

Eagle Road (Idaho 55) & Idaho 44 Intersection Improvement

Business & Community Workshop
September 18 & 19



Your Safety • Your Mobility
Your Economic Opportunity

Welcome

- Thank you for attending today's meeting
- Introductions
 - Project team
 - Participants
- ITD values community input

Purpose of today's meeting

- Introduce the project and work completed to-date
- Explain the new intersection design
- Hear your thoughts



Project Purpose & Need

- Alleviate Congestion: Ease current and future congestion at the intersection
- Improve Operations: Serve a high volume of left-turning vehicles
- Increase Safety: Improve intersection safety for motorists

Existing Conditions

- Operations - During peak afternoon hours
 - Traffic at the intersection of Eagle Road and Idaho 44 operates at a Level of Service (LOS) D
 - Average delay is 46 seconds per vehicle
 - Motorist turning left at this intersection experience delays that warrant LOS ratings of E and F
 - Average delay of the eastbound left-turning movement is nearly two minutes.

Existing conditions



- Safety
 - The intersection has been designated a high accident location involving predominantly non-injury, property damage only collisions.

Work to Date

- ITD has completed:
 - Traffic Analysis
 - In 2040 the existing intersection average delay is expected to be 87 seconds (LOS F). This is twice as much time as the current delay during peak afternoon traffic.
 - Concept Alternative Analysis
 1. Conventional Alternative – 6 lanes on Idaho 44
 2. Innovative Alternative – Half Continuous Flow Intersection (CFI)
 - Used in multiple states (New Jersey, New York, Maryland, Louisiana, Utah, Missouri, Ohio, Mississippi, Colorado, and Texas)
 - Utah Department of Transportation has constructed more than 10 CFIs
 - Good performance record
 3. No Action

Operational Comparison

Movement	Half CFI Delay/LOS (seconds)	Conventional Widened to 6 Lanes Delay/LOS (seconds)	No Action
NB Left	44.4 / C	125 / F	133.5 / F
NB Thru	82.5 / F	123 / F	148 / F
NB Right	23.3 / C	<10 / A	90.5 / F
SB Left	29.9 / C	247 / F	90.5 / F
SB Thru	49.4 / D	65.6 / E	64.4 / F
SB Right	<10 / A	40.9 / D	34.7 / C
WB Left	46.1 / D	69.7 / E	77.9 / E
WB Thru	31.0 / C	45.6 / D	79.5 / E
WB Right	<10 / A	22.7 / C	58 / E
EB Left	49.3 / D	118 / F	82.2 / F
EB Thru	26.8 / C	55.2 / E	60.4 / E
EB Right	23.1 / C	14.5 / B	28.8 / C
Overall Average	40.7 / C	79.9 / E	87.3 / F

Alternative – Conventional Intersection with 6-Lanes on Idaho 44



Alternative – Continuous Flow Intersection (CFI)

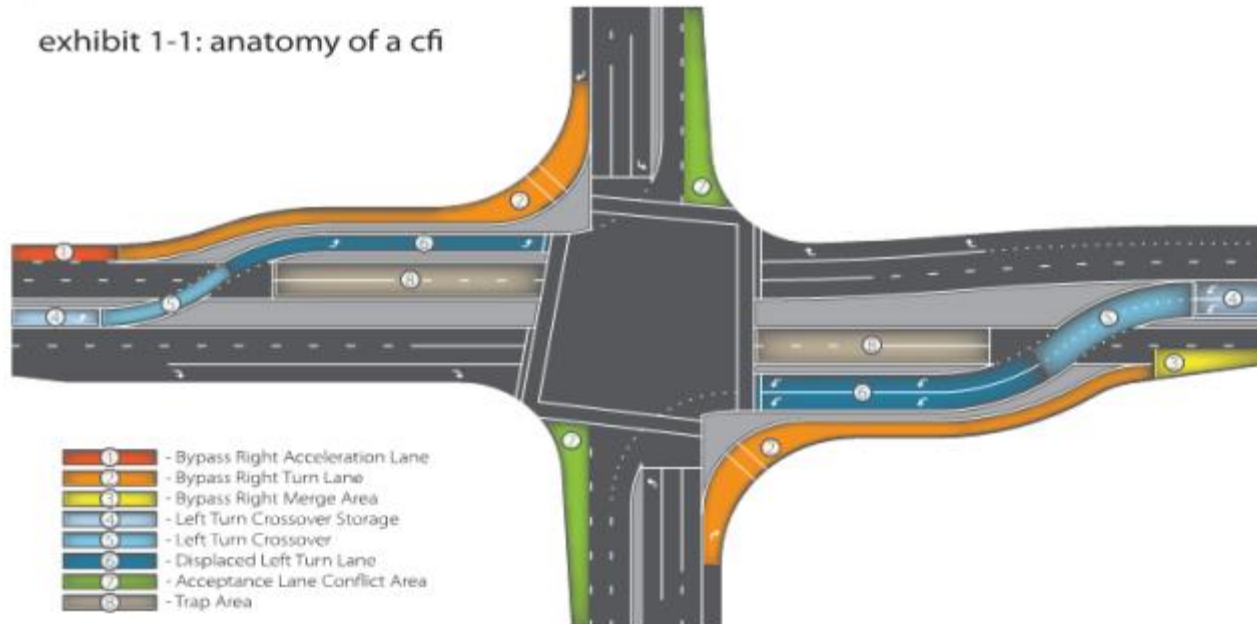


Half CFI design

- **Concept Recommendation**
 - Innovative Alternative – Half Continuous Flow Intersection (CFI)
 - ✓ Improved traffic operations
 - ✓ Improved safety
 - ✓ Cost effective
 - ✓ Minimal property impacts

Benefits of a CFI

exhibit 1-1: anatomy of a cfi



- High capacity intersection
 - All left and through moves on Idaho 44 go together
 - Eliminates signal phase
 - Reduces conflict points and improves safety
 - More “green time” for other legs
 - Does not require additional through lanes on Idaho-44

Next steps

- Complete preliminary design (2018)
- Host public meeting (2018)
- Complete final design (2019)
- Construction (FY 2021)

Discussion groups

- ITD would like to hear your thoughts
- Materials at your table
 - Graphic (roll plot)
 - Comment sheet
 - Sign in sheet
- ITD would like to know
 - Your concerns with the CFI design
 - What you like and dislike about the CFI design

Thank you

For more information and to stay involved

- Visit: www.itdprojects.org/Eagle44CFI
- Email: Eagle44CFI@itd.idaho.gov
- Call: 208-377-9688

Thank you for your comments