U.S. 12 AND 21ST STREET INTERSECTION

WELCOME

The Idaho Transportation Department (ITD) is designing improvements to the intersection of U.S. 12 and 21st Street in downtown Lewiston. The improvements are expected to reduce delays and increase safety.

The purpose of today's meeting is to give you an opportunity to:

Learn about the project | **Review** and comment on the preliminary design plans | **Ask questions** of project staff and learn how to continue to participate in the project

U.S. 12 AND 21ST STREET INTERSECTION

PROJECT BACKGROUND

The intersection of U.S. 12 and 21st Street serves as a gateway to downtown Lewiston and is an important regional trucking route. Congestion and delay at the intersection have continued to rise. In addition, the pavement has reached the end of its useful life.

Work completed to date

In 2015, a traffic study was completed for several potential design options for the intersection. The options included a roundabout, grade-separated intersection, additional signals and a full realignment. Each option was analyzed for potential delay times, traffic backups and how the option would help address congestion.

The traffic study showed that realigning the intersection would reduce delays, improve sight distance and reduce the risk of crashes.

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ALTERNATIVES DEVELOPMENT

ITD considered many design options to improve the US-12 and 21st Street intersection. Four options were analyzed in detail:

1. **Roundabout with G Street Closure**
2. **Grade Separation**
3. **Additional Signalization**
4. **Realignment with G Street Closure (Recommended)**

ITD analyzed each option and has recommended realigning the US-12/21st Street intersection with the closure of G Street.

See Recommended Improvements display for more details on that option.

OPTION 1: ROUNDABOUT

ITD analyzed three variations of a roundabout. This option was eliminated because:

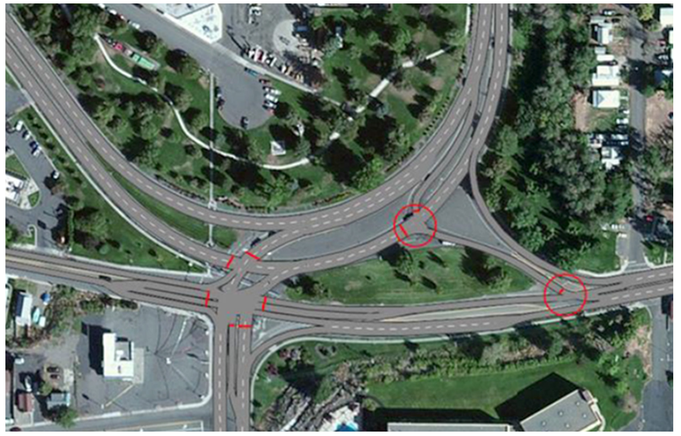
- **Traffic flow through the roundabout was too heavy and did not allow gaps for motorists to enter from eastbound US-12.**
- **Unable to provide adequate operating capacity.**
- **Potential safety issues for pedestrians and bicyclists.**

OPTION 2: GRADE SEPARATION

ITD analyzed a grade separated underpass for westbound US-12 traffic headed to eastbound Main Street. This option was eliminated because:

- **Underpass grades are too steep (>12%) and difficult for the high volume of truck traffic**
- **Shallow water table could create maintenance and construction issues.**
- **Significant additional cost for retaining walls and underpass structure.**

OPTION 3: ADDITIONAL SIGNALIZATION



ITD analyzed an option to add signals for the westbound US-12 traffic headed to eastbound Main Street. This option was eliminated because:

- **Significant delays and backups for vehicles due to additional signals.**
- **Lack of storage length for vehicles stopped at the signal creates additional delays.**