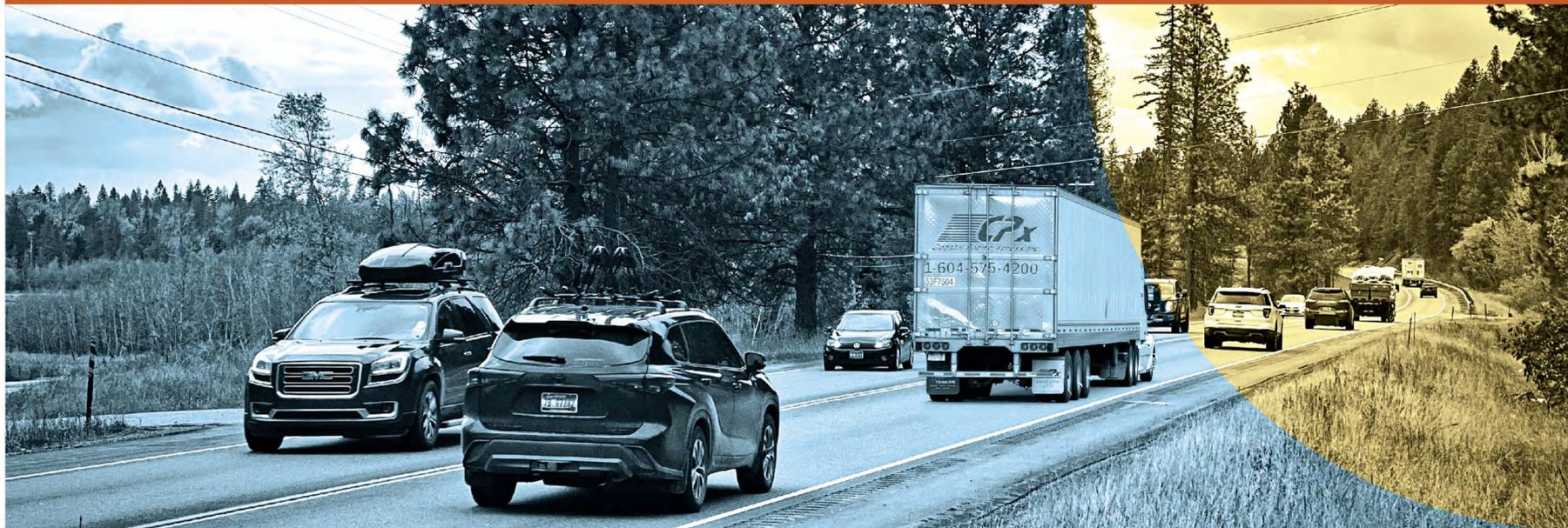


Welcome



US 95 Dufort Rd. to
Lakeshore Dr.

Welcome to the US-95 Dufort Road to Lakeshore Drive public meeting.

This meeting is an opportunity for you to:

- Learn about the project and ITD's previous work on US-95
- Provide input on ITD's Preferred Concept to improve US-95 from Dufort Road to Lakeshore Drive
- Hear about next steps for the project

Thank you for your interest in this project.



Background

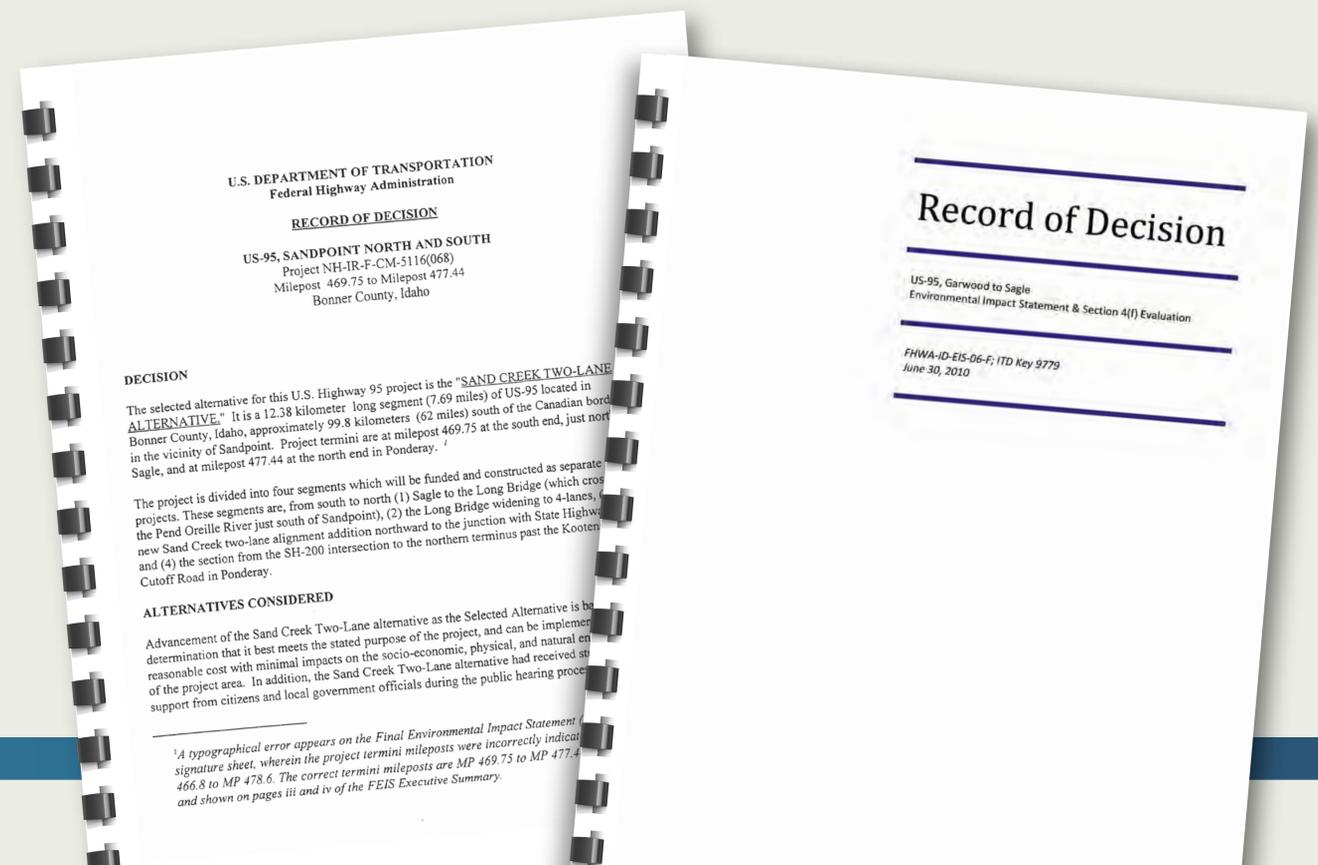


In the early 2000s, ITD completed two complex environmental documents for US-95 in northern Idaho.

- **US-95 Sandpoint North and South** *Environmental Impact Statement (1999), Record of Decision (2000) and Environmental Assessment (2005)*
- **US-95 Garwood to Sagle** *Environmental Impact Statement and Record of Decision (2010)*

Both studies included part of the US-95 Dufort Road to Lakeshore Drive project area. They identified future needs and potential improvements to US-95. They also identified how highway improvements could impact the environment. Over the past 20 years, these documents have resulted in many improvements to US-95.

Growth, congestion, and safety concerns in the area between Sagle and the Long Bridge has prompted ITD to revisit needed improvements to US-95 from Dufort Road to Lakeshore Drive.



Corridor Improvements



Dufort Rd. to
Lakeshore Dr.

In the years since the original environmental documents were completed, ITD has made the following improvements to US-95 between Dufort Road and Lakeshore Drive.

- Widened US-95 to five lanes through Sagle.
- Added a traffic signal at the intersection of Sagle Drive and US-95.
- Added a U-Turn between Lakeshore Drive and Bottle Bay on US-95.



Why Refine the Design?



The Preferred Concept has several advantages:

- **Places an interchange north of Sagle.** This improves mobility and access for residents on the north end of the project near Lakeshore Drive and Bottle Bay.
- **Avoids impacts to the BNSF railroad and the Avista power station.**
- **Reduces impacts to properties in the Sagle area.** This minimizes potential relocations and helps to reduce the cost of the project.
- **Reduces the amount of right-of-way purchases.** This reduces the cost of the project and makes it more likely to be constructed sooner.
- **Increases the spacing between interchanges.** The original interchange locations in Sagle (at N. Gun Club Road and S. Gun Club Road) were 0.7 miles apart. Generally, interchanges on limited access highways should be spaced a minimum of one to two miles apart. Typically, interchange spacing of less than one mile could have negative impacts on the traffic flow of the highway.

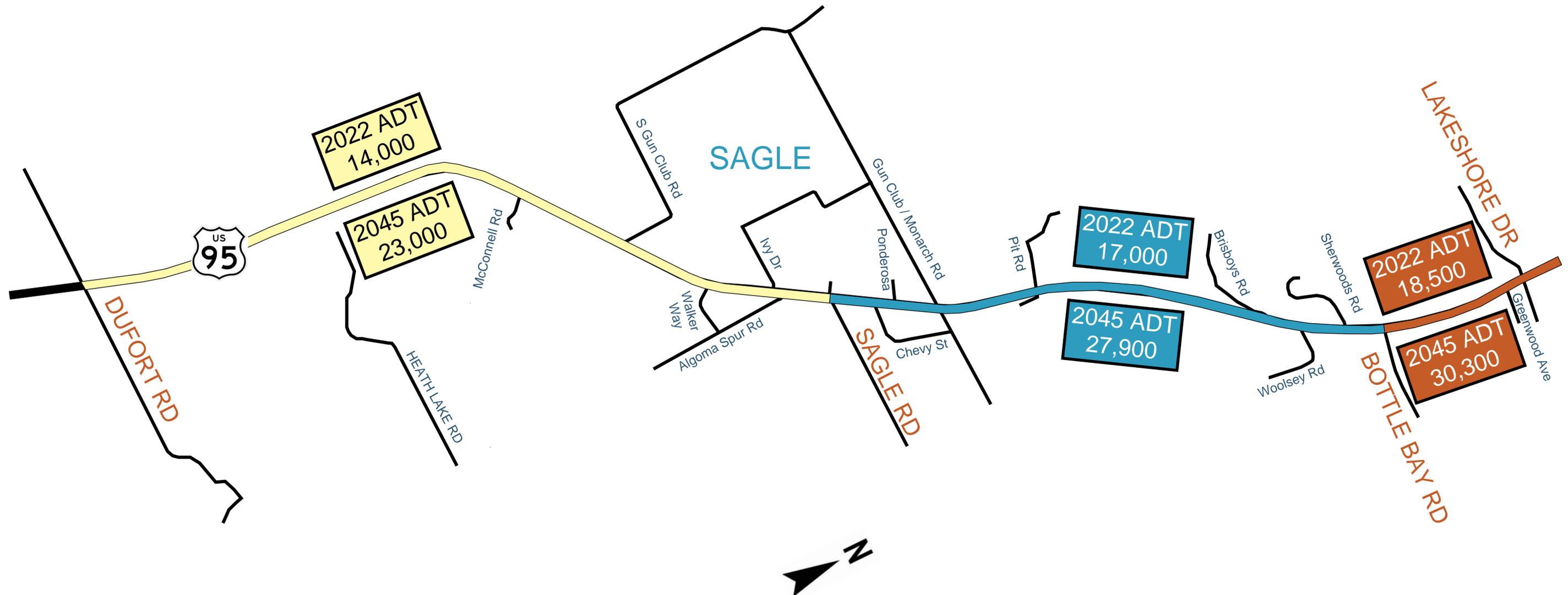
Traffic (Growth)



Dufort Rd. to
Lakeshore Dr.

Average Daily Traffic (vehicles per day)

The Average Daily Traffic (ADT) on US-95 is projected to increase by 64% between 2022 and 2045

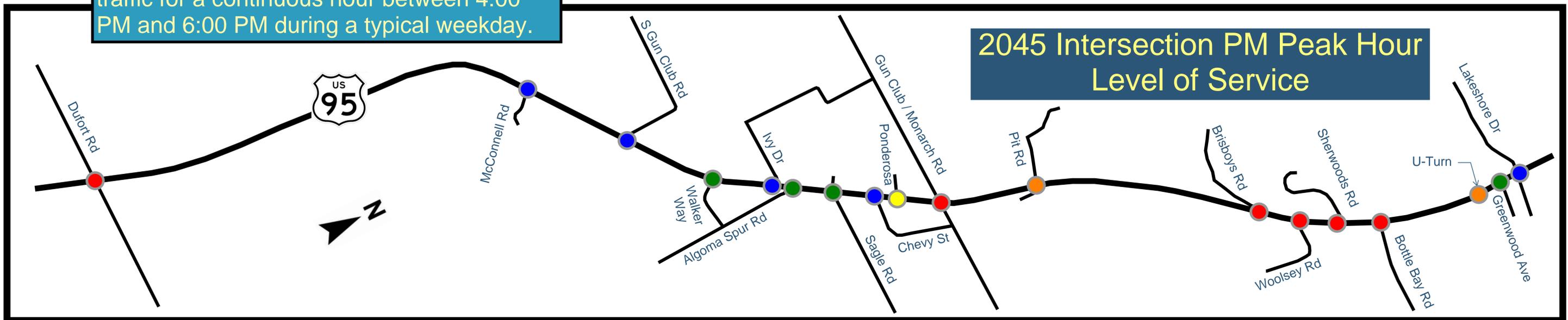
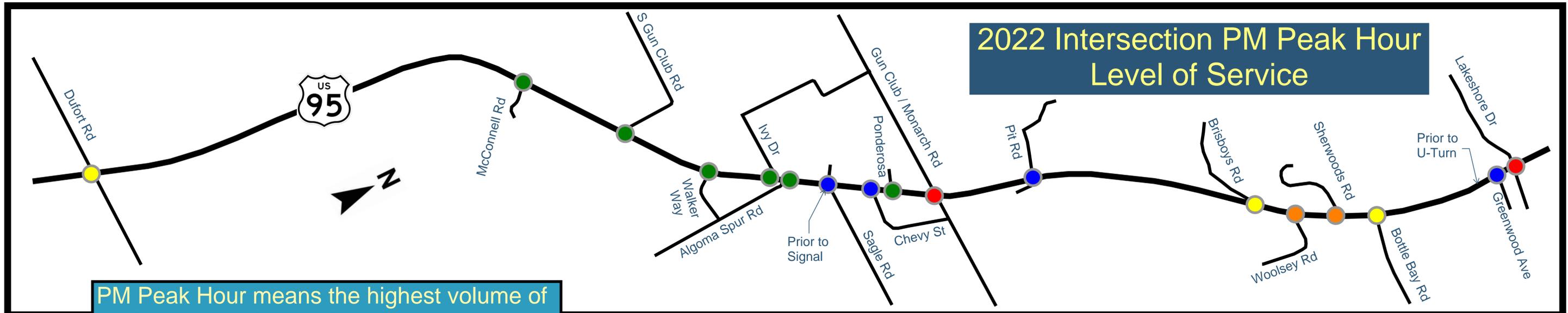


Level of Service (Congestion)



Dufort Rd. to Lakeshore Dr.

Level of Service is defined in terms of the Average Total Vehicle Delay of all movements through an intersection.



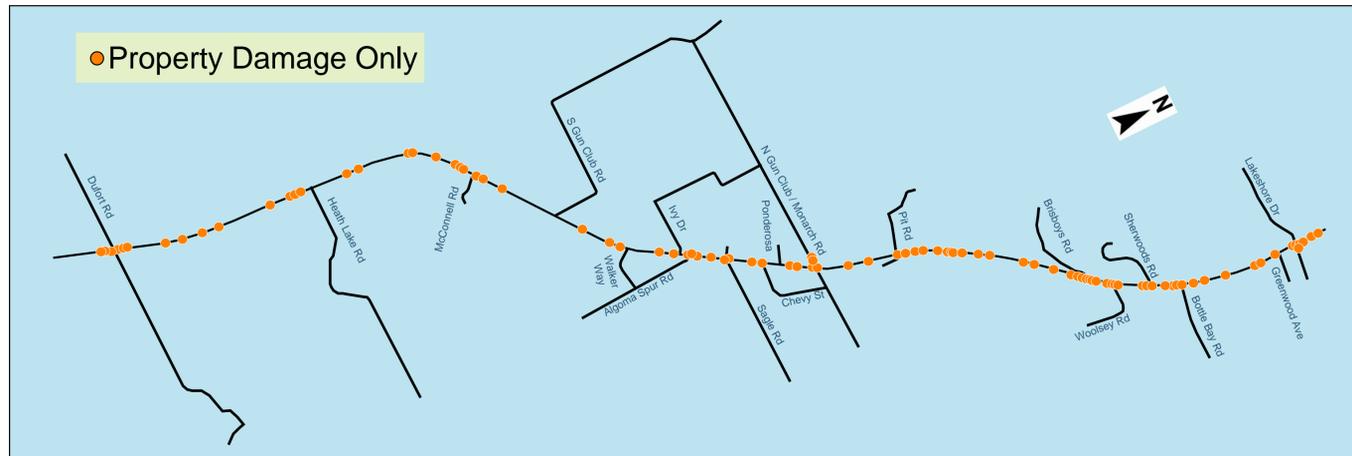
- LOS A: Minimal delays
- LOS B: Low levels of delays and queuing
- LOS C: Occasionally backups may develop, traffic flow still acceptable
- LOS D: Delays may become extensive, yet is acceptable for urban areas
- LOS E: Traffic fills intersection capacity, long queues and delays
- LOS F: Traffic demand exceeds intersection capacity, very long delays and queues

Crash Analysis (Safety)

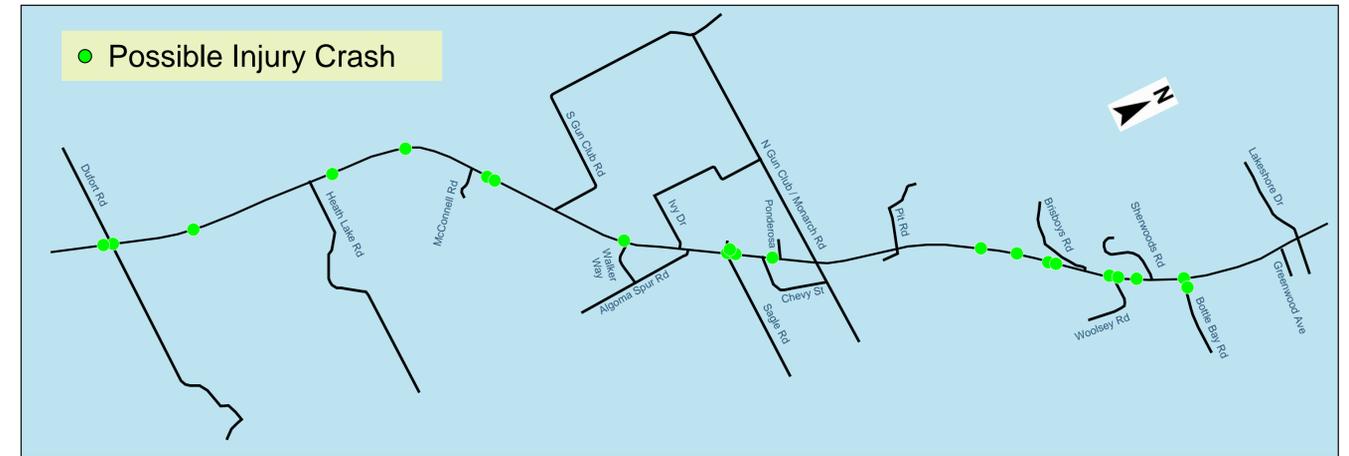


Dufort Rd. to Lakeshore Dr.

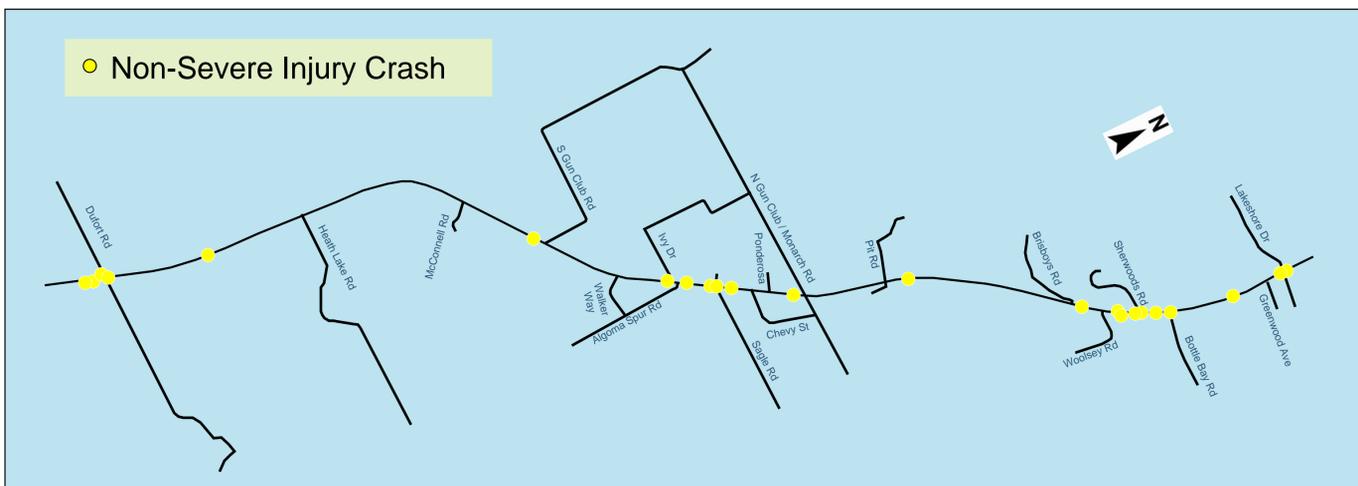
Over 150 crashes were reported in the project area between 2018 and 2022



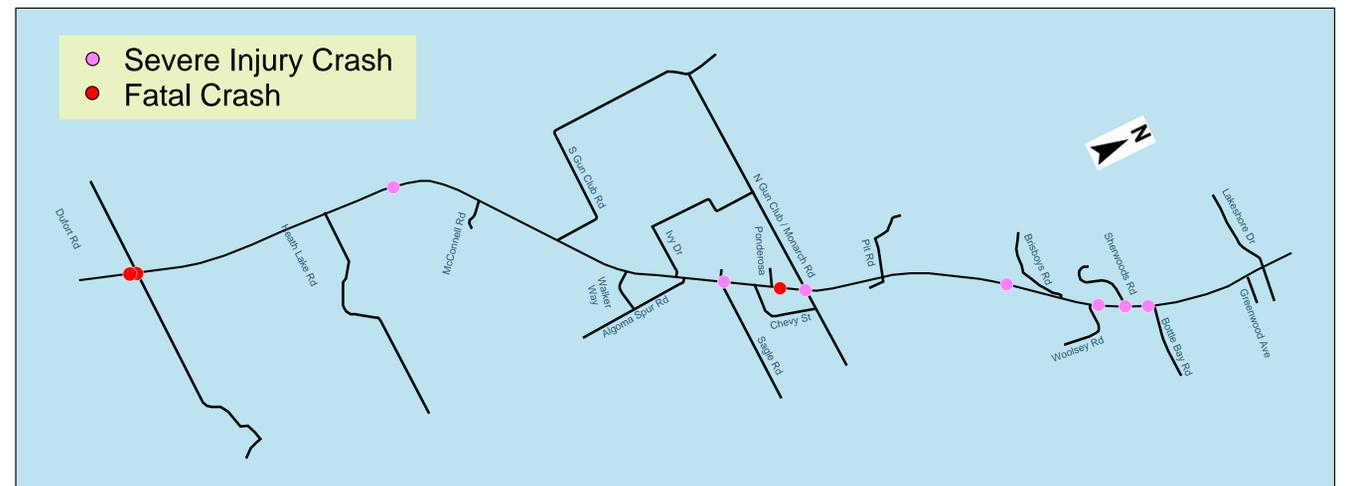
Crash Severity	Description	Number of Accidents
Property Damage Only	No injury evident or reported.	95



Crash Severity	Description	Number of Accidents
Possible Injury Crash	Any injury reported or claimed which does not fall in the other categories. (Momentary unconsciousness, limping, complaint of pain, nausea, hysteria, and/or claim of injuries.)	22



Crash Severity	Description	Number of Accidents
Non-Severe Injury Crash	Any injury, other than a fatal or incapacitating injury, which is visible to observers at the scene of the collision. (Lump on the head, abrasions, bruises, and/or lacerations.)	23



Crash Severity	Description	Number of Accidents
Severe Injury Crash	Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or continuing normal activities. (Broken/distorted limbs, resulting lacerations.)	7
Fatal Crash	Death within 30 days of the collision resulting from a fatal injury received in the collision.	3

Past Study Outcomes



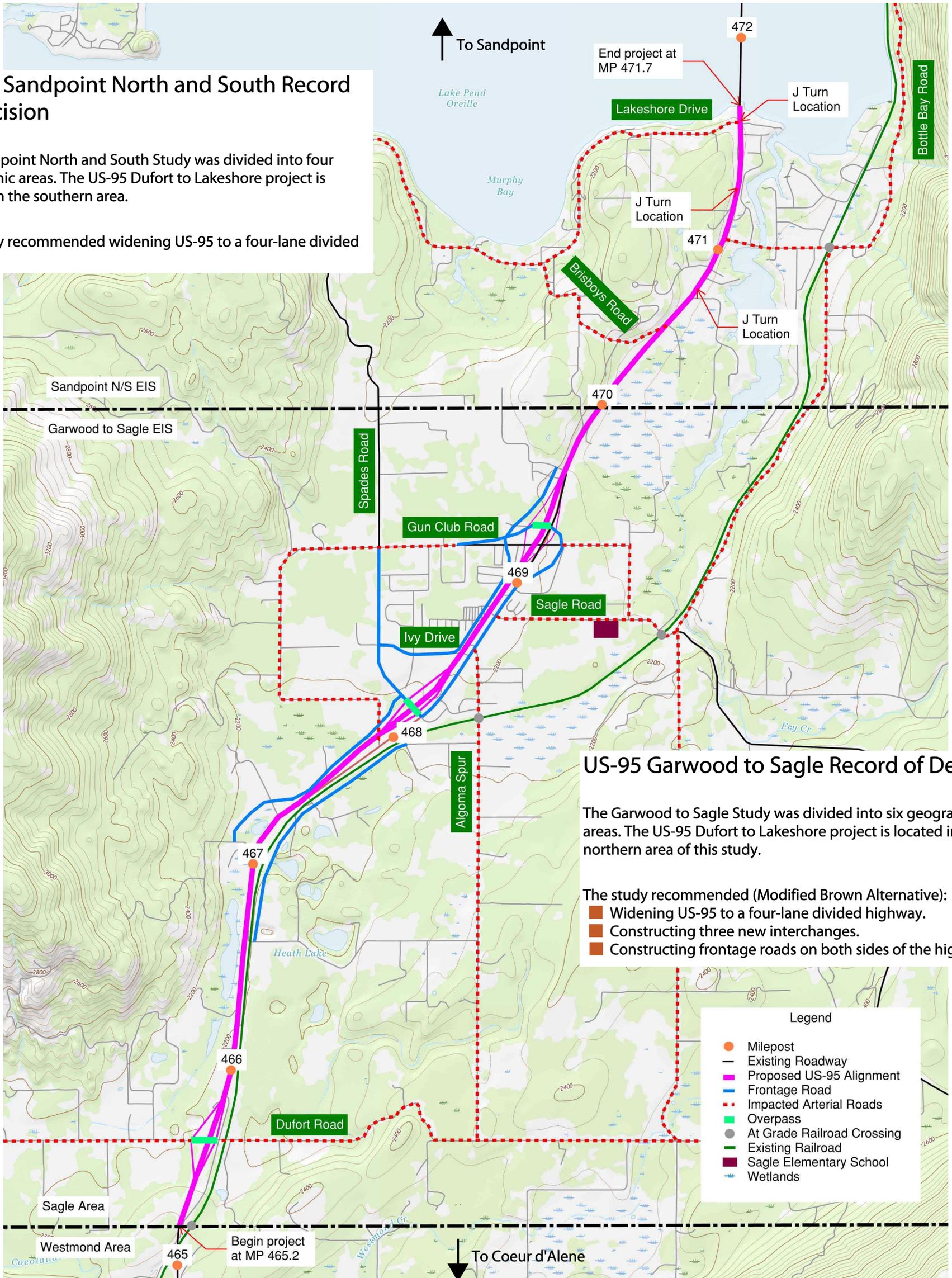
US 95

Dufort Rd. to Lakeshore Dr.

US-95 Sandpoint North and South Record of Decision

The Sandpoint North and South Study was divided into four geographic areas. The US-95 Dufort to Lakeshore project is located in the southern area.

The study recommended widening US-95 to a four-lane divided highway.



US-95 Garwood to Sagle Record of Decision

The Garwood to Sagle Study was divided into six geographic areas. The US-95 Dufort to Lakeshore project is located in the northern area of this study.

- The study recommended (Modified Brown Alternative):
- Widening US-95 to a four-lane divided highway.
 - Constructing three new interchanges.
 - Constructing frontage roads on both sides of the highway.

Legend

- Milepost
- Existing Roadway
- Proposed US-95 Alignment
- Frontage Road
- Impacted Arterial Roads
- Overpass
- At Grade Railroad Crossing
- Existing Railroad
- Sagle Elementary School
- ~ Wetlands

Preferred Concept



Early engineering and other work helped ITD refine the design selected in the earlier environmental documents. The refinement is ITD's Preferred Concept for improvements to US-95 from Dufort Road to Lakeshore Drive.

The Preferred Concept includes:

- A four-lane divided highway (US-95)
- Frontage roads on the east and west sides of US-95
- Local road overpasses at: Ivy Drive/Algoma Spur Road, Monarch Road/N. Gun Club Road and Bottle Bay Road
- Interchanges at Dufort Road and Brisboys Road
- Minimizing impacts to the BNSF railroad
- Minimizing impacts to the Avista power station along Gun Club Road

Preferred Concept



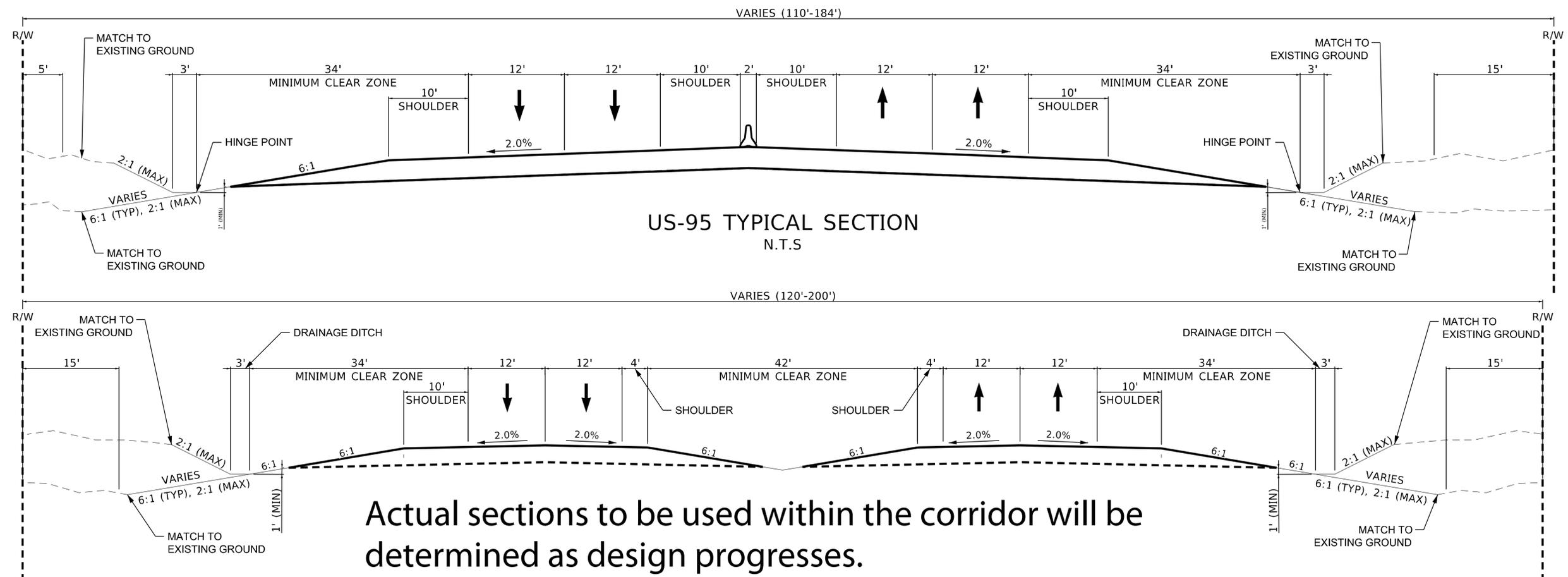
Dufort Rd. to
Lakeshore Dr.

Typical Section

The Preferred Concept for the highway includes:

- Widening US-95 to four lanes (two 12-ft lanes in each direction)
- Adding 10-ft shoulders
- Adding a center median

US-95 CONSTRAINED TYPICAL SECTION
N.T.S



Actual sections to be used within the corridor will be determined as design progresses.

Preferred Concept



Access

The Preferred Concept recommends building local frontage roads on both sides of US-95. This will change the way motorists access US-95 between Dufort Road and Lakeshore Drive.

Frontage roads have many benefits. They will:

- Provide a route to the two interchanges where motorists can safely access US-95. Interchanges include on- and off-ramps for motorists to safely accelerate to highway speeds.
- Relocate driveways away from US-95. This will separate local traffic from high-speed highway traffic, improving safety and reducing congestion.
- Keep traffic flowing freely on US-95.



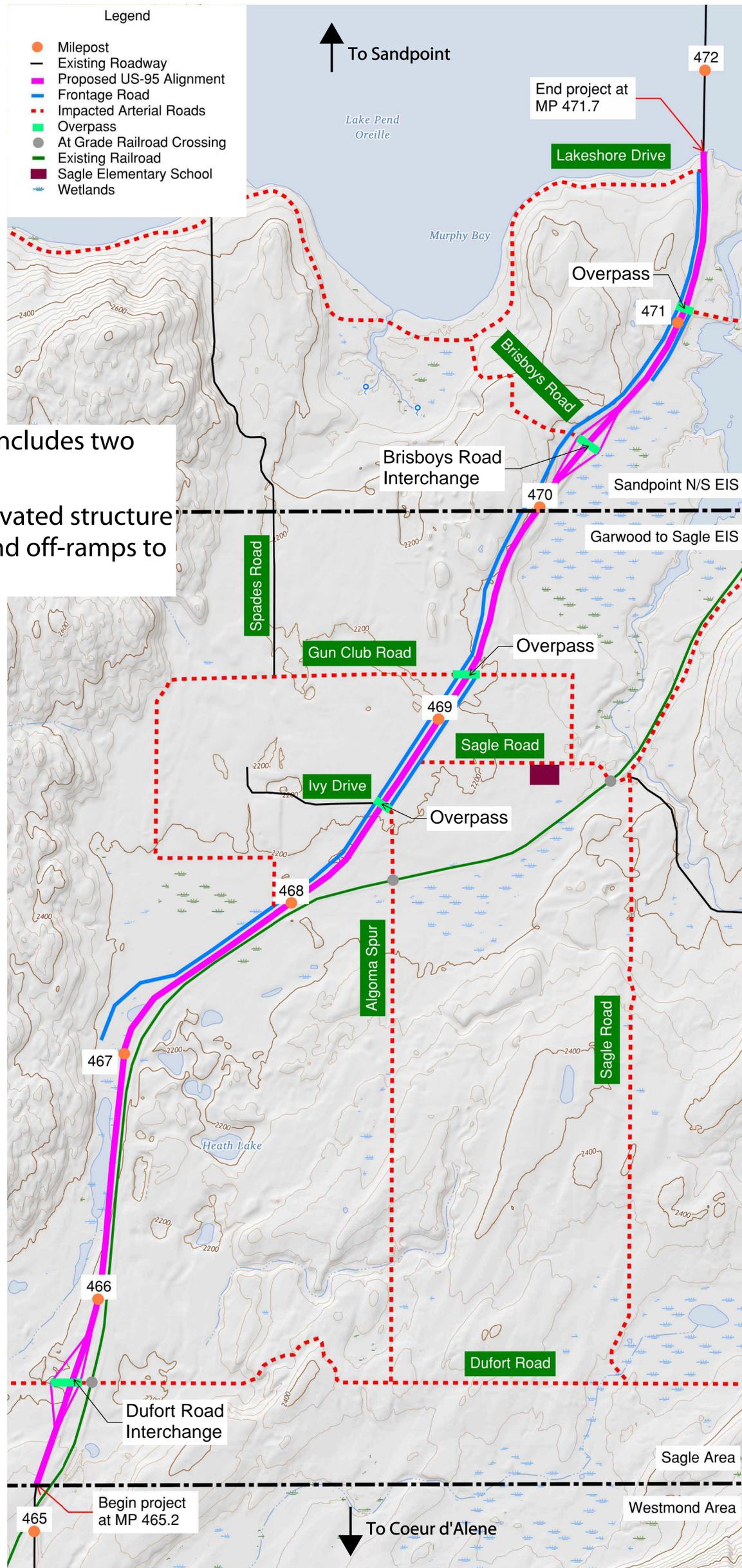
Granite Loop Rd/US-95; Granite Hill, ID

Preferred Concept



Dufort Rd. to
Lakeshore Dr.

Interchanges



The Preferred Concept includes two interchanges.

An interchange is an elevated structure where traffic uses on- and off-ramps to access US-95.

Preferred Concept



Local Road Overpasses

Motorists will access US-95 at the two interchanges. In addition, ITD proposes to construct highway overpasses at the following locations:

- Ivy Drive/Algoma Spur Road
- Monarch Road/N. Gun Club Road
- Bottle Bay Road

Overpasses allow local traffic to travel over US-95 without encountering highway traffic. This improves overall safety and traffic circulation.



US-95/Garwood Road Overpass; Garwood, ID

Process & Schedule



1999	US-95 Sandpoint North & South Environmental Impact Statement completed with Record of Decision
2010	US-95 Garwood to Sagle Environmental Impact Statement completed with Record of Decision
2011–2019	<p>ITD constructed numerous multi-year projects in both locations.</p> <ul style="list-style-type: none">■ Between Garwood and Sagle, ITD improved 16 miles of US-95 in Chilco, Athol, Granite Hill and Careywood■ In the Sandpoint North and South area, ITD constructed the Sandpoint Byway, improved an additional 7 miles of highway, and maintained the Long Bridge
2020	<p>ITD began revisiting needed improvements to US-95 from Dufort Road to Lakeshore Drive</p> <ul style="list-style-type: none">■ Updated existing conditions, early environmental and engineering data■ Developed Preferred Concept
FALL 2023	Present Preferred Concept and gather input from the public
NEXT STEP	Review public input and continue to refine the Preferred Concept <i>ITD's goal is to move forward with a full environmental re-evaluation to confirm the improvements.</i>

**WE ARE
HERE.**

Then and Now



Dufort Rd. to
Lakeshore Dr.

The Preferred Concept is a refinement of the designs selected in the original environmental documents.

From Dufort Road to the northern limits of Sagle

DESIGN SELECTED IN ORIGINAL ENVIRONMENTAL DOCUMENT*

- Widen US-95 to a four-lane divided highway
- Build three interchanges (Dufort Road, S. Gun Club Road, N. Gun Club Road)
- Construct frontage roads on both sides of the highway

2023 PREFERRED CONCEPT

- Widen US-95 to a four-lane divided highway
- Build one interchange (Dufort Road)
- Build two overpasses (Ivy Drive/Algoma Spur Road, Gun Club Road)
- Construct frontage roads on both sides of the highway

From northern limits of Sagle to Lakeshore Drive

DESIGN SELECTED IN ORIGINAL ENVIRONMENTAL DOCUMENT**

- Widen US-95 to a four-lane divided highway

2023 PREFERRED CONCEPT

- Widen US-95 to a four-lane divided highway
- Build one interchange (Brisboys Road)
- Build one overpass (Bottle Bay Road)
- Construct frontage roads on both sides of the highway

The Preferred Concept reduces the amount of right-of-way needed for the recommended improvements.

** US-95 Garwood to Sagle document ** US-95 Sandpoint North and South document*

Your Involvement



Feedback from the community is important to ITD and the success of this project. Please take a moment to let us know:

- What do you like about the Preferred Concept?
- What concerns do you have about the Preferred Concept?
- Other comments and questions

Please leave your comment sheet with the project team or comment online at itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore.

ITD is providing all open house information online at
itdprojects.idaho.gov/pages/us-95-dufort-to-lakeshore

Community members can review project information and submit their input online from Nov. 17–30, 2023. Scan the QR code to view the online meeting.



Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al coordinador de participación pública al (208) 334-8884. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.

Thank You

Thank you for participating in this meeting.



Dufort Rd. to Lakeshore Dr.

Next Steps

ITD will review public input and continue to develop the Preferred Concept. ITD's goal is to move forward with an environmental re-evaluation to confirm the improvements. An environmental re-evaluation is needed to receive federal funds for construction. Once this process is complete, ITD can develop final plans and begin to secure funding for construction.

For more information: CarrieAnn Hewitt, P.E. (ITD Project Manager)
(208) 772-1230
carrieann.hewitt@itd.idaho.gov



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