Welcome

Thank you for attending tonight’s public open house. The purpose of this open house is to give you an opportunity to:

• Review the proposed design for the US-95 Bridges Improvement project

• Learn what to expect during construction
Project Objective

To improve safety on US-95 by replacing aging bridges and adding turn lanes at two intersections.
Environmental Evaluation

As part of the federal-aid process, ITD must gather information on existing natural and physical resources as well as the environment in the project area. The project will prepare an environmental categorical exclusion to document project effects on the environment.

- **Environmental Resources in the project area**
  - Deep Creek
  - Wetlands along Deep Creek
  - Floodplains
  - Cultural/historic bridges: WIR and Deep Creek bridges

- **Environmental Process**
  - Inventory environmental resources that could be impacted
  - Avoid or minimize impacts where possible
  - Section 4(f) Evaluation required to evaluate impacts and possible avoidance of historic bridges
  - Environmental evaluation for full range of resources prepared for National Environmental Policy Act (NEPA) compliance
  - Permitting for Deep Creek Bridge and floodplain impacts
Deep Creek Bridge

Alternative 1 - Selected Alternative
Right and left turn lane at US-95 and Kennedy Ford Road intersection
WIR Bridge & Jct ID- 6 Turn Bay

Alternative 1 - 60 mph

Alternative 2 - 55 mph

LEGEND
- R/W- Existing Right of Way
- Proposed Pavement

US-95 Bridges Improvement Project
WIR Bridge & Jet ID- 6 Turn Bay

Alternative 3 - 55 mph Reverse Curve
Selected Alternative
Jct ID-6 and WIR Bridge Staging
Constructed in two stages with one lane one-way traffic and a temporary signal used in both stages. Northbound direction constructed first, followed by southbound direction. Travel lanes will be 11 feet wide during construction.

Deep Creek Bridge Staging
Constructed in two stages:
Southbound direction will be constructed first with two-way traffic using existing roadway.
Northbound direction will be constructed second while leaving one lane for one-way traffic with a temporary signal.
Travel lanes will be 11 feet wide during construction.
Typical Sections

Proposed Jct ID-6 Turn Bay Roadway Typical

Proposed Deep Creek Bridge Typical

Proposed WIR Bridge Typical