



Idaho 75: Big Wood River Bridge to Elkhorn Rd.



Noise Evaluation:

- 11 receivers evaluated.
- Modeled existing (2014) noise volumes and build (2040) noise volumes.
- Noise volumes at all locations were less than 66 dBA with less than a 15 dBA increase. Per ITD and FHWA policy, no mitigation is necessary.

Receiver	2014 Existing		2040 Build		Increase (dBA)
	Distance from CL (ft)	Noise Level (dBA)	Distance from CL (ft)	Noise Level (dBA)	
1	124	60.3	107	64.7	4.4
2	139	58.6	123	60.9	2.3
3	176	56.7	170	60.8	4.1
4	465	49.0	463	52.4	3.4
5	376	49.8	393	52.2	2.4
6	212	54.0	227	55.8	1.8
7	114	58.2	126	59.9	1.7
8	111	53.6	117	56.3	2.7
9	121	56.8	123	60.1	3.3
10	187	53.5	190	56.8	3.3
11	106	59.2	106	62.2	3.0

Anticipated Changes to the SH-75 Timmerman to Ketchum EIS:

- Wetland impacts will change based on updated wetland delineation survey.
- Mitigation banks will be used to mitigate wetland impacts.
- Threatened, Endangered, and Candidate Species will be updated.
- In-water work window will be modified from Nov 1st – March 31st to Aug 1st – March 31st based on coordination with IDF&G and IDWR.
- Limited night work is expected to minimize traffic impacts. Approximately 10 to 15 nights are anticipated.
- Other changes may be identified during final design.

Other Environmental Considerations:

- Retaining walls are used to minimize impacts to wetlands, floodplains, and trees.
- Tree removal is required to extend the bridge and enhance wildlife movement.
- Wood River Trail will remain open during construction.
- Per the EIS, the current informal parking on the northwest side of the bridge will be redirected to existing on-street parking on the north end of Hospital Drive.