

**Short Term Funded (Budgeted) Regional Capital Transportation Projects  
FY2022-2026<sup>i</sup>  
Alphabetical order**

Project and Brief Description	Estimated Cost (2021 Dollars) <sup>ii</sup>	Key Number <sup>iii</sup>	Cost in Year of Expenditure <i>(coming at a later date)</i>
<b>11<sup>th</sup> Avenue and Ustick Road Intersection</b> – add roundabout. (2026)	\$2,532,400	013i	
<b>Bicycle and Pedestrian Bridge</b> – build bridge over North Channel of Boise River, Eagle. (2023)	\$3,638,000	20841	
<b>Centennial Way Intersection, Caldwell</b> – replace a six-legged intersection at State Highway 19 (Simplot Boulevard), Centennial Way, Cleveland Boulevard, and Blaine Street with a roundabout intersection. (2023)	\$3,628,000	13484	
<b>Eagle Road, Lake Hazel Road to Amity Road</b> – widen to five lanes with enhanced bicycle and pedestrian facilities. (2023)	\$6,577,000	RD216-04	
<b>Fairview Avenue, Locust Grove Road to State Highway 55 (Eagle Road)</b> – widen to seven lanes with enhanced bicycle and pedestrian facilities. (2025)	\$5,155,000	RC0133	
<b>Five Mile Road, Overland Road to Franklin Road</b> – preliminary design and an environmental study to replace the Five Mile Road overpass over Interstate 84, widen the bridge to four lanes, and widen Five Mile Road to five lanes with enhanced bicycle and pedestrian facilities. (2025) <i>Construction is long-term funded.</i>	\$4,247,000	23095	
<b>Interstate 84</b>	\$17,456,000		
<ul style="list-style-type: none"> <li>• <b>State Highway 44 (Exit 25) Westbound Ramp Improvements, Canyon County</b> – widen the westbound Interstate 84 off-ramp at State Highway 44 (Exit 25) to reestablish uniform shoulder width, install a traffic signal and queue detection on the westbound off-ramp, and excavate the slope to improve sight distance. (2022) \$1,706,000</li> <li>• <b>Interstate 84 and State Highway 44 Interchange</b> – design to replace interchange. (2023) \$1,225,000 <i>Construction is long-term funded.</i></li> <li>• <b>State Highway 44 (Exit 25) to Centennial Way (Exit 27)</b> – corridor study to determine what improvements are needed to address safety and mobility. (2022) \$2,100,000</li> <li>• <b>Centennial Way (Exit 27) to Franklin Road (Exit 29)</b> – design and right-of-way for needed improvements. (2023) \$11,100,000 <i>Construction is long-term funded.</i></li> <li>• <b>Meridian Road (Exit 44) to Eagle Road (Exit 46)</b> – evaluate adding an auxiliary lane between the Meridian Road (Exit 44) and Eagle Road (Exit 46) interchanges in Meridian, including an additional lane and shoulder on the eastbound on-ramp at Meridian Road and the eastbound off-ramp at Eagle Road. Work includes all studies and design work necessary. Traffic patterns on Interstate 84 from Meridian Road to the WYE interchange in the City of Boise will also be studied. (2022) \$1,325,000 <i>Construction is TBD per study outcomes.</i></li> </ul>		23099	
		23188	
		23341	
		23437	
		23456	



Project and Brief Description	Estimated Cost (2021 Dollars) <sup>ii</sup>	Key Number <sup>iii</sup>	Cost in Year of Expenditure (coming at a later date)
<p><b>Linder Road</b></p> <ul style="list-style-type: none"> <li>• <b>Overland Road to Franklin Road</b> – design for future five lane widening and a new four lane overpass over Interstate 84 in the City of Meridian. Project includes enhanced bicycle and pedestrian facilities. (2022) \$1,161,000 <i>Right-of-way and construction are long-term funded.</i></li> <li>• <b>Cherry Lane to Ustick Road</b> – design and partial right-of-way for five-lane widening. Project includes enhanced bicycle and pedestrian facilities. (2025-2026) \$950,000 <i>Construction is long-term funded.</i></li> <li>• <b>Chinden Boulevard (US Highway 20/26) to State Street (State Highway 44) South Phase</b> – design and right-of-way for future five-lane widening with enhanced bicycle and pedestrian facilities. (2024-2026) \$3,052,000 <i>Construction is long-term funded.</i></li> <li>• <b>State Street (State Highway 44) to Floating Feather Road</b> – widen to five lanes, with enhanced bicycle and pedestrian facilities and a multi-lane roundabout at Linder Road and Floating Feather Road. (2026) \$12,077,000</li> </ul>	\$17,240,000	RC0207  RD209-15  102120  RD209-28 IN217-03	
<p><b>Meridian Road Extension and Railroad Overpass</b> – conduct a planning and environmental linkages (PEL) study for the realignment of State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including overpasses over the Union Pacific Rail and Indian Creek, in the City of Kuna. (2022) <i>Construction is long-term funded.</i></p>	\$300,000	KUN01	
<p><b>Middleton Road and Orchard Avenue Intersection, Nampa</b> – add traffic signal. (2022)</p>	\$2,500,000	146i	
<p><b>Northside Boulevard and Cherry Lane Intersection, Nampa</b> – add roundabout. (2024)</p>	\$2,317,500	021i	
<p><b>Old Highway 30, Plymouth Street Bridge, Caldwell</b> – replace one-lane bridge with a new two-lane structure (2023)</p>	\$8,729,000	13494	
<p><b>Orchard Street Realignment, Gowen Road to Victory Road</b> – realign/widen Orchard Street to five lanes with enhanced bicycle and pedestrian facilities. (2026-2027)</p>	\$22,421,000	201399	
<p><b>Pathway, Federal Way and Broadway Avenue</b> – design a multi-use pathway in the City of Boise. (2022) <i>Construction is long-term funded.</i></p>	\$175,000	23307	
<p><b>Pathway, Garden Street Multi-Use Pathway, Cassia Park to Albion Street</b> – construct a multi-use pathway in the City of Boise. (2024)</p>	\$1,733,000	23324	
<p><b>Pathway, Rail with Trail</b> – construct a multi-use pathway in the City of Meridian. (2024)</p>	\$649,000	13918	
<p><b>Pedestrian Improvements, State Highway 55, Bristol Heights to US Highway 20/26 (Chinden Boulevard)</b> – design a ten-foot shared pedestrian and bicycle pathway on the west side of State Highway 55 (Eagle Road) in Boise. (2025) <i>Construction is long-term funded.</i></p>	\$60,000	22931	

Project and Brief Description	Estimated Cost (2021 Dollars) <sup>ii</sup>	Key Number <sup>iii</sup>	Cost in Year of Expenditure (coming at a later date)
<b>Pedestrian Improvements, State Highway 55 (Eagle Road), Franklin Road to Pine Avenue</b> – construct or widen existing pathway on east side of State Highway 55 in the City of Meridian. (2025)	\$621,000	20542	
<b>Pedestrian Improvements, US Highway 20/26 (Chinden Boulevard) at 43rd Street</b> – install a pedestrian hybrid beacon-controlled crossing in the City of Garden City. (2023)	\$247,000	20549	
<b>Pedestrian Improvements, Stoddard Pathway, Sherman Avenue to 2<sup>nd</sup> Street</b> – extend the current pathway in the City of Nampa. (2022)	\$414,000	22944	
<b>Robinson Road</b> <ul style="list-style-type: none"> <li>• <b>Robinson Road and Kuna Road Intersection</b> – add roundabout. (2025) \$2,387,000</li> <li>• <b>Robinson Road and Locust Lane Intersection</b> – add roundabout. (2023) \$2,317,500</li> </ul>	\$4,704,500	333i  263i	
<b>Southern Connection to Interstate 84 at State Highway 16 Interchange</b> – corridor study to determine needs and weigh options for a connection to local roads between McDermott Road and Robinson Road. (2022)	\$200,000	NAM02	
<b>Southside Boulevard</b> <ul style="list-style-type: none"> <li>• <b>Southside Boulevard and Deer Flat Road Intersection</b> – add roundabout. (2024) \$2,387,000</li> <li>• <b>Southside Boulevard and Kuna Road Intersection</b> – add roundabout. (2025) \$2,532,400</li> <li>• <b>Southside Boulevard and Lewis Lane Intersection</b> – add roundabout. (2023) \$2,251,000</li> </ul>	\$7,170,400	306i  377i  NEW	
<b>Star/Robinson Road and Cherry Lane Intersection</b> – add a roundabout. (2022)	\$1,600,000		
<b>State Highway 16</b> <ul style="list-style-type: none"> <li>• <b>Interstate 84 to US Highway 20/26</b> – design and right-of-way acquisition for a new expressway. Phase 2 construction with at-grade intersections and Phase 3 design to add interchanges. (2023) \$2,500,000 <i>Phase 3 construction is long-term funded.</i></li> <li>• <b>Interstate 84 to Franklin Road, Nampa</b> – construction at Phase 2 design level (at-grade intersections). (2022) \$60,500,000</li> <li>• <b>Franklin Road to Ustick Road, Canyon County</b> – construction at Phase 2 design level (at-grade intersections). (2022) \$55,500,000</li> <li>• <b>Ustick Road to US Highway 20/26 and State Highway 44, Ada County</b> – construction at Phase 2 design level (at-grade intersections). (2022) \$55,500,000</li> <li>• <b>State Highway 44 to Junction State Highway 52</b> – environmental reevaluation. (2026) \$3,000,000</li> </ul>	\$177,000,000	20788  23410  23409  23408  23175	
<b>State Highway 21, Technology Way to Surprise Way</b> – add a turn lane and widen shoulders. (2022)	\$2,549,000	20428	

Project and Brief Description	Estimated Cost (2021 Dollars) <sup>ii</sup>	Key Number <sup>iii</sup>	Cost in Year of Expenditure (coming at a later date)
<p><b>State Highway 44 (State Street)</b></p> <ul style="list-style-type: none"> <li>• <b>Star Road to State Highway 16, Ada County</b> – widen to four travel lanes. (2024) \$10,749,000</li> <li>• <b>State Highway 16 (Emmett Highway) to Linder Road</b> – widen to four travel lanes. (2023) \$8,500,000</li> </ul>	\$19,249,000	20574 20266	
<p><b>State Highway 55 (Karcher Road)</b></p> <ul style="list-style-type: none"> <li>• <b>Pear Lane to Farmway Road</b> – preliminary engineering and design for future widening. (2026) \$15,000,000 <i>Construction is long-term funded.</i></li> <li>• <b>Farmway Road to Middleton Road</b> – preliminary engineering, design, and partial right-of-way for future widening. (2024) \$41,000,000 <i>Construction is long-term funded.</i></li> <li>• <b>West of Caldwell-Nampa Boulevard to Karcher Road (Exit 33) Westbound Loop Off Ramp</b> – preliminary engineering and right-of-way acquisition to add a free-running right turn lane on the westbound off-ramp and continue the new lane across Interstate 84 and the Union Pacific Railroad/Indian Creek structure through the Caldwell-Nampa Boulevard. (2023) \$4,350,000 <i>Construction is long-term funded.</i></li> </ul>	\$60,350,000	23335 22715 23336	
<p><b>State Street Transit Service</b></p> <ul style="list-style-type: none"> <li>• <b>State Highway 44 (Glenwood Street) to downtown Boise</b> – improve infrastructure and pedestrian connections to public transportation, including enhanced bus stops that are compliant with the Americans with Disabilities Act and passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks. (2022) \$1,500,000</li> <li>• <b>State Highway 44 (Glenwood Street) to downtown Boise</b> – deploy real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops. (2023) \$5,882,000</li> </ul>	\$7,382,000	23178 23179	
<p><b>Ten Mile Road, Victory Road to Overland Road</b> – widen to five lanes with enhanced bicycle and pedestrian facilities. (2022-2023)</p>	\$2,984,000	RC0299	
<p><b>US Highway 20/26 (Chinden Boulevard)</b></p> <ul style="list-style-type: none"> <li>• <b>Interstate 84 to Middleton Road</b> – widen to six lanes, including a continuous median traffic separator with U-turn opportunities, and two additional traffic signals. (2022) \$41,150,000</li> <li>• <b>Middleton Road to Star Road</b> – design and partial right-of-way acquisition for future widening to four lanes with center turn lane. (2024) \$52,500,000 <i>Construction is long-term funded.</i></li> <li>• <b>Phyllis Canal Bridge to State Highway 16</b> – add one lane in both directions and add bicycle and pedestrian facilities. (2023) \$8,742,000</li> </ul>	\$102,392,000	22165 23337 20367	

Project and Brief Description	Estimated Cost (2021 Dollars) <sup>ii</sup>	Key Number <sup>iii</sup>	Cost in Year of Expenditure <i>(coming at a later date)</i>
<b>Ustick Road</b> <ul style="list-style-type: none"> <li>• <b>Black Cat Road to Ten Mile</b> – widen to five lanes and construct enhanced bicycle and pedestrian facilities. (2024) \$4,686,600</li> <li>• <b>Ten Mile Road to Linder Road</b> – widen to five lanes with curb, gutter, sidewalk, and level three bicycle facility. (2024) \$3,695,000</li> </ul>	\$8,381,000	204189  204859	
<b>Victory Road and Ten Mile Road Intersection</b> – construct a dual-lane roundabout. Project includes enhanced bicycle and pedestrian facilities and intersection lighting. (2023)	\$3,114,000	IN214- 03	
<b>Total Budgeted Regional Capital Projects</b>	<b>\$532,161,800</b>		

<sup>i</sup> This table shows all transportation projects using federal funds, as well as regional capital transportation projects regardless of funding source programmed (budgeted) for construction between FY2022 and FY2026 on Interstate 84, state highways, and principal arterials. This information is from the FY2022-2028 Idaho Transportation Investment Program, Ada County Highway District's FY2022-2026 Integrated Five-Year Work Plan and the 2020-2040 Capital Improvements Plan, City of Nampa's Streets Capital Improvement Plan 2021-2029, Nampa Highway District's FY2022-2026 Five-Year Work Plan, and information provided by the City of Caldwell.

<sup>ii</sup> Costs are in current dollars and not adjusted for inflation. Costs do not include environmental clearances.

<sup>iii</sup> The key number is the tracking number for each project.

## Long-Term Funded Regional Transportation Projects FY2027 – 2050<sup>i</sup> Alphabetical order

Regional Public Transportation Project and Brief Description	Estimated Cost (2021 Dollars) <sup>ii</sup>	Cost in Year of Expenditure <i>(coming at a later date)</i>
<p><b>Valley Regional Transit</b> – premium route improvements serving State Street, Fairview Avenue, and Vista Avenue. Inter-county improvements serving the Boise Airport and Micron. Route restructuring on Boise’s west and central bench. New service to the City of Kuna and Gowen Road.</p> <p><i>* Capital and operating costs will be provided upon approval of Valley Regional Transit’s Transit Development Plan</i></p>	TBD*	
Regional Pathway Projects and Brief Descriptions	Estimated Cost (2021 Dollars) <sup>ii</sup>	Cost in Year of Expenditure <i>(coming at a later date)</i>
<p><b>Boise River Greenbelt Improvements, Southside (Boise State), Theatre Lane to Broadway Avenue</b> – widen the pathway to 12 feet; add landscape buffer between the pathway and street.</p> <p><i>Design and preliminary engineering are short-term budgeted and not included in the long-term cost estimate. (Key #22385)</i></p>	\$767,000	
<p><b>Grimes City Pathway Extension (Nampa), McDonagh Park to Birch Elementary</b> – extend the pathway by one-half mile of 12-foot asphalt including lighting and crosswalk improvements. (Key #23025)</p>	\$385,000	
<p><b>Pathway, Federal Way and Broadway Avenue</b> – construct a 10-foot separated, concrete multi-use pathway at the interchange of Broadway Avenue (US Highway 20/26) and Federal Way in Boise.</p> <p><i>Preliminary engineering is short-term budgeted and not included in the long-term cost estimate. (Key #23307)</i></p>	\$1,224,000	
<p><b>Pedestrian Improvements, State Highway 55, Bristol Heights to US Highway 20/26 (Chinden Boulevard)</b> – construct a ten-foot shared pedestrian and bicycle pathway on the west side of State Highway 55 (Eagle Road) in Boise</p> <p><i>Design is short-term budgeted and not included in the long-term cost estimate. (Key #22931)</i></p>	\$291,000	
<p><b><u>Total Long-Term Funded Pathway Projects</u></b></p>	<b><u>\$2,376,000</u></b>	

Regional State System Projects and Brief Descriptions <sup>iii, iv</sup>	Estimated Cost (2021 Dollars) <sup>ii</sup>	Cost in Year of Expenditure (coming at a later date)
<b>Interstate 84 (Canyon County)</b> <ul style="list-style-type: none"> <li>• <b>State Highway 44 (Exit 25)</b> – replace the bridge at current design standards.</li> <li>• <b>Centennial Way (Exit 27) to Franklin Road (Exit 29)</b> – reconstruct existing lanes, add one lane per direction, add westbound auxiliary lane from Centennial Way (Exit 27) to 10th Avenue (Exit 28), add auxiliary lanes in both directions from 10th Avenue (Exit 28) to Franklin Road (Exit 29), reconstruct 10th Avenue (Exit 28) and other minor changes to on and off ramps.</li> </ul> <p><i>Westbound ramp improvements (Key #23099) and preliminary engineering (Key #23188) are short-term budgeted and not included in the long-term cost estimate.</i></p>	\$123,000,000	
<b>State Highway 16, Interstate 84 to State Highway 44 Phase 3</b> – construct additional interchange ramps at Interstate 84, convert the at-grade intersections to grade-separated interchanges at Franklin Road, Ustick Road, US Highway 20/26, and State Highway 44.	\$220,000,000	
<b>State Highway 45 and Locust Lane Intersection</b> – install a traffic signal.	\$2,048,000	
<b>State Highway 55 (Karcher Road)</b> <ul style="list-style-type: none"> <li>• <b>Pear Lane to 10th Avenue</b> – widen to four travel lanes. <i>Preliminary engineering, design, and partial right-of-way are short-term budgeted and not included in the long-term cost estimate.</i></li> <li>• <b>10<sup>th</sup> Avenue to Middleton Road</b> – widen to four travel lanes; construction budgeted for 2027. (Key #23184)</li> <li>• <b>West of Caldwell-Nampa Boulevard to Karcher Road (Exit 33) Westbound Loop Off Ramp</b> – add third westbound lane (western terminus to be determined). <i>Preliminary engineering and right-of-way are short-term budgeted and not included in the long-term cost estimate. (Key #23336)</i></li> </ul>	\$180,400,000	
<b>US Highway 20/26, Middleton Road to State Highway 55 (Eagle Road)</b> <ul style="list-style-type: none"> <li>• <b>Middleton Road to Star Road (Interim)</b> - widen to four travel lanes, including ultimate right-of-way (\$145,000,000) <i>Middleton Road to Star Road - design and partial right-of-way are short-term budgeted and not included in the long-term cost estimate.</i></li> <li>• <b>Middleton Road to State Highway 16 (Ultimate)</b> - widen to six travel lanes (\$83,160,000)</li> <li>• <b>State Highway 16 to State Highway 55 (Eagle Road)</b> - widen to six travel lanes. (\$120,000,000)</li> </ul>	\$348,160,000	
<b>Total Long-Term Funded State System Projects</b>	<b>\$873,608,000</b>	



Regional Local System Projects and Brief Descriptions <sup>iii, iv</sup>	Estimated Cost (2021 Dollars) <sup>iiError!</sup> <small>Bookmark not defined.</small>	Cost in Year of Expenditure <i>(coming at a later date)</i>
<b>Amity Road, Kings Road to McDermott Road</b> – widen to five lanes.	\$16,710,000	
<b>Emerald Street, Five Mile Road to Curtis Road</b> – widen to five lanes including the Interstate 184 overpass. <i>The overpass portion of this project to be done in coordination with the Idaho Transportation Department (ITD).</i>	\$31,010,000	
<b>Fairview Avenue</b> <ul style="list-style-type: none"><li>• <b>Meridian Road to Locust Grove Road</b> – widen to seven lanes. <i>Locust Grove Road to State Highway 55 (Eagle Road) - widen to seven lanes is short-term budgeted and not included in the long-term cost estimate. (Key #RC133)</i></li><li>• <b>State Highway 55 (Eagle Road) to Five Mile Road</b> – widen to seven lanes.</li></ul>	\$29,180,000	
<b>Five Mile Road and Overpass, Overland Road to Franklin Road</b> – widen to five lanes including the Interstate 84 overpass. Project to be done in coordination with the Idaho Transportation Department (ITD). <i>Preliminary design and right-of-way are short-term budgeted and not included in the long-term cost estimate. (Key #23095)</i>	\$22,000,000	
<b>Franklin Boulevard, Birch Lane to US Highway 20/26</b> – widen to five lanes. <i>Franklin Boulevard and Karcher Road intersection is short-term budgeted and not included in the long-term cost estimate. (Key #22102)</i> <i>Franklin Boulevard and US Highway 20/26 intersection cost estimate is accounted for in the US Highway 20/26, Middleton Road to Star Road project.</i>	\$34,700,000	
<b>Franklin Road, Star Road to Black Cat Road</b> – widen to five lanes. <i>Sections of Franklin Road will be widened as part of the State Highway 16 Phase 2 short-term budgeted project. Key #23410.</i>	\$15,080,000	
<b>Lake Hazel Road</b> <ul style="list-style-type: none"><li>• <b>State Highway 69 to Locust Grove Road</b> – widen to five lanes.</li><li>• <b>Cloverdale Road to Orchard Street Extension West</b> – widen to five lanes.</li><li>• <b>Orchard Street Extension West to Eisenman Road</b> – construct a new five-lane road.</li></ul> <i>Locust Grove Road to Eagle Road is short-term budgeted and not included in the long-term cost estimate.</i> <i>Eagle Road to Cloverdale Road – widen to five lanes is short-term budgeted and not included in the long-term cost estimate. (ACHD Project #204179)</i> <i>Cloverdale Road to Five Mile Road – design and right-of-way are short-term budgeted and not included in the long-term cost estimate. (ACHD Project #204439)</i> <i>Five Mile Road to Maple Grove Road – design and right-of-way are short-term budgeted and not included in the long-term cost estimate. (ACHD Project #RD207-30)</i> <i>Maple Grove Road to Cole Road – design is short-term funded. (ACHD Project #RD216-05)</i>	\$71,650,000	

Regional Local System Projects and Brief Descriptions <sup>iii, iv</sup>	Estimated Cost (2021 Dollars) <sup>iiError!</sup> <small>Bookmark not defined.</small>	Cost in Year of Expenditure <i>(coming at a later date)</i>
<p><b>Linder Road and Overpass</b></p> <ul style="list-style-type: none"> <li>• <b>Overland Road to Franklin Road</b> – widen to five lanes including the Interstate 84 overpass. Project to be done in coordination with the Idaho Transportation Department (ITD). <i>Overland Road to Franklin Road and the Overpass – design is short-term budgeted and not included in the long-term cost estimate. (ACHD Project #RC0207)</i></li> <li>• <b>Pine Avenue to Ustick Road</b> – widen to five lanes.</li> <li>• <b>US Highway 20/26 to State Highway 44</b> – widen to five lanes including the Boise River Bridges. <i>US Highway 20/26 to State Highway 44 – south phase design and right-of-way are short-term funded. (ACHD Project #102120)</i></li> </ul> <p><i>Cherry Lane to Ustick Road – design is short-term budgeted and not included in the long-term cost estimate. (ACHD Project #RD209-15)</i></p>	\$54,270,000	
<p><b>Lone Star Road, Midway Road to 7<sup>th</sup> Street South</b> – widen to three lanes.</p>	\$9,320,000	
<p><b>Meridian Road Extension and Railroad Overpass, Kuna Road to State Highway 69 (Meridian Road)</b> – construct a new three-lane road including railroad overpass. <i>A planning and environmental linkages (PEL) study is short-term budgeted and not included in the long-term cost estimate it extends the project area to Kuna-Mora Road. (Key #KUN01)</i></p>	\$18,950,000	
<p><b>Middleton Road, Greenhurst Road to Caldwell-Nampa Boulevard</b> – widen to five lanes.</p>	\$42,530,000	
<p><b>Midland Boulevard, Greenhurst Road to Orchard Avenue</b> - widen to five lanes.</p>	\$25,880,000	
<p><b>Northside Boulevard, Karcher Road to US Highway 20/26</b> – widen to five lanes. <i>Northside Boulevard and Cherry Lane intersection is short-term budgeted and not included in the long-term cost estimate.</i></p>	\$36,750,000	
<p><b>Orchard Street Extension West, Lake Hazel Road to Gowen Road</b> – widen to five lanes.</p> <ul style="list-style-type: none"> <li>• <b>Gowen Road, Orchard Street to Pleasant Valley Road</b> – widen to five lanes. Gowen Road is a minor arterial but part of the overall Orchard Street realignment project. <i>Gowen Road to Victory Road – realign/widen Orchard Street to five lanes is short-term budgeted and not included in the long-term cost estimate. (ACHD Project #201399)</i></li> </ul>	\$19,520,000	
<p><b>Overland Road, McDermott Road to Ten Mile Road</b></p> <ul style="list-style-type: none"> <li>• McDermott Road to Black Cat Road - construct a new three-lane road.</li> <li>• Black Cat Road to Ten Mile Road – widen to three lanes.</li> </ul> <p><i>Connects to Airport Road in Canyon County. Airport Road, Robinson Boulevard to McDermott Road – widen to 3 lanes is unfunded.</i></p>	\$11,710,000	
<p><b>Overland Road, Locust Grove Road to Cole Road</b> – widen to seven lanes.</p>	\$36,120,000	

<b>Regional Local System Projects and Brief Descriptions<sup>iii, iv</sup></b>	<b>Estimated Cost (2021 Dollars)</b> <small>iiError! Bookmark not defined.</small>	<b>Cost in Year of Expenditure</b> <i>(coming at a later date)</i>
<b>Stamm Lane</b> <ul style="list-style-type: none"> <li>• <b>Garrity Boulevard to Happy Valley Road</b> – widen to five lanes.</li> <li>• <b>Happy Valley Road to Robinson Boulevard</b> – widen to three lanes.</li> </ul> <p><i>Stamm Lane and Garrity Boulevard intersection is short-term budgeted; preliminary engineering (2022), right-of-way (2023), and construction (2027). (Key #22712) Total cost \$1,971,000 (not included in long-term cost estimate).</i></p>	\$10,510,000	
<b>State Street, State Highway 44 (Glenwood Street) to 27<sup>th</sup> Street</b> – widen to seven lanes consistent with Transit and Traffic Operational Plan.	\$24,800,000	
<b>Ten Mile Road, Amity Road to Victory Road</b> – widen to five lanes.	\$6,010,000	
<b>Ustick Road, Star Road to Black Cat Road</b> – widen to five lanes. <i>Sections of Ustick Road will be widened as part of the State Highway 16 Phase 2 short-term budgeted project. (Key #23410)</i> <i>Black Cat Road to Ten Mile Road and Ten Mile Road to Linder Road – widen to five lanes are short-term budgeted and not included in the long-term cost estimate. (ACHD Projects #204189 and #204859)</i>	\$12,810,000	
<b>Total Long-Term Funded Local System Capital Projects</b>	<b>\$529,510,000</b>	

<sup>i</sup> Capital projects on Interstate 84, state highways, principal arterials, and/or using federal funds.

<sup>ii</sup> Cost estimates from various available resources including but not limited to recent project bid estimates, work programs, capital improvement plans and / or provided by the agency. Costs are represented in 2021 dollars. A 2% inflation rate was applied if necessary. For example, if a cost estimate in a plan was from 2019 that cost was inflated to 2021. Costs do not include environmental clearances. Costs are subject to change.

<sup>iii</sup> All projects include intersection improvements as deemed appropriate by the implementing agency.

<sup>iv</sup> Corridors may include bike and pedestrian infrastructure per the implementing agency's policies and/or approved studies. The descriptions above are intended to be brief and not address specific design elements.