

WELCOME

I-84 Burley & Heyburn Interchanges

Public Meeting

**I-84 Burley and
Heyburn Interchanges**
Minidoka County

**The purpose of this meeting is to get your feedback
on concept designs for each interchange.**

I-84 Burley and
Heyburn Interchanges
Minidoka County



I-84 Burley & Heyburn Interchanges

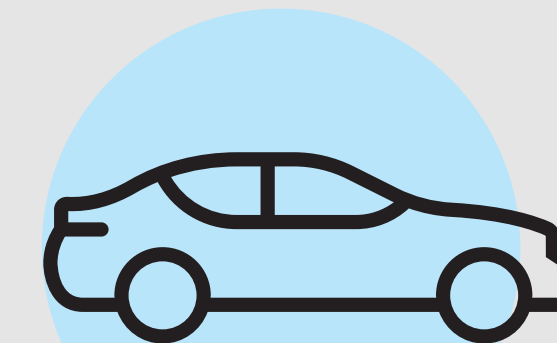
Project Overview

Built in 1961, the I-84 Burley (EXIT 208) and Heyburn (EXIT 211) interchanges are outdated and need to be replaced so they continue to provide important connections to the Magic Valley.

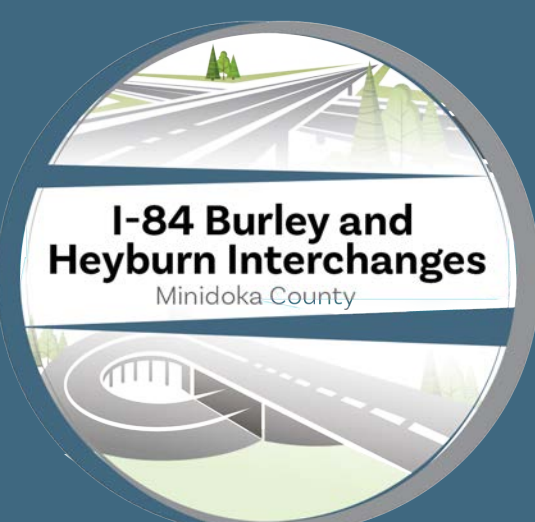
Heyburn Interchange



ITD will redesign the interchanges to serve the needs of motorists, heavy freight traffic, businesses and economic development in the region.

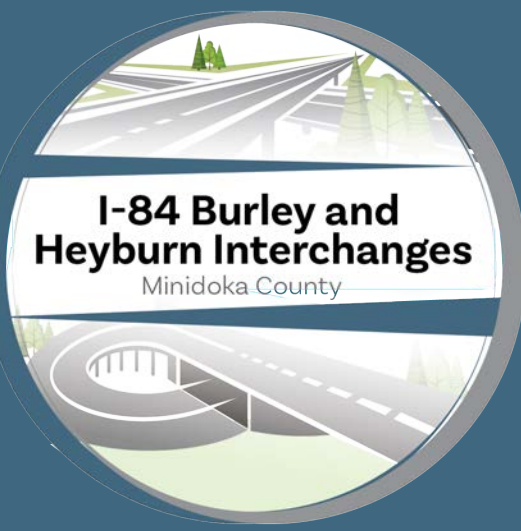
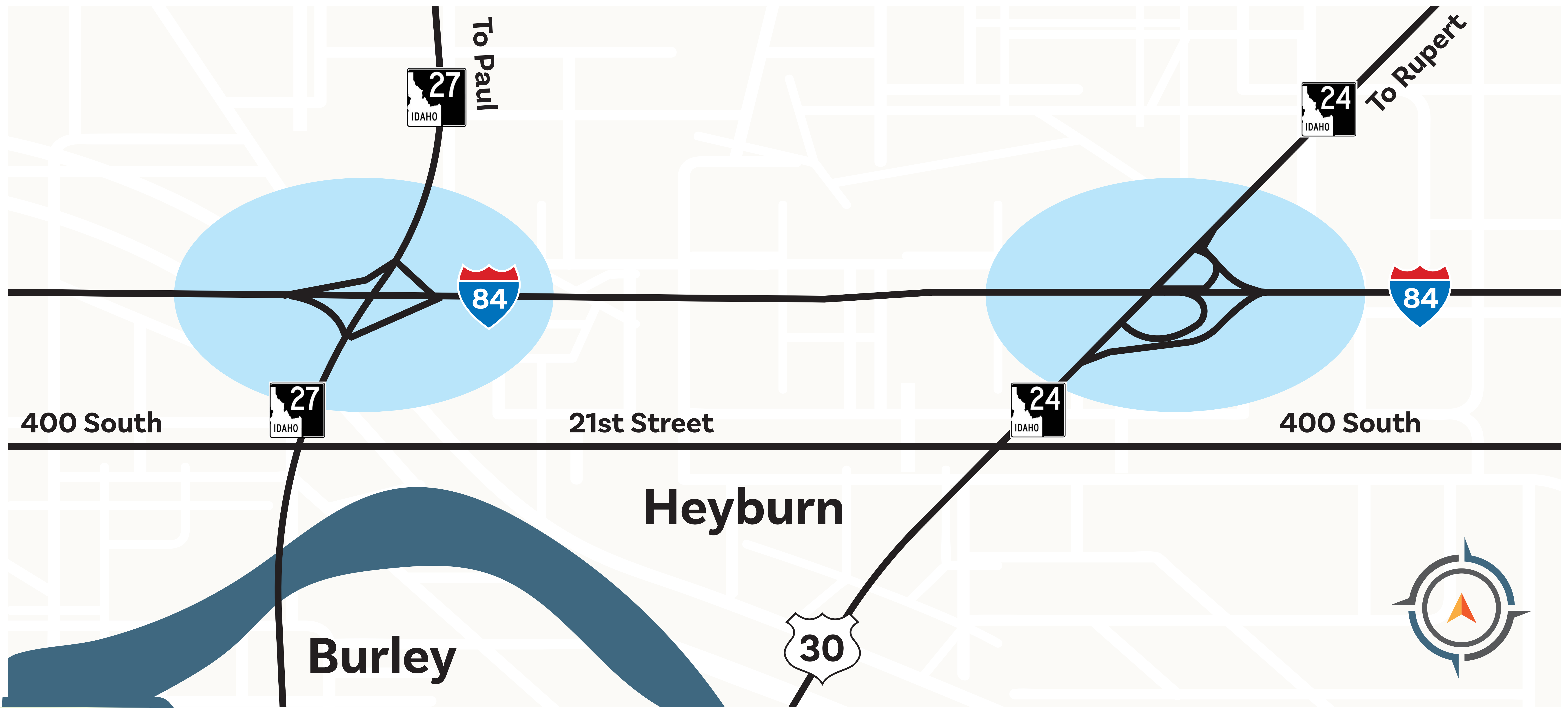


Burley Interchange



I-84 Burley & Heyburn Interchanges

Project Area Map



I-84 Burley & Heyburn Interchanges

Burley Option 1: Enhanced Existing

Features:

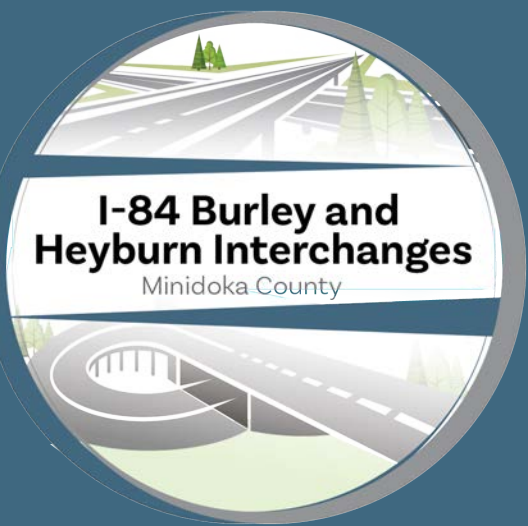
- » Improves loop ramp
- » Lengthens acceleration lanes at four ramps
- » Adds new signals at both intersections

Benefits:

- » Improvements are within ITD's right-of-way meaning no private property is required
- » Minimal cost
- » Easy to construct
- » Larger loop ramp with longer acceleration lane improves safety and operations
- » Free right-turn movements benefit motorists and maintain truck mobility

Challenges:

- » I-84 westbound off-ramp is sharp for high-speed conditions
- » Project must extend further to west to provide acceleration lane for westbound on-ramps



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Burley Option 2: Westbound Loop Ramp

Features:

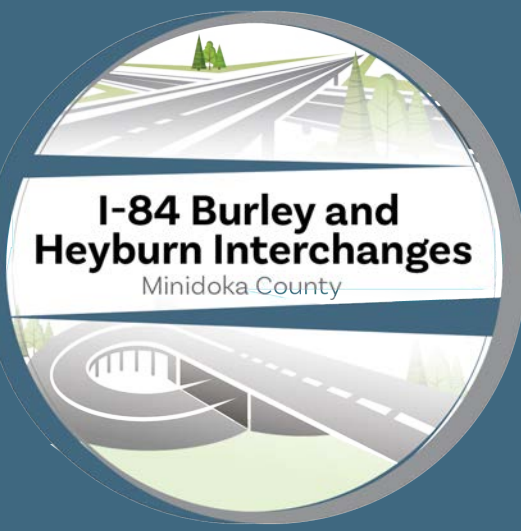
- » Realigns southbound to westbound on-ramp
- » Improves loop ramp
- » Lengthens acceleration lanes at four ramps
- » Constructs SH-27 bridges beside existing
- » Adds new signals at both intersections

Benefits:

- » Improvements are within ITD's right-of-way meaning no private property is required
- » Building new bridge offline maintains existing bridges and traffic during construction
- » Ramps have longer acceleration and deceleration lanes improving safety and operations
- » Lower cost than tight diamond and diverging diamond options

Challenges:

- » I-84 westbound off-ramp design is sharp for high-speed conditions
- » Adding curves to SH-27 is undesirable
- » Northwest improvements are very close to right-of-way and will require retaining walls



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Burley Option 3: Tight Diamond

Features:

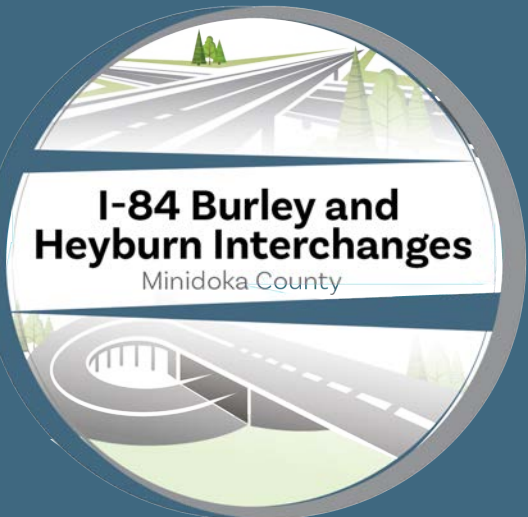
- » Eliminates loop ramp
- » Softens off-ramp curves
- » Adds new signals at both intersections

Benefits:

- » Improvements are within ITD's right-of-way meaning no private property is required
- » Drivers are familiar with the design
- » Easy to construct
- » Westbound I-84 off ramp is smoother and easy for trucks to navigate

Challenges:

- » Wider bridge required to accommodate left turn lanes on SH-27 accessing ramps which increases overall project costs



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Burley Option 4: Diverging Diamond

Features:

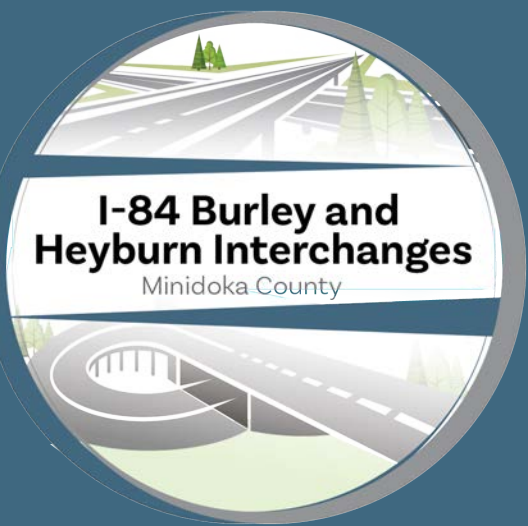
- » Eliminates loop ramp
- » Softens off-ramp curves
- » Adds new signals at both intersections

Benefits:

- » Improvements are within ITD's right-of-way meaning no private property is required
- » Improves truck mobility by requiring only one stop for trucks exiting I-84
- » On- and off-ramps are easy to navigate
- » Allows for free left improving truck mobility

Challenges:

- » Interchange type may require learning curve for users

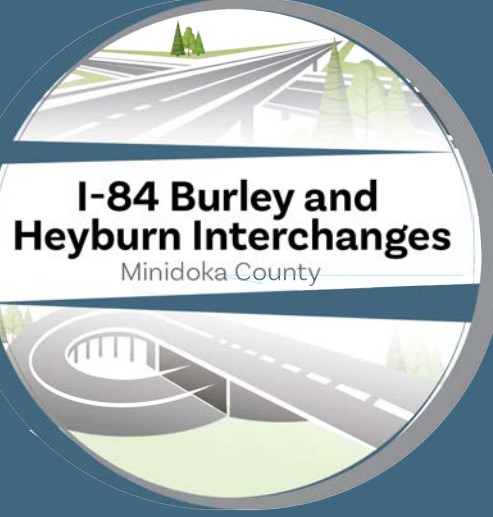


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Heyburn Option 1: Enhanced Existing



- Features:**
 - » Improved geometry for all ramps (proper curves and ramp lengths)
 - » Adds a eastbound and westbound I-84 merging lane
 - » Includes signals at on- and off-ramps
 - » Adds a third lane to eastbound and westbound I-84 bridges
 - » Speed limit is 45 mph on SH-24
- Benefits:**
 - » Improvements are within ITD's right-of-way meaning no private property is required
 - » Signals at ramps allow for easier turning movements
 - » Most cost-effective alternative
- Challenges:**
 - » Requires retaining walls and longer structures on I-84 to span canal, railroad tracks and SH-24, increasing project costs



I-84 Burley & Heyburn Interchanges

Heyburn Option 2: Tight Diamond Northbound SH-24

Features:

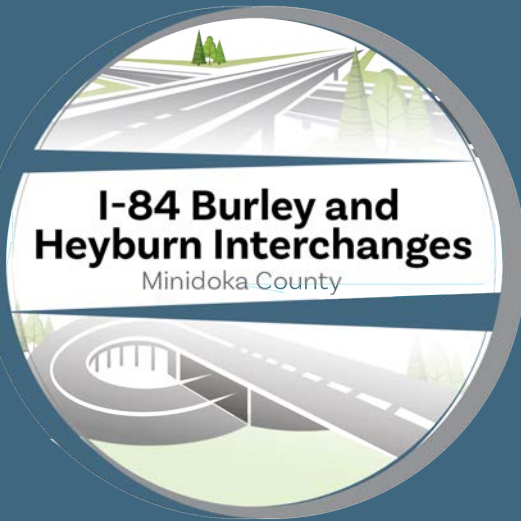
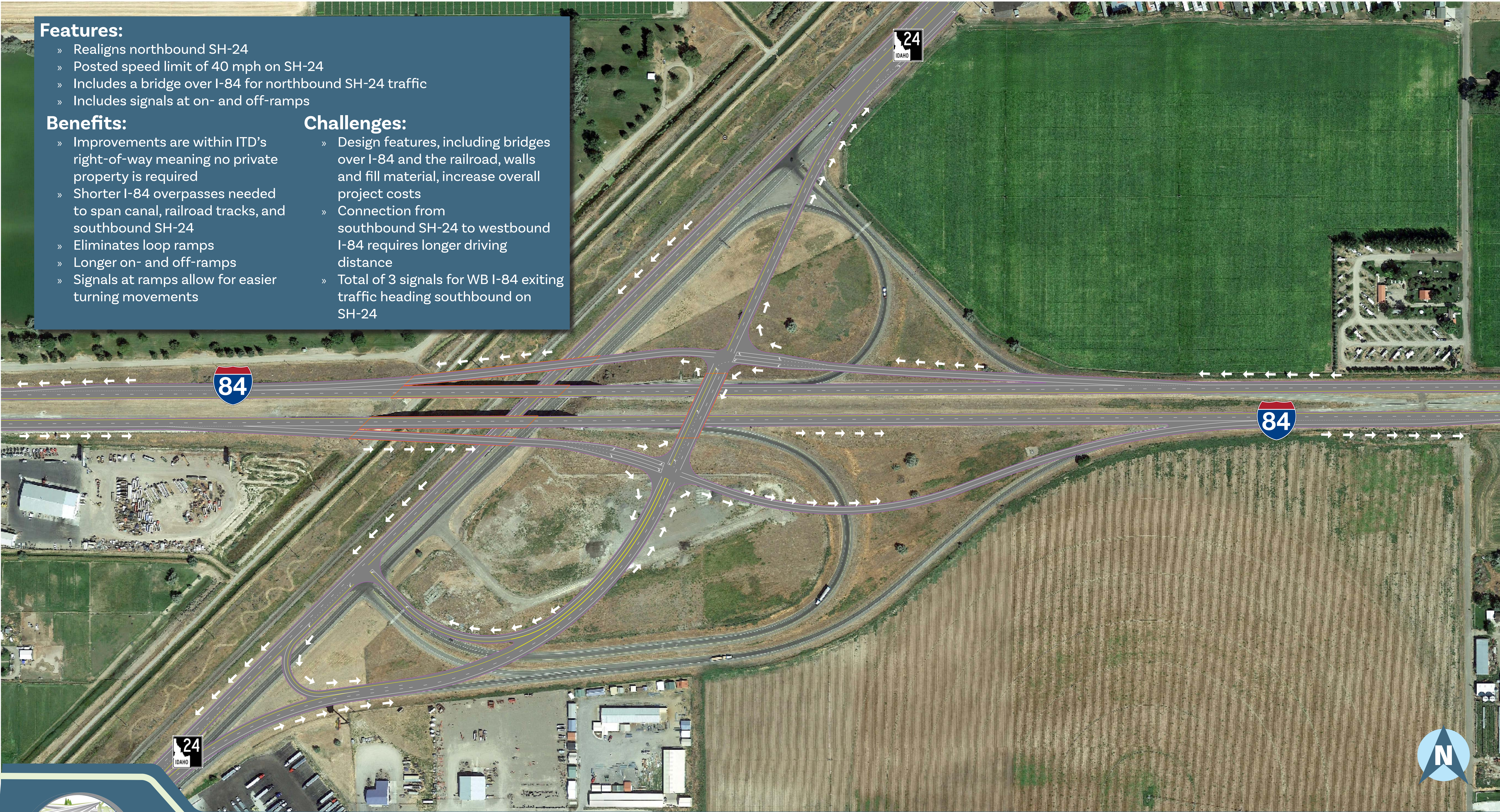
- » Realigns northbound SH-24
- » Posted speed limit of 40 mph on SH-24
- » Includes a bridge over I-84 for northbound SH-24 traffic
- » Includes signals at on- and off-ramps

Benefits:

- » Improvements are within ITD's right-of-way meaning no private property is required
- » Shorter I-84 overpasses needed to span canal, railroad tracks, and southbound SH-24
- » Eliminates loop ramps
- » Longer on- and off-ramps
- » Signals at ramps allow for easier turning movements

Challenges:

- » Design features, including bridges over I-84 and the railroad, walls and fill material, increase overall project costs
- » Connection from southbound SH-24 to westbound I-84 requires longer driving distance
- » Total of 3 signals for WB I-84 exiting traffic heading southbound on SH-24



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Heyburn Option 3: Tight Diamond North and South SH-24

Features:

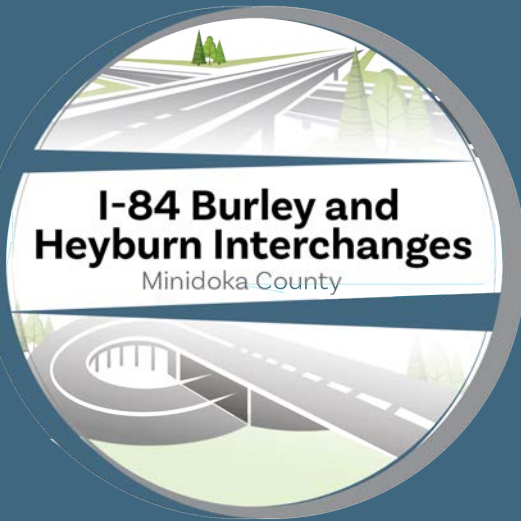
- » Realigns northbound and southbound SH-24
- » Posted speed limit of 40 mph on SH-24
- » Includes a bridge over I-84 for northbound and southbound SH-24 traffic
- » Includes signals at ramps

Benefits:

- » Improvements are within ITD's right-of-way meaning no private property is required
- » Eliminates loop ramps
- » Longer on- and off-ramps
- » Signals at ramps allow for easier turning movements

Challenges:

- » Design features, including bridges over I-84 and the railroad, walls and fill material, increase overall project costs



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Heyburn Option 4: Tight Modified Rotary

Features:

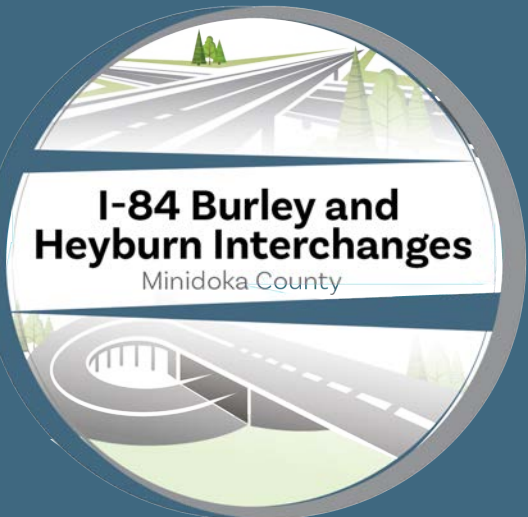
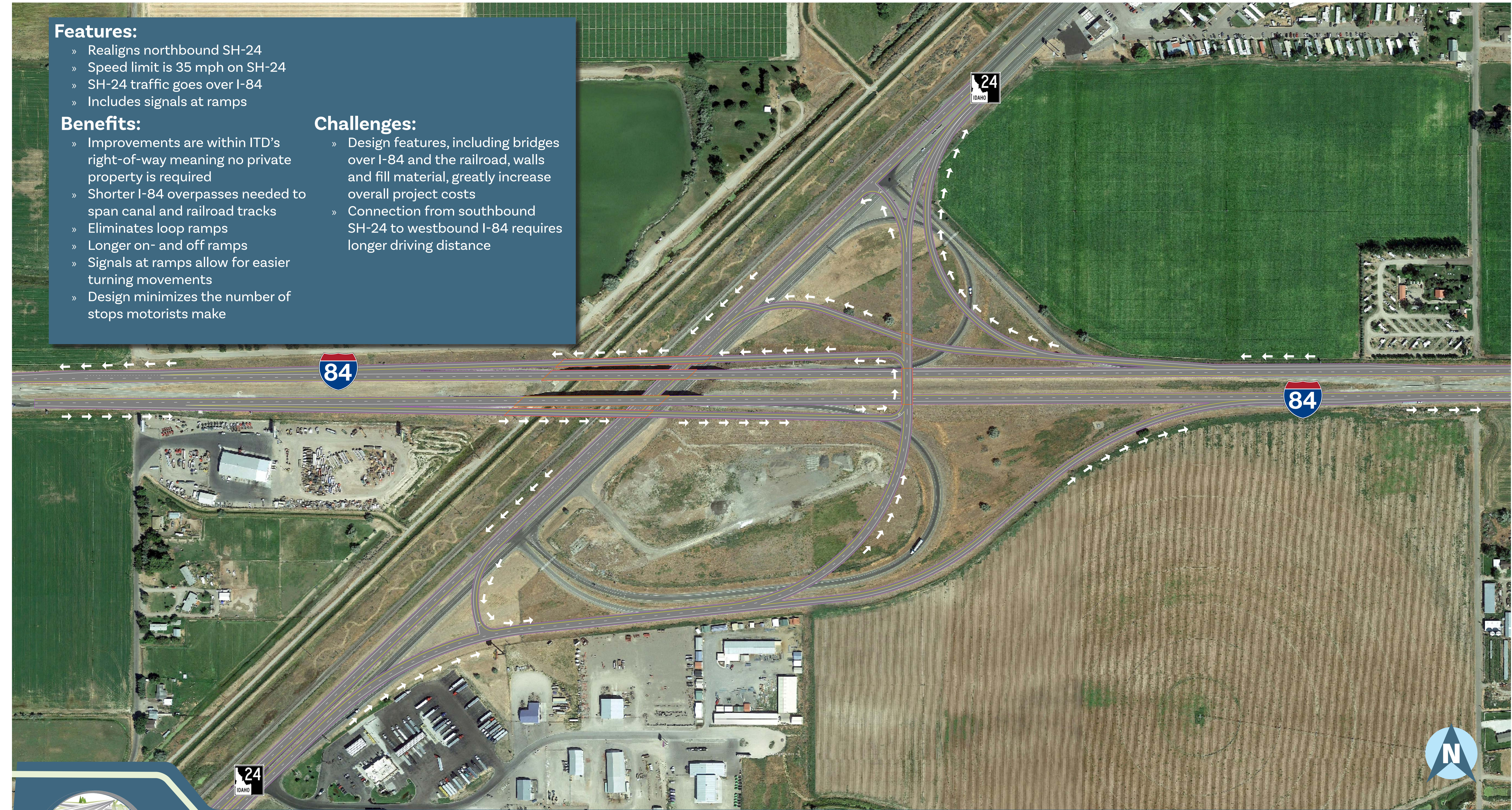
- » Realigns northbound SH-24
- » Speed limit is 35 mph on SH-24
- » SH-24 traffic goes over I-84
- » Includes signals at ramps

Benefits:

- » Improvements are within ITD's right-of-way meaning no private property is required
- » Shorter I-84 overpasses needed to span canal and railroad tracks
- » Eliminates loop ramps
- » Longer on- and off ramps
- » Signals at ramps allow for easier turning movements
- » Design minimizes the number of stops motorists make

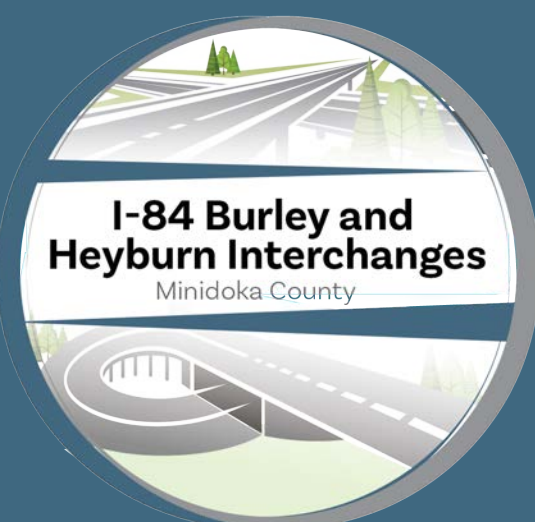
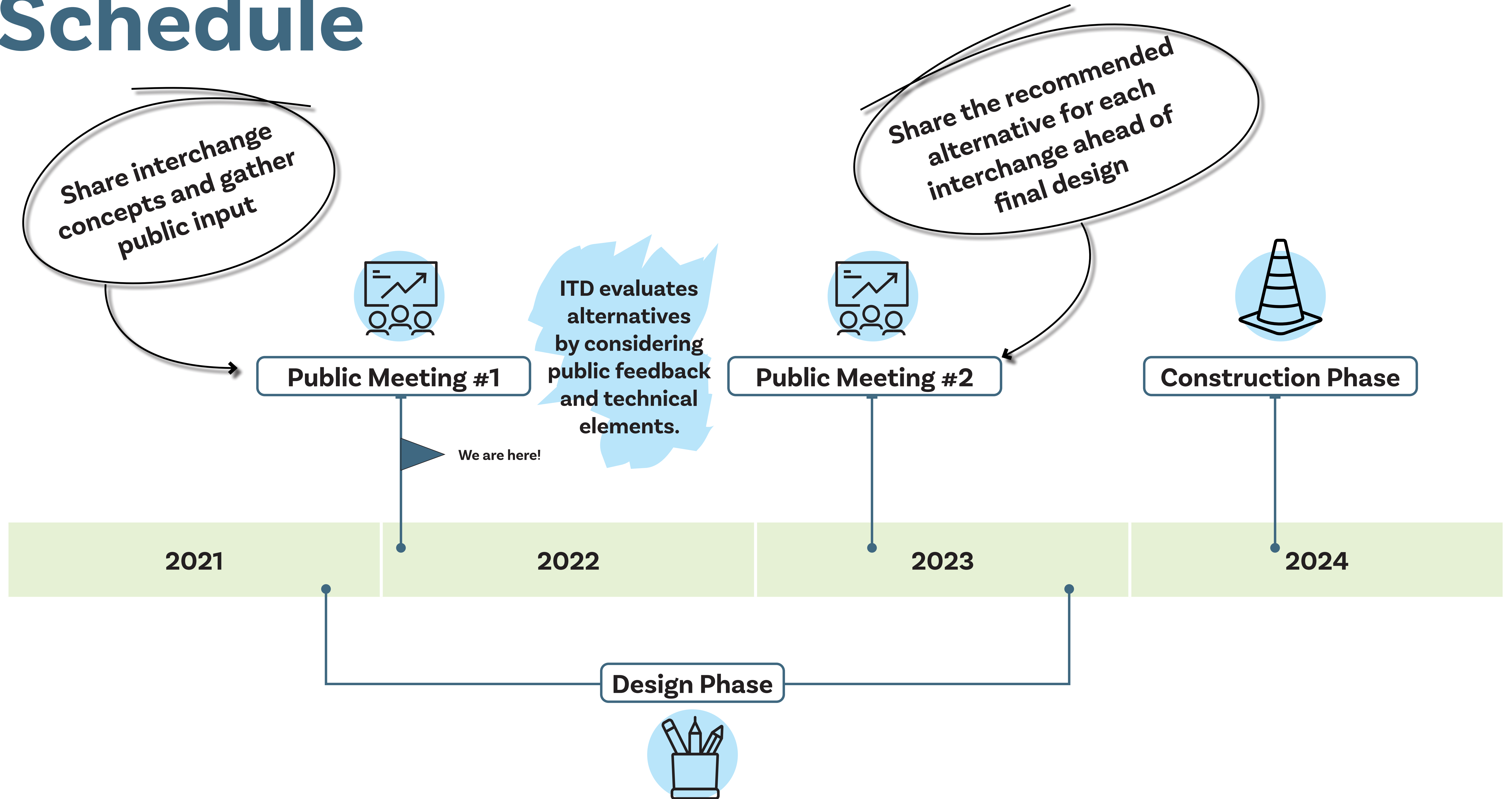
Challenges:

- » Design features, including bridges over I-84 and the railroad, walls and fill material, greatly increase overall project costs
- » Connection from southbound SH-24 to westbound I-84 requires longer driving distance



I-84 Burley & Heyburn Interchanges

Schedule



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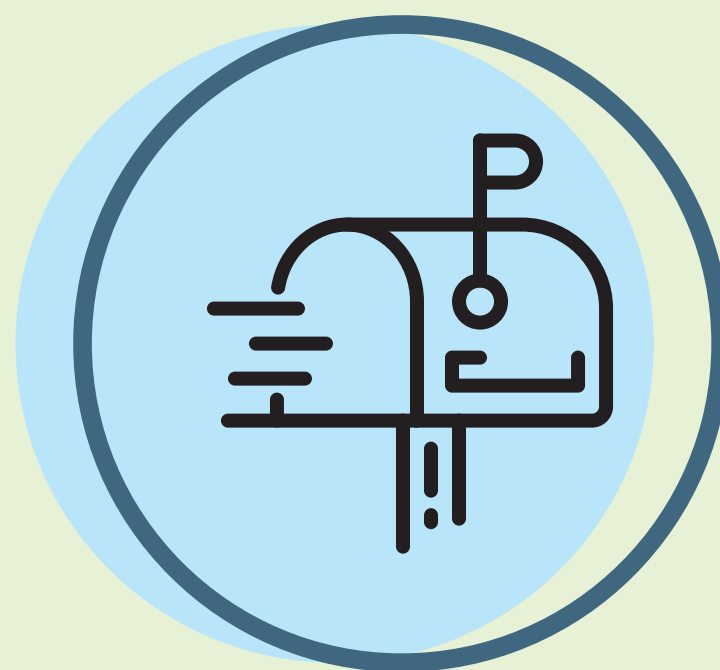
How to Comment



Leave a comment form with the project team.



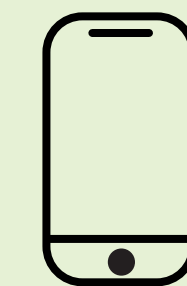
**Email comments here:
comments@I84BurleyandHeyburn.com**



**Mail your comments to:
HDR C/O Stephanie Borders
412 E. Parkcenter Blvd. Suite 100
Boise, ID 83706**

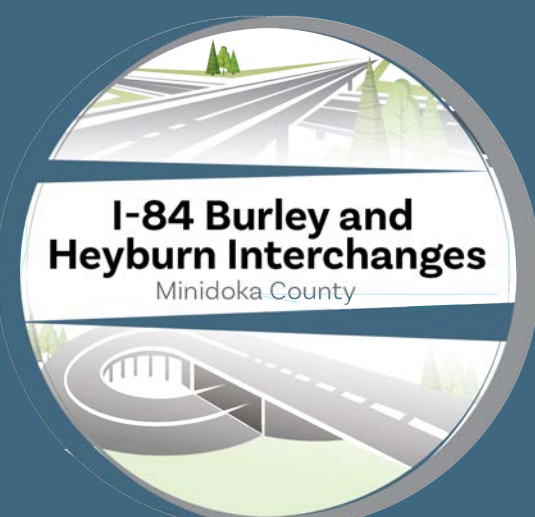


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**Submit a comment on the project website at
itdprojects.org/projects/i-84-burley-and-heyburn-interchanges**

Comments are due by February 10, 2022



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