

OBJECTID *	Comments	Topic	Lead agency	Response
4402	We need access control within about 1000 feet of the ramps so as not to have another Chubbuck Road or Pocatello Creek fiasco with heavy accesses within a short distance of the ramp terminals.	Access control	ITD, Chubbuck, Pocatello	ITD will be following the ITD Design Manual. The standard is access control to 300' measured from the radius point at the ramp to the first public road intersection. This is also the Standard in the AASHTO policy on design Standards for the Interstate System. The connector roads beyond ITD-owned right-of-way will be the responsibility of the jurisdictions (city, county) that oversee those roads.
4805	Widen Chubbuck Road to Hiline. Need more cross interstate connectivity/capacity. Pocatello Creek IC runs poorly because it is only one of two ways into Highland across the Interstate.	I-15 connection with local roads	ITD, Chubbuck, Pocatello	ITD will not be addressing Chubbuck Road with the Siphon IC project. A future project that will be replacing structures in the I-15/I-86 system interchange will be looking at Chubbuck Road. That project is projected to built in 2022.
20807	How will the design address handling the boost in stormwater runoff?	Stormwater	ITD, Chubbuck, Pocatello	Stormwater management will be handled through compliance with the current state and local design standards.
4009	Acquire Right of Way for wide roads, even if not building. Take a Cue from Boise, Protect Higher speed corridors with Access control. Quite letting the Developers run amok in Pocatello. Good Access control brings good things.	Access control	ITD, Chubbuck, Pocatello	ITD will aquire the right-of-way to construct the interchange along the I-15 mainline. The connector roads beyond ITD-owned right-of-way will be the responsibility of the jurisdictions (city, county) that oversee those roads.
4808	Acquire the appropriate Right way for future expansion of the IC as the projected 20,000 acres of development will be expensive to acquire then versus now.	Access control	ITD, Chubbuck, Pocatello	ITD will aquire the right-of-way to construct the interchange along the I-15 mainline. The connector roads beyond ITD-owned right-of-way will be the responsibility of the jurisdictions (city, county) that oversee those roads.

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401	I love the idea of the interchange being built there. Not too keen on the roundabouts. We still have people around here that are clueless about how to drive through those.	Design	ITD	Options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange.
1602	This long overdue project would benefit the growth of the community tremendously. However, the addition of roundabouts could potentially cause more accidents. Exiting the freeway at highway speeds onto a roundabout is a poor design idea.	Design	ITD	Options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructability and cost.
2801	I'm excited for this interchange as it's long overdue but I'm not a fan of the round-a-bouts. I think it will cause issues for semi trucks/large vehicles.	Design	ITD	Options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange. Designing for use by semi-trucks and other large and freight vehicles has been identified as one of the design objectives for the project.
3201	This interchange is desperately long overdue. If round about were to be used, I suggest single lane versus double lanes. The round about by Dick's Sporting has people so confused. People can't grasp them. More in favor of a diverging diamond concept.	Design	ITD	If the roundabout design is chosen both the single lane and double lane options will be evaluated. Various types of interchanges will be explored during the design process, including single point and diverging diamond designs. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructability and cost.

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4804	Would like to see a Single Point Urban Interchange here. Okay with Diverging Diamond as long as there are no real close interesections and left turns and three lanes with middle being a thru/left.	Design	ITD	Various types of interchanges will be explored during the design process, including single point and diverging diamond designs. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructabililty and cost. For access control, ITD will be following the ITD Design Manual. The standard is access control to 300' measured from the radius point at the ramp to the public road intersection.
5202	I think the diamond interchange is a better option.	Design	ITD	Other options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructability and cost.
5206	procure right of way for 5 lanes and the appropriate ped/bike facilities.	Design	ITD	ITD will aquire the right-of-way to construct the interchange along the I-15 mainline. The connector roads beyond ITD-owned right-of-way will be the responsibility of the jurisdictions (city, county) that oversee those roads. Ped/Bike facilities have been identified as one of the design objectives for the IC project.

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7205	The use of traffic circles on this project is not a good idea. I predict that if this is used as heavily as forecasted, you will experience traffic backup at the traffic circles.	Design	ITD	Options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructability and cost.
8405	Why would you put in a roundabout when people already have issues navigating them?	Design	ITD	Options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructability and cost.
9205	I think this will be a great project for all of Chubbuck. I don't mind single lane roundabouts. I am concerned about the public's collective ability to navigate a two (or multi)- lane roundabout.	Design	ITD	Options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange.
11208	Heavy WB to SB turns will occur at al the intersections in the AM, with the reverse happening in the PM. Design for those <u>movements</u> .	Design	ITD	Traffic volume projections will be used to develop the interchange design.
11607	I commute I-15 from Idaho Falls to Pocatello every day, and this is a great idea to relieve congestion in the area. I applaud the rotaries, but signage will be extremely important as drivers learn to navigate them.	Design	ITD	If the roundabout design is chosen, signage will certainly be part of the design, and will play an important part in helping people navigate the interchange.

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12005	If traffic flow is a concern I would recommend a diamond like Chubbuck road rather than a roundabout on either side. No one seems to drive them correctly. I don't want to see that close of access to the on and off ramp which is what a roundabout gives	Design	ITD	Options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange. For access control, ITD will be following the ITD Design Manual. The standard is access control to 300' measured from the radius point at the ramp to the first public road intersection.
12805	What is the traffic capacity of a roundabout? Single versus two lane?	Design	ITD	Based off research from the Federal Highways Administration (NCHRP 672), a single lane roundabout can handle <25,000 vehicles a day while a multi-lane roundabout can handle <45,000 vehicles a day. This is based upon a diameter of 90-180 feet for a single lane and 150-300 feet for a double lane. The entry speeds can also affect the capacity as well. Higher speed roundabouts tend to have a higher capacity however, these tend to be very large in size (up to 300 in diameter for the center circle).
15205	I'm excited to see what this will do for growing Pocatello and Chubbuck. Maybe there should be some kind of signal system at or near the roundabouts to help direct traffic?	Design	ITD	If the roundabout design is chosen, signage will certainly be part of the design, and will play an important part in helping people navigate the interchange.
15605	Please do not put in another Chubbuck Interchange like US 91 "Yellow Stone" and I-15. It causes much delay only allowing two lanes at a time. When two lanes could run west at the same time two lanes could run East at the same time, total of 4 at once	Design	ITD	Various types of interchanges will be explored, including the Diverging Diamond that is at I86 Exit 61. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructability and cost.

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16005	Would recommend a diverging diamond interchange simliar to the one off of Yellowstone and I-86 in Chubbuck	Design	ITD	Options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructabiilty and cost.
16405	I am not a fan of traffic circles. I realize that, by design, they present a more efficient traffic flow option...but the reality is that eastern Idaho drivers still want to use them like a 4-way stop. What other options might be pursued?	Design	ITD	Other options for the interchange that will be explored include (but not limited to) a standard diamond, single point interchange, and diverging diamond interchange.
17205	Recommend against traffic circles. They are only slightly better than the diverging diamond interchange such as in Chubbuck. A full cloverleaf, coodinated traffic lights or stop signs would be better.	Design	ITD	The exact design of the interchange has not been approved at this time. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructabiilty and cost.
19605	Will be great to have an interchange at this location! However, would prefer a simple on/off exit configuration similar to the Exit 116, Sunnyside/Ammon exit rather than using the 2 roundabouts which weave together cars getting on and off the freeway	Design	ITD	Various types of interchanges will be explored, including a Standard Diamond that is at Exit 116. The design process will include a Value Engineering Study to help select the best design for the interchange based on service efficiency, safety, constructabiilty and cost.

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22005	Has the exact design already been approved? What evidence is there that it will improve safety? I'm curious as to how that's a guarantee....	Design	ITD	The exact design of the interchange has not been approved at this time. ITD is currently going through the process to hire a consultant. We will then conduct a Value Engineering Study to help select the best design for the interchange bases on service efficiency, safety, constructablility and cost.
email	I am an over the road truck driver. .. there is talk of opening up new industrial areas in close proximity to the new interchange, as well as it providing better access for the industrial area already present at Siphon and Yellowstone means heavy truck traffic will be present. I can understand the rationale for going with the "dogbone" as an initial implementation as the interchange is presently an "unknown" on what its volumes will be, and if a stoplight will be justified any time in the near future. While the roundabout gives the interchange potential performance that often exceeds many of the simpler stoplight options, at less general cost. Heavy Trucks and roundabouts don't get along very well with each other, and smaller vehicle drivers are even more oblivious about how to handle a heavy truck in a roundabout. This also isn't to mention the issue of traffic flows, the potential lack of any mechanism being in place to ensure sufficient "platooning" of vehicles in order to facilitate a heavy truck being able to negotiate entry into a roundabout during a heavy traffic flow from "the left" of their truck. (Or other cars for that matter, although they can exploit much smaller gaps in traffic). While I can understand the impetus for the roundabout design, I think it would be prudent to consider a "hybrid" type build on the bridge crossing I-15 so as to facilitate an easier conversion to a DDI format should the traffic situation warrant such steps in the lifespan of that bridge crossing. Even without heavy trucks entering the mix, I strongly suspect that crossing will have potential to see sufficient traffic that such a change may be needed regardless.	Design	ITD	Thank you for submitting your e-mail regarding the future Siphon Interchange. Issues that you mentioned in your e-mail (unknown traffic volumes, performance of the "dog bone", and others) are ones that we are still discussing internally and fleshing out. The "dog bone" interchange was one recommendation from a consultant. ITD has not fully committed to building the "dog bone," due to the issues you mentioned and many others. The final selection will be made later this year. No matter what type of interchange we do move forward with we want to be able to accommodate heavy trucks. I do believe that this interchange will spark a lot of new industrial in the area, and we should have a plan for how to accommodate it.

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4001	Why is the solution to high crash rates is building an interchange, when it should be to lower the speed limit? It is dangerous and unnecessary. This section of highway was not meant for the speeds that are allowed.	General plan	ITD	Part of the design process will be to evaluate the speed limit of the interstate through the new IC area. A different speed may be warranted at the new IC.
4002	What projected growth? Who is coming? Do we want that? Do we want more houses crammed together? More smog - like lovely Salt Lake? More expensive apartments? Fewer single family dwellings? More chain stores? More \$8/hr jobs? I don't.	General plan	ITD	Traffic counts, level of service data and ongoing growth trends have identified this area in need of additional roadway capacity since 2006, however the project was stalled due to the economic crash of 2008. For example, every morning/evening at the Pocatello Creek Interchange, the level of service drops to an F (poor). Recent Bannock Transportation Planning Organization data still shows that the interchange is warranted (see their Metropolitan Transportation Plan http://bannockplanning.org/transportation-plans/metropolitan-transportation-plan/metropolitan-transportation-plan-mtp-2040/). Without the public/private partnership, this project would not be feasible until at least 2033. ITD's mission is to enhance safety, mobility, and economic opportunity. This project helps us to accomplish all of that.

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9606	Three quarters of a mile is too close to the existing interchange. Interstates should not be turned into nation streets for the cities that they pass through.	General plan	ITD	The location of the proposed new IC meets federal highway standard on minimum spacing between interchanges. Traffic and planning studies (see BTPO website http://bannockplanning.org/transportation-plans/metropolitan-transportation-plan/metropolitan-transportation-plan-mtp-2040/) have been completed to assess where additional capacity is warranted. The current level of service during the morning and evening commutes at Pocatello Creek Interchange is F. This project is expected to help improve that LOS.
20007	Considering the vast partnership, who is really overseeing this project? The guy who fronted the most money or the state department? Who is making sure this is done right?	General plan	ITD	ITD is responsible for the interchange design and will oversee the construction of the interchange as the project owner. The design and construction of the connecting roads are being overseen by the local jurisdictions. The private entity will be assisting with the cost of the interchange and connecting roads.
22006	Where are all of these developers bringing high paying jobs to Chubbuck? Until deal is signed, I'm not holding my breath. Hoku didn't turn out so well.	General plan	ITD	ITD's mission is to enhance safety, mobility and economic opportunity. Our role is to provide service for, not generate, users of highway facilities.
22007	Who will respond to car accidents? There have been jurisdiction issues ongoing in past. No one would take reports siting other entities responsibility. My dad, grazed by a bullet in his yard, struggled to file a report. An off topic example, but...	General plan	ITD	Idaho State Police patrols on state right-of-way, and fire and medical emergency responders will deploy to state highways and interstates within their area of service. Cities and the county deploy emergency services on the roads within their jurisdictions.

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22406	If I was LDS and a multi-millionaire, could I request an interchange too? I think we need several more so drivers have the maximum # of options.	General plan	ITD	Traffic counts, level of service data and ongoing growth trends have identified this area in need of additional roadway capacity since 2006, however the project was stalled due to the economic crash of 2008. For example, every morning/evening at the Pocatello Creek Interchange, the level of service drops to an F (poor). Recent Bannock Transportation Planning Organization data still shows that the interchange is warranted (see their Metropolitan Transportation Plan http://bannockplanning.org/transportation-plans/metropolitan-transportation-plan-mtp-2040/). Without the public/private partnership, this project would not be feasible until at least 2033. ITD's mission is to enhance safety, mobility, and economic opportunity. This project helps us to accomplish all of that.

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email	<p>The other concern, which I know was brought up in earlier ITD planning documentation/proposals regarding the Siphon Road Interchange is in relation to "the Wye" interchange of I-86 with I-15 is that traffic weaving is going to be happening. As this will be increasing the weaving happening from the Yellowstone/I-86 interchange to I-15 NB, as well as once more when that traffic then in turn merges with I-15NB traffic on the left side of the freeway and then attempts to shift over the to right hand lane in time to make the Siphon Road exit. A right hand lane which may likewise already be crowded with other NB traffic from I-15 that also wants to exit on Siphon Road. I know there was a proposal for creation of what could be described as a "Northbound bypass" for I-15 traffic and turning the existing NB I-15 into a collector, which would neatly correct much of the weaving problem for I-15 NB, but would require rebuilding the Chubbuck Road Overpass as well as essentially building a couple miles of new Freeway with at least two additional (overpass) bridges. However, it also fails to resolve "the weaving problem" with respect to Yellowstone and I-86 to I-15N, that's already a perilous trip to undertake in a loaded (heavy) 18 wheeler with current traffic conditions. It also is obviously outside the immediate scope of this project, but this is going to become a problem that is likely to quickly become a major problem in that area after a Siphon Road interchange opens to traffic. Although I guess my personal solution as a driver at that point would be to continue north on Yellowstone and enter I-15N from Siphon Road for my own safety.</p>	General plan	ITD	<p>Various traffic studies have been completed. The possible weave between the proposed interchange and existing is being evaluated to be sure that any issue with the distance will be addressed. ITD is currently in the preliminary stages to rebuild the I-86/I-15 system interchange. The Chubbuck Road Overpass is being considered as part of this project.</p>
21207	<p>Has the dinoseb hazard spill from the past been cleaned up by now in the area? (I would hope so by now)</p>	Haz mat	ITD	<p>This spill is outside the project area.</p>
4006	<p>I think east Idaho expansion is great. Yet I also think we should be future planners and look at expanding I-15 to 3 lanes both directions between Pocatello and Idaho Falls.</p>	I-15 capacity	ITD	<p>ITD continuously monitors I-15 corridor functionality; capacity would be added when thresholds for level of service need are met. The existing I-15 right-of-way could accommodate lane expansion.</p>

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11209	Plan more grade separations and interchanges ahead or at best time with development, not after like Nampa and Caldwell with their 100K cars on a total of four lanes on freeway.	I-15 capacity	ITD	ITD continuously monitors I-15 corridor functionality; capacity would be added when thresholds for level of service need are met. The existing I-15 right-of-way could accommodate lane expansion.
4405	Need to address master transportation plans for more Interstate Crossings. Cannot funnel anticipated traffic volumes through Siphon/Chubbuck Rd/Pocatello Creek. The interstate is not a city arterial.	I-15 connection with local roads	ITD	Traffic and planning studies (see BTPO website http://bannockplanning.org/transportation-plans/metropolitan-transportation-plan/metropolitan-transportation-plan-mtp-2040/) have been completed that show the need of the interchange. Interstate improvements are one piece of providing a functional level of service for the metro area. Long-range plans, requirements for new development, and infrastructure improvements by cities and counties are key components of that effort.
12405	Interstates are not meant to be turned into main streets in the cities through which they pass.	I-15 connection with local roads	ITD	Traffic and planning studies (see BTPO website http://bannockplanning.org/transportation-plans/metropolitan-transportation-plan/metropolitan-transportation-plan-mtp-2040/) have been completed that show the need of the interchange. Interstate improvements are one piece of providing a functional level of service for the metro area. Long-range plans, requirements for new development, and infrastructure improvements by cities and counties are key components of that effort.
801	This is a long awaited and much needed interchange. Thank you to any and all who have worked so hard to make this happen!	Kudos	ITD	

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1201	The is a long overdue interchange. The traffic at Yellowstone and I86 will improve greatly from this.	Kudos	ITD	
1601	This is a much needed project! Glad to see things moving forward. The collaboration between Pocatello, Chubbuck, Bannock County, Idaho Transportation Department, private entities, etc is impressive to see. This will be a great boon for SE Idaho	Kudos	ITD	
2001	I am in favor of the proposed I-15 Siphon interchange. It would ease the traffic flow trying to move north onto I-15 and then to I-86. Currently it is very hazardous to try to enter I-15 north and then try to merge onto I-86.	Kudos	ITD	
2401	I approve of the I-15 Siphon interchange.	Kudos	ITD	
4802	I'm very happy to see this happening. I see no negative impact for the area. Our community needed more access to I-15.	Kudos	ITD	
6405	My thoughts on this project are unchanged from those I submitted at the time of the original environmental study. Siphon Road is the right place for this interchange and now is the right time to build it.	Kudos	ITD	
6805	This will be so amazing for residents of Chubbuck and Tyhee areas as well as helping alleviate the burden on the Pocatello Creek exits.	Kudos	ITD	
8005	I think the interchange is great for Pocatello/Chubbuck. I wholeheartedly endorse it!	Kudos	ITD	
10805	I love the dogbone design. Traffic should flow very smoothly.	Kudos	ITD	
11206	I hope this gets built soon, it will help reduce traffic on olympus.	Kudos	ITD	
11608	Great concept. I am a fan of the dogbone interchange. Very progressive idea. To bad politicians almost got in the way. Those that think the farmer is dictating project don't have a clue.	Kudos	ITD	
14805	Great project for our communities.	Kudos	ITD	
16805	I think it is a much needed addition update to our area. I'm all for it!	Kudos	ITD	
18405	Wonderful project	Kudos	ITD	

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17605	Please keep landscaping in mind during this project. There are lots of great looking interchange landscape designs along I-15 in Utah, including near Layton and Orem.....Lots of decorative rocks, some trees and low water design.	landscaping	ITD	We agree! Interchanges serve as community gateways. As such, the design should consider aesthetics and and climate-appropriate landscaping materials. Landscaping will be included as part of the project plans.
18805	please have nice landscaping, it will set the tone for the area	landscaping	ITD	Interchanges serve as community gateways. As such, the design should consider aesthetics and and climate-appropriate landscaping materials. Landscaping will be included as part of the project plans.
4803	If growth is anticipated - what are you doing to also make sure that highway noise is diminished? It's already unbearable in my backyard.	Noise	ITD	A noise study meeting federal standards will be completed as a requirement for the project design process. This study will model noise impacts anticipated due to the new road infrastructure, and identify if potential noise reduction strategies are warranted by the report findings. Any required noise mitigation will be incorporated into the project plans.
21206	Who is paying for sound barrier walls adjacent to the siphon Road addition? This is a good selling point considering future development.	Noise	ITD	A noise study meeting federal standards will be completed as a requirement for the project design process. This study will model noise impacts anticipated due to the new road infrastructure, and identify if potential noise reduction strategies are warranted by the report findings. Any required noise mitigation will be incorporated into the project plans.
10006	Would like to see a parking lot dedicated for carpoolers. Has this been considered?	park n ride	ITD, Chubbuck, Pocatello	This has not been considered with this project before now, but current FHWA standards do not allow a park and ride to be installed within the Right of Way.

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7605	I'm happy to see pedestrian/cyclist lanes, but it would be safer and more convenient (and more costly, I'm sure) to detach these lanes and allow them to flow without having to cross the full vehicle lanes; tunnel under the on/off ramps perhaps.	Ped-bike	ITD, Chubbuck, Pocatello	Pedestrian/cyclist lanes have been identified as one of the design objectives for the project. Separated ped/bike lanes would be one design option. Part of the design process for the ITD portion will be to conduct a Value Engineering Study to help select the best design for the interchange bases on service efficiency, safety, constructabiilty and cost.
19205	love roundabouts, please put in bike lanes	Ped-bike	ITD	Pedestrian/cyclist lanes have been identified as one of the design objectives for the project.
12007	I think it's important for both communities, our area of the state, and for the department of transportation to not only build a sound and utilitarian interchange, but also make it beautiful by incorporating public art. Many states do.	Public Art	ITD	The idea of a public art piece (which we will define here as something other than an aesthetic treatment such as graphics, landscaping or architectural details chosen by the engineering team) could be a possible element in the ITD portion of the new interchange. Making this happen will require support of the Bannock Transportation Planning Organization advisory board and also an external partner (art council, for example) to serve as agreement partner with ITD (who would provide the location) for on-going maintenance of the piece. The Cities and County are overseeing their own design process, and may also be open to the idea of locating a public art piece on their connector roads associated with the Siphon IC.
12008	Incorporate some art and not just concrete and metal. Make it unique.	Public Art	ITD	
13205	Let's incorporate some public art into this project. It could enrich our community and improve our quality of life with its ability to enrich our environment.	Public Art	ITD	
13605	Add a piece of art: It would ignite imagination, encourage thought and discourse, and could, of course, become a tool in economic development.	Public Art	ITD	
13606	Make it more than a new traffic option-make it beautiful! Cities celebrating art/culture are more attractive to individuals and business. Public art can be a key factor in establishing a unique and culturally active place.	Public Art	ITD	
13607	Public artworks would create a more visually appealing experience arriving in and moving around our community. It would set us apart. It would announce our uniqueness.	Public Art	ITD	
14005	A larger-than-life sculpture could serve as a destination and draw to travelers, provide a "postcard" opportunity and become part of our community's marketing bonanza!	Public Art	ITD	

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14006	Incorporate art! As stated in a paper by Americans for the Arts, "...public art can be an essential element when a municipality wishes to progress economically and to be viable to its current and prospective citizens.	Public Art	ITD	
9605	Additional public involvement (preferably with videos) on how to properly navigate multi-lane roundabouts would be beneficial. Also, increasing the maximum character limit to this form would be good.	Public outreach	ITD	If the roundabout design is selected, public outreach using videos or animal about how to properly navigate through them is a great idea. We will note this strategy as a potential piece of the project communication plan.
4807	Design the ramps for 80 mph.	Speed limit	ITD	The ramps will designed to meet the current design standards. At this time that will be for 80 mph.
5605	Please do NOT design the ramps for 80 mph - everyone just slow down. I don't want this to be urban SLC - look at the congestion, traffic and nonsense. This is supposed to be RURAL Idaho.	Speed limit	ITD	The ramps will designed to meet the current design standards. At this time that will be for 80 mph.
22806	Has anyone considered that the fairly new 80mph on I-15 is contributing to higher crash rates? Maybe it needs to be lowered if population increase is expected. How many more ramps can we squeeze in? (That supposedly remedy the situation)	Speed limit	ITD	Part of the design process will be to evaluate the speed limit of the interstate through the area. ITD will conduct a Value Engineering Study to help select the best design for the interchange bases on service efficiency, safety, constructabiilty and cost.