

US-95 Palouse Region Study: Level 2 Screening Results

The US-95 Palouse Region Study is following the Planning and Environmental Linkages (PEL) process. The intent of the study is to help ITD determine investments in the transportation network that will improve safety, mobility, and economic opportunity in the region.

Evaluation includes several levels of screening that consider the transportation problems, operational context, and surrounding environment. Through screening, the study team will identify reasonable alternative(s) that may progress into the National Environmental Policy Act (NEPA) review process.

Current Phase

Level 2: Compared concepts using qualitative and quantitative planning-level data.

1. Gathered Data. The study team gathered and analyzed refined datasets for each concept, including traffic analysis.
2. Performed Comparative Analysis. The study team used the data to compare each concept's performance against the others, evaluating how well each one met the study's Purpose & Need, feasibility, and goals.

Results included:

- **Carried Forward:** Considered reasonable and feasible, and may be considered for further evaluation in this study or subsequent NEPA review and project development.
- **Eliminated:** Did not meet Purpose & Need, had a fatal flaw, or was considered unreasonable.
- **Not Recommended:** Will not be evaluated further due to comparatively negligible benefits or higher impacts.

A No Build Alternative is required in NEPA environmental reviews and maintains the existing roadway network, without the proposed project. It serves as the baseline to which other alternatives are compared. The No Build Alternative will be **Carried Forward in All Screening Levels.**

For more details and an online feedback survey, please visit **us95sh8.com**. Comments submitted by April 9 will be considered by the study teams. →



Level 2 Screening Criteria

Purpose & Need

Reduce Congestion

- Reduce congestion in downtown Moscow
- Improve roadway capacity
- Reduce travel times between Lewiston and Coeur d'Alene



Enhance Regional North-South Connection

- Provide a regional north-south connection that is not impacted by street parking

Accommodate Walking and Biking

- Accommodate safe, multimodal facilities and connections through downtown Moscow

Promote Safety

- Provide a facility that corrects geometric deficiencies in accordance with ITD standards
- Improve intersection safety, including at the US-95/3rd Street intersection or US-95/SH-8 intersection
- Include design features that have the potential to reduce crashes

Feasibility and Goals

Community

- Avoid and minimize property impacts
- Minimize property impact costs
- Support local and regional planning efforts



Environmental Resources

- Avoid and minimize impacts on the built environment resources
- Avoid and minimize impacts on the natural environment resources

Implementation

- Connect with future projects
- Consider ease of implementation (permitting, construction complexity, duration)
- Consider the ability to proceed with phased implementation

Level 2 Traffic Analysis Summary

Concepts/Options Carried Forward Through Traffic Analysis

- **New Corridors: 17 Concepts**
 - Northeastern corridor concepts did not provide traffic benefits compared with other corridors.
 - New corridor concepts to the south and west of Moscow met the Purpose & Need.
- **Rural Widening and Rural Improvement Concepts**
 - Both concepts passed through traffic analysis.
- **Signal Operation Improvements**

Concepts/Options Eliminated Due to Traffic Analysis

On their own, these concepts do not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.

- **A Street**
- **Access Management**
- **Lane Reallocations**
- **Palouse River Drive**
 - As a stand-alone concept, Palouse River Drive did not meet traffic performance need. Palouse River Drive will be a component of several New Corridor Concepts in Level 3 and will potentially be addressed as an off-system improvement for other studies.
- **Styner Avenue**
 - Eliminating the Styner concept using traffic data does not preclude it from being analyzed as part of the crosswalk concepts that were carried forward.



Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Signal Operation Improvements

Level 2 Screening Result: Carried Forward

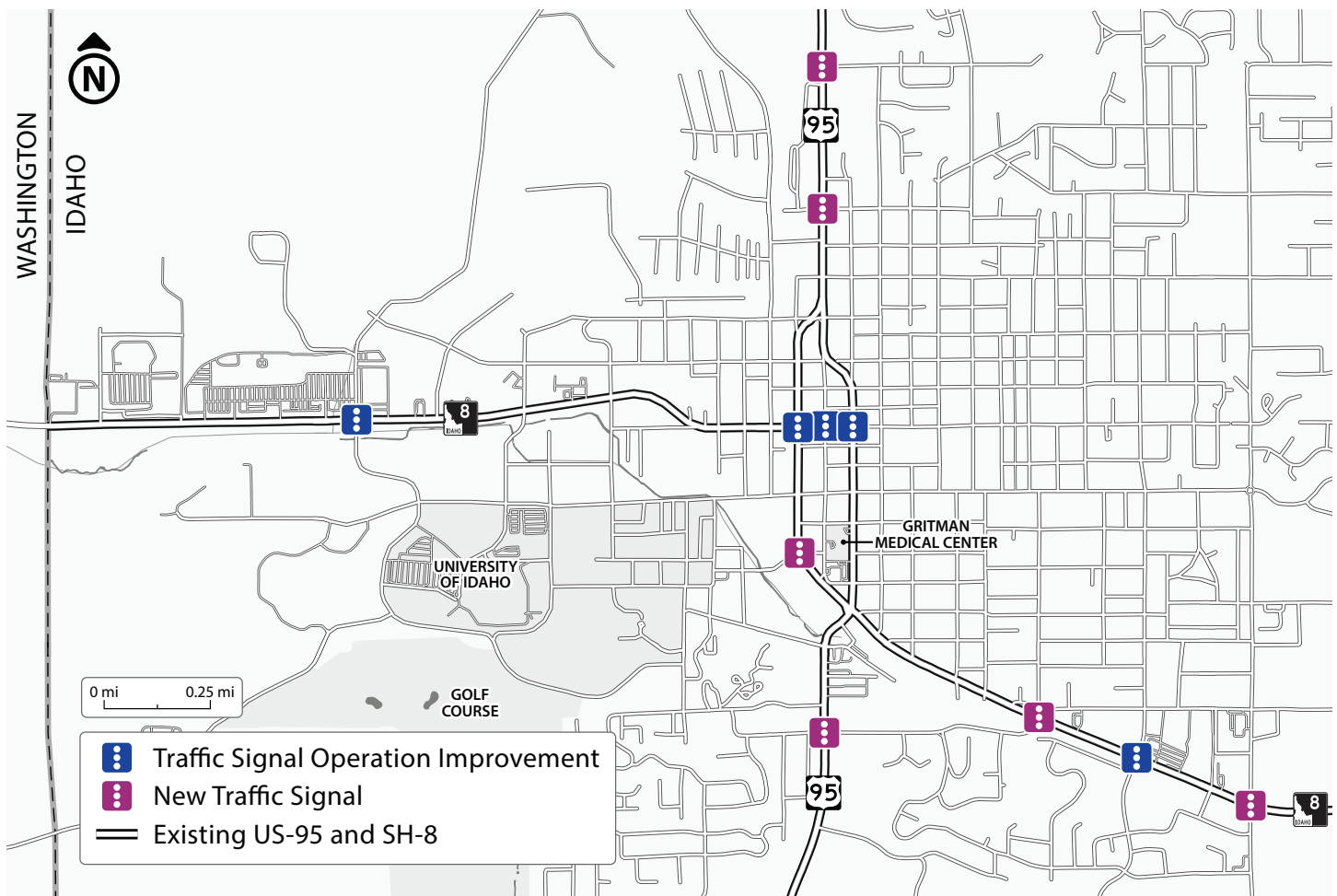
Key Components

Optimization of signal timing, including queue management and a review of the overnight flashing operation downtown, will be needed to recalibrate the network as part of any concept advanced out of Level 2 Screening, including the No Build option.

Potential new traffic signal locations will be analyzed throughout the study process. New traffic signals may be warranted dependent on future traffic growth and other planning efforts.

Results

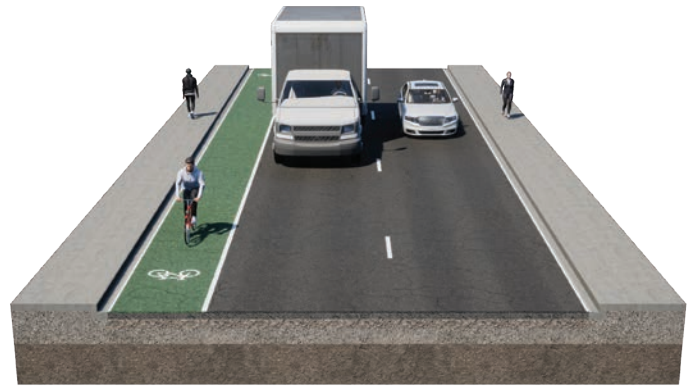
The Signal Operation Improvements Option was carried forward for refinement in Level 3.



Concept: Urban Improvements

Targeted Roadway Improvements in Moscow on the Current Highway Alignment

Option: Urban Walking and Bike Improvements
Level 2 Screening Result: Carried Forward



Examples of a bike lane and crosswalk

Key Components

Targeted improvements for walking and biking facilities would be considered for the current highway system.

Results

While the details of specific improvement elements could be identified and refined in Level 3, we anticipate considering options such as:

- Improved Connection to the Latah Trail
- Bike Lanes on the Roadway
- Enhanced Pedestrian Crossing, including Mid-Block Crossing

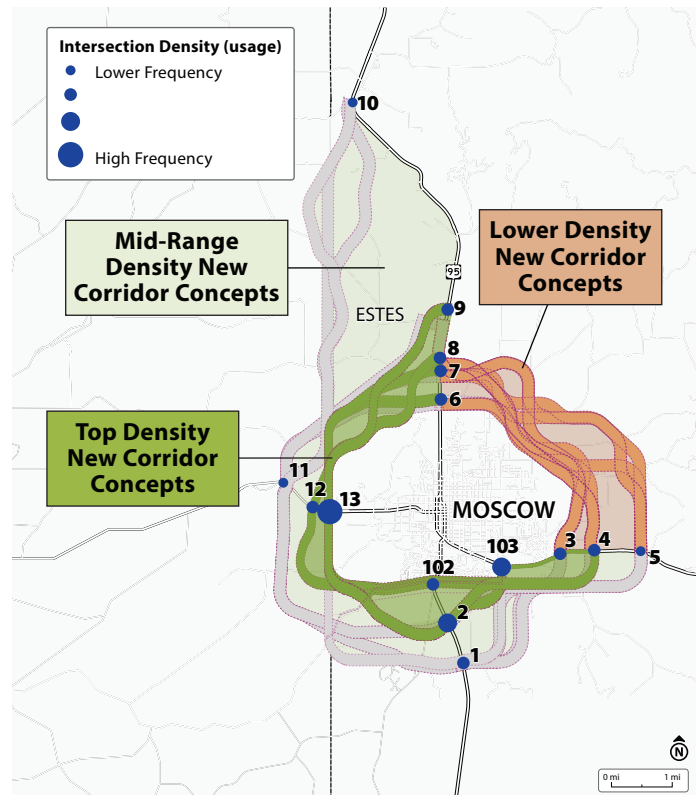
Concept: Moscow New Corridors

New Alignment

Level 2 Screening Result: 17 Top Performing New Corridors Carried Forward

Key Components

Intersections were identified as helpful starting points for studying potential new corridors. New corridors are drawn at 700-1,000 foot widths. Intersections, connecting corridors, and new alignment widths will be refined in Level 3 and in any future project development. For example, Intersection 2 will move due to recent development and growth.



Concept: Moscow New Corridors, cont.

New Alignment

Level 2 Screening Result: **17 Top Performing New Corridors Carried Forward**

Key Components

Intersections were identified as helpful starting points for studying potential new corridors. New corridors are drawn at 700-1,000 foot widths. Intersections, connecting corridors, and new alignment widths will be refined in Level 3 and in any future project development. For example, Intersection 2 will move due to recent development and growth.

Results

Top Performing New Corridor Concepts			
Intersection Location			
East	South	West	North
103	102	13	
103	2	13	8
103	2	13	9
103	2	13	
103	2	13	7
103	102	13	6
103	102	13	7
103	102	13	8
103	2	12	8
103	102	13	9
	2	13	8
103	2	13	6
	2	13	9
103	102	12	
103	1	13	
4	2	13	8
4	2	13	9
Initial Intersection Locations			
1 Zieter/Cameron Road	9 Estes Road		
2 Private Road	10 Viola		
3 Lenville Road	11 Airport Road		
4 Mill Road	12 West of State Line		
5 Pine Crest Road	13 State Line		
6 North Moscow City Limit	102 Palouse River Drive		
7 Foothill Road	103 Mountain View Drive		
8 Almon Street			

Graphic Examples of New Alignment Roadway Elements

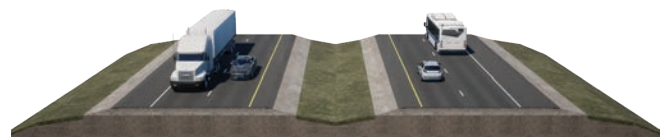
Because we build new roads to the latest design standards, many roadway elements would be determined by engineering best practices and technical data at the time of final design and construction. Specific roadway elements for a new alignment will be refined as we progress through the process.



Two-Lane Roadway



Four-Lane Highway with Center Turn Lane

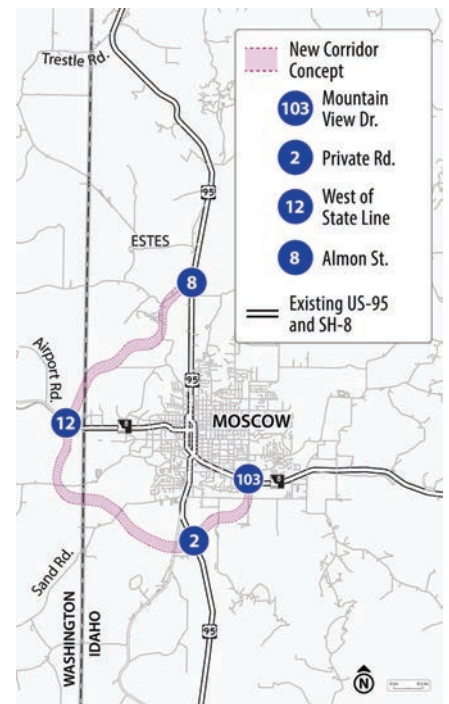
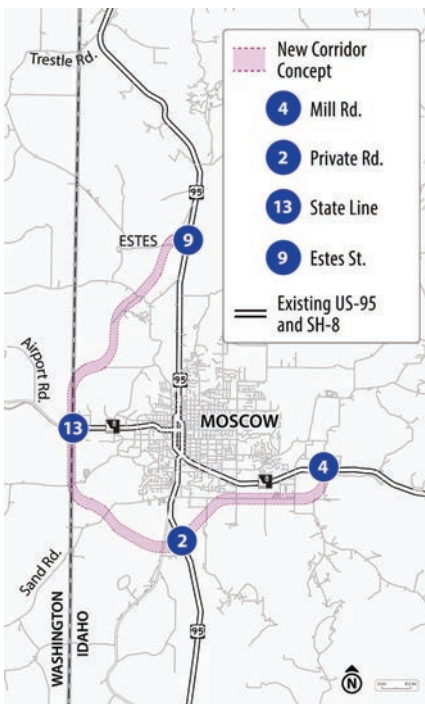


Four-Lane Divided Highway

Concept: Moscow New Corridors, cont.

New Alignment

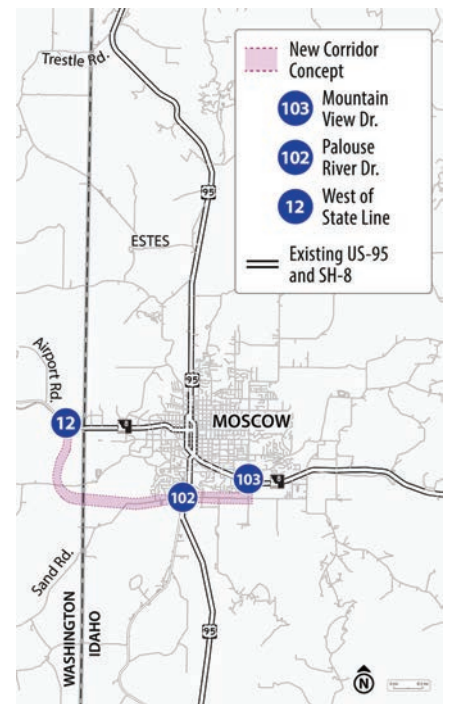
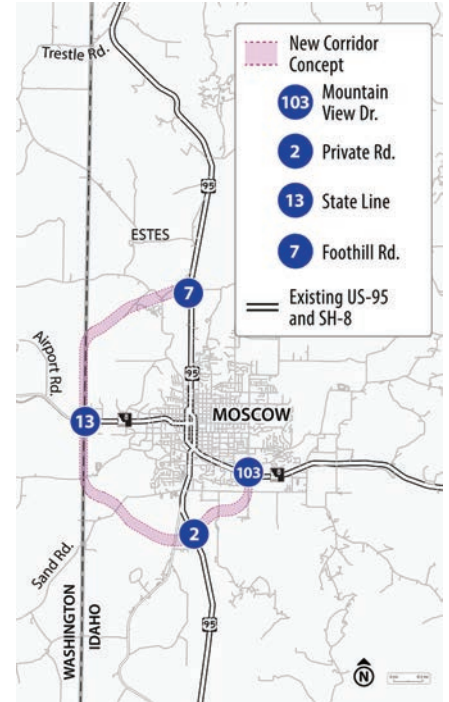
Level 2 Screening Result: **17 Top Performing New Corridors Carried Forward**



Concept: Moscow New Corridors, cont.

New Alignment

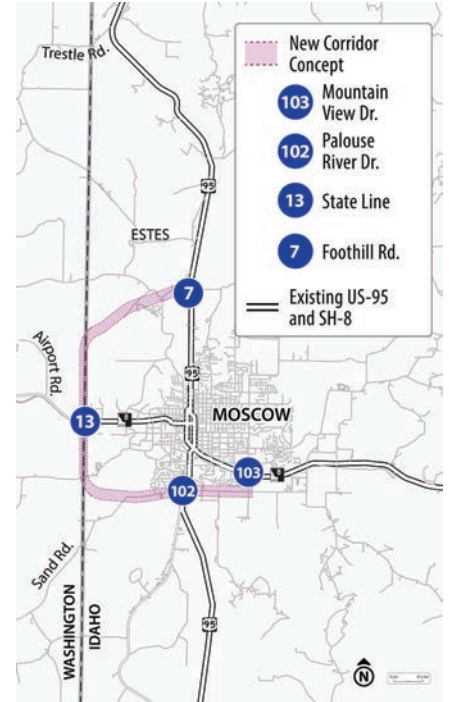
Level 2 Screening Result: **17 Top Performing New Corridors Carried Forward**



Concept: Moscow New Corridors, cont.

New Alignment

Level 2 Screening Result: **17 Top Performing New Corridors Carried Forward**



Concept: Rural Widening

On Alignment

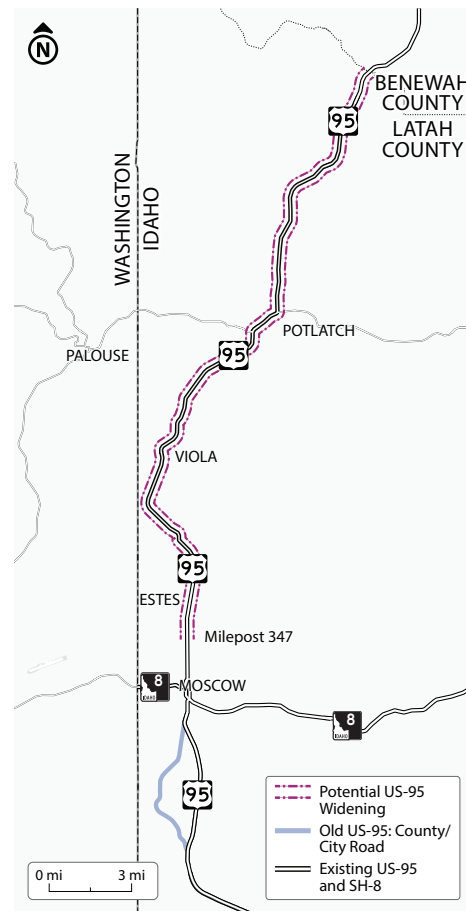
Level 2 Screening Result: **Carried Forward**

Key Components

As part of the Level 2 Screening, widening US-95 outside Moscow was considered on the current highway alignment, including consistent four-lane cross sections where possible. This would be considered from north of Moscow (starting at US-95 milepost 347) to the Latah/Benewah county line.

Results

The Rural Widening Concept was carried forward as part of the traffic screening.



Concept: Potlatch New Corridors

New Alignment | 14 to 16 or 14 to 17

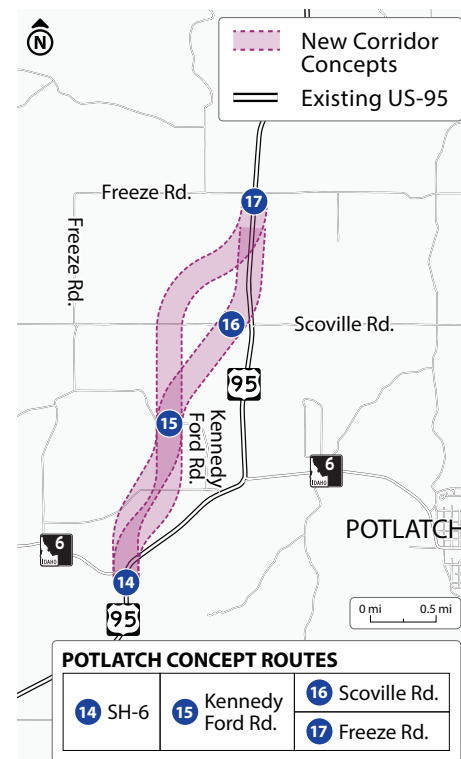
Level 2 Screening Result: **Carried Forward**

Key Components

The Potlatch New Corridor Concepts are intended to improve the geometry and thus safety of US-95 and the major intersection with SH-6 in Potlatch.

Results

Because traffic volumes in Potlatch are within the typical capacity for two-lane roads and stop-controlled intersections, the two Potlatch New Corridor Concepts were carried forward as part of the traffic screening.



Concept: Rural Improvement

On Alignment

Level 2 Screening Result: **Carried Forward**

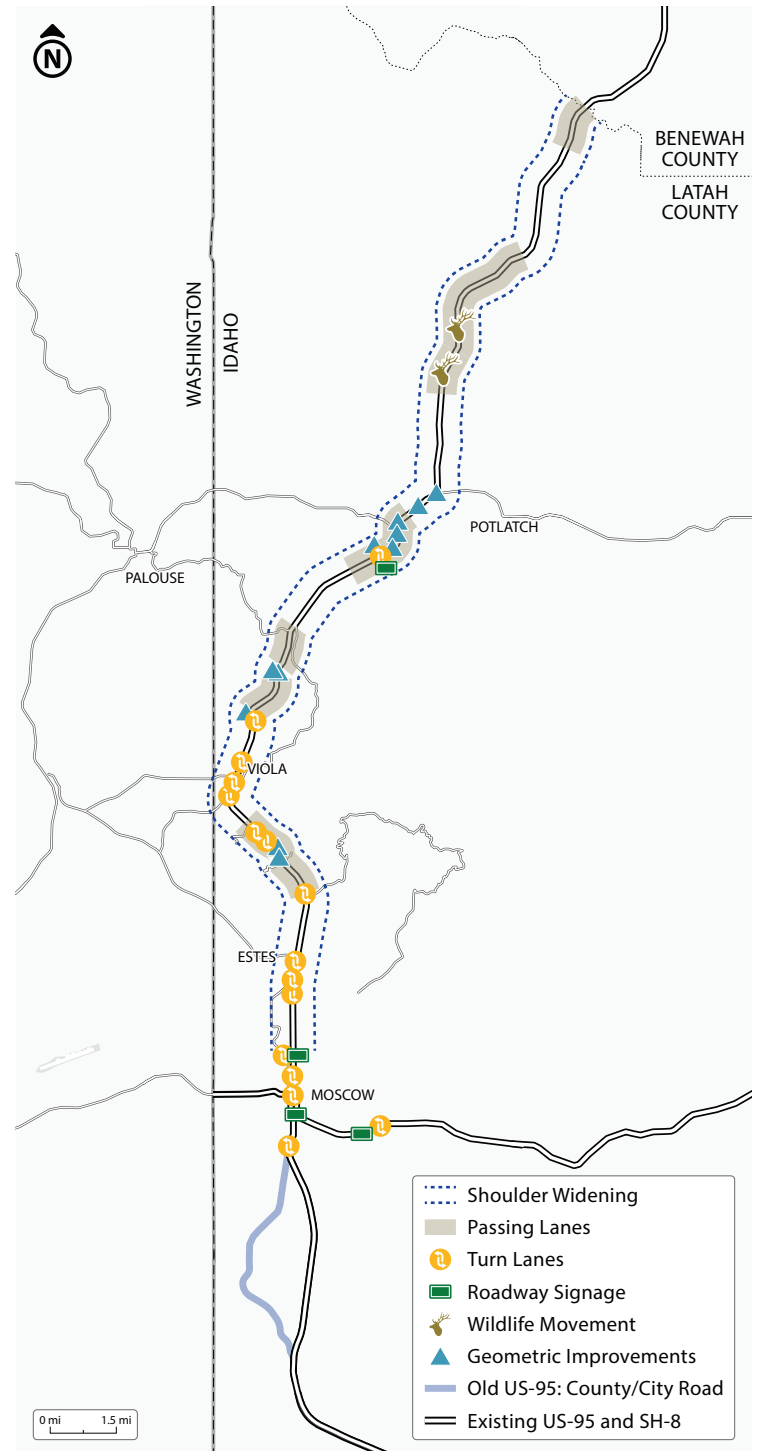
Key Components

Targeted roadway improvements outside Moscow city limits were considered as stand-alone improvements to the existing roadway. While some options address rural congestion, most primarily address safety.

Results

Each of the following options were carried forward through traffic analysis:

- Shoulder Widening
- Passing Lanes
- Turn Lanes
- Roadway Signage
- Wildlife Movement
- Geometric Improvements
- Geometric Improvements



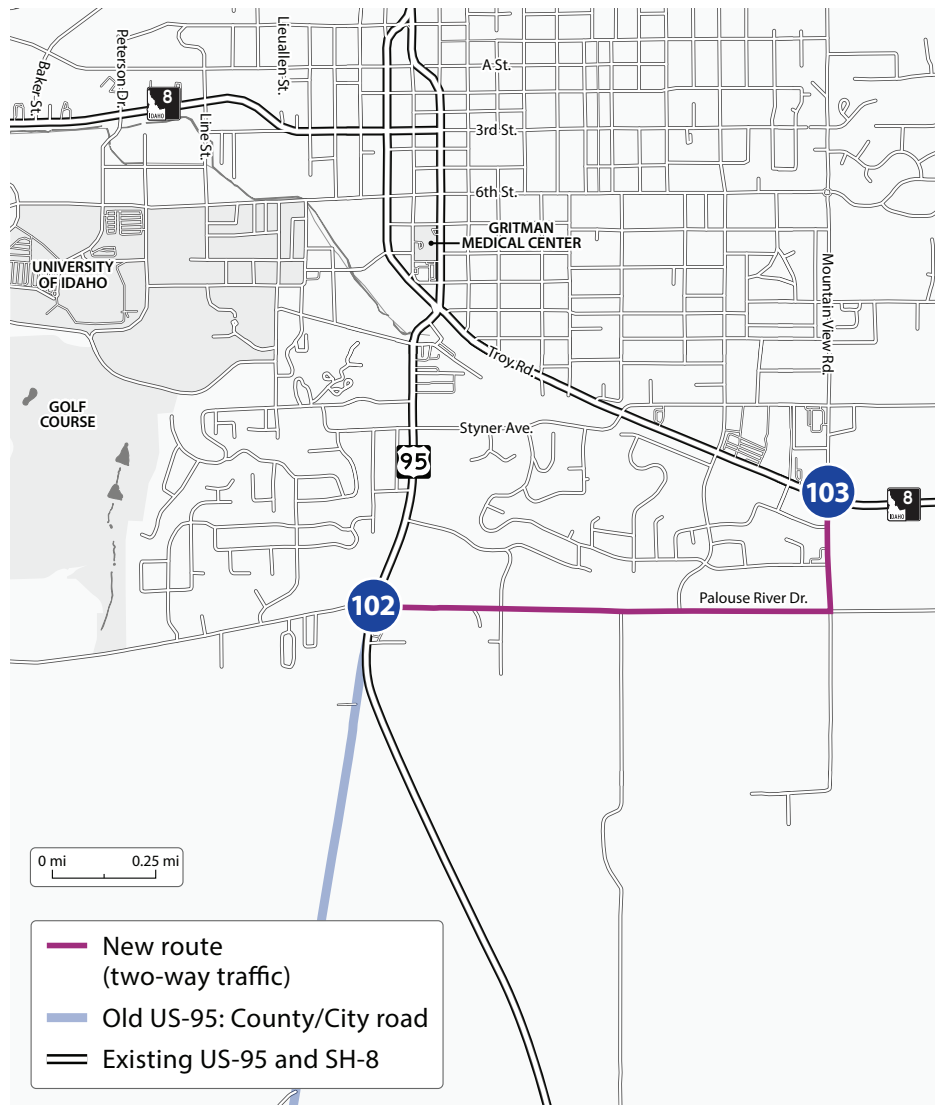
Concept: Palouse River Drive

New Routes for Urban Mobility | 103 to 102

Level 2 Screening Result: **Eliminated**

Results

The Palouse River Drive Concept as a stand-alone quadrant from 103 to 102 does not remove enough traffic from downtown Moscow to meet the Purpose & Need of this study. However, 103 to 102 appears in multiple top performing New Corridor Concepts and will proceed as a connecting element of those concepts.



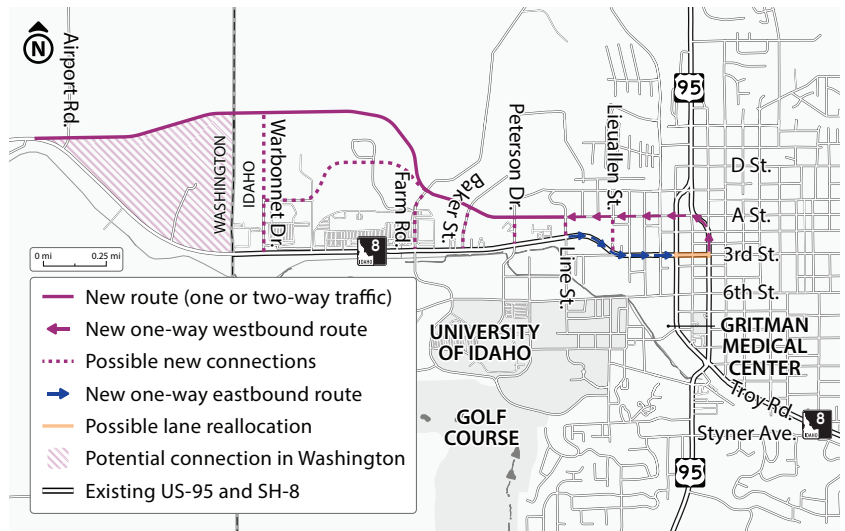
Concept: New Route - A Street

New Routes for Urban Mobility

Level 2 Screening Result: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.



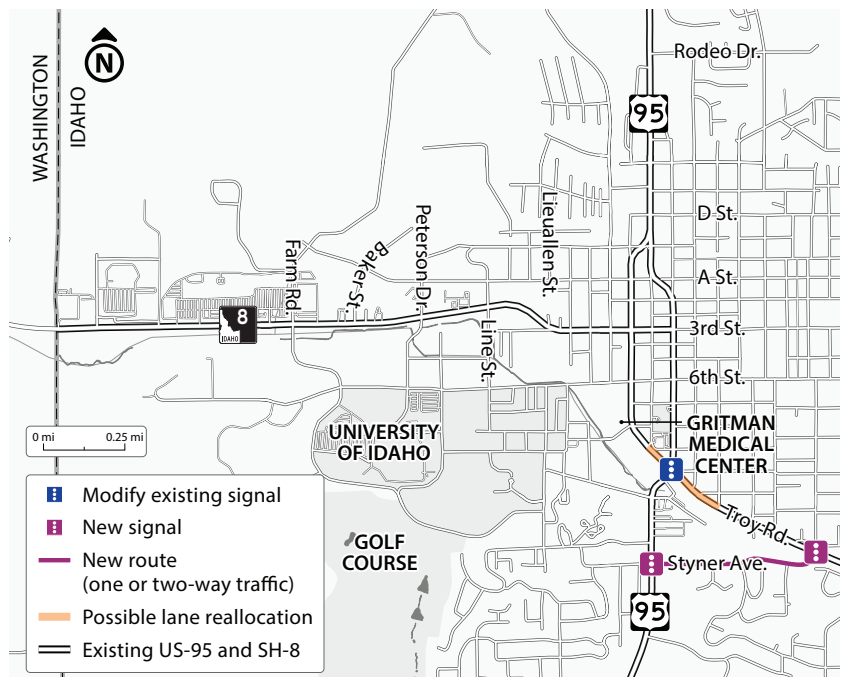
Concept: New Route - Styner Avenue

New Routes for Urban Mobility

Level 2 Screening Result: **Eliminated**

Results

This concept does not remove enough traffic from downtown Moscow to meet the Purpose & Need of the study.



Concept: Urban Improvements

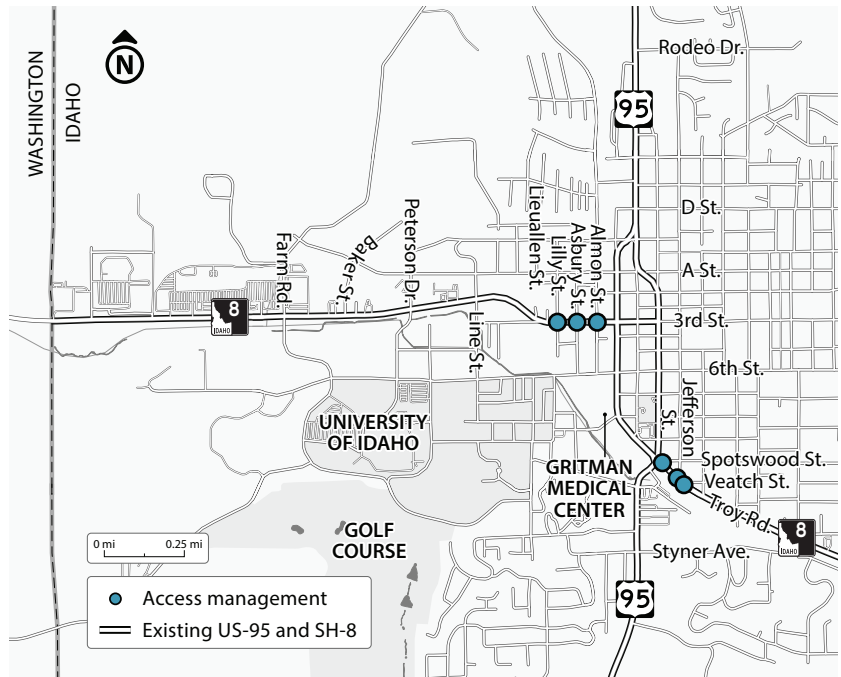
Targeted Roadway Improvements
in Moscow on the Current Highway
Alignment

Option: Access Management

Level 2 Screening Result: Eliminated

Results

This concept does not remove enough
traffic from downtown Moscow to meet the
Purpose & Need of the study.



Concept: Urban Improvements

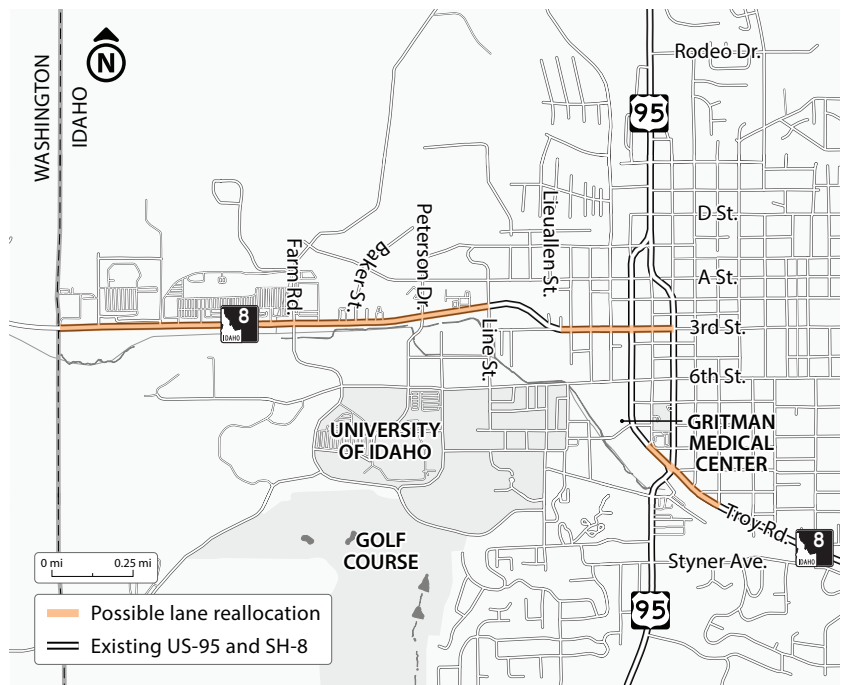
Targeted Roadway Improvements
in Moscow on the Current Highway
Alignment

Option: Lane Reallocations

Level 2 Screening Result: Eliminated

Results

This concept does not remove enough
traffic from downtown Moscow to meet the
Purpose & Need of the study.



Next Steps: Level 3 Concept and Criteria Refinement

Refinement of Intersections and Corridor Locations

As a result of the Level 2 comparative evaluation, the study team intends to refine the concepts to:

- Focus on the highest-performing intersection locations along SH-8 and US-95.
- Connect the refined intersection locations identified as top performers in the density analysis.
- Eliminate redundant or lower-performing combinations.
- Reduce corridor length where possible to increase efficiency and reduce impacts.
- Minimize property and environmental impacts while preserving congestion relief potential.

Level 3 Screening Criteria

Level 3 will apply the same screening criteria used in Level 2 with more specific performance measures.

For more details and an online feedback survey, please visit **us95sh8.com**. Comments submitted by April 9 will be considered by the study teams. →

