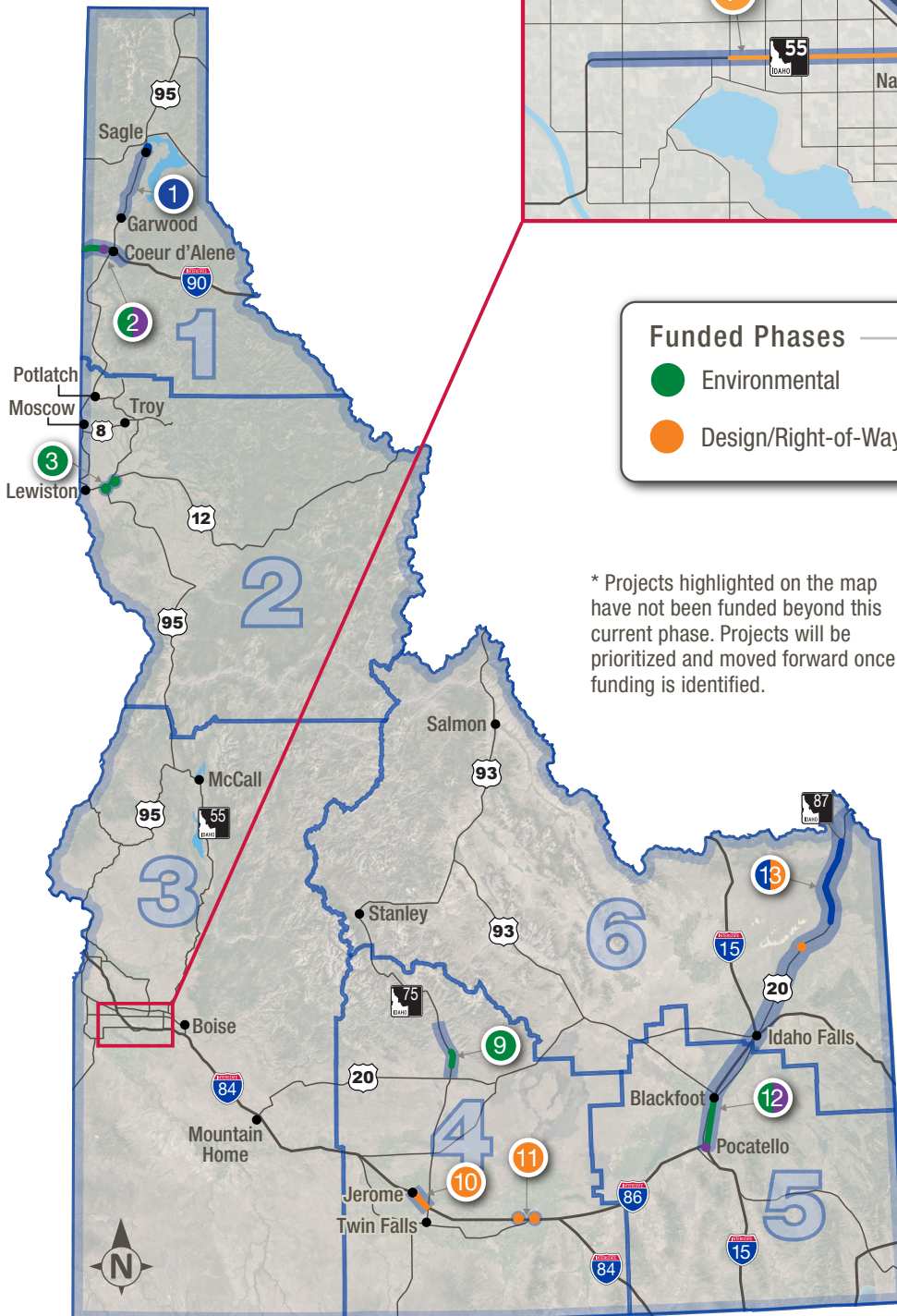




LEADING IDAHO WITH TRANSPORTATION



TECM Corridors





	DISTRICT	CORRIDOR
1	1	US-95, Garwood to Sagle: An Environmental Impact Statement was completed in 2010 and steady progress has been made expanding this corridor from Garwood to the north. Now a two-year study will further investigate the long-term solution for US-95 between Sagle and the Long Bridge while interim improvements are being constructed. <i>Does not have any TECM-funds.</i>
2	1	I-90, Washington State Line to Coeur d'Alene: I-90 between the Washington State Line and Coeur d'Alene has reached capacity, and the US-95 interchange cannot efficiently support current volumes. Field and environmental work will be completed to further understand the needs and approach to phasing.
3	2	US-95 & US-12 Clearwater River Crossings: To understand needs for replacing the Spalding Bridge (US-95) and Arrow Bridge (US-12) over the Clearwater River, an environmental analysis is being performed. The bridges are approximately 60 years old, and both are critical to supporting the movement of freight throughout Idaho and across the country.
4	3	SH-16, I-84 to SH-44: SH-16 is a new corridor that will be two lanes in each direction with 12-foot outside shoulders to US-20/26. The extension will allow drivers to get on or off the highway at I-84, Franklin Road, Ustick Road, US-20/26 and SH-44, which has been approved for construction. The final phase for the interchanges is currently being designed using GARVEE Bonds.
5	3	I-84, Ada & Canyon Counties: The widening of I-84 from Boise to Caldwell has taken place over the last 15 years. The next steps include three elements: completing planning and environmental work to determine the feasibility and implications of widening I-84 west from Caldwell to SH-44; designing the interstate expansion from exit 27 to 29 in Caldwell; and adding a southbound lane over I-84 at the Karcher interchange.
6	3	US-20/26, I-84 to SH-16: Chinden Boulevard (US-20/26) will be widened to four lanes between I-84 and SH-16 in the coming years. Work is currently underway to design Middleton to Star Road and construction from I-84 to Middleton is planned to begin spring 2022.
7	3	SH-55, Sunnyslope to Nampa: SH-55 is both a key regional and local transportation and freight route. With the rapid growth in Canyon County, SH-55 traffic volumes have increased beyond capacity. Environmental approval is anticipated fall 2021, and design and ROW acquisition from Farmway to Middleton is underway.
8	3	SH-44, I-84 to Star: This is a vital east-west corridor north of the Boise River that connects many communities from I-84 in western Canyon County to areas east in the Treasure Valley. An environmental study between I-84 and the City of Star is underway. <i>Does not have any TECM-funds.</i>
9	4	SH-75, Timmerman Junction to Ketchum: Improvements in this corridor may include widening to two lanes in each direction to address traffic volumes and safety needs, as well as intersection alignment, and pedestrian crossings. An environmental re-evaluation will be completed to update the 2008 Environmental Impact Statement and be able to move forward with design and construction of additional improvements.
10	4	I-84, Jerome to Twin Falls: Improvements in this five-mile corridor will include adding a third lane in each direction and reconstruction of 400 South Road bridges to address safety and capacity needs as congestion increases between these two interchanges. The project is currently in the design phase.
11	4	I-84, Burley & Heyburn Interchanges (MP 208 to 211): The Burley and Heyburn interchanges are outdated and will be redesigned to meet current design standards and to lengthen the ramps to accommodate future traffic volumes.
12	5	I-15, Pocatello to Idaho Falls: As eastern Idaho's key north-south roadway, I-15 needs to sustain the region's rapidly growing traffic volumes. The corridor between Pocatello and Idaho Falls is in need of modernization to address capacity and aging infrastructure. Field and environmental work will be completed to further understand the needs and approach to phasing.
13	6	US-20, Idaho Falls to Montana State Line: Progress continues to be made on US-20, the primary route to Yellowstone National Park. With traffic volumes exceeding the roadway capacity, improvements are needed to address congestion and safety throughout the corridor.