Level 1 Screening Meeting Minutes

Agenda Items:

Project: US-20; Ashton to SH-87 JCT PEL

Subject: Screening

Date January 20, 2022

Microsoft Teams meeting

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+1 385-419-2863,,227291112# United States, Salt Lake City
Phone Conference ID: 227 291 112#

Screening Committee Goals:

Further the PEL process by giving consideration to the range of alternatives developed by the project team, from agency input and from public workshop. Ultimately, the question at hand is,

- DOES THE ALTERNATIVE MEET THE DRAFT PURPOSE AND NEED AND GOALS OF THE PROJECT?
- IS IT A UNIQUE ALTERNATIVE THAT MERITS FURTHER CONSIDERATION AND MORE IN-DEPTH STUDY?

Draft Project Purpose and Need

The Ashton to ID 87 segment of US-20 was originally built in the 1950's. The current roadway does not provide sufficient traffic flow or passing opportunities to accommodate growing traffic volumes. Much of the roadway has exceeded its service life and requires improvements to the roadway and drainage features as well as new pavement. Reconstruction will provide the opportunity to include design elements for reducing severity of crashes.

Purpose:

The purpose of the US-20 Ashton to ID -87 project is to enhance highway **safety and operations** by:

- Improving capacity and Level of Service
- Improving access management
- Improving regional freight movement
- Improve the safety in the corridor

Need:

The need for improvements to the US-20 corridor is to:

- Address existing deficiencies such as:
    - Travel time

  - Congestion
  - Delays
  - Safety
  - Meet modern design standards
  - Extend corridor design life
- Prepare for future growth, economic development, and tourism in the region
- Increase freight mobility
- Evaluate multi- use solutions that provides a range of options for users

Through the efforts of the individual screening and the efforts of the screening committee meeting; the committee will arrive at a determination for each alternative. Potential outcomes may include:

- Not advanced (as a standalone alternative) due to the inability to_____.
- Advanced and shows potential (as a standalone alternative, or partial alternative) to achieve the project purpose and need.

Meeting Schedule:

10:00 – 10:15 Welcome

Each person to introduce and present one challenge/trend that they saw as they reviewed the alternatives

10:15 – 10:20 High Level Overview of Preliminary Summary Results of the screening responses Screening participant list

Goal Dates and Committee Members:

- Alternative Package was given to screening committee 12/22/2021
- Individual Screening Matrix responses due January 14th
- Screening committee to meet at D6 January 20th

Draft-Screening Alternatives Committee									
ITD	level	FHWA	level	Agencies	level	Local officials	level	Consultant team	level
Micah Brown	1,2,3	Lisa Applebee	1,2,3	IDFG-Jacob Gray	2,3	Fremont County-Brandon Harris	2,3	Horrocks-Kelly Hoopes	1,2,3
Karen Hiatt	1,2,3	Brent Inghram	2,3	ACOE-Shane Skaar	2,3	Ashton Mayor-??	2,3	Horrocks-Kurt Wald	1,2,3
Wade Allen	1,2,3			USFS-Liz Davy	2,3	Island Park Mayor???	2,3	Horrocks-Mike McKee	1,2,3
Drew Meppen	2,3			USFWS-????	2,3			Horrocks-Ben Burke	1,2,3
Scot Stacy	2,3							HDR-Cameron Waite	1,2,3

Idaho Transportation Department District 6
US 20; Ashton to SH-87 Jct.
Status Meeting Agenda

Mark Layton	1,2,3							HDR-Stephanie Borders	1,2,3
Bryan Young	2,3							HDR-Jason Longsdorf	1,2,3
Todd Sherwood	1,2,3								
Curtis Calderwood	1,2,3								
Wendy Terlizzi	2,3								
Mike Hartz	2,3								
Crystal Craig	1,2,3								

Agencies will get involved in Phase two when the alternatives have had a first pass and combined where they are similar or an added component.

10:20 - 10:30 Overview of update with Jason Minzghor

10:30 – 10:40 Hand raising training, comments, keeping minutes10:40 – 11:15 Discuss Study Area 1 & 2

11:15 – 12:00 Discuss Study Area 3, 4, 5, 7 (Mostly 4)

12:00 – 12:30 Break for Lunch

12:30 – 2:15 Discuss Study Area 6

Overarching Alternatives: SA6-C1 (US-20 alignment to the East), SA6-C7 (Rec Vehicle Trail)

- 12:30 – 1:00 Last Chance – Box Canyon Area
  - Alternatives: SA6- (B1,C2,C15,C18,C19)
- 1:00 – 1:30 Elk Creek Area
  - Alternatives: SA6- (C5, C8,C13,C16,C17,C21,C24,C26,C29)
- 1:30 – 2:15 Mack's Inn and Sawtell Area
  - Alternatives: SA6- (B2,C3,C4,C9,C10,C12,C14,C20,C22,C23,C25,C27,C28)

2:15 – 2:30 Wrap-Up and Future Steps

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Alternatives based on preliminary results that are likely to advance (total = 24)
Alternatives that are undecided at this stage of the process and will be discussed. (total = 18)
Alternatives based on preliminary results that are not likely to advance (total = 12)

US-20; Ashton to SH-87 Jct. PEL

Level 1 Screening Preliminary

KN 23229

Colors indicate the preliminary summary of the screeners input, colors were used only to make screening process more efficient. (Numerical values were not used in the screening.)

Preliminary Alternative Screening Summary

Level 1 Screening Question	Developed By	Descriptions of Alternative
SA1-A1	HOR	Study Area 1 On-Alignment
SA1-B1	HOR	NB Through Ashton; SB West ofAshton No IC west of Ashton
SA1-C1	HOR/PM	Realignment West of Ashtonwith IC at SH-87
SA1-C2	HOR	Realignment Far West ofAshton
SA1-C3	HOR	Realignment to the East ofAshton
SA1-C4	HOR	NB & SB West of Ashton No ICwest of Ashton Move US-20 to the East after the Bridge
SA2-A1	HOR	On alignment 2 lanes each direction; the existing road is inbetween the proposed road
SA2-B1	HOR	

SA2-C1	HOR	SB West of Ashton Hills Estate,NB on Existing Alignment
SA2-C3	HOR	NB East of Existing Alignment,SB on Existing Alignment
SA2-C4	PM	Ashton Hills Estate Access
CSA1/2-C1	HOR/PM	Combined SA1-C1, and SA2-C1
CSA3/6-C4	PM	Shift US-20 to the East add Interchanges at Last ChanceElks, Mack, and Sawtell
SA3-A1	HOR	On alignment 2 lanes each direction; the existing road is inbetween the proposed road
SA3-B1	HOR	On alignment 2 lanes each direction; the NB lane is on theexisting road the southbound lane is shifted West
SA3-B2	HOR	On alignment 2 lanes each direction; the SB lane is on theexisting road the NB lane is shifted East
SA4-A1	HOR	On alignment 2 lanes each direction; the existing road is inbetween the proposed road
SA4-B1	HOR	On alignment 2 lanes each direction shifted to the East; Acceleration lanes at public approaches
SA4-C1	HOR	Reroute US-20 Far West ofExisting US-20
SA4-C2	HOR	Reroute SB US-20 west ofExisting US-20 (couplet)
SA5-A1	HOR	On alignment 2 lanes each direction; the existing road is inbetween the proposed road
SA5-B1	HOR	On alignment 2 lanes each direction; the NB lane is on theexisting road the southbound lane is shifted West

SA5-B2	HOR	On alignment 2 lanes each direction; the SB lane is on theexisting road the NB lane is shifted East
SA5-B3	HOR	Roundabout at Mesa Falls Road
SA6-A1	HOR	On alignment 2 lanes each direction; the existing road is inbetween the proposed road
SA6-B1	HOR	On alignment 2 lanes each direction; the NB lane is on theexisting road the southbound lane is shifted West
SA6-B2	HOR	On alignment 2 lanes each direction; the SB lane is on theexisting road the NB lane is shifted East
SA6-C1	HOR	Realign US-20 (NB&SB) East ofthe Existing US-20
SA6-C2	PM	US-20 Shift West across the River at last chance (M.P. 381-386)
SA6-C3	PM	New County Road to connectfrom US-20 to S Big Springs Loop
SA6-C4	PM	New County Road to connect from US-20 to N Big Springs Loop, Remove Approach acrossfrom Sawtell Peak Road
SA6-C5	PM	New Frontage Road East of US-20 at Elk Creek Road; Restrict access from US-20 to businesses, Business access from new frontage road
SA6-C7	PM	New non-motorized Recreational trail from M.P 379 -401); East side of the road between M.P. 379-394.7, Westside of the Road from 394.7- 401. New Bridge crossings at Osborne Bridge, Buffalo River, Henry's Fork River, Across US- 20 at Sawtell, and Henry's lake Outlet Bridge (Circles RepresentGrade Separated Crossing of US-20)

SA6-C8	PM	Roundabout at Yale KilgoreRoad (M.P. 389.2)
SA6-C9	PM	Roundabout at S. Big SpringsLoop (M.P. 392.6)
SA6-C10	PM	Roundabout at Sawtell PeakRoad (M.P. 394.3)
SA6-C12	PM	Interchange at M.P. 392.6; raiseUS-20 Bridge over the river; Access both sides under the bridge on North and South of the River under raised bridge. Add Recreation bridge on the East and Frontage Road Bridge on the West
SA6-C13	PM	Interchange at M.P. 389.4; Reroute US-20 East of ExistingUS-20
SA6-C14	PM	Reroute US-20 East of ExistingAlignment with Overpass at S Big Springs Road
SA6-C15	PM	Frontage Road east of US-20 with Roundabout at M.P. 382.6connect to old Highway
SA6-C16	PM	Frontage Road east of US-20between M.P 387-389.4; Interchange at M.P. 388
SA6-C17	PM	Frontage Road East of US-20 atElk Creek Road, with On/Off Ramps and bike Pedestrian Tunnel
SA6-C18	PM	Roundabout at M.P. 383.5
SA6-C19	PM	Left Turn Lanes at M.P. 383.5
SA6-C20	PM	Left Turn Lanes at M.P. 394.3
SA6-C21	PM	Realign Yale-Kilgore to line up with Phillips Loop road and addtraffic signal at intersection
SA6-C22	PM	Traffic Signal at S. Big SpringsLoop Road M.P. 392.6
SA6-C23	PM	Traffic Signal at Sawtell PeakRoad (m.P. 394.3)
SA6-C24	PM	Frontage Road East of US-20 M.P. 393 to 394
SA6-C25	PM	Overpass at M.P. 394.6

SA6-C26	PM	Change Grade at Yale Kilgore;Add Free running right from Yale Kilgore to US-20
SA6-C27	PM	New Intersection North ofSawtell Peak Road
SA6-C28		Traffic signal at Sawtell PeakRoad (M.P. 394.3)
SA6-C29		Interchange at Yale KilgoreRoad
SA7-A1	HOR	On alignment 2 lanes each direction; the existing road is inbetween the proposed road
SA7-B1	HOR	On alignment 2 lanes each direction; the NB lane is on theexisting road the southbound lane is shifted West
SA7-B2	HOR	On alignment 2 lanes each direction; the SB lane is on theexisting road the NB lane is shifted East

STUDY AREA 1

SA1- A1

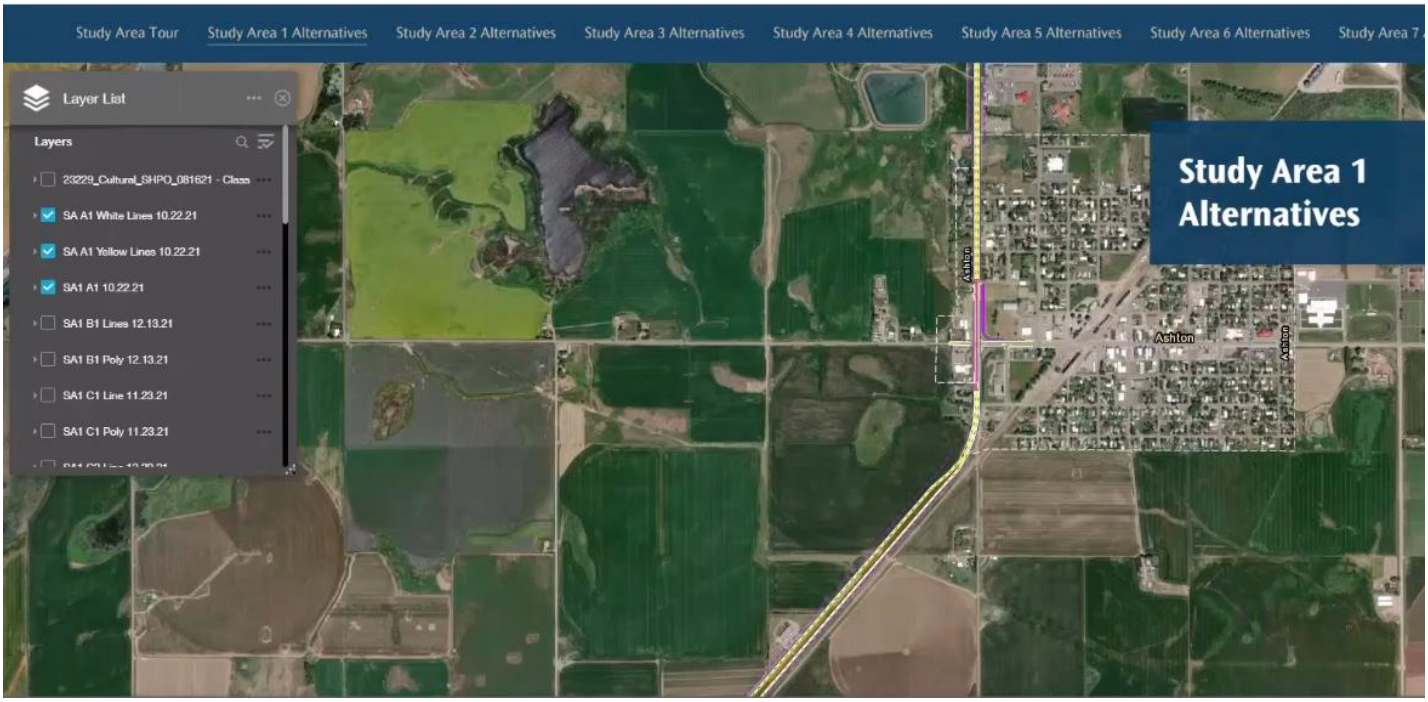
High Level Overview of Initial Screening Committee Responses:

Alternative Overview: Begins south of Ashton and extends up to the bridge north of Ashton. Portions of the alternative may be best suited as a continuation of the Chester to Ashton Project divided highway (5 lane). If routing through Ashton becomes the viable alternative, this alternative may serve as a connection from the future signal project at 47 to the Ashton Bridge. Most of the alternative is in an urbanized section.

Discussion:

- Provides for the volume
- Would not inhibit community cohesiveness
- May inhibits long-term growth (hemmed in for future widening)
- Access concerns for design
- Safety concerns with access
- Mobility concerns due to reduced speeds and access points
- Horizontal curve may be a concern for speed
- Speeds approaching the intersection could become a concern compared to other alternatives
- Widening of the roadway moves road closer to existing businesses (loss of parking etc.)

Results of discussion: SA1- A1 moves forward (consider combining with the Chester to Ashton project)



SA1-B1

High Level Overview of Initial Screening Committee Responses: Merits further discussion.

Alternative Overview: Couplet system. Northbound through Ashton on existing alignment. Southbound routed west of Ashton. Will need a turnaround connection.

Discussion:

- The northbound lanes would experience all same negatives listed above in SA1-A1
- Only provides for future southbound expansion.
- Emergency vehicles have issues with couplets when responding to accidents.
- Doesn't avoid environmental impacts
- Will need to provide local highway connections for both NB & SB
- Wetlands and sewer treatment areas are located between the SB & NB lanes
- Community cohesion concerns expressed with bypass options
- Lowers access fears for locals

Results of discussion: **SA1-B1 does not move forward**

SA1-C1

High Level Overview of Initial Screening Committee Responses: Overwhelming positive scores from the screening committee

Alternative Overview: Realignment of both NB & SB west of Ashton (4 line divided). Extending 47 out for an interchange access. A lot of people drew this up in the public meetings.

Discussion:

- Participants at public meeting liked it for ease and safety of access.
- Removes the problem for locals to cross US-20
- Fits with the local future planning for land use as described in public workshops
- West side landowners were not opposing
- Moves highway traffic away from schools
- Reduces thru traffic particularly freight traffic (improved safety)
- Allows the community to reduce speeds.
- Wetlands may be a concern.

Results of discussion: SA1- C1 moves forward

SA1-C2

High Level Overview of Initial Screening Committee Responses: No general consensus

Alternative Overview: Same as C1 but further west by about a half mile. This was drawn from public input where a few wanted US-20 to re-route a good distance from the community.

Discussion:

- At this distance there is more impacts, particular concerns about wetland impacts.
- An increased amount of roadway to build
- Causes development further that follows the US routes further from the community (possibly unwanted by the area residents)
- Travelers passing Ashton completely

Results of discussion: **SA1-C2 does not move forward**

SA1-C3

High Level Overview of Initial Screening Committee Responses: Scored very low

Alternative Overview: Alignment east of Ashton with interchange on SH-47.

Discussion:

- Splits the community
- Incurs out of way travel
- Creates additional concerns
- Puts the alignment closer to the high school

Results of discussion: **SA1-C3 does not move forward**

SA1-C4

High Level Overview of Initial Screening Committee Responses: No general concensus

Alternative Overview: Realignment of US-20 slightly to the west tying back in further to the north. Fremont county has a thought of using the existing US-20 for a local route (lower speed).

Discussion:

- D6 noted that they like the way this C4 connects to SA2-B1
- Many similar concerns to other alternatives.
- May impact conservation easement areas (team still investigating easements for mapping)

Results of discussion: SA1- C4 moves forward

Summary report shared by Kurt Wald about routes around Ashton

Ashton as a destination rather than thru traffic is desired by residents that shared input.

Kurt Wald 11:08 AM

here are some high level points on a national study on alternative route-The following findings were generally consistent among many of the bypass studies reviewed.

- In most communities, highway bypasses have little adverse impact on overall economic activity. The economies of smaller communities (populations less than 2,000) have a greater potential to be adversely impacted by a bypass.
- Over the long term, average traffic levels on the "old routes" in medium and large bypassed communities are close to or higher than pre-bypass counts, indicating continued strong economic activity in those communities and the opportunity for retail trade to flourish.
- Very little retail flight has occurred in bypassed communities, meaning that few businesses have relocated or developed new operations in areas adjacent to the bypass route.
- Communities view their bypasses as beneficial overall and understand that further action is required after construction of the bypasses to achieve their overall goals; such as implementing new/revised ordinances and improving existing infrastructure.
- Bypasses are seldom either devastating to or highly beneficial to a community's downtown business district, at least in terms of business access or retail spending.
- The locational shift in traffic can cause some existing businesses to turn over or relocate, but the net economic impacts on the broader community are usually relatively small (positive or negative).
- Common benefits are better overall traffic flow and congestion relief. The elimination of trucks and seasonal traffic from local streets make traffic patterns safer and more predictable in a community.
- No concrete conclusions can be drawn from case study research regarding safety impacts; however, the expectation is that traffic safety would be improved or at least not worsened.
- Interviews indicated the potential to increase the "perception of pedestrian safety," even if it's not measurable, which may be just as important to the public.
- Traffic impact depends on the distance from original facility and time savings.

STUDY AREA 2

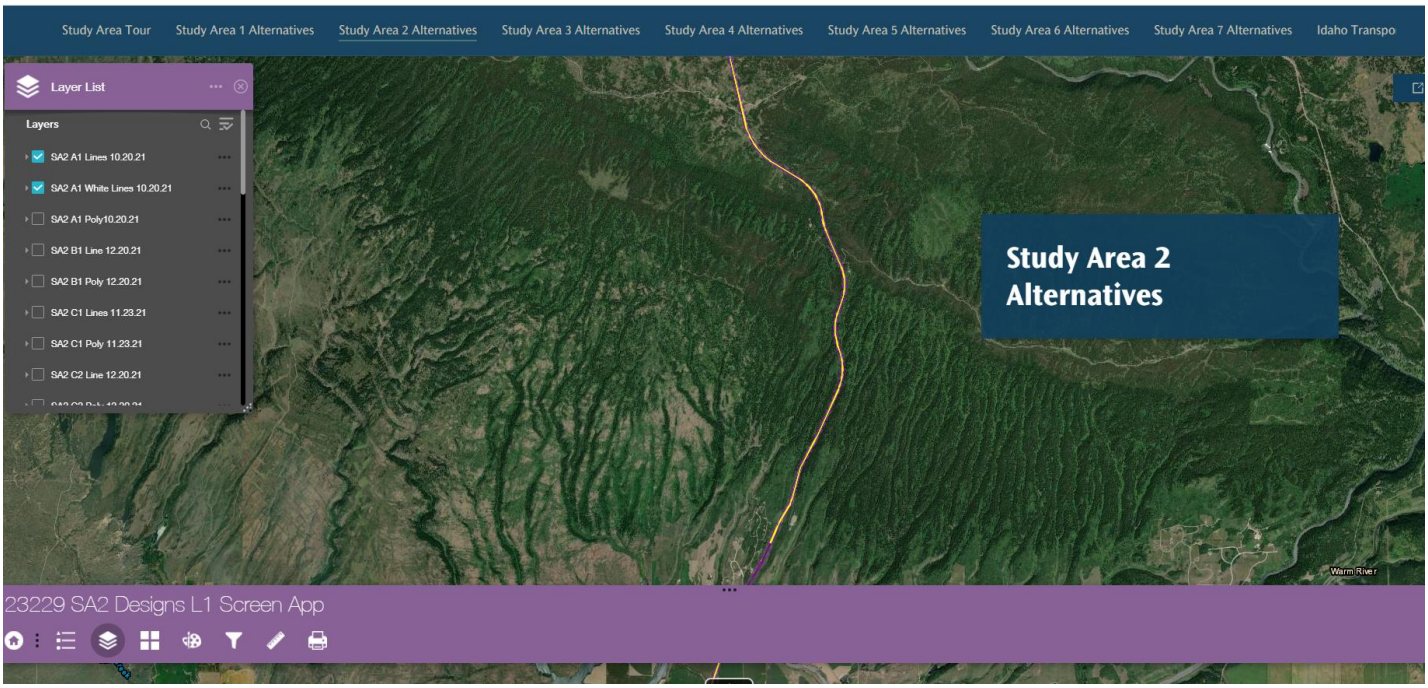
SA2-A1

High Level Overview of Initial Screening Committee Responses: Very Positive

Alternative Overview: On alignment option where we would follow the existing US-20. Current 3 lane to expand to 4 lanes. Would require some walls. Area is tight so the road is not divided. Two lanes in each direction with a possible median barrier.

Discussion: Has potential to meet the needs. Much depends on topography for this alternative.

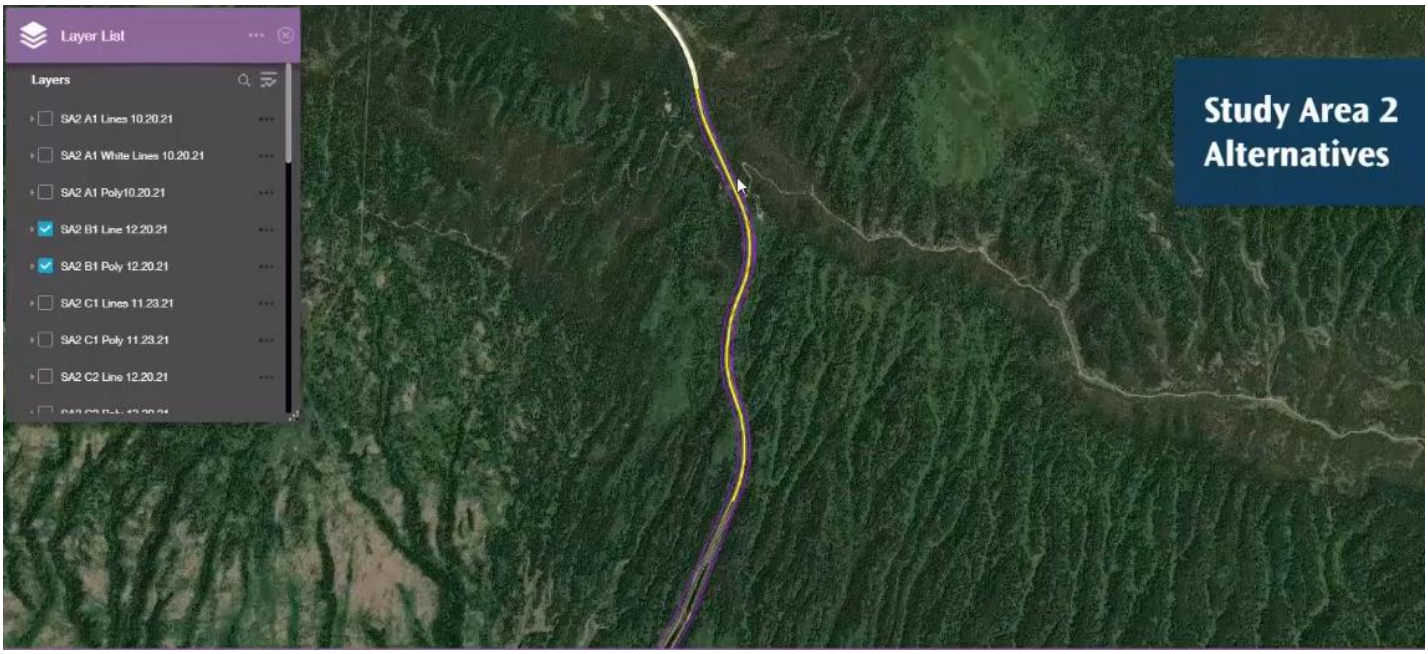
Results of discussion: SA2- A1 moves forward



SA2-B1

High Level Overview of Initial Screening Committee Responses: Very Positive
Alternative Overview: B1 is up the same Canyon as SA2-A1. The northbound would jump to the other side of the Canyon and the southbound would stay on the existing US-20 alignment. Potentially be a tight squeeze. Join them to cross the caldera. (Couplet) Ties well to SA2-C4
Discussion: Has potential to meet the needs. Much depends on topography for this alternative.

Results of discussion: SA2- B1 moves forward (may be in combination with SA2-A1)



SA2-C1

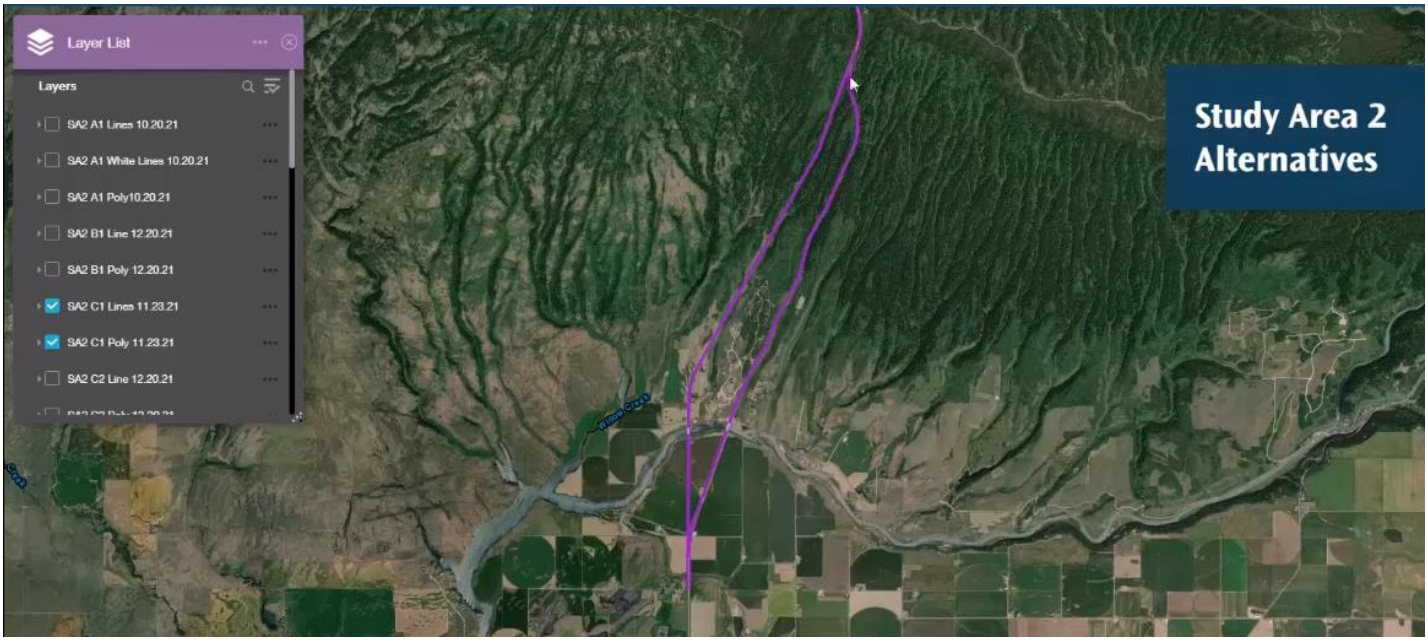
High Level Overview of Initial Screening Committee Responses: Middle scoring with mixed feedback

Alternative Overview: Couplet system. Northbound would stay on the existing US-20 alignment and the southbound would jump over a couple of canyons and come down West of the Ashton Hills estates. The terrain is steep. An additional bridge crossing at the river and then join just as you come back north of Ashton. Two lanes northbound, 2 lanes southbound on this option.

Discussion:

- **Has potential to meet the needs. Much depends on topography for this alternative.**
- Many similar concerns to other alternatives.
- May impact conservancy areas

Results of discussion: SA2-C1 Moves forward **Team should consider how it may combine with SA1-C4**



SA2-C2

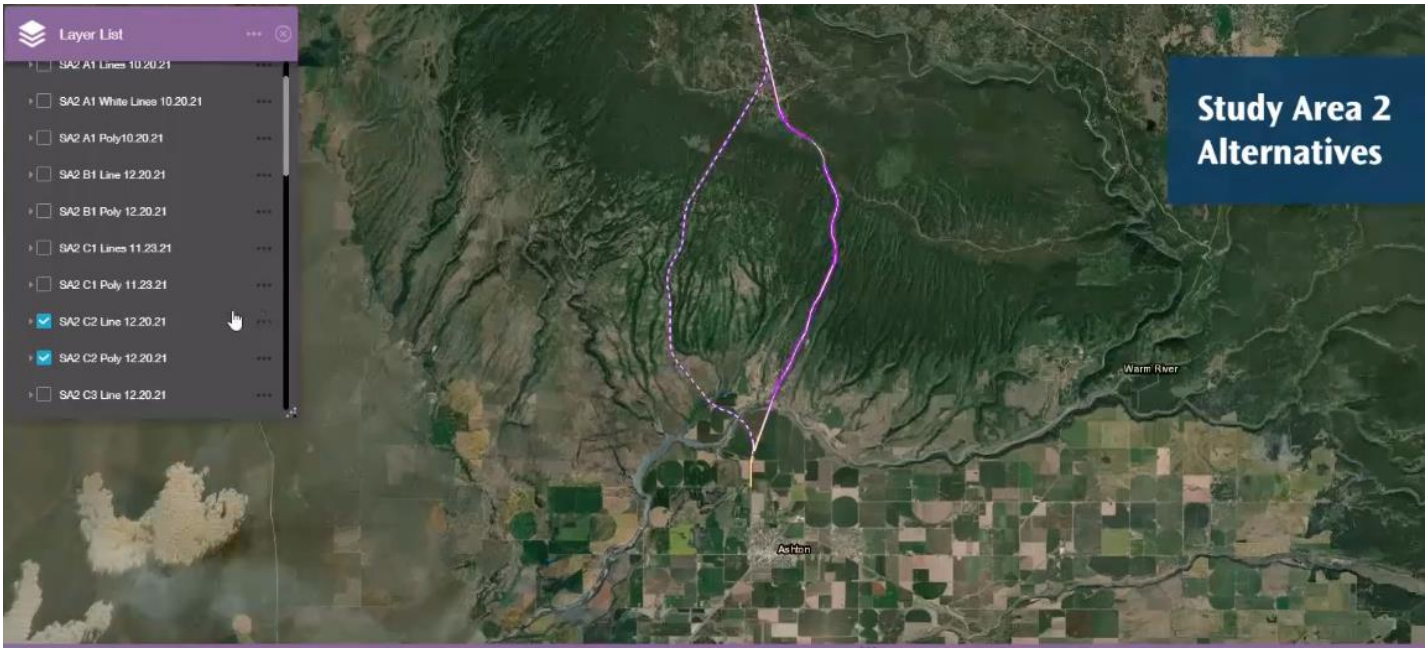
High Level Overview of Initial Screening Committee Responses: Low scoring

Alternative Overview: Couplet system. Northbound 2 lanes would stay on the existing US-20 alignment. South Bound 2 lanes would be located at a notable distance to the west (about a mile between).

Discussion:

- Challenge to cross the caldera
- Will need an additional bridge crossing on the south
- Couplet options cause out of the way travel for emergency vehicles
- Rough terrain prevents emergency vehicle crossings.
- Old forest growth impact and deer migration

Results of discussion: **SA2-C2 does not move forward**



SA2-C3

High Level Overview of Initial Screening Committee Responses: Low scoring

Alternative Overview: Couplet system. Northbound would move to the east. Southbound would be on the existing alignment. Two lanes in each direction. (Note all four lanes could be relocated to the eastern route)

Discussion:

- Identified by the route-finding tool for easy grade
- Challenge to cross the caldera
- Current caldera crossing is the best selection (geological team presented this potential alternative and recommended staying with the existing crossing)
- Concerns were mentioned of old forest growth impact and deer migration
- There is potential a significant out of way travel distance
- Concerns about the EMS accessibility in the couplet scenario presents concerns

Results of discussion: **SA2-C3 does not move forward**

SA2-C4

High Level Overview of Initial Screening Committee Responses: Very Positive

Alternative Overview: C4 is a local plan centered on the connection at the Ashton Hills estates. The public had a lot of feedback here. A couple of options will be moving forward in this screening. This is one where they wanted to move the access a little bit to the north. The come down around the farm field and join the end with the existing County Road, and then have one access just north of the river.

Discussion:

- **Has potential to meet the needs.**
- Many similar concerns to other alternatives.
- May be combined with other alternatives. (SA2-C4 would not meet the purpose and need as a standalone alternative)

Results of discussion: SA2- C4 moves forward (Must be considered as combined with other alternatives)

STUDY AREA 3

SA3-A1

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: Staying on alignment, the existing Rd would be in the median of the two, so we would work northbound and southbound either side of the existing road. The same just put two lanes northbound 2 lanes southbound with a wide median barrier.

Discussion: The discussion for SA3-A1, SA3-B1 and SA3-B2 was all combined into a single discussion and were all considered together. Se SA3-B2 for details.

Results of discussion: SA3- A1, B1 & B2 move forward combined (east and west limits)

Results of discussion: The attributes and function are identical in all three scenarios. All are taking advantage of the on alignment favorable conditions. The decision was to combine all three areas into one and then evaluate and refine the route from a constructability and impact standpoint.

SA3-B1

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: On the existing alignment. But this one we wanted to shift to the West and so our northbound would essentially be on relatively the same Rd that US-20 is. We can construct a new road to the West to carry the southbound traffic. Essentially the same median. We've got a wide median through there for safety.

Discussion: The discussion for SA3-A1, SA3-B1 and SA3-B2 was all combined into a single discussion and were all considered together. Se SA3-B2 for details.

Results of discussion: SA3- A1, B1 & B2 move forward combined (east and west limits)

Results of discussion: The attributes and function are identical in all three scenarios. All are taking advantage of the on alignment favorable conditions. The decision was to combine all three areas into one and then evaluate and refine the route from a constructability and impact standpoint.

SA3-B2

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: B2 is relatively the same as B1. We're just shifting to the East now, and so our southbound would be on the existing US-20 and northbound would be shifted quite a bit farther to the to the East.

Discussion: The discussion for SA3-A1, SA3-B1 and SA3-B2 was all combined into a single discussion and were all considered together.

- Optimize A1, B1 and B2 design to fit obstacles and avoid impacts. Combine all three areas into one.
- As a combined alternative the western limits would be defined by the proposed ROW for SA3-B1 and the eastern limits would be defined by SA3-B2.
- Construction traffic control, environmental impacts and Forest Service polygon impacts should be considered as the alternative is refined.

Results of discussion: The attributes and function are identical in all three scenarios. All are taking advantage of the on alignment favorable conditions. The decision was to combine all three areas into one and then evaluate and refine the route from a constructability and impact standpoint.

Results of discussion: SA3- A1, B1 & B2 move forward combined (east and west limits)

Because of the similarities in the discussion and basis of screening were similar between SA3, SA5 and SA7,

the sequential order progressing south to north within the project extents was adjusted for discussion efficiency and continuity of similar concerns.

STUDY AREA 7

SA7-A1

High Level Overview of Initial Screening Committee Responses: High score

Alternative Overview: Centered on alignment 2 lanes in each direction

Discussion:

- From discussion with the public as well as analyzing high level resources the design team did not find any benefit to going off alignment
- Based on comments from public and agencies, there is no apparent benefit from a high level of shifting the alignment off of the existing
- Wetland areas on the southern end of the study area should be considered as the alternative develops.
- Widened shoulders were a part of the latest improvements made to this section of roadway

Results of discussion: SA7- A1, B1 & B2 move forward combined (east and west limits)

Results of discussion: The attributes and function are identical in all three scenarios. All are taking advantage of the on alignment favorable conditions. The decision was to combine all three areas into one and then evaluate and refine the route from a constructability and impact standpoint.

SA7-B1

High Level Overview of Initial Screening Committee Responses: Mixed feedback due to wetland Concerns

Alternative Overview: Centered on alignment 2 lanes and 2 lanes shifted to the west

Discussion:

- Wetland impacts may vary between the SA7 alternatives.

Results of discussion: SA7- A1, B1 & B2 move forward combined (east and west limits)

Results of discussion: The attributes and function are identical in all three scenarios. All are taking advantage of the on alignment favorable conditions. The decision was to combine all three areas into one and then evaluate and refine the route from a constructability and impact standpoint.

SA7-B2

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: Centered on alignment 2 lanes in each direction shifted to the east

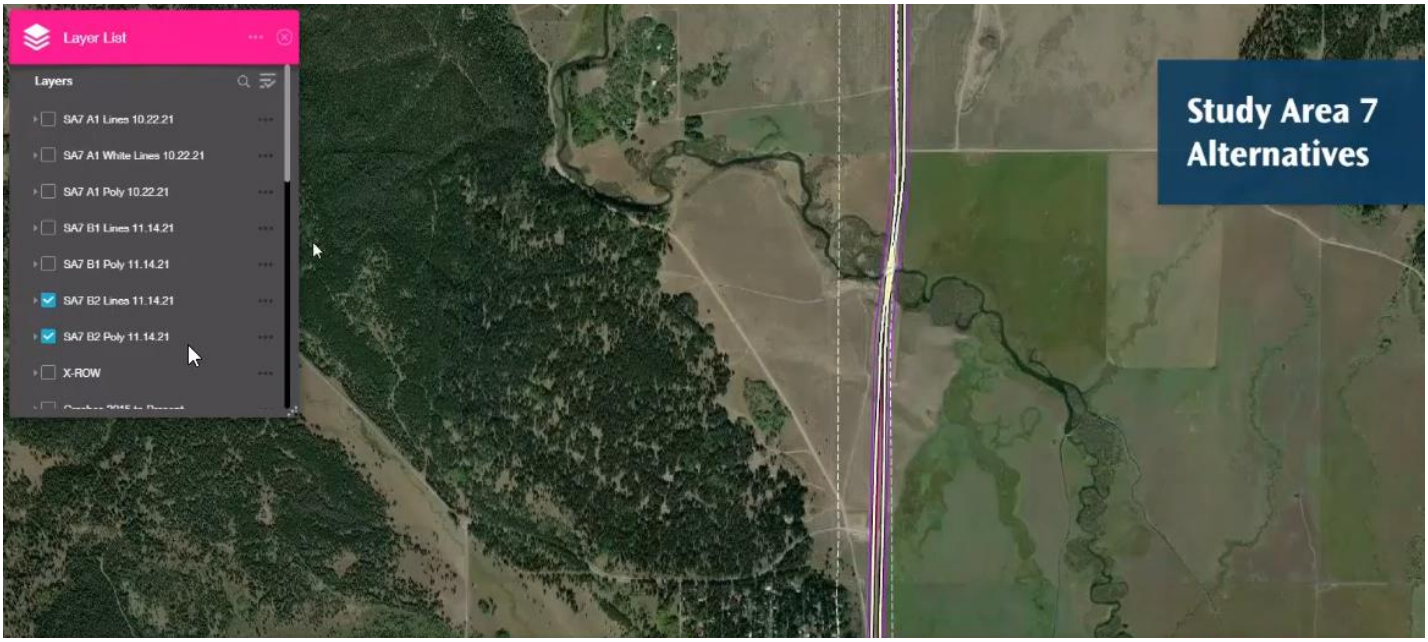
Discussion:

- Noted that there may be more potential wetlands/hydrological impacts in SA7-B2 than In SA7-B1

The decision was to combine all three alternatives into one and then evaluate and refine the route from a constructability and impact standpoint. (Same as Study Area 3)

Results of discussion: SA7- A1, B1 & B2 move forward combined (east and west limits)

Results of discussion: The attributes and function are identical in all three scenarios. All are taking advantage of the on alignment favorable conditions. The decision was to combine all three areas into one and then evaluate and refine the route from a constructability and impact standpoint.



STUDY AREA 5

SA5-A1

High Level Overview of Initial Screening Committee Responses: High Score
Alternative Overview: Centered on alignment 2 lanes in each direction
Discussion:

- Have not found any benefit to going off alignment
- Existing accesses along the corridor should be evaluated as the alternatives is developed further.
- Viable reasons to stay on alignment/within the easement:
  - making better use of the existing investment in the infrastructure.
  - avoiding impacts to resource areas that are untouched.

Results of discussion: SA5- A1, B1 & B2 move forward combined (east and west limits and with consideration of intersection access and possible frontage roads)

SA5-B1

High Level Overview of Initial Screening Committee Responses: High Score
Alternative Overview: Centered on alignment 2 lanes and 2 lanes shifted to the west
Results of discussion: SA5- A1, B1 & B2 move forward combined (east and west limits and with consideration of interchange access and possible frontage roads)

SA5-B2

High Level Overview of Initial Screening Committee Responses: High Score
Alternative Overview: Centered on alignment 2 lanes and 2 lanes shifted to the east
Results of discussion: SA5- A1, B1 & B2 move forward combined (east and west limits and with consideration of interchange access and possible frontage roads)

Results of discussion: The attributes and function are identical in all three scenarios. All are taking advantage of the on alignment favorable conditions. The decision was to combine all three areas into one and then evaluate and refine the route from a constructability and impact standpoint.

SA5-B3

High Level Overview of Initial Screening Committee Responses: Low score

Alternative Overview: Centered on alignment 2 lanes in each direction. Public input added a dual roundabout and acceleration and deceleration lanes at Mesa Falls Road. Lanes also added at the Herriman state Park access. Not divided through this area. Also added an off-alignment access toward the old Osborne bridge.

Discussion:

- Concerns about the roundabout traffic backing up on US-20 in the peak seasons and causing rear end collisions
- Driver expectations and consistency on the corridor are not conducive to a low-speed intersection
- This is a very foggy area.

Going forward possibly consider these intersections generically as a high-capacity intersection needed instead of choosing an intersection solution in the is phase.

Results of discussion: SA5- B3 does not move forward Elements of the alternative may be considered as a part of other alternatives, however, the alternative

STUDY AREA 4

SA4-A1

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: Staying on alignment with a five-lane section. (Swan Lake / through Pine Haven area)

Discussion:

- May benefit from considering a frontage road on the east side
- Sensitive areas on each side of the road with the Swan Lake area on the west and the Pine Haven on the east
- Difficult to maintain the design speed
- Difficult to fit in the frontage roads

Results of discussion: SA4-A1 & B1 combine and move forward

A model of the roadway may be beneficial going forward to consider the potential impacts to resources.

SA4-B1

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: East shift alignment with a five-lane section to avoid Swan Lake. Additional acceleration and deceleration lanes for local access points. (Swan Lake / through Pine Haven area)

- **Discussion:** May benefit from considering a frontage road on the east side
- Difficult to maintain the design speed
- Difficult to fit in the frontage road

Results of discussion: SA4-A1 & B1 combine and move forward

A model of the roadway may be beneficial going forward to consider the potential impacts to resources.

SA4-C1

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: We took a four-lane divided highway and realigned it to the West. This would go around Swan Lake and tie back in a little farther to the north, so we'd come tangent off the curve straight around, and then curve back in and tie back into the existing US-20 N after we get out of that populated area just before we cross the river. Noted a business loop was considered but not drawn in. It would be a frontage road or a loop access that for individuals that live there.

Discussion:

- **Agency input is needed to further evaluate the alternative effectiveness**
- **Alignment of C2 may be a consideration for the alternative alignment**

Results of discussion: SA4- C1 moves forward

SA4-C2

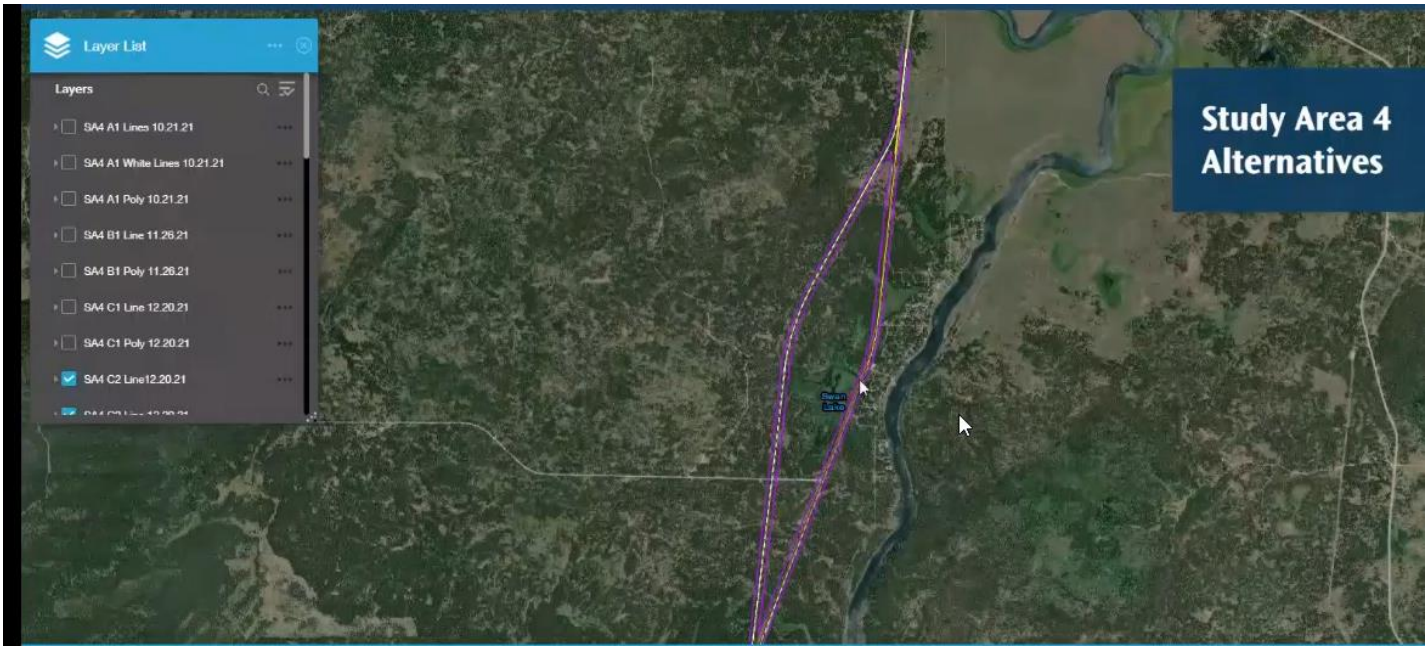
High Level Overview of Initial Screening Committee Responses: Mixed scoring due to couplet design

Alternative Overview: Couplet system. Northbound would go through the existing town and the southbound would go around Swan Lake to the west and then tie back in.

Discussion:

- Only provides for future southbound expansion.
- Emergency vehicles have issues with couplets when responding to accidents.
- Doesn't avoid environmental impacts
- Will need to provide local highway connections for both NB & SB

Results of discussion: SA4- C2 does not move forward (as it is written now as a couplet) Alignment for C2 may be conserved for alternative SA4-C1



STUDY AREA 6 (Last Chance to Sawtell, a lot of public feedback in this SA6 area)

SA6-A1/B1

High Level Overview of Initial Screening Committee Responses: Positive feedback

Alternative Overview: Two lanes each direction, so four lanes total with some additional acceleration and deceleration lanes to improve access. One roundabout proposed.

Discussion:

- Concerns with environmental Impacts
- Town cohesion
- Existing US-20 might be used for a short cut
- Meets P&N
- Safer
- From a general traffic standpoint, meets P&N with 2 lanes each direction
- Concerns with environmental Impacts
- Concerns in general with local road and access connections. Left turns are a particular concern.

Results of discussion: SA6- B1 moves forward but must have considerations for frontage roads and intersections.

Intersections shown on this alternative should be disregarded.

Last Chance – Box Canyon Area

SA6-C1

High Level Overview of Initial Screening Committee Responses: Low Score; lots of no-go comments

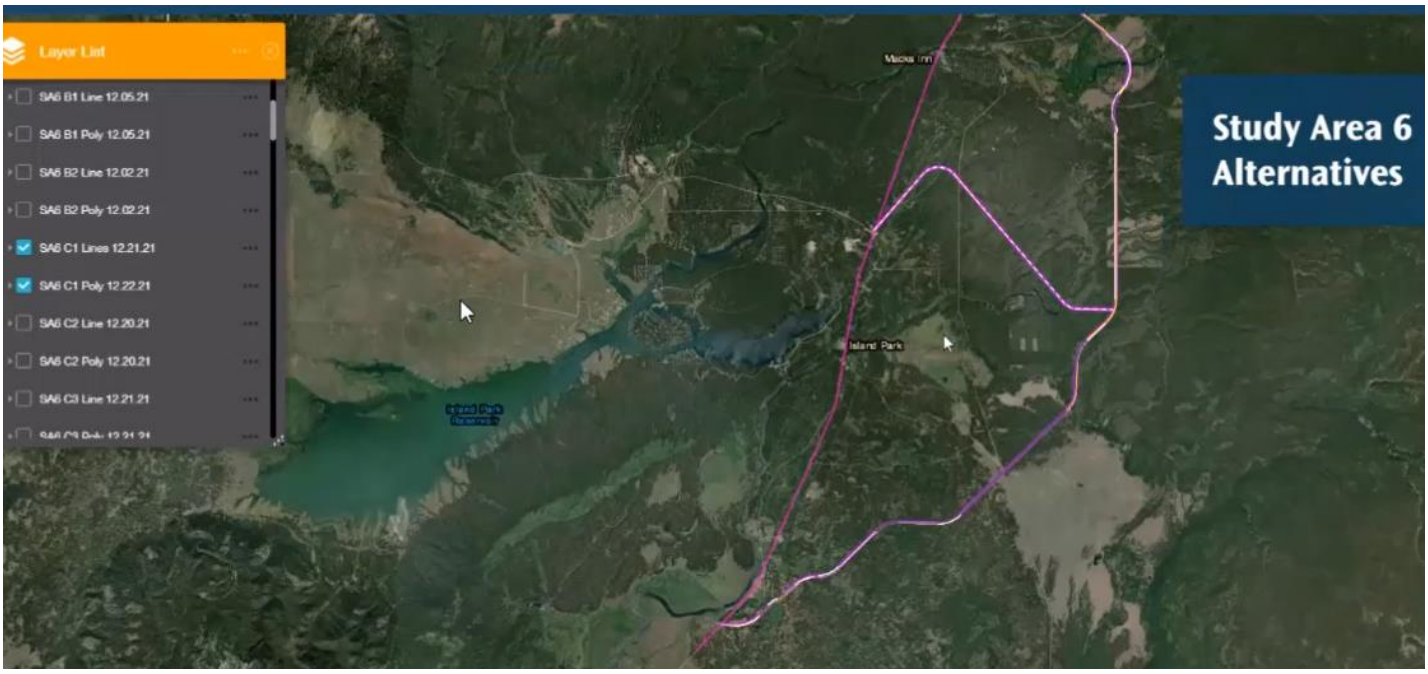
Alternative Overview Off alignment with the US-20, this new alignment is moving far away from the existing alignment to the east. This is an alternative that we looked at with our GIS route-finding tool and it was also a suggestion in a public meeting. Steering far to the east with the US-20 S. we take the existing US-20, wrap it around some of that populated area of Island Park. Connect that with another connector road so that people are driving through there still have access to Island Park or Mack's Inn but then you could still travel north and reconnect north of Sawtell. This would be a four-lane divided highway through that area as well as a four-lane section to tie in from the new US-20 alignment to where people could jump back into Island Park. This one is unique in that it is inclusive of Last Chance, Elk Creek, Mack's inn and the Sawtell area, it includes all of that defines study area 6. Existing US-20 would become a local low speed route. (No viable west route)

Discussion:

- Concerns with environmental Impacts
- Travel time increase
- Town cohesion
- Existing US-20 might be used for a short cut
- The most impactful off alignment design
- Meets P&N
- Safer
- From a general traffic standpoint, meets P&N with 2 lanes each direction

Environmental Impacts

Results of discussion: SA6- C1 does not move forward



SA6- C2

High Level Overview of Initial Screening Committee Responses:

Alternative Overview Frontage Road to the to the east to try control the access. It is not a divided highway through this area it would be basically a five-lane section.

Discussion:

- Town cohesion
- Snow removal and snow storage as shown between US-20 and the frontage road will be difficult.
- Meets P&N
- From a general traffic standpoint, meets P&N with 2 lanes each direction

Results of discussion: SA6- C2 moves forward – Snow Removal and Intersections must be considered further

SA6- C15

High Level Overview of Initial Screening Committee Responses: Low score for roundabouts

Alternative Overview: This one is we're looking at once again to help control or those access points. Four lanes on US-20 with a roundabout in town. Everything funnels to a single intersection. Would require a dual-lane roundabout.

Discussion:

- Roundabouts only work well with equal level of volumes all around. Unequal traffic demands on the legs would cause safety and intersection function concerns.
- Roundabouts have issue in a high snow area, salt is an environmental concern for the fish
- Roundabouts are a concern for freight vehicles

Results of discussion: SA6- C15 does not move forward

SA6- C18

High Level Overview of Initial Screening Committee Responses: Low score for roundabouts

Alternative Overview: C18 is similar to C15. Moved the roundabout a little farther to the north. Roundabouts were mentioned by the public. Possibly as a solution to help the skewed intersections.

Discussion:

- Roundabouts only work well with equal level of volumes all around. Unequal traffic demands on the legs would cause safety and intersection function concerns.
- Roundabouts have issue in a high snow area, salt is an environmental concern for the fish
- Roundabouts are a concern for freight vehicles

Results of discussion: SA6- C18 does not move forward

SA6- C19

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: At the public meeting, they were trying to really make that intersection a little farther north of last chance to kind of help that community to the to the West. They didn't suggest anything further to the South.

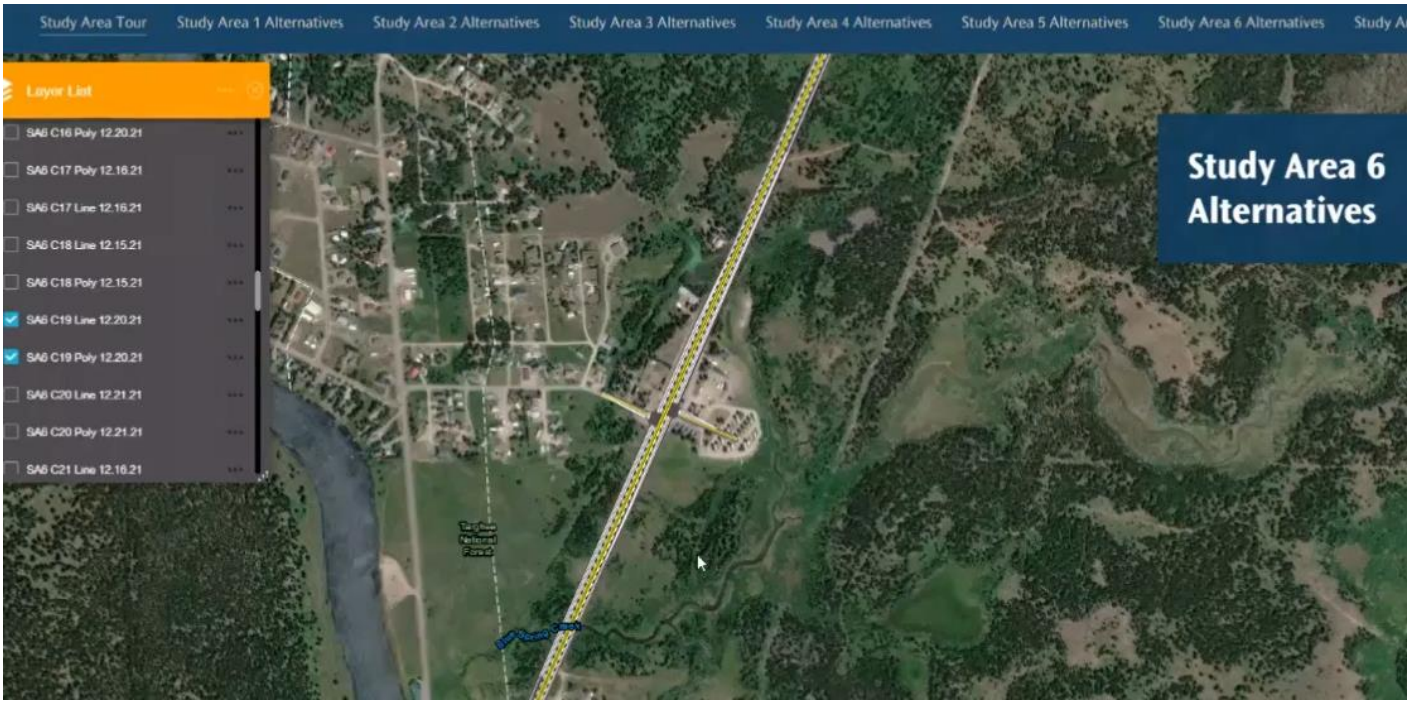
Discussion:

- **Off set intersections are a safety concern.**

Results of discussion: SA6-C19 Moves forward Integrated with A1 & C2

General discussion Summary of this area:

- Two lanes in each direction will improve intersections.
- Concerns about round abouts with imbalanced use
- Off set intersections are a safety concern.
- Type of Intersection is a design decision down the road
- No grade separated intersections suggested by the public (look at this option North and south)
- Examine potential frontage road on east and west.
- Environmental and operational challenge in this area.



Elk Creek Area:

SA6- C5

High Level Overview of Initial Screening Committee Responses: Mixed feedback; Not the lowest

Alternative Overview: The suggestion was to close the access at the intersection of A2 highway and potentially move and add 2 access points, one to the North, one to the South. Combine those roads and separate the access points with a little bit of space and then and then join them up so if people are moving through, if they come from that A2 highway they'd be able to turn right to crossover lanes and get into a turn bay and then make a left hand turn to come back to the gas station or the bank or a couple of those businesses there to the east.

Discussion:

- From a traffic standpoint driver will encounter multiple movements

Results of discussion: SA6- C5 moves forward with modifications or in combination due to frontage road connections

SA6- C8

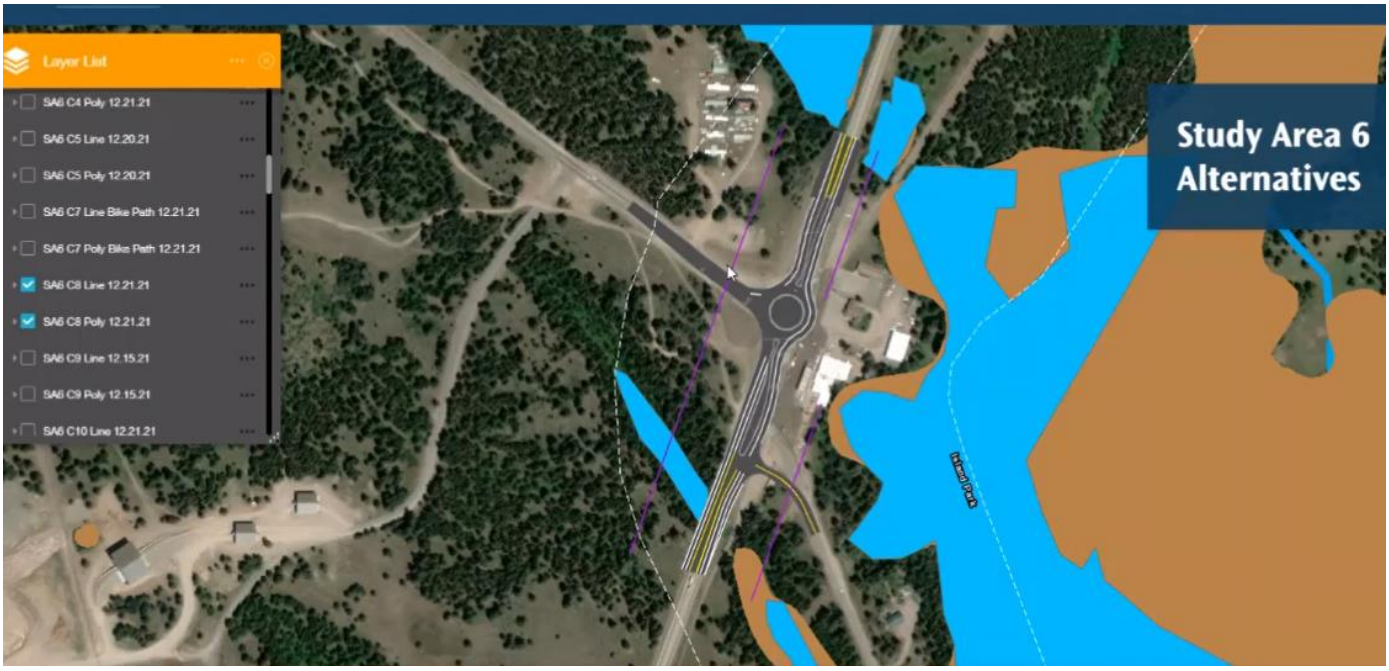
High Level Overview of Initial Screening Committee Responses: Low score

Alternative Overview: The public suggested putting a roundabout at the A2 highway and with a with an access point to the South. With Us-20 having two lanes each direction this would probably need to be a two-lane roundabout.

Discussion:

- Roundabouts work well with equal levels of volumes all legs. Unequal traffic demands on the legs would cause safety and intersection function concerns.
- Roundabouts have issue in a high snow area, salt is an environmental concern for the fish
- Roundabouts are a concern for freight vehicles

Results of discussion: SA6- C8 does not move forward



SA6- C13

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: The public as they suggested an interchange at the A2 highway. Realigning the A2 highway, shifting it to the South. A grade separated interchange with the potential access to the East so people could access the grocery store or the bank. Connect the frontage road with the other road that heads to the northeast direction.

Discussion: This alternative has potential of meeting the traffic needs.

Results of discussion: SA6- C13 moves forward

SA6- C16

High Level Overview of Initial Screening Committee Responses: Mixed to low

Alternative Overview: Very similar to C13. Looking at an interchange South of Elk's Creek and then connecting that with the frontage roads. So you've got a connection so that people that are going down to that A2 highway could make their way down into a more populated area of Highland Park. The interchange would probably be located somewhere in between that populated area of Island Park and where that gas station is. Also, would have a frontage Rd on the east side to connect. That frontage Rd for the most part, is there already it's the old original US-20

Discussion:

- Interchange too far away from Elk Creek

Results of discussion: SA6- C16 does not move forward but the frontage road concept does move forward for use with other solutions

SA6- C17

High Level Overview of Initial Screening Committee Responses: Low score (Scores dropped due to this not having two lanes in each direction)

Alternative Overview: This is one that was brought up in a public meeting that came in with some high detail. This is more a semi grade crossing here with the existing US-20. The drawing shows one lane in each direction going over the top and then the A2 highway going underneath the existing US-20. You would have an off-ramp deceleration lane off of US- 20 on the on the southbound side and then and then an on ramp on the north side. However, you would not have that on the east side but drivers could go underneath and access the local routes. There is an on ramp a little bit to the north an acceleration lane and a deceleration lane to the South to tie to the frontage Rd

Discussion:

- **Only one lane in each direction**
- **One lane will not meet the level of service**
- **Off ramps will not meet level of service**
- **There are similar solutions that will provide the two lanes in each direction needed for LOS**
- Less access points

Summary when using this suggestion in a solution going forward:
The genesis of a refined solution started with this stakeholder involvement, but to make the minimum threshold requirements we had to take the initial idea and meld it with the operational and safety requirements. Note concepts to move forward are the desire that this structure be low profile and have reduced speeds.

Results of discussion: SA6- C17 moves forward Contingent on an upgraded to two lanes in each direction for US-20

SA6- C21

High Level Overview of Initial Screening Committee Responses: Mixed reviews

Alternative Overview: The intersection is moved it a little further to the south trying to line up with the old US-20. Adding a signal there trying to provide access to stores and the bank.

Discussion:

- Signal rather than a grade separated interchange could impact the LOS negatively
- Grade separated is safer than a signal

Results of discussion: SA6- C21 moves forward contingent on the possibility of a grade separated intersection

SA6- C24

High Level Overview of Initial Screening Committee Responses:

Alternative Overview: C24 is like C21, but they were very specific that they didn't want a signal, just an at grade intersection. Shifting it to the South a bit too to avoid some of those businesses. Potentially adding some acceleration and deceleration lanes. (These lane would need to be longer than shown)

Discussion:

- **Multi-lane intersection with no signal does not meet the safety P&N**

Results of discussion: SA6- C24 does not move forward

SA6- C26

High Level Overview of Initial Screening Committee Responses: Low score

Alternative Overview C26 is very similar to C5. On this one they were very specific about one lane in each direction. There would also be a free running right.

Discussion:

- One lane in each direction will not meet the level of service
- The free right has proven to cause rear end accidents and has been removed from similar locations

Results of discussion: SA6- C26 does not move forward

SA6- C29

High Level Overview of Initial Screening Committee Responses:

Alternative Overview C29 similar other solutions. Slightly different location

Discussion:

Results of discussion: SA6- C29 moves forward for further comparison of location

Mack's Inn & Sawtell area:

SA6- B2

High Level Overview of Initial Screening Committee Responses: Mixed review

Alternative Overview: Couplet system. Northbound on US-20 alignment. Southbound depart with a couple of return connections. 2 lanes in each direction. Sketch from a public meeting

Discussion:

- Complex for drivers (endless loop)
- Safety concerns
- Returns are too close together
- Difficulties and safety concerns for EMS

Results of discussion: SA6- B2 does not move forward

SA6- C3

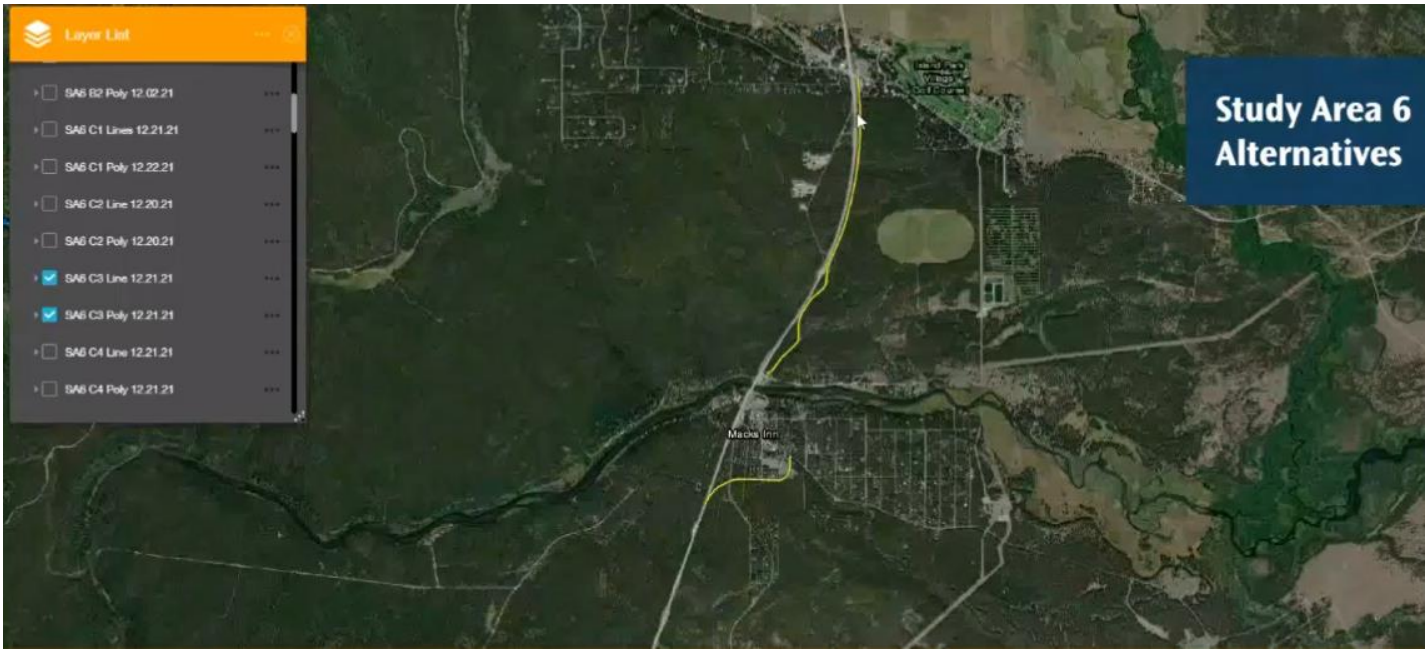
High Level Overview of Initial Screening Committee Responses: Mixed review (lower side)

Alternative Overview: C3 is to identify a frontage road and the idea with this one is that US-20 would maintain the current condition. Additionally, you would have a frontage road South of Mack's Inn that would connect to Big Springs loop and then join up another connection with the frontage road. It would just be an improvement through there. Makes a couple of connections.

Discussion:

- Doesn't meet the P&N but has some local road connections worth reviewing with other alternatives.

Results of discussion: SA6- C3 moves forward not as a standalone but to be combined with other alternatives to meet P&N possibly works well with C14



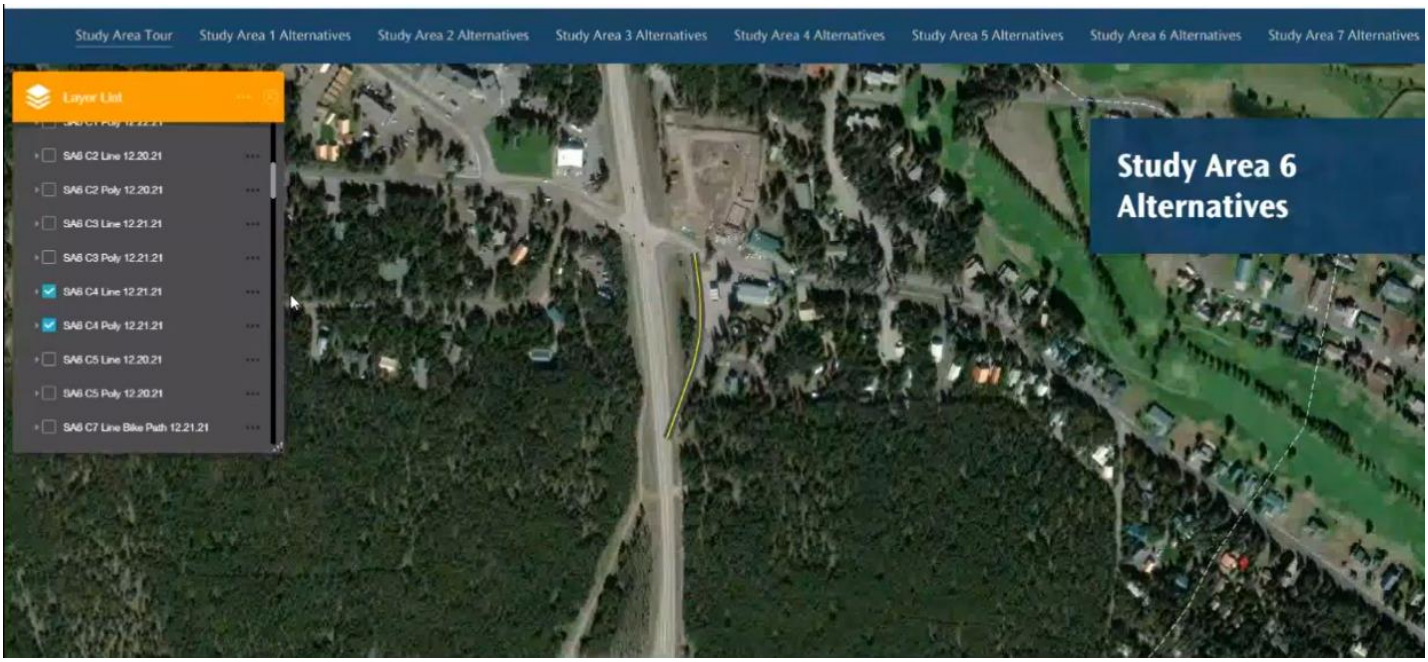
SA6- C4

High Level Overview of Initial Screening Committee Responses:

Alternative Overview: An attempt to get better access to the intersection

Discussion:

Results of discussion: SA6- C4 does not move forward moves forward not as a standalone alternative but may be considered as a concept to be combined with others.



SA6- C9

High Level Overview of Initial Screening Committee Responses: Low score for roundabout

Alternative Overview: A roundabout type of connection trying to connect some of these locals. If you if you look at the South side of the river, there is a bridge undercrossing. The idea with this one is that US-20 is raised up through here. There is a vertical component to this that's we really couldn't elaborate on this one, but there's a little white box just South of that of the river there that would be like a local pedestrian bridge for pedestrians or vehicles, or ATVs could access either side of US-20.

Discussion:

- Driver expectancy issues
- Safety
- Imbalanced flow into the roundabout doesn't function effectively

Results of discussion: SA6- C9 does not move forward

SA6-C10

High Level Overview of Initial Screening Committee Responses: Low score for roundabout

Alternative Overview: A suggested roundabout north at Sawtell

Discussion:

- Driver expectancy issues
- Safety
- Imbalanced flow into the roundabout doesn't function effectively

Results of discussion: SA6- C10 does not move forward

SA6-C12

High Level Overview of Initial Screening Committee Responses: Mixed review

Alternative Overview: The is an elaborate solution created by a local resident. The idea here is to take US-20 as soon as you're coming into Mack's Inn and come down with the profile. Suggested to keep that level and you'll have a high bridge that goes through the town across the river and then as you as you get across the river the grade starts to come back up. With that you would have a connection with a frontage road that would go underneath that structure and tie those two local roads together. On the South you would have another crossing underneath those structures and to tie the local roads to the South. Additionally, there is an off ramp and on ramp south of Mack's Inn. In essence this would be US-20 over the top and the frontage roads would connect below US-20. Three crossings underneath the main bridge. If you look at the river you would have the middle bridge, which would be tall and then the two other shorter bridges.

Discussion:

- It does meet the P&N criteria
- Effectively accommodates the traffic movements in the area.
- This will change the local aesthetic by virtue of its complexity (continue to evaluate this design along with less intrusive solutions that also meet the P&N)
- There may be significant impacts to resources for construction

Results of discussion: SA6- C4 moves forward

SA6-C14

High Level Overview of Initial Screening Committee Responses: High Score

Alternative Overview: Interchange to the to the West of Mack's Inn. There are some cabins or something there shifting everything to the west with an interchange and then a connection to the locals there. This one potentially could be combined then with the C3.

Discussion:

Results of discussion: SA6- C14 moves forward consider combining with C3

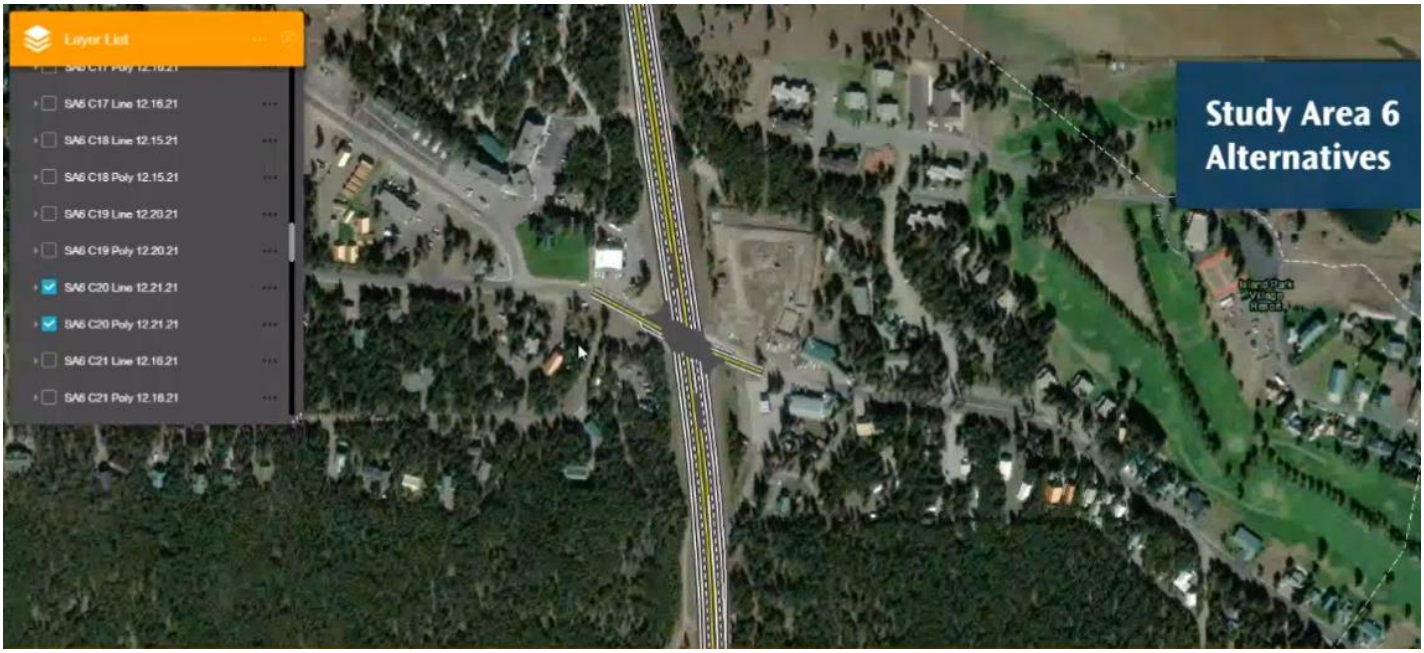
SA6-C20

High Level Overview of Initial Screening Committee Responses: Mostly Positive

Alternative Overview: C-20 is up closer to Sawtelle. At grade intersection with acceleration and deceleration lanes. They didn't specify signalized or unsignalized. Using the same logic, as we did at Elk Creek this intersection would need to be signalized to make it as safe as possible.

Discussion:

Results of discussion: SA6- C20 moves forward combining with C23 and C28



SA6-C22

High Level Overview of Initial Screening Committee Responses: Mixed reviews

Alternative Overview: Signalized intersection at Mack's Inn

Discussion:

Results of discussion: SA6- C20 moves forward in consideration of "future action" (frontage roads)

SA6-C23

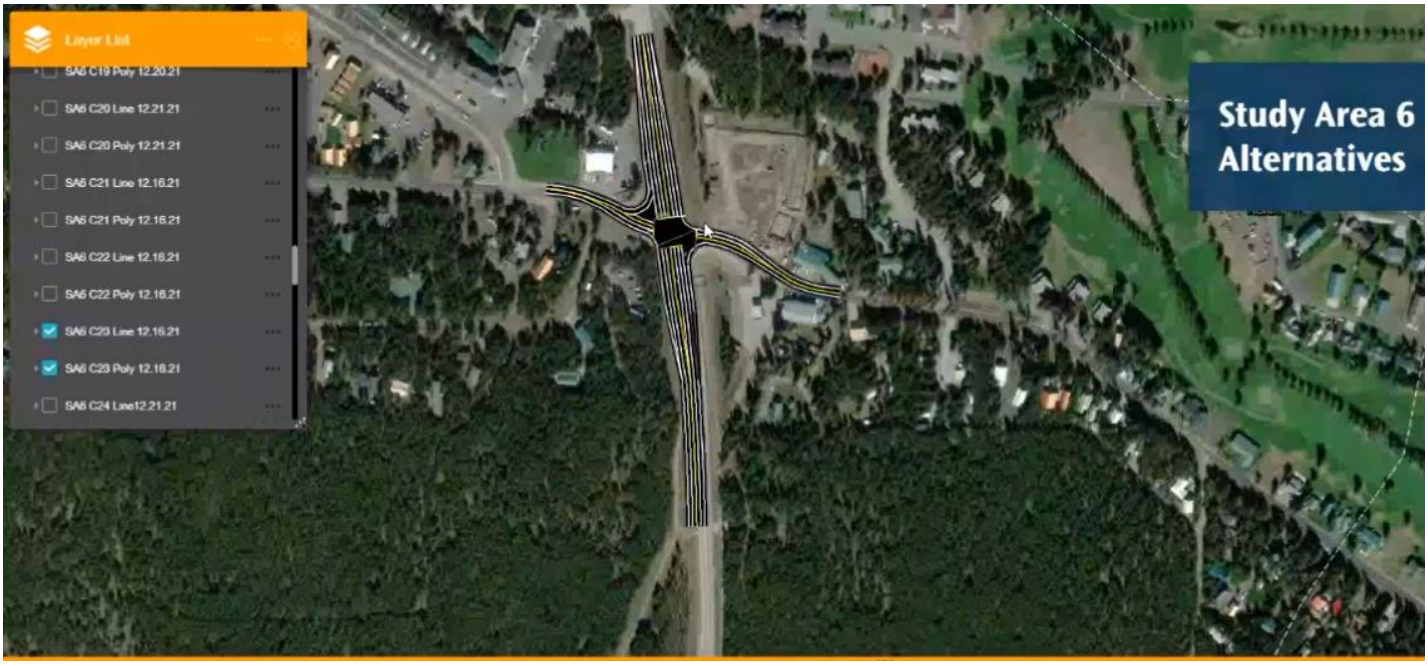
High Level Overview of Initial Screening Committee Responses: Mixed reviews

Alternative Overview: Intersections at Sawtell

Discussion:

- Combine with C20 and 28
- Traffic signal a requirement of the alternative as shown

Results of discussion: SA6- C23 moves forward combining with C20 and C28



SA6-C25

High Level Overview of Initial Screening Committee Responses: Mixed review

Alternative Overview: Two grade separated interchanges one north of Sawtell and one south of Sawtell (from a public meeting)

Discussion:

- Does meet the P&N
- Possible environmental impact
- Interchanges are close together and may cause weaving issues

Results of discussion: SA6- C25 moves forward to take a closer look at the geometry and/or possible combination

SA6-C27

High Level Overview of Initial Screening Committee Responses: Low score for Roundabout

Alternative Overview: Roundabout north of Sawtell. Two lanes North and south and single lanes east and west.

Discussion:

- Driver expectancy issues
- Safety
- Imbalanced flow for a roundabout
- Traffic backing up causes an increase of rear end crashes
- High wind area - snow drifting – visibility issues

Results of discussion: SA6- C27 does not move forward

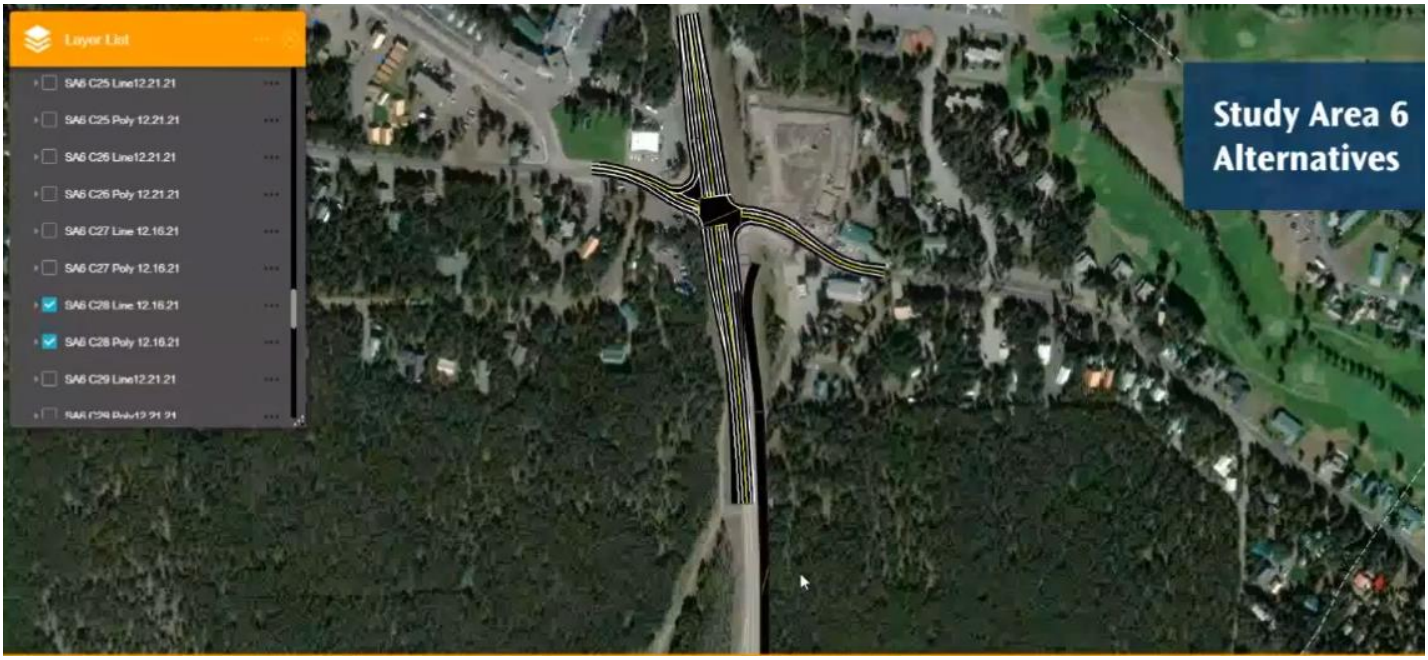
SA6-C28

High Level Overview of Initial Screening Committee Responses: Mixed review

Alternative Overview: Similar to C23 and C20 but this one has a frontage road between this intersection and Mack's Inn

Discussion:

Results of discussion: SA6- C28 moves forward combining with C20 and C23



SA6-C7

High Level Overview of Initial Screening Committee Responses: Mixed review (mostly positive)

Alternative Overview: Somebody spent some time at a public meeting to make sure that they really drew up and they were specific needs for the recreational vehicle crossings and trails. We just put dots on where potential crossings would be. We are anticipating those would be grade separated crossings, but they wouldn't have a clearance like an interchange The clearance would be lower. We drew this up separately with the intension that it would combine with other alternatives as we're moving forward and cover the recreation vehicle needs and the bike and ped needs.

Discussion:

- Meets the Multi use P&N
- Meets the safety P&N
- Meets the pedestrian and bike needs
- How much responsibility does the project have in respect to recreation connections (further discussion needed)

Results of discussion: SA6- C7 moves forward combining with alternatives to meet ATV, ped and bike needs

SA6-A1 & B1

High Level Overview of Initial Screening Committee Responses:

Alternative Overview:

- **SA6-A1: On alignment 2 lanes each direction; the existing road is in between the proposed road**
- **SA6-B1: On alignment 2 lanes each direction; the NB lane is on the existing road the southbound lane is shifted West**

Discussion:

Results of discussion: SA6- A1 & B1 move forward to be used in combination with other alternatives.

Next Steps:

- Level 2 screening will happen late March/early April
- Present the findings of the Level 2 in late April/early May
- Level 3 screening with those findings in late May/ early June
- Finalize the PEL in late July/early August