



RATHDRUM PRAIRIE

AREA TRANSPORTATION STUDY

Level 2 Alternatives Screening Results for Public Review and Input



Share your input.

Visit the online meeting by scanning the QR code and submitting a comment form or mailing one to:



ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

Recommendations from the study and the public and agency input received may be adopted or incorporated into future National Environmental Policy Act (NEPA) studies per 23 United States Code (USC) 168 or Federal Regulations (CFR) 450.212 and 450.318.

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Note: Alternative G was consolidated with Alternative E.



Public Meeting #4

Sept. 17 and 18, 2025

Level 2 Alternatives Screening

Project Introduction

Thank you for your interest in the Rathdrum Prairie Area Transportation Study. The study will help identify ways to reduce congestion, enhance connectivity and improve mobility throughout the Rathdrum Prairie. We're planning for a transportation system that works for everyone—today and tomorrow.

This study aims to:

- » Improve safety in areas with high crash rates.
- » Add capacity to address current and future traffic challenges as our region grows.
- » Consider new connections to make it easier for people to get where they need to go.

The study considers environmental, community, and economic goals early on while planning future projects. This process is outlined by the Federal Highway Administration and weighs:

- » Transportation issues and priorities
- » Environmental resources and concerns
- » Stakeholder and public concerns

Recommendations from this study, shaped by public and agency input received, could move forward to the next step, into a federal review process called the National Environmental Policy Act, or NEPA, which is required before major transportation projects are built.

Your input helps shape solutions that reflect the needs of the whole community.

We invite you to take a look at the transportation improvement options that came out of our Level 2 screening review process.

We Heard You

Since 2022, the Idaho Transportation Department has gathered input from community members, stakeholders, and agencies through interviews, workshops, and public meetings. The feedback received has helped to shape the screening criteria, alternatives and recommendations you see today. Some alternatives were originally suggested and drawn out by the public at previous meetings.

This is our fourth round of public meetings for this study and each one has helped the team understand how public needs and priorities are focused as alternatives are developed and screened. During our last public meeting, held in November 2024, we introduced the Level 2 screening process to show how alternatives would be evaluated and heard the following from you:

- » The community wants to protect existing neighborhoods and resources.
- » Avoiding cultural and historic sites is a priority.
- » A combination of the alternatives may be needed to address the regional traffic issues.

Today, we're back to share the results of that evaluation and ITD's preliminary recommendations for which alternatives could move forward. Your feedback will help shape the final recommendations and decisions for the study.

Level 2 Screening Evaluation and Steps

Level 2 screening was comparative — in other words, we examined how each alternative compared to one another

The Level 2 screening process compared to each alternative in a deliberate sequence, looking first at performance, then impacts and benefits, and finally implementation.

- Recommended to carry forward, meaning the alternative performed well and is being recommended to move on to Level 3 evaluation.
- Recommended to retain as an element, meaning the alternative didn't perform well on its own, but parts of it could be combined with another alternative to move on to Level 3 screening.
- Not Recommended, meaning the alternative didn't perform well and is recommended to be dropped from consideration.

STEP 1: Performance

We considered:

- » **Safety**
- » **Congestion**
- » **Travel time and efficiency**
- » **Network redundancy**
(multiple routes to get to destinations)
- » **Multimodal options**
(walking, biking, transit)

East-west and north-south travel patterns were evaluated. Some that perform poorly on their own but improve overall results when combined with other alternatives could still move forward to Level 3 evaluation.

STEP 2: Impacts and Benefits

We looked at how each alternative supports the goals of the study in terms of:

- » **Compatibility with local and regional planning**
- » **Impacts and benefits to environmental resources**
- » **Impacts and benefits to communities, neighborhoods and local infrastructure**

This step helped identify trade-offs between performance and potential impacts.

STEP 3: Implementation

We looked at how difficult each alternative would be to build, considering construction impacts and project costs relative to other alternatives.

Alternative Descriptions

- Alternative A**
SH-53 expanded highway

Alternative B
US-95 expanded highway

Alternative C
US-95 express lanes

Alternative D
Huetter Road improved arterial

Alternative E
Access controlled highway, Pleasant View and SH-53

Alternative F
Access controlled highway, SH-41, Greensferry, and SH-53
- Alternative H**
Access controlled highway, Huetter Road

Alternative I
Access controlled highway, US-95

Alternative J
Access controlled highway, Pleasant View to US-95

Alternative K
Access controlled highway, State Highway 41 to US-95

Alternative L
Access controlled highway, Pleasant View and parallel to Lancaster, SH-53 expanded highway, Meyer Road Bypass
- Alternative M**
Access controlled highway, Pleasant View and parallel to Hayden, Wyoming, and Lancaster, SH-53 expanded highway, Meyer Road Bypass

Alternative N
Access controlled highway, Pleasant View and parallel to Hayden and Lancaster, SH-53 expanded highway, Meyer Road Bypass

Alternatives that were not recommended did not proceed to the next step.

LEVEL 2 ALTERNATIVES	STEP 1	STEP 2	STEP 3
	Performance	Impacts & Benefits	Implementation
A			
B			
C			
D			
E			
F			
H			
I			
J			
K			
L			
M			
N			

➡ See individual alternatives for screening rationale

KEY:

North-South Alternative

East-West Alternative

Recommend to Carry Forward

Recommend to Retain as Element

Not Recommended

Not evaluated further

→ *Results for public comment*



Alternative B US-95 Expanded Highway

**Level 2 Alternative ID: B
(North-South)
Recommended to
Retain as Element**

Level 2 Alternative Description

Comparative Screening Benefits and Challenges

Alternative B would add travel lanes to the outside of the existing lanes and improve intersections on US-95 through the study area.

US-95 would include three lanes in each direction with a center median, matched to existing speed limits.

Benefits:

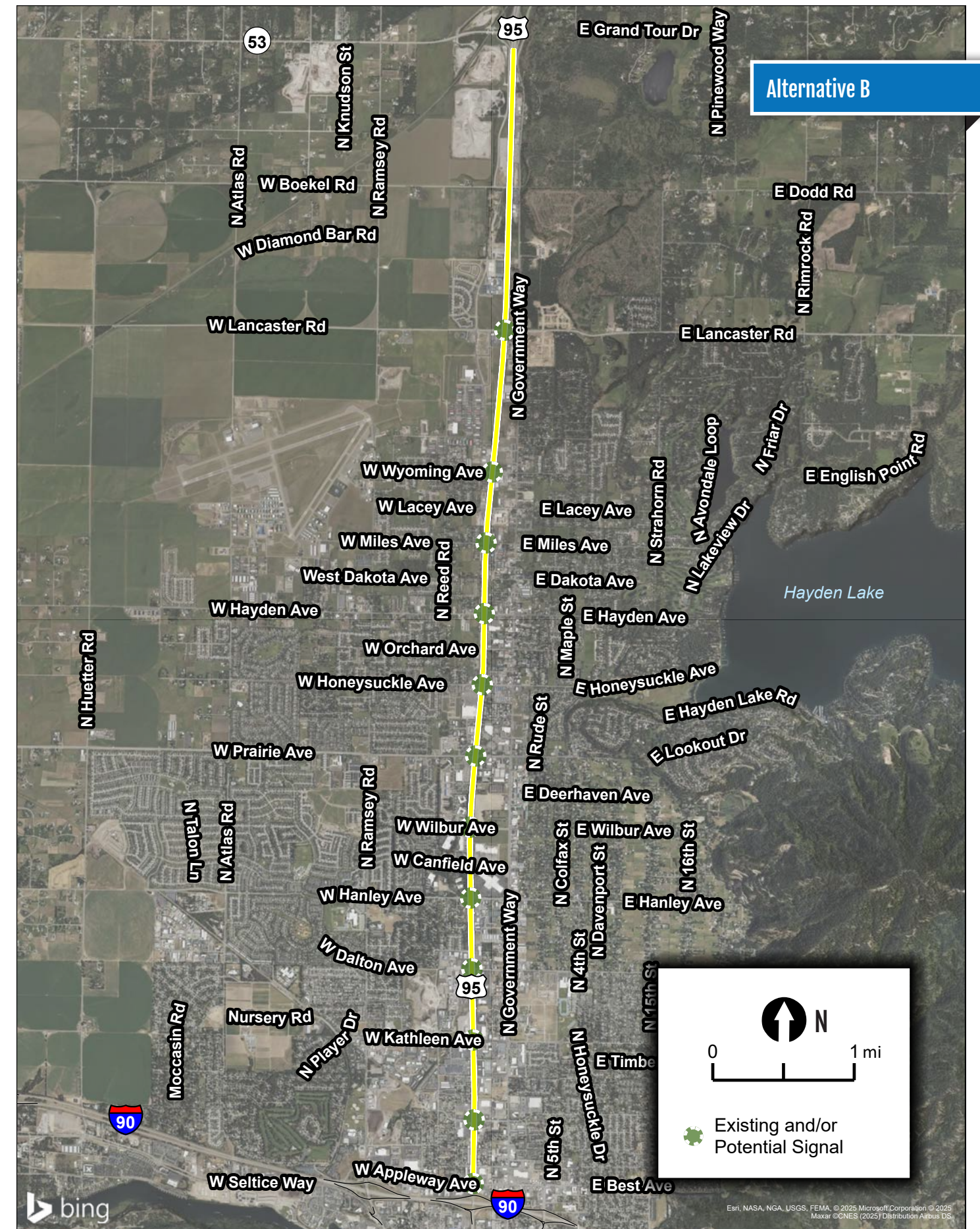
- » Reduces congestion and travel time along US-95 and nearby key corridors.
- » Fewer right of way (0 acres) and environmental impacts than other north-south alternatives.
- » Maintains existing access points.

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.

Typical Section

US-95 Expanded Highway



Alternative D Huetter Road Improved Arterial

**Level 2 Alternative ID: D
(North-South)
Recommended to
Carry Forward**

Level 2 Alternative Description

Comparative Screening Benefits and Challenges

Alternative D would add a new four-lane arterial with a median/turn lane from I-90 to US-95 following the Huetter Road alignment.

The alternative would add two lanes in each direction with a center turn lane, and a 35-45 mph speed limit.

Benefits:

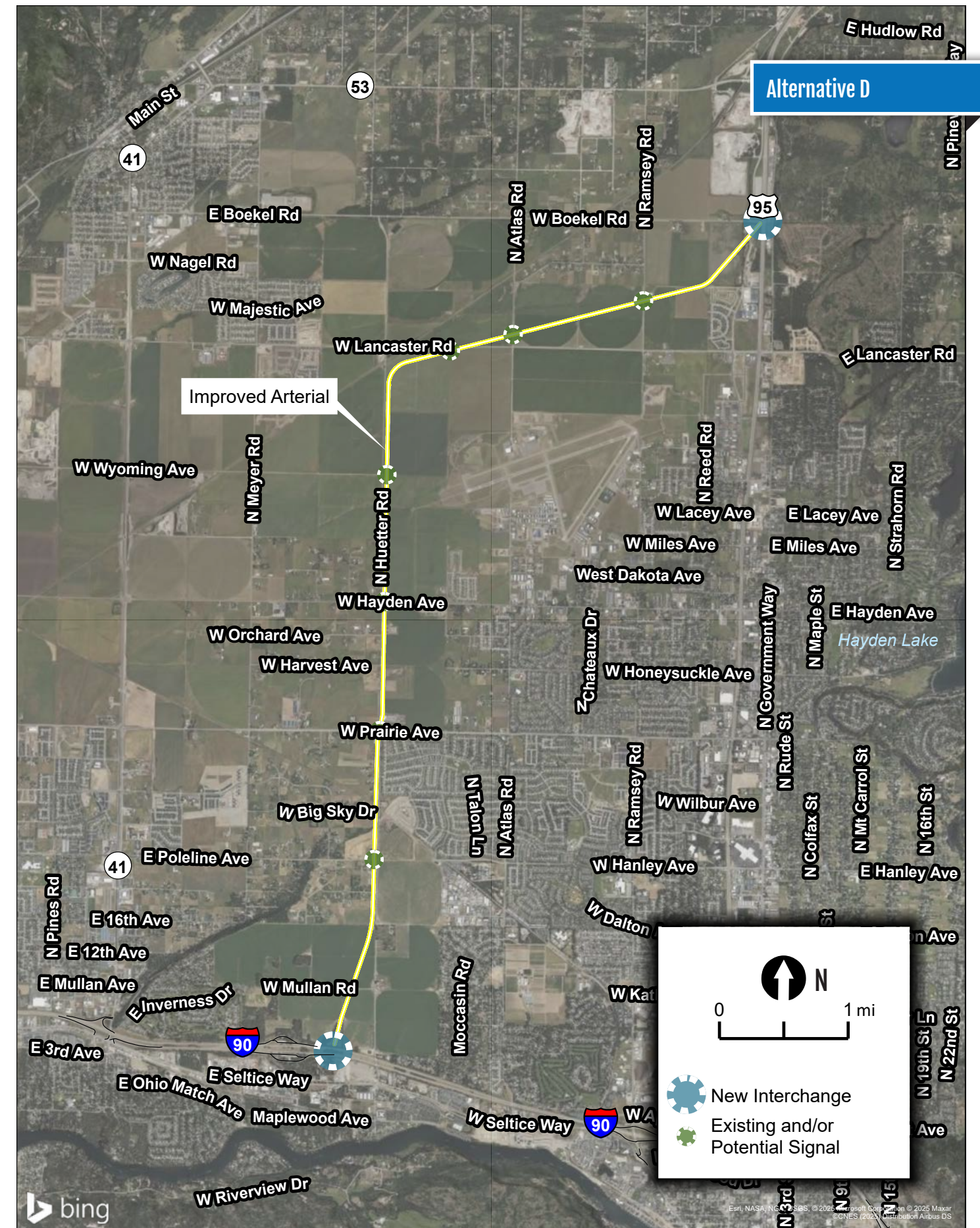
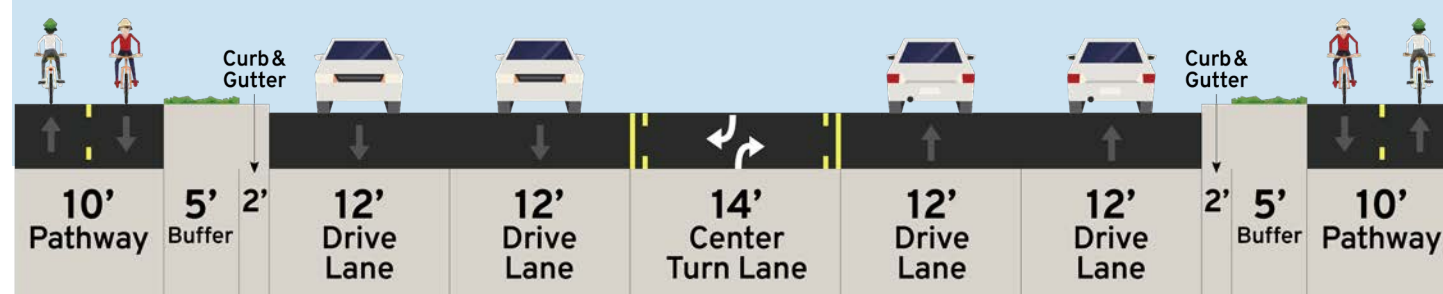
- » Addresses study area area congestion, travel efficiency, and network redundancy better than most other north-south alternatives.
- » Reduces congestion and travel time along US-95, SH-41, and nearby parallel roads.
- » Fewer right of way (56 properties, 107 acres) than most other north-south alternatives.
- » 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.

Typical Section

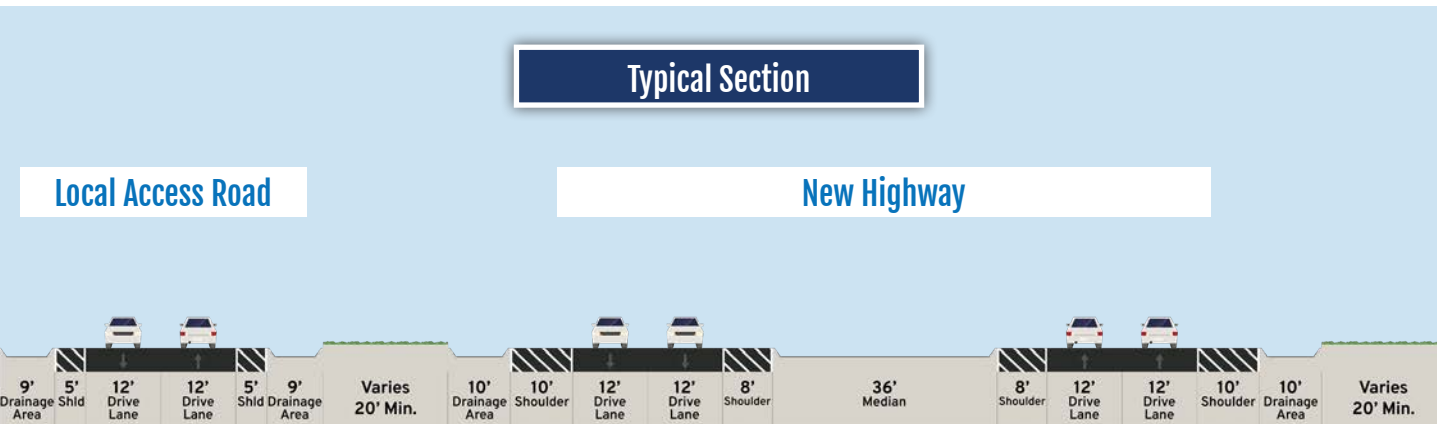
Improved Arterial



Alternative H
Access Controlled Highway, Huetter Road

Level 2 Alternative ID: H
(North-South)
Recommended to
Carry Forward

Level 2 Alternative Description	Comparative Screening Benefits and Challenges
Alternative H would add an access-controlled highway (with parallel local access roads and interchanges at key crossroads) along Huetter Road from I-90 to Lancaster Road, then along a new alignment going northeast south of the Union Pacific Railroad line to connect with US-95 near Boekel Road. The new Huetter access-controlled highway would have two lanes in each direction, with a center median and a speed limit of 55 to 65 mph. The existing Huetter Road would serve as a local access road and would include one lane in each direction with turn lanes at intersections and a speed limit of 35 to 45 mph.	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).



Alternative M

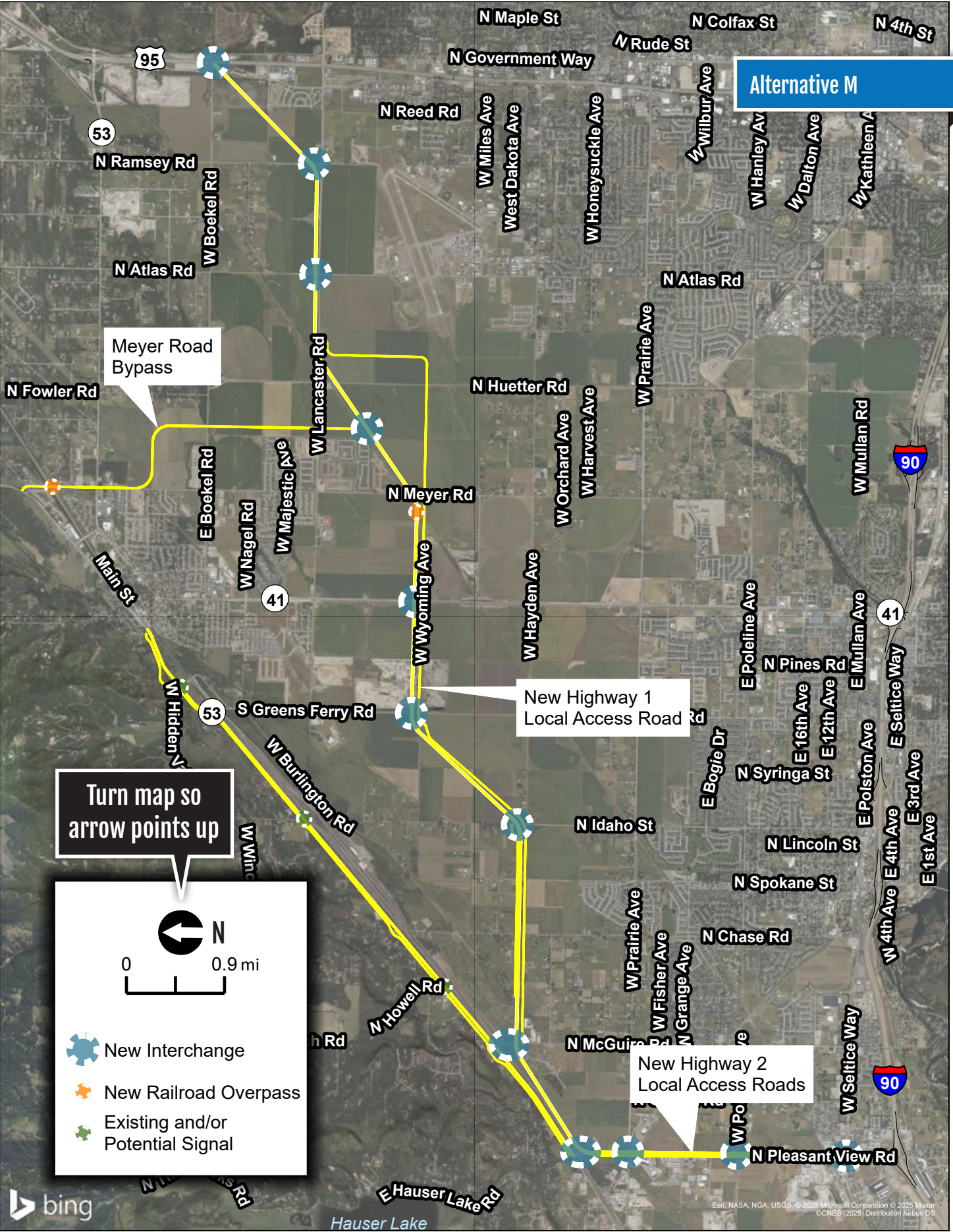
Access Controlled Highway, Pleasant View and parallel to Hayden, Wyoming, and Lancaster, SH-53 Expanded Highway, Meyer Road Bypass

Level 2 Alternative ID: M
(East-West)
Recommended to Carry Forward

Level 2 Alternative Description	Comparative Screening Benefits and Challenges
Alternative M would reconstruct Pleasant View Road as an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from I-90 to SH-53. The alternative would add an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from Pleasant View Road parallel to the Burlington Northern Santa Fe line to run parallel with Hayden Avenue until Idaho Road; then, run up to parallel with Wyoming Avenue from Greensferry Road to Meyer Road; then, parallel to the UPRR line to Lancaster Road, then parallel to Lancaster Road from Huetter Road to Ramsey Road; and then, run along a new alignment going northeast, south of the UPRR line, to connect with US-95 near Boekel Road. SH-41 and SH-53 north of Rathdrum would be realigned with direct connection to a Meyer Road bypass over the BNSF line to an interchange with the new highway. Travel lanes and improved intersections would be added to SH-53 from the Pleasant View interchange to Rathdrum. This would include an interchange at McGuire Road to connect into the new highway. A local access road would be added on the north side paralleling SH-53. The reconstructed Pleasant View Highway and the new highway would both include two lanes in each direction with a center median and a 55 to 65 mph speed limit. The local access roads would include one lane in each direction, turn lanes at intersections, and a 35 to 45 mph speed limit. SH-53 would include two lanes in each direction with a center turn lane and a 50 to 55 mph speed limit. The Meyer Road bypass would include one lane in each direction with turn lanes at intersections and a 35 to 45 mph speed limit.	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).

Typical Sections

See page 34.



Alternative N

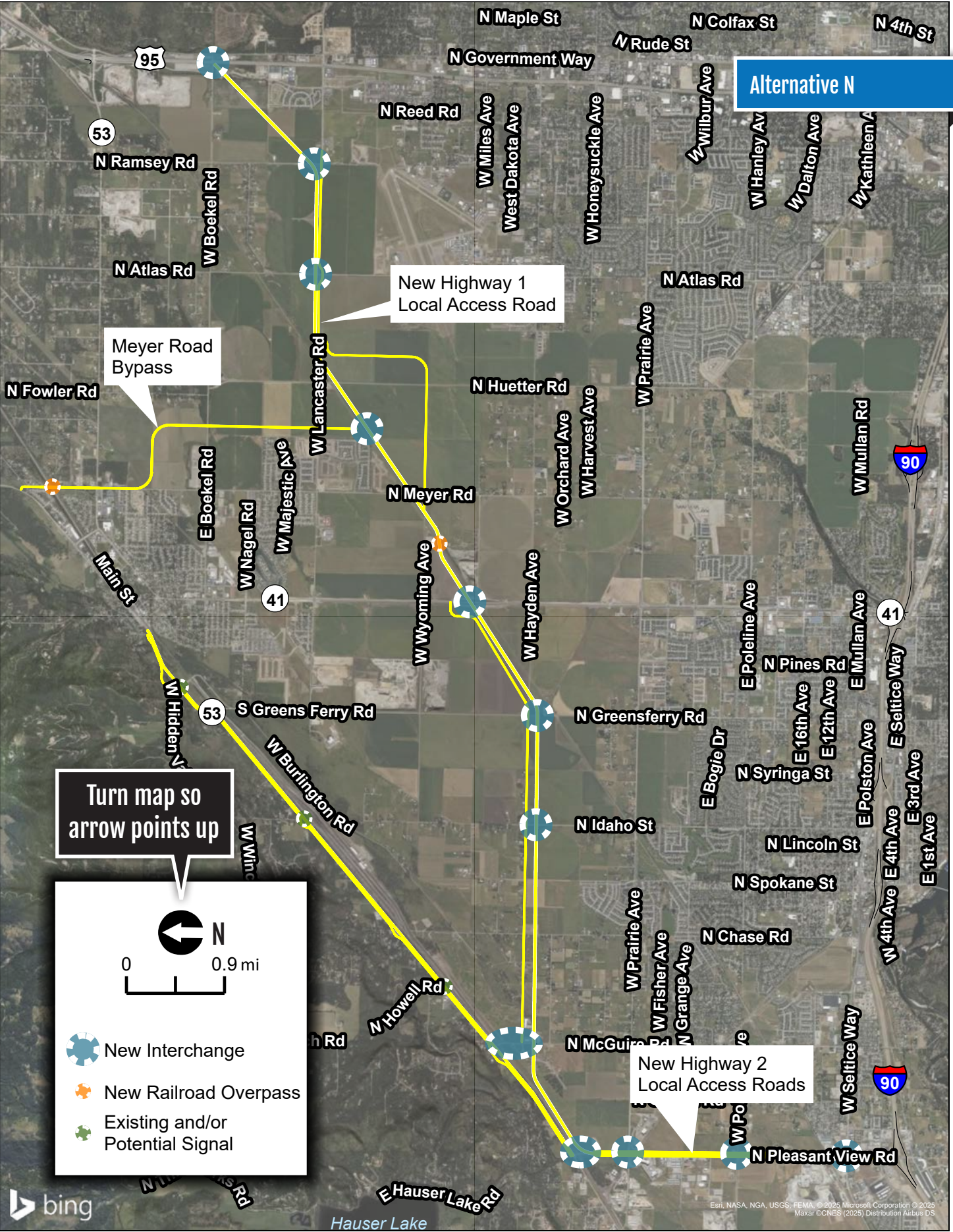
Access Controlled Highway, Pleasant View and parallel to Hayden, and Lancaster, SH-53 Expanded Highway, Meyer Road Bypass

Level 2 Alternative ID: N
(East-West)
Recommended to Carry Forward

Level 2 Alternative Description	Comparative Screening Benefits and Challenges
Alternative N would reconstruct Pleasant View Road as access-controlled highway (with parallel local access roads and interchanges at key crossroads) from I-90 to SH-53. The alternative would add an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from Pleasant View Road parallel to the BNSF line, then parallel to Hayden Avenue Road south of Hayden Avenue to the UPRR line, then parallel to UPRR line to parallel to Lancaster Road from Huetter Road to Ramsey Road, then along a new alignment going northeast south of the UPRR line to connect with US-95 near Boekel Road. SH-41 and SH-53 north of Rathdrum would be realigned with a direct connection to a Meyer Road bypass over the BNSF line to an interchange with the new highway. Travel lanes and improved intersections would be added on SH-53 from the Pleasant View interchange to Rathdrum. This would include an interchange at McGuire Road to connect into the new highway. A local access road would be added on the north side, paralleling SH-53. The reconstructed Pleasant View Highway and the new highway would both include two lanes in each direction with a center median and a 55 to 65 mph speed limit. The local access roads would include one lane in each direction, turn lanes at intersections, and a 35 to 45 mph speed limit.	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).

Typical Sections

See page 34.



Alternative A SH-53 Expanded Highway

Level 2 Alternative ID: A
(East-West)
 **Not Recommended**

Level 2 Alternative Description

Comparative Screening Benefits and Challenges

Alternative A would add travel lanes and improve intersections on State Highway 53 from the Pleasant View interchange to Rathdrum.

The alternative would add a highway realigning SH-53, north of the City of Rathdrum, from the Greensferry Road intersection, to connect with State Highway 41 with an intersection; then, continue over the BNSF railroad tracks and connect with existing SH-53 to connect with U.S. Highway 95.

SH-53 would include two lanes in each direction with a center turn lane and 50 to 55 mph speed limit.

Benefits:

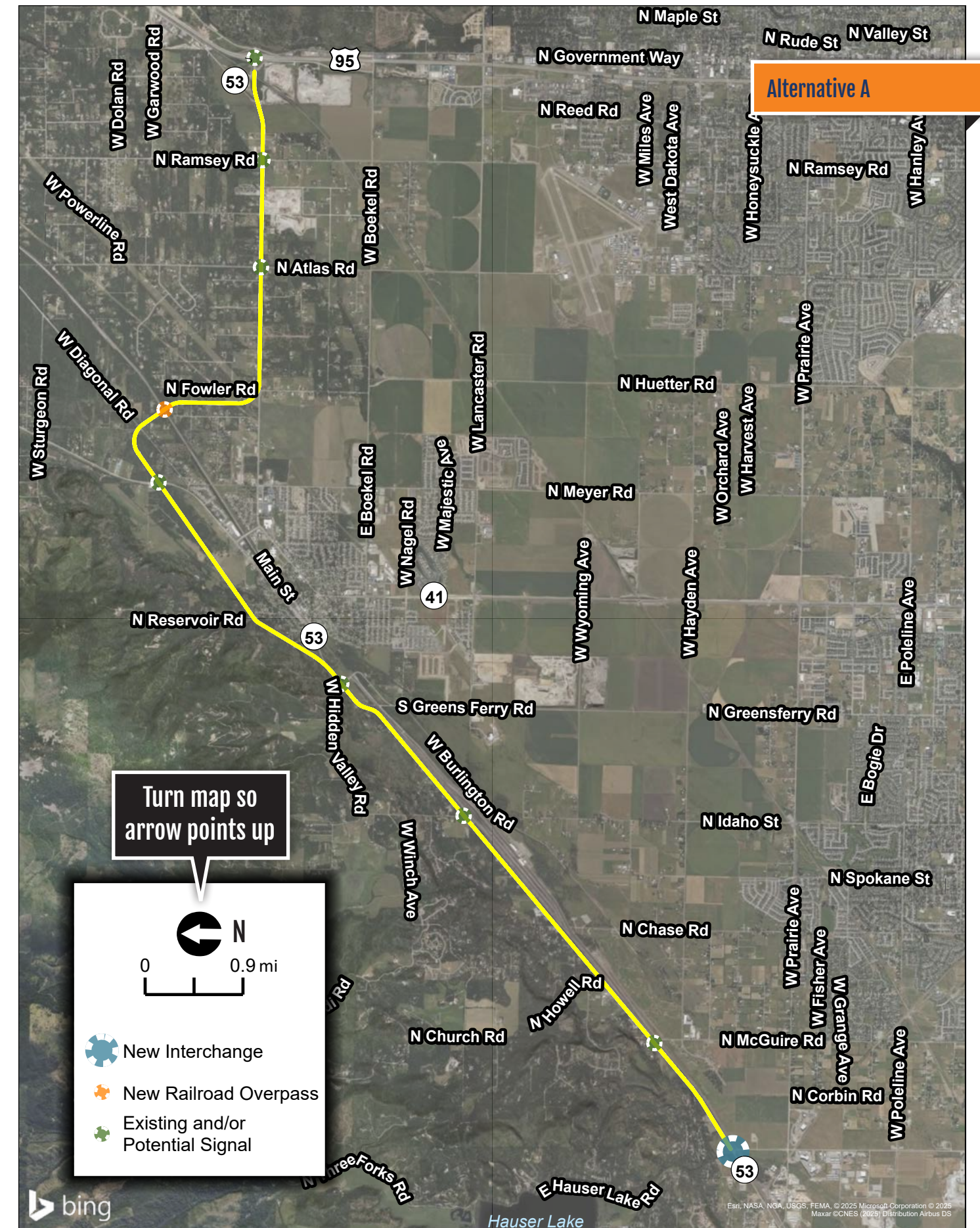
- » Reduces congestion and travel time along SH-53.
- » Adds a new bypass north of Rathdrum, moving SH-53 traffic out of congested areas.

Challenges:

- » Would not address study area performance issues as well as other east-west alternatives.
- » Would not reduce congestion and travel time on SH-53 as much as other alternatives.
- » Does not provide network redundancy during major incidents.
- » Does not significantly reduce potential crash conflicts at driveways on SH-53.
- » High level of impacts to wetlands (3.7 acres) and historic sites (11 sites).

Typical Section

SH-53 Expanded Highway



Alternative C

US-95 Express Lanes

**Level 2 Alternative ID: C
(North-South)**

 **Not Recommended**

Level 2 Alternative Description

Comparative Screening Benefits and Challenges

Alternative C would add separate express lanes parallel to US-95 that connect to US-95 north of Interstate 90 and south of SH-53. The express lanes would cross over or under the cross streets that intersect US-95, with no access to cross streets.

US-95 keeps the existing lane configuration and would match existing speed limits.

Express lanes would add one lane in each direction with a 60 mph speed limit.

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.

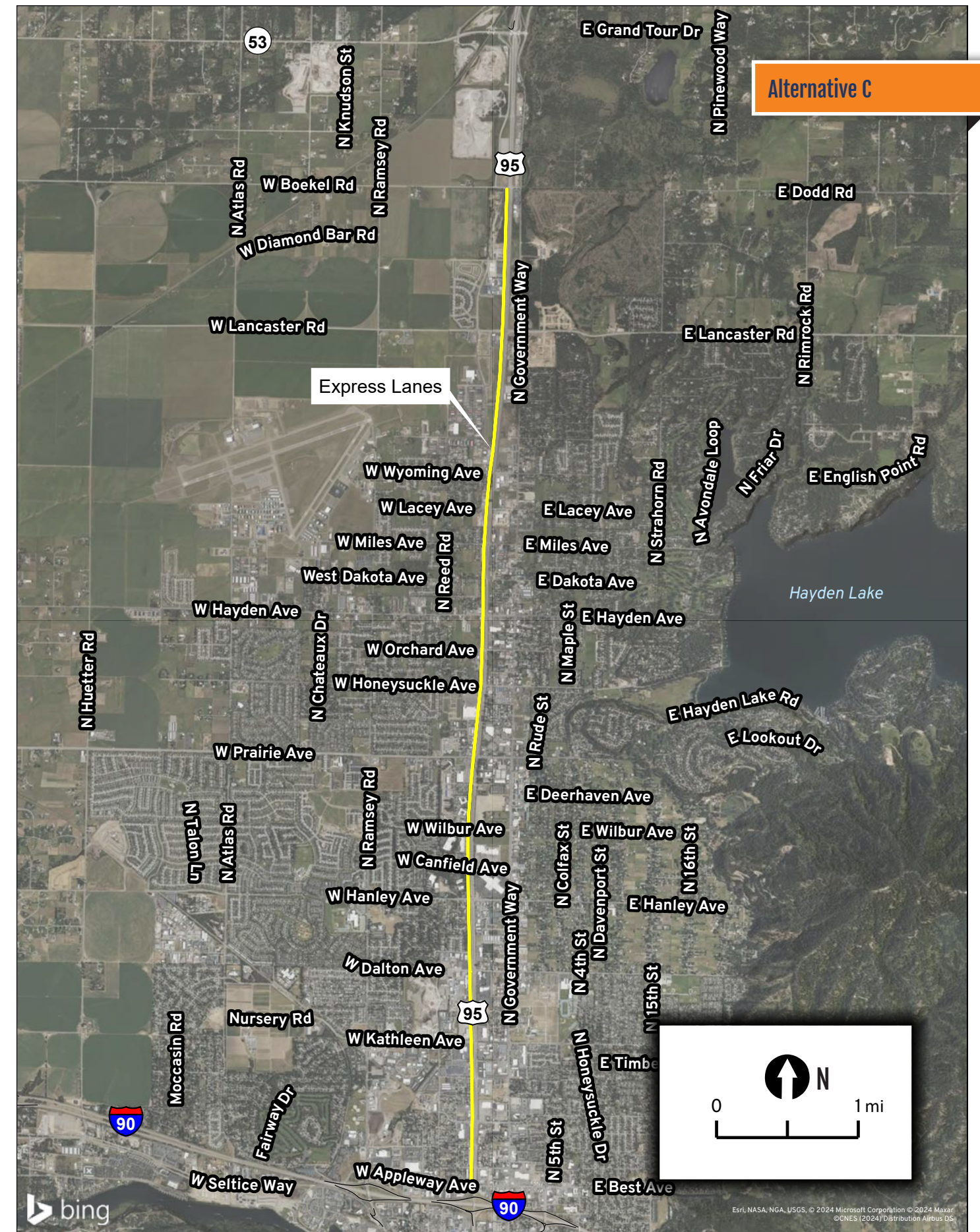
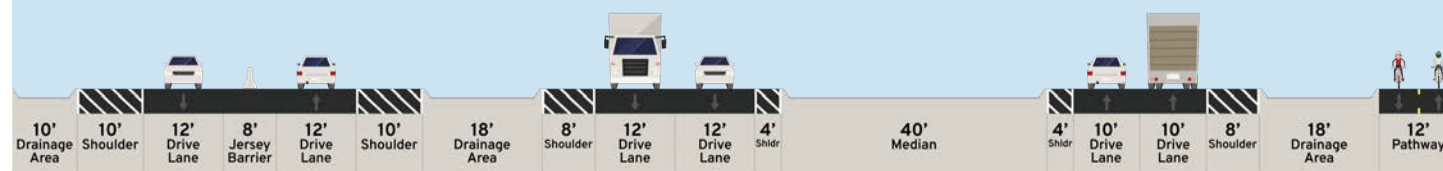
Challenges:

- » 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.

Typical Section

US-95 Express Lanes

Existing US-95



Access Controlled Highway, Pleasant View and SH-53

Level 2 Alternative ID: E
(East-West)



Not Recommended

Level 2 Alternative Description

Comparative Screening Benefits and Challenges

Alternative E would reconstruct Pleasant View Road as an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from I-90 to SH-53.

The alternative would reconstruct SH-53 as an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from the state line to Rathdrum, realigning SH-53 north of the City of Rathdrum from the Greensferry Road intersection to connect with SH-41 with an interchange; then, continue over the BNSF railroad tracks and connect with existing SH-53 to connect with US-95.

Pleasant View Road and SH-53 would each have two lanes in each direction with a center median with a speed limit of 55-65 mph.

The local access roads would include one lane in each direction with turn lanes at intersections, and a speed limit of 35-45 mph.

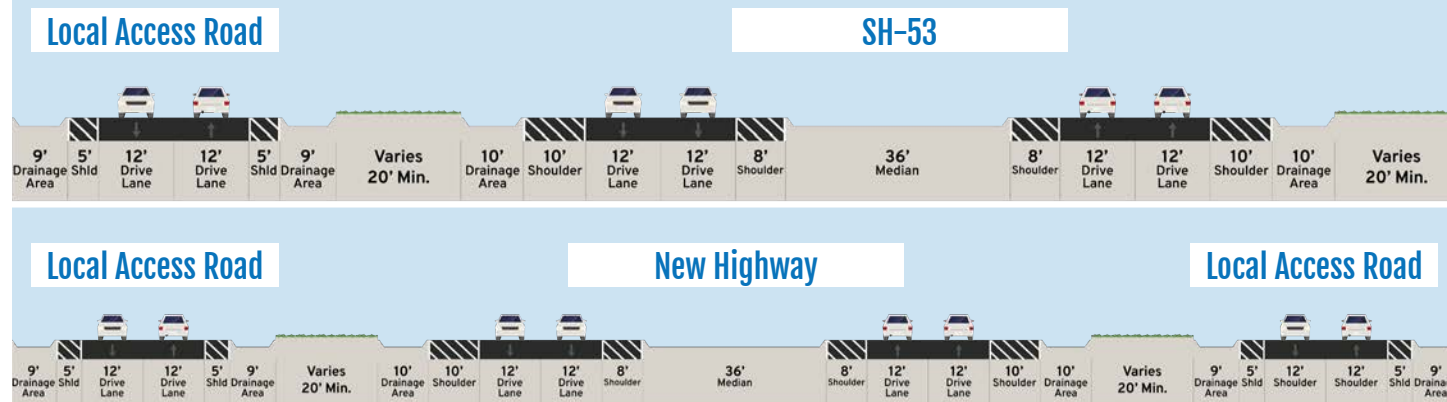
Benefits:

- » 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).

Typical Sections



Alternative F
Access Controlled Highway, SH-41, Greensferry, and SH-53

Level 2 Alternative ID: F
(North-South)
Not Recommended

Level 2 Alternative Description	Comparative Screening Benefits and Challenges
Alternative F would reconstruct SH-41 as an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from I-90 to SH-53. This alternative would realign SH-41 to the west, north of Wyoming Avenue, to align with Greensferry Road with a new interchange over the BNSF line connecting to SH-53. The alternative would reconstruct SH-53 as an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from the Greensferry Road/SH-41 interchange to the realigned SH-53, north of the City of Rathdrum, to connect with SH-41 north of Rathdrum with an interchange; then, continue over the BNSF railroad tracks and connect with existing SH-53 to connect with US-95. SH-41 and SH-53 would both have two lanes in each direction with a center median and speed limits of 55 to 65 mph. The local access roads would include one lane in each direction with turn lanes at intersections and a speed limit of 35 to 45 mph.	Benefits: » Adds a new bypass north of Rathdrum moving SH-53 traffic out of congested areas. » Reduces potential crash conflicts at intersections and driveways on alignment. Challenges: » Doesn't address study area congestion, travel time, travel efficiency, or network redundancy as well as other north-south alternatives. » Does not benefit SH-41 congestion and travel time as much as Alternatives D and H. » High level of right of way impacts compared to other north-south alternatives (325 properties, 422 acres), including 278 acres of residential zoned property. » High level of impacts to historic sites (26 sites) and floodplains (12 acres). » High level of adjacent noise-sensitive properties. » Highest cost of north-south alternatives.

Typical Sections

Local Access Road

New Highway 1



Local Access Road

New Highway 2

Local Access Road



Alternative I
Access Controlled Highway, US-95

Level 2 Alternative ID: I
(North-South)
Not Recommended

Level 2 Alternative Description

Alternative I would reconstruct US-95 as an access-controlled highway (with parallel local access roads and interchanges at key crossroads) through the study area.

US-95 would include two lanes in each direction with a center median and a 55 to 65 mph speed limit.

The local access road would include one lane in each direction with turn lanes at intersections and a 35 to 45 mph speed limit.

Comparative Screening Benefits and Challenges

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.

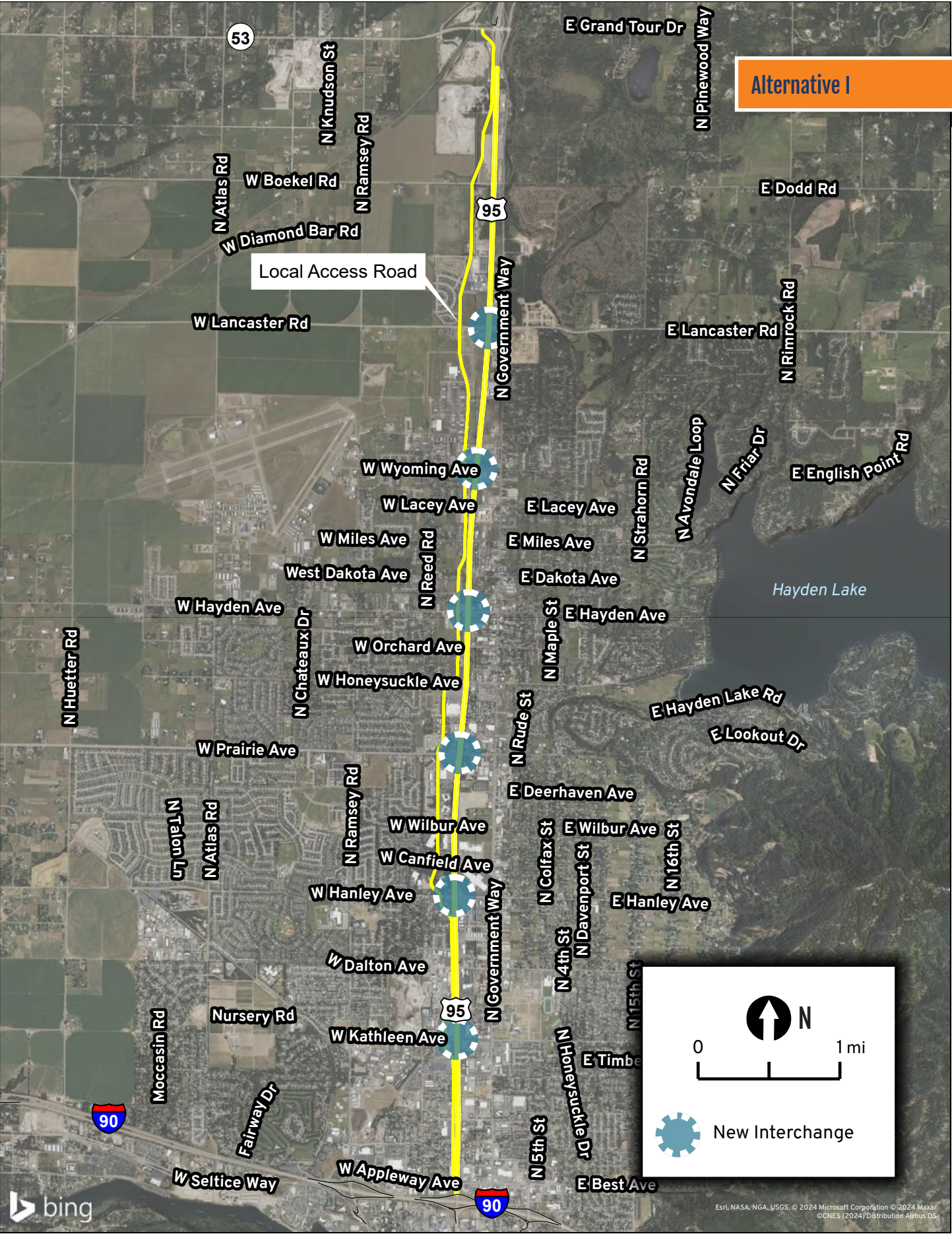
Challenges:

- » 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.

Typical Section

Local Access Road

US-95



Access Controlled Highway, Pleasant View to US-95

 **Not Recommended**

Comparative Screening Benefits and Challenges

The local access roads would include one lane in each direction with turn lanes at intersections and a 35 to 45 mph speed limit.

- » 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).

Local Access Road



Alternative K

Access Controlled Highway, SH-41 to US-95

Level 2 Alternative ID: K
(North-South)
Not Recommended

Level 2 Alternative Description

Comparative Screening Benefits and Challenges

Alternative K would reconstruct SH-41 as an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from I-90 to Hayden Avenue, and connecting to a new alignment going northeast, south of the UPRR line, to connect with US-95 near Boekel Road.

The reconstructed and new SH-41 would both include two lanes in each direction with a center median and a 55 to 65 mph speed limit.

The local access roads would include one lane in each direction with turn lanes at intersections and a 35 to 45 mph speed limit.

Benefits:

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

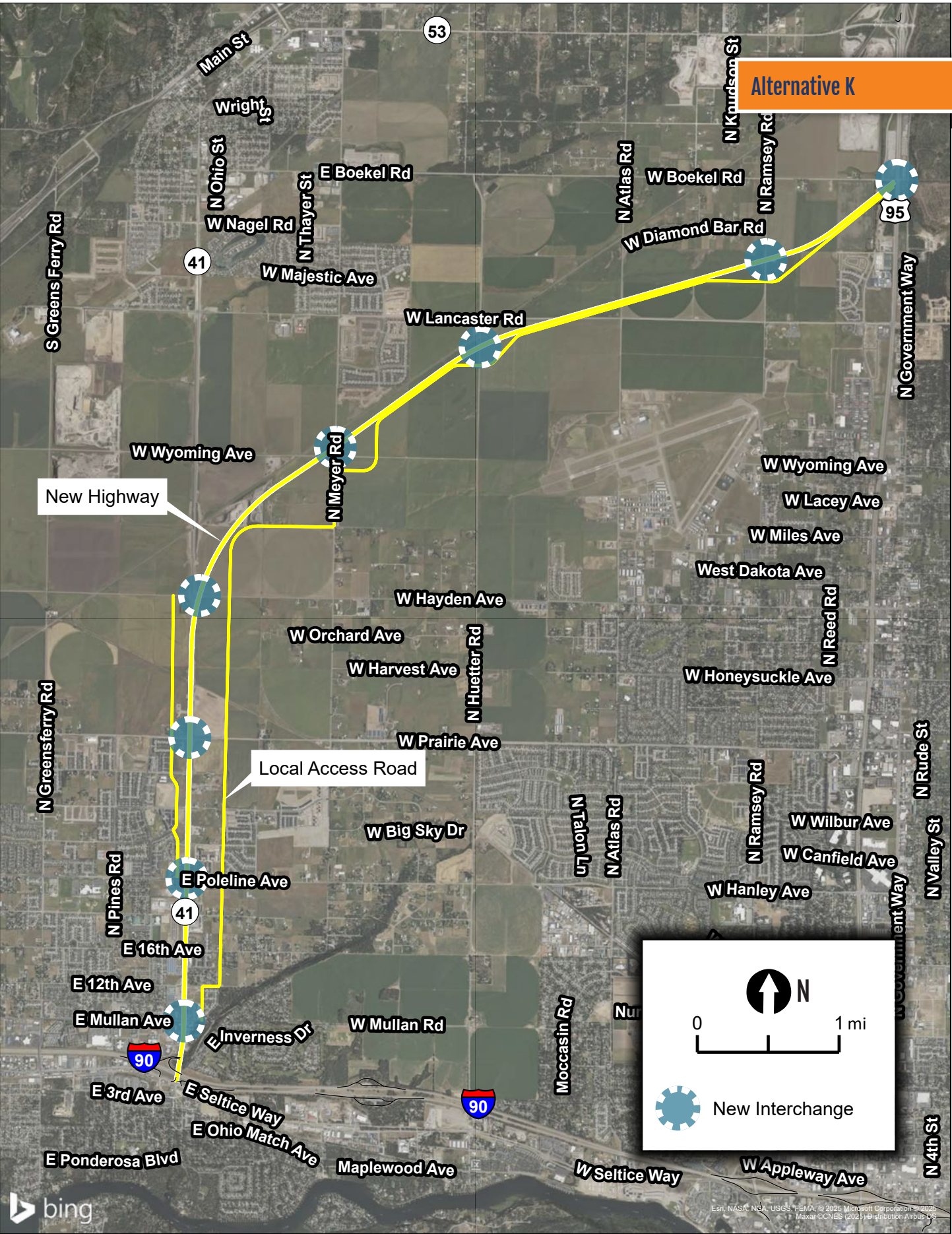
Challenges:

- » 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.

Typical Section

New Highway

Local Access Road



Alternative L

Access Controlled Highway, Pleasant View and parallel to Lancaster, SH-53 Expanded Highway, Meyer Road Bypass

Level 2 Alternative ID: L
(East-West)
Not Recommended

Level 2 Alternative Description	Comparative Screening Benefits and Challenges
Alternative L would reconstruct Pleasant View Road as access-controlled highway (with parallel local access roads and interchanges at key crossroads) from I-90 to SH-53. The alternative would add an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from Pleasant View Road parallel to the BNSF line to run parallel with Lancaster Road to connect with US-95. SH-41 and SH-53 north of Rathdrum would be realigned with direct connection to a Meyer Road bypass over the BNSF line to an interchange with the new highway. Travel lanes and improved intersections would be added on SH-53 from the Pleasant View interchange to Rathdrum and would include an interchange at McGuire Road to connect into the new highway. A local access road would be added on the north side paralleling SH-53. The reconstructed Pleasant View Highway and new highway would both include two lanes in each direction with a center median and a 55 to 65 mph speed limit. The local access roads would include one lane in each direction, turn lanes at intersections, and a 35 to 45 mph speed limit. SH-53 would include two lanes in each direction with a center turn lane and a 50 to 55 mph speed limit. The Meyer Road bypass would include one lane in each direction with turn lanes at intersections and a 35 to 45 mph speed limit.	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 properties impacted for east-west alternatives (21 sites). » High level of adjacent noise-sensitive properties. » High cost (in line with other east-west alternatives).

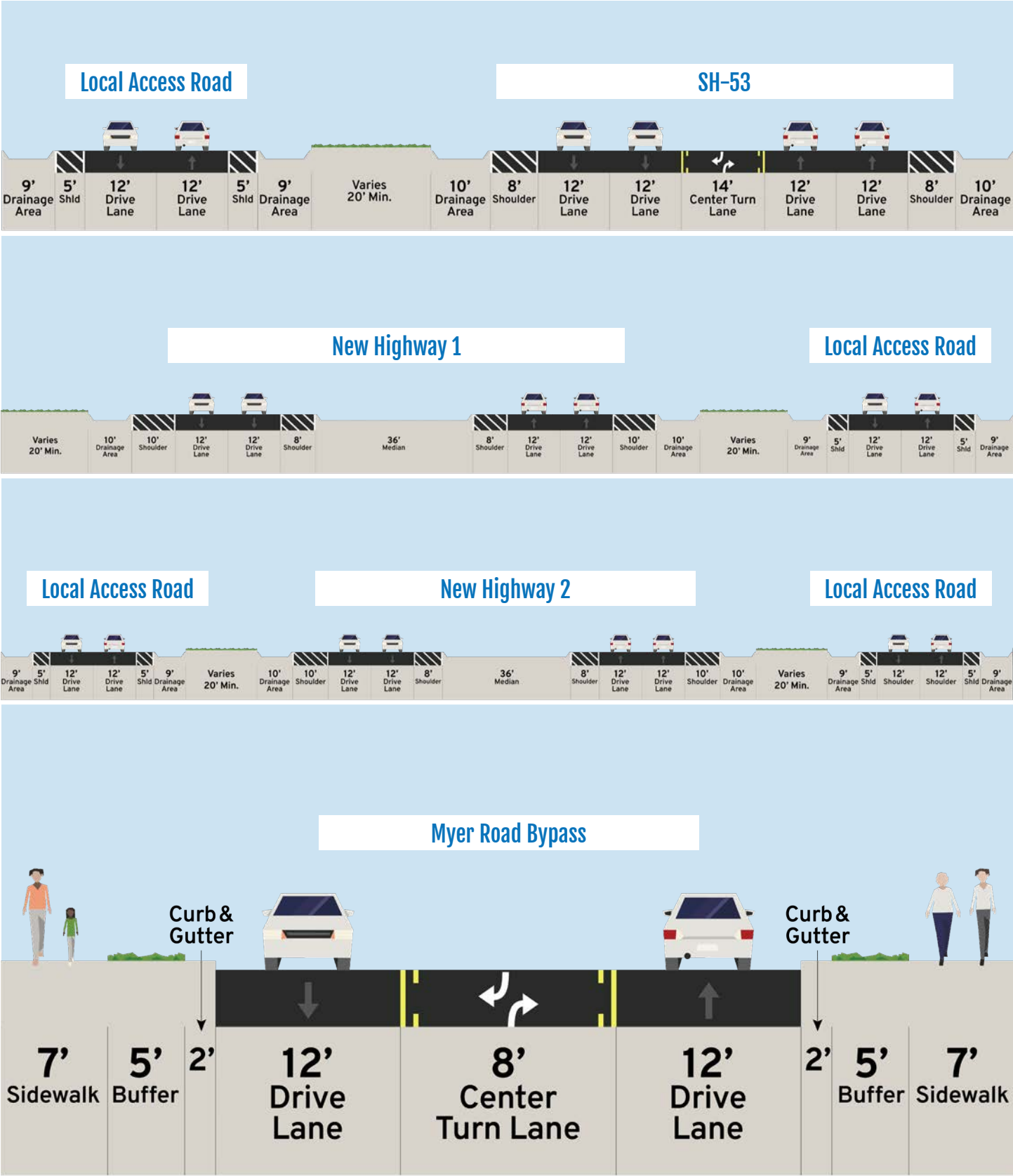
Typical Sections

See page 34.



Typical Sections

Typical sections for Alternatives L, M, N



What's Next?

Level 3 Evaluation

ITD will further develop, combine, and evaluate the alternatives carried forward into Level 3 using the following steps:

- » Explore combinations of alternatives carried forward from Level 2 and consider design adjustments to alignments and cross sections.
- » Assess in greater detail the benefits, impacts, estimated costs and potential right of way needs of each alternative.
- » Hold one more public meeting to share Level 3 alternatives and gather feedback to identify the alternatives recommended to be developed.
- » Finish the study in 2026 and begin moving the recommended alternatives into the NEPA review process.

Notes:



RATHDRUM PRAIRIE
AREA TRANSPORTATION STUDY

If you have questions, please contact the study team:
info@rathdrumprairiepel.com

Share your input.

Visit the online meeting by scanning the QR code and submitting a comment form or mailing one to:



ITD District 1
Attn: Carrie Ann Hewitt, P.E.
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

Comments are due by **Wednesday, Oct. 1, 2025.**

Your feedback helps guide our work, but individual or collective input isn't the same as a 'vote' — the design team also considers safety, engineering, budget, and other factors when making final decisions.

