

# McDermott Road

McDermott is vital to the region because of its role as a north-south route.



## WHY THIS CORRIDOR MATTERS

North-south travel has not been a major concern in previous plans due to the east-west travel patterns created by the terrain and the layout of cities in Ada County and Canyon County. But regional growth is changing the pattern of travel. Growth in Gem County, combined with expanding populations and employment in Middleton, Star, Eagle, Meridian, and Kuna, will challenge existing north-south facilities. Given the barriers presented by the foothills, the Boise River, the benches and I-84, north-south corridors are often discontinuous. The investment in Eagle Road (SH 55) during the 1990's was overwhelmed by the rapid pace of development, and other north-south roads already are bordered by subdivisions. With its connection to the proposed SH-16 extension, McDermott Road will continue

this corridor, be preserved as a future expressway, and connect to another future expressway proposed for Kuna-Mora Road. Under the plan, McDermott Road would be constructed as an arterial four-lane facility between I-84 and Lake Hazel Road with a high degree of access control looking toward an eventual expressway standard. By 2035, traffic volumes will range from 14,800 north of Franklin Road to 57,000 on the SH 16 Boise River bridge. South of I-84, volumes would range from 7,000 at Overland Road to nearly 13,000 north of Columbia South of the railroad, volumes drop dramatically in the absence of an I-84 overpass and rail crossing.

The road spans nine and half miles between I-84 (a new interchange is proposed as part of the SH 16 extension but is not funded) and its proposed connection to Kuna-Mora Road. Much of the area is irrigated farmland but 200 residences on smaller parcels within a quarter mile exist; fifty-six percent of those homes lie between I-84 and Victory Road.

The parcels within a quarter mile of McDermott Road contain 5,100 acres. Of this amount, 338 acres are in small holdings of less than five acres on 242 parcels. This is meaningful since smaller parcels will be affected more than larger parcels by an expressway. Most of these smaller parcels cluster at the northern end of the route. While no major streams or rivers are affected, McDermott Road does cross major canals, including the Ridenbaugh, New York, and Mora Canals.

## Goals for *Communities in Motion* (CIM)

**Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.

**Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.

**Environment:** Minimize transportation impacts to people, cultural resources, and the environment.

**Information:** Coordinate data gathering and dispense better information.

## Recommendations for McDermott Road Corridor to meet CIM goals:

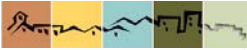
- ❖ McDermott Road from I-84 to Kuna-Mora Road is recommended for preservation as an expressway. It will be connected to Kuna-Mora initially by constructing a rail overpass and widening McDermott Road to four-lanes between I-84 and Lake Hazel Road.
- ❖ Alignment studies are needed to evaluate options to connect McDermott Road with Kuna- Mora Road. This study should evaluate a future connection with Kuna-Mora Road as an expressway. Interchange locations and footprints need to be established within two years. Leadership on this study will depend on whether the corridor is to remain under local jurisdiction or to go under ITD jurisdiction.

## Recommendations for McDermott Road Corridor Public Transportation:

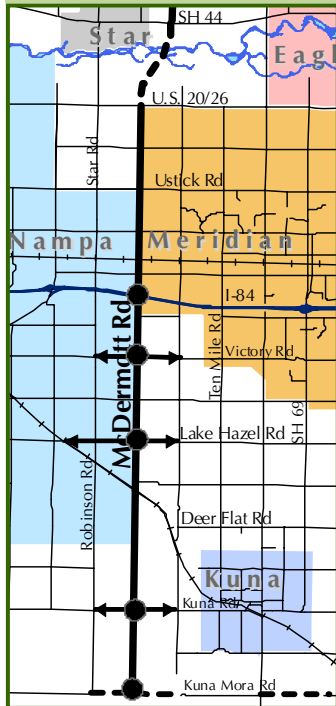
- ❖ The connection to SH 16 and I-84 could mean a major regional transit connection from southern Ada/Canyon north to Gem County. This connection is even more important since McDermott crosses the primary corridors for transit along the Boise Cut-off and State Street.
- ❖ While direct access from adjacent development may not be desirable, given the intent to preserve the corridor for high speed travel, the corridor designs should consider possible HOV lanes and incorporation of park-and-ride facilities at interchanges and major intersections.

## Land use decisions needed to implement the plan:

- ❖ To maintain the right-of-way for future expressway and interchanges, local governments should stipulate a minimum setback of 150 feet from the centerline of McDermott Road. At the intersections of McDermott Road with major roads setbacks should be negotiated to preserve future interchanges.
- ❖ Direct connections to McDermott Road should be conditioned as temporary pending establishment of future backage and frontage roads.



# Regional Connection



## CHALLENGES AND OPPORTUNITIES

McDermott Road is a boundary between Ada County and Canyon County for much of its length, so coordinating land use and construction will be a major challenge. The extent of existing development presents difficulties in right-of-way acquisition—a situation that can only become worse without quick identification of alignments and right-of-way needs. Circulation plans, including frontage and backage roads for the adjacent properties, will be difficult as well. Although there are few natural environmental issues, the social impact of a future expressway will be significant.

Regardless of these challenges, the potential for McDermott Road as a high capacity north-south route cannot be overlooked. Residential uses along other north-south roads are far greater, and McDermott Road is a boundary between two counties and the boundary between several cities' areas of impact. Considered with its connections to SH 16 through to Gem County and to Kuna-Mora Road across to I-84, McDermott will be a major regional corridor.

Consider incremental implementation of expressway by building new or widened sections that can be retained in a conversion to a divided highway/expressway.

**(Exact alignment and location of interchanges subject to further study.)**

Past and Current Investments through 2015	Funded Investments through 2035	Unfunded Improvements through 2035
McDermott Road has not been considered as a major corridor in previous plans, so little evaluation of this corridor has been done.	SH 16/McDermott Road. SH 44 to US 20/26 - construct to 4 lane river crossing. \$119,457,000	<p>Study alignments of McDermott Road as future expressway, including interchange locations. Establish future rights-of-way needs and access plan. Coordinate with the SH 16 corridor study from I-84 north. Estimated Cost: \$5,600,000</p> <p>Widen McDermott Road from two lanes to five lanes between Lake Hazel Road south of Meridian to I-84 in Meridian, including a new railroad overpass at Hubbard, and access management plan to preserve for a future expressway. Estimated Cost: \$45,019,000</p> <p>Remainder of SH 16/McDermott corridor from Chinden (US 20/26) south to Franklin. Construct limited access highway with interchanges and overpasses at SH-44, US 20/26, Ustick, Franklin and I-84. \$195,231,000</p>