

Communities in Motion 2050 Priority Corridors and Projects

Unprioritized Unfunded Roadway Projects

Brief Description*	Estimated Cost (2022 Dollars)
State System	
Interstate 84, State Highway 44 (Exit 25) to Centennial Way (Exit 27) – additional travel lanes and improve interchanges per the environmental study.	\$122,400,000
State Highway 16 North, Deep Canyon Road to Ada-Boise County Line – additional travel lanes and access management (short-term budgeted study to determine termini and needs).	\$47,870,000
State Highway 55 North, Beacon Light Road to Ada-Boise County Line – additional travel lanes and access management.	\$125,220,000
State Highway 45, Bowmont Road to Greenhurst Road – additional travel lanes and access management to be determined by State Highway 45 reroute future environmental studies.	\$91,800,000
State Highway 16 Southern Connection , needs to be determined by environmental studies.	TBD
US Highway 20/26 West, City of Parma to Interstate 84 (Exit 26 in City of Caldwell) - additional travel lanes and access management.	\$267,630,000
Local System	
Amity Road, McDermott Road to State Highway 69 – widen to five lanes.	\$26,980,000
Farmway Road, State Highway 55 (Karcher Road) to State Highway 19 (Simplot Boulevard) – widen to five lanes.	\$31,140,000
Greenhurst Road “Extension” / Lake Hazel Road, Happy Valley Road to State Highway 69 – construct three-lane extension to Lake Hazel Road and widen Lake Hazel Road to five lanes.	\$57,480,000
Linder Road, Pine Avenue to Ustick Road – widen to five lanes.	\$3,980,000
Purple Sage Road, Old Highway 30 to Can Ada Road – widen to three lanes	\$51,970,000
Ten Mile Road, Deer Flat Road to Amity Road – widen to five lanes.	\$23,270,000
Ustick Road, Farmway Road to Lake Avenue – widen to five lanes.	\$32,460,000
<i>Unprioritized Unfunded Regional Roadway Projects</i>	<i>\$882,200,000</i>

*Corridors may have more immediate needs identified through more detailed analyses, safety concerns, truck volume and / or growth. Timing and type of improvements are to be determined by implementing agencies when additional funding is available/provided. Corridors may include bicycle and pedestrian infrastructure per the implementing agency’s policies and / or approve studies.