

This presentation was originally given on June 26, 2019 to the Idaho 16 Stakeholder Working Group with the purpose of providing an Idaho 16 project update. The information in this presentation is a work in progress and should not be considered final design.



# Stakeholder Working Group

Meeting #2

Wednesday, June 26, 2019

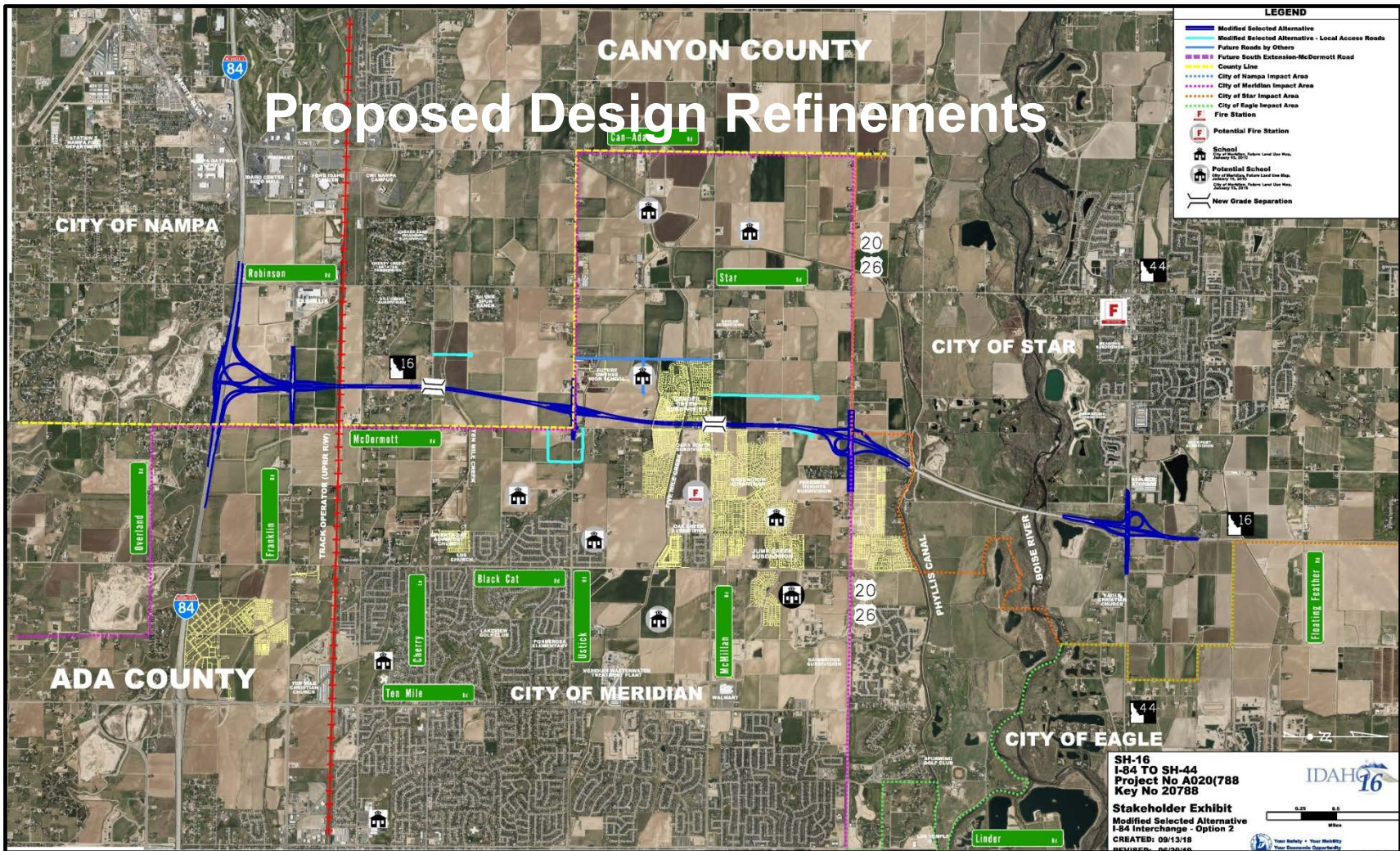
4-6 p.m.



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Your Economic Opportunity

# Welcome and Introductions

**Amy Schroeder, ITD Transportation Program Manager**



# Meeting Objectives

Amy

- Provide project update
- Present and gather input on design refinements and right-of-way needs
- Discuss and gather input on phasing strategies
- Discuss the public open house scheduled for the fall of 2019
- Explain next steps for the project and the working group



# Outcomes From Meeting #1

Amy

## Idaho 16 Guiding Principles

### **Uphold consistency with the EIS/ROD**

- Maintain the route location
- Ensure a limited-access highway
- Define a logical termini of I-84 & ID-44

### **Provide a reasonable phased implementation of improvements**

### **Plan for an achievable and affordable highway**

### **Prepare for regional growth of the Treasure Valley**

# Outcomes From Meeting #1

Amy

## Idaho 16 Strategic Corridor Plan

- Establishes a plan for affordable phasing of the project
- Provides a blueprint for future projects
- Prioritizes right-of-way acquisitions
- Outlines funding needs over time
- Provides the information the community needs to support the project

# Outcomes From Meeting #1

Amy

## What we heard

- There is strong support for the Guiding Principles.
- A connection south of I-84 must be addressed as a separate project.
- There is strong support for phasing from north to south. However, several participants suggested beginning construction at I-84 and moving north because of Project Bronco.
- Purchase right-of-way now before costs become prohibitively expensive.
- Building temporary, at-grade intersections should be considered, but it was noted that there are significant safety risks associated with at-grade intersections on a highway.
- Lack of a funding source was seen as the greatest risk to the project.
- There is potential for political entities not agreeing with the Idaho 16 Corridor Plan and therefore jeopardizing funding.

# Project Update

Amy

## What has been accomplished

- ✓ Validated the Purpose and Need
- ✓ Updated traffic projections and land use for 2045
- ✓ Finalized value engineering analysis
- ✓ Complete a risk assessment
- ✓ Coordinated design standards with the local jurisdictions
- ✓ Confirmed EIS project elements
- ✓ Validated the project facilities (size and type)
- ✓ Identified a reasonable interim phase
- ✓ Identified opportunities to reduce the right-of-way need

# Project Update

Amy

## What's ahead

- Update project costs
- Update the risk assessment
- Compare possible design refinements
- Proceed with preliminary design
- Re-evaluate the 2011 environmental study
- Host public open house
- Begin right-of-way acquisition

# Project Update

Amy

- **Enhanced corridor design**

- Franklin Road stays on alignment
- Idaho 16 goes OVER east/west roadways
- Reduced impacts to local roadway access
- Refined improvements to east/west roadways

- **Southern Connection**

- Design refinements do not preclude, but not part of this study.

- **Identified a reasonable interim project**

- Combination of interchanges and intersections

- **Reduced right-of-way need**

- Re-evaluation 312 acres v. EIS 432 acres

# Design Refinements and Modifications

*Kim Nokes, Jacobs*

- **Idaho 16 corridor**
  - Roadway section
  - Idaho 16 over east/west roadways
  - Storm water mitigation/management
- **Interchange type selection**
  - Tight diamond and partial cloverleaf interchanges
- **I-84 / Idaho 16 system interchange alternatives**
  - Long-term full system interchange
  - Series of phased interim conditions
- **East/west roadways**
  - Franklin Road, Ustick Road, US-20/26, SH-44
  - Cherry Lane, McMillian Road

# Comparison Features and Categories

Kim

## Highway design configurations

- Complexity
- Number of bridges
- Local road access

## Traffic elements

- Travel time
- Delays
- Safety

## Potential environmental effects

- Visual
- Noise
- Number of relocations

# Comparison Features and Categories

Kim

## **Estimated capital investment**

- Construction cost
- Right-of-way cost

## **Interim to ultimate build out**

- Initial capital investment
- Forward compatibility
- Future expansion capability
- Phasing opportunities
- Waste

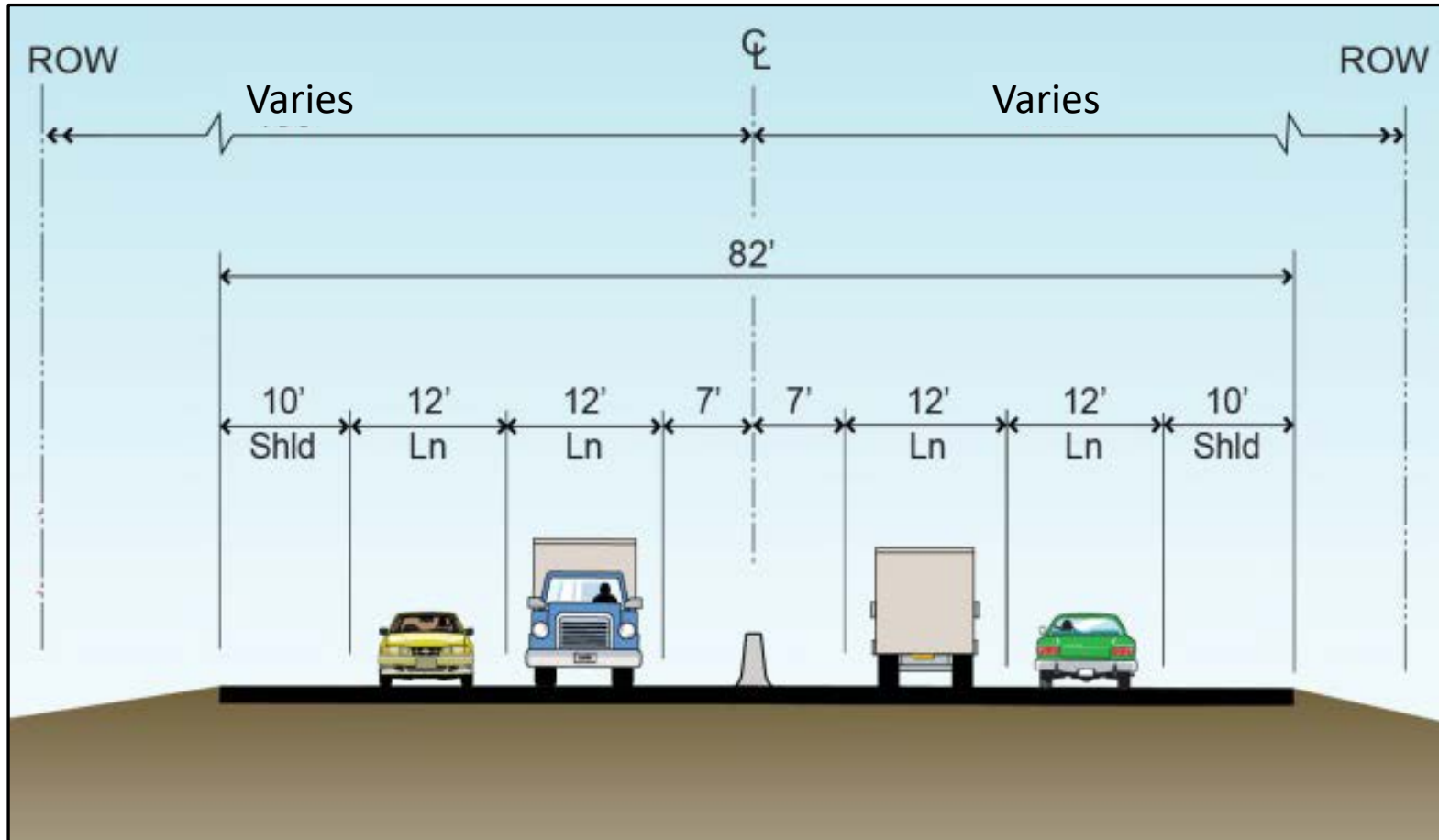
## **Other considerations**

- Irrigation impacts, Utilities
- Land use (future development potential/access)
- Southern connection mobility (I-84 interchange only)
- Schedule

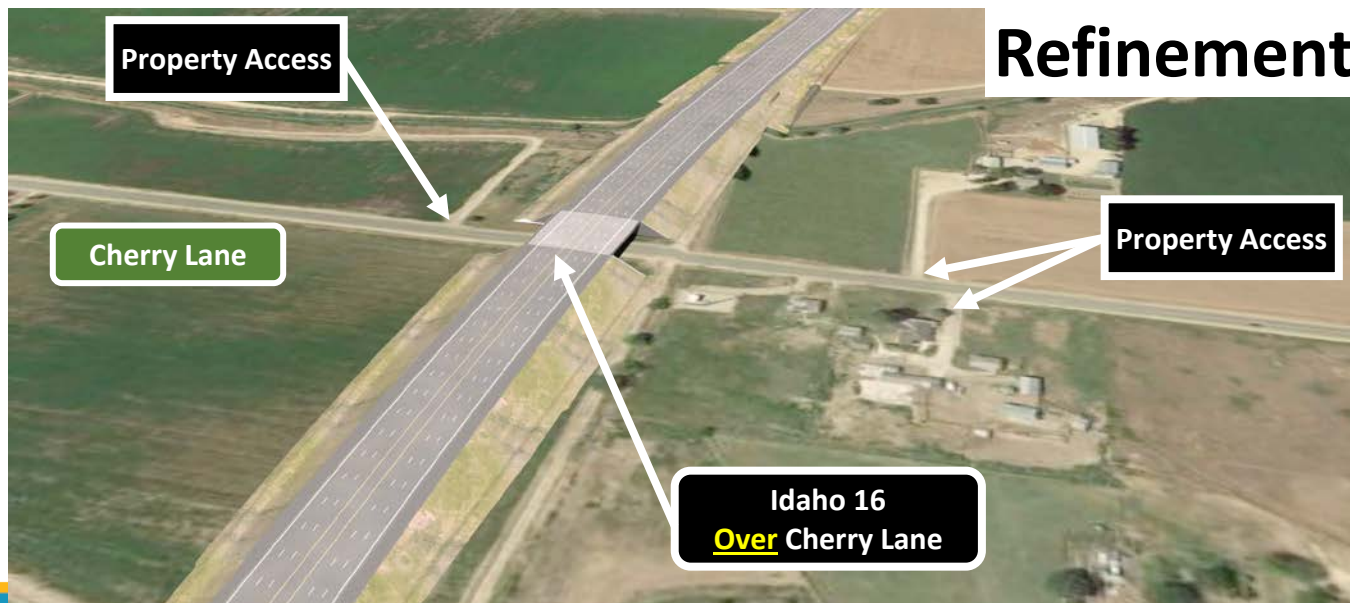


# Proposed Modified Idaho 16 – Roadway Section

Kim



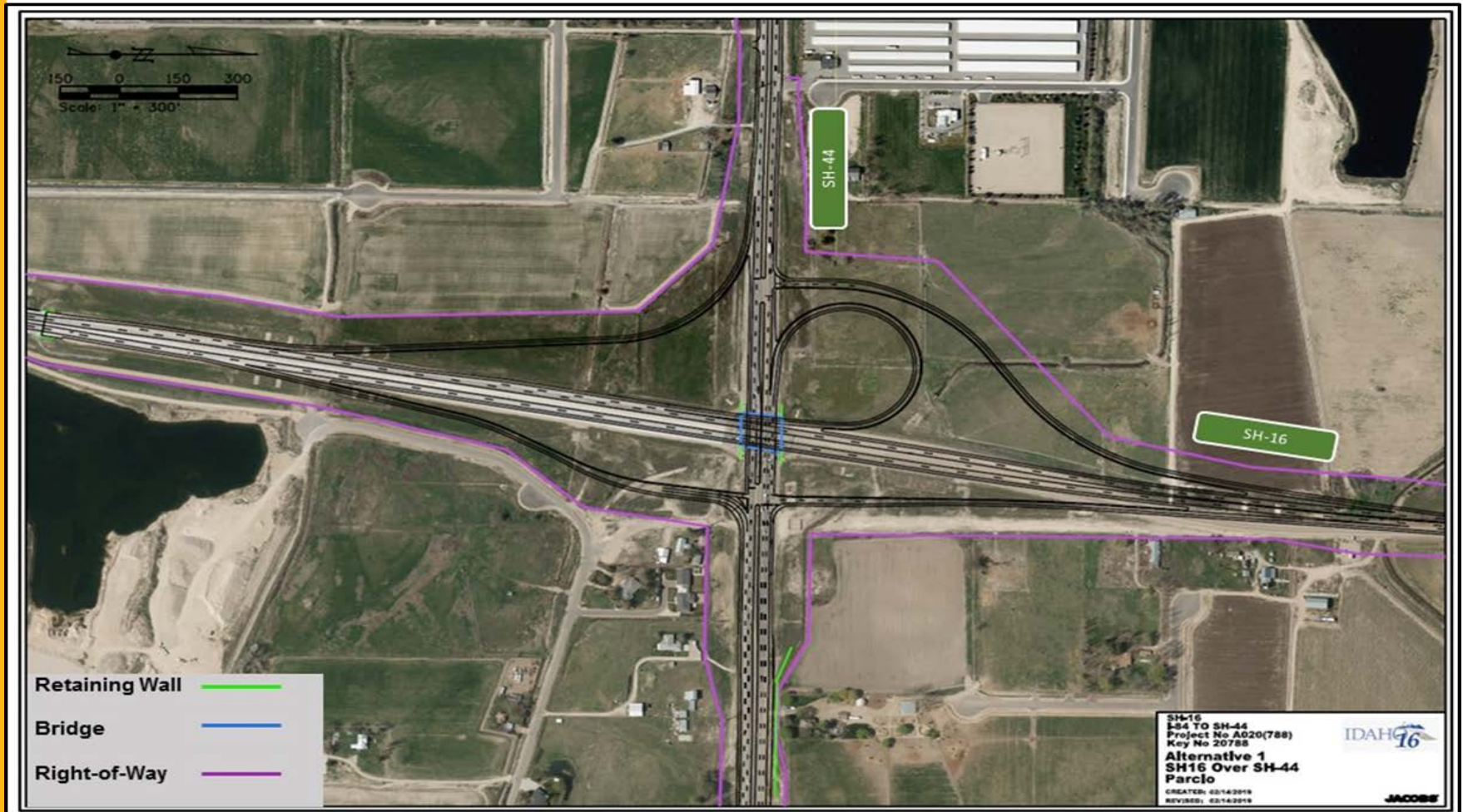
# Proposed Idaho 16 Over East/West Roadways



# Interchange Configurations

Kim

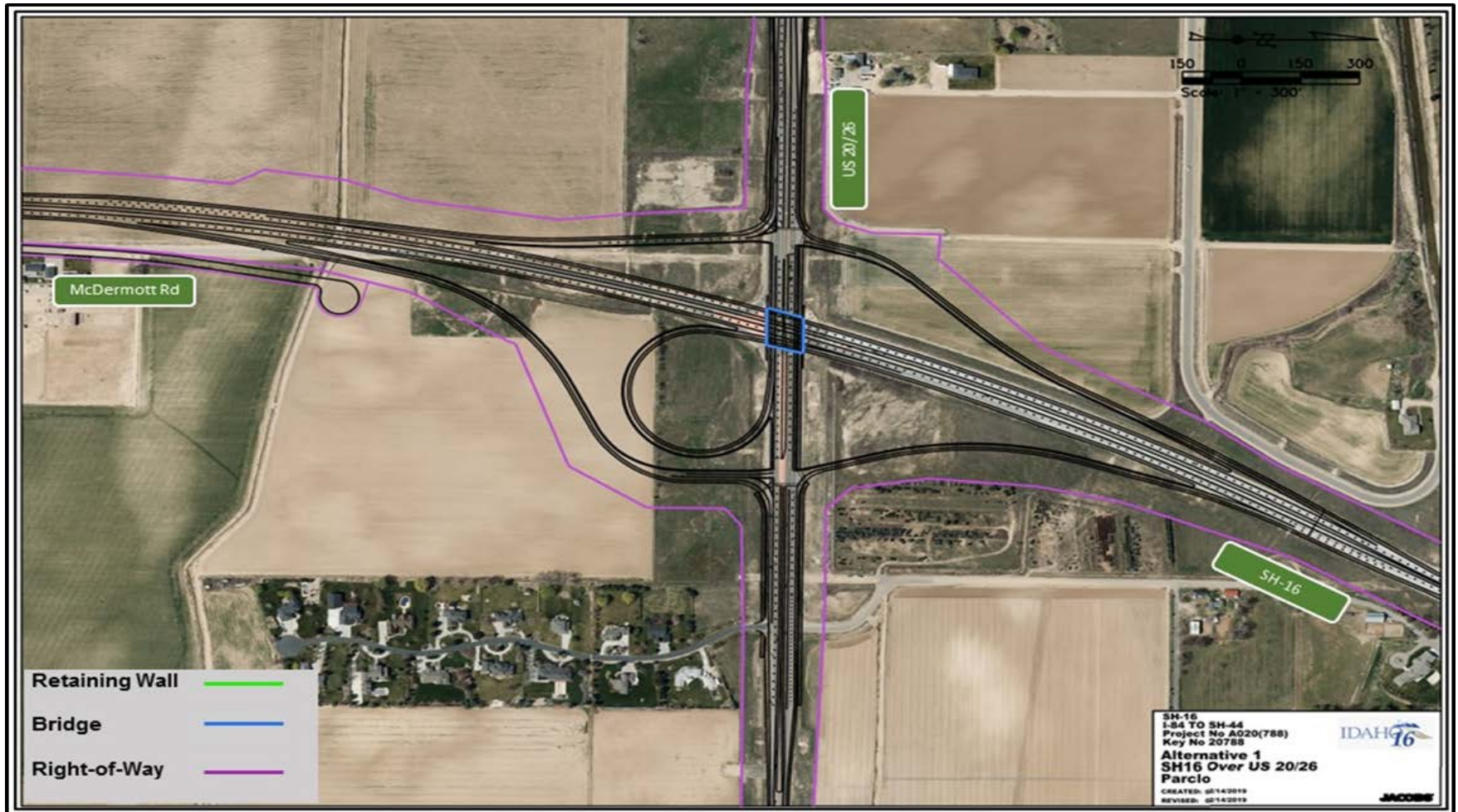
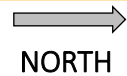
## SH-44 (State Street) EIS/ROD Preferred Alternative



# Interchange Configurations

Kim

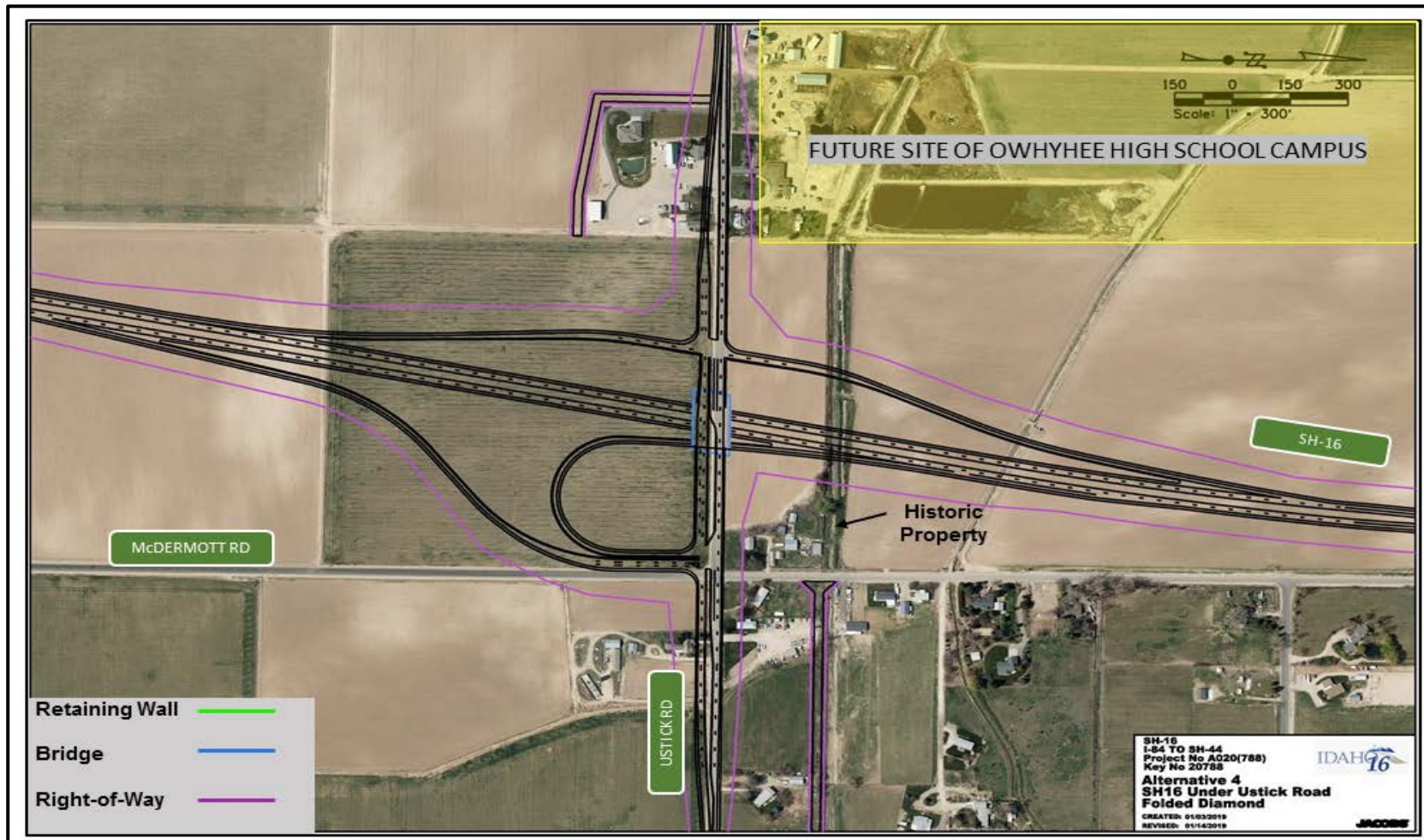
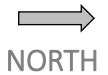
## US-20/26 (Chinden Blvd) EIS/ROD Preferred Alternative



# Interchange Configurations

Kim

## Ustick Road EIS/ROD Preferred Alternative



# Proposed Interchange Configurations

Kim

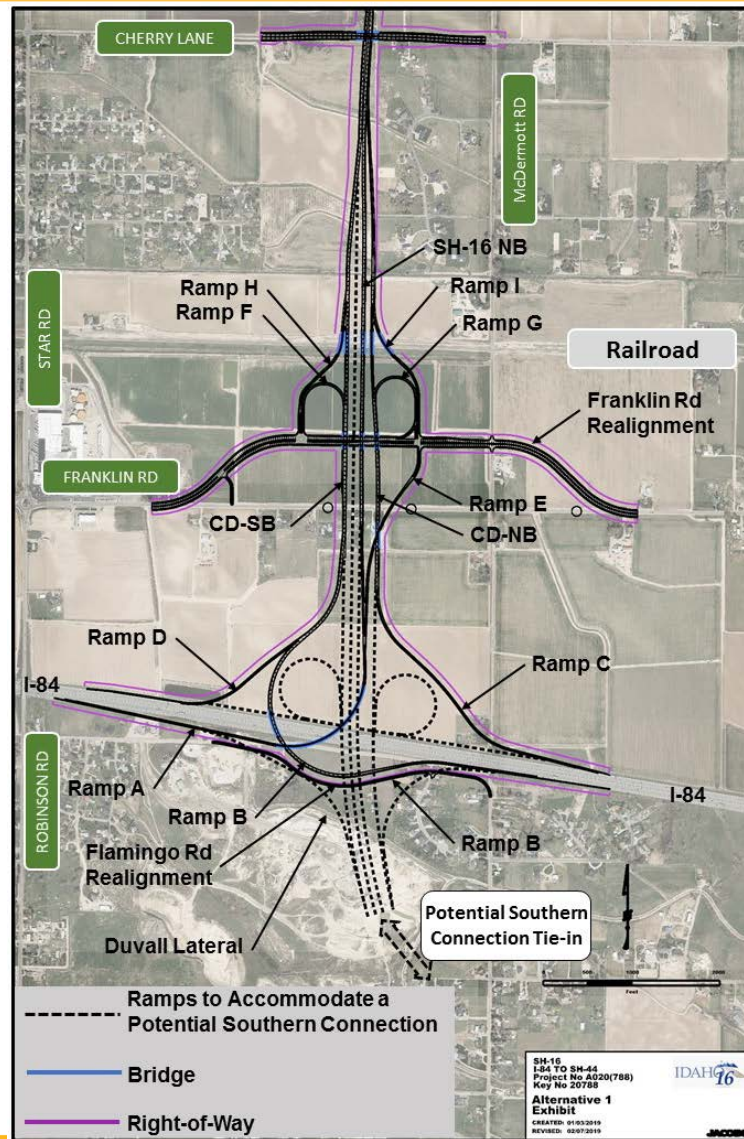
## Ustick Road - Recommended Modified Alternative



# I-84 System Interchange Alternatives

Kim

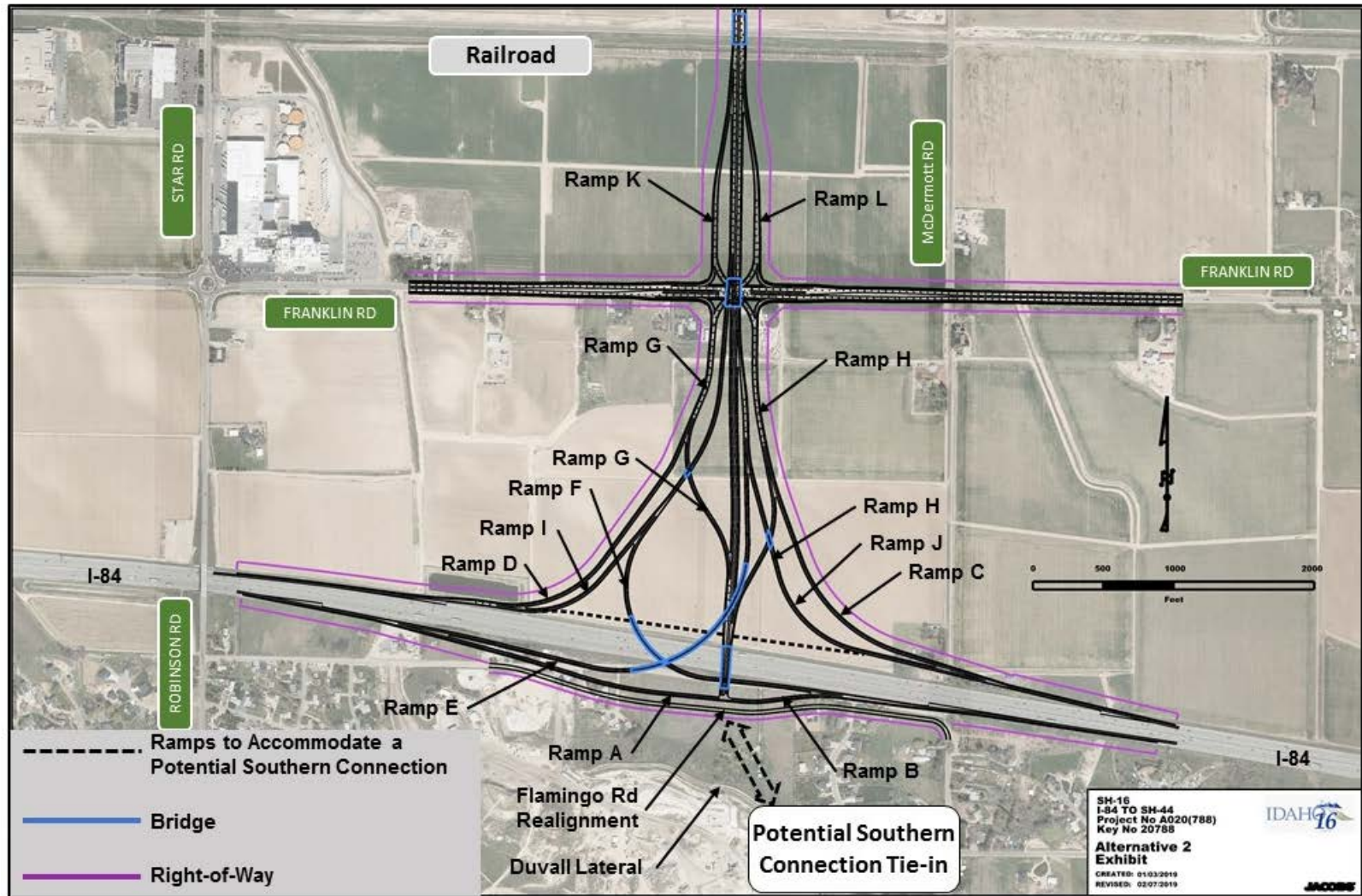
## EIS/ROD Preferred Alternative



# Proposed I-84 System Interchange Alternatives

Kim

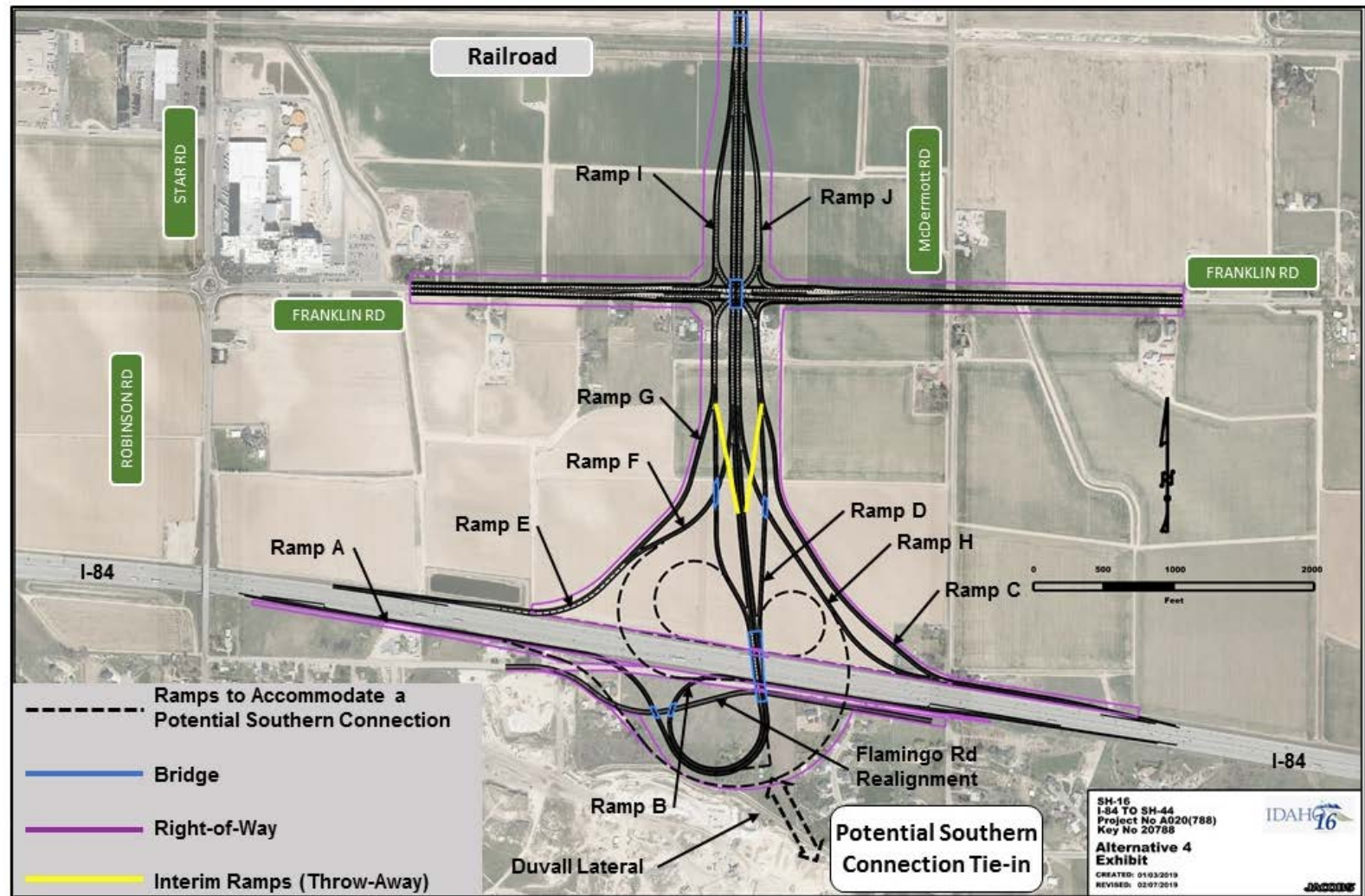
## Alternative 2



# Proposed I-84 System Interchange Alternatives

Kim

## Alternative 4



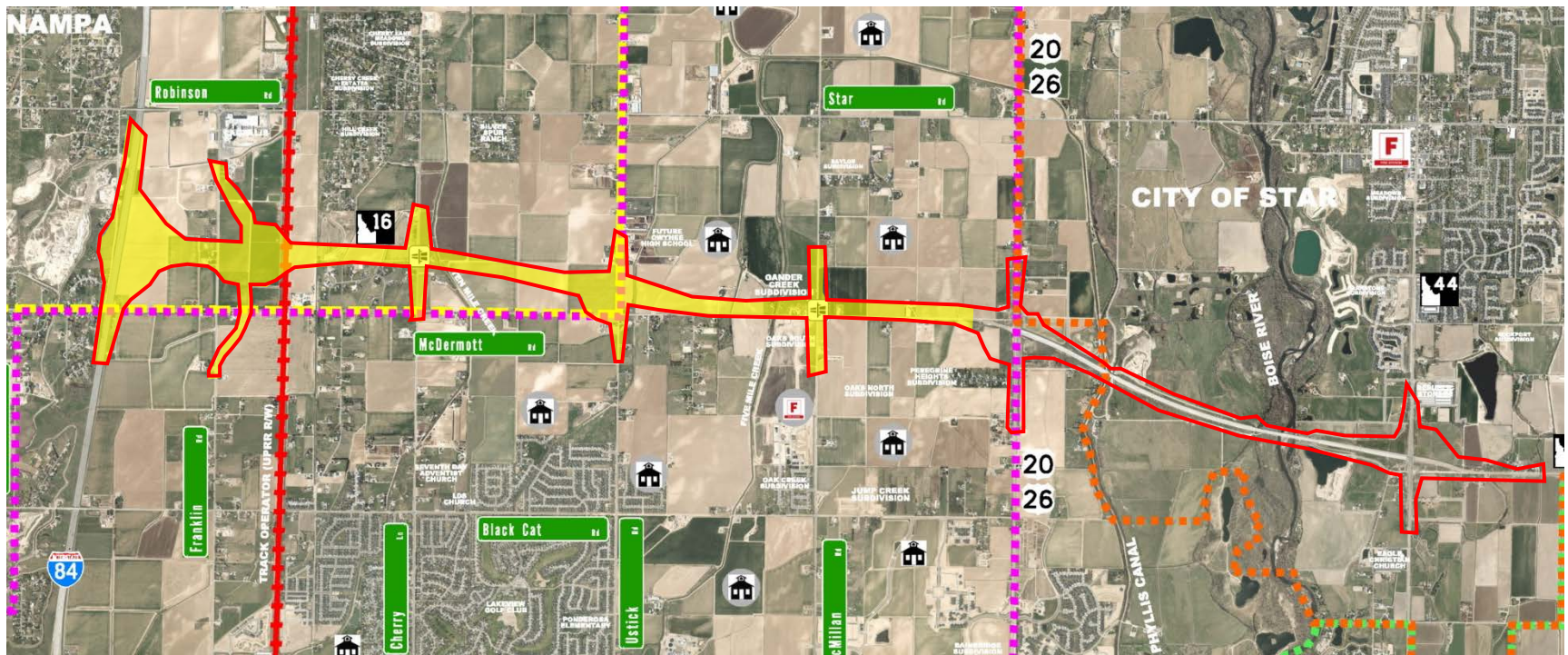
# Proposed Right-of-Way

Amy

## Reduction in needed right-of-way

<u>EIS/ROD Preferred Alternative</u>	<u>Acres</u>
I-84 & Franklin Road Interchange to south of UPRR	194
UPRR to US-20/26 (including local roads)	203
Frontage & backage roads	<u>35</u>
	<b>432</b>
 <u>Proposed Modified Alternative (Alt. 4)</u>	
I-84 & Franklin Road Interchange to south of UPRR	159
UPRR to US-20/26 (including local roads)	137
Frontage & backage roads	<u>16</u>
	<b>312</b>

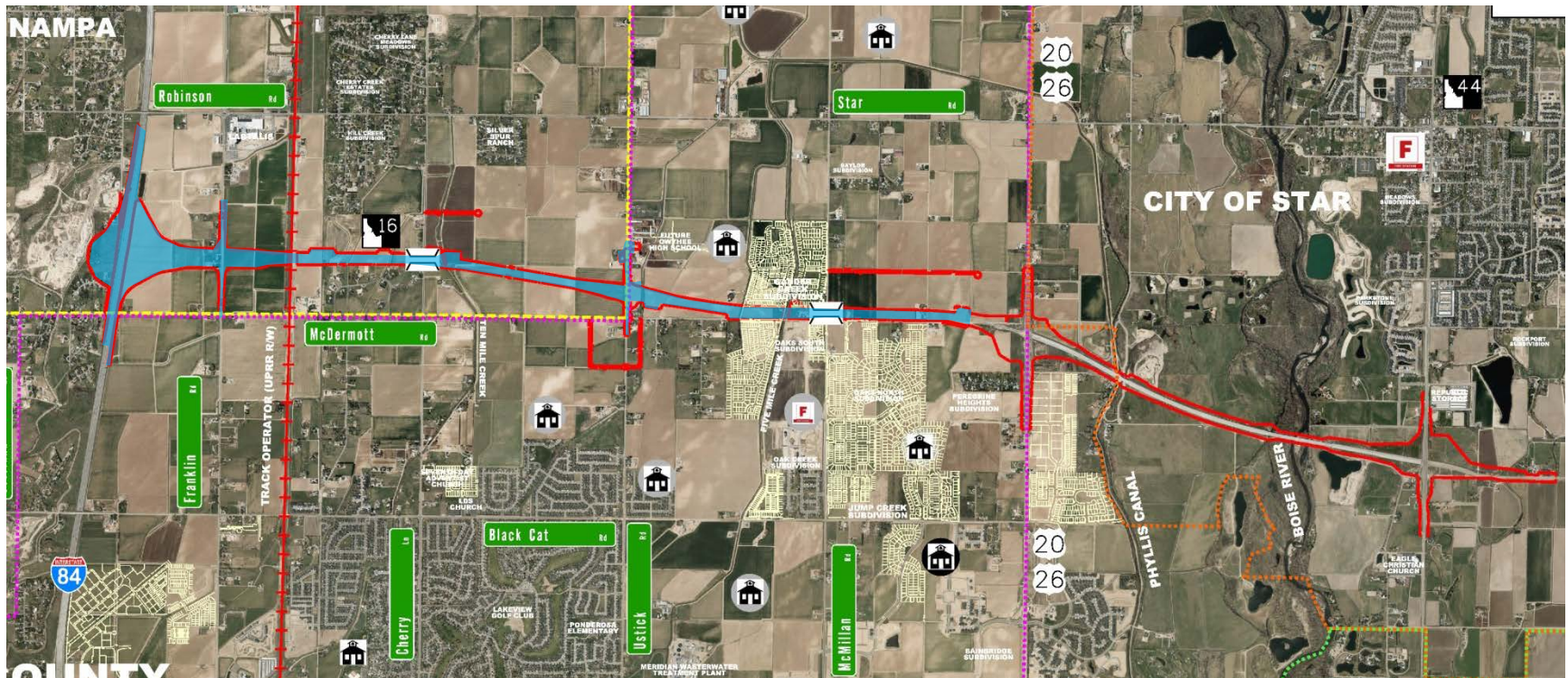
## EIS Right-of-Way



# Proposed Right-of-Way

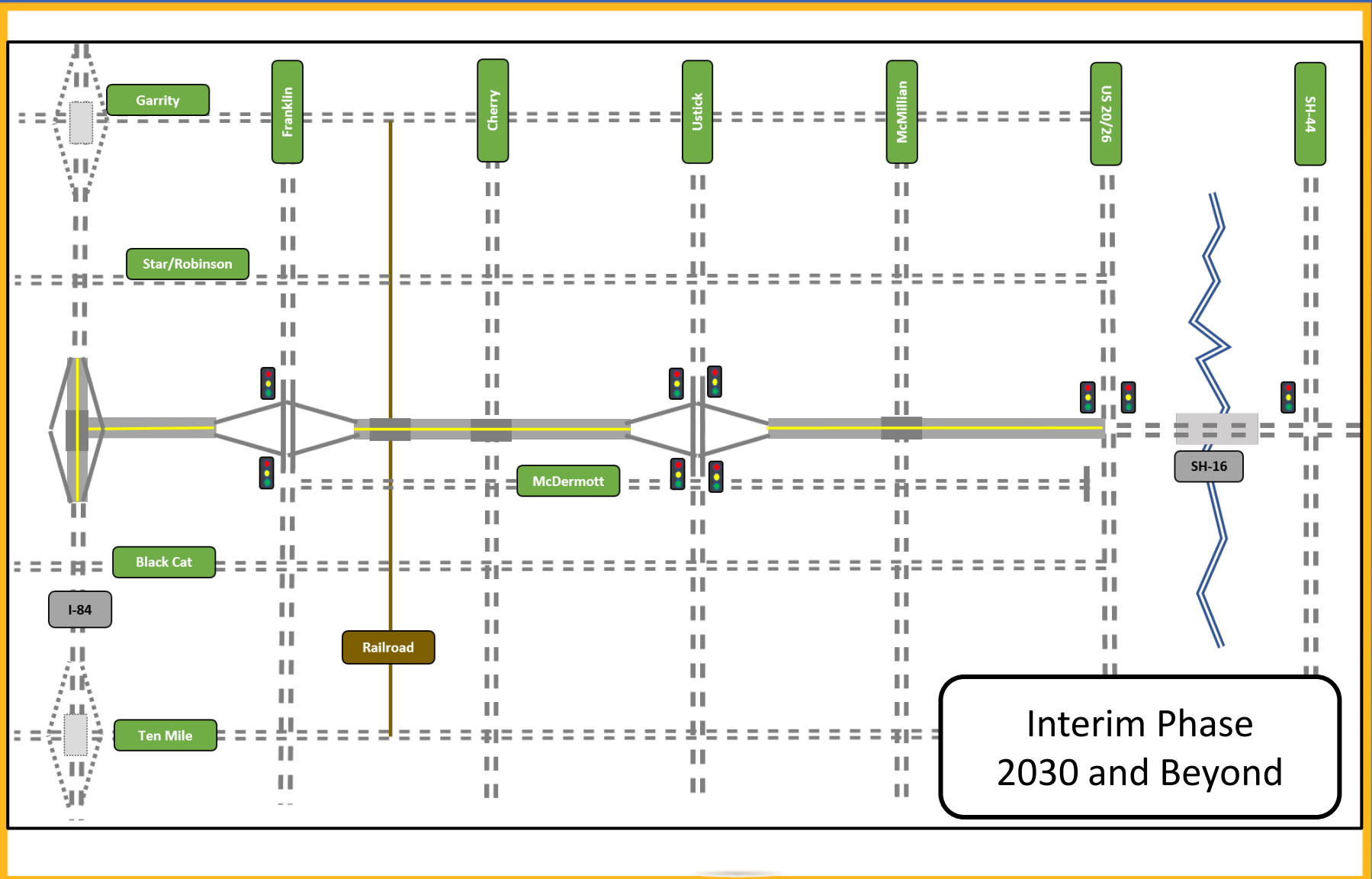
Amy

## Reduced Right-of-Way



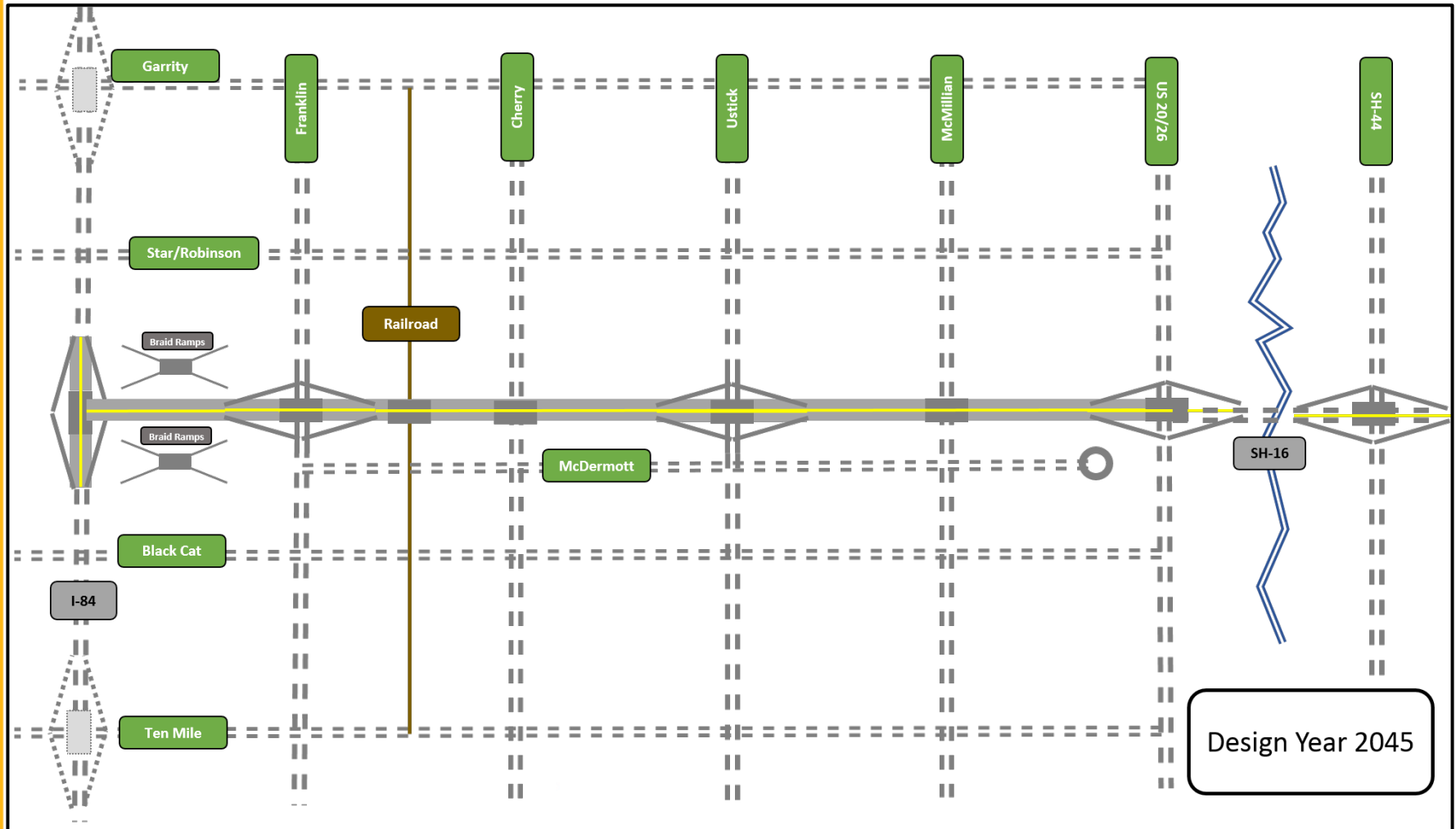
# Phased Implementation - Idaho 16 Corridor

Amy



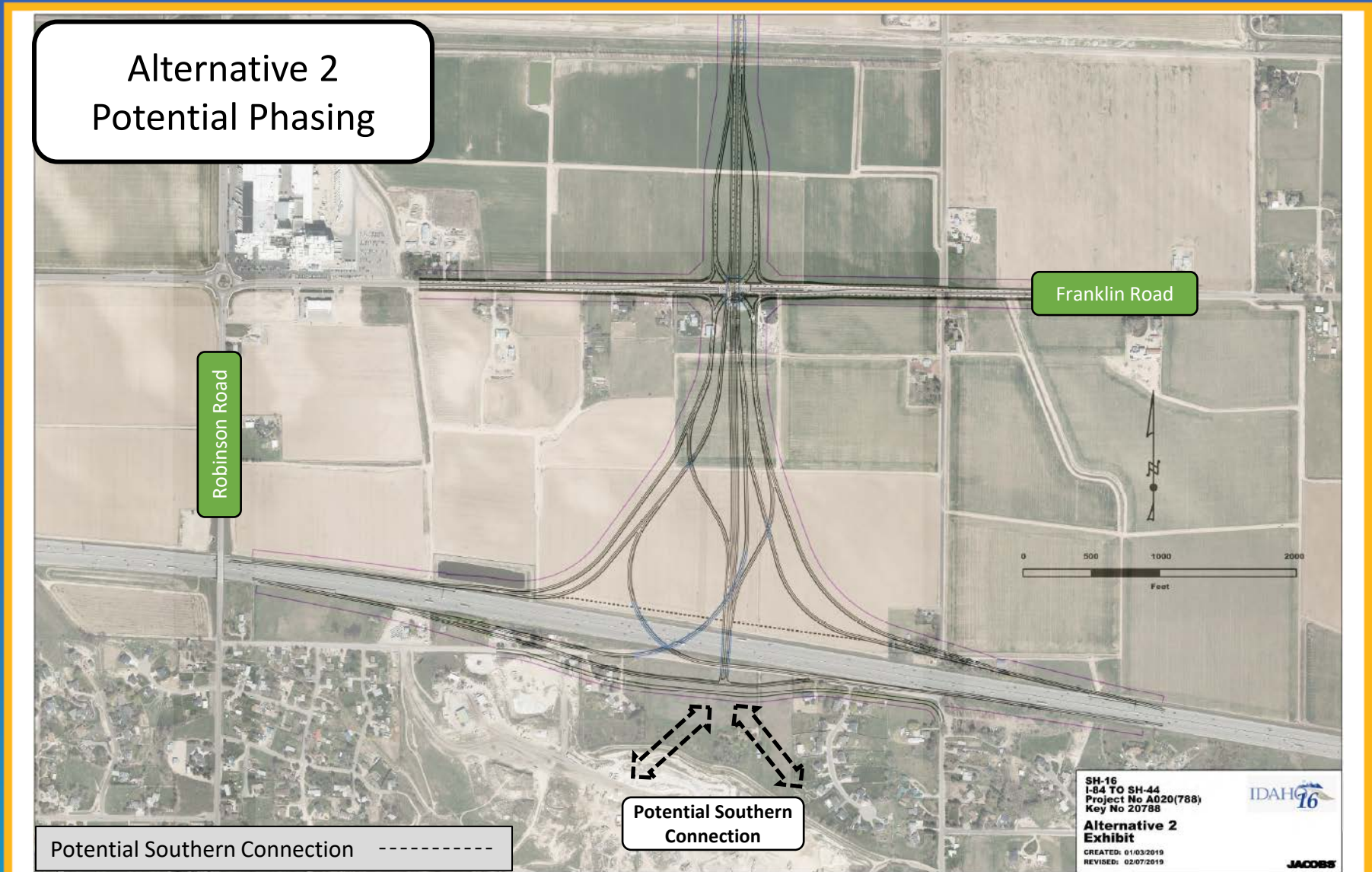
# Phased Implementation - Idaho 16 Corridor

Amy



# Proposed Phased Implementation – I-84 Interchange

Kim



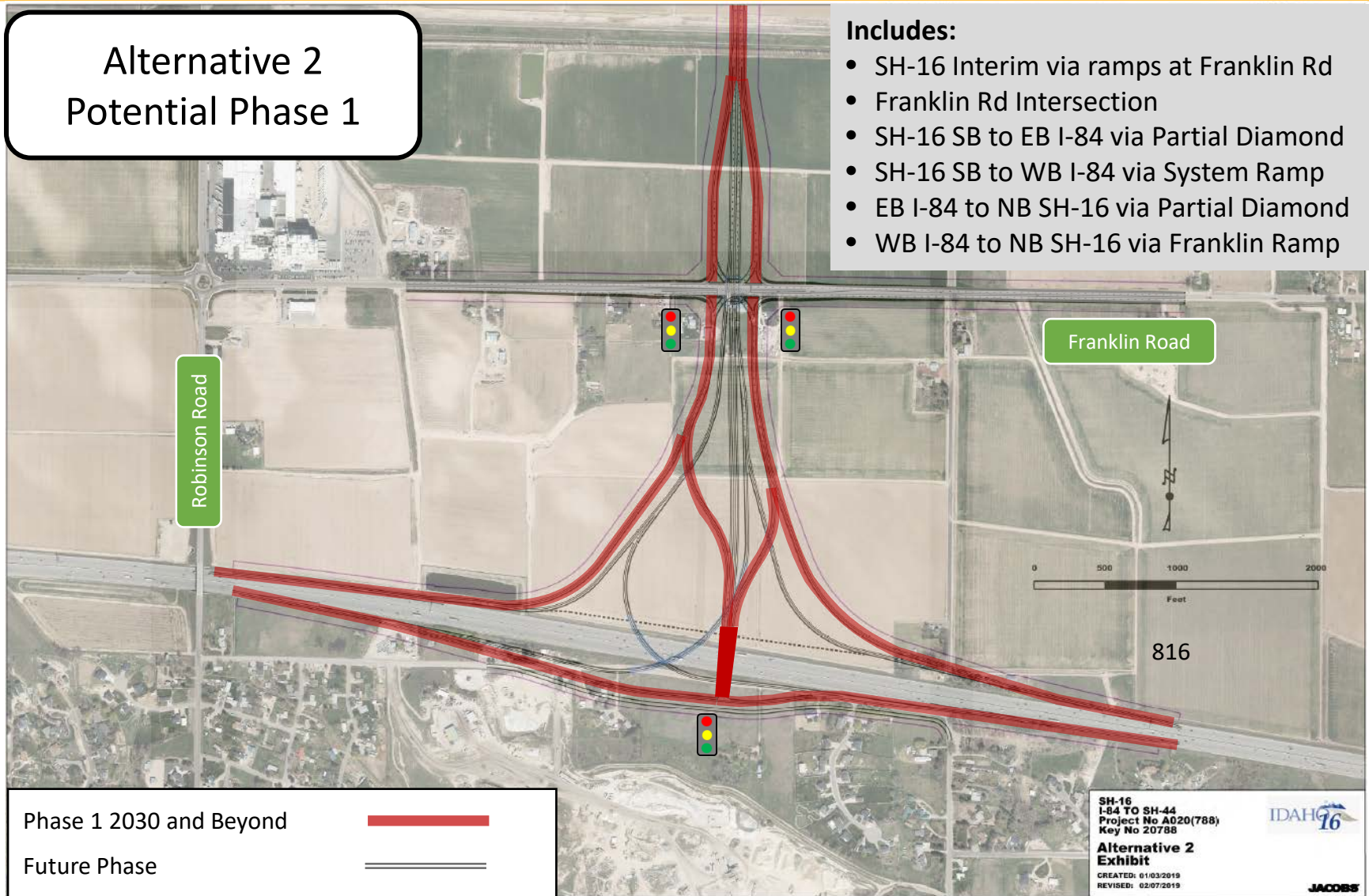
# Proposed Phased Implementation – I-84 Interchange

Kim

## Alternative 2 Potential Phase 1

### Includes:

- SH-16 Interim via ramps at Franklin Rd
- Franklin Rd Intersection
- SH-16 SB to EB I-84 via Partial Diamond
- SH-16 SB to WB I-84 via System Ramp
- EB I-84 to NB SH-16 via Partial Diamond
- WB I-84 to NB SH-16 via Franklin Ramp



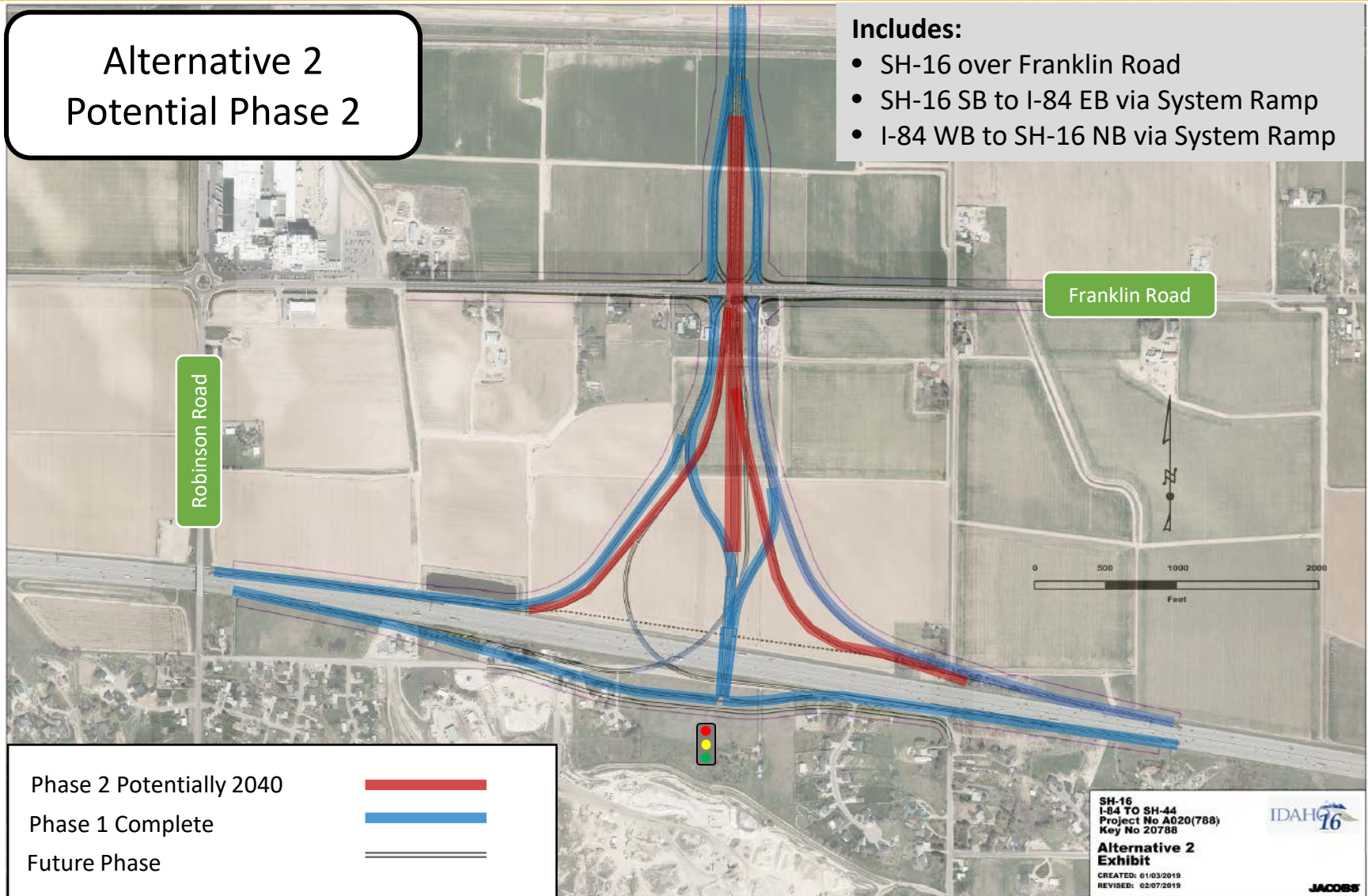
# Proposed Phased Implementation – I-84 Interchange

Kim

## Alternative 2 Potential Phase 2

### Includes:

- SH-16 over Franklin Road
- SH-16 SB to I-84 EB via System Ramp
- I-84 WB to SH-16 NB via System Ramp



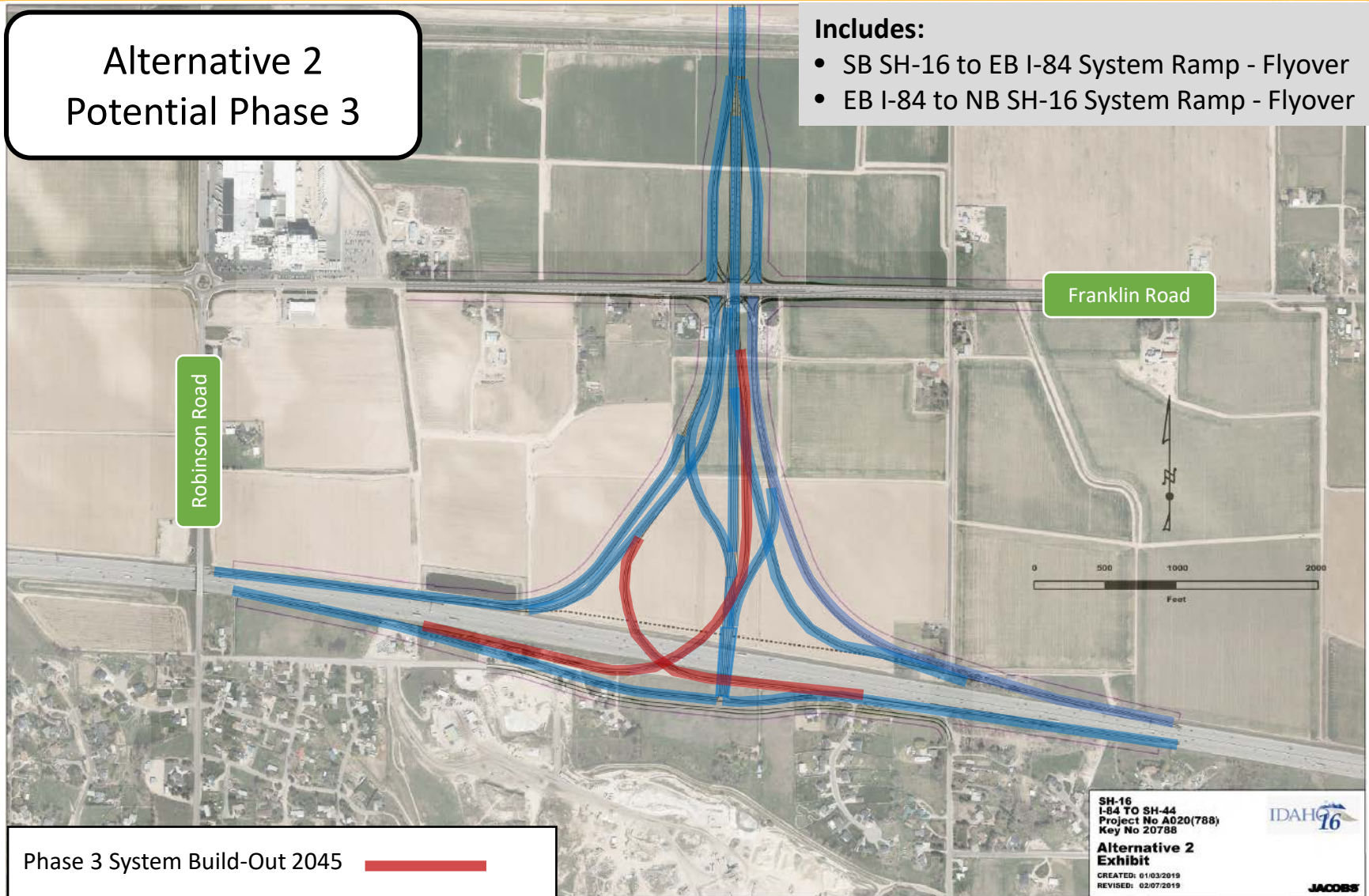
# Proposed Phased Implementation – I-84 Interchange

Kim

## Alternative 2 Potential Phase 3

### Includes:

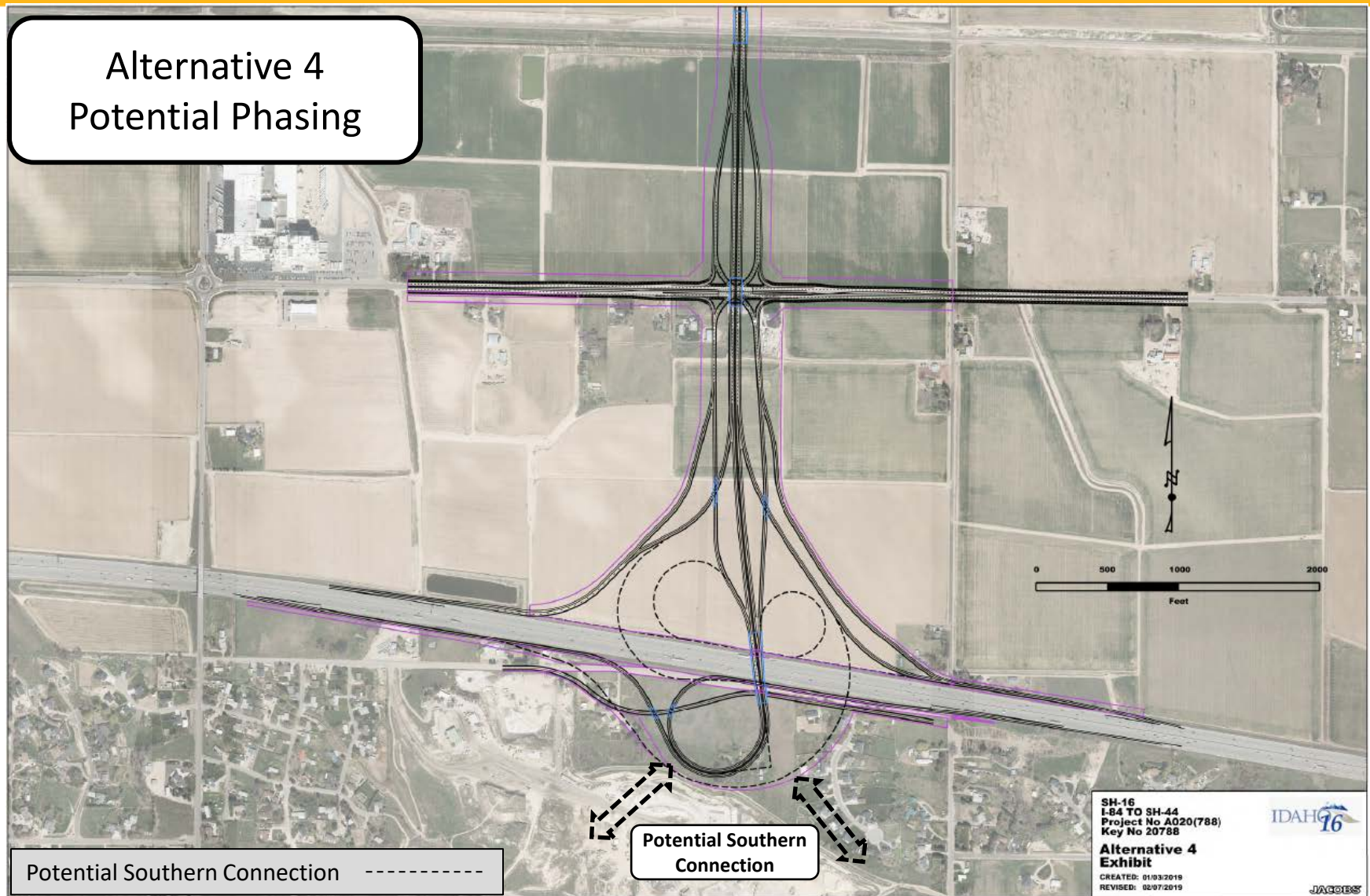
- SB SH-16 to EB I-84 System Ramp - Flyover
- EB I-84 to NB SH-16 System Ramp - Flyover



# Proposed Phased Implementation – I-84 Interchange

Kim

## Alternative 4 Potential Phasing



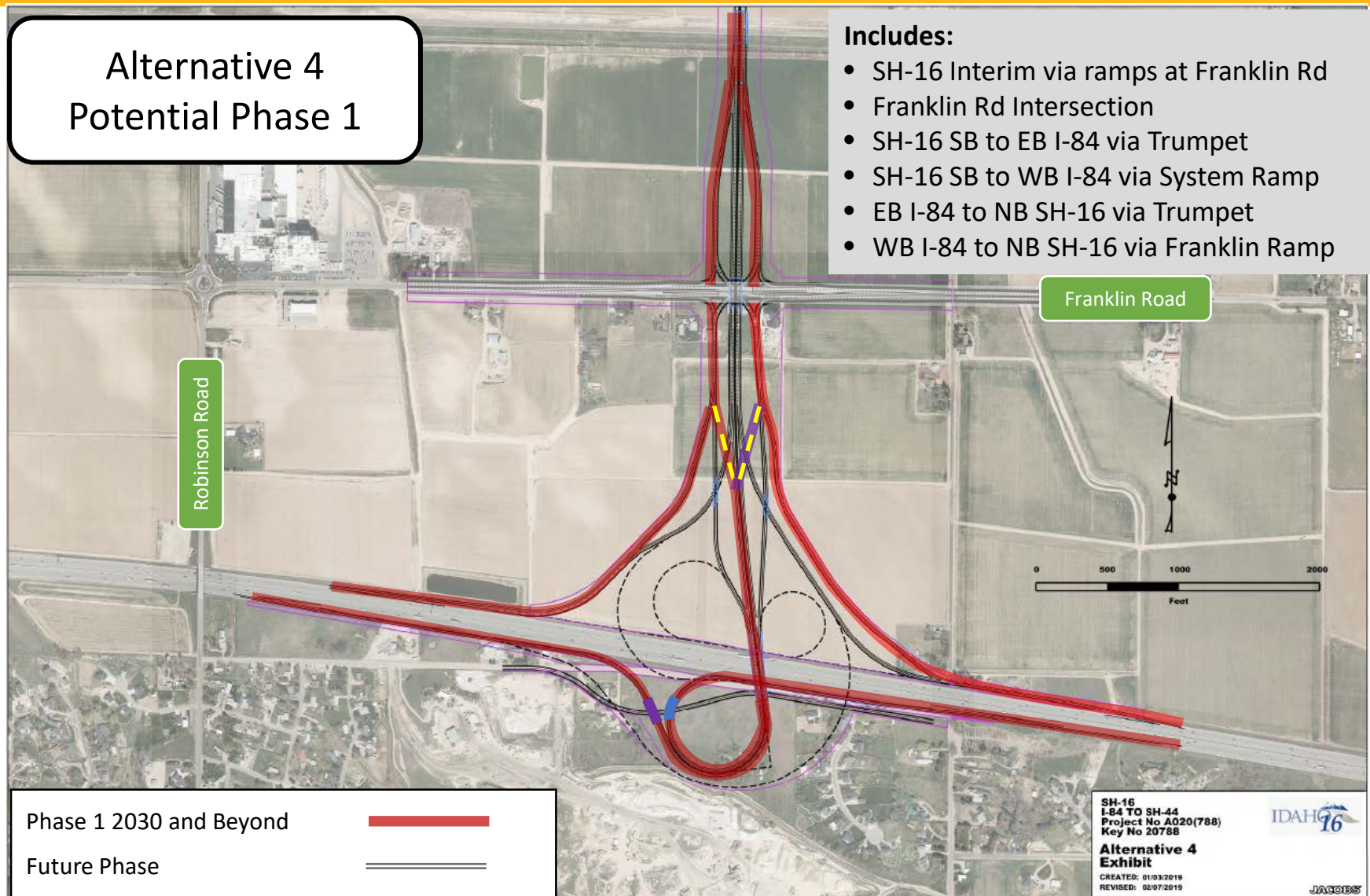
# Proposed Phased Implementation – I-84 Interchange

Kim

## Alternative 4 Potential Phase 1

### Includes:

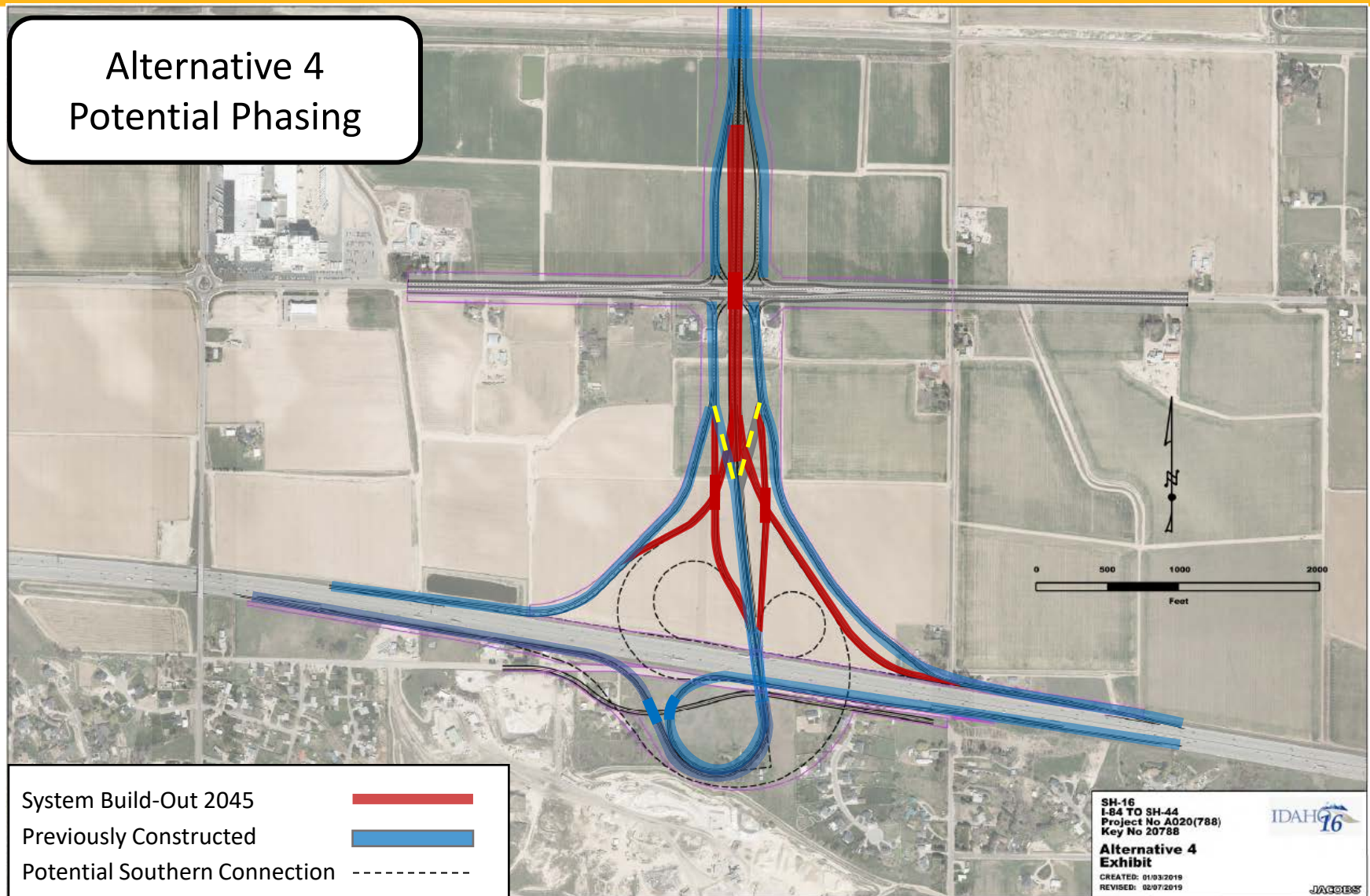
- SH-16 Interim via ramps at Franklin Rd
- Franklin Rd Intersection
- SH-16 SB to EB I-84 via Trumpet
- SH-16 SB to WB I-84 via System Ramp
- EB I-84 to NB SH-16 via Trumpet
- WB I-84 to NB SH-16 via Franklin Ramp



# Proposed Phased Implementation – I-84 Interchange

Kim

## Alternative 4 Potential Phasing



# Public Open House

Amy

- **Fall 2019**
- **Give the community an opportunity to:**
  - Learn about the project
  - View and discuss design refinements proposed as part of the EIS reevaluation
  - Provide comments and feedback on design refinements
  - Hear about next steps for the project

# Next Steps and Time Lines

Amy

## Funded Project Activities (R/W is Partially Funded)

Activity	2018	2019	2020	2021	2022
Refine EIS Design					
EIS Reevaluation					
Right-of-Way Plans					
Property Acquisitions					

## Non Funded Activities and Needed Time Frame

Activity	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Final Design										
Construct Package 1										
Construct Package 2										
Construct Package 3										

**Phased Implementation - Idaho 16 Interim Corridor**

# Your Input

*Rosemary*

- **Refinements**

- What are your thoughts on the design refinements?
- Did we miss anything?

- **Phase Strategies**

- What are your thoughts? Why?



# Thank you!

