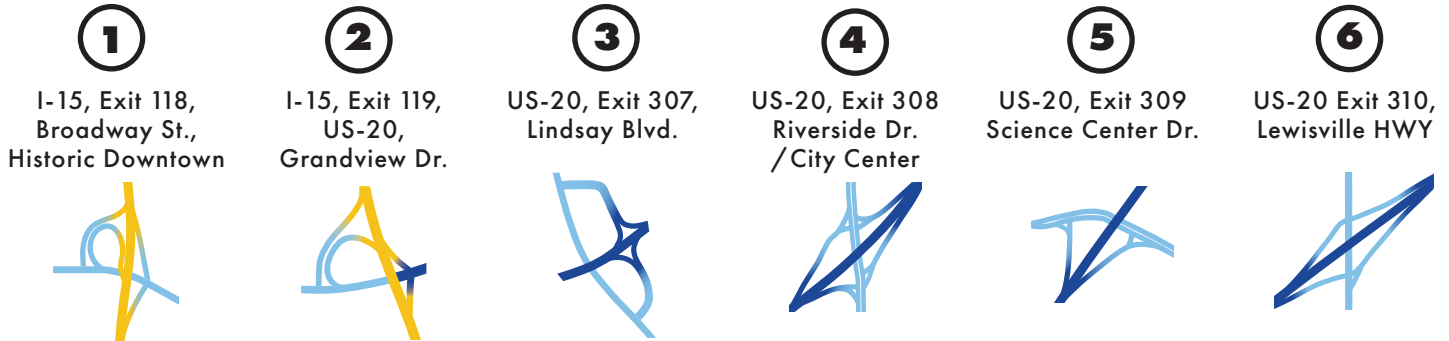




I-15/US-20 Connector

Constructed in the 1950s and 60s, the I-15 and US-20 interchanges in Idaho Falls are not expected to be able to provide adequate safety, mobility and economic opportunity in the city, county, and region given the anticipated future growth in the region.

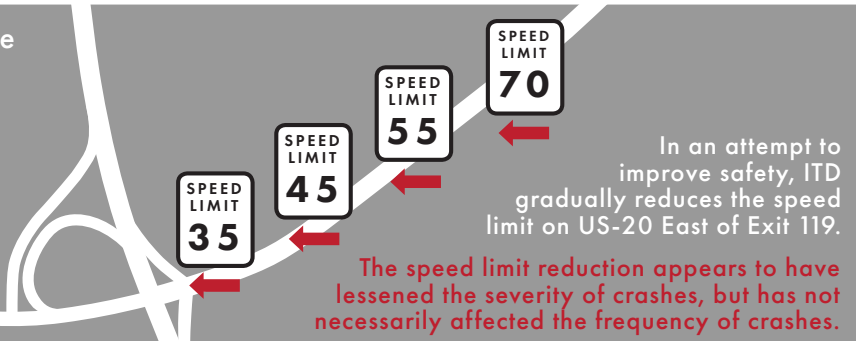
The study includes six interchanges and will also consider new roadway alignments.



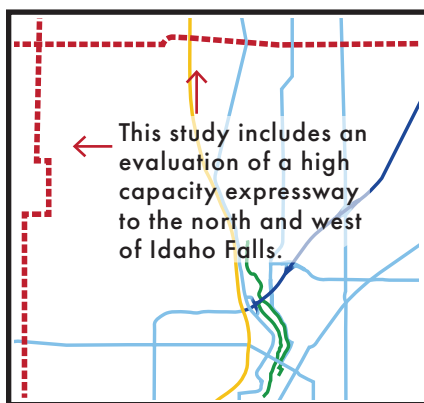
② A Closer look at the Exit 119 Interchange

Northbound off-ramp at Exit 119:

- » Has the highest volume of traffic of any I-15 ramp in Idaho.
- » During peak traffic times, more than 8,700 vehicles turn right to access US-20.
- » Ramp traffic backs up and interferes with through traffic on I-15 Northbound.



Study Area Map



- I-15
- US-20
- Local streets
- Congestion
- Thoroughfares
- High capacity expressway

There are six interchanges within two miles on I-15/US-20.

US-20 traffic signals are timed to prioritize moving traffic off I-15 efficiently. This results in traffic backing up on Grandview Drive, sometimes for more than a mile.

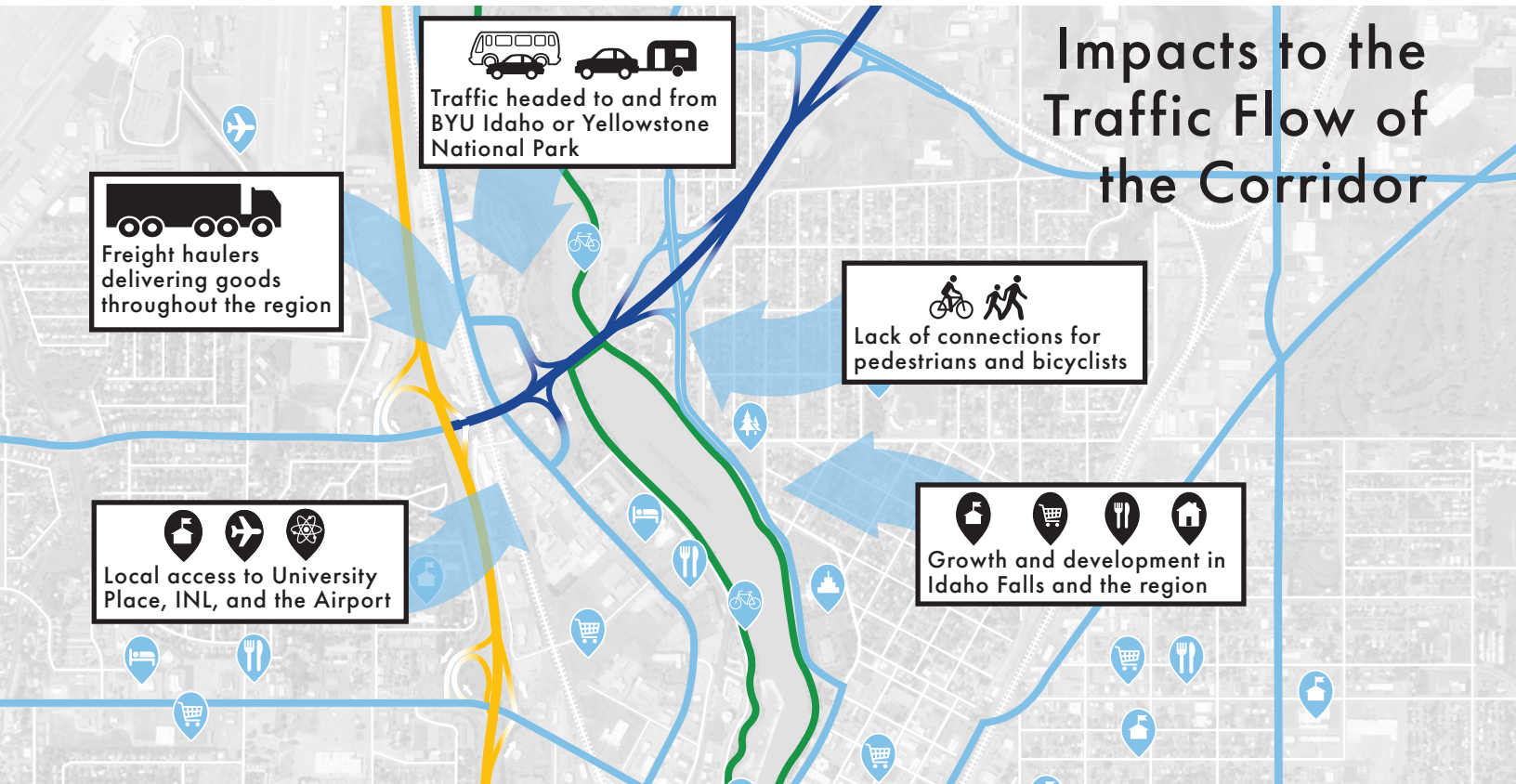
The distance between the Exit 118 on-ramp and the Exit 119 off-ramp is less than 1,000 ft.



The Idaho Transportation Department (ITD) is working with the City of Idaho Falls and Bonneville County and will actively engage the public throughout the project development process to study ways to improve I-15 and US-20 to better serve Idaho Falls citizens and the growing region.

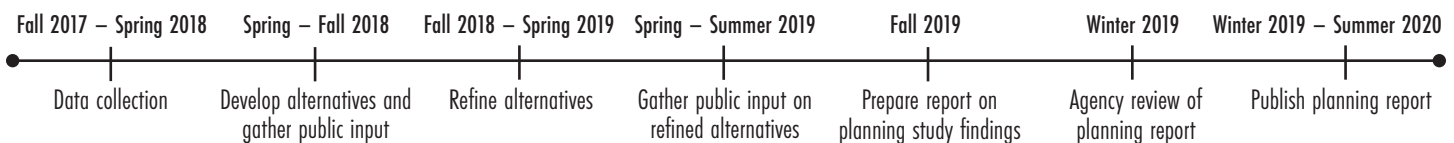
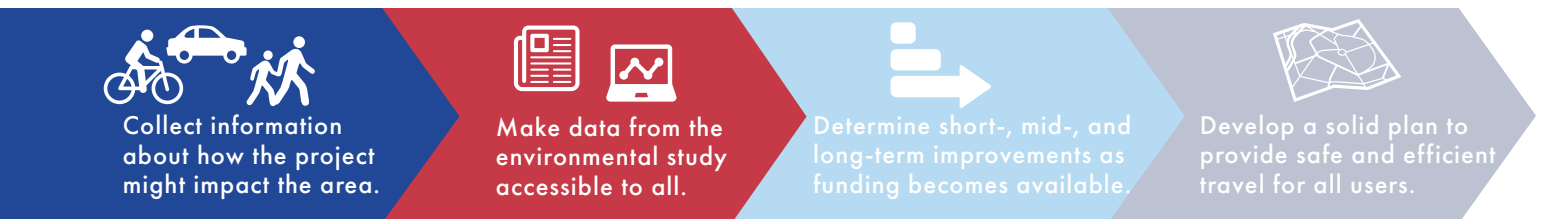


Your Safety • Your Mobility
Your Economic Opportunity



Impacts to the Traffic Flow of the Corridor

The first step will be a planning and environmental study which is expected to take about 18 to 24 months. There are four major goals for this study:



Join the Conversation

There will be many opportunities to give your input and improve the future of your community.

