
DEWEY ROAD CORRIDOR STUDY

**PUBLIC OPEN HOUSE
FEBRUARY 1, 2007**



Purpose of Study

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To evaluate feasible alignment options for future preservation, evaluate environmental effects and identify design strategies.

The Project includes:

- Environmental review
- Development of a travel forecast model
- Traffic Study
- Roadway alignment options
- Roadway footprint options



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Results of Stakeholder Outreach

Stakeholder Interviews were conducted in August and September 2006. A total of 14 interviews were conducted with 55 people. The following is a summary of their responses:

- **Thoughts about Connectivity**
 - ❑ Supports Economic Growth
 - ❑ More Direct Access
 - ❑ Better Access from Emmett to I-84
 - ❑ Relieves Pressure from SH 52 to Emmett
 - ❑ There is a Need, but not Dewey Road
- **Who Would Benefit?**
 - ❑ Commerce & Industry
 - ❑ Residents in the Area
 - ❑ Economic Development
- **When is the Road Needed?**
 - ❑ 5-10 Years
- **Aware of Dewey Road Extension?**
 - ❑ Yes
 - ❑ Property Owners at West end of Corridor were not Aware
- **Most Important Issues**
 - ❑ Lack of Funding; Cost
 - ❑ Environmental
 - ❑ Induced Growth
 - ❑ Timely Corridor Improvements
 - ❑ Preserve Agriculture
 - ❑ Crossing BLM Land
 - ❑ Adequate ROW for Future Needs
- **Desirable Study Outcome?**
 - ❑ Defined Alignment
 - ❑ Cost
 - ❑ Preserve Right-of-way

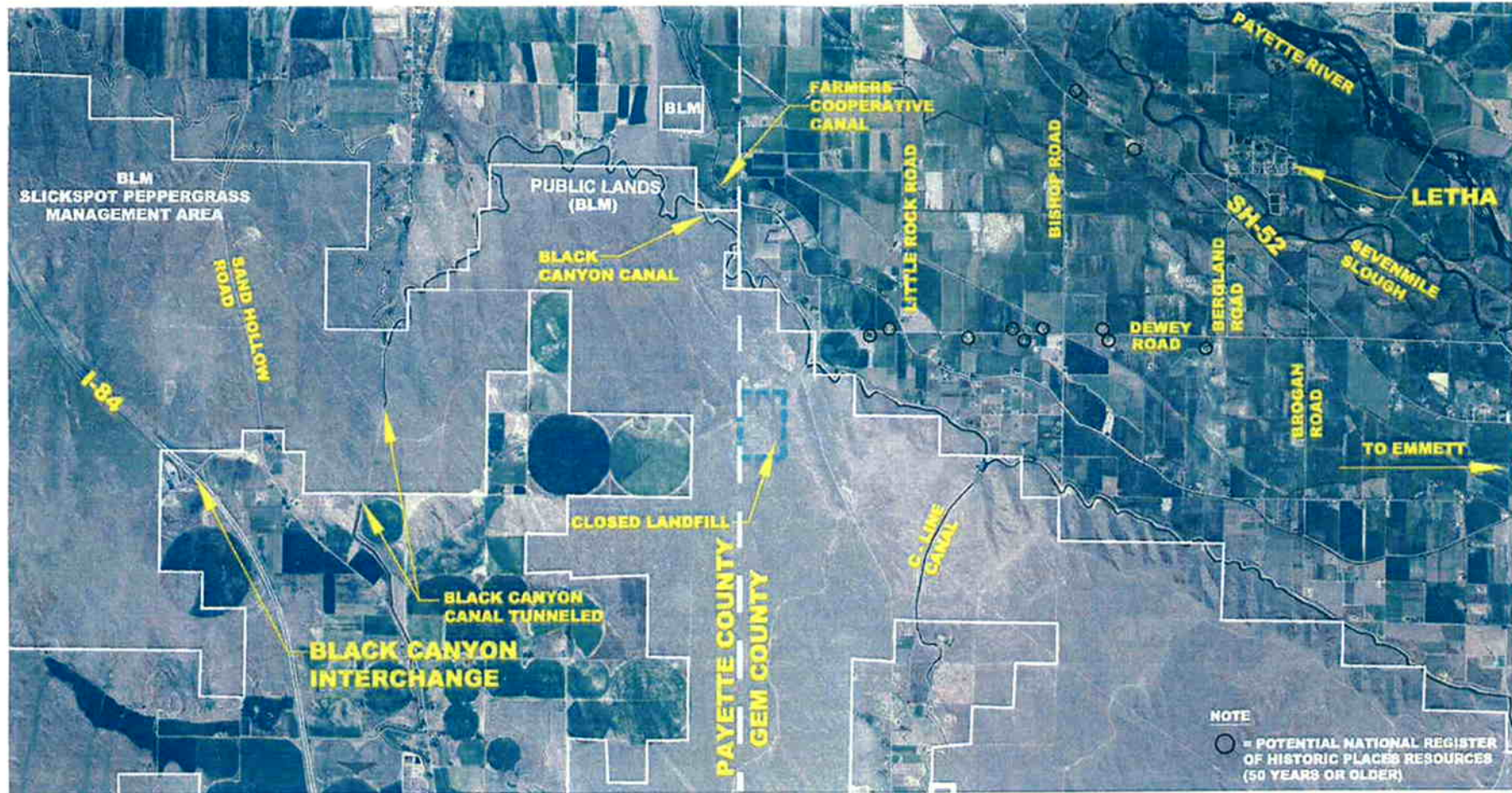


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Environmental Features



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Project Goals

- Maintain acceptable travel time
- Minimize impacts to existing structures
- Support economic development
- Minimize divisions of private agricultural land
- Minimize impacts to BLM land
- Provide transportation improvements at a reasonable cost
- Minimize environmental impacts

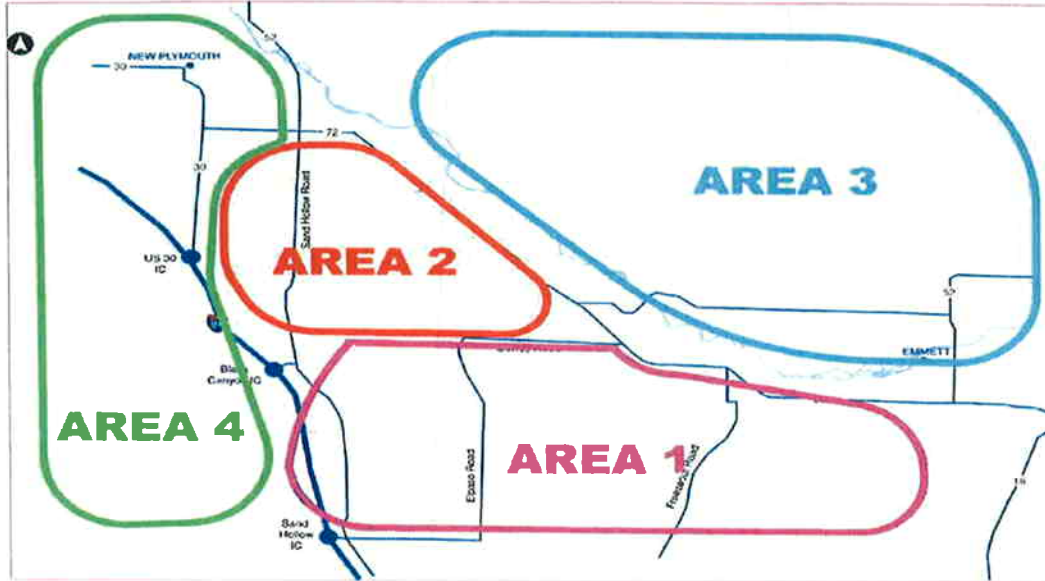


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Summary of Growth



	2002			2030		
	Pop	Jobs	Trips	Pop	Jobs	Trips
Area 1	5,607	507	12,319	11,630	2,500	26,881
S of Dewey				107.4%	393.1%	118.2%
Area 2	2,221	92	4,936	3,396	186	9,518
N of Dewey				52.9%	102.2%	92.8%
Area 3	14,227	2,829	29,828	24,891	4,271	52,840
N of SH 52				75.0%	51.0%	77.1%
Area 4	9,378	1,879	25,508	35,976	3,469	40,775
W of I-84				283.6%	84.6%	59.9%
Total	31,433	5,307	72,591	75,893	10,426	130,014
				141.4%	96.5%	79.1%



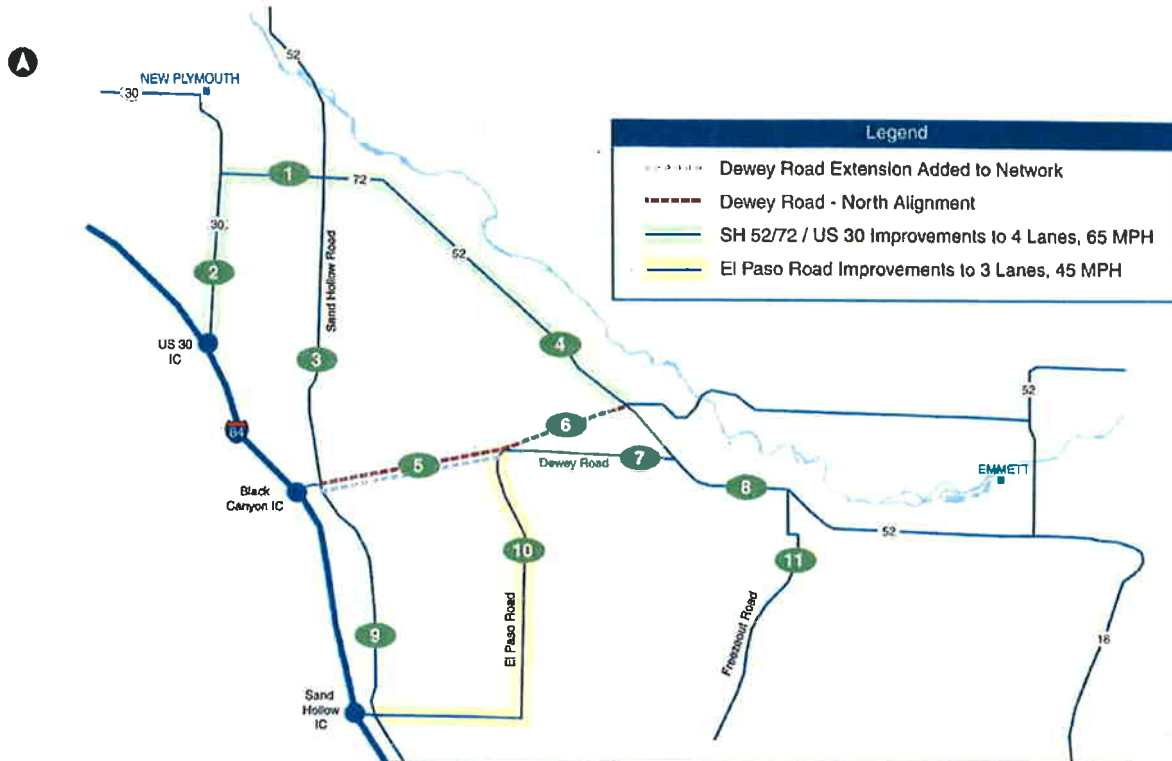
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Traffic Model Study Results:

Estimated Average Daily Traffic



Roadway System Description	2006		Future 2030				
	Alternatives		A	B	C	D	E
	Existing Roadway System	Extend Dewey Road	Existing Roadway System	Extend Dewey Road	Extend Dewey Rd, Connect to SH 52	Improved SH 52/72 US 30	Improved El Paso Road
Roadway	Estimated Average Daily Traffic						
1 - SH 72	3,600	2,500	10,100	9,600	8,800	14,800	9,800
2 - US 30	2,800	2,300	11,300	10,700	11,800	15,700	11,100
3 - Sand Hollow Rd	4,700	4,400	12,900	13,000	12,100	10,400	13,100
4 - SH 52	3,800	2,300	6,600	5,900	5,100	8,500	6,600
5 - Dewey Rd Extension	-	6,300	-	11,500	12,200	-	-
6 - North Alignment	-	-	-	-	9,000	-	-
7 - Dewey Road	200	5,400	5,000	10,600	1,600	3,700	7,500
8 - SH 52	11,100	10,100	15,100	15,400	14,700	15,200	15,300
9 - Sand Hollow Rd	500	500	4,200	10,100	10,300	3,900	5,200
10 - El Paso Road	600	-	6,200	-	-	4,900	9,000
11 - Freezeout Rd	2,700	700	4,400	1,600	2,100	4,400	2,300

Alternatives D and E Exclude Extension of Dewey Road

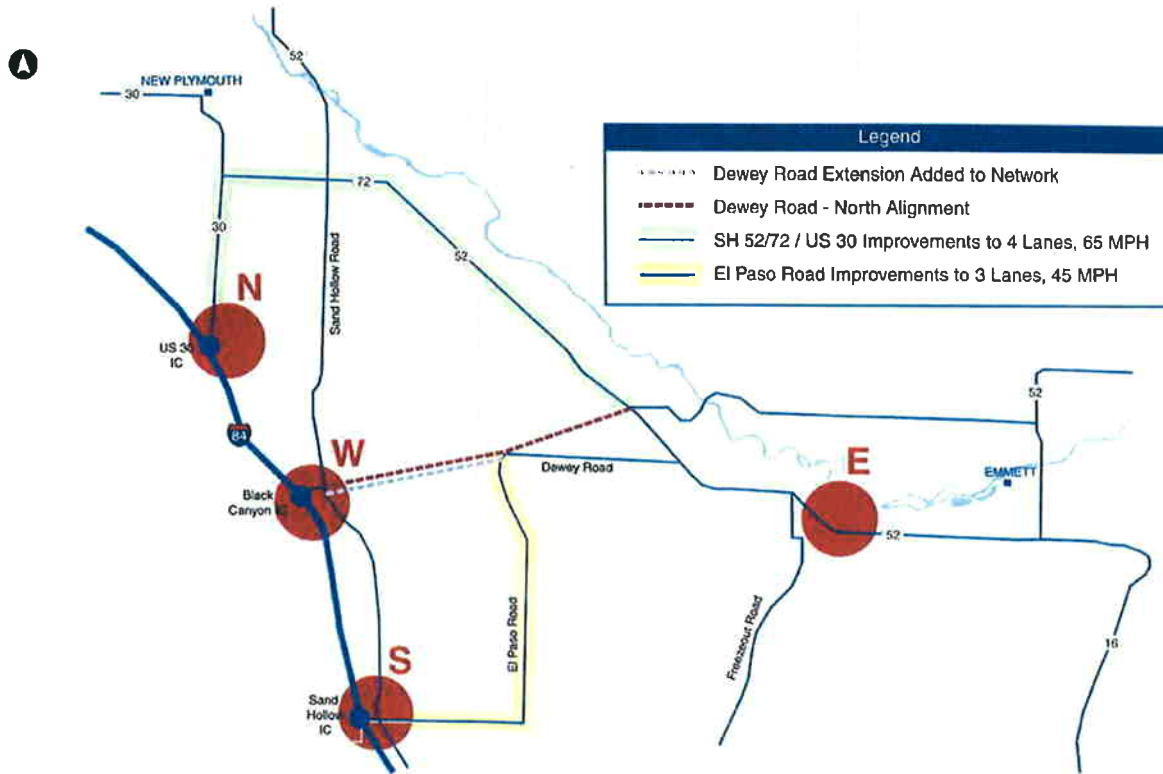


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Traffic Model Study Results: Point to Point Travel Times



Roadway System Description	2006		Future 2030				
	Existing Roadway System	Extend Dewey Road	A	B	C	D	E
Route	Point to Point Travel Time (Minutes)						
Northern - N to E	17.0	15.6	17.0	15.7	16.4	15.5	17.0
Central - W to E	19.4	12.1	20.4	12.4	13.0	18.6	20.4
Southern - S to E	20.6	16.0	20.3	16.0	16.6	20.3	17.8

Alternatives D and E Exclude Extension of Dewey Road

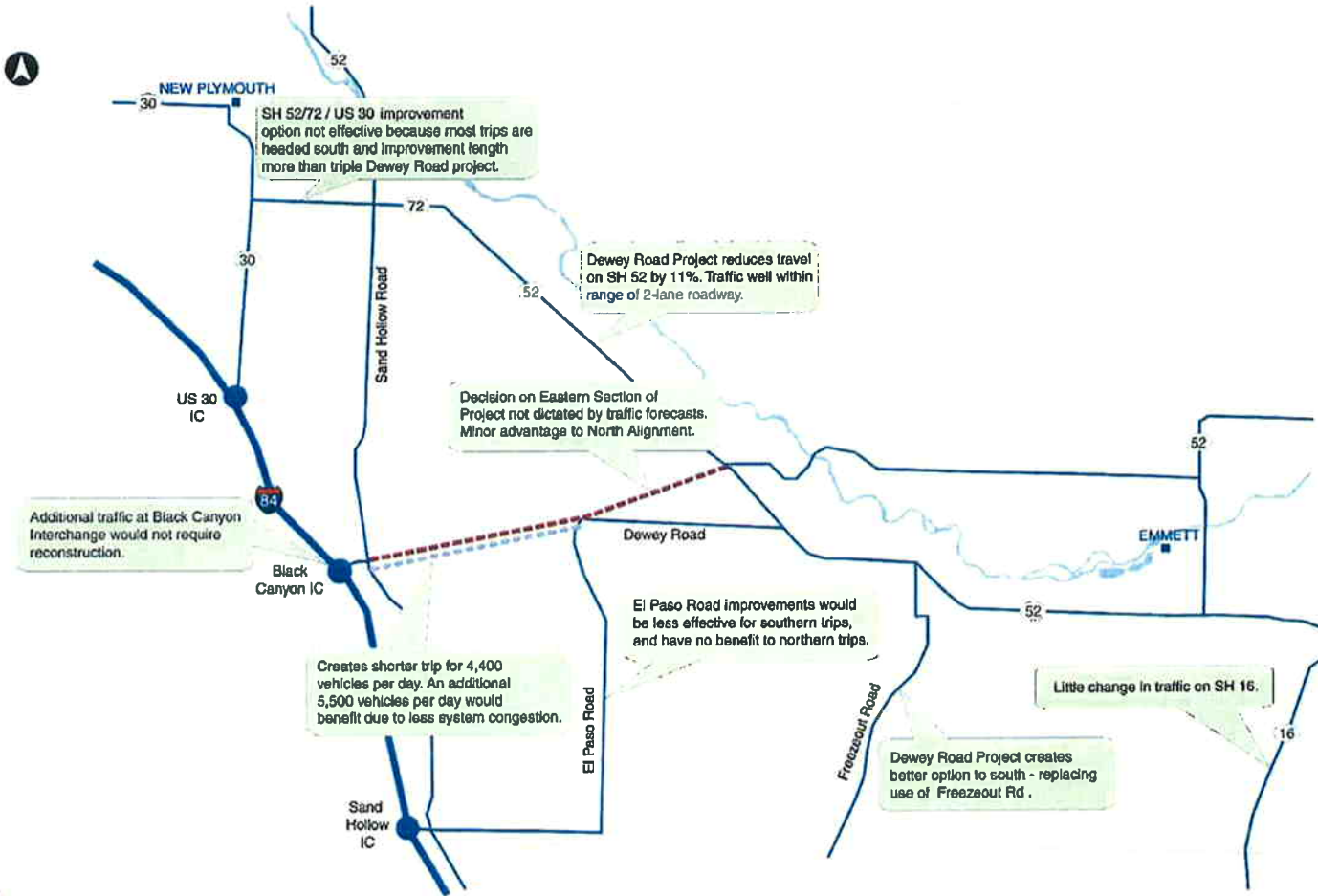


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Traffic Model Studies Comments and Conclusions

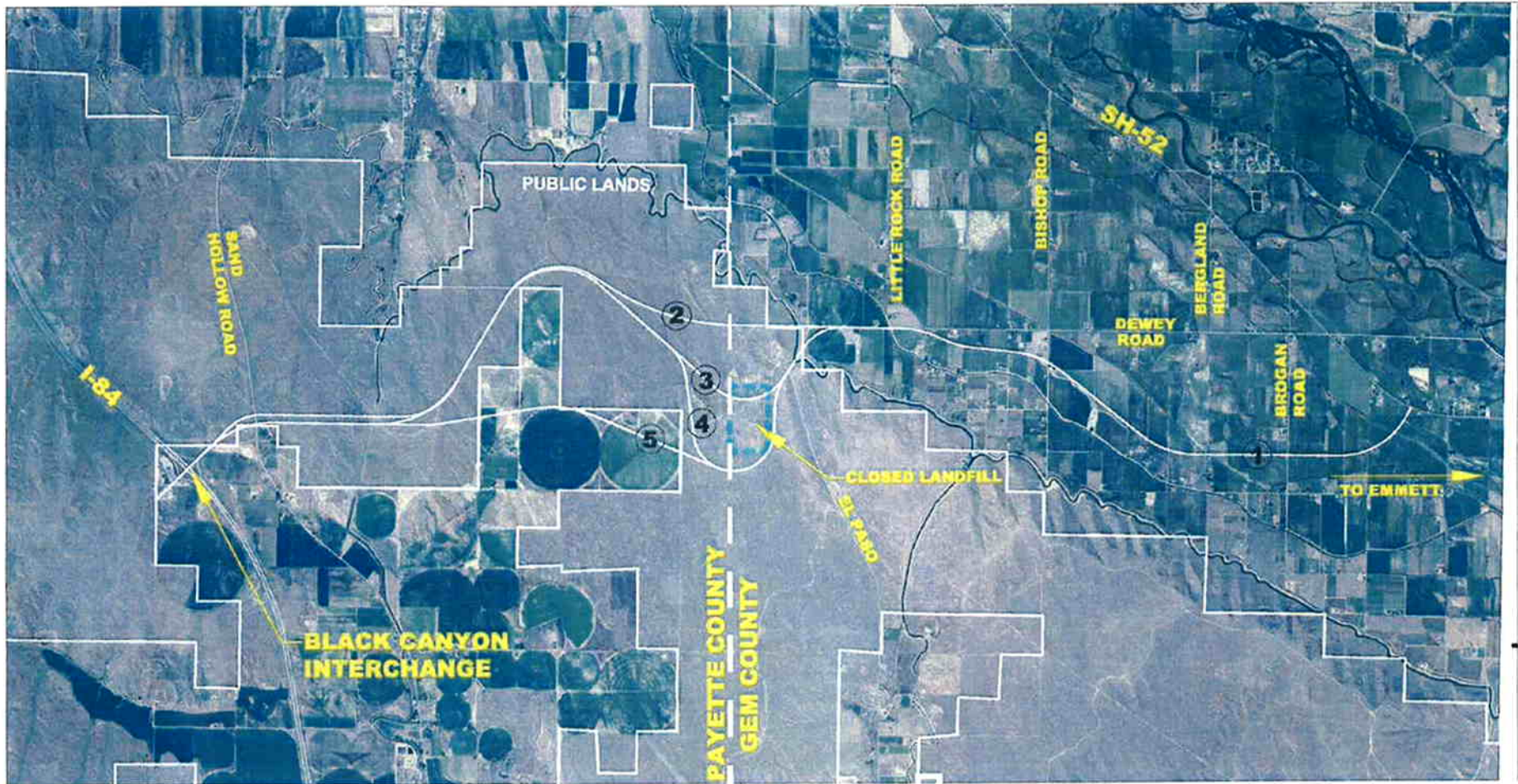


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Discarded Road Alignment Connection Options



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Reasons for Discarding Connection Options

CONNECTION OPTION	REASON FOR DISCARDING
Option 1 - Connection South of Dewey Road	<ul style="list-style-type: none"> * Impacts to multiple property owners * Low traffic volumes * Poor connection on curve at SH 52 * Division of agricultural land * High cost due to longer length * Less direct connection
Option 2 - Direct Connection West Across Canal	<ul style="list-style-type: none"> * Extremely high cuts and fills * Impacts to property owners east of canal * Highest construction costs * Less direct connection
Option 3 - Connection Avoiding Private Lands	<ul style="list-style-type: none"> * High cuts and fills * Additional road length, indirect connection * Impact to BLM land * Difficult to achieve 45 MPH design speed
Option 4 - Connection Avoiding Private Lands and Land Fill	<ul style="list-style-type: none"> * High cuts and fills * Significant out of direction travel * Safety concerns due to tight curves * Very high construction costs * Can not achieve 45 MPH design speed
Option 5 - Connection to Minimize Impact to Public Land and Land Fill	<ul style="list-style-type: none"> * High impact to public/private agriculture * Can not achieve 45 MPH design speed * Out of direction travel



Final Road Alignment Alternatives



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What's Next?

- Incorporate public comments
- Select final range of alternatives
- Analyze alternatives
- Send newsletter to workshop participants
- Select recommended alternative
- Prepare draft report
- Submit final report
- Transmit to local governments for adoption (Summer 2007)



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