PUBLIC OPEN HOUSE
4:30 - 6:30 p.m.
WELCOME
How You Can Participate

The following information stations provide opportunity to learn about the different project segments, project background and other efforts underway in the ChindenWest Corridor. We encourage you to:

- Talk to and ask questions of the project team members.
- Use a comment form to provide input, request information or to be added to our electronic project information distribution.

Please submit comments tonight if possible, or before the December 26, 2019 deadline.

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. Do not hesitate to contact the project team at ChindenWest@itd.idaho.gov or 208-334-8007.
Over the next several years the Idaho Transportation Department will be making improvements to Chinden Boulevard (U.S. 20/26) between Star Road and Eagle Road (ID-55) to promote safety and increase capacity in this growing region of Idaho. Public input and participation is critical to the success of these efforts.

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 may occur day and night with traffic limited to one lane in each direction.
TRAFFIC VOLUMES

2017/2040 Average Daily Traffic Volumes and Intersection Levels of Service

Can-Ada Road to Eagle Road

* Two Way Stop Controlled Intersection LOS based on worst approach delay. US 20/29 may be free flow.

Average weekly demand are from the regional travel demand model as of December 2013

This data was gathered for the Corridor Study and updated in October 2018.
CRASH DATA
Corridor Conditions 2012-2016

Number of Crashes per Year

Crash Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Star to ID-16</td>
<td>49</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ID-16 to Black Cat</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black Cat to Ten Mile</td>
<td>33</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ten Mile to Linder</td>
<td>52</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Linder to Meridian</td>
<td>111</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meridian to Locust Grove</td>
<td>120</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Locust Grove to Eagle</td>
<td>99</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
From 2012 to 2016, there were 475 crashes in the corridor, which included 197 injury crashes and four fatalities.
PROJECT SEGMENTS

INTERSTATE I-84 TO MIDDLETON
ANTICIPATED CONSTRUCTION YEAR: 2022

TO CALDWELL

STAR TO IDAHO HIGHWAY 16
ANTICIPATED CONSTRUCTION YEAR: 2024

IDAHO HIGHWAY 16 TO LINDER
ANTICIPATED CONSTRUCTION YEAR: LATE 2019-2020

LINDER TO MERIDIAN
ANTICIPATED CONSTRUCTION YEAR: 2020

MERIDIAN TO LOCUST GROVE
ANTICIPATED CONSTRUCTION YEAR: 2021

LOCUST GROVE TO EAGLE
ANTICIPATED CONSTRUCTION YEAR: LATE 2019-2020

TO BOISE

EAGLE

Boise River

PROJECT SEGMENTS

YOUR Safety • • • YOUR Mobility • • • YOUR Economic Opportunity
OTHER PROJECTS IN THE CORRIDOR

AGENCIES:
Ada County Highway District (ACHD)
Idaho Transportation Department (ITD)

STAR TO IDAHO HIGHWAY 16
ANTICIPATED CONSTRUCTION YEAR: 2024

IDAHO HIGHWAY 16 TO LINDER
ANTICIPATED CONSTRUCTION YEAR: LATE 2019-2020

LINDER TO MERIDIAN
ANTICIPATED CONSTRUCTION YEAR: 2020

MERIDIAN TO LOCUST GROVE
ANTICIPATED CONSTRUCTION YEAR: 2021

LOCUST GROVE TO EAGLE
ANTICIPATED CONSTRUCTION YEAR: LATE 2019-2020

Ten Mile Rd: McMillan to Chinden (US-20/26) widening to four travel lanes and a center turn lane. ACHD Anticipated Construction Year: Early 2020 (dependent on development).

Ten Mile Rd: Ustic to McMillan widening to four travel lanes and a center turn lane. ACHD Anticipated Construction Year: Early 2020

Locust Grove / Chinden Intersection: ITD/ACHD Anticipated Construction Year: 2020

YOUR Safety • • •
YOUR Mobility • • •
YOUR Economic Opportunity
LOCUST GROVE TO EAGLE ROAD

Construction is currently scheduled for 2020.

Existing Condition Section

Typical Five-Lane Interim Project Section

YOUR Safety • • • YOUR Mobility • • • YOUR Economic Opportunity
MERIDIAN TO LOCUST GROVE

Design has begun in this segment with construction anticipated 2021. The department has developed a Sales Tax Anticipation Revenue (STAR) agreement with the “Linder Village” developer on the southeast corner with Linder.
LINDER TO MERIDIAN

Design has begun in this segment with construction anticipated Spring 2020. The department has developed a Sales Tax Anticipation Revenue (STAR) agreement with the “Linder Village” developer on the southeast corner with Linder.
This segment is currently undergoing irrigation construction. It is funded through a Sales Tax Anticipation Revenue (STAR) agreement with Costco Wholesale, the 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. This agreement allows for advanced design and construction of the project.
STAR ROAD TO IDAHO HIGHWAY 16

Construction is currently scheduled for 2024. The project will continue the widening completed to the east. Additional lanes will be constructed, creating a four-lane highway with center turn lanes.
What’s Next?

• ITD will review your comments and respond accordingly.
• Those who signed up for updates will be added to the project mailing list.
• Project will be programmed and built as funds become available.

Please submit comments tonight if possible, or before the December 26, 2019 deadline.

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. Do not hesitate to contact the project team at ChindenWest@itd.idaho.gov or 208-334-8007.
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.

**Phase 2:** Projections suggest a long-term need for 6 lanes from Eagle to I-84, ultimately. ITD will construct additional lanes on the corridor based on then-current traffic and growth patterns.

**Phase 3:** Construct high-capacity intersections (CFI’s) at Eagle, Locust Grove Road, Meridian Road, Linder, and Middleton Road.

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.
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 CFI?

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

1. Drivers turning left will begin by lining up in the left-turn lane, just like at a normal intersection, only a little further back at a new signal.

2. When the left-turn signal turns green, drivers will pass across the oncoming lanes into an all new lane on the far left side of the road.

3. A second left-turn signal will tell drivers when to go ahead and make a left turn. Drivers can proceed through the intersection at the same time drivers are turning left.

Drivers turning right will use the right-turn lane. When making a right turn, drivers will yield to vehicles, pedestrians and bicyclists, and then merge with traffic.
TRAFFIC VOLUMES

2017/2040 Average Daily Traffic Volumes and Intersection Levels of Service

Can-Ada Road to Eagle Road

Existing Intersection Control

<table>
<thead>
<tr>
<th></th>
<th>Can-Ada Road</th>
<th>Star Road</th>
<th>ID-16</th>
<th>Black Cat Road</th>
<th>Tree Farm Way</th>
<th>Ten Mile Road</th>
<th>Long Lake Way</th>
<th>Linder Road</th>
<th>Fox Run</th>
<th>Meridian Road</th>
<th>Castlebury Avenue</th>
<th>Locust Grove Road</th>
<th>Stafford Drive</th>
<th>Eagle Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017 Existing</td>
<td>14,000</td>
<td>4,000</td>
<td>NA</td>
<td>16,000</td>
<td>17,000</td>
<td>17,000</td>
<td>17,000</td>
<td>17,000</td>
<td>17,000</td>
<td>17,000</td>
<td>22,000</td>
<td>22,000</td>
<td>22,000</td>
<td>22,000</td>
</tr>
<tr>
<td>2040 No-Build</td>
<td>26,100</td>
<td>4,000</td>
<td>NA</td>
<td>24,000</td>
<td>20,000</td>
<td>20,000</td>
<td>20,000</td>
<td>20,000</td>
<td>20,000</td>
<td>20,000</td>
<td>26,000</td>
<td>26,000</td>
<td>26,000</td>
<td>26,000</td>
</tr>
<tr>
<td>2040 Build</td>
<td>25,100</td>
<td>4,000</td>
<td>NA</td>
<td>25,000</td>
<td>21,000</td>
<td>21,000</td>
<td>21,000</td>
<td>21,000</td>
<td>21,000</td>
<td>21,000</td>
<td>27,000</td>
<td>27,000</td>
<td>27,000</td>
<td>27,000</td>
</tr>
</tbody>
</table>

2040 Recommended Build Intersection Control

* Two Way Stop Controlled intersection LOS based on worst approach delay, US 20/26 may be free flow.
Average weekday demand are from the regional travel demand model as of December 2013.
This data was gathered for the Corridor Study and updated in October 2018.
GENERAL NOTES:
1. REDUCE SPEED TO 45 MPH AND SHIFT LANES NORTH.
2. LEFT TURN LANES PROVIDED ON CHINDEN AT ALL MAJOR INTERSECTIONS.
3. ACCESS TO BUSINESS AND RESIDENCE TO REMAIN OPEN DURING CONSTRUCTION.
4. SOME NIGHT AND WEEKEND WORK IS EXPECTED.
5. CONTRACTOR WILL CONDUCT MONTHLY PUBLIC MEETINGS TO PROVIDE UPDATES.

DECEMBER - APRIL
WORK INCLUDES:
- IRRIGATION & UTILITY RELOCATIONS
- PATHWAY, STORM DRAIN FACILITIES, SOUND WALL, GRADING & CONSTRUCTION
- ROAD BASE GRADING & CONSTRUCTION

APRIL - JULY
WORK INCLUDES:
- BLACK CAT ROAD BASE GRADING & PAVING *
- UTILITY RELOCATIONS
- PATHWAY, STORM DRAIN FACILITIES, GRADING & CONSTRUCTION
- ROAD BASE, PAVING & CURB CONSTRUCTION
- TRAFFIC SIGNAL CONSTRUCTION & ILLUMINATION

JULY - SEPTEMBER
WORK INCLUDES:
- PATHWAY, STORM DRAIN FACILITIES, FINAL GRADING & CONSTRUCTION
- FINAL PAVING, CURB & MEDIAN CONSTRUCTION
- TRAFFIC SIGNAL CONSTRUCTION & ILLUMINATION
- FINAL PAVEMENT MARKINGS & SIGN INSTALLATION

* TEMPORARY NORTH BOUND LANE CLOSURE ON BLACK CAT ROAD. NOT TO EXCEED 30 DAYS.
CONSTRUCTION PHASING

Work will begin early in 2020 and is expected to be complete by the end of the year.

During construction:
- Some night and weekend work is expected
- Speed reduced to 35 mph
- Access to businesses and homes will be maintained
- Contractor will conduct monthly public meetings to provide updates

January - July

Travel
- One lane in each direction with center turn lane
- Short term closure of up to 5 days on Royal Park Ave and Bennington Way (but not at the same time)

Work includes
- Irrigation relocations in January and February
- Temporary paving on east side of Locust Grove
- Sound walls, pathway, storm drain facilities, utilities, and curb on south side of US 20/26
- Storm drain, curb, road base and paving on west side of Locust Grove, south of US 20/26

July - August

Travel
- One lane in each direction with NO center turn lane

Work includes
- Road base and paving on south side of US 20/26
- Storm drain, utility relocations, curb, road base, and paving on east side of Locust Grove, south of US 20/26
- Locust Grove and Eagle Road signal improvements

August - November

Travel
- One lane in each direction with NO center turn lane
- Locust Grove: One 5-day period when restricted to one lane, north of US 20/26
- Short term closure of up to 5 days on Stafford Drive and Whitepost Way (but not at the same time)

Work includes
- Utility relocations, road base and paving on north side of US 20/26
- Median islands on US 20/26
- Storm drain, curb, road base and paving on Locust Grove, north of US 20/26
- Intersection pedestrian ramps, illumination, landscaping and site clean-up