



# I-84 Burley & Heyburn Interchanges



## I-84 Burley Interchanges

### Project Background

The Idaho Transportation Department (ITD) will replace the Interstate 84 (I-84) interchange in Burley (Exit 208) to increase safety and better serve traffic and growth in the area. Built in the early 1960s, this interchange has reached the end of its service life. ITD is focused on improving safety, mobility, and economic opportunity for all users who travel these important agricultural and industrial routes.

ITD gathered input on four concepts for this interchange through in-person and online public meetings in January 2022. ITD also met with elected officials, adjacent property owners, large freight

haulers, and other key stakeholders in the area. Using public input and technical information, ITD refined the designs to determine the best interchange in this location.

Two options were identified that met the project goals. The first option provided in this handout is a tight diamond interchange. The second option provided in this handout is a diverging diamond interchange.

Estimated construction cost for this interchange is between \$45 million and \$55 million.

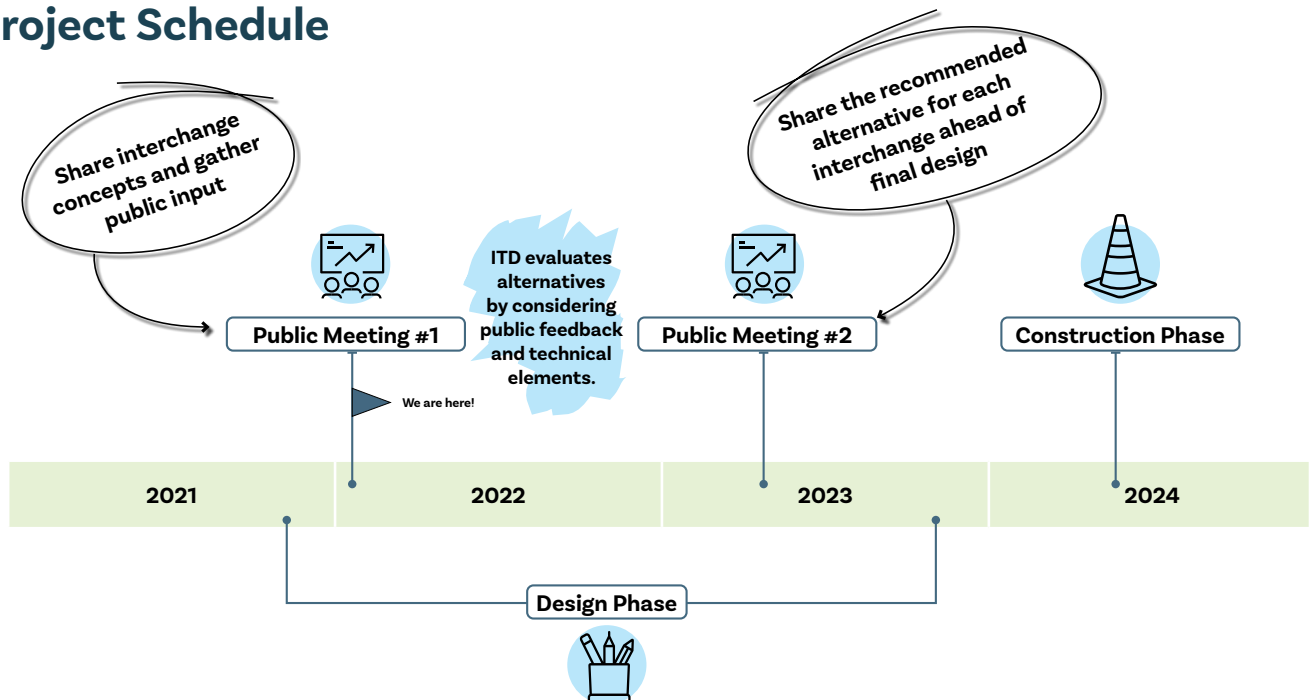
### Traffic

The following is approximate current AADT (annual average daily traffic) and projected 2046 traffic data for the Burley interchange:

Location	Vehicles*	% Trucks*	Projected 2046 Traffic
I-84 at the Burley Interchange	20,000	30-35%	31,000
SH-27, north of Burley Interchange	8,000	10%	13,000
SH-27, south of Burley Interchange	17,000	10%	26,000

\*AADT

### Project Schedule



For additional project information visit:

[itdprojects.org/projects/i-84-burley-and-heyburn-interchanges](https://itdprojects.org/projects/i-84-burley-and-heyburn-interchanges)



# I-84 Burley & Heyburn Interchanges



## I-84 Burley Interchanges



## Tight Diamond

### Features

- Eliminates loop ramp
- Softens off-ramp curves for vehicles exiting I-84
- Adds new signals at both intersections
- Introduces multi-use path on one of the bridges over I-84

### Benefits

- Improvements are within ITD's right-of-way
- Drivers are familiar with the design and easier to construct
- Westbound I-84 off-ramp is smoother and easier for trucks to navigate

### Challenges

- Bridge construction may impact SH-24 traffic
- Wider bridge is required to accommodate left-turn lanes on SH-27 accessing ramps





## I-84 Burley Interchanges



### Diverging Diamond

#### Features

- Eliminates loop ramp
- Softens off-ramp curves for vehicles exiting I-84
- Adds new signals at both intersections
- Two separate structures for north- and southbound lanes over I-84
- Introduces multi-use path on one of the two bridges over I-84

#### Benefits

- Improvements are within ITD's right-of-way
- Improves truck mobility by requiring only one stop for trucks
- On- and off-ramps are easy to navigate
- Allows for offline bridge construction while maintaining traffic on existing structure

#### Challenges

- Interchange type may require learning curve for users
- Additional bridge square footage and increased footprint due to two separate structures as well as additional retaining walls
- Separate bridges will require extended retaining walls between the two structures along I-84



# I-84 Burley & Heyburn Interchanges



## Heyburn Interchanges

### Project Background

The Idaho Transportation Department (ITD) will replace the Interstate 84 (I-84) interchange in Heyburn (Exit 211) to increase safety and better serve traffic and growth in the area. Built in the early 1960s, this interchange has reached the end of its service life. ITD is focused on improving safety, mobility, and economic opportunity for all users who travel these important agricultural and industrial routes.

ITD gathered input on four concepts for this interchange through in-person and online public meetings in January 2022. ITD also met with elected officials, adjacent property owners, large freight haulers, and other key stakeholders in the area. Using

public input and technical information, ITD refined the designs to determine the best interchange in this location.

Two options were identified that met the project goals. The first option provided in this handout is a diamond interchange that realigns northbound and southbound SH-24. The second option provided in this handout is an offset diamond interchange (VE Recommendation) that maintains SH-24 in its current location and adds a new offset road and bridge over I-84 for traffic accessing the interchange.

Estimated construction cost for this interchange is between \$55 million and \$65 million.

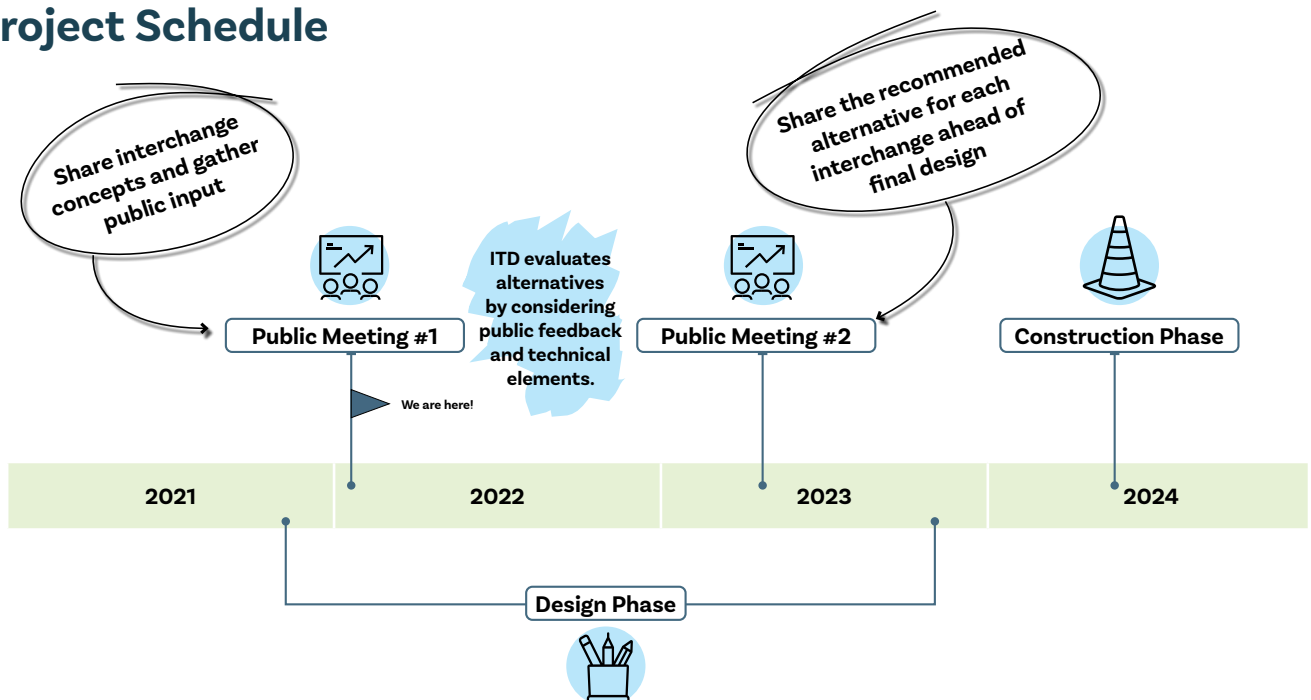
### Traffic

The following is approximate current AADT (annual average daily traffic) and projected 2046 traffic data for the Burley interchange:

Location	Vehicles*	% Trucks*	Projected 2046 Traffic
I-84 at the Heyburn Interchange	18,000	30-35%	27,000
SH-24, north of Heyburn Interchange	12,000	6%	18,500
SH-24, south of Heyburn Interchange	16,500	6%	25,500

\*AADT

### Project Schedule



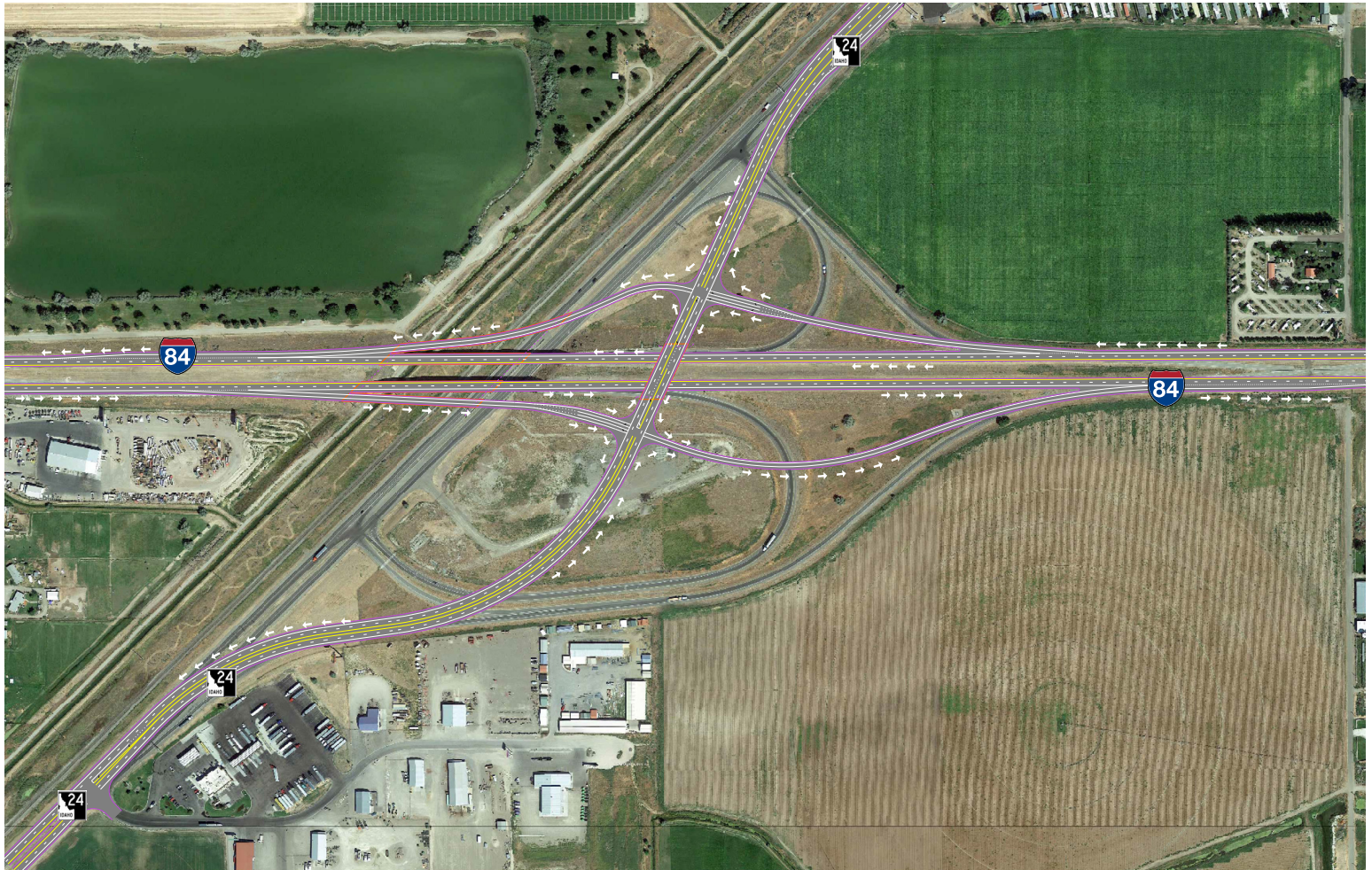
For additional project information visit:

[itdprojects.org/projects/i-84-burley-and-heyburn-interchanges](https://itdprojects.org/projects/i-84-burley-and-heyburn-interchanges)





## Heyburn Interchanges



## Tight Diamond North and South SH-24

### Features

- Realignment 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 and separate bridges for the eastbound off-ramp and westbound on-ramp
- Includes signals at both ramp terminal intersections

### Benefits

- Improvements are within ITD's right-of-way
- 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





## Heyburn Interchanges



## Offset Diamond

### Features

- Separates traffic accessing the interstate from SH-24 traffic
- Maintains SH-24 through traffic on existing alignment and at current speed
- Widens bridges over SH-24 to accommodate the westbound on-ramp, eastbound off-ramp, and a 4-foot buffer area

### Benefits

- Improvements are within ITD's right-of-way
- Separates through traffic from ramp traffic on SH-24
- Increases distance between the interchange and Centennial Drive to allow more room for right-turning traffic onto Centennial Drive
- Provides two traffic signals to accommodate future growth
- Improves construction staging by allowing loop ramps to remain in service during construction
- Northbound and southbound SH-24 through traffic remains on existing alignment

### Challenges

- Requires changing the typical section of I-84 through the interchange