

State Highway 16



WELCOME

The Idaho Transportation Department is designing the third and final phase of the State Highway 16 extension. This phase includes building or expanding interchanges in five locations:

- **I-84**
- **Franklin Road**
- **Ustick Road**
- **US-20/26**
- **SH-44**

When this phase is complete, State Highway 16 will be the Treasure Valley's first limited-access, north-south highway.

Tonight's public meeting will give you the opportunity to learn about each interchange and give input.

PURPOSE AND NEED

ITD began the State Highway 16 project for many reasons:

REGIONAL GROWTH.

Rapid development in the central Treasure Valley is increasing travel demand on Idaho highways and surrounding regional roadways.

REGIONAL MOBILITY AND CIRCULATION.

Current north-south routes connecting I-84 to SH-44 (State Street) will not be adequate to meet future travel demands of the Treasure Valley.

CONGESTION ON NORTH-SOUTH ARTERIALS.

The limited number of river crossings between Boise and Caldwell increases traffic congestion on the surrounding regional roadways.



This limited-access, high-speed highway will provide another option for travelers, commuters, and freight to travel from the northern parts of the Treasure Valley to I-84.

TIMELINE



The State Highway 16 project has involved many years of planning and design.

2006 – 2011	An Environmental Impact Statement was completed to extend SH-16 between SH-44 and I-84.
2012 – 2014	The first 2.1 miles of highway (Phase 1) were built from SH-44 to US-20/26.
2017 – 2019	The design of the remaining five miles was refined and the environmental document was updated.
2020 – 2021	The highway alignment was designed.
2021	Final design of the interchanges began.
2022	Construction of the highway alignment is underway.
2024	Final design of the interchanges will be completed.

Construction of the interchanges will begin as soon as funding is available.

COMMUNITY INPUT

Community members have given detailed input at every stage of the design process.

Over 2,200 people participated in an online meeting in 2021 to review plans for State Highway 16.

A few themes were consistent:

- **Strong support for the State Highway 16 project.**
- **An interest in accelerating the project.**
- **The need to know construction timelines and impacts.**



Community input continues to be a priority as this project moves forward.

The State Highway 16 project is expected to improve mobility within the central Treasure Valley. The future interchanges will serve between 65,000 and 110,000 vehicles per day.

EXPECTED TRAFFIC VOLUMES	
LOCATION	AVERAGE DAILY TRAFFIC (ADT) IN 2045
State Highway 16 (I-84 to SH-44)	75,000 vehicles per day
I-84 System Interchange	65,000 vehicles per day
Franklin Road Interchange	90,000 vehicles per day
Ustick Interchange	95,000 vehicles per day
US-20/26 Interchange	110,000 vehicles per day
SH-44 Interchange	90,000 vehicles per day

Once the interchanges are complete, the anticipated average travel time between I-84 and SH-44 is expected to be 7–10 minutes using SH-16.

PROJECT PHASING



The State Highway 16 extension project is being built in phases.

PHASE 1 (COMPLETED IN 2014)

Extended the highway from State Highway 44 to US-20/26

Constructed a new Boise River crossing

PHASE 2 (UNDERWAY)

Connect the highway to US-20/26 and I-84 with overpasses at Cherry Lane and McMillan Road, and ground-level intersections at Franklin Road, Ustick Road and US-20/26

Provide access and connectivity to local roads

PHASE 3 (FUTURE EXPANSION)

Expand and construct interchanges in five locations as funding becomes available:

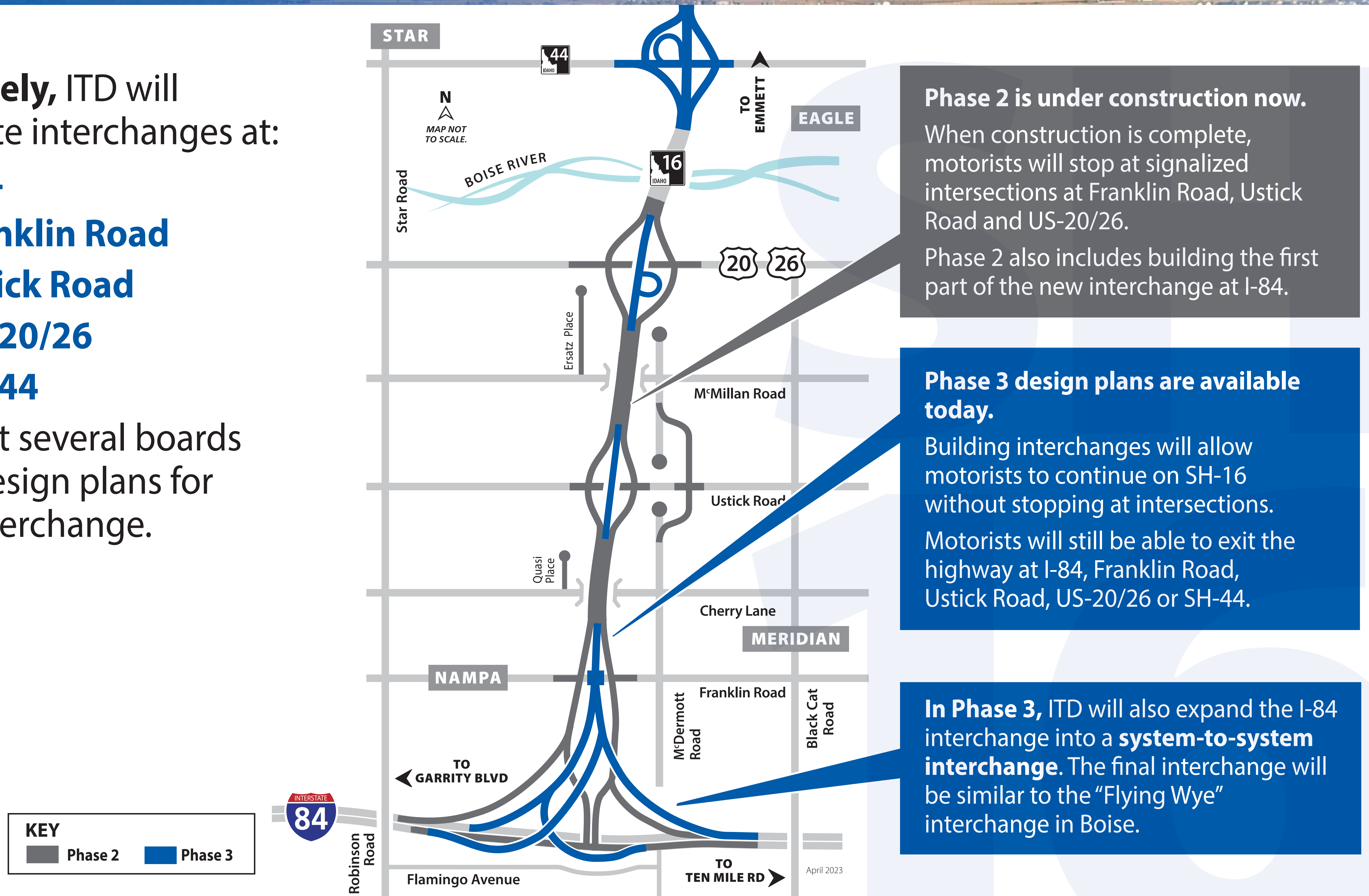
- I-84 (additional ramps)
- Franklin Road
- Ustick Road
- US-20/26
- State Highway 44

OVERVIEW OF THE INTERCHANGES

Ultimately, ITD will complete interchanges at:

- I-84
- Franklin Road
- Ustick Road
- US-20/26
- SH-44

The next several boards show design plans for each interchange.



INTERSECTIONS AND INTERCHANGES

Intersections and interchanges are different.

- **At an intersection, two roads meet at ground level.**

Building intersections now allows motorists to benefit from the new highway as soon as possible.

- **At an interchange, one road goes over the other and highway traffic does not stop.**

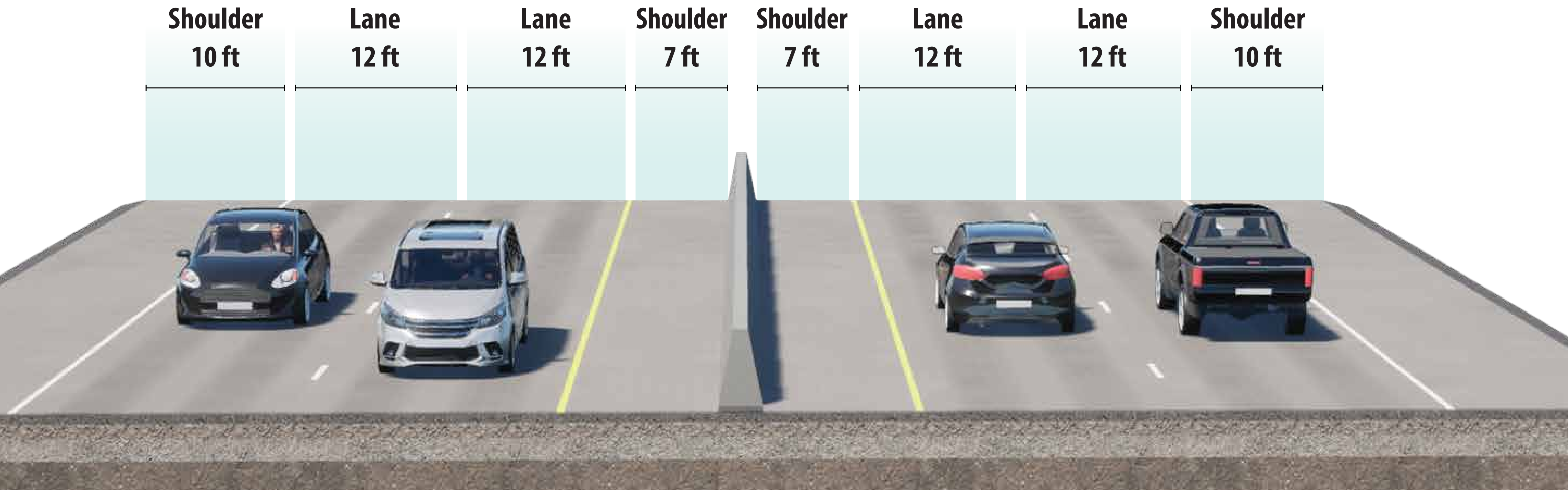
The future interchanges will allow motorists to continue on State Highway 16 without stopping. Motorists will still have the option to exit the highway at SH-44, US-20/26, Ustick Road, Franklin Road and I-84.



THE HIGHWAY

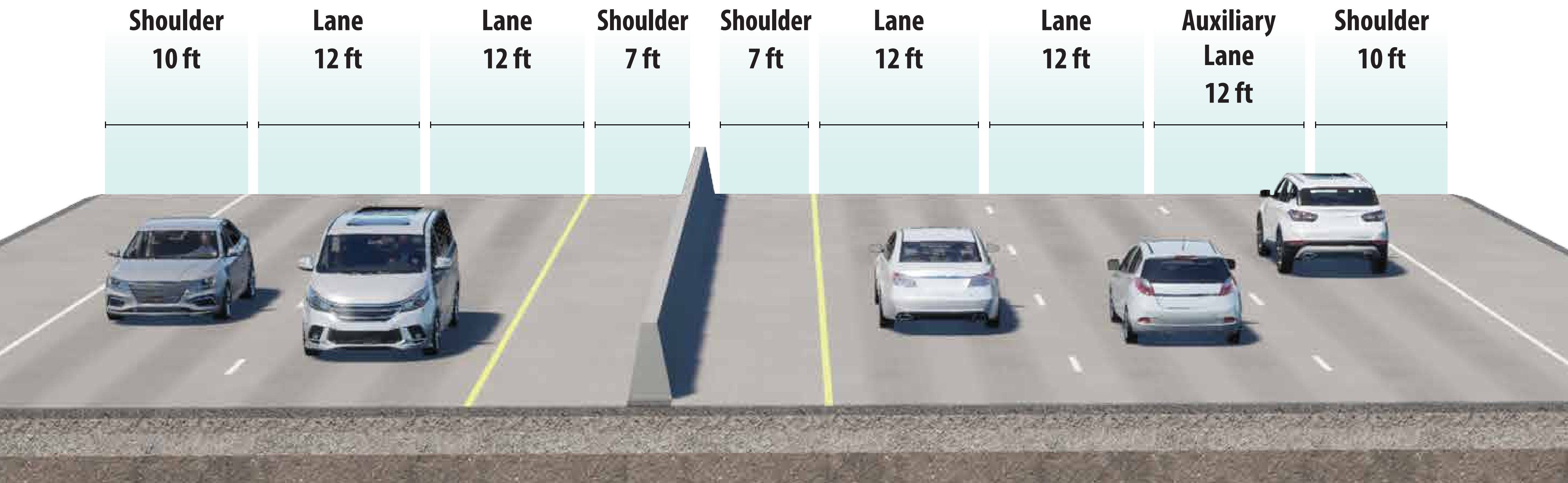
Highway lanes

State Highway 16 will have two lanes in both directions with a center median barrier. The highway will have 10-foot outside shoulders and 7-foot inside shoulders. The majority of the highway is under construction now.



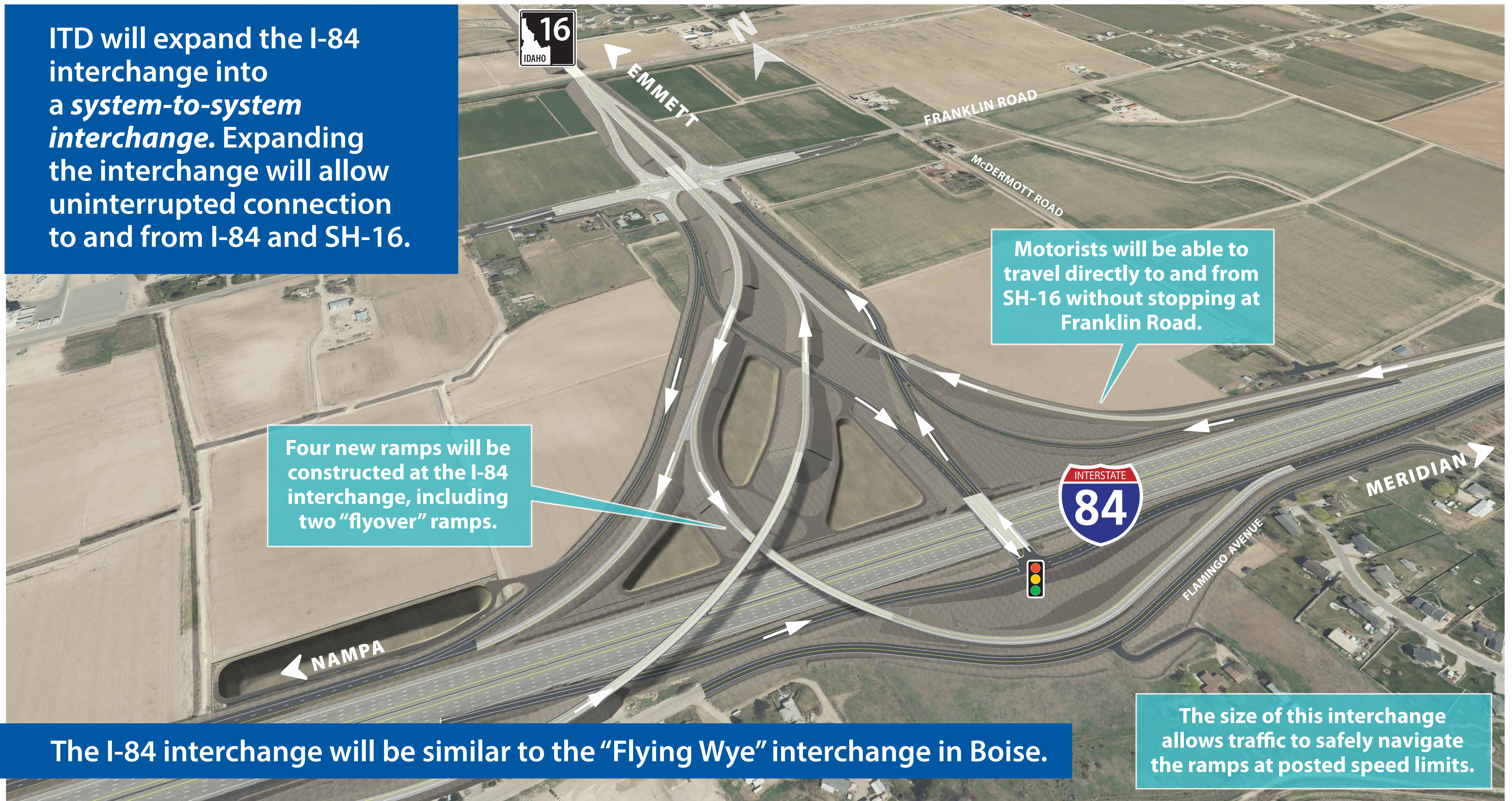
Northbound auxiliary lane

In the final phase, ITD will open a northbound “auxiliary” lane between the Franklin and Ustick interchanges. This auxiliary lane will allow more area to weave and merge between these two interchanges.



I-84/SH-16 SYSTEM INTERCHANGE

ITD will expand the I-84 interchange into a *system-to-system interchange*. Expanding the interchange will allow uninterrupted connection to and from I-84 and SH-16.



FRANKLIN INTERCHANGE

ITD will construct a Single Point Urban Interchange (SPUI) underneath a new bridge at Franklin Road.

The interchange will have one central traffic signal under the bridge for motorists using the interchange.

The SPUI allows opposing left turns to go at the same time. This reduces the number of phases in a traffic light cycle.



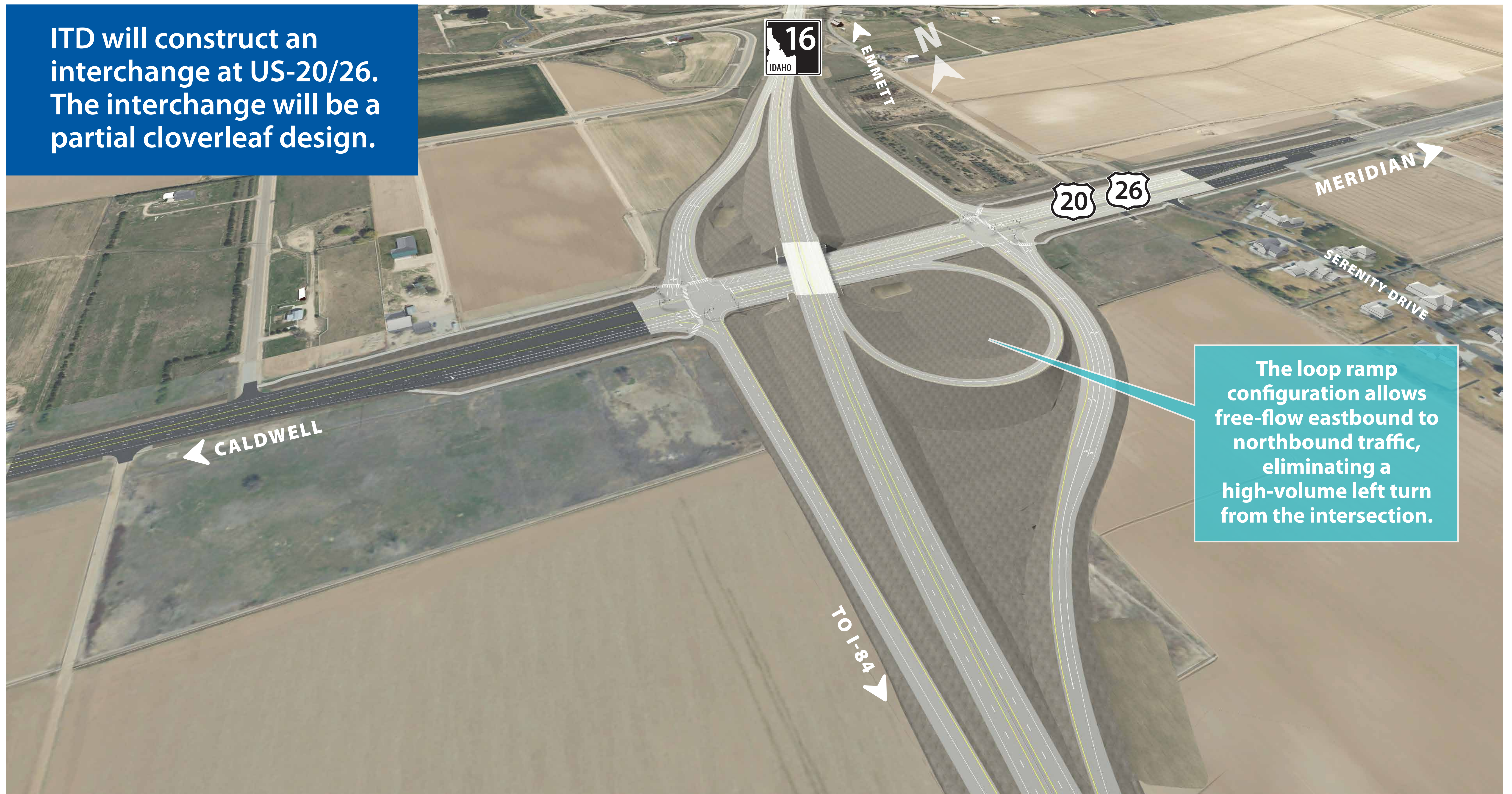
USTICK INTERCHANGE

ITD will construct a tight diamond interchange at Ustick Road.



US-20/26 INTERCHANGE

ITD will construct an interchange at US-20/26. The interchange will be a partial cloverleaf design.



The loop ramp configuration allows free-flow eastbound to northbound traffic, eliminating a high-volume left turn from the intersection.

SH-44 INTERCHANGE

ITD will construct an interchange at SH-44. Like US-20/26, this interchange will be a partial cloverleaf design.

The loop ramp configuration allows free-flow westbound to southbound traffic, eliminating a high-volume left turn from the intersection.



The environmental analysis and environmental re-evaluation involved a detailed noise study.

The noise study included:

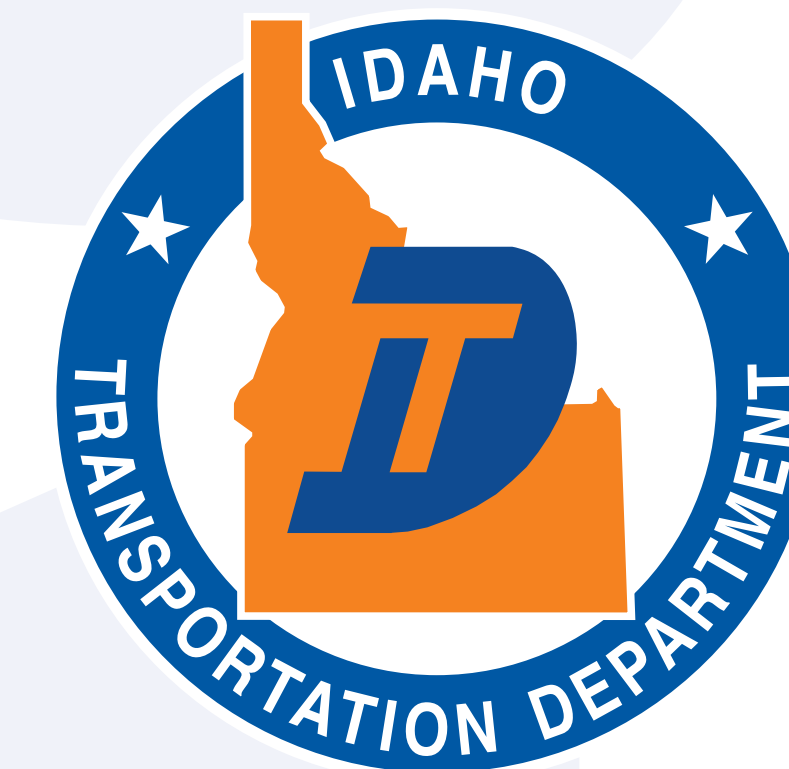
- Identifying areas that are sensitive to traffic noise (i.e., residences, parks, churches and schools).
- Determining existing and future noise levels using ITD's policy, which is based on the Code of Federal Regulations (CFR).
- Evaluating noise walls (or other abatement measures) if noise levels are expected to be above a certain level.

The noise study determined that SH-16 did not meet the criteria for sound walls or other noise abatement.

THANK YOU!

ITD appreciates your participation in this project.

Your input today will help ITD move forward with design plans.



TO STAY INVOLVED:

VISIT itdprojects.org/sh16corridor

CALL (208) 334-8008

EMAIL sh16@itd.idaho.gov