

Idaho 16: I-84 to Emmett

Idaho 16, I-84 to SH-44	
ENVIRONMENTAL:	
Environmental Impact Statement (EIS) – February 8, 2011 Record of Decision (ROD) – April 14, 2011	
COST ESTIMATE:	
\$490 million (source: 2011 EIS) GARVEE-funded \$140 million, Remainder \$350 million	
SCOPE:	
I-84 to SH-44 (State Street)	
Facility details:	Access Points:
6.5 mile corridor New alignment 4-lane divided highway Access-controlled facility (Type V) Frontage and backage roads for access New bridge crossing the Boise River	Interstate 84 System Interchange Franklin Road Interchange Ustick Road Interchange Chinden (US-20/26) Interchange State Street (SH-44) Interchange Cherry Lane Crossing (bridge, no access) McMillan Road Crossing (bridge, no access)
US-20/26 (Chinden) to SH-44 (State Street), GARVEE-funded	
Design and right-of-way acquisition of the northern 2.5 miles	
Preserve right-of-way for the future interchanges at Chinden and State Street	
At-grade intersections at Chinden and State Street being built with this project	
Construction of 3 phased packages	
Boise River Bridge and Mainline North – Begin construction summer 2012	
Phyllis Canal and Mainline South – Begin construction fall 2012	
Local roads and intersection improvements – Begin construction late fall 2012	
All construction will be complete in 2014	

Idaho 16, SH-44 to Emmett	
ENVIRONMENTAL:	
Environmental Assessment (EA) – August 8, 2004 Finding of No Significant Impact (FONSI) – April 27, 2005	
COST ESTIMATE:	
\$72 million (source: 2005 EA)	
SCOPE:	
Facility details:	Access Points:
14 mile corridor Utilize current alignment 4-lane highway Limited-access facility (Type IV with exceptions) Frontage and backage roads for access from SH-44 to Milepost 10 (road to Pearl) Urban typical section from Substation Road to SH-52 in Emmett	New access ½ mile north of SH-44 Floating Feather Road Beacon Light Road Pollard Lane / W Equest Lane Deep Canyon Drive N Trumpet Lane Chaparral Drive And approximately every mile until MP 10 Substation Road

Future phases of design, right-of-way and construction will need to be prioritized with statewide needs, and is dependent upon revenue and other funding opportunities.