

PROJECT OVERVIEW

Over the next few years the Idaho Transportation Department (ITD) will be making improvements to Chinden Boulevard (U.S. 20/26) between Star Road and Eagle Road to promote safety and increase capacity in this growing region of Idaho.

As identified in the graphic below, planned improvements are divided into different segments. Each segment has a unique schedule and they are not scheduled for construction in a consecutive, east-to-west or west-to-east sequence. Instead, segments will be constructed in order of most urgent need and available funds. All segments will widen the highway from 2 to 4 lanes. During construction, work will occur day and night with traffic limited to one lane in each direction. The segments are as follows:

Star Road to Idaho Highway 16: Construction is currently scheduled for 2024.

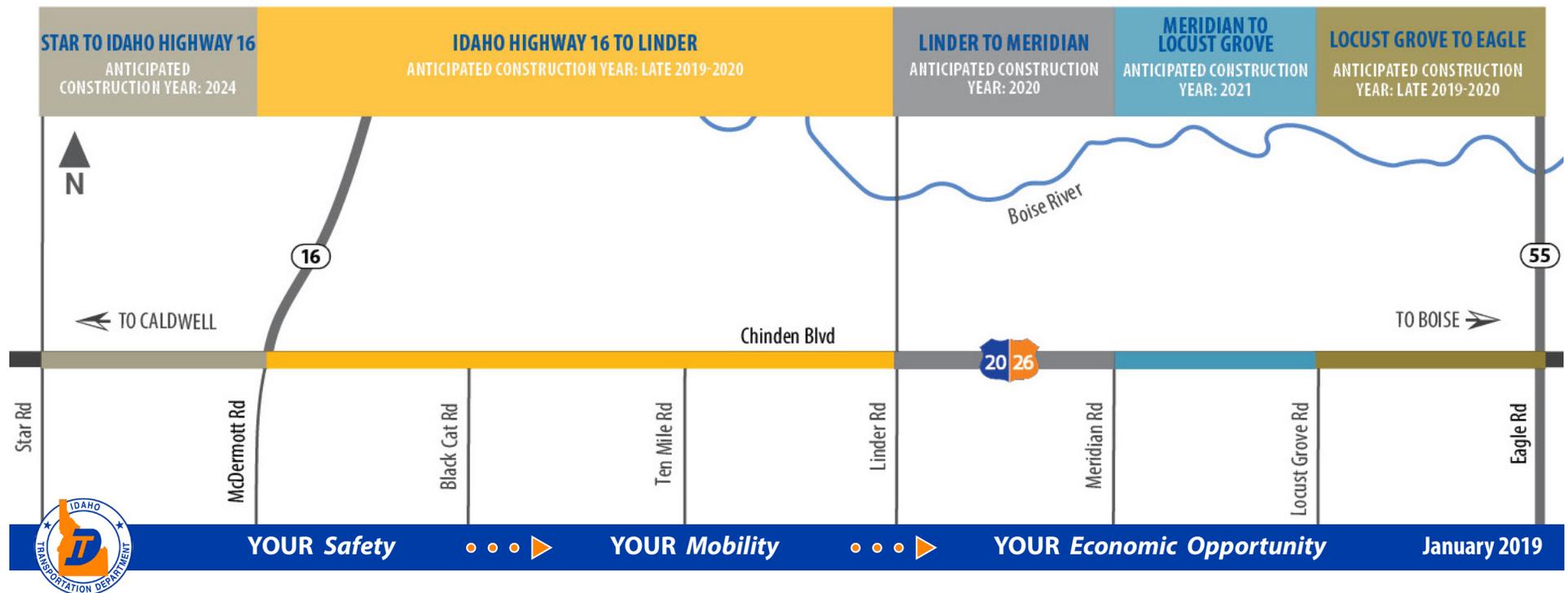
Idaho Highway 16 to Linder Road: This segment is currently in the design phase with construction anticipated to begin in late 2019. It is funded through a Sales Tax Anticipation Revenue (STAR) agreement with Costco Wholesale,

developer of a multi-use development on the southwest corner with Ten Mile. Through the STAR agreement, Costco will pay for the roadway improvements and be reimbursed through sales tax revenue generated by the development.

Linder Road to Meridian Road: This segment is currently in design with construction anticipated to begin in late 2019. It is funded through a STAR agreement with the "Linder Village" developer on the southeast corner with Linder.

Meridian Road to Locust Grove Road: This segment is currently in design with construction anticipated in 2021. It is also funded through the Linder Village STAR agreement.

Locust Grove Road to Eagle Road: This segment is currently in the design phase with construction anticipated to begin in late 2019.



Background

Chinden Boulevard, a section of U.S. 20/26, is one of the few east-west commuter routes that connects Boise to Interstate 84 in Caldwell. The majority of Chinden between I-84 and Eagle Road is a two-lane rural highway. As the land around the roadway develops, Chinden is becoming a busy urban corridor, particularly between Ten Mile Road and Eagle.

Large-scale commercial and residential developments are being planned at the southwest corner with Ten Mile and the southeast corner with Linder Road. With development expected to continue, the region is transforming from a historically agricultural area to an urban corridor.

From 2015-2017, ITD conducted an Environmental Assessment (EA) of the corridor to determine recommended roadway improvements and identify right-of-way needs through 2040. The National Environmental Policy Act (NEPA) process included an extensive public involvement effort featuring public open houses, property owner meetings, online public meetings and live online Q&A sessions. ITD also worked closely with its local government partners to identify needs and develop solutions that meet the future demands of this growing region in Ada and Canyon counties.

The resulting recommendation includes the following improvements by 2040:

- **Phase 1 (FUNDED):** Expand Chinden from 2 lanes to 4 lanes between Eagle and Star Road, and expand Chinden from 2 lanes to 6 lanes between Smeed Parkway in Caldwell to Middleton Road (schedule in development).
- **Phase 2:** Projections suggest a long-term need for 6 lanes from Eagle to I-84, ultimately. ITD will construct additional lanes when required based on traffic demand and when funding becomes available.
- **Phase 3:** Construct high-capacity intersections at Middleton, Star, Linder, Meridian, Locust Grove, and Eagle roads.

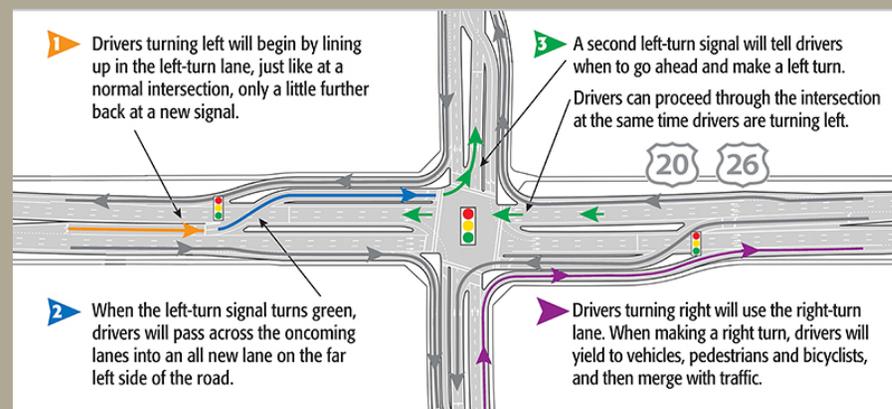
In October 2017, the Federal Highway Administration (FHWA) approved the recommendations. Segments of Chinden between Eagle and Star were soon identified as having the most immediate needs due to increasing traffic volumes and impending development.

National Environmental Policy Act

The National Environmental Policy Act (NEPA) is a procedural statute (40 CFR parts 1500 thru 1508) for decision-making during federal projects that assures proper analysis of social, economic and environmental impacts are performed and disclosed. Chinden work is federally funded through FHWA and as such is subject to federal regulation. ITD, in consultation with FHWA, followed the NEPA process to prepare a NEPA Document. The NEPA process studied a reasonable range of alternatives, considered appropriate mitigation for impacts, included interagency coordination and consultation, and provided the public an opportunity to participate in the process and comment. The studies, agency coordination, public participation process and comments are all summarized in the EA. The EA is available for review on the project website: www.itdprojects.org/ChindenWest

What is a DLT?

The EA identified the future need for high-capacity intersections at Middleton, Star, Linder, Meridian, Locust Grove, and Eagle roads. One option under consideration is Displace Left Turns (DLT). Described in the graphic below, a DLT can accommodate higher traffic volumes than a traditional intersection. Current traffic and near-term demands do not warrant DLT's at this time. Planned improvements feature traditional intersections with the ability to expand to DLT's when necessary.



Stay Informed

Please visit www.ITDProjects.org/ChindenWest for up-to-date information and opportunities to participate. At the project webpage you can sign up for our electronic newsletter which will be distributed

at key milestones throughout the project. You can also follow the project on Twitter and Facebook and do not hesitate to contact the project team at ChindenWest@itd.idaho.gov or 208-334-8007.

