

Phase 1

Invested \$102M

Phase 1 Complete 2014

- Constructed 2 miles of new four-lane expressway connecting US 20/26 and Idaho 44
- Bridge over the Boise River
- Bridges over the Phyllis Canal and Joplin Road
- Signalized intersections at US 20/26 and Idaho 44
- Invested \$102M for the Right-of-Way, Construction, and Project Development/Administration

The Idaho Transportation Department is continuing to invest in the Idaho 16 corridor to meet the long-term needs of the Treasure Valley. This seven-mile, limited-access expressway will serve the rapidly growing area between Ada and Canyon counties.

The Idaho 16 project is one of ITD's top three priorities for the Treasure Valley. It will be developed alongside the US 20/26 and Idaho 44 corridor improvements.

Phase 2

Investment of \$265M

Phase 2 Interim Corridor

- Connects I-84 and US 20/26 with 5 miles of new four-lane limited access highway
- An interchange at I-84 and signalized intersections at Franklin Road, Ustick Road, and US 20/26
- Over-crossings at Cherry Lane, McMillian Road, and the railroad
- \$115M Right-of-Way Acquisition and Preservation
- \$150M Construction
- Phase 2 could be programmed into three separate projects

Investing Now

ITD is already working to secure property for this much needed north-south connection. When complete, the new corridor will:

- ✓ Provide a new north-south route
- ✓ Reduce delay and improve daily travel times
- ✓ Relieve congestion on local roadways
- ✓ Move 60,000 motorists per day
- ✓ Enhance motorist safety
- ✓ Benefit four adjacent cities
- ✓ Improve I-84 access between Ada and Canyon counties
- ✓ Accommodate growth
- ✓ Benefit the economy by increasing productivity

Phase 3

Investment of \$185M

Phase 3 Corridor Completion

- Completes the interchanges at I-84, Franklin Road, Ustick Road, US 20/26, and Idaho 44
- Auxiliary lanes as warranted
- Each interchange could be programmed and built as separate projects
- \$0 Right-of-Way Acquisition and Preservation
- \$185M Construction

Moving Forward

ITD is completing work in phases, with strong support from local jurisdictions and the community. Current funding is enough to begin right-of-way purchases.

Note: Estimated costs are in 2019 dollars and include development and administrative costs.

