

## ITD PROJECTS (Updated by ITD Staff October 2025)

**ChindenWest Corridor:** This project will result in 4 travel lanes (two in each direction). Widening will take place to the south of the existing alignment and be constructed to accommodate future widening to 6 travel lanes (three in each direction) with high-capacity intersections at roads with river crossings. Project website: [US-20/26 ChindenWest | ITD Projects \(idaho.gov\)](https://us-20/26.chindenwest.idaho.gov)

**Middleton Road to Star Road:** Final design for east and west sections was completed in September and October 2023, respectively. Right of Way acquisition continues through 2025. Value Planning Session on constructability/staging occurred June 23-26, 2025. PS&E is scheduled for early 2026 for a single combined package (Key No. 24309). Construction is currently programmed for 2026 contingent upon TECM Bond sales.

Project website: <https://chindenwest.com/middletonstar/>

*City Staff Contact: Caleb Hood, Community Development*

*ITD Project Manager: Erica Bowen, [Erika.Bowen@itd.idaho.gov](mailto:Erika.Bowen@itd.idaho.gov)*

## **Idaho Highway 16 extension, I-84 to U.S. 20/26**

Project website: [itdprojects.idaho.gov/pages/sh16corridor](https://itdprojects.idaho.gov/pages/sh16corridor)

**I-84 SYSTEM Interchange and Franklin Road Interchange:** Project began in January 2025 with the contractor building ramp embankments and several bridge abutments and retaining walls. Contract completion is January 2027.

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**Ustick to Chinden:** Contract completion date is Fall of 2026. Contractor is working on the wall abutment at the Ustick Bridge. Concrete paving is complete for the Ustick ramps. Work continues on the approaches at the US 20/26 and SH 16 Interchange.

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**Franklin to Ustick:** Contract completion date is Fall 2027. Contractor is working on the Ustick MSE walls. Main line is being concrete paved from the railroad bridge north to Ustick Road. Ustick girders are scheduled to be placed in the spring.

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**Interstate 84 Eastbound Auxiliary Lane, Meridian Interchange to Eagle Interchange:** This project will add a second on-ramp lane eastbound at Meridian Interchange, an auxiliary (fifth) lane between Meridian Interchange to Eagle Interchange, and a second southbound off-ramp lane at Eagle Interchange. A virtual public open house was held February 13-28, 2024. The Interchange Modification Report and the NEPA Categorical Exclusion were approved by Federal Highway Administration on June 24, 2025. Plan Final Design review comments are due by the end of October. Work continues on purchase of temporary easements, US Army Corps of Engineers 404 permit, IDEQ Water Quality 401 Permit, and a City of Meridian water and sewer

casings installation under a State-Local Agreement. The current FY 2026 – FY 2032 ITIP shows \$14.8 million in construction funding in the year 2032. <https://itdprojects.org/projects/i-84-meridian-interchange-to-eagle-interchange-auxiliary-lane/>

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**SH-55 Eagle Road Safety Review:** An inter-agency team was assembled to discuss a safety review of Eagle Road, I-84 to SH-44. The safety review, which included a speed study, was completed at the end of February 2023. ITD has presented to City Council several times, the last time was on September 5, 2023. ITD shared what was found in the safety review and showed what sign and striping improvements were made as a result. They also shared that the speed study showed that no change to the enforceable speed limits on Eagle Rd were recommended. ITD recognizes the city's concerns regarding the daily congestion on Eagle Rd and proposed implementing advisory speed limit signage with flashing beacons. These would be activated during the busiest times of the day. The purpose would be to alert the public of times when congestion is most likely. After the presentation there were concerns from the mayor and at least one council member due to advisory speeds not being enforceable. There have also been a law enforcement and emergency services specific meeting which was followed by two public open houses. The comments and input from the open houses have been considered and ITD is moving toward implementing several changes. ITD completed the design and construction that removed two unsignalized left turn movements, static signs have been ordered and installed, the design to add variable speed signs is complete, and a contractor is on board for the construction. Currently Idaho Power is working on getting power to the Variable Speed Sign sites, signs will arrive in November, and then the installation process can begin. The changes are part of a 2-year pilot project to see if they provide a safer corridor. While different agencies may have different goals, the main goal we all agree on is keeping the public safe and ensuring drivers can get to where they need to go as efficiently and safely as possible.

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**I-84 Mobility Improvement Study:** This study will analyze current and future year 2055 traffic operations on I-84 mainline and all interchanges between Garrity Interchange, Milepost 38 and the WYE Interchange, Milepost 49. With the upcoming replacement of the Five Mile Overpass structure, this segment will be open to five lane operations in both east and west travel directions. Traffic counts have been collected, GIS database of environmental conditions extracted from corridor NEPA studies has been delivered, lane balancing diagrams have been delivered for review, and existing conditions modeling results to be delivered in early November.

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**SH-69 Traffic Study:** Study report was accepted by ITD on September 29, 2025.

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**South Ada & Canyon County Connectivity Study:** This study will analyze extending SH-69 (Meridian Road), and other possible connections, to Kuna-Mora Road or its vicinity and identify

the type of corridor and connections that will meet the needs in 2055. Kuna-Mora Road will be considered as a continuous corridor. The COMPASS 2055 Travel Demand Model will provide model output for base year, year 2055 (no-build) and year 2055 (build) scenarios. The general limits of the study area are Interstate 84 to the north, Blacks Creek Interchange to the east, Kuna-Mora Road to the south, and SH-45 to the west.

Project kick-off meeting was held on October 14, 2025. Key deliverables will be model scenarios including the results of roadway extensions, draft and final study reports.

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