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.
Welcome and Introductions

Amy Schroeder, ITD Transportation Program Manager

Proposed Design Refinements

Key: 20788

Legend:
- Modified Selected Alternative
- Modified Selected Alternative - Social Access Roads
- Future Roads by Others
- Future South Farragut-McDermott Road
- County Line
- City of Nampa Impact Area
- City of Meridian Impact Area
- City of Star Impact Area
- City of Eagle Impact Area
- Potential Fire Station
- New Grade Separation

SH-16, I-84 to US-20/26
Project A020(788), Key 20788
JACOBS No 707786
Meeting Objectives

- 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

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

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.
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
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

• **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

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

**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
# Process Side-By-Side Comparisons

## Table: Comparative Analysis

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- **Highest Cost**
- **Lowest Rating**
- **Weighting x Rating = Score**
- **Category Weight x Normalized Score = Weighted Score**
- **Sum of Weighted Scores = Final Score**
- **Best Ranking**

*Example: Option 3 would be ranked first.*
Proposed Modified Idaho 16 – Roadway Section

Varies

Varies
Proposed Idaho 16 Over East/West Roadways

Idaho 16 Under Cherry Lane

Cherry Lane

Property Access

EIS/ROD

Idaho 16 Over Cherry Lane

Property Access

Cherry Lane

Property Access

Refinement
Interchange Configurations

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

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

NORTH
Interchange Configurations

Ustick Road
EIS/ROD Preferred Alternative

NORTH

Retaining Wall
Bridge
Right-of-Way

McDERMOTT RD

Historic Property

FUTURE SITE OF OWYHEE HIGH SCHOOL CAMPUS

SH-16
Ustick Road
EIS/ROD Preferred Alternative

Kim
Proposed Interchange Configurations

Ustick Road - Recommended
Modified Alternative

[Map of Interchange Configurations]

FUTURE SITE OF OWHYHEE HIGH SCHOOL CAMPUS

Retaining Wall
Bridge
Right-of-Way
I-84 System Interchange Alternatives

EIS/ROD
Preferred Alternative

Ramps to Accommodate a Potential Southern Connection

- Bridge
- Right-of-Way
Proposed I-84 System Interchange Alternatives

Alternative 4

Ramps to Accommodate Potential Southern Connection
Bridge
Right-of-Way
Interim Ramps (Throw-Away)

NORTH
Proposed Right-of-Way

Reduction in needed right-of-way

EIS/ROD Preferred Alternative

I-84 & Franklin Road Interchange to south of UPRR 194
UPRR to US-20/26 (including local roads) 203
Frontage & backage roads 35
432

Proposed Modified Alternative (Alt. 4)

I-84 & Franklin Road Interchange to south of UPRR 159
UPRR to US-20/26 (including local roads) 137
Frontage & backage roads 16
312
Proposed Right-of-Way

Reduced Right-of-Way
Phased Implementation - Idaho 16 Corridor

Design Year 2045
Proposed Phased Implementation – I-84 Interchange

Alternative 2
Potential Phasing

Robinson Road

Franklin Road

Potential Southern Connection

Kim
Proposed Phased Implementation – I-84 Interchange

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

Alternative 2
Potential Phase 1

Phase 1 2030 and Beyond
Future Phase
Proposed Phased Implementation – I-84 Interchange

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

Alternative 2
Potential Phase 2

Phase 2 Potentially 2040
Phase 1 Complete
Future Phase
Proposed Phased Implementation – I-84 Interchange

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

Alternative 2
Potential Phase 3

Phase 3 System Build-Out 2045

Locations:
- Franklin Road
- Robinson Road

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JACOBS No 707786
Proposed Phased Implementation – I-84 Interchange

Alternative 4
Potential Phasing

Potential Southern Connection

Kim
Proposed Phased Implementation – I-84 Interchange

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

Phase 1 2030 and Beyond
Future Phase
Proposed Phased Implementation – I-84 Interchange

Alternative 4
Potential Phasing

System Build-Out 2045
Previously Constructed
Potential Southern Connection
Public Open House

• 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

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

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#### Non Funded Activities and Needed Time Frame

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*Phased Implementation - Idaho 16 Interim Corridor*
Your Input

• **Refinements**
  • What are your thoughts on the design refinements?
  • Did we miss anything?

• **Phase Strategies**
  • What are your thoughts? Why?
Thank you!