



Frequently Asked Questions

Here are some of the most frequently asked questions the Idaho Transportation Department (ITD) received at the April and May 2025 public open houses for three projects along Interstate 15 (I-15) between Fort Hall and Blackfoot.

Does ITD consider the high amounts of truck traffic on I-15 when designing improvements?

Yes. When evaluating improvements to any interstate or interchange, one of the criteria ITD considers is if the design will accommodate the size, types and number of vehicles that use the structure regularly.

In addition to gathering data, the project team has met with several agricultural and commercial trucking operations to confirm that the interchange designs will accommodate their trucks.

How far north will I-15 be widened to three lanes in each direction?

Long term, ITD plans to widen I-15 from Pocatello to Idaho Falls, however, the number of lanes will be determined during the project development process. This will require several projects and years to complete.

ITD is currently widening the interstate to three lanes in each direction between the Northgate and Fort Hall interchanges. At the open houses hosted in April and May of 2025, the project team shared design options to widen I-15 to three lanes in each direction between the two interchanges in Blackfoot (exits 89 and 93).

Will the interchanges be fully lit once reconstructed?

The design plans ITD is developing for the US-26/Blackfoot Interchange (Exit 93) do feature full illumination.

At the South Blackfoot Interchange (Exit 89), ITD is developing plans to illuminate the intersections and ramp merge and diverge areas.





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Why doesn't the design for US-26 at the I-15 US-26/ Blackfoot Interchange (Exit 93) include sidewalks?

ITD is maintaining the existing pedestrian corridor across I-15 and the Snake River Bridge along W Bridge Street. This design is consistent with the *City of Blackfoot, Idaho... Bicycle and Pedestrian Master Plan (2016)*. There are no pedestrian accommodations along US-26 over the Snake River, so including sidewalks with this project would not provide connectivity for pedestrian access.

How will traffic flow on the recommended design option for the I-15 South Blackfoot Interchange (Exit 89)?

If the recommended design option is selected, traffic at the South Blackfoot Interchange (Exit 89) will flow similarly to a standard diamond interchange. View a graphic showing traffic movements below, or [click here](#) to download a larger image.

