

Three Cities River Crossing

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 ACHD Public Hearing • February 13, 2008 • Plantation Shopping Center • 6740 Glenwood St.



Project Purpose & Need

The purpose of this project is to increase travel capacity across the Boise River and link the intersections of State Highway 55 and State Street (SH-44) to Chinden Boulevard (U.S. 20/26) between Glenwood Street and Eagle Road.

This project is needed to help accommodate future demand for travel across the Boise River. It will also relieve congestion at the existing Eagle Road and Glenwood Street Boise River crossings.

Your Comments

Verbal

A hearing officer is available tonight to individually record testimony.

Written

- Leave at front table
- Return to ACHD in envelope provided
- E-mail: projects@achd.ada.id.us
- Fax: 208-345-7650

Comments must be postmarked by March 3, 2008.

For More Information

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Frequently Asked Questions

When did this study begin?

The Three Cities River Crossing project began in 2004.

ENVIRONMENTAL IMPACT STATEMENT

What is an Environmental Impact Statement (EIS)?

An EIS is a document that defines the purpose and need of the project, shows how the project was developed, considers the range of alternatives and analyzes the impacts to the human and natural environment (effect on traffic, land use, wetlands, wildlife, etc.).

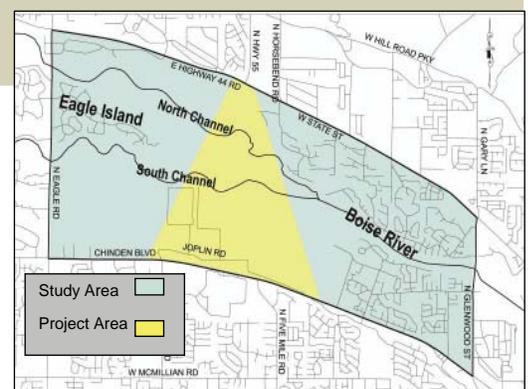
ACHD has prepared a Draft (EIS), which we are seeking comments on tonight. After receiving and addressing public comments, a Final EIS will be prepared.

Why is an EIS necessary?

- The Federal Highway Administration (FHWA) requires an EIS for this project because it involves building a road on a new alignment and investigating the environmental impacts of crossing the Boise River and associated flood plain.
- Federal funding and permits require adherence to The National Environmental Policy Act (NEPA).

NEPA requires that ACHD consider all reasonable alternatives for meeting the project purpose and need, while considering impacts to the natural and human environment. For the Draft EIS, ACHD incorporated the ideas from past studies and updated information as necessary.

Figure 4-1. Study Area and Project Area



What is the estimated construction date?

Construction is expected to begin by 2015 but is dependent upon future funding. Before the project can be built, ACHD must:

- Complete the EIS and a Record of Decision and have it approved by FHWA
- Secure funding
- Acquire right-of-way
- Complete the design and obtain required permits

Where will the funding come from?

ACHD is seeking federal funds and considering innovative funding options to finance construction of the project.

How much will this project cost?

The project is anticipated to cost between \$57 million and \$77 million in today's dollars. The expense is related to:

- Land purchases (right-of-way)
- Building two bridges over the north and south channels of the Boise River
- Constructing new roadways

Who will make the final decision on the recommended preferred alternative and river crossings?

While ACHD recommends Alternative 6 as the preferred alternative and will eventually make a recommendation on the east or west river crossing option, a final decision on the preferred alternative and the east/west river crossing will be made by FHWA following the completion of the Final EIS.

At this point in time, FHWA has approved the Draft EIS and its recommendations.

If the project is delayed, will ACHD have to re-do the EIS?

As long as the information and conclusions remain valid, an EIS is not invalidated simply because of age.

After five years, the EIS will need to be re-examined to see if there have been any changes –e.g. a newly listed endangered species in the area. This could involve a document with the updates and a written conclusion that the EIS is still valid.

If there have been substantial changes or new information that affects the proposed action, a supplemental EIS may be necessary.

Is the long-range plan to connect this new river crossing roadway to I-84?

There are no plans for connecting this proposed river crossing to I-84.

What happens after the public hearing?

March 3, 2008

ACHD begins reviewing all testimony

Summer 2008

Project team responds to testimony; ACHD incorporates response to testimony and submits the Final EIS to FHWA

Late 2008

ACHD posts FHWA's findings at www.achd.ada.id.us

2009

ACHD begins the design and right-of-way process

How did the recommended preferred alternative get chosen?

The screening process looked at environmental impacts, the project purpose and need, and traffic benefits. Five build alternatives and one No Build were evaluated. Alternative 6, the recommended preferred alternative, provides the greatest benefit in meeting the purpose and need, and provides a more even distribution of traffic south of Chinden Boulevard.

ENVIRONMENT



What are the impacts to river recreationalists?

Impacts to recreationalists should be minimal as the bridge design does not have piers or supports in the river.

What will be done about noise?

- No permanent noise abatement is proposed for the project. Noise studies indicate that impacts are similar to the No Build Alternative.
- During construction, ACHD will use several methods to reduce noise. These are summarized in Chapter 7 of the Draft EIS.

How will the new bridge affect Eagle Island?

The bridge and road will cross Eagle Island, but the recommended preferred alternative does not include direct access to Eagle Island for motorists. While the bridge and roadway will be visible from Eagle Island, an important goal in the design is to have a bridge that blends into the landscape as much as possible.

Will there be greenbelt access?

Yes. The project includes a combination pedestrian/bike path on one side of the roadway and a sidewalk on the other side of the road. Transitions from the bridges would allow pedestrians and bicyclists to access the Greenbelt system.

TRAFFIC

What are the projected traffic volumes for this new roadway?

The new roadway is expected to carry between 45,000 and 51,000 vehicles per day in 2035.

How will this road affect Glenwood Street and Eagle Road river crossings?

The proposed action results in a traffic decrease of 25 percent on Glenwood Street and 17 percent on Eagle Road in the project area.

How will the roadway affect surrounding neighborhoods?

The roadway alignment does not go directly through or displace any neighborhoods. The primary effects of the project would be more even distribution of traffic south of Chinden Blvd. Neighborhoods off State Street would possibly see a minimal increase in noise associated with the roadway.