

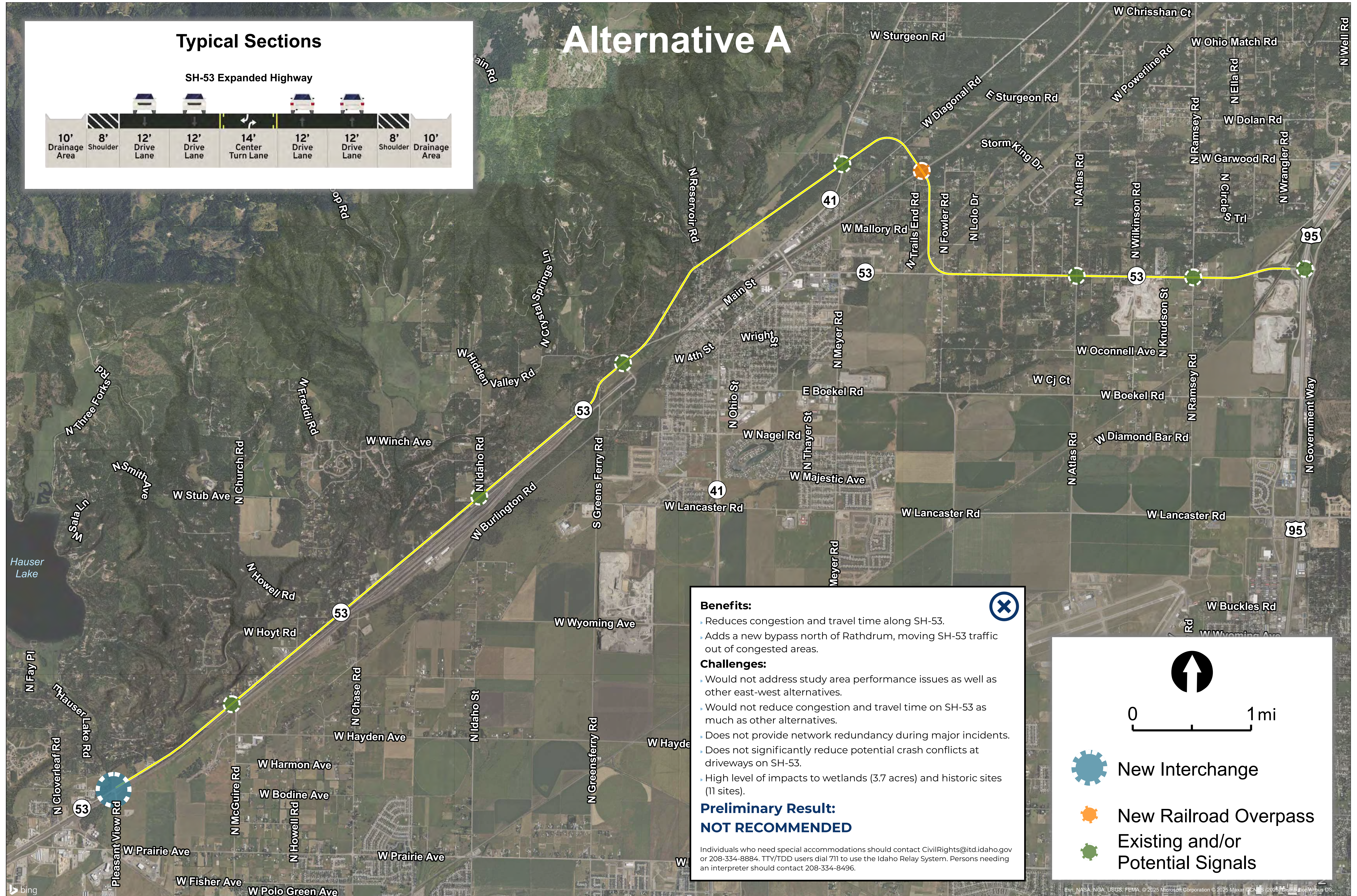
## Typical Sections

SH-53 Expanded Highway

The diagram illustrates the cross-section of the SH-53 Expanded Highway. It features a central 14' Center Turn Lane with a double yellow line and a U-turn arrow. On either side of the center lane are two 12' Drive Lanes, each with a car icon and a downward arrow. Further out are 8' Shoulders with diagonal hatching, and 10' Drainage Areas on the far left and right. The total width is 74 feet.

| Component        | Width (ft) |
|------------------|------------|
| Drainage Area    | 10'        |
| Shoulder         | 8'         |
| Drive Lane       | 12'        |
| Drive Lane       | 12'        |
| Center Turn Lane | 14'        |
| Drive Lane       | 12'        |
| Drive Lane       | 12'        |
| Shoulder         | 8'         |
| Drainage Area    | 10'        |

# Alternative A



## Typical Sections

### US-95 Expanded Highway

The diagram illustrates the cross-section of the US-95 Expanded Highway. It features a central 40' Median flanked by two 8' Shoulders. To the left of the median, there is an 18' Drainage Area, followed by an 8' Shoulder, a 12' New Lane, two 12' Drive Lanes, and another 8' Shoulder. To the right of the median, there is an 8' Shoulder, two 12' Drive Lanes, a 12' New Lane, another 8' Shoulder, an 18' Drainage Area, and a 12' Pathway. The diagram also includes icons for a truck, a car, and a pedestrian to represent the scale and usage of the different sections.

| Section       | Width |
|---------------|-------|
| Drainage Area | 18'   |
| Shoulder      | 8'    |
| New Lane      | 12'   |
| Drive Lane    | 12'   |
| Drive Lane    | 12'   |
| Shoulder      | 8'    |
| Median        | 40'   |
| Shoulder      | 8'    |
| Drive Lane    | 12'   |
| Drive Lane    | 12'   |
| New Lane      | 12'   |
| Shoulder      | 8'    |
| Drainage Area | 18'   |
| Pathway       | 12'   |

This figure presents a detailed map of "Alternative B" for the expansion of US Highway 95 through Boise, Idaho. The map shows the proposed route as a yellow line running north-south through the city center, passing through downtown areas like Old Town and near landmarks such as Hayden Lake. Major roads shown include N Government Way, W Wyoming Ave, W Lacey Ave, W Miles Ave, West Dakota Ave, W Hayden Ave, W Orchard Ave, W Prairie Ave, W Wilbur Ave, W Canfield Ave, W Hanley Ave, W Dalton Ave, W Kathleen Ave, W Appleyway Ave, and W Ironwood Dr. Other streets labeled include N Atlas Rd, N Knudson St, N Ramsey Rd, N Huefner Rd, N Meyer Rd, N Pines Rd, N Syringa St, N Greensferry Rd, E Poline Ave, E 16th Ave, E 12th Ave, E Mullin Ave, E Polston Ave, E 3rd Ave, E 1st Ave, E 2nd Ave, E Ohio Match Ave, E Seltice Way, Maplewood Ave, W Foothill Dr, W Riverview Dr, W Seltice Way, Moccasin Rd, Buckskin Rd, Nursery Rd, N Player Dr, N Ramsey Rd, N Valley St, N Colfax St, N Davenport St, N 15th St, N 11th St, N 7th St, N 9th St, N 16th St, E Lacey Ave, E Miles Ave, E Dakota Ave, E Hayden Ave, E Honeysuckle Ave, E Deerhaven Ave, E Dalton Ave, E Timber Ln, E Thomas Ln, E Best Ave, E Lookout Dr, E Hayden Lake Rd, E Pirate Trl, EFS Rd 1562A, Canfield Loop Rd, E English Point Rd, E Dodg Rd, E Grand Tour Dr, E Pinewood Way, N Rimrock Rd, N Morgan Ln, E Ohio Match Rd, E Hayden Creek Rd, E Burnt Cabin Rd, N Triangle Rd, E Mokin Bay Rd, E Lancster Rd, E Lancelot Rd, E Lancelot Dr, E Lancelot Pl, E Lancelot Ct, E Lancelot Dr, E Lancelot Pl, E Lancelot Ct.

The map includes several inset boxes providing additional information:

- Typical Sections**: A cross-section diagram of the "US-95 Expanded Highway" showing lane widths (e.g., 18' Drainage Area, 8' Shoulder, 12' New Lane, 12' Drive Lane, 12' Median, 40' Median, 8' Shoulder, 12' Drive Lane, 12' Drive Lane, 12' New Lane, 8' Shoulder, 18' Drainage Area, 12' Pathway).
- Benefits**:
  - Reduces congestion and travel time along US-95 and nearby key corridors.
  - Fewer right-of-way (0 acres) and environmental impacts than other north-south alternatives.
  - Maintains existing access points.
- Challenges**:
  - Does not address study area performance issues as well as other north-south alternatives.
  - Does not reduce potential crash conflicts at intersections on US-95.
  - Does not provide network redundancy during major incidents.
  - High level of adjacent noise-sensitive properties.
- Preliminary Result**: **RECOMMENDED TO RETAIN AS ELEMENT**
- Contact Information**: Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.
- Scale and Orientation**: A scale bar indicates 0 to 1 mile, and a north arrow points upwards.
- Legend**: Green dots indicate "Existing and/or Potential Signals".

The map also features various highway shields (95, 41, 90) and labels for local businesses and landmarks, such as "Hayden Lake" and "E. Lancelot Dr".

- » Reduces congestion and travel time along US-95 and nearby key corridors.
- » Fewer right-of-way (0 acres) and environmental impacts than other north-south alternatives.
- » Maintains existing access points.

**Challenges:**

- » Does not address study area performance issues as well as other north-south alternatives.
- » Does not provide potential crash conflicts at intersections on US-95.
- » Does not provide network redundancy during major incidents.
- » High level of adjacent noise-sensitive properties.

**RECOMMENDED TO RETAIN AS ELEMENT**

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# Typical Sections

## US-95 Bypass Lanes

10' Drainage Area 10' Shoulder 12' Drive Lane 8' Jersey Barrier 12' Drive Lane 10' Shoulder 18' Drainage Area 8' Shoulder 12' Drive Lane 12' Drive Lane 4' Stake 40' Median 4' Stake 10' Drive Lane 10' Drive Lane 8' Shoulder 18' Drainage Area 12' Pathway

## Existing US-95

10' Drainage Area 10' Shoulder 12' Drive Lane 8' Jersey Barrier 12' Drive Lane 10' Shoulder 18' Drainage Area 8' Shoulder 12' Drive Lane 12' Drive Lane 4' Stake 40' Median 4' Stake 10' Drive Lane 10' Drive Lane 8' Shoulder 18' Drainage Area 12' Pathway

**Note:** Bypass lanes cross over or under cross streets.



**Benefits:**

- Reduces congestion and travel time along US-95 and nearby parallel roads.
- Fewer right-of-way (33 properties, 2 acres) and environmental impacts than most other north-south alternatives.

**Challenges:**

- Does not address study area performance issues as well as other north-south alternatives.
- Does not reduce potential crash conflicts at intersections on US-95.
- Limited access from bypass lanes with potential for blockage with crashes.
- Further divides the community with new grade-separated overpasses.

**Preliminary Result:**

**NOT RECOMMENDED**

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

**Typical Sections**

US-95 Bypass Lanes

Existing US-95

Note: Bypass lanes cross over or under cross streets.

**Benefits:**

- Reduces congestion and travel time along US-95 and nearby parallel roads.
- Fewer right-of-way (33 properties, 2 acres) and environmental impacts than most other north-south alternatives.

**Challenges:**

- Does not address study area performance issues as well as other north-south alternatives.
- Does not reduce potential crash conflicts at intersections on US-95.
- Limited access from bypass lanes with potential for blockage with crashes.
- Further divides the community with new grade-separated overpasses.

**Preliminary Result:**  
**NOT RECOMMENDED**

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

**Alternative C**

Map showing the proposed bypass lanes (yellow line) running north-south through Hayden Lake and surrounding areas. The map includes various local roads and landmarks, such as Hayden Lake and the Hayden Lake Rd. The bypass lanes are shown crossing over or under existing roads.

Scale: 0 to 1 mile. North arrow pointing up.

Esri, NASA, NGA, USGS, FEMA, © 2024 Microsoft Corporation © 2024 Maxar ©CNES (2024) Distribution Airbus DS

## Typical Sections

Improved Arterial

10' Pathway

5' Buffer

2' Curb & Gutter

12' Drive Lane

12' Drive Lane

14' Center Turn Lane

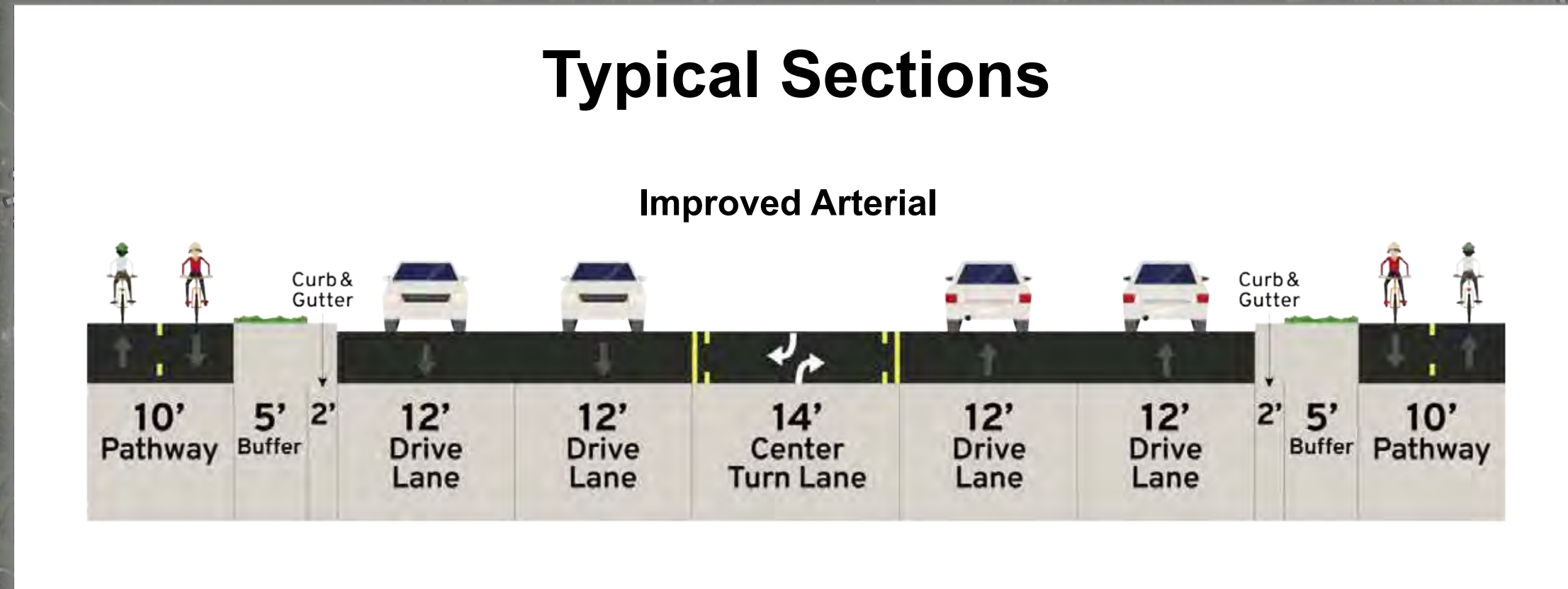
12' Drive Lane

12' Drive Lane

2' Curb & Gutter

5' Buffer

10' Pathway





### Benefits:

- Addresses study area congestion, travel efficiency, and network redundancy better than most other north-south alternatives.
- Reduces congestion and travel time along US-95, SH-41, and nearby parallel roads.
- Fewer right-of-way (56 properties, 107 acres) than most other north-south alternatives.
- Maintains existing access points.
- Adds new I-90 interchange access.
- Provides opportunity to connect regional bicycle and pedestrian facilities.

### Challenges:

- May be more appropriately implemented as a local facility rather than ITD facility.
- Increases potential crash conflicts at intersections and driveways on Huetter Road.

### Preliminary Result:

## RECOMMENDED TO CARRY FORWARD

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

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### Benefits:

  - Addresses study area congestion, travel efficiency, and network redundancy better than most other north-south alternatives.
  - Reduces congestion and travel time along US-95, SH-41, and nearby parallel roads.
  - Fewer right-of-way (56 properties, 107 acres) than most other north-south alternatives.
  - Maintains existing access points.
  - Adds new I-90 interchange access.
  - Provides opportunity to connect regional bicycle and pedestrian facilities.

### Challenges:

  - May be more appropriately implemented as a local facility rather than ITD facility.
  - Increases potential crash conflicts at intersections and driveways on Huetter Road.

### Preliminary Result:

## RECOMMENDED TO CARRY FORWARD

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.



### Benefits:

- Addresses study area congestion, travel efficiency, and network redundancy better than most other north-south alternatives.
- Reduces congestion and travel time along US-95, SH-41, and nearby parallel roads.
- Fewer right-of-way (56 properties, 107 acres) than most other north-south alternatives.
- Maintains existing access points.
- Adds new I-90 interchange access.
- Provides opportunity to connect regional bicycle and pedestrian facilities.

### Challenges:

- May be more appropriately implemented as a local facility rather than ITD facility.
- Increases potential crash conflicts at intersections and driveways on Huetter Road.

### Preliminary Result:

## RECOMMENDED TO CARRY FORWARD

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

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### Benefits:

  - » Addresses study area congestion, travel efficiency, and network redundancy better than most other north-south alternatives.
  - » Reduces congestion and travel time along US-95, SH-41, and nearby parallel roads.
  - » Fewer right-of-way (56 properties, 107 acres) than most other north-south alternatives.
  - » Maintains existing access points.
  - » Adds new I-90 interchange access.
  - » Provides opportunity to connect regional bicycle and pedestrian facilities.

### Challenges:

  - » May be more appropriately implemented as a local facility rather than ITD facility.
  - » Increases potential crash conflicts at intersections and driveways on Huetter Road.

### Preliminary Result:

## RECOMMENDED TO CARRY FORWARD

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.



### Benefits:

- » Addresses study area congestion, travel efficiency, and network redundancy better than most other north-south alternatives.
- » Reduces congestion and travel time along US-95, SH-41, and nearby parallel roads.
- » Fewer right-of-way (56 properties, 107 acres) than most other north-south alternatives.
- » Maintains existing access points.
- » Adds new I-90 interchange access.
- » Provides opportunity to connect regional bicycle and pedestrian facilities.

### Challenges:

- » May be more appropriately implemented as a local facility rather than ITD facility.
- » Increases potential crash conflicts at intersections and driveways on Huetter Road.

### Preliminary Result:

## RECOMMENDED TO CARRY FORWARD

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.



### Benefits:

- » Addresses study area congestion, travel efficiency, and network redundancy better than most other north-south alternatives.
- » Reduces congestion and travel time along US-95, SH-41, and nearby parallel roads.
- » Fewer right-of-way (56 properties, 107 acres) than most other north-south alternatives.
- » Maintains existing access points.
- » Adds new I-90 interchange access.
- » Provides opportunity to connect regional bicycle and pedestrian facilities.

### Challenges:

- » May be more appropriately implemented as a local facility rather than ITD facility.
- » Increases potential crash conflicts at intersections and driveways on Huetter Road.

### Preliminary Result:

## RECOMMENDED TO CARRY FORWARD

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.



### Benefits:

- Addresses study area congestion, travel efficiency, and network redundancy better than most other north-south alternatives.
- Reduces congestion and travel time along US-95, SH-41, and nearby parallel roads.
- Fewer right-of-way (56 properties, 107 acres) than most other north-south alternatives.
- Maintains existing access points.
- Adds new I-90 interchange access.
- Provides opportunity to connect regional bicycle and pedestrian facilities.

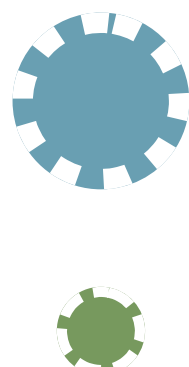
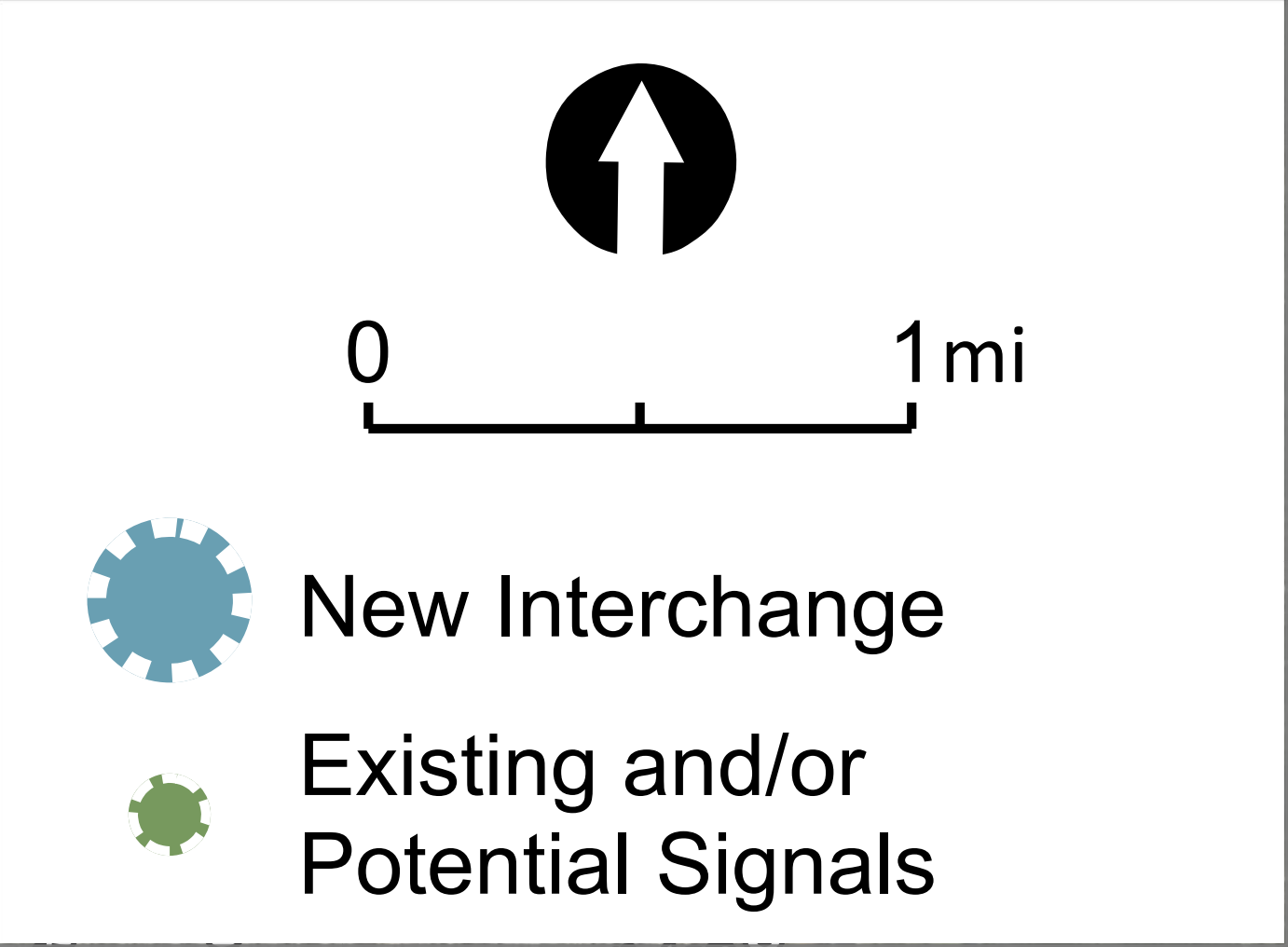
### Challenges:

- May be more appropriately implemented as a local facility rather than ITD facility.
- Increases potential crash conflicts at intersections and driveways on Huetter Road.

### Preliminary Result:

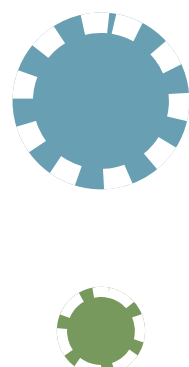
## RECOMMENDED TO CARRY FORWARD

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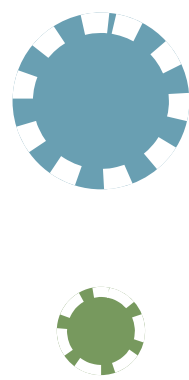
New Interchange

Existing and/or Potential Signals



New Interchange

Existing and/or Potential Signals



New Interchange

Existing and/or Potential Signals

# Typical Sections

**Local Access Road** **SH-53**

9' Drainage Solid Area 5' Solid Drainage Area 12' Drive Lane 12' Drive Lane 10' Drainage Area 6' Shoulder 12' Drive Lane 12' Drive Lane 36' Median 6' Shoulder 12' Drive Lane 12' Drive Lane 10' Drainage Area 5' Solid Drainage Area 9' Drainage Solid Area

**Local Access Road** **New Highway** **Local Access Road**

9' Drainage Solid Area 5' Solid Drainage Area 12' Drive Lane 12' Drive Lane 10' Drainage Area 8' Shoulder 12' Drive Lane 12' Drive Lane 36' Median 8' Shoulder 12' Drive Lane 12' Drive Lane 10' Drainage Area 5' Solid Drainage Area 9' Drainage Solid Area

# Alternative E

**Local Access Road**

**New Highway**

**Benefits:**

- Reduces congestion and travel time along SH-53, Pleasant View Road, SH-41, and nearby parallel roads.
- Generally addresses study area travel time and travel efficiency.
- Provides network redundancy during major incidents.
- Reduces potential crash conflicts at intersections and driveways on alignment, compared to most other east-west alternatives.
- Adds a new bypass north of Rathdrum, moving SH-53 traffic out of congested areas.

**Challenges:**

- Highest level of impacts to residential zoned properties (345 acres).
- High level of floodplain (14 acres), wetland (8.1 acres), and historic site impacts (16 sites).
- Would not provide as much access to SH-53 as other alternatives.
- High cost (compared to other east-west alternatives).

**Preliminary Result:**  
**NOT RECOMMENDED**

Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

**Legend:**

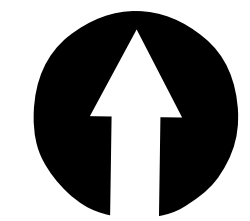
- New Interchange
- New Railroad Overpass

Scale: 0 to 1 mi

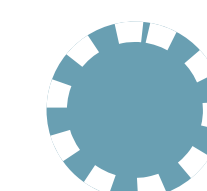
North Arrow

Map Data: Esri, NASA, NOAA, USGS, FEMA, © 2024 Microsoft Corporation, © 2024 Maxar, © CNES (2024) Distribution Airbus DS

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0 1mi



## New Interchange



## New Railroad Overpass

# Typical Sections

**Local Access Road** **New Highway 1**

This diagram shows a cross-section of a road. From left to right, it includes: a 9' drainage area, a 5' solid drainage area, two 12' drive lanes, a 5' solid drainage area, a section that varies by 20' minimum, a 10' drainage area, a 10' shoulder, two 12' drive lanes, an 8' shoulder, a 36' median, an 8' shoulder, two 12' drive lanes, a 10' shoulder, a 10' drainage area, and a section that varies by 20' minimum. Small car icons are placed on the drive lanes.

**Local Access Road** **New Highway 2** **Local Access Road**

This diagram shows a cross-section of a road. From left to right, it includes: a 9' drainage area, a 5' solid drainage area, two 12' drive lanes, a 5' solid drainage area, a 9' solid drainage area, a section that varies by 20' minimum, a 10' drainage area, a 10' shoulder, two 12' drive lanes, an 8' shoulder, a 36' median, an 8' shoulder, two 12' drive lanes, a 10' shoulder, a 10' drainage area, a section that varies by 20' minimum, a 9' drainage area, a 5' solid drainage area, two 12' drive lanes, a 12' shoulder, and a 9' solid drainage area. Small car icons are placed on the drive lanes.

**Alternative F**

New Highway  
2 Local Access Road

New Highway  
1 Local Access Road

Legend:

- New Interchange
- New Railroad Overpass

Scale: 0 to 1 mi

0 1mi

 New Interchange

 New Railroad Overpass

Typical Sections

Local Access Road

New Highway



Alternative H

Benefits:

- Reduces congestion and travel time well along US-95, SH-41, and parallel roads compared to other north-south alternatives.
- Addresses study area congestion and network redundancy well compared to other north-south alternatives.
- Reduces potential crash conflicts at intersections and driveways on alignment, compared to Alternative D.
- Maintains existing arterial access points along Huetter Road.
- Adds new I-90 interchange access.
- Provides opportunity to connect regional bicycle and pedestrian facilities.
- Included in local and regional planning documents.

Challenges:

- Greater right-of-way impacts than Alternative D (111 properties, 304 acres).
- Greater impacts to residential zoned properties than most other north-south alternatives (82 acres).

Preliminary Result:

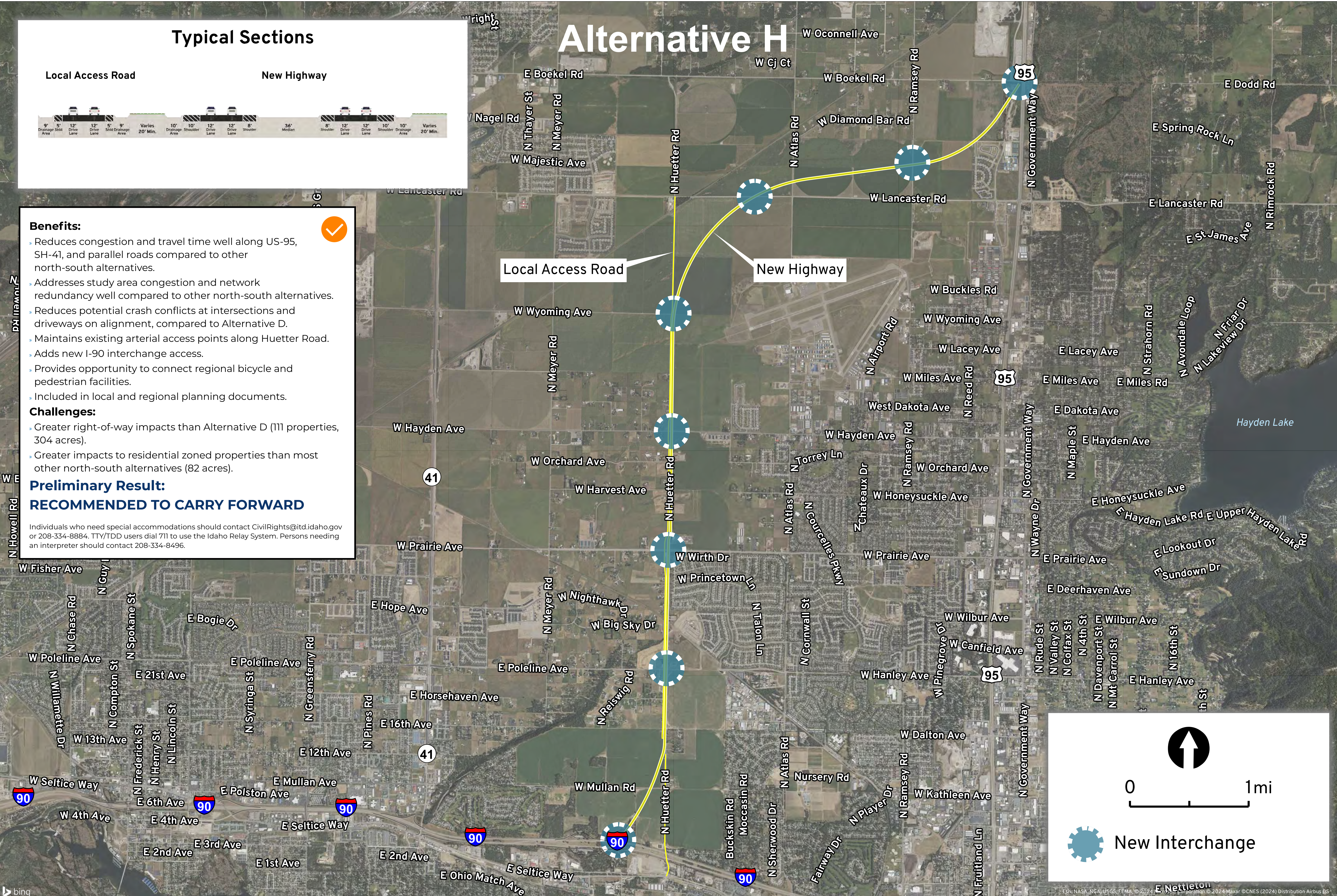
**RECOMMENDED TO CARRY FORWARD**

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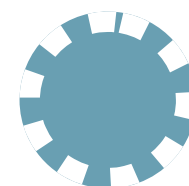


Local Access Road

New Highway



0 1mi



New Interchange

Typical Sections

Local Access Road

US-95



Alternative I

Benefits:

- Reduces congestion and travel time along US-95 and nearby parallel roads.
- Reduces potential crash conflicts at intersections on US-95, compared to some other north-south alternatives.

Challenges:

- Does not address study area congestion or travel efficiency as well as other north-south alternatives.
- Does not provide network redundancy during major incidents.
- High number of properties impacted compared to other north-south alternatives (359 properties), including 75 acres of commercial property.
- High level of adjacent noise-sensitive properties.
- Further divides the community with new grade-separated overpasses.

Preliminary Result:

NOT RECOMMENDED

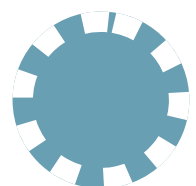
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Local Access Road



0 1mi



New Interchange

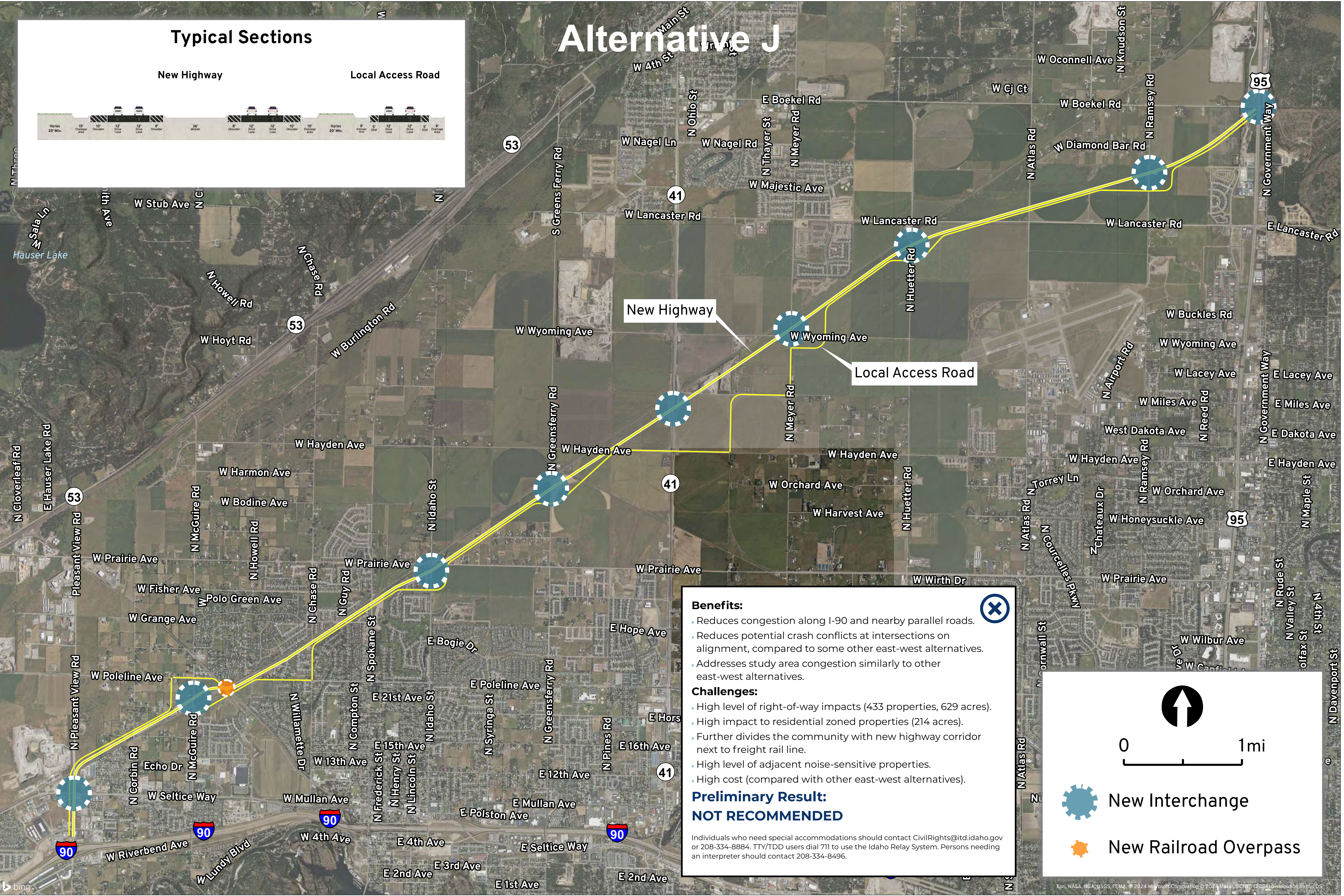
Typical Sections

New Highway

Local Access Road



Alternative J



New Highway

Local Access Road

Benefits:

- Reduces congestion along I-90 and nearby parallel roads.
- Reduces potential crash conflicts at intersections on alignment, compared to some other east-west alternatives.
- Addresses study area congestion similarly to other east-west alternatives.

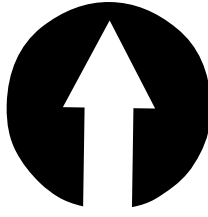
Challenges:

- High level of right-of-way impacts (433 properties, 629 acres).
- High impact to residential zoned properties (214 acres).
- Further divides the community with new highway corridor next to freight rail line.
- High level of adjacent noise-sensitive properties.
- High cost (compared with other east-west alternatives).

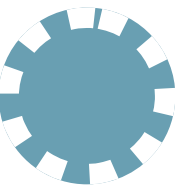
Preliminary Result:

**NOT RECOMMENDED**

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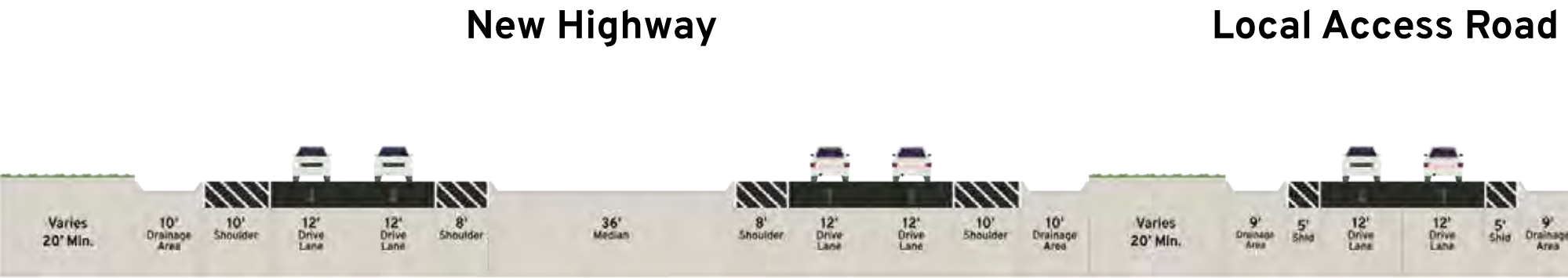


New Interchange

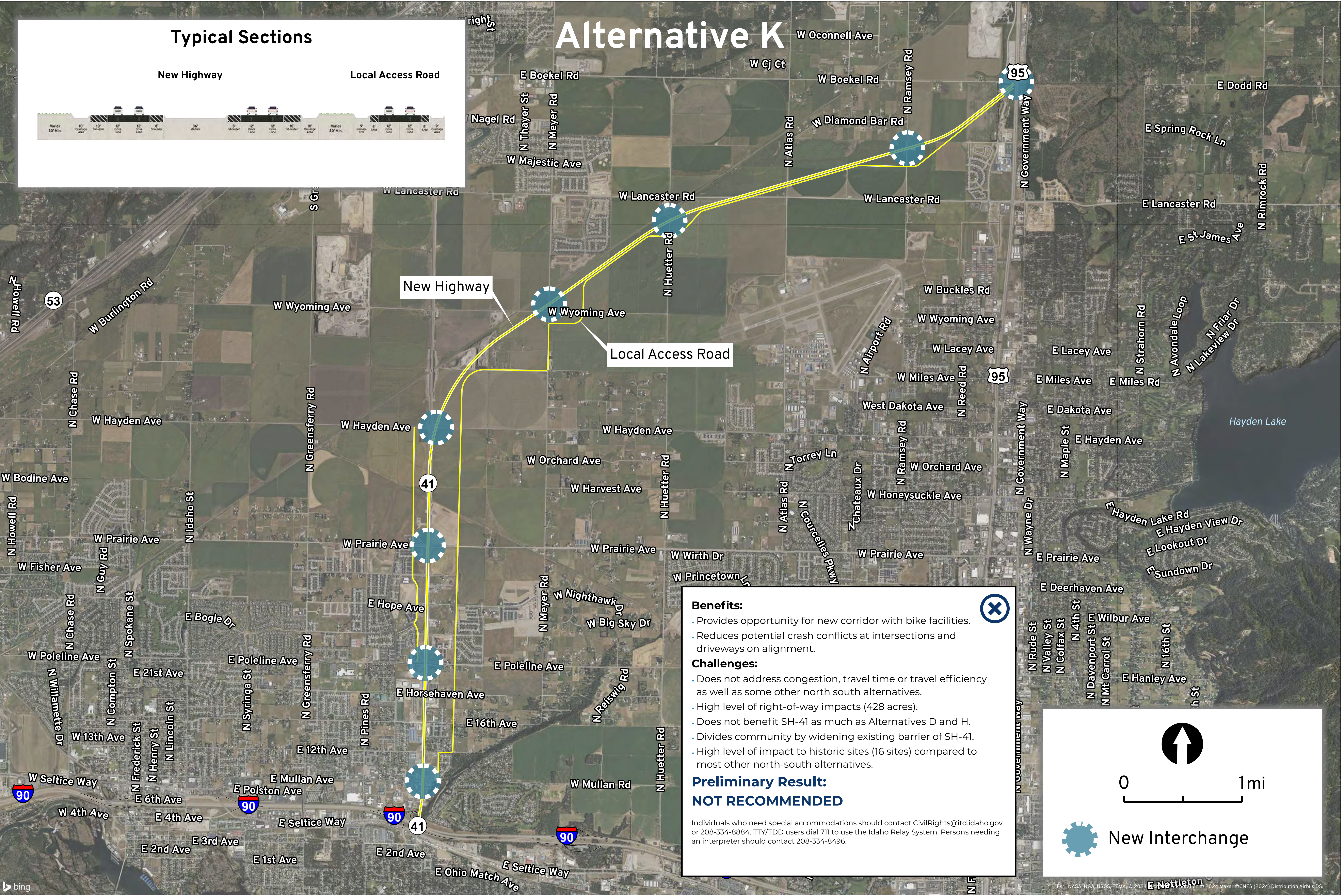


New Railroad Overpass

Typical Sections



Alternative K



New Highway

Local Access Road

Benefits:

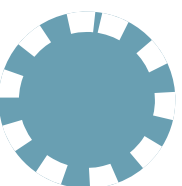
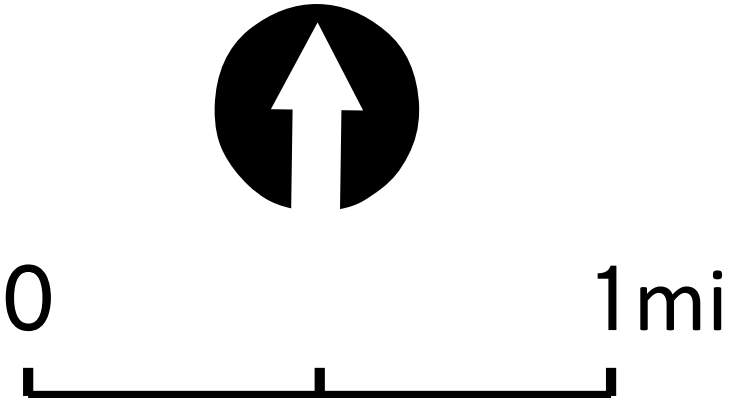
- Provides opportunity for new corridor with bike facilities.
- Reduces potential crash conflicts at intersections and driveways on alignment.

Challenges:

- Does not address congestion, travel time or travel efficiency as well as some other north south alternatives.
- High level of right-of-way impacts (428 acres).
- Does not benefit SH-41 as much as Alternatives D and H.
- Divides community by widening existing barrier of SH-41.
- High level of impact to historic sites (16 sites) compared to most other north-south alternatives.

**Preliminary Result:**  
**NOT RECOMMENDED**

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.



New Interchange

[illegible]

# Alternative L

**Benefits:**

- Addresses congestion and travel time at a high level compared to other east-west alternatives, similar to Alternatives M and N.
- Provides network redundancy during major incidents.
- Provides opportunity to connect regional bicycle and pedestrian facilities.
- Adds new railroad overpass/Rathdrum bypass to SH-41, moving traffic out of congested areas.

**Challenges:**

- Greatest number of total properties impacted for east-west alternatives (478 properties).
- High residential zoned property impacts (107 acres).
- Higher commercial zoned property impacts (30 acres) than Alternatives M and N.
- High level of impact to floodplains (6 acres) and wetlands (4.3 acres).
- Greatest number of historic sites impacted for east-west alternatives (21 sites).
- High level of adjacent noise-sensitive properties.
- High cost (in line with other east-west alternatives).

**Preliminary Result:**  
**NOT RECOMMENDED**

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

**Legend:**

- New Interchange
- New Railroad Overpass
- Existing and/or Potential Signals

**Scale:** 0 to 1 mi

**North Arrow:** Up

**W N Mt Carroll St**

# Alternative M

## Typical Sections

Local Access Road

SH-53



New Highway 1

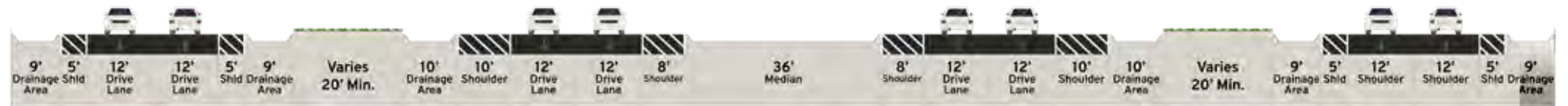
Local Access Road



Local Access Road

New Highway 2

Local Access Road



Meyer Road Bypass



### Benefits:

- Addresses congestion, travel time, and travel efficiency at a high level compared to other east-west alternatives, similar to Alternatives L and N.
- Provides network redundancy during major incidents.
- Provides opportunity to connect regional bicycle and pedestrian facilities.
- Reduces potential crash conflicts at intersections and driveways on alignment, compared to most other east-west alternatives.
- Adds new railroad overpass/Rathdrum bypass to SH-41, moving traffic out of congested areas.

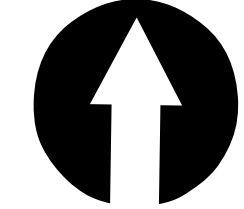
### Challenges:

- High level of right-of-way impacts (276 properties, 603 acres), and high impacts to residential zoned properties (121 acres).
- High level of impact to floodplains (6 acres), wetlands (3.6 acres) and historic sites (16 sites).
- High level of adjacent noise-sensitive properties.
- High cost (compared to other east-west alternatives).

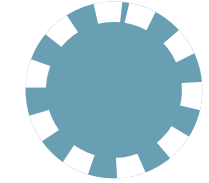
### Preliminary Result:

**RECOMMENDED TO CARRY FORWARD**

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0 1 mi



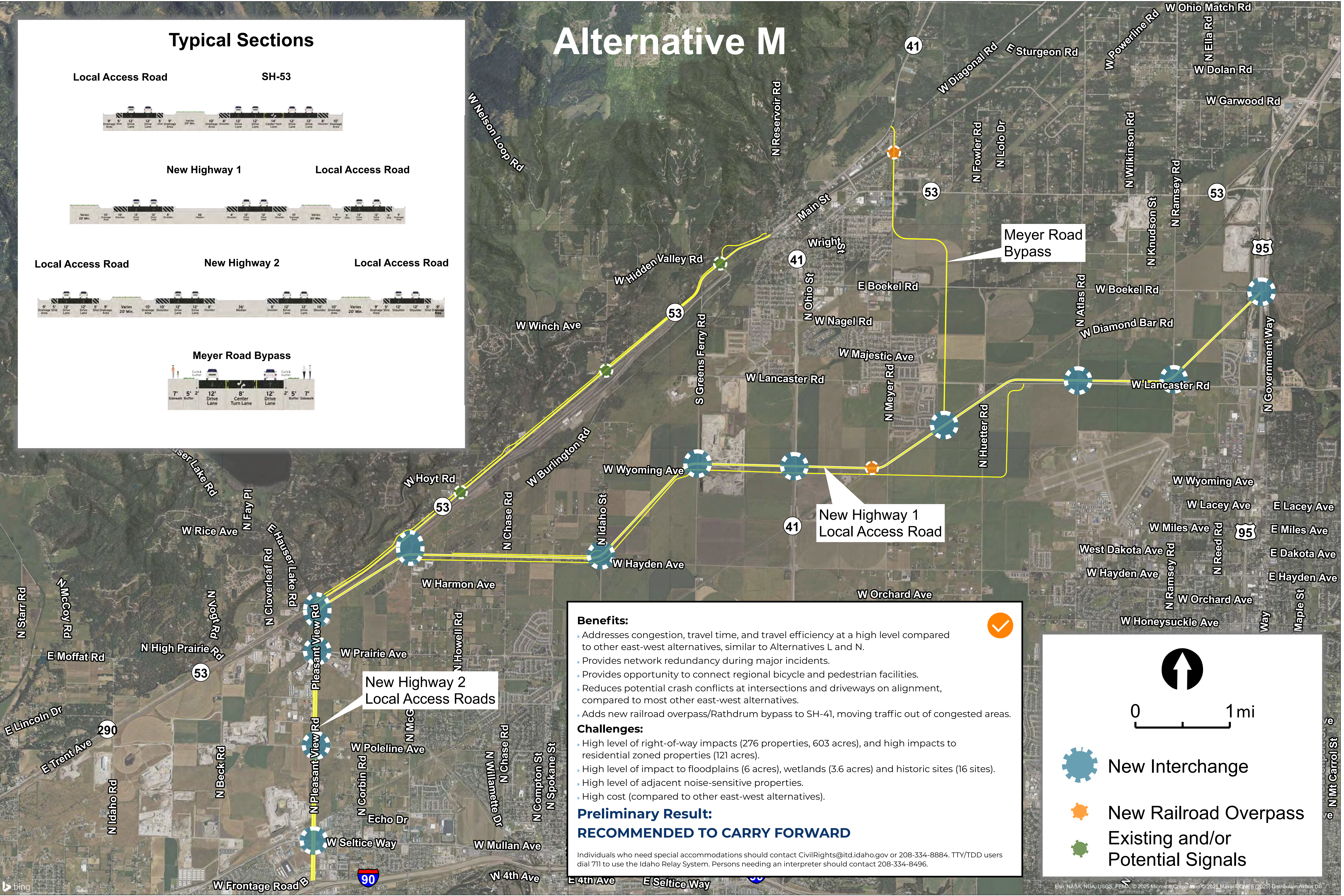
New Interchange



New Railroad Overpass



Existing and/or  
Potential Signals



## Typical Sections

Local Access Road

SH-53



New Highway 1

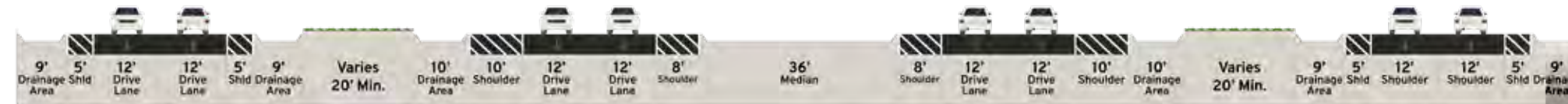
Local Access Road



Local Access Road

New Highway 2

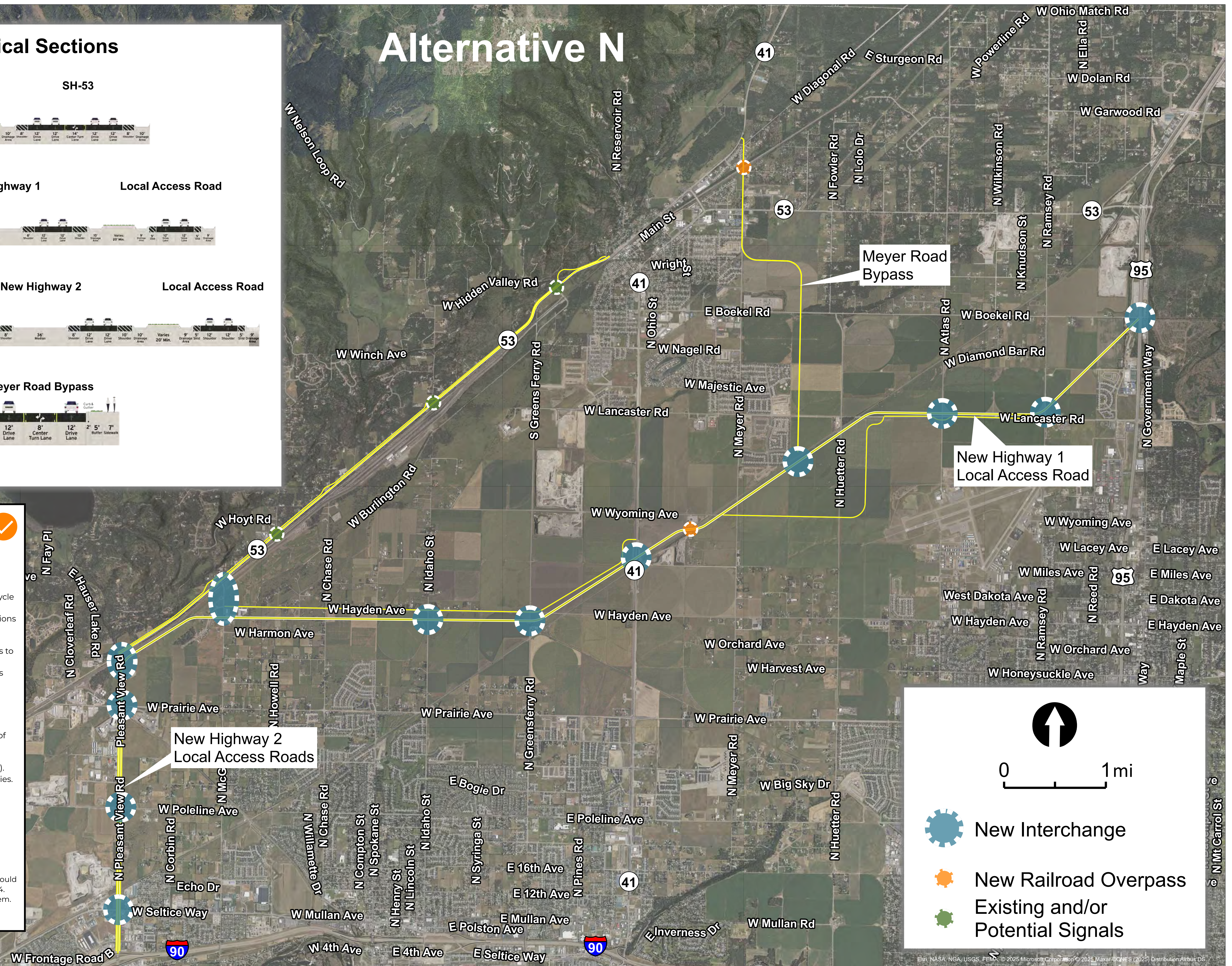
Local Access Road



Meyer Road Bypass



# Alternative N



### Benefits:

- Addresses congestion, travel time, and travel efficiency at a high level compared to most other east-west alternatives, similar to Alternatives L and M.
- Provides network redundancy during major incidents.
- Provides opportunity to connect regional bicycle and pedestrian facilities.
- Reduces potential crash conflicts at intersections and driveways on alignment, compared to most other east-west alternatives.
- Adds new railroad overpass/Rathdrum bypass to SH-41, moving traffic out of congested areas.
- Lower impacts to residential zoned properties (66 acres) and commercial zoned property impacts (17 acres) than Alternatives L and M.

### Challenges:

- High level of right-of-way impacts (326 properties), including greatest total number of acres impacted (731 acres).
- High level of impact to floodplains (6 acres), wetlands (3.8 acres) and historic sites (19 sites).
- High level of adjacent noise-sensitive properties.
- High cost (in line with other east-west alternatives).

### Preliminary Result: RECOMMENDED TO CARRY FORWARD

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