

I-84 and I-184

I-84 is vital to the region because it carries the highest volume of traffic.



WHY THIS CORRIDOR MATTERS

Interstate-84 (I-84) and its corresponding route, Interstate-184 (I-184), into downtown Boise are the backbone to the Treasure Valley's transportation system. Elmore, Ada, Canyon, and Payette Counties are served by this facility. It is directly tied to the economic vitality of the region. I-84 and I-184 (the Connector) are the primary connections with the region's major employment, activity and retail centers. These include: Micron, Downtown Boise, the Boise Towne Square Mall, Simplot Industries in Caldwell, the Idaho Center in Nampa, and the Boise Airport. It serves as a vital freight corridor, as the primary

connection between the Pacific Northwest and Intermountain West. Current average weekday volumes range from 20,000 north of Canyon County to 120,000 between the Eagle Road and Wye Interchanges. By 2035, the travel demand on this corridor will double.

I-84 is a divided four lane (two east bound lanes, two west bound lanes), full access control, high speed roadway in Elmore, Payette, and limited sections of Canyon and Ada Counties. Once construction is complete, the corridor will have six to eight lanes between the Franklin Boulevard Interchange and the Broadway Avenue Interchange, and all of I-184 (the connector). Access is limited to ten interchanges serving 19.5 miles of interstate in Ada County (from the Canyon County line to Isaacs Canyon Interchange), and eight interchanges serving over thirteen miles in Canyon County (Caldwell to the Ada County line).

Goals for *Communities in Motion* (CIM)

Connections: Provide options for safe access and mobility in a cost-effective manner for the region.

Coordination: Achieve better inter-jurisdictional coordination of transportation and land use planning.

Environment: Minimize transportation impacts to people, cultural resources, and the environment.

Information: Coordinate data gathering and dispense better information.

Recommendations for I-84 and I-184 Corridor to meet CIM goals:

- ❖ Maintain and/or rebuild the interstate infrastructure, including the existing interchanges, to accommodate widening. Much of I-84 was constructed almost fifty years ago.
- ❖ Continued support for the completion of interchanges between Meridian and Caldwell.
- ❖ Continued support for the widening of I-84 from four lanes to eight lanes in the urban areas.
- ❖ Support a new interchange at the proposed SH 16 connection to I-84.
- ❖ Begin a study on corridor-level operational and capacity improvements such as high occupancy vehicle lanes, ramp metering, expansion/enhancement of bus operations and a fixed guideway transit system.

Recommendations for I-84 and I-184 Corridor Public Transportation:

- ❖ I-84 is a current route for intercounty bus service and is heavily used by vanpools from Canyon County and points west into employment centers in Ada County.
- ❖ This corridor is a candidate for fixed guideway service (bus rapid) but is more likely to have high-frequency local bus service. The *Treasure Valley High Capacity Transit Study* considers I-84 a possible candidate.¹
- ❖ Park-and-ride facilities should be considered at every current and planned interchange.

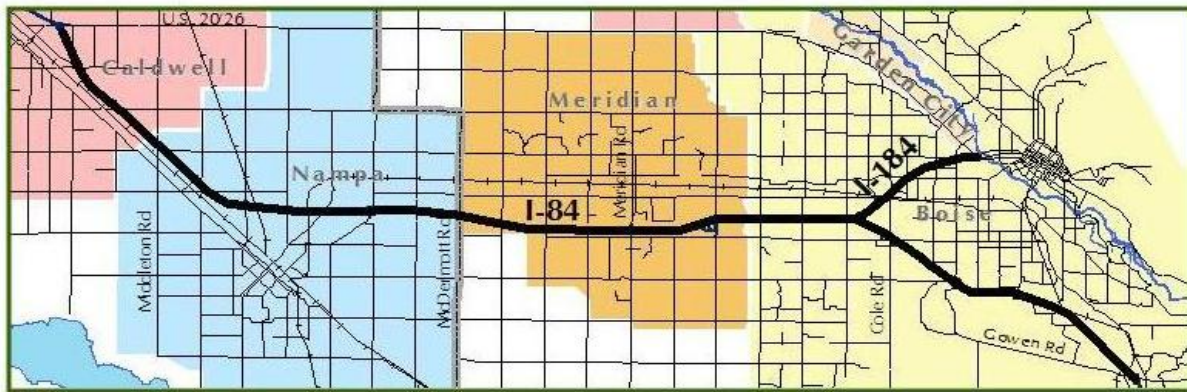
Land use decisions needed to implement the plan:

- ❖ Local jurisdictions in the region should concentrate future development in designated growth areas.
- ❖ Promote a more even jobs/housing balance between Ada and Canyon Counties.
- ❖ Preserve land for future interchanges at proposed locations.

¹ This study can be found at <http://compassidaho.org/reports.htm> under Fiscal Year 2009 Reports.



Regional Connection



CHALLENGES AND OPPORTUNITIES

In the urban areas of the region, future interstate expansion opportunities are limited. I-84 will probably not exceed 8-10 lanes due to available right of way and interchange design constraints. Because of these limitations and the increasing congestion, a corridor level alternatives analysis should be conducted. The analysis should examine I-84 operational improvements, such as high occupancy vehicle lanes and ramp metering, as well as improvements to bus operations. The study should evaluate the possibility of a Robinson Road interchange at I-84.

In addition to the need for increased capacity of I-84, the existing infrastructure is in need of renovation. Many current interchanges will not accommodate an eight lane interstate. Thus, maintenance is as essential as is expansion. The Idaho Transportation Department's "Connecting Idaho Program" approved by the Idaho Legislature in 2005 allows funding of specific roadway projects via a Grant Anticipation Revenue Vehicle (GARVEE). GARVEE funds are bonds issued based on anticipated federal highway funds. I-84 corridor projects in Ada and Canyon Counties have been under construction for several years.

Past and Current Investments through 2015	Unfunded Improvements through 2035
<p>Pre-2008 The I-84 Corridor Study was completed in October 2001. Several I-84 projects in the "Connecting Idaho Program" originated from this study. GARVEE funding has accelerated many of the identified reconstruction and widening projects needed along the corridor.² Other projects: Franklin Road Interchange (Exit 29) reconstructed, Construction of new Karcher Road Interchange, soundwall installed, resurface 5.6 mile segment southeast of Broadway Avenue IC, environmental study from Karcher Road to Five Mile Road overpass, and Eagle Road interchange westbound off-ramp.</p> <p>2008 to 2011: 10th Avenue IC to Franklin Road IC (Exit 29): Construct an auxiliary lane on westbound I-84. \$2,425,000 11th Avenue Overpass: Replace bridge. \$5,199,000 Franklin Boulevard IC to 11th Avenue Overpass: Widen I-84 to three (3) lanes in each direction. \$43,866,000 11th Avenue Overpass to Garrity Boulevard IC: Widen I-84 to three (3) lanes in each direction \$13,513,000 Garrity Boulevard IC: Replace mainline bridges with a single bridge. \$5,760,000 Garrity Boulevard IC-Meridian Road IC. Widen to four (4) lanes each direction. Includes reconstruction of Robinson and Black Cat overpasses. \$21,800,000 Ten Mile Road IC: Construct new interchange (open Summer 2011). \$68,396,000 Cole /Overland IC to Orchard Street IC- Resurface one mile of existing lanes on I-84. Widen to four (4) lanes each direction. Includes I-84 bridge over New York Canal. \$16,038,000 Orchard Street IC: Reconstruct interchange: \$24,516,000 Orchard Street IC to Vista Avenue IC: Resurface one and half mile of existing lanes on I-84. Widen to four (4) lanes each direction. \$11,833,000 Vista Avenue IC: Reconstruct interchange: \$30,004,000 Vista Avenue IC to Broadway Avenue IC - Resurface one mile of existing lanes on I-84. Widen to four (4) lanes each direction. \$24,666,000</p>	<p>Operational improvements such as high occupancy vehicle (HOV) lanes, ramp metering, and dynamic message signs. Noise reducing structures such as sound walls and berms. Landscaping and lighting.</p> <p>I-84: Cole/Overland IC-Isaacs Canyon IC. Widen to four (4) lanes each direction for remainder of corridor: Includes interchange reconstruction at Broadway Avenue and Gowen Road. Unfunded: \$245,077,000</p> <p>Exit 29-Garrity IC. Widen to three (3) lanes each direction for remainder of corridor. Includes reconstruction of Nampa Blvd interchange and existing over/underpasses. Unfunded: \$382,470,000</p> <p>Future SH 16 Interchange: (vicinity of McDermott). Construct new interchange with ramps to connect with Franklin Road. Unfunded: \$95,762,000</p> <p>Ustick Road Interchange. Construct new interchange. Unfunded: \$32,528,000</p>

² Various reports related to I-84 studies and projects under GARVEE can be found at <http://itd.idaho.gov/Projects/D3/>