

I-86 / I-15 System Interchange . August 2018 Public Involvement . FAQ Summary

This list of questions is a summary of the public input received about the proposed I-86 / I-15 system interchange project during the August 2018 open house and web comment portal.

The majority of received comments concerned these three topics:

How will you improve the safety of the I-86 / I-15 merge points? This project will address the various sudden merges and ramp curves that exist today by bringing the roadway configuration up to current engineering standards. As a result, the adjusted layout will better match driver expectations for navigating the interchange. Those adjustments include eliminating left-side merges, adjusting ramp curves and sight lines, and providing more space for merging lanes. The old northbound I-15 lanes will be retained to help separate and distribute north and westbound traffic in order to reduce conflict points in the interchange.

Can Chubbuck Road be re-built to provide more capacity? ITD has coordinated with local jurisdictions to consider current and future needs for Chubbuck Road. The new design includes rebuilding Chubbuck Road as a 4-lane (two lanes in each direction) underpass under I-15 with a 5 ft wide on-street bike lane for each direction, as well as curb & gutter and 7 ft wide sidewalks on each side of the roadway.

Can you provide safer passage for pedestrians and bicyclists in the project area? The system interchange project will incorporate pedestrian/bicycle facility improvements in two locations to help provide safe routes for these alternative modes of transportation in the project area.

- This project will construct a separated pathway northward from Pocatello Creek Road in a portion of the right-of-way east of the interstates. This pathway will connect Pocatello Creek Road to a planned Portneuf Greenway path segment to the Portneuf Wellness Center and Bannock County Fairgrounds.
- Also, Chubbuck Road between Sacajawea (west of I-15) and Fairgrounds Road (east of I-15) will be rebuilt with bike lanes and sidewalks on both side of the road. This will improve walking and cycling safety and connection between neighborhoods west of I-15 and the Bannock County Wellness Center & Fairgrounds.

A few comments were submitted on other topics:

Can you make a short construction schedule your top priority? Safety is ITD's top priority agency-wide, and that applies to our construction phase activities as well. Planning for efficient traffic flow through active project areas is an important part of decisions made by the engineering team throughout design of the project, as well as for the contractor during their management of construction operations.

Can you build a noise wall along the interstate? A noise analysis was performed for this project as per federal law and methods. The noise analysis found that the proposed project did not trigger the criteria requiring sound abatement measures to be installed as part of the I-86 / I-15 system interchange project.

However, in a separate but immediately adjacent ITD project (starting in 2022) that will replace the UPRR bridge and add a new lane on I-86 westbound between Hiline Road and the Chubbuck (Yellowstone Ave / US-91) Interchange, the noise analysis *did* find that sound abatement is warranted and feasible for that project area. The required sound abatement will be achieved by building a noise wall as part of that project.

Can you revegetate the project areas with native plants? ITD uses hardy, drought-tolerant native plants in their seed mixes to revegetate roadsides disturbed by construction projects. Often additional native plant species will self-seed in the roadsides over time.