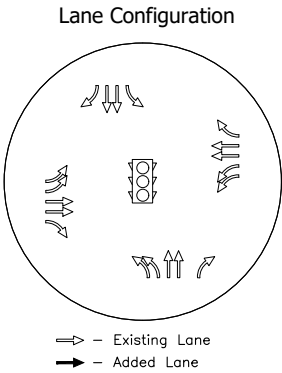
Criteria	Scoring	Notes
Traffic Operations		- 0% change (LOS F and v/c = 1.47 (future PM peak))
Safety		- Free running right-turns are safety concern
Ped/Bike		- No changes to crossing distances
Familiarity & Ease of Use		- No changes to lane configurations
Freight		- No changes to critical movements
Right of Way		- No impact to properties/sites
Impacts to Accesses		- No impact to accesses

** Cost Range \$150,000-300,000

Scoring Legend



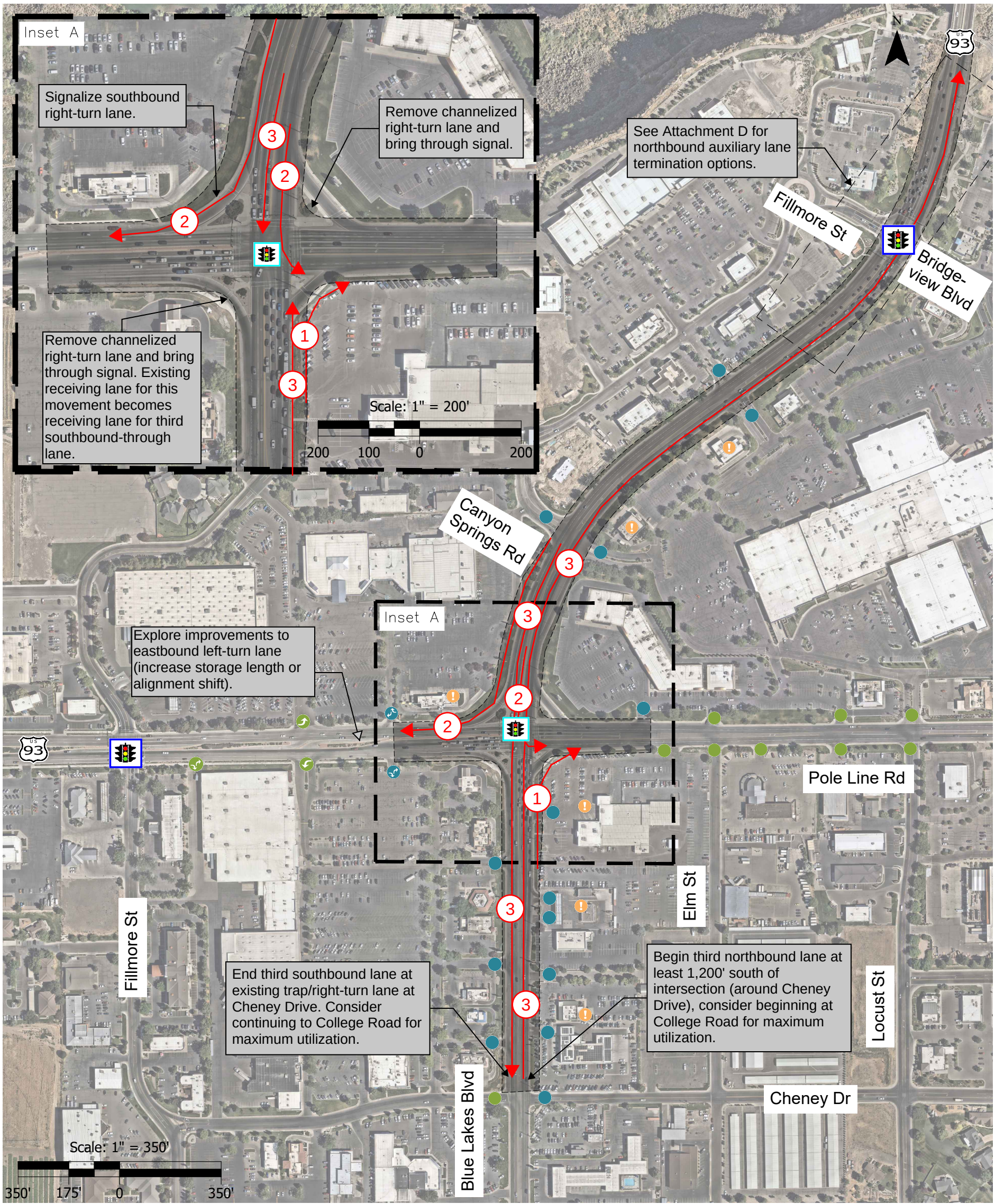
-  Existing Signal
-  No Impact to Access



Alternative 1
No Build

Figure
2

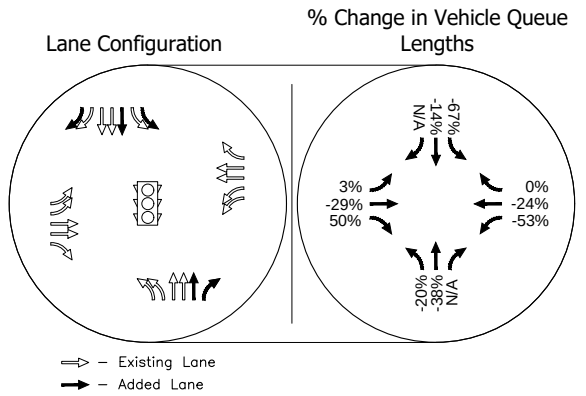
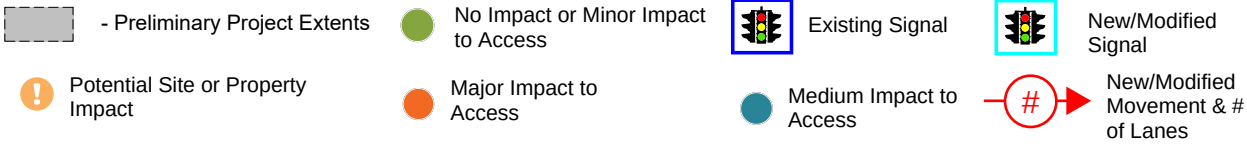
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Criteria	Score	Notes
Traffic Operations		- 24% decrease in delay - 13% increase in intersection capacity
Safety		- Lane widenings encourage higher speeds and increases conflict points - Removal of free running right-turns improves safety
Ped/Bike		- Increases crossing distances
Familiarity & Ease of Use		- Conventional lane widenings
Freight		- Limited improvements to EBL movement
Right of Way		- Potential impacts to 10-15 properties
Impacts to Accesses		- 10-15 accesses impacted, none significantly impacted

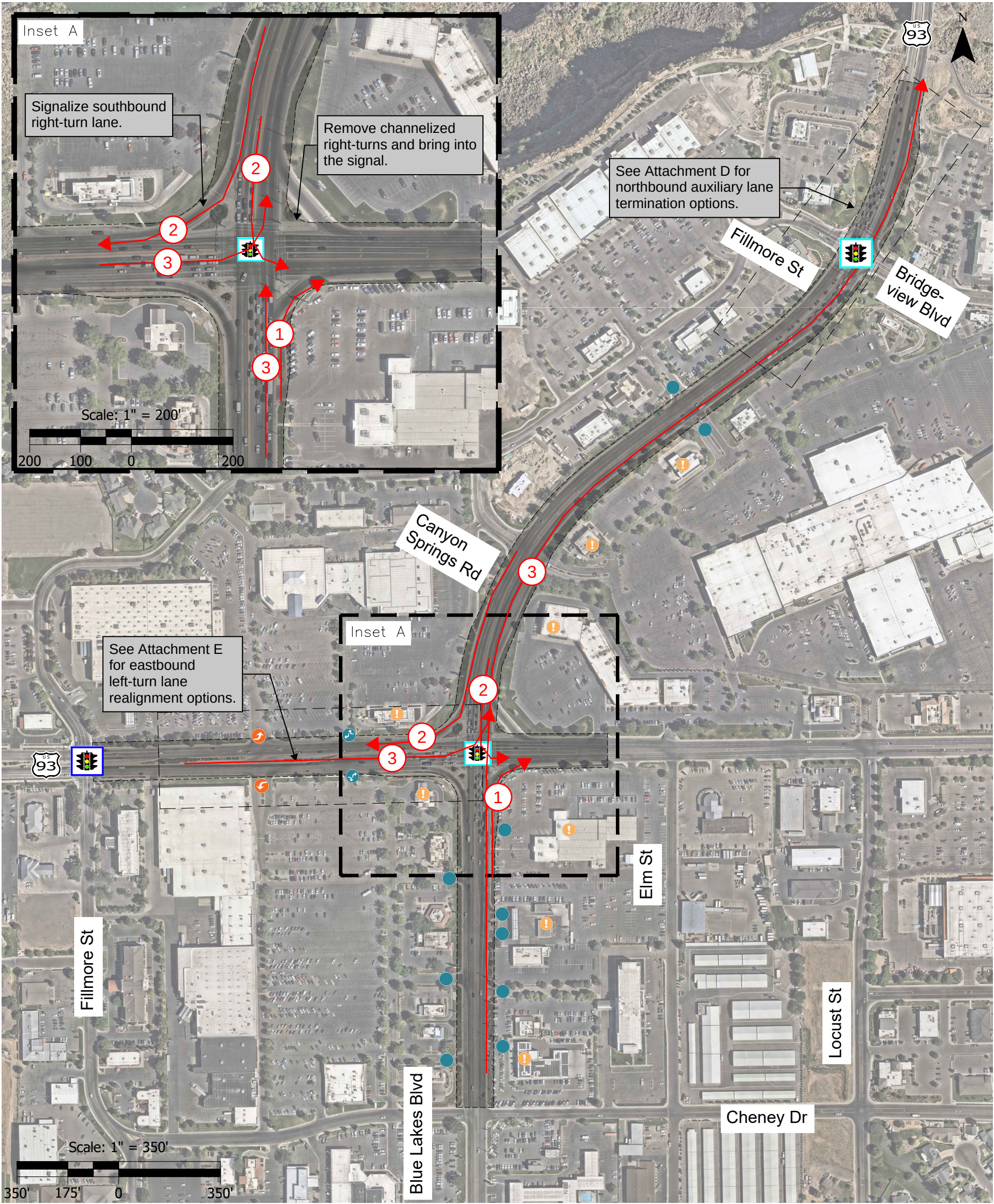
** Cost Range: \$15-30 million

Scoring Legend



Alternative 2
Widen Blue Lakes
Blvd + Signalized
Dual SBR (C1)

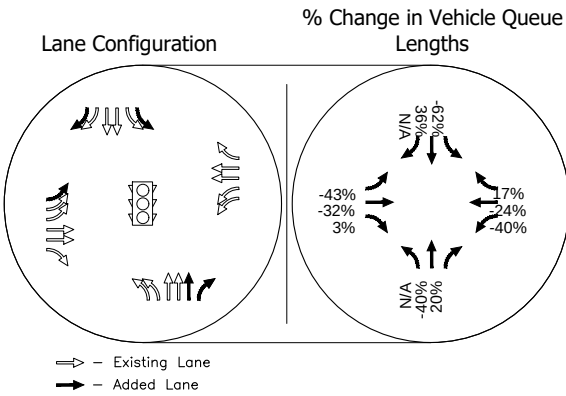
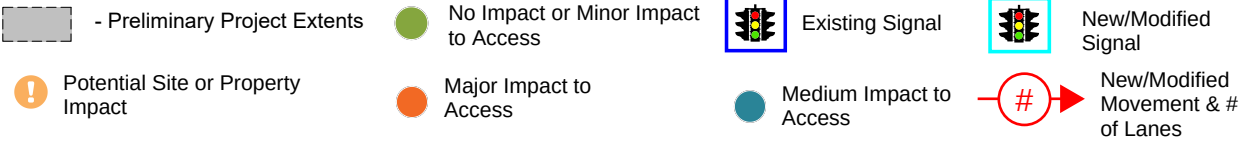
Figure
3



Criteria	Scoring	Notes
Traffic Operations		- 37% decrease in delay - 21% increase in intersection capacity
Safety		- Triple EBL encourages slightly higher speeds and increases conflict points - Removal of free running right-turns improves safety
Ped/Bike		- Increases crossing distances
Familiarity & Ease of Use		- Limited examples of triple left-turn lanes in Idaho
Freight		- Improvement to EBL movement
Right of Way		- Potential impacts to 15-20 properties
Access Impacts		- 5-15 accesses impacted, left-in accesses to Target and Costco significantly impacted

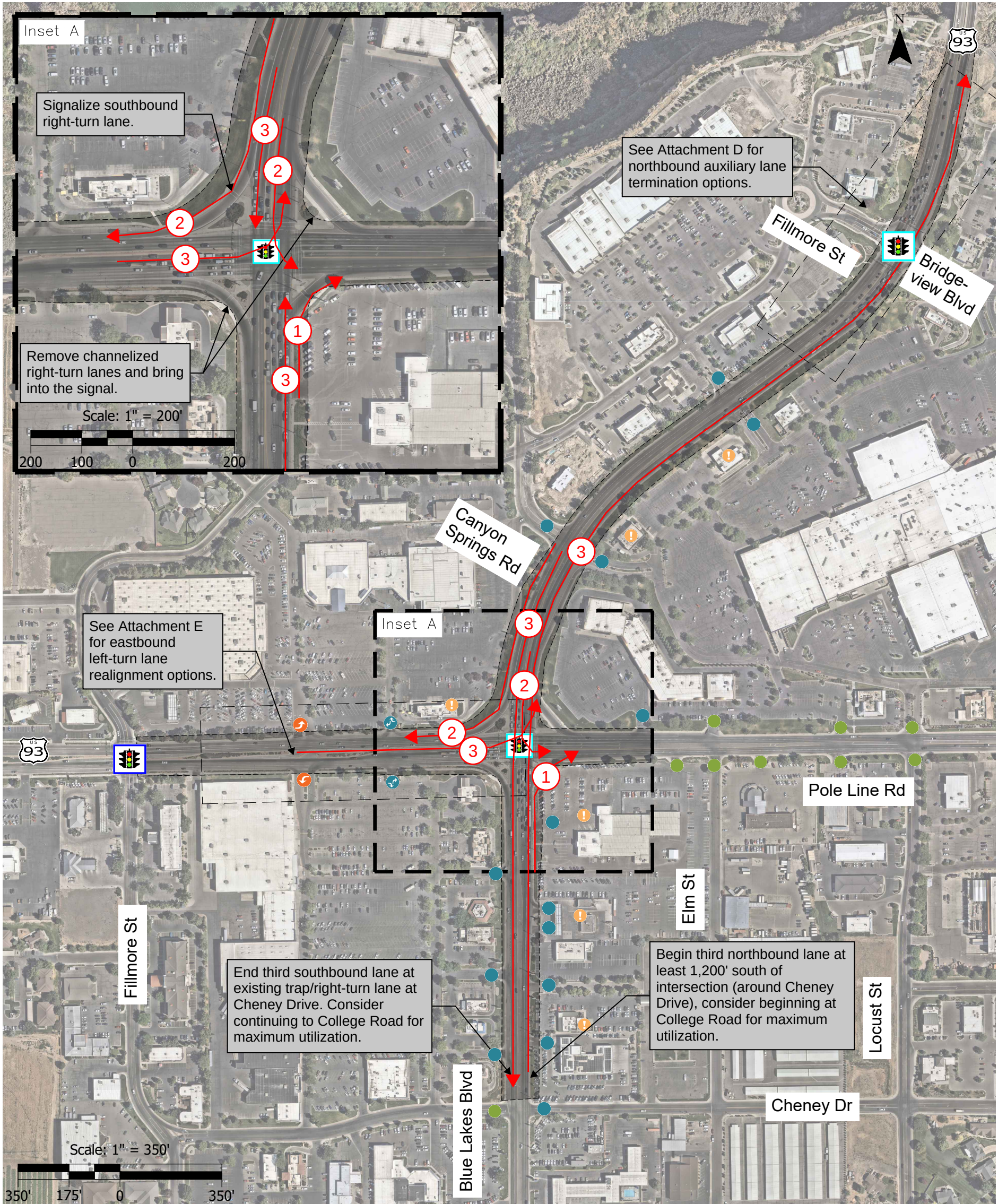
** Cost Range: \$15-30 million

Scoring Legend



Alternative 3 Triple EBL (C4)

Figure 4



Criteria	Scoring	Notes
Traffic Operations		- 41% decrease in delay - 21% increase in intersection capacity
Safety		- Lane widenings encourage higher speeds and increases conflict points - Removal of free running right-turns improves safety
Ped/Bike		- Increases crossing distances
Familiarity & Ease of Use		- Limited examples of triple left-turn lanes in Idaho
Freight		- Improvement to EBL, SBT, and NBT movements
Right of Way		- Potential impacts to 15-20 properties
Access Impacts		- 15-20 accesses impacted, left-in accesses to Target and Costco significantly impacted

** Cost Range: \$15-30 million

Scoring Legend



- Preliminary Project Extents

! Potential Site or Property Impact

No Impact or Minor Impact to Access

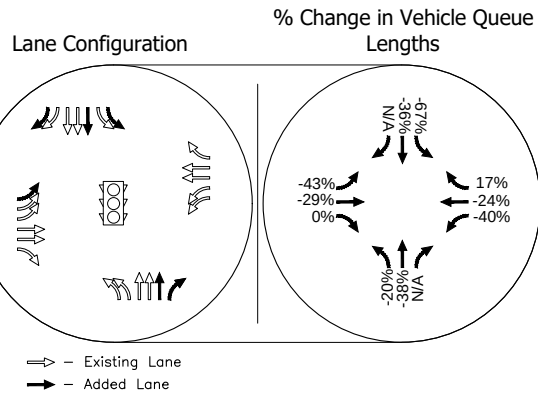
Major Impact to Access

Existing Signal

Medium Impact to Access

New/Modified Signal

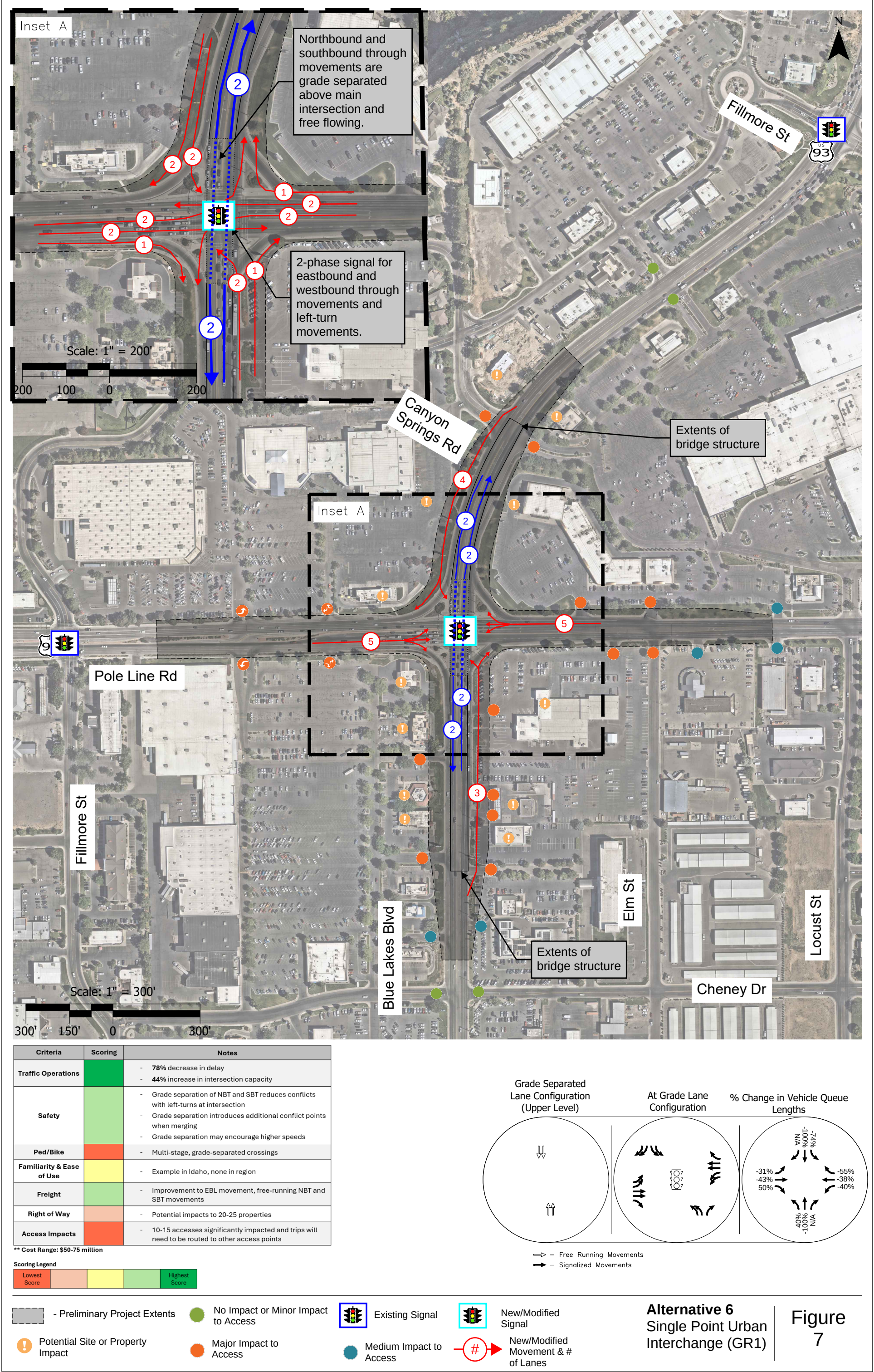
New/Modified Movement & # of Lanes

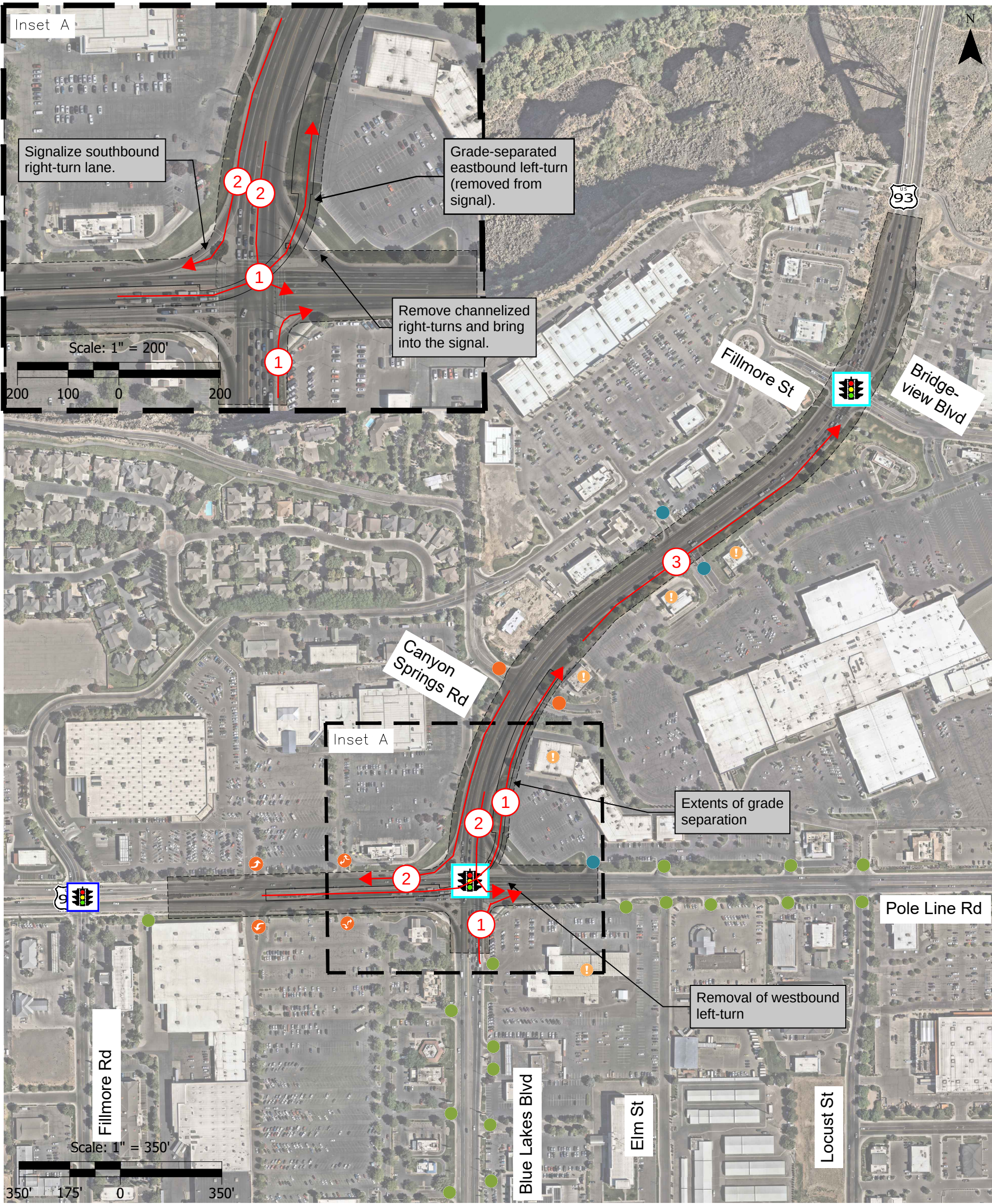


Alternative 4
Triple EBL + Widen Blue Lakes Blvd + Signalized Dual SBR (C5)

Figure 5



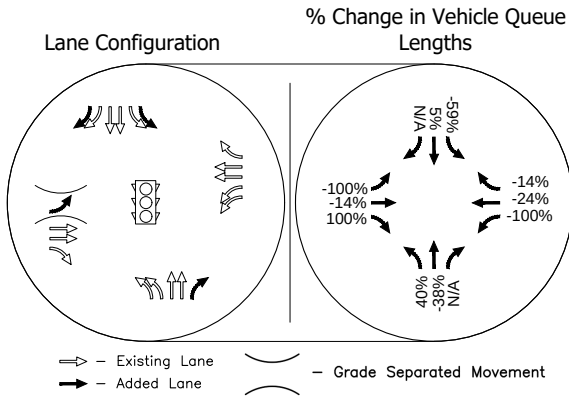




Criteria	Scoring	Notes
Traffic Operations		- 62% decrease in delay (53% if WBL is kept) - 41% increase in intersection capacity (29% if WBL is kept)
Safety		- Grade separation of EBL and removal of WBL reduces conflict points, improving safety - Grade separation introduces additional conflict points when merging
Ped/Bike		- Multi-stage crossings
Familiarity & Ease of Use		- Limited examples in Idaho and region
Freight		- Significant improvement to EBL movement
Right of Way		- Potential impacts to 15-20 properties
Access Impacts		- 5-10 access impacted, a few significantly impacted

** Cost Range: \$50-75 million

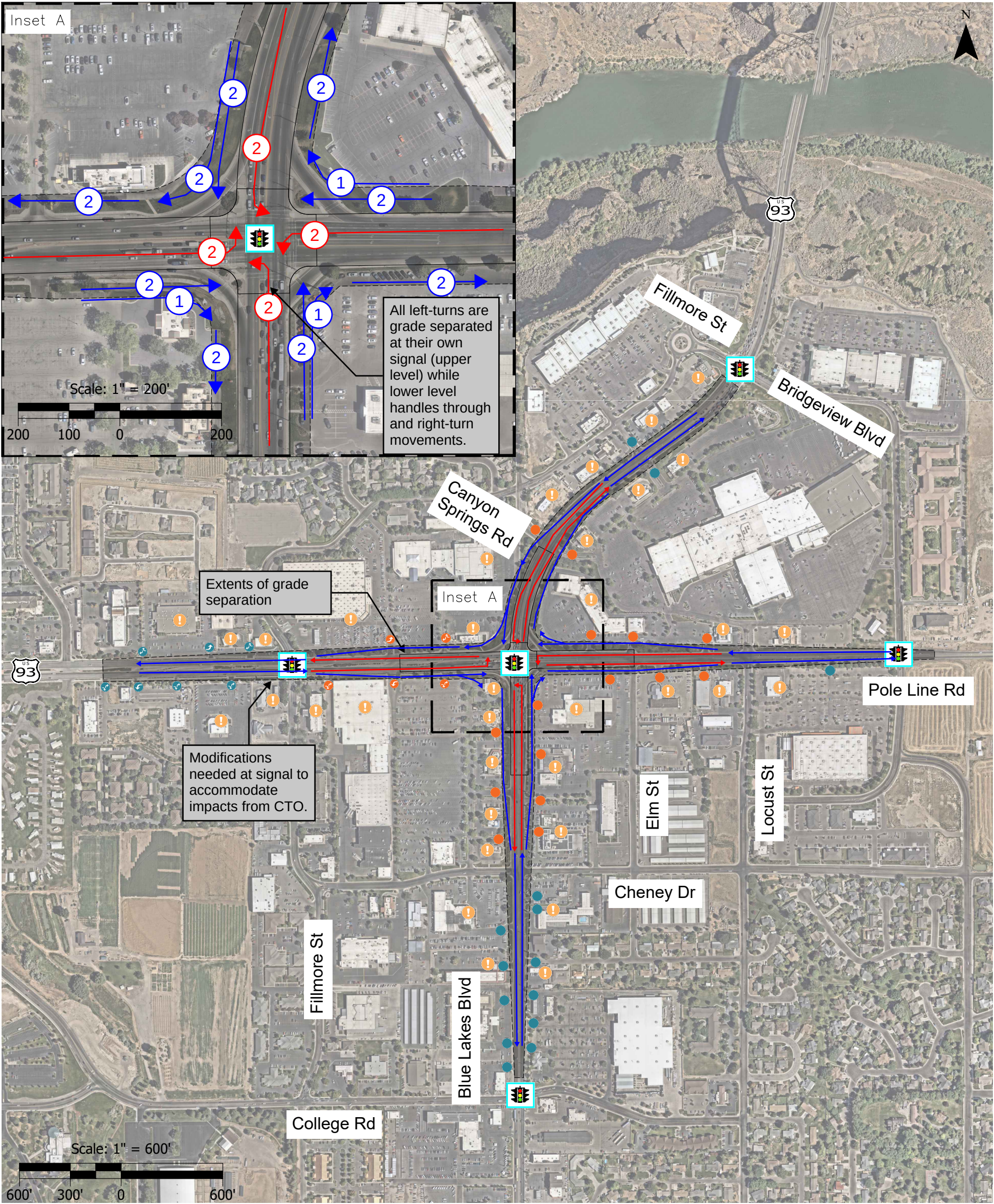
Scoring Legend



- Preliminary Project Extents
- No Impact or Minor Impact to Access
- Major Impact to Access
- Existing Signal
- New/Modified Signal
- Medium Impact to Access
- New/Modified Movement & # of Lanes

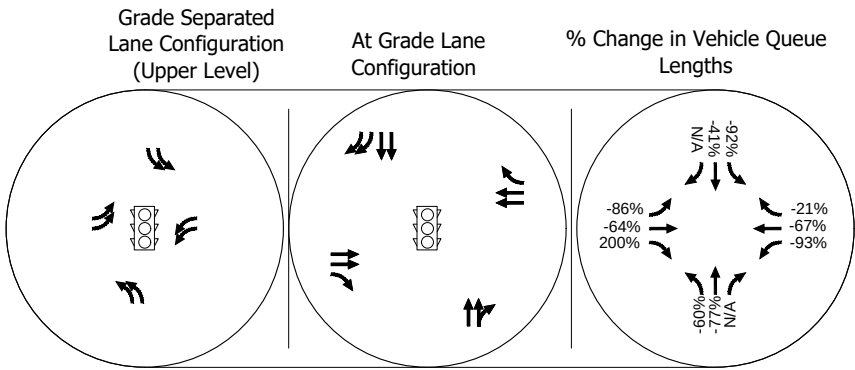
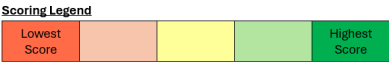
Alternative 7
EBL Flyover + WBL
Removal (GR2)

Figure
8

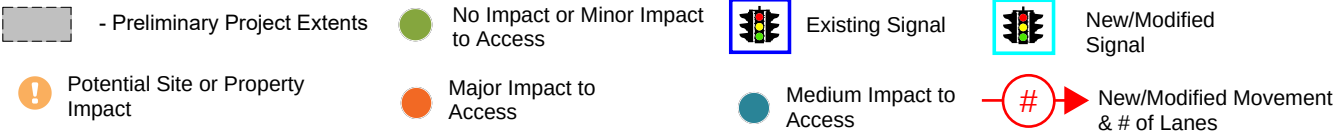


Criteria	Scoring	Notes
Traffic Operations		- 91% decrease in delay - 41% increase in intersection capacity
Safety		- Grade separation of left-turns reduces conflict points, improving safety - Grade separation introduces additional conflict points when merging - Removal of free running right-turns improves safety
Ped/Bike		- Increases crossing distances
Familiarity & Ease of Use		- Limited examples in country
Freight		- Improvement to EBL, NBT, and SBT movements movement
Right of Way		- Potential impacts to 50-60 properties
Access Impacts		- 20-30 accesses impacted, many significantly impacted. Trips will need re-routing to adjacent intersections.

** Cost Range: >\$100 million



→ - Free Running Movements
→ - Signalized Movements



Alternative 8
Center Turn
Overpass (GR5)

Figure
9

ACCESS MANAGEMENT

Regardless of the alternative that is chosen for the Blue Lakes Boulevard / Pole Line Road Intersection, access management should be explored on roadways within the study area. Access management is the process of modifying the location or configuration of an access, such as a driveway or intersection with another roadway, along a roadway corridor. Modifications may involve installation of a raised median, providing gaps in an existing or proposed median, or consolidation of driveways. The purpose of access management is typically done to improve roadway safety (by removing conflict points), traffic operations, connectivity, and site circulation. Types of accesses are defined by the following:

- **Full Access:** Vehicles may ingress and egress from access with right- and left-turns. These may be stop-controlled or signalized.
- **Right-In-Right-Out-Left-In (RIROLI):** Left-outs are prohibited, and all other movements are permitted. Left-ins are typically allowed through gaps in a median. These may be stop-controlled or signalized.
- **Right-In-Right-Out (RIRO):** Left-ins and left-outs are prohibited. These are typically stop-controlled.

ITD has guidelines related to access management on its roadway system based on the roadway's functional classification and area type. These are summarized in *IDAPA 39.03.42*³ and in Exhibit 6 below. The applicable guidelines for ITD roadways within the study area, which include Blue Lakes Boulevard (south of Bridgeview Boulevard) and Pole Line Road (west of Blue Lakes Boulevard), are highlighted.

The City of Twin Falls has Access Management Spacing Recommendations in its Draft Transportation Master Plan⁴, which are shown in Exhibit 7 for different functional classifications. Pole Line Road (east of Blue Lakes Boulevard) is classified as an arterial, while Fillmore Street (from College Road to Canyon Springs Drive), Cheney Drive, Locust Street, Bridgeview Boulevard, and College Road are classified as major collectors.

³ Idaho Transportation Department. *Idaho Administrative Procedure Act (IDAPA) 39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Right-of-Way*. 2024.

⁴ City of Twin Falls. *Draft Transportation Master Plan*. 2022.

TABLE 1 – ACCESS SPACING*						
HIGHWAY TYPE	AREA TYPE	Signalized Road Spacing	Public Road Spacing (A)	Driveway Distance Upstream From Public Road Intersection (B)	Driveway Distance Downstream From Unsignalized Public Road Intersection (C)	Distance Between Unsignalized Accesses Other Than Public Roads (D)
Freeway	All	Accessible only by interchanges (ramps).				
Expressway	All	Accessible only at locations specified by the Department.				
Statewide Route	Rural	5,280 ft	5,280 ft	1,000 ft	650 ft	650 ft
	Transitional	5,280 ft	2,640 ft	760 ft	500 ft	500 ft
	Urban >35 mph	2,640 ft	1,320 ft	790 ft	500 ft	500 ft
	Urban ≤35 mph	2,640 ft	1,320 ft	790 ft	250 ft**	250 ft**
Regional Route	Rural	5,280 ft	2,640 ft	1,000 ft	650 ft	650 ft
	Transitional	2,640 ft	1,320 ft	690 ft	360 ft**	360 ft**
	Urban >35 mph	2,640 ft	660 ft	660 ft	360 ft**	360 ft**
	Urban ≤35 mph	2,640 ft	660 ft	660 ft	250 ft**	250 ft**
District Route	Rural	2,640 ft	1,320 ft	760 ft	500 ft	500 ft
	Transitional	2,640 ft	660 ft	660 ft	360 ft**	360 ft**
	Urban >35 mph	1,320 ft	660 ft	660 ft	360 ft**	360 ft**
	Urban ≤35 mph	1,320 ft	660 ft	660 ft	250 ft**	250 ft**
*Distances in table are minimums based on optimal operational and safety conditions such as adequate sight distance and level grade. Definitions of spacing designated by (A), (B), (C), and (D) are represented on Figure 1.						
** Where the public road intersection or private access intersection is signalized, the distances in the table are for driveways restricted to right-in/right-out movements only. For unrestricted driveways the minimum distance will be 500 feet from a signalized intersection.						

Exhibit 6. ITD Access Spacing (IDAPA 39.03.42)

Street Classification	Minimum Signal Spacing (feet) ¹	Minimum Street Spacing (feet) ^{1, 4}	Minimum Commercial Access Spacing (feet) ^{1, 4}	Minimum Residential Access Spacing (feet) ¹
Arterial	2,640	660	500 ²	n/a ³
Major Collector	1,320	660	330	n/a ³
Minor Collector	1,320	330	150	150
Residential Street	1,320	150	150	50
Notes: 1. Measured center-line to center-line 2. Access to an arterial should only be granted when other reasonable access is not available to a collector or residential street. If granted, the access should be limited to right-in/right-out only if possible. 3. Residential access should not be granted on arterials or major collectors. 4. Minimum Street Spacing refers to unsignalized intersection spacing; if a traffic signal is present a traffic impact study should determine if the minimum street spacing should be longer. Source: Hales Engineering				

Exhibit 7. City of Twin Falls Access Management Spacing Recommendations (Table 5-4 of Draft Transportation Master Plan)

The majority of ITD and City of Twin Falls roadway segments within the study area have access spacing that do not meet the guidelines shown in Exhibit 6 and Exhibit 7. The density and characteristics of accesses adjacent to the Blue Lakes Boulevard and Pole Line Road intersection are shown in Table 11.

Table 11 Access Density and Characteristics

Road	Ownership	Access Density ¹	Notes
Blue Lakes Blvd (Pole Line Rd to College Rd)	ITD	43 Accesses/ Mile	Majority of accesses are full access (allow all movements). A two-way left-turn lane (TWLTL) accommodates movements to and from most accesses. Spacing to adjacent public street intersections does not meet guidelines in Exhibit 6.
Blue Lakes Blvd (Bridgeview Blvd to Pole Line Rd)	ITD	5 Accesses/ Mile	Access is limited to Canyon Springs Rd (local road) and Perrine Street (private driveway). Spacing to adjacent public street intersections does not meet guidelines in Exhibit 6.
Pole Line Rd (Blue Lakes Blvd to Fillmore St)	ITD	16 Accesses/ Mile	Access is limited to right-in-right-out (RIRO). Left-ins are provided at one access. Spacing to adjacent public street intersections does not meet guidelines in Exhibit 6.
Pole Line Rd (Blue Lakes Blvd to Bridgeview St)	City	17 Accesses/ Mile	All accesses are full access. A two-way left-turn lane (TWLTL) accommodates movements to and from most accesses. Spacing to adjacent public street intersections does not meet guidelines in Exhibit 7.

The existing locations and configurations of accesses adjacent to the Blue Lakes Boulevard and Pole Line Road intersections are shown in Figure 10. A detailed inventory of all driveways within the study area is presented in *Technical Memorandum #1: Existing and Future No-Build Conditions*. Figure 10 also presents initial recommendations for modifications to accesses. Recommendations were based on the analysis completed as part of *Technical Memorandum #1* which included:

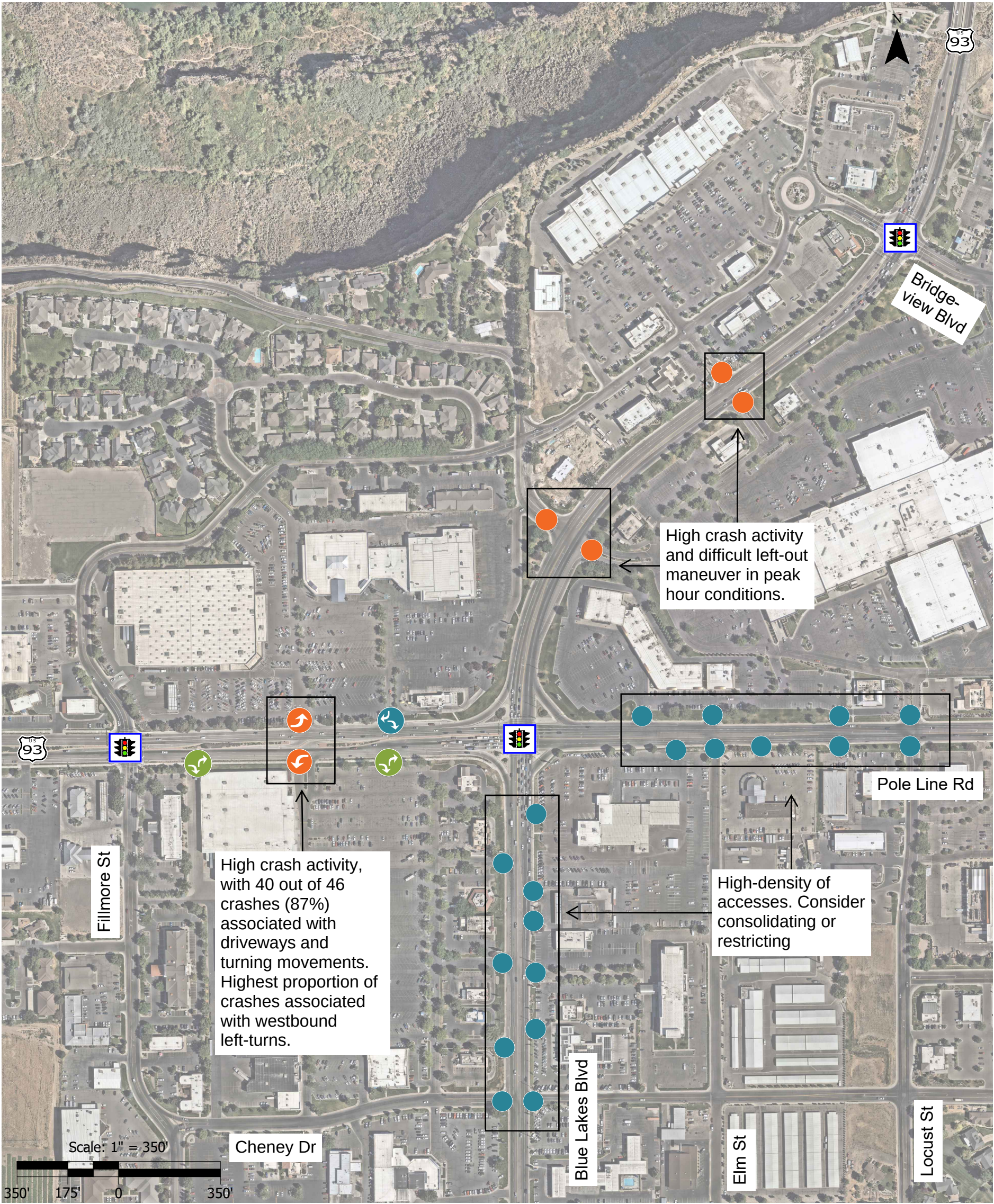
- A review of crashes associated with accesses
- Traffic counts collected at driveways (to gauge activity and utilization-levels)
- A review of adjacent businesses and properties, and their overall connectivity to the roadway system (i.e., is the adjacent driveway the only access or are there other options?)

Recommendations for changes to modifications are split into the following categories:

- **No Modifications Recommended:** Access has no or limited crash activity and meets or is within close alignment with ITD spacing guidelines (2 accesses in this category).
- **Consider Modifications:** Access has low to moderate levels of crash activity and/or does not meet ITD spacing guidelines (17 accesses in this category).
- **Modifications Strongly Recommended:** Access has high-levels of crash activity, does not meet ITD spacing guidelines, and/or has risk factors associated with crashes (3 accesses in this category).

These recommendations vary depending on the alternative and its impact on the access location, Figure 2 through Figure 9 indicate which accesses may be impacted by each alternative. Modifications to these locations should be explored further during the Tier 2 alternative evaluation process. Discussions should be held with adjacent business and property owners, especially in locations where modifications are strongly recommended.

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- Full Access
- Right-in/right-out/left-in
- Right-in/right-out
- No Modification Recommended
- Consider Modification
- Modification Strongly Recommended
- Existing Signal

Access Management Configurations
and Initial Recommendations
Twin Falls, ID

Figure
10

OTHER INTERSECTION IMPROVEMENTS

This section documents what improvements are needed at intersections within the study area other than the Blue Lakes Boulevard / Pole Line Road intersection. Exhibit 8 and Table 12 documents which intersections are projected to operate above agencies' desired operational thresholds ($V/C > 0.90$ and LOS E or F) or have crash history. These improvements will be further evaluated for compatibility with each of the Tier 2 alternatives for Blue Lakes Boulevard / Pole Line Road.

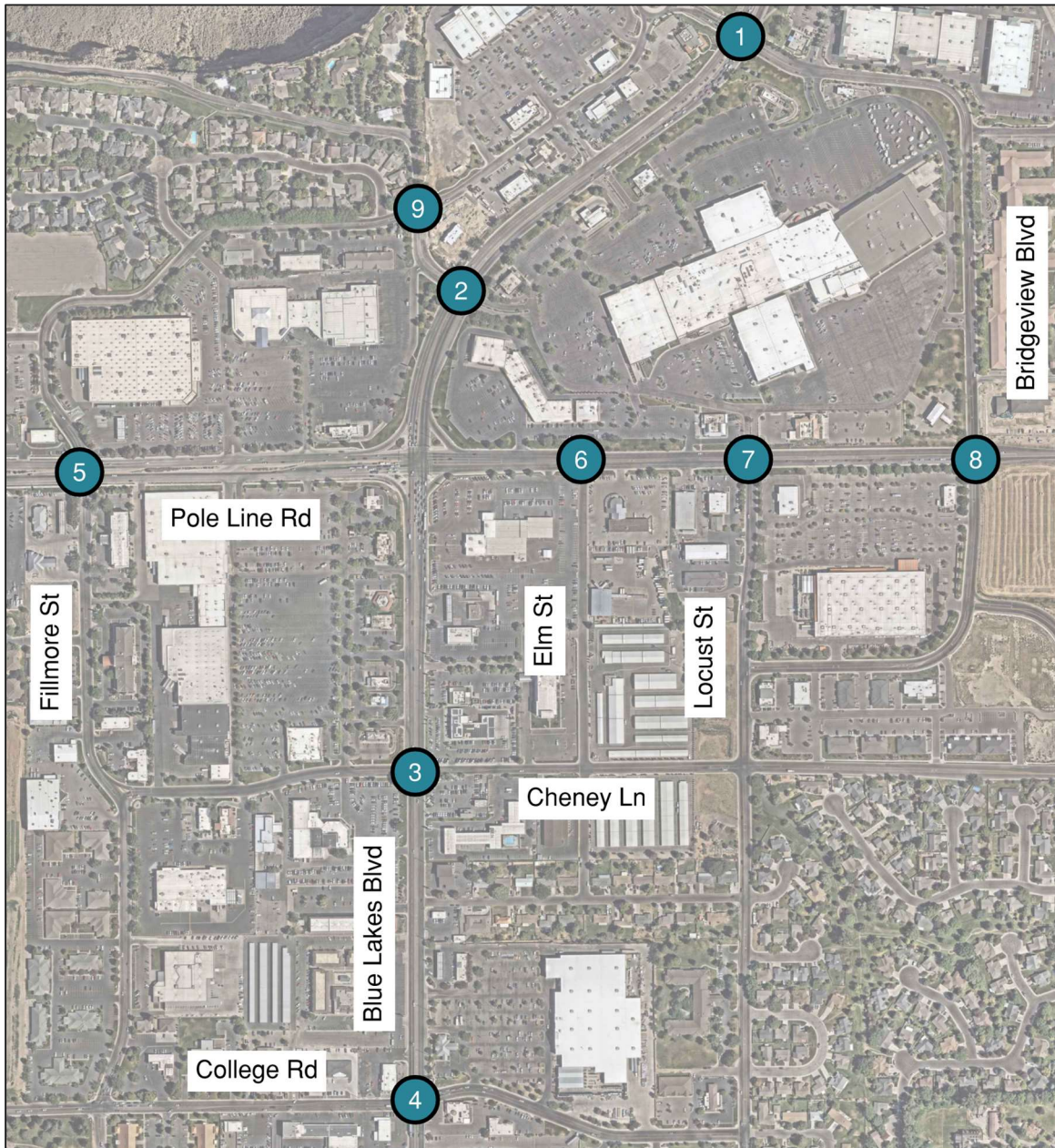


Exhibit 8. Other Intersection Improvement Options

Table 12. Improvements Summary for Other Intersections

ID	Intersection	Deficiencies	Potential Options
Along Blue Lakes Boulevard			
1	Bridgeview Blvd / Blue Lakes Blvd	68 crashes (50% associated with rear-end crashes) - LOS F and V/C > 1.0 under future conditions weekday PM peak hour	<i>See Discussion Below</i>
2	Canyon Springs Rd / Blue Lakes Blvd	34 crashes (27 associated with turning movements) - LOS F in existing and future conditions weekday PM peak hour (side-street movements only)	<u>Option 1</u>: Convert to RIROLI Only (would require re-routing ~37 lefts) <u>Option 2</u>: Signalize w/ P+P¹ NBL/SBL (Signal Warranted; likely not feasible with close spacing to Pole Line Rd)
3	Cheney Dr / Blue Lakes Blvd	38 crashes (16 related to turning from the eastbound direction) - LOS F in existing and future conditions weekday PM peak hour (side-street movements only)	<u>Option 1</u>: Convert to RIROLI Only (would require re-routing ~30 lefts) <u>Option 2</u>: Signalize w/ P+P¹ NBL/SBL (Signal Warranted)
4	College Rd / Blue Lakes Blvd	58 crashes (1 fatal rear-end crash) - LOS E and V/C > 1.0 in future conditions weekday PM peak hour	Signal Retiming & Coordination + install EBR Overlap + add dedicated SBR & WBR
Along Pole Line Road			
5	Fillmore St / Pole Line Rd	113 crashes (44 related to turning crashes) - Heavy queuing on inside EBT lane due to poor lane utilization	<u>Option 1 (Near-Term)</u>: Signal Retiming & Coordination + Protected-Only EB & WB LT Phasing + Offset EB & WB LTs to improve sight lines + EB Realignment (see Attachment E) <u>Option 2 (Long-Term)</u>: NB & SB RT Overlap Phasing + Dual SBL
6	Elm St / Pole Line Rd	LOS F in future conditions weekday PM peak hour (side-street movements only)	Convert to RIROLI Only (would require re-routing ~25 existing PM lefts)
7	Locust Dr / Pole Line Rd	LOS F in existing and future conditions weekday PM peak hour (side-street movements only)	<u>Option 1</u>: Convert to RIROLI Only (would require re-routing ~80 existing PM lefts) <u>Option 2</u>: Signalize (Does <i>NOT</i> meet Peak Hour Signal Warrant under existing)
8	Bridgeview Blvd / Pole Line Rd	LOS F and V/C > 1.0 in future conditions weekday PM peak hour	Signal Retiming & Coordination + add EBT and extend to 5-lane section of Pole Line Road

ID	Intersection	Deficiencies	Potential Options
Other Intersections			
9	Canyon Springs Rd / Fillmore St	Excessive delay and spillback in future conditions based on VISSIM model observations	<u>Option 1</u>: Convert to TWSC (NB/SB Stop-Controlled), reconfigure NB lanes to shared LT+Th and RT lane, remove channelized WBR <u>Option 2</u>: Install single-lane RAB

¹ P+P = Protected + Permissive; Meets criteria with ITD's *Left-Turn Signal Phasing Guidance* Memorandum.⁴

BRIDGEVIEW BOULEVARD / FILLMORE STREET / BLUE LAKES BOULEVARD

As detailed in Tech Memo #1, operational and safety issues were identified at the Bridgeview Boulevard / Blue Lakes Boulevard intersection for both existing and future no-build conditions. Various mitigation options were explored in greater detail due to its unique physical constraints and impacts on and closely related interactions with the Blue Lakes Boulevard / Pole Line Road intersection. Table 13 describes potential near- and long-term mitigation options for this intersection.

Table 13. Bridgeview Boulevard / Fillmore Street / Blue Lakes Boulevard Mitigation Options

Improvement Options	Notes/Considerations
Existing Year 2025 Conditions (Near-Term)	
<u>Option 1: Signal Adjustments</u> - Signal Coordination - EB/WB P+P Left-Turn Phasing¹	None
<u>Option 2: Geometric Changes</u> Convert EBT to Shared EBTL	- Requires split phasing for EB/WB - Could consider removing north leg pedestrian crossing to reduce minimum WB split time, minimizing impacts to N/S split times.
Existing Year 2025 Conditions (Long-Term)	
<u>Option 1: Additional Lanes + Reconfigure Bridgeview Blvd</u> - Add dual EBL turn lanes - Add NB auxiliary through lane - Add dual WBR turn lanes - Extend Bridgeview Blvd inside SB trap left-turn lane to Pole Line Rd	- A NB auxiliary through lane has limited merge space (<650') prior to bridge and may have low utilization. - Extending Bridgeview Blvd inside SB lane may have major impact to properties along Bridgeview Blvd. - Consider removing the roundabout on Fillmore St to provide additional storage for the eastbound approach.
<u>Option 2: West Leg Removal</u> - Remove west leg of intersection - Re-route removed volumes to new signal on Blue Lakes Blvd, south of Bridgeview Blvd	See Exhibit 9 below for illustration.

¹ P+P = Protected + Permissive; Meets criteria with ITD's *Left-Turn Signal Phasing Guidance* Memorandum.⁵

⁵ Idaho Transportation Department. *Left-Turn Signal Phasing Guidance*. Jan 2020.

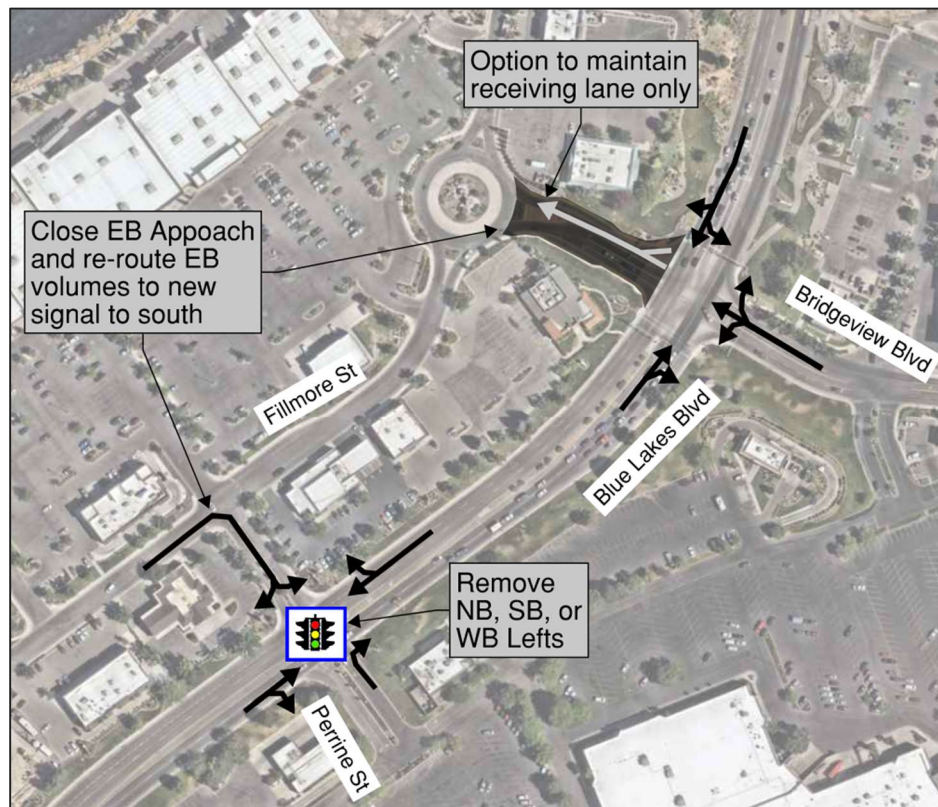


Exhibit 9. Bridgeview Blvd / Blue Lakes Blvd Long-Term Mitigation 2: West Leg Removal & Volume Re-Route

While these improvements may provide operational benefits, there are some physical constraints which present constructability challenges and limit the feasibility of some of the mitigations explored. On the eastbound approach, there is approximately 225' between the intersection and the adjacent roundabout, which limits the amount of storage available for the eastbound movements. A section of Fillmore Street leading up to the roundabout is also privately owned. As mentioned in Table 13 above, removing the roundabout on Fillmore Street and allowing free flow of the east and west direction with a stop-control on the north leg, would provide additional storage for the eastbound approach at Bridgeview Blvd / Blue Lakes Boulevard / Fillmore Street.

This intersection is also constrained to the north by the Perrine Bridge where there is approximately 620' between the intersection and the bridge, limiting potential widening of the roadway for northbound movements.

Other mitigations in addition to the ones listed above were explored such as the Displaced Left-Turn, a Median U-Turn, and grade separated alternatives. However, due to various constraints, it was determined these alternatives were not feasible.

RECOMMENDATIONS & NEXT STEPS

This section discusses the initial consultant recommendations based on the Tier 1 alternatives evaluation, discussions with the TAG, PAG, and ITD, and the final selection of Tier 2 alternatives.

Consultant Recommendations

Based on the results of the Tier 1 evaluation presented in this memorandum, the consultant recommended the following alternatives move forward to the Tier 2 analysis:

- **Alternative 1:** No-Build (NB)
- **Alternative 2:** Widen Blue Lakes + Signalized Dual SBR (C2) *OR* **Alternative 4:** Triple EBL + Widen Blue Lakes + Signalized Dual SBR (C5)
- **Alternative 5:** Displaced Left Turn (HC2)
- **Alternative 6:** Single-Point Interchange (GR1)

The consultant also recommended further evaluation of the access modifications and options to improve other intersections within the study area.

Follow-Up Discussion and Next Steps

The consultant recommendations and findings from the Tier 1 evaluation were presented to the TAG and PAG on April 27 and May 13, respectively, to gather feedback. The TAG generally agreed with the consultant recommendations on which alternatives to move forward to Tier 2. The PAG had differing perspectives on which alternatives to move forward to Tier 2. Key themes from the PAG meeting included:

- Alternatives that include overpasses are non-starters. The project study area is a gateway to the City and overpasses are not aesthetically pleasing. Grade-separated alternatives should only move forward if implemented as an underpass.
- There is hesitancy to support displaced left-turns or triple left-turns, since these treatment types are new to the region and state.
- Most participants supported further evaluation of conventional intersection types and a focus on near-term improvements. Although participants noted that higher-capacity alternatives would provide more value if the new Snake River Crossing (*Note: This infrastructure project is being studied but no funding is programmed for construction of a new river crossing.*) was not implemented in the future.

After the PAG meeting, the consultant team engaged in follow-up conversations with ITD to confirm the Tier 2 alternatives. ITD advised the project team to remove Alternative 5 (Displaced Left Turn) from consideration, as current ITD guidance does not approve of displaced left turn intersection configurations on the State Highway System. This guidance is presented in ITD's *Approved State Highway System (SHS) Intersection and Interchange Types for Designers* memorandum, which was published on October 31, 2025 and is shown in Attachment F.

Based on the feedback received from the TAG, PAG, and ITD, the Tier 2 evaluation will not include Alternative 5 (Displaced Left Turn). The alternatives that will be evaluated in Tier 2 are listed below:

- **Alternative 1:** No-Build (NB)
 - The project team will also develop and evaluate an Alternative 1B, which will include EB left-turn storage and alignment improvements at Blue Lakes & Pole Line, system-wide signal timing coordination and access management, and improvements to other intersections in the study area. The intent of this alternative is to capture potential near-term improvements within the study area.
- **Alternative 2:** Widen Blue Lakes + Signalized Dual SBR (C2)
- **Alternative 4:** Triple EBL + Widen Blue Lakes + Signalized Dual SBR (C5)
- **Alternative 6:** Single-Point Interchange (GR1)
 - The evaluation of this alternative will assume underpasses for grade-separated movements.

The Tier 2 evaluation of these alternatives will include VISSIM modeling, concept designs, refined cost estimates, constructability and feasibility assessments, and will combine access management recommendations and improvements at other intersections within the study area. The results of the Tier 2 analysis will be summarized in Technical Memorandum #3 – Tier 2 Alternatives Evaluation.

ATTACHMENTS

- A. Initial Alternatives Screening Memo
- B. Tier 1 Alternative Synchro Operational Worksheet Reports
- C. Alternatives Scoring Summary
- D. Northbound Lane Termination Exhibits
- E. Eastbound Left-Turn Lane Exhibits
- F. Approved State Highway System (SHS) Intersection and Interchange Types for Designers (ITD Memorandum)