



RATHDRUM PRAIRIE

PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

Level 2 Alternatives Development, Description and Screening Criteria Summary



Recommendations from the PEL study and the public and agency input received may be adopted or incorporated into future National Environmental Policy Act (NEPA) studies.

Public Meeting

Meeting #3 – November 13 and 14, 2024

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Screening Criteria Summary



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Project Introduction

Thank you for your interest in the Rathdrum Prairie Planning and Environmental Linkages (PEL) study. The PEL study is a transportation study that is identifying ways to address safety concerns and current and future congestion, and provide opportunities to increase mobility within the Rathdrum Prairie. The study is looking at short-, mid-, and long-term improvements that the Idaho Transportation Department (ITD) or other local jurisdictions, including cities, counties, and highway districts, could implement.

ITD initiated the study in 2022 to evaluate the state highway and local roadway system within the Rathdrum Prairie, stretching from Interstate 90 (I-90) north to State Highway 53 (SH-53) and from the Washington state line east to Government Way.

ITD chose to use the PEL process because it helps transportation decision-makers by examining community, economic, and environmental goals early in the federal environmental process for developing transportation projects.

Handout

This handout explains the alternatives developed for the Level 2 screening, based on concepts carried forward from the Level 1 screening. ITD used stakeholder input, transportation planning best practices and collaborated with local jurisdictions to screen and consolidate the more than 50 Level 1 Concepts down to 13 Level 2 Alternatives. ITD received 153 public comments from both the in-person and online meetings and 3,600 visits to the online meeting website all held in June 2024. An index describing each alternative and the page number is included on the last page.

What is a Level 2 Alternative?

Level 2 Alternatives are potential transportation solutions that can be compared to each other to understand their relative benefits and impacts in order to decide which will be carried forward to the Level 3 screening process. Level 2 Alternatives displayed in this handout include alignments, number of lanes, and preliminary roadway layouts displayed on aerial photo maps.

How Alternatives were Evaluated and Screened

Level 2 Screening was comparative (in other words...how do the alternatives measure against screening criteria and then how do they compare to each other?). In addition to traffic analysis, geographic information system (GIS) analysis, and planning best practices, stakeholder feedback were used to screen alternatives. The Level 2 Alternatives are specific to existing and new highways and roadways. They include design assumptions like alignments, highway and roadway cross sections, intersection and interchange locations, and overall area and space needed to provide each alternative. The project team is now seeking public input on those preliminary screening results ahead of determining which alternatives will advance to the Level 3 screening process.

Level 2 Screening Criteria

Level 2 Screening Criteria were divided into the following categories and each of the 13 Level 2 Alternatives was measured by how it meets each criterion:

Safety: The alternative addresses conflicts at intersections and driveways, separates non-motorists and motorists, and reduces railroad conflicts.

Congestion: The alternative addresses congestion on US-95, SH-53, SH-41, and/or I-90.

Efficiency and Redundancy: The alternative improves travel efficiency within the study area and reduces travel demand on US-95, SH-53, SH-41, and I-90.

Mobility: The alternative improves safety, mobility, and connections for bike/pedestrian users and transit users.

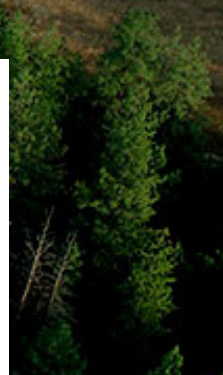
Property Impacts: Potential impacts to properties.

Community Planning: The alternative improves access to local resources, including schools, recreational facilities, and commercial areas, which involve the following considerations:

- » General access changes that would improve existing properties and land use,
- » Estimated right-of-way acquisition (number of properties, types of properties, acres),
- » Use of existing highway or roadway corridors,
- » Compatibility with regional, local, and land use planning efforts, and
- » Opportunities to benefit local jurisdictions and communities.

Environmental Resources: Potential impacts caused by the alternative to the built and natural environment.

Implementation: Conceptual construction costs and the ability of the alternative to proceed with phased implementation to reduce temporary impacts.



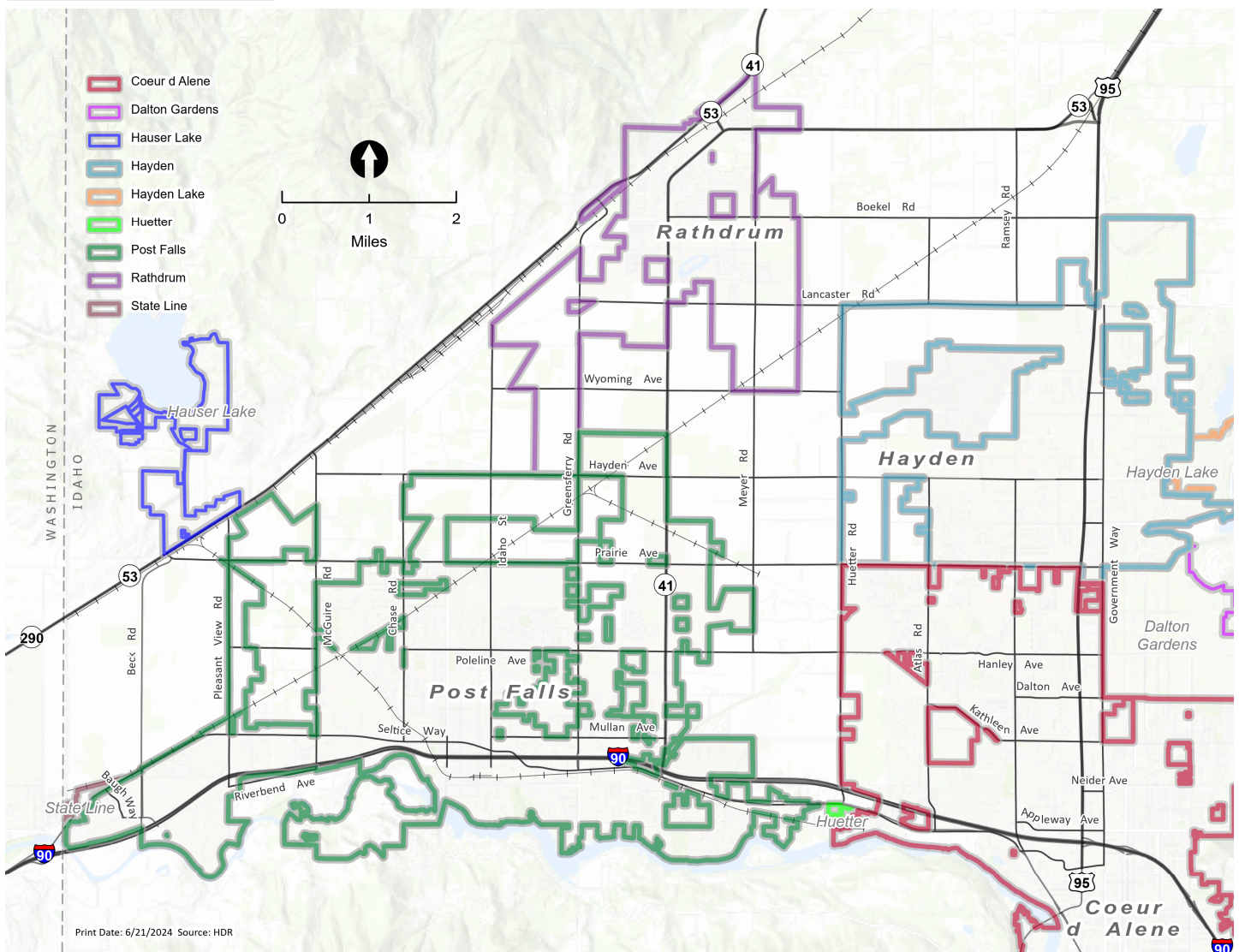
Level 2 Alternative Terminology

The following sections describe the Level 2 Alternatives. The following terminology is used in the descriptions and maps.

- » **Interchange:** Provides grade separation of access between roadways with on- and off-ramps.
- » **Expanded Highway:** Adds capacity to existing state or federal highway corridors with additional lanes or other improvements (SH-41, SH-53, US-95). Maintains at-grade signalized intersections.
- » **Local Access Road:** Provides access to adjacent land uses while consolidating access to the main roadway.
- » **Express Lanes:** Adds new lanes for the purpose of separating pass-through traffic from general purpose local traffic.
- » **Access-Controlled Highway:** Provides free-flow roadway with access controlled by interchanges connected to local access roads. No at-grade signalized or other intersections.
- » **Improved Arterial:** Updates local roadway to four lanes with a left-turn lane in the median, as traffic volumes warrant.

Highway and Roadway Jurisdictions

- » **ITD** is responsible for the statewide highway system and has jurisdictional responsibility for almost 5,000 miles of highway (or nearly 12,000 lane miles), more than 1,700 bridges, and 30 recreational and emergency airstrips. Also included on the state highway system are 30 rest areas and 10 fixed ports of entry. Within the study area, ITD is responsible for I-90, US-95, SH-53, and SH-41.
- » **Regional and local jurisdictions** include cities, counties, and highway districts. They plan, design, construct, preserve, and maintain roads and bridges within their jurisdictions that are not owned and/or operated by ITD.



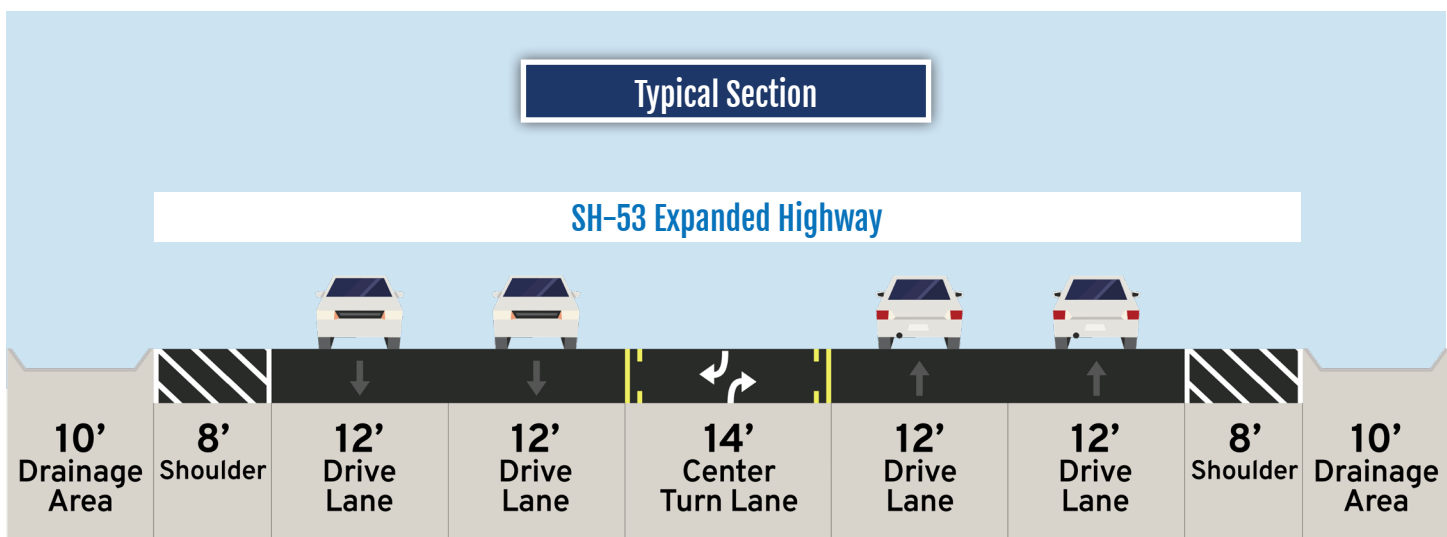
Level 2 Alternatives

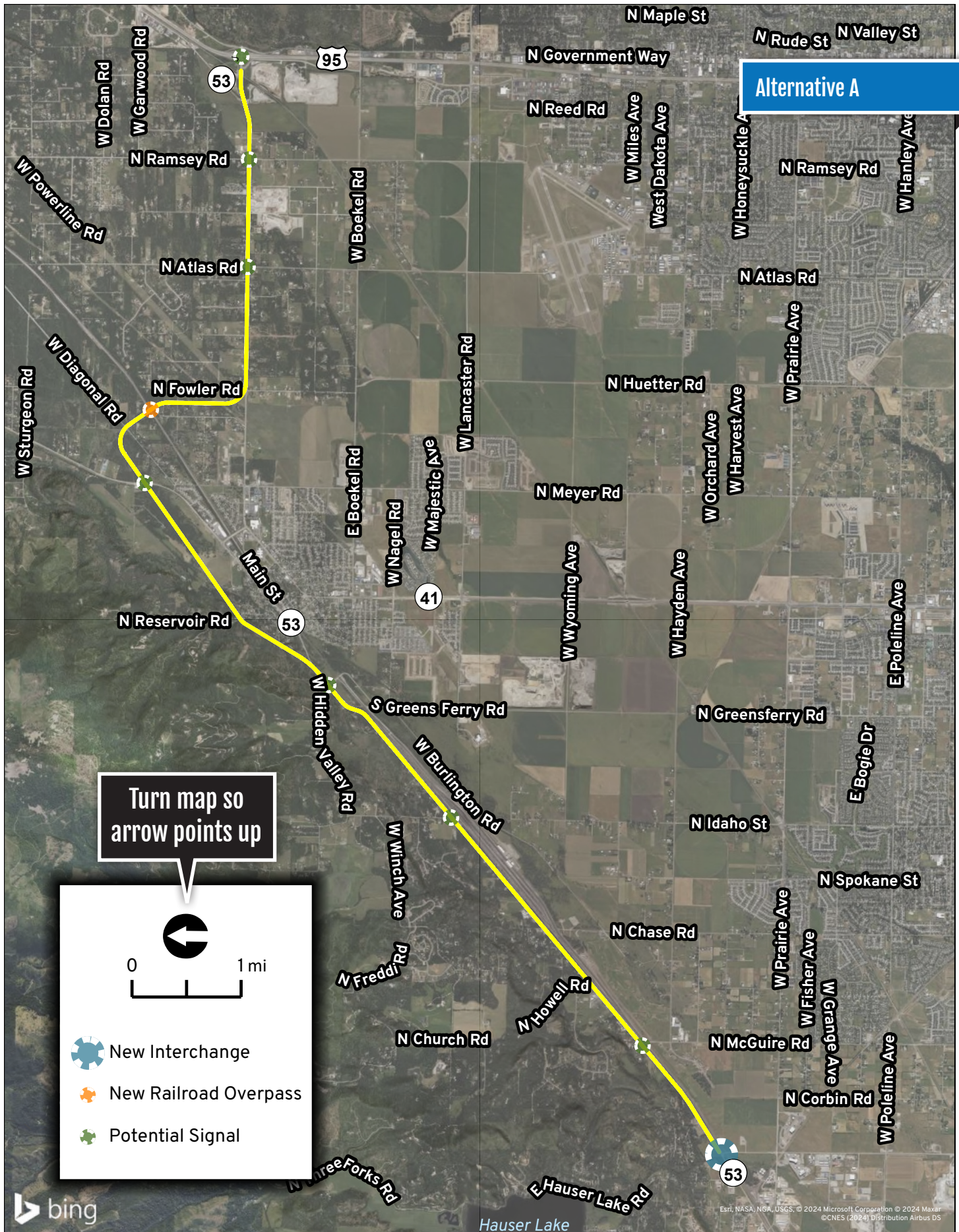


Alternative A

SH-53 Expanded Highway

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative A	Alternative A would add travel lanes and improve intersections on SH-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 SH-41 with an intersection; then, continue over the BNSF railroad tracks and connect with existing SH-53 to connect with US-95. SH-53 would include two lanes in each direction with a center turn lane and 50-55 miles-per-hour (mph) speed limit.	» Pleasant View Road/Hauser Lake Road interchange » McGuire Road » Idaho Road » Greensferry Road » SH-41 » Atlas Road » Ramsey Road » US-95

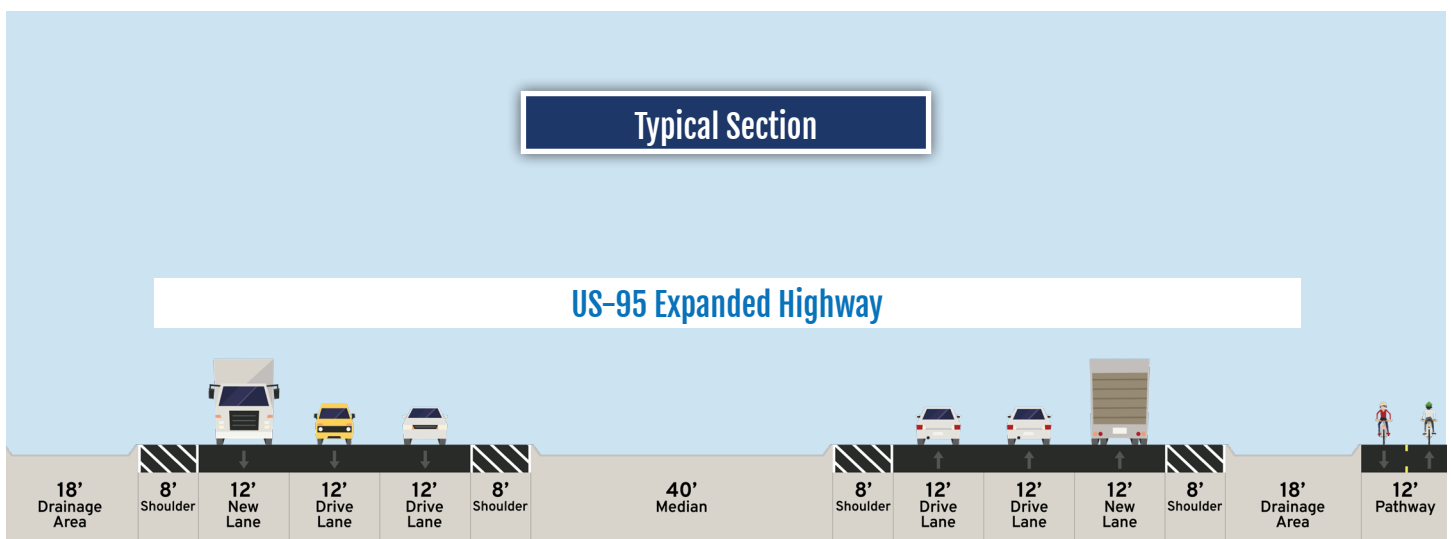


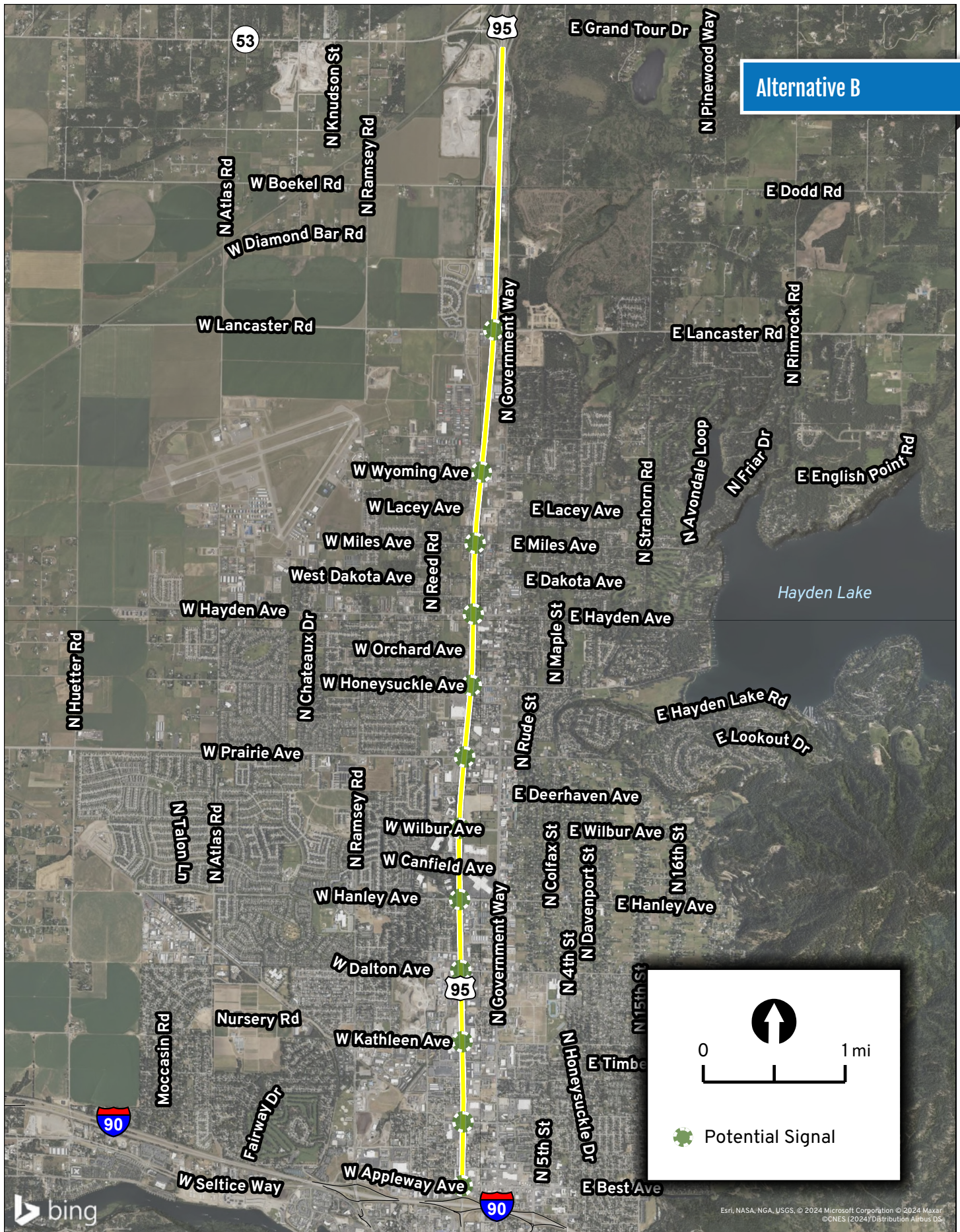


Alternative B

US-95 Expanded Highway

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative B	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.	No change to intersection locations; however, intersection configurations to be considered during Level 3 screening, if carried forward.

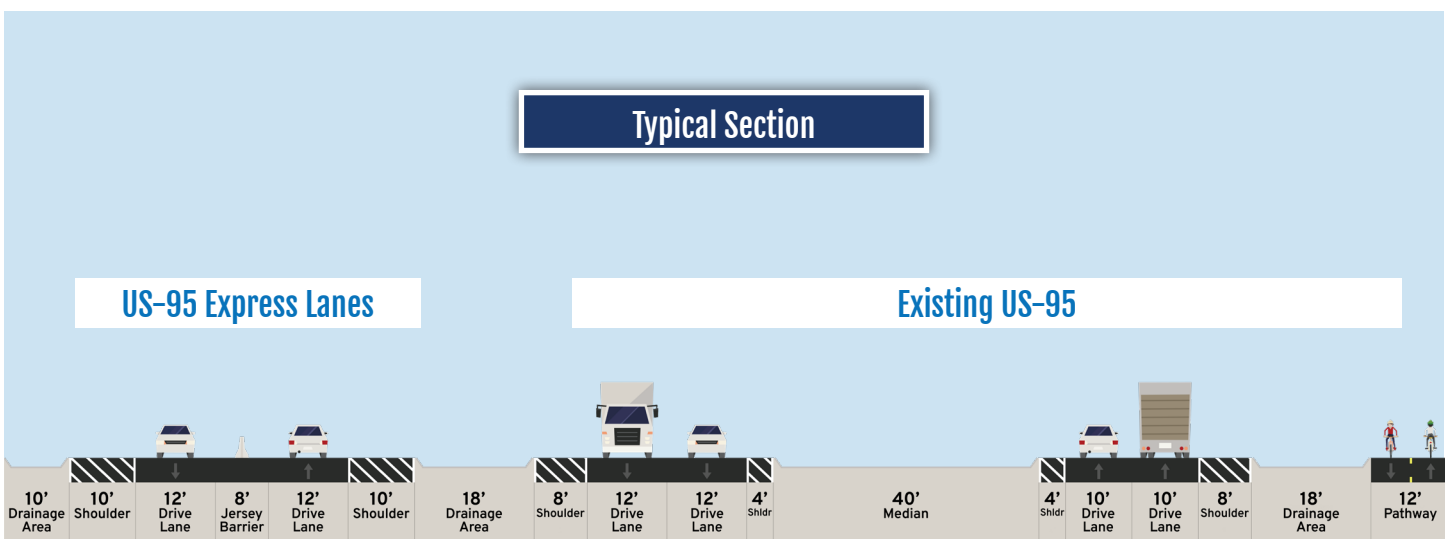


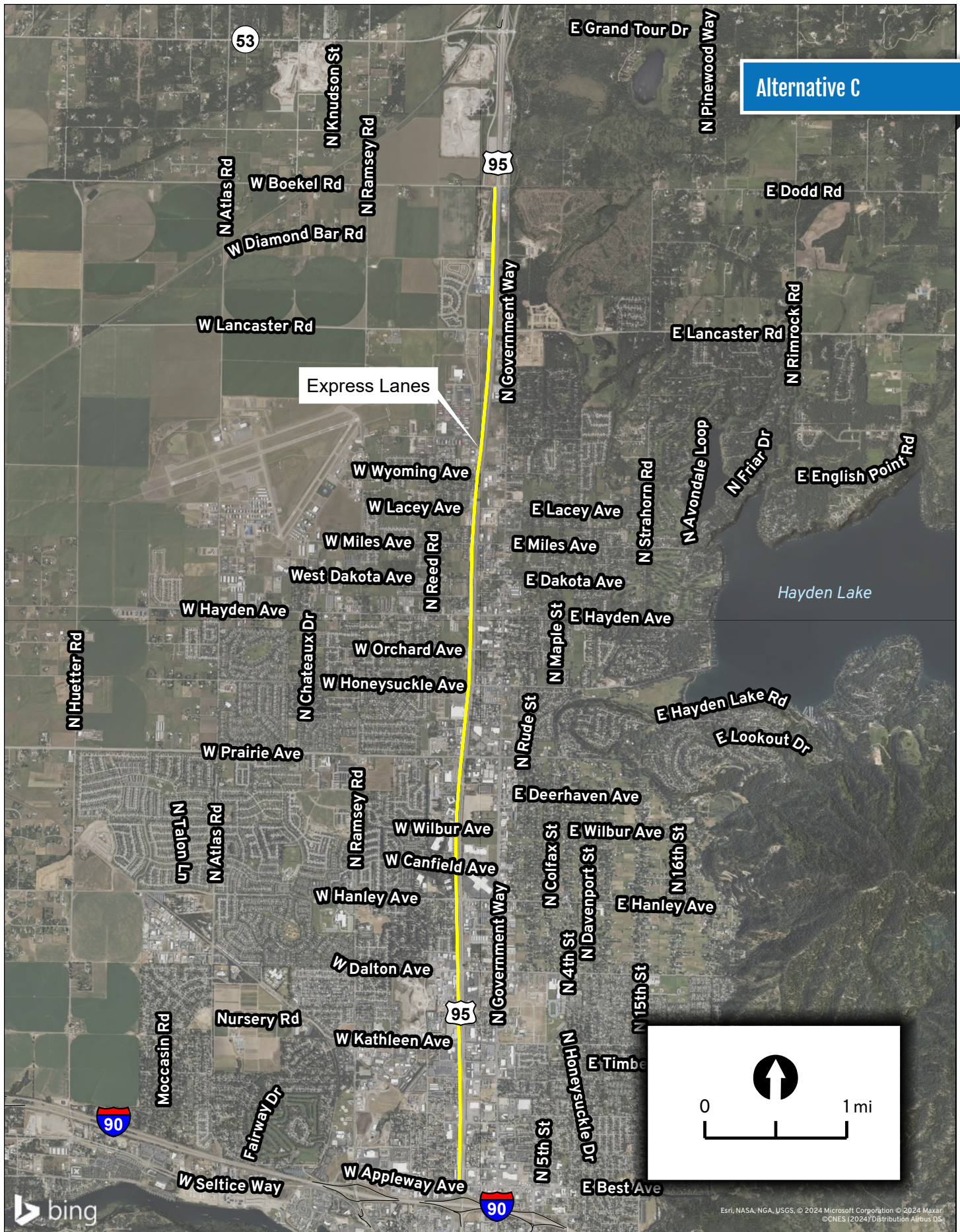


Alternative C

US-95 Express Lanes

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative C	Alternative C would add separate express lanes parallel to US-95 that connect to US-95 north of I-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.	Alternative would limit express lane access to north of I-90 and south of SH-53 interchange.

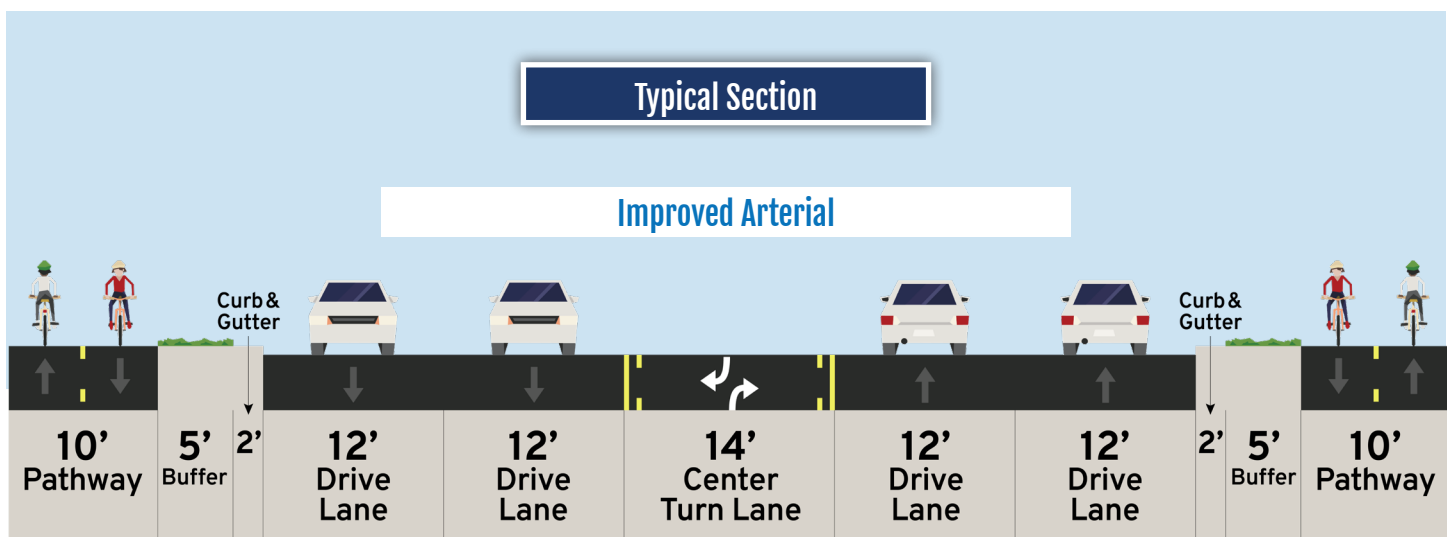


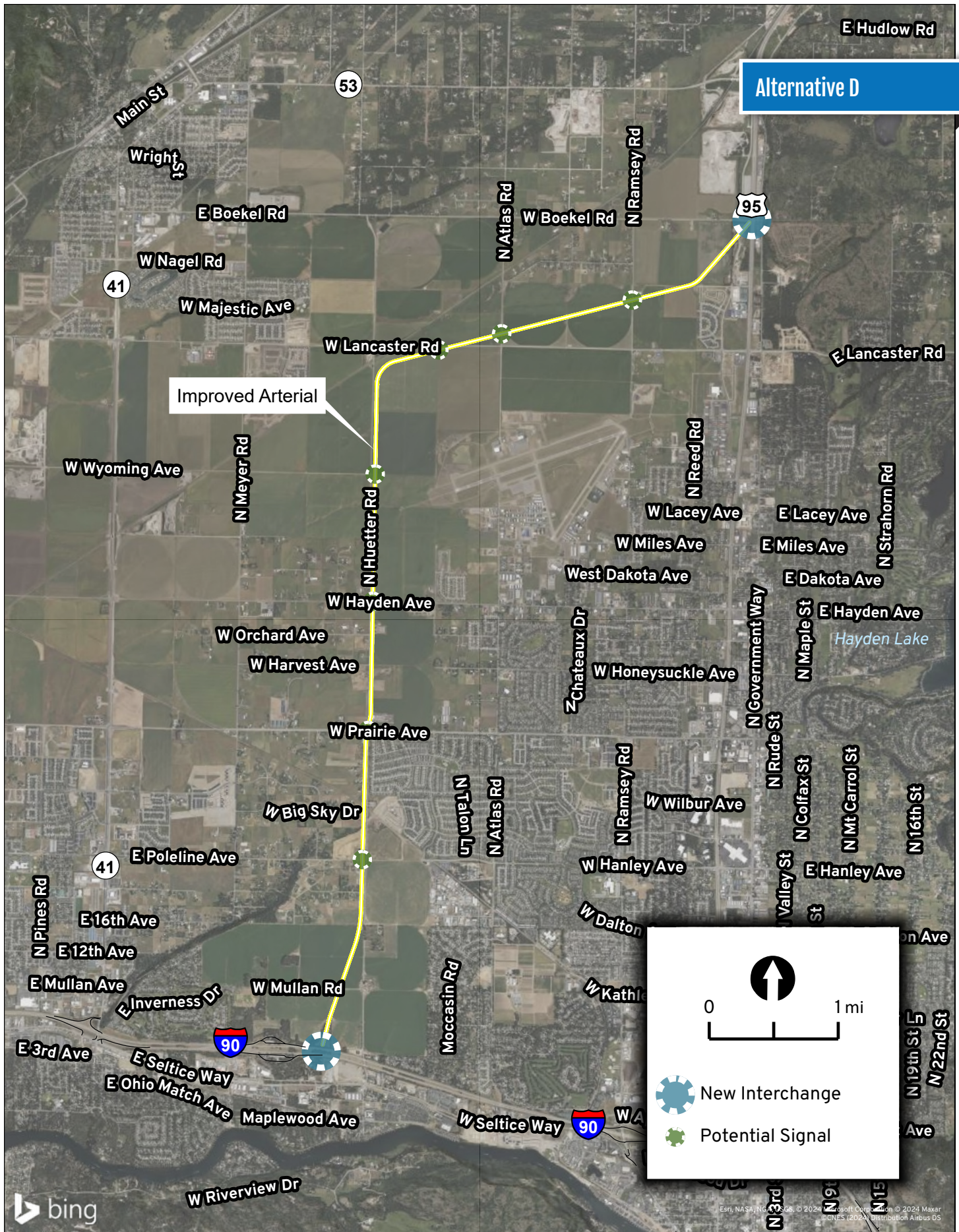


Alternative D

Huetter Road Improved Arterial

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative D	Alternative D would add a new four-lane arterial with a median/turn lane from I-90 to US-95 following the Huetter Road (alternate US-95) alignment. The alternative would add two lanes in each direction with a center turn lane, and a 35-45 mph speed limit.	A new I-90 interchange and the existing major intersections along Huetter Road would be adjusted to the new alignment along with new Lancaster Road, Atlas Road, Ramsey Road, and US-95 intersections.





Alternative E

Access Controlled Highway, Pleasant View and SH-53

Level 2 Alternative ID

Level 2 Alternative Description (Combined Level 1 Concepts)

Proposed Interchanges or Intersections

Alternative
E

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.

Pleasant View interchanges:

- » I-90
- » Seltice Way
- » Poleline Avenue
- » Prairie Avenue
- » SH-53

SH-53 interchanges:

- » Pleasant View Road/Hauser Lake Road interchange
- » McGuire Road
- » Idaho Road
- » Greensferry Road
- » SH-41
- » Fowler Road
- » Atlas Road
- » Ramsey Road
- » US-95

Local street and driveway access on local access roads.

Typical Sections

Local Access Road

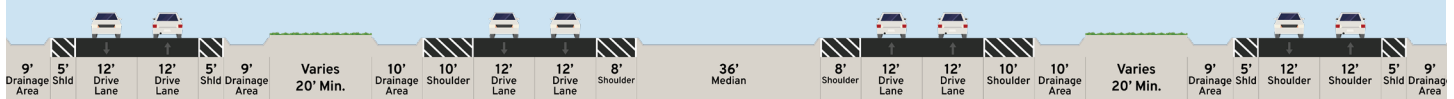
SH-53



Local Access Road

New Highway

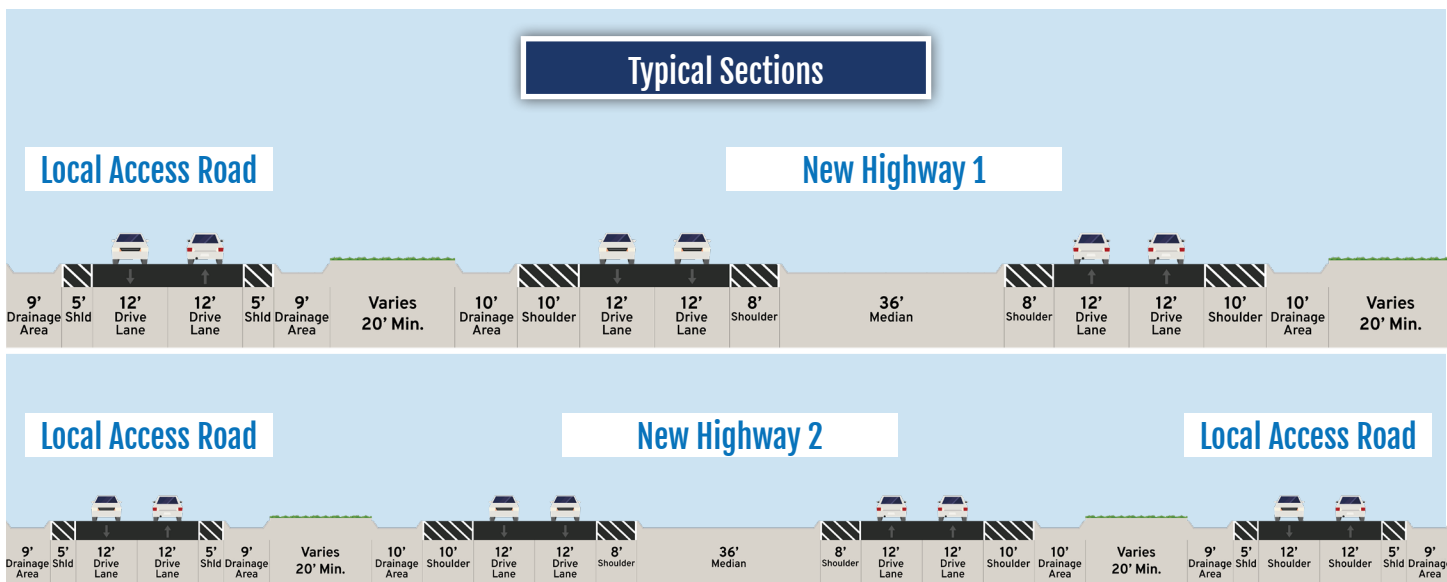
Local Access Road

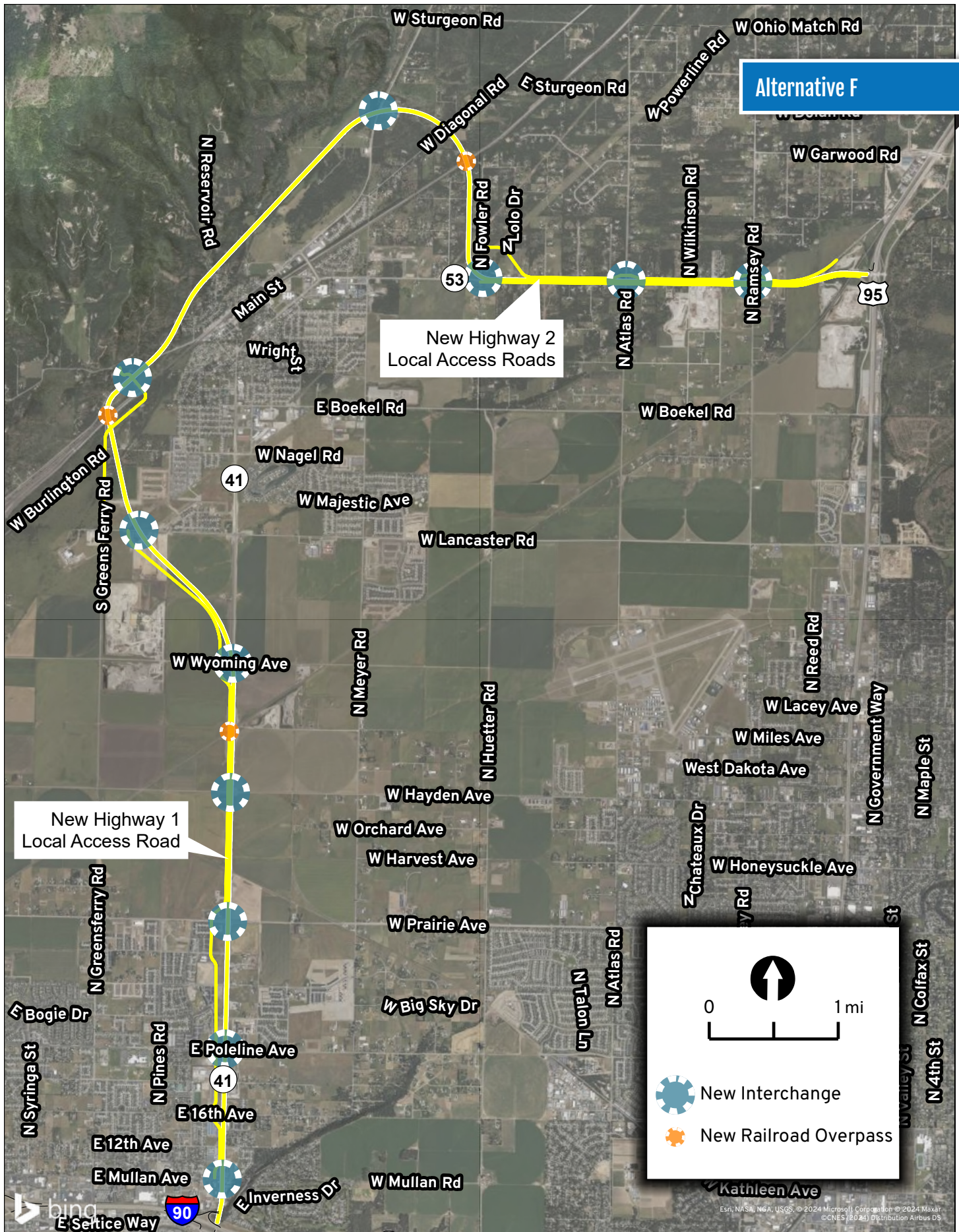


Alternative F

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

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative F	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. 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 55-65 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.	SH-41 interchanges: » I-90 » Mullan Avenue » Poleline Avenue » Prairie Avenue » Hayden Avenue » Wyoming Avenue » Lancaster Road » Greensferry Road/SH-53 SH-53 interchanges: » Greensferry Road/SH-41 » SH-41 north of Rathdrum » Fowler Road » Atlas Road » Ramsey Road » US-95 Local street and driveway access on local access roads.





Alternative G

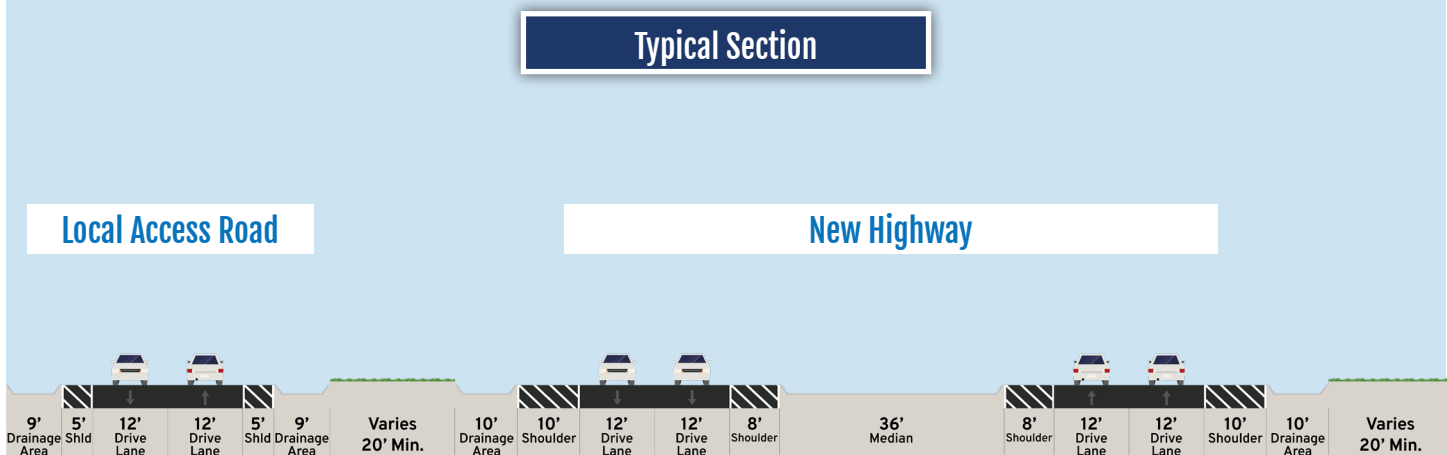
No Alternative G. It was consolidated with Alternative E.

Alternative H

Access Controlled Highway, Huetter Road (Alternative US-95 alignment)

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative H	Alternative H would add 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 UPRR 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 55-65 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 35-45 mph.	Huetter interchanges: » I-90 » Poleline Avenue » Prairie Avenue » Hayden Avenue » Wyoming Avenue » Lancaster Avenue » Ramsey Road » US-95 Local street and driveway access on local access roads.

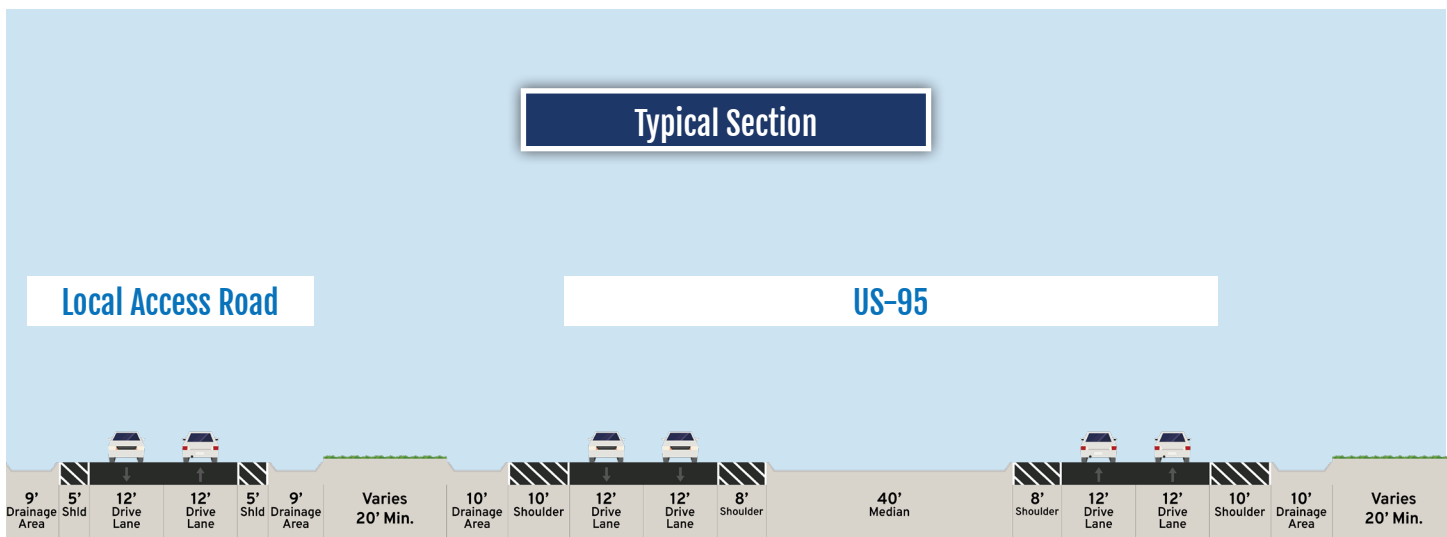
Typical Section

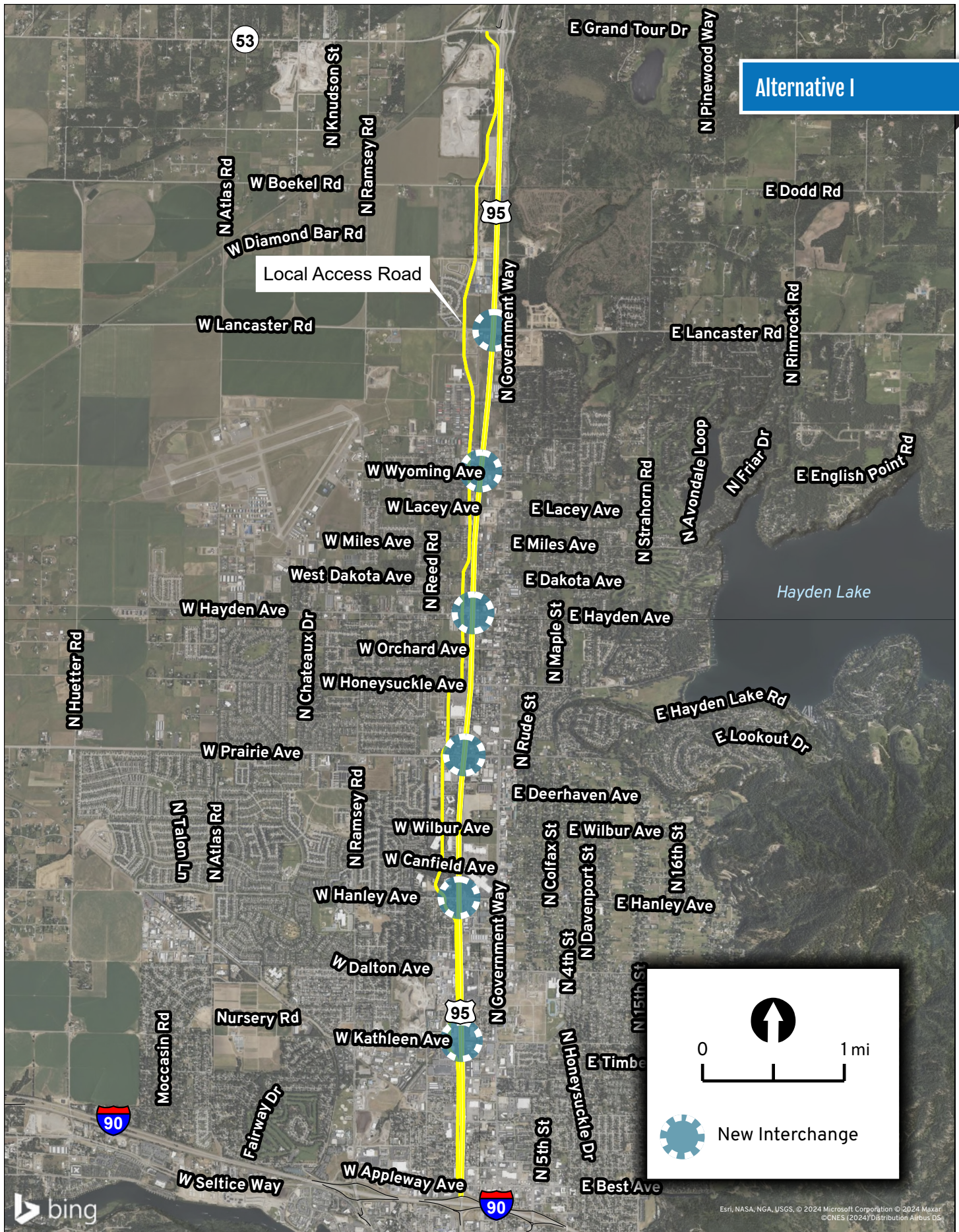


Alternative I

Access Controlled Highway, US-95

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative I	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 55-65 mph speed limit. The local access road would include one lane in each direction with turn lanes at intersections and a 35-45 mph speed limit.	US-95 interchanges: » Kathleen Avenue » Hanley Avenue » Prairie Avenue » Hayden Avenue » Wyoming Avenue » Lancaster Road » SH-53 Local street and driveway access on local access roads.

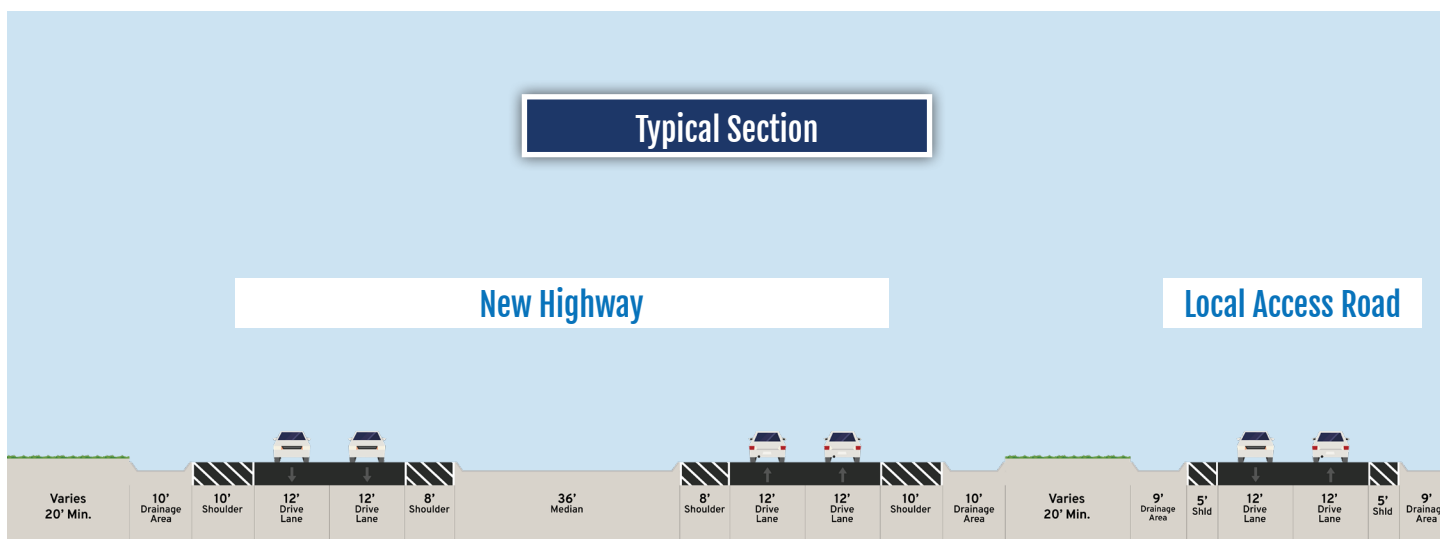




Alternative J

Access Controlled Highway, Pleasant View to US-95

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative J	Alternative J would reconstruct Pleasant View Road as an access-controlled highway (with parallel local access roads and interchanges at key crossroads) from I-90 to a new highway. The alternative would add an access-controlled highway (with parallel local access roads and interchanges at key crossroads) parallel to the UPRR line from Pleasant View Road to Lancaster Road, then along a new alignment going northeast, south of the UPRR line, to connect with US-95 near Boekel Road. The reconstructed Pleasant View highway and the new highway would each have two lanes in each direction with a center median, and a 55-65 mph speed limit. The local access roads would include one lane in each direction with turn lanes at intersections and a 35-45 mph speed limit.	Pleasant View interchanges: I-90, Seltice Way Access Controlled Highway interchange: » McGuire Road » Idaho Road » Greensferry Road » SH-41 » Meyer Road » Huetter Road » Ramsey Road » US-95 Local street and driveway access on local access roads.

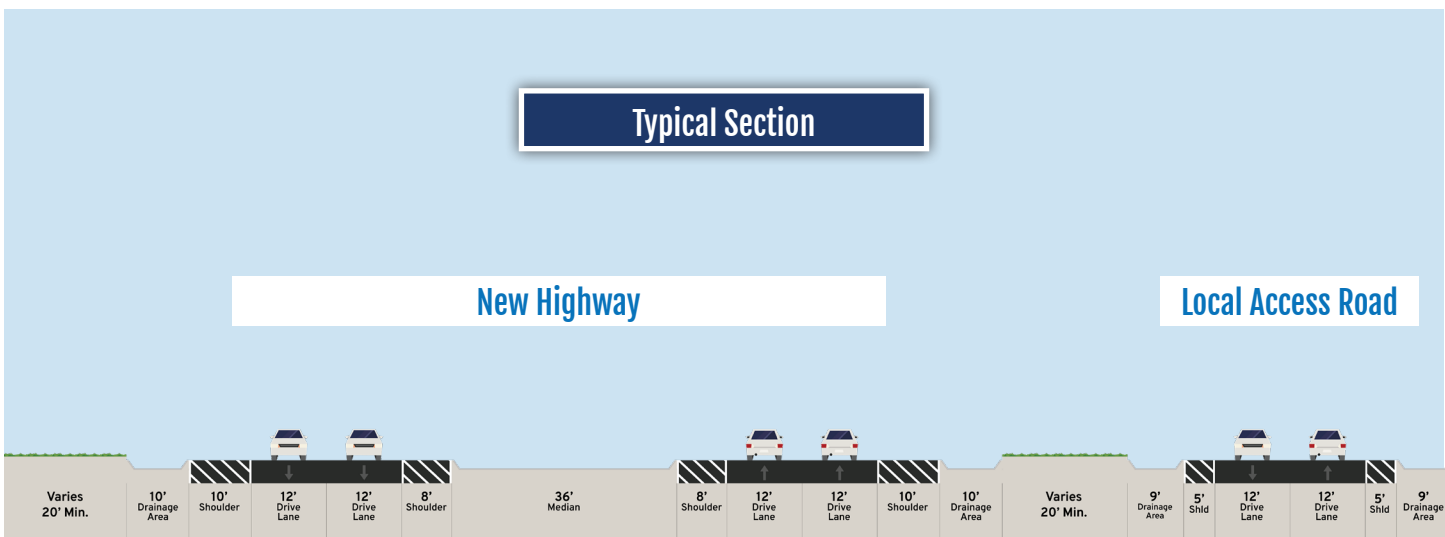


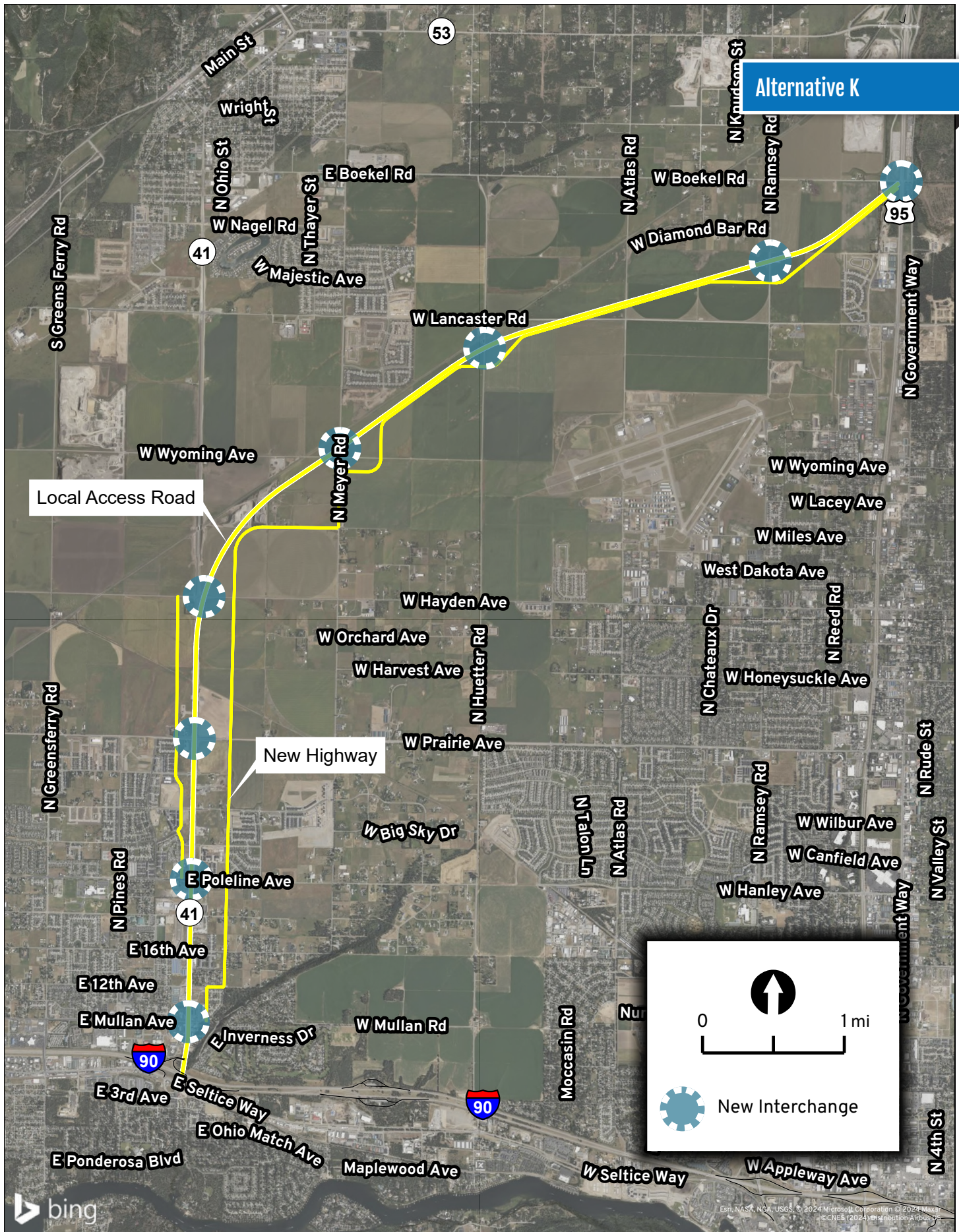


Alternative K

Access Controlled Highway, SH-41 to US-95

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative K	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 include two lanes in each direction with a center median and a 55-65 mph speed limit. The local access roads would include one lane in each direction with turn lanes at intersections and a 35-45 mph speed limit.	SH-41 interchanges: » I-90 » Mullan Avenue » Poleline Avenue » Prairie Avenue » Hayden Avenue » Meyer Road » Huetter Road » Ramsey Road » US-95 Local street and driveway access on local access roads.





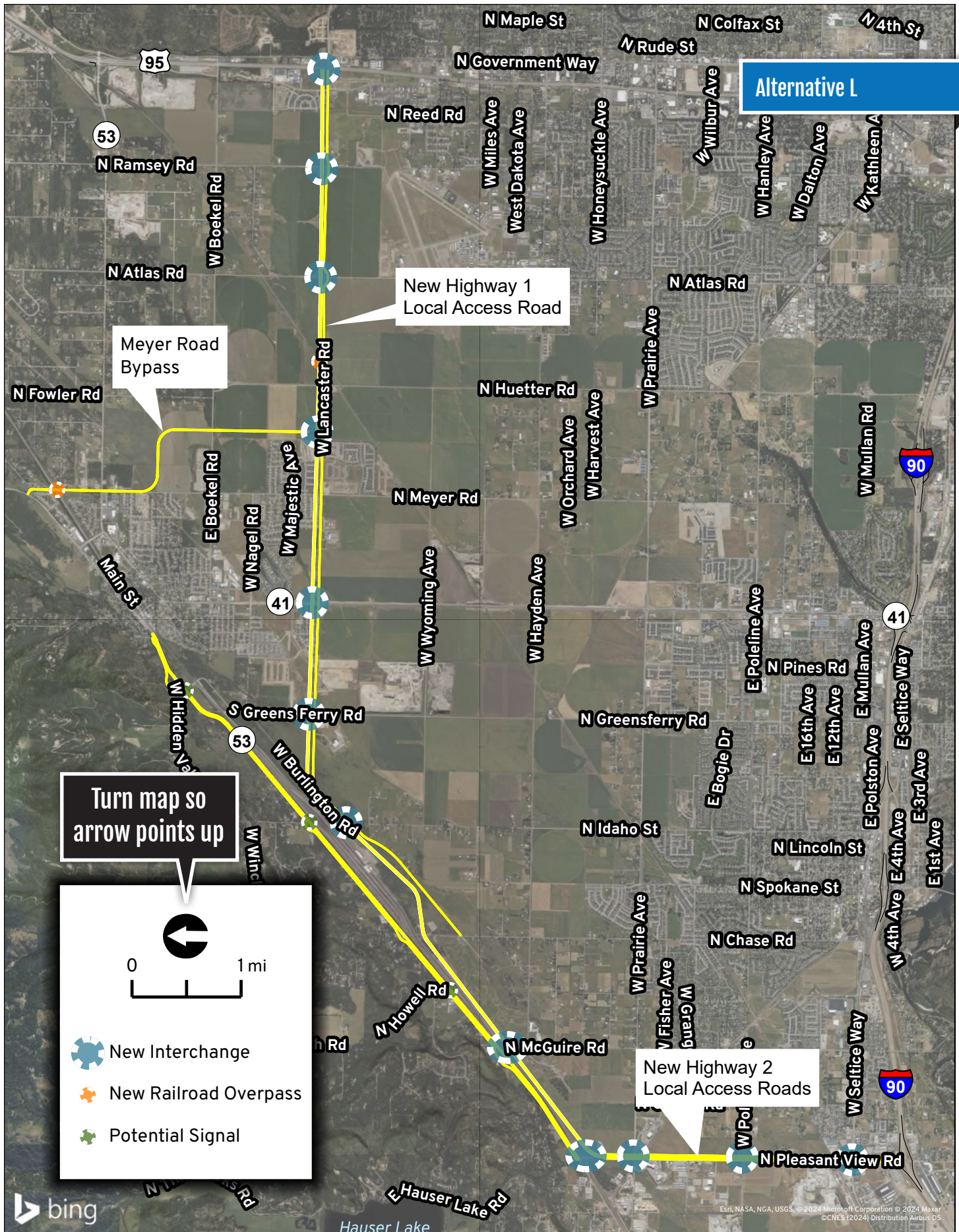
Alternative L

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

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative L	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 each include two lanes in each direction with a center median and a 55-65 mph speed limit. The local access roads would include one lane in each direction, turn lanes at intersections, and a 35-45 mph speed limit. SH-53 would include two lanes in each direction with a center turn lane and a 50-55 mph speed limit. The Meyer Road bypass would include one lane in each direction with turn lanes at intersections and a 35-45 mph speed limit.	Pleasant View interchanges: » I-90 » Seltice Way » Poleline Avenue » Prairie Avenue » SH-53 Access Controlled Highway interchanges: » McGuire Road » Idaho Road » Greensferry Road » SH-41 » Meyer Road bypass to the north » Atlas Road » Ramsey Road » US-95 » Local street and driveway access on local access roads. SH-53 intersections: » Pleasant View Road/Hauser Lake Road interchange » McGuire Road interchange » Church Road » Idaho Road » Greensferry Road

Typical Sections

See page 34.



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	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative M	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 BNSF 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 each include two lanes in each direction with a center median and a 55-65 mph speed limit. The local access roads would include one lane in each direction, turn lanes at intersections, and a 35-45 mph speed limit. SH-53 would include two lanes in each direction with a center turn lane and a 50-55 mph speed limit. The Meyer Road bypass would include one lane in each direction with turn lanes at intersections and a 35-45 mph speed limit.	Pleasant View interchanges: » I-90 » Seltice Way » Poleline Avenue » Prairie Avenue » SH-53 Access controlled highway interchanges: » McGuire Road » Idaho Road » Greensferry Road » SH-41 » Meyer Road bypass to the north » Atlas Road » Ramsey Road » US-95 Local street and driveway access on local access roads. SH-53 intersections: » Pleasant View Road/ Hauser Lake Road interchange » McGuire Road interchange » Church Road » Idaho Road » Greensferry Road

Typical Sections

See page 34.

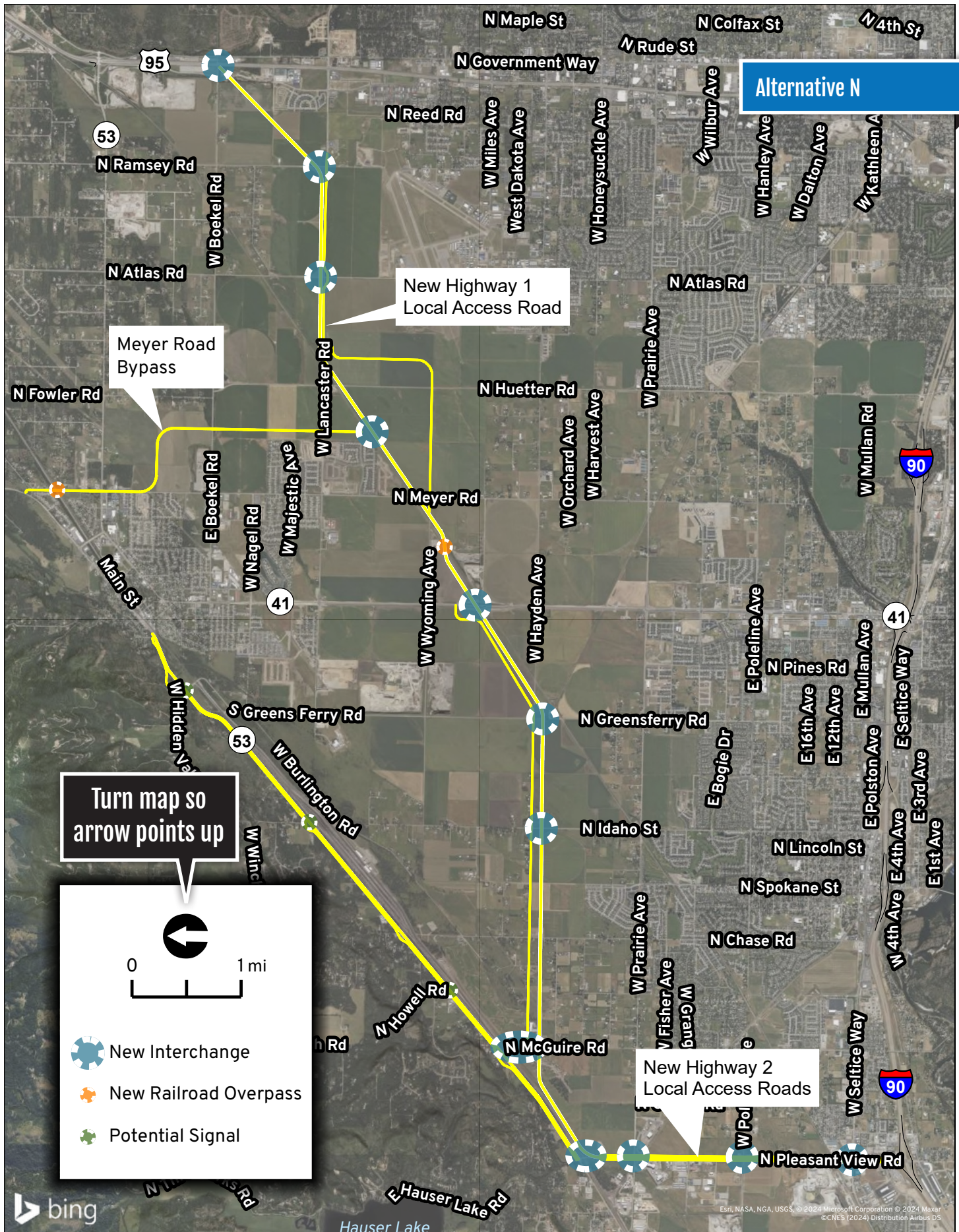
Alternative N

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

Level 2 Alternative ID	Level 2 Alternative Description (Combined Level 1 Concepts)	Proposed Interchanges or Intersections
Alternative N	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 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 each include two lanes in each direction with a center median and a 55-65 mph speed limit. The local access roads would include one lane in each direction, turn lanes at intersections, and a 35-45 mph speed limit.	Pleasant View interchanges: » I-90 » Seltice Way » Poleline Avenue » Prairie Avenue » SH-53 Access controlled highway interchanges: » McGuire Road » Idaho Road » Greensferry Road » SH-41 » Meyer Road bypass to the north » Atlas Road » Ramsey Road » US-95 SH-53 intersections: » Pleasant View Road/Hauser Lake Road interchange » McGuire Road interchange » Church Road » Idaho Road » Greensferry Road

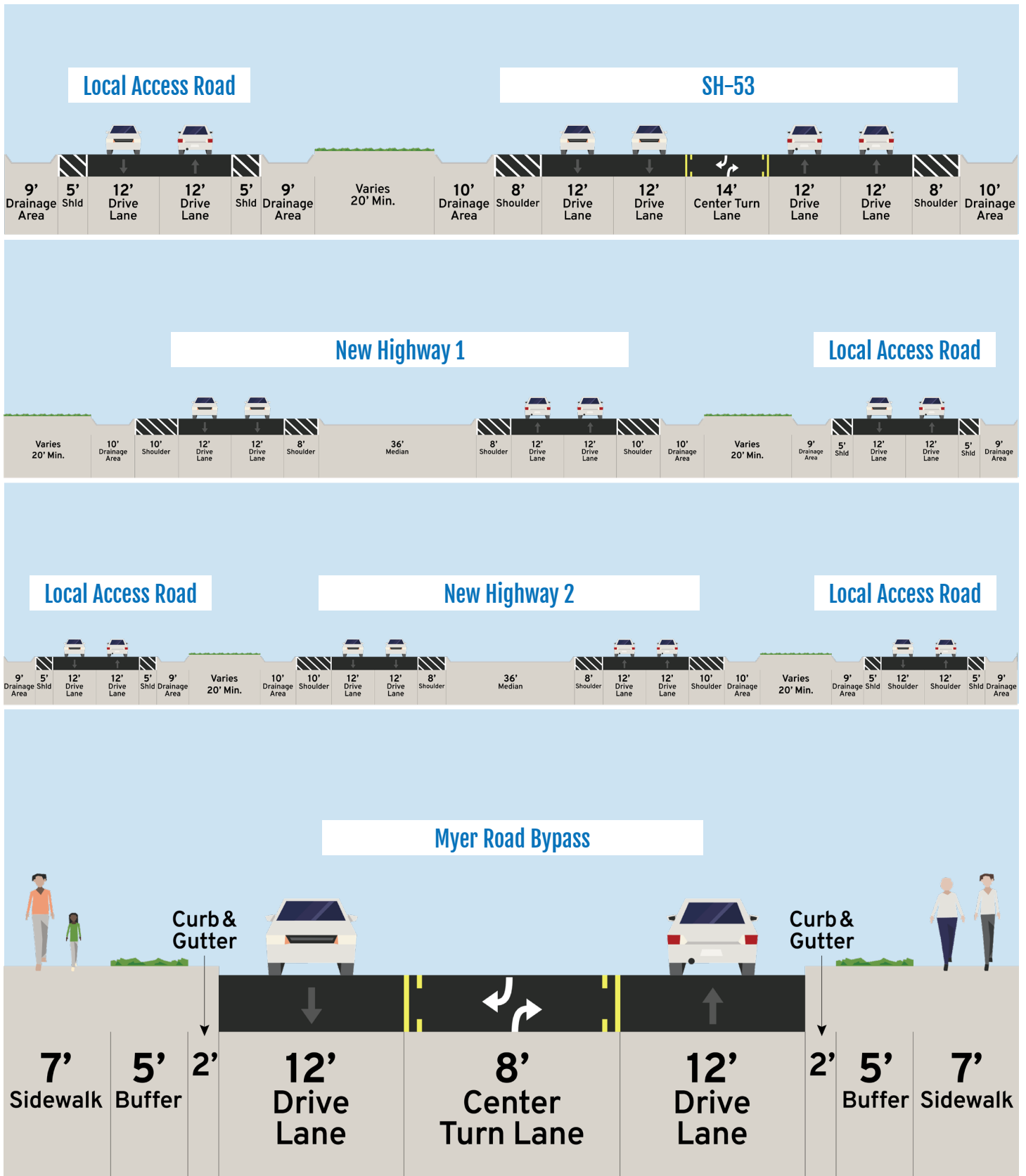
Typical Sections

See page 34.



Typical Sections

Typical sections for Alternatives L, M, N



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34	Typical sections – Alternatives L, M, and N



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LINKAGES (PEL) STUDY

A TRANSPORTATION STUDY

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

Share your input by submitting a comment form or mailing one to:

ITD District 1

Attn: Carrie Ann Hewitt, P.E.

600 West Prairie Avenue

Coeur d'Alene, ID 83815-8764

Comments are due by **Friday, November 29, 2024.**

