

## Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

## Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"Adding capacity to our transportation system is vital to keep Idaho's economy growing," said Brian W. Ness, Director of the Idaho Transportation Department. "Reduced accidents, improved air quality, and decreased commute times are all part of the return on investment."

—Brian W. Ness, Idaho Transportation Department Director



## Freight Capacity Needs

**U.S. 95, Garwood to Sagle Expansion**

**Expansion of Port of Lewiston Dock and Idaho 128 Expansion**

**U.S. 95, Thorncreek Road to Moscow, Stage 1 Expansion**

**Meridian Interchange Replacement**

**I-84 Central Treasure Valley Gap Closure Project**

**Idaho 75, Timmerman to Ketchum Expansion**

**I-84/U.S. 93 Interchange, Stage 2 Expansion**

**U.S. 30, Lava Hot Springs to Fish Creek Expansion**

**U.S. 20 at I-15 Reconstruction**

## U.S. 95, Garwood to Sagle Expansion

U.S. 95 is the primary north/south highway in Idaho and is the major transportation and commercial freight link for northern Idaho. Rapid growth in Bonner and Kootenai counties has caused intermittent congestion along U.S. 95 between the areas of Garwood and Sagle. This highway was originally constructed in the mid-1900s. Traffic volumes since then have increased well beyond the original design capacity for the roadway, resulting in an increased accident rate. Combined with the existing bond-funded projects along the U.S. 95 corridor, this project will provide a 32-mile multilane highway that will improve safety, enhance tourism, and accommodate growth. The project is estimated to cost \$600 to \$700 million.

## Expansion of Port of Lewiston Dock and Idaho 128

Located on the Lower Granite Dam reservoir, the Port of Lewiston is the most-inland public port on the U.S. West Coast. This seaport exports products from Idaho, Montana, Washington State, Oregon, the Dakotas, and Wyoming. It is one of the primary inland export terminals for containerized wheat, peas, and lentils on the west coast.

The 30-year-old, 120-foot container dock is not large enough to meet current demands and continued export growth. Only one barge can be moored at a time. This does not allow dock workers to labor while they wait for a tug for transport off the barge. Tugs might not be available to move the barge for 24 to 48 hours. In addition, the existing dock does not have sufficient room to accommodate bulk cargo such as woodchips, paper pulp, and oversized highway cargo. The project consists of design, materials, construction, and inspection to install protective fenders on the existing dock and expand the dock by 150 linear feet.

## Capacity Needs *continued*

The wharf expansion will allow two barges to be moored and serviced by dock workers. This will provide additional barge capacity to accommodate increasing container volumes and ease congestion.

The project also involves the rerouting of Idaho 128. Changes to the state highway will improve truck and intermodal freight movements at all intersections to allow a better flow of increased truck traffic to and from the port due to a doubling of the port's shipping capacity. Changes also will reduce congestion and improve the safety of Idaho 128 by eliminating two high-collision locations at the intersection of Idaho-128 and U.S. 12 plus Idaho 128 Spur and U.S. 12. The total project cost is estimated at \$12 million.

## **U.S. 95 Expansion, Thorncreek Road to Moscow**

U.S. 95 is operating near capacity and has several curves that do not meet current engineering standards. The proposed project consists of replacing the existing two-lane facility with a four-lane divided highway. Several of the conditions contributing to accidents would be eliminated. In addition, traffic capacity would be increased, and traffic would flow more smoothly allowing for better freight movement. The segment connects rural Idaho to the more urban university city of Moscow. The project is estimated to cost \$60 million.

## **Meridian Interchange Replacement**

The Meridian Interchange Project is part of a larger effort to modernize the I-84 corridor through the Treasure Valley. To date, local and state agencies have partnered to fund significant improvements along the corridor, but more work is needed.

The Meridian Interchange is the only structure and mainline segment along the I-84 corridor between Boise and Nampa not being improved to accommodate the additional travel lanes planned for I-84 through the Treasure Valley. A driver traveling east or west across the Treasure Valley on I-84 will experience a congestion "chokepoint" at the Meridian interchange, where a limitation of the existing 50-foot span structure cannot accommodate additional lanes in either direction. This chokepoint affects local, regional, and interstate commuter and freight traffic. Deficiencies also inhibit through traffic on Meridian Road and severely impair the ability of drivers, freight, and services to efficiently move to and through the city of Meridian as well as the entire Treasure Valley.

The interchange project will remove this physical obstruction, allowing closure of the gap in through travel lanes on I-84. It is a critical project to support efficient system management and operation, and to enhance the integration and connectivity of the transportation system for people and freight. The estimated total cost of the project is \$46 million.

## **Interstate 84 Central Treasure Valley Gap Closure Project**

This endeavor is designed to increase the efficiency of this segment of I-84 by removing impediments that are creating delay, congestion, and unsafe conditions. The project will also facilitate access to the labor market and increase truck freight throughput for a nationally important freight corridor on I-84.

Upon completion, this project will have added one lane in each direction to 2.5 miles of increasingly congested interstate and will have replaced functionally obsolete structures, overpasses, underpasses, bridges, and interchanges. The project is estimated to cost \$139 million.

## Capacity Needs *continued*

### **Idaho 75 Expansion, Timmerman to Ketchum**

The primarily rural 27-mile corridor from Timmerman to Ketchum is the main passageway for north/south travel to premier destination resorts, Wood River Valley commerce, and recreational opportunities. The overall goal of the project is to increase safety for vehicles using Idaho 75. The lack of shoulders, right-turn lanes, and left-turn lanes at intersections creates safety, congestion, and capacity concerns. In addition, the project is designed to increase the capacity of the route to accommodate existing freight and traffic loads while anticipating future highway demands to 2025. Since environmental approval has been attained, the Idaho DOT will be moving ahead with the preliminary design of strategic sections of the corridor. The project is estimated to cost \$250 million.

### **Interstate 84/U.S. 93 Interchange, Stage 2 Expansion**

This interchange is the primary gateway from I-84 to the Magic Valley, the city of Twin Falls, and the tourist areas of the Thousand Springs and Sawtooth scenic byways, as well as the Sun Valley Resort area. The design of the current intersection creates frequent conflicts between trucks entering U.S. 93 at a truck-stop approach. The intersection has a high collision rate. The next phase of corridor improvement will move this access point to a local highway district collector road and a signalized intersection, greatly increasing the capacity and safety of this portion of roadway. The total project cost is estimated at \$19 million.

### **U.S. 30 Expansion, Lava Hot Springs to Fish Creek**

U.S. 30 is a vital link for freight and commerce between Wyoming and Idaho. Of the approximately 3,000 vehicles that travel between McCammon and Lava Hot Springs every day, large commercial trucks make up 40% of the traffic. With improvements, this corridor will safely handle the projected growth in capacity needs of 5,000 vehicles every day by 2024. Prior to improvements, this section was a rural two-lane facility with occasional center turn lanes. It provided little opportunity to pass safely, making the combination of large trucks and local traffic dangerous. This project phase includes building a new interchange, three miles of new road, and several large bridges. The project is estimated to cost \$135 million.

### **U.S. 20 at Interstate 15 Reconstruction**

The U.S. 20 and I-15 corridors through Idaho Falls, and their intersection alongside the Snake River, were built with design standards from the 1950s. They had both capacity and congestion challenges from growth in Eastern Idaho. The infrastructure is reaching the end of its design life. One of the on-ramps that direct vehicles onto I-15 from U.S. 20 has a tight radius that has resulted in several loaded tractor-trailer vehicles tipping over. In addition, vehicles coming off U.S. 20 onto I-15 are merging with traffic going about twice their speed. The U.S. 20 bridge that crosses over I-15 has narrow sidewalks, and there is only a curb between pedestrians or bicyclists on the bridge and vehicles using the bridge. Current standards require more safety improvements. Construction is estimated to cost between \$150 and \$200 million.