

I-84 Burley and  
Heyburn Interchanges  
Minidoka County

# I-84 Burley and Heyburn Interchanges

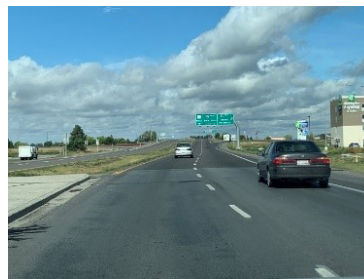
## Online Public Information Meeting – Jan. 27- Feb. 10, 2022

Thank you for your interest in the I-84 Burley (Exit 208) and Heyburn (Exit 211) Interchanges Project. The purpose of this online meeting is to gather your feedback on concept designs for replacing both interchanges.

### Project Background

Built in 1961, the I-84 Burley and Heyburn interchanges are outdated and need to be replaced so they continue to provide important connections to the Magic Valley.

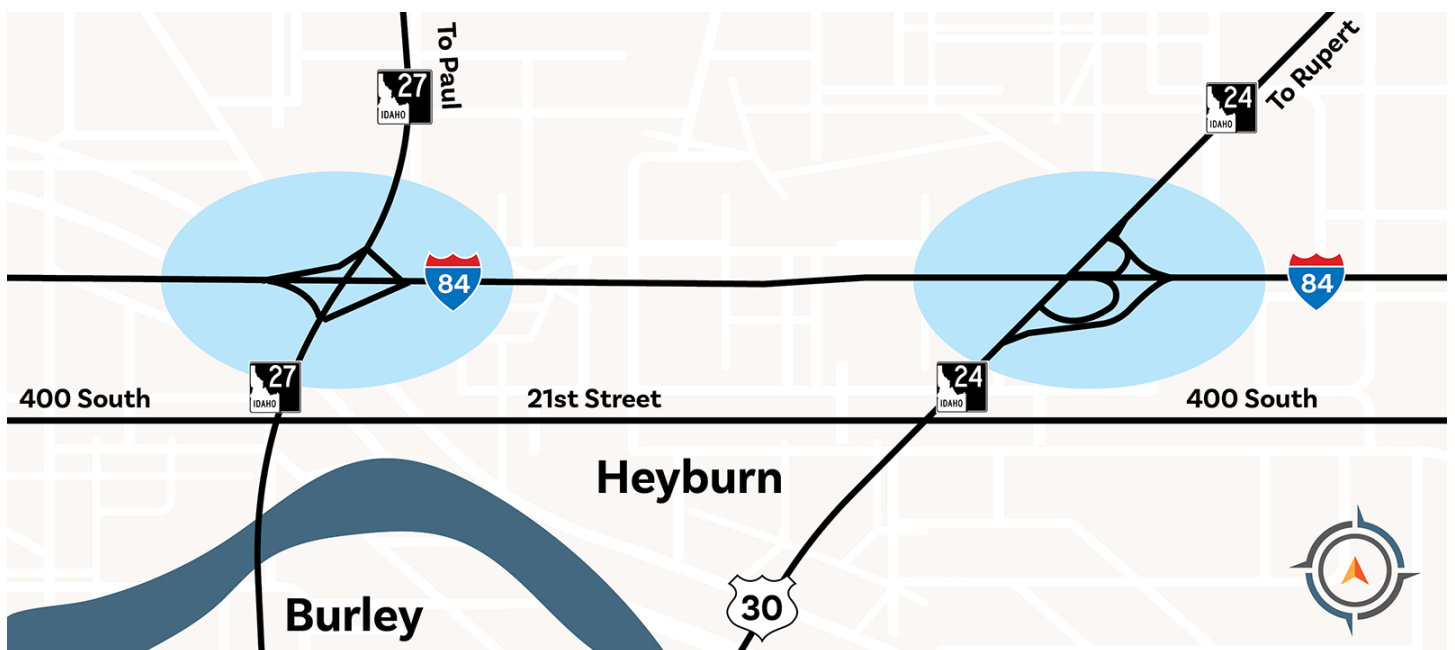
ITD will redesign the interchanges to serve the needs of motorists, heavy freight traffic, businesses and economic development in the region.



Burley Interchange (Exit 208)



Heyburn Interchange (Exit 211)



# Burley Interchange Concepts

## 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 turns benefit motorists and maintain truck mobility

### Challenges

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



# Burley Interchange Concepts

## 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



# Burley Interchange Concepts

## 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



# Burley Interchange Concepts

## 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 existing I-84
- Provides two pedestrian signals to cross I-84
- On- and off-ramps are easy to navigate
- Allows for free left improving truck mobility

### Challenges

- Drivers have learning curve if they are unfamiliar with the design



# Heyburn Interchange Concepts

## Enhanced Existing



### Features

- Improved geometry for all ramps (property 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



# Heyburn Interchange Concepts

## Tight Diamond NB



### 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 SH-24
- Eliminates loop ramps
- Longer on- and off-ramps
- Signals at ramp 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 westbound I-84 existing traffic heading southbound on SH-24



# Heyburn Interchange Concepts

## Tight Diamond NB and SB 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 ramp allow for easier turning movements

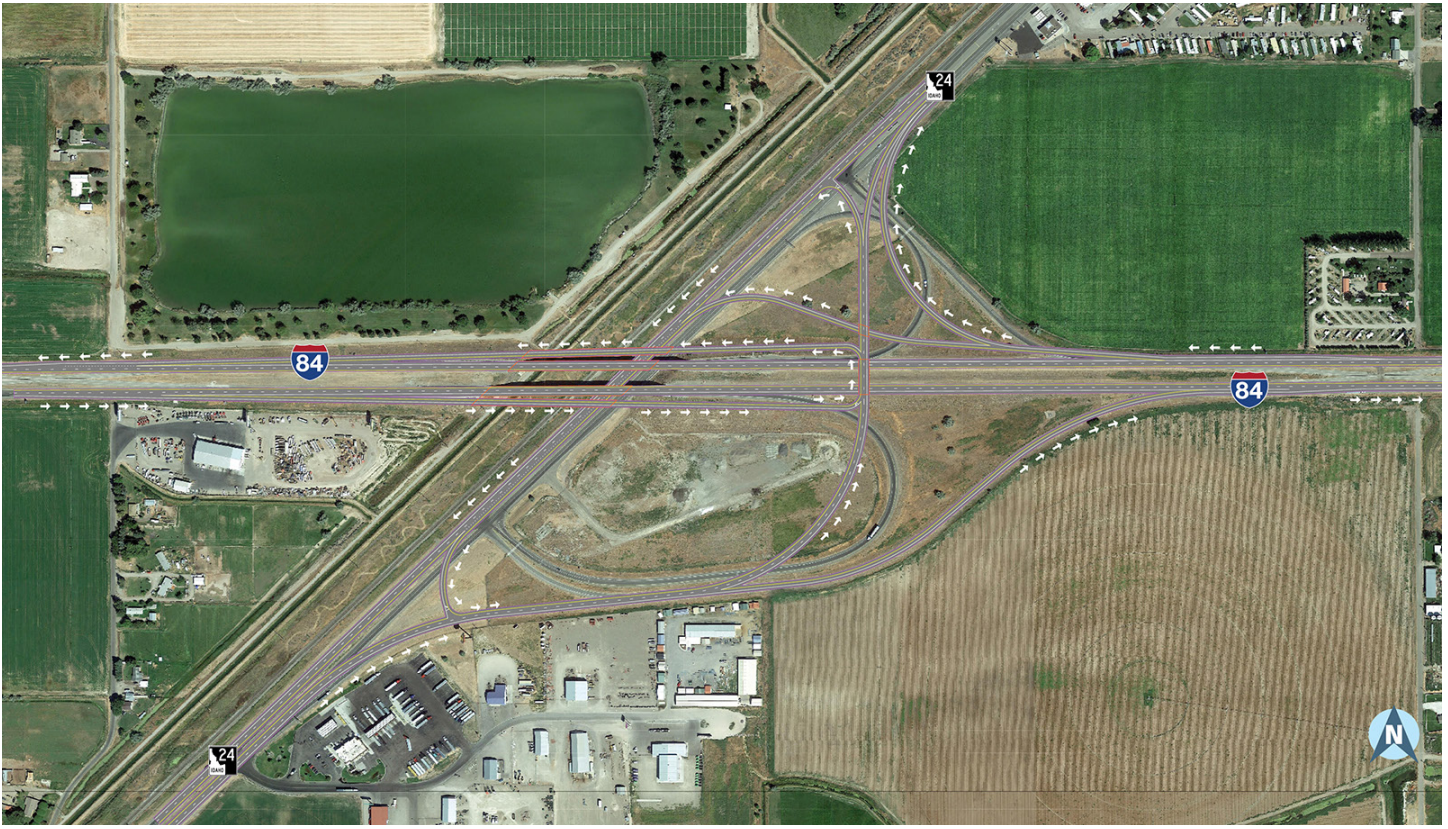
### Challenges

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



# Heyburn Interchange Concepts

## 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

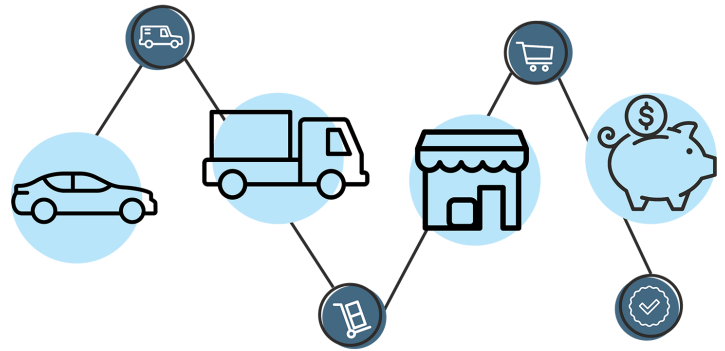
- Design features including bridges over I-84 and the railroad, walls and fill material, greatly increase overall project costs
- Connection from southbound to westbound I-84 requires longer driving distance



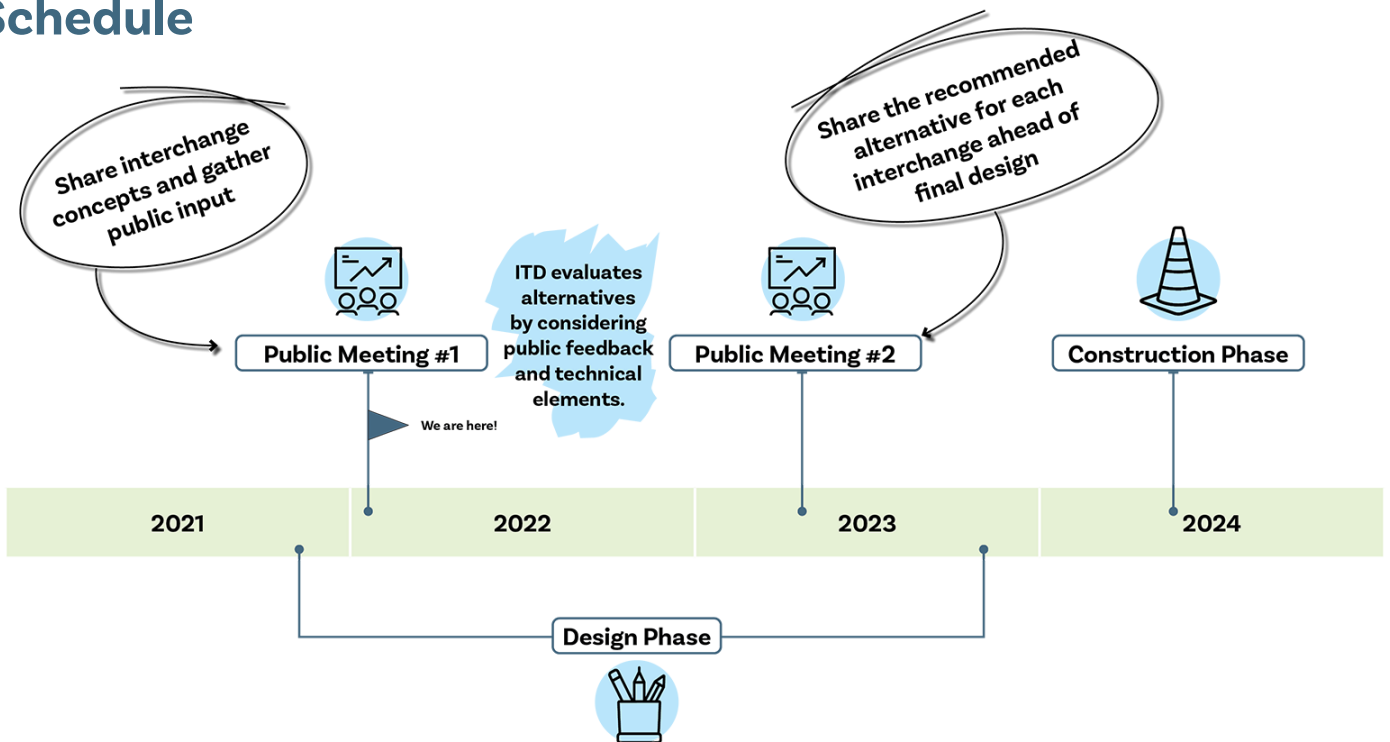
# How was the design chosen?

ITD will use engineering and technical information, traffic analysis, and public input to choose the preferred design.

In early 2022, ITD will conduct a Value Engineering (VE) Study to identify opportunities and recommend the alternatives that will best improve the value of the project in terms of cost, constructability, and maintenance of traffic, while maintaining basic functional requirements and complying with the purpose of the project.



## Schedule



## Contact

HDR C/O Stephanie Borders

412 E. Parkcenter Blvd. Suite 100  
Boise, ID 83706

Sign up for project updates by texting “Sign Up” to 866-397-2057

*\* Standard messaging rates could apply*

[comments@I84BurleyandHeyburn.com](mailto:comments@I84BurleyandHeyburn.com)

For more information, visit the project website:

<https://itdprojects.org/projects/i-84-burley-and-heyburn-interchanges>

## Thank You



# I-84 Burley and Heyburn Interchanges Project – Comment Form

Please tell us your thoughts and any suggestions you have about the project.

**General Comments** \_\_\_\_\_

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**VOLUNTARY – The following additional questions are voluntary**

As a federally funded project, the Idaho Transportation Department will monitor attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

**Name** \_\_\_\_\_

**Address** \_\_\_\_\_

**City/Town** \_\_\_\_\_ **State/Province** \_\_\_\_\_ **ZIP/Postal Code** \_\_\_\_\_

**Email Address** \_\_\_\_\_

**Phone Number** \_\_\_\_\_

**Please tell us your gender** \_\_\_\_\_

**Are you disabled?**

☐ Yes

☐ No

**Please identify your ethnicity**

☐ American Indian/Alaska Native

☐ Asian/Pacific Islander

☐ Black

☐ Hispanic

☐ White

☐ Other (Please specify) \_\_\_\_\_