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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

*Treasure Valley Congestion
Management System
Annual Report-2005*

Report No. 01-2006

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I. INTRODUCTION

In the spring of 2005, travel time data were collected on highways and principal arterials of both Ada and Canyon Counties by the Idaho Transportation Department (ITD) and COMPASS. Data collection occurs annually as part of the Treasure Valley CMS. Travel time data are collected to quantify and identify trends in roadway congestion.

This report is intended to help transportation and land use entities implement congestion management strategies and projects to improve travel time, particularly in “High” areas of congestion. Additionally, this document serves to fulfill the annual reporting commitment described by *The Treasure Valley Congestion Management System Plan*. It serves as an evaluation tool to measure “how we are doing” in way of managing congestion.

II. BACKGROUND

A congestion management system (CMS) is a process for collecting data and identifying congested transportation facilities with the intent of developing appropriate mitigation measures. This system will not eliminate congestion, but will instead slow the rate at which it increases. Although Federal regulations provide general requirements for a CMS, Federal approval of the CMS is not required.

Generally, a CMS should be designed to:

- Define and measure congestion
- Identify and evaluate congestion and its causes
- Identify and evaluate mitigation strategies
- Define implementation responsibilities
- Define an evaluation process
- Be included in all aspects of transportation planning

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) required metropolitan planning organizations in Transportation Management Areas (TMAs) to implement a CMS. An urbanized area is designated a TMA when its population exceeds 200,000. The results of the 2000 Census indicated that the population of the urbanized area in Northern Ada County was 272,625. Therefore, on July 8, 2002 the Federal Highway Administration officially designated the urbanized area in Northern Ada County as a TMA.

A document outlining the elements of the Treasure Valley CMS, *The Treasure Valley Congestion Management System Plan*, was adopted by the Community Planning Association (COMPASS) Board with Resolution 10-2005 on March 21, 2005. *The Treasure Valley Congestion Management System Plan* outlines how travel time data will be collected and used. Specific definitions for congestion and a “toolbox” of mitigation strategies are also part of the plan. For specific information of the system’s design, refer to *The Treasure Valley Congestion Management System Plan*.

III. TRAVEL TIME DATA COLLECTION

ITD and COMPASS staffs drive Treasure Valley interstates and principal arterials five times in each direction during the am peak, then again during the pm peak (6:30 to 8:30 a.m. and 4:00 to 6:30 p.m.). The period with the highest travel time is compared to the free flow, or ideal travel period (2:00 a.m. to 5:00 a.m.). A computer program and strict driving procedures are utilized to ensure data reliability, reproducibility, and comparability. The ratio of peak travel time to free flow travel time is used to produce an index which classifies congestion. This ratio is referred to as the Sanderson Index (or SI). An SI of 2.0, for example, means that it takes twice as long to travel a given roadway during the peak (or congested) period than during free flow (or ideal) conditions. Analysis of the current and historic travel time (e.g. SI) of a given roadway yields information about trends in congestion on specific routes within cities, districts, or specific locations (e.g. near intersections).

Data are not collected during any event which may affect the travel time. Notes are made regarding construction projects or delays encountered during data collection efforts. Data collection is postponed if nonrecurring delays, such as those caused by vehicle accidents, weather, events, and/or holidays are encountered. In extreme cases, data for some roadways are not collected due to construction occurring throughout the data collection campaign.

Using SI and general roadway location, the Treasure Valley CMS defines low, medium, and high levels of congestion. Table 1 displays the Treasure Valley CMS definitions of congestion, which were subjectively established by local transportation experts. For classification purposes, urban roadways are located in Downtown Boise (the regional central business district) only.

Table 1: Treasure Valley Definitions of Congestion

Congestion Thresholds (Based on SI* Values)			
Roadway Class	Low	Medium	High
Freeway	<1.25	1.25-1.50	>1.50
Suburban	<1.75	1.75-2.25	>2.25
Urban	<2.00	2.00-2.50	>2.50

*Sanderson Index (SI) is a ratio of peak travel time to ideal travel time.

Figure 1 and Figure 2 show the results of the 2005 travel time data collection effort by identifying the level of congestion as defined by the Treasure Valley CMS. To aid in the analysis of transportation corridors in Ada County, segment level travel time data are weighted on distance, summed, and reported. This reporting method removes congestion “hot spots” along a corridor, giving a feel for how the entire corridor is functioning. Figure 3 and Figure 4 display congestion in Ada County as defined by the Treasure Valley CMS based on weighted (corridor level) travel time data. The data used to produce Figures 1-4 are contained in Appendix A. It should be noted that Canyon County jurisdictions do not currently use corridor level data. Thus Figures 3 and 4 only display Ada County information.

Figure 1: 2005 Ascending Congestion Map

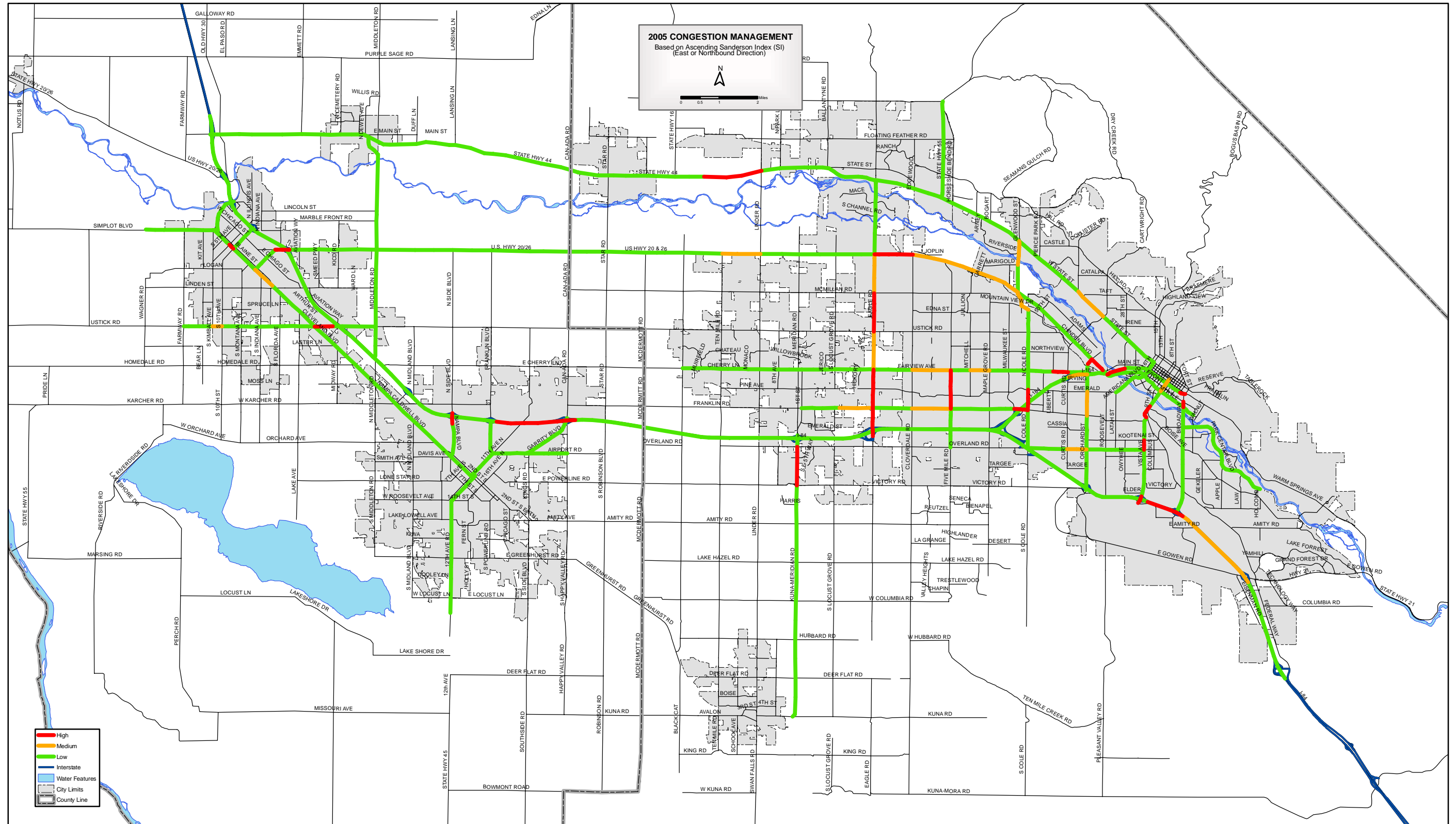


Figure 2: 2005 Descending Congestion Map

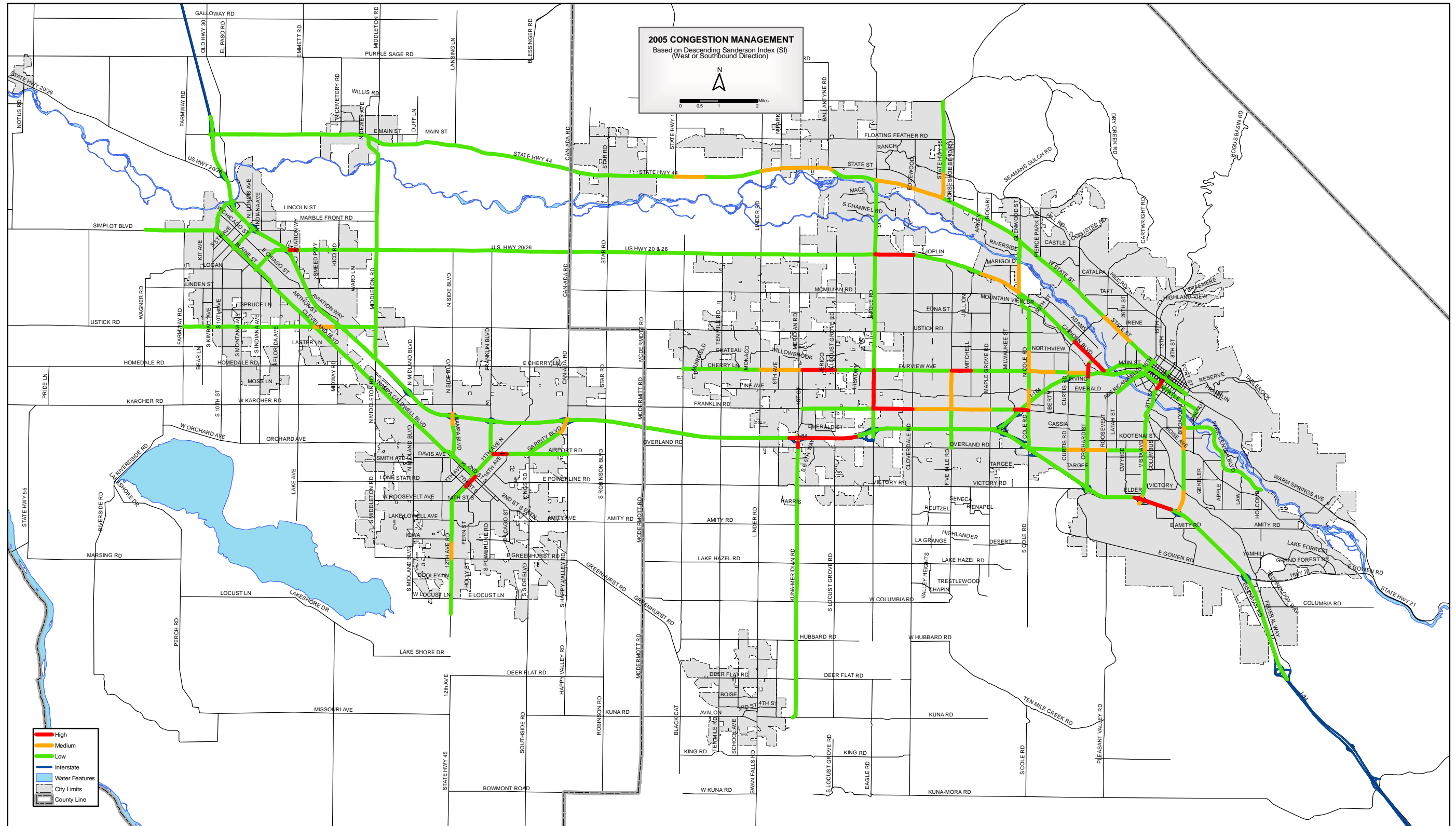
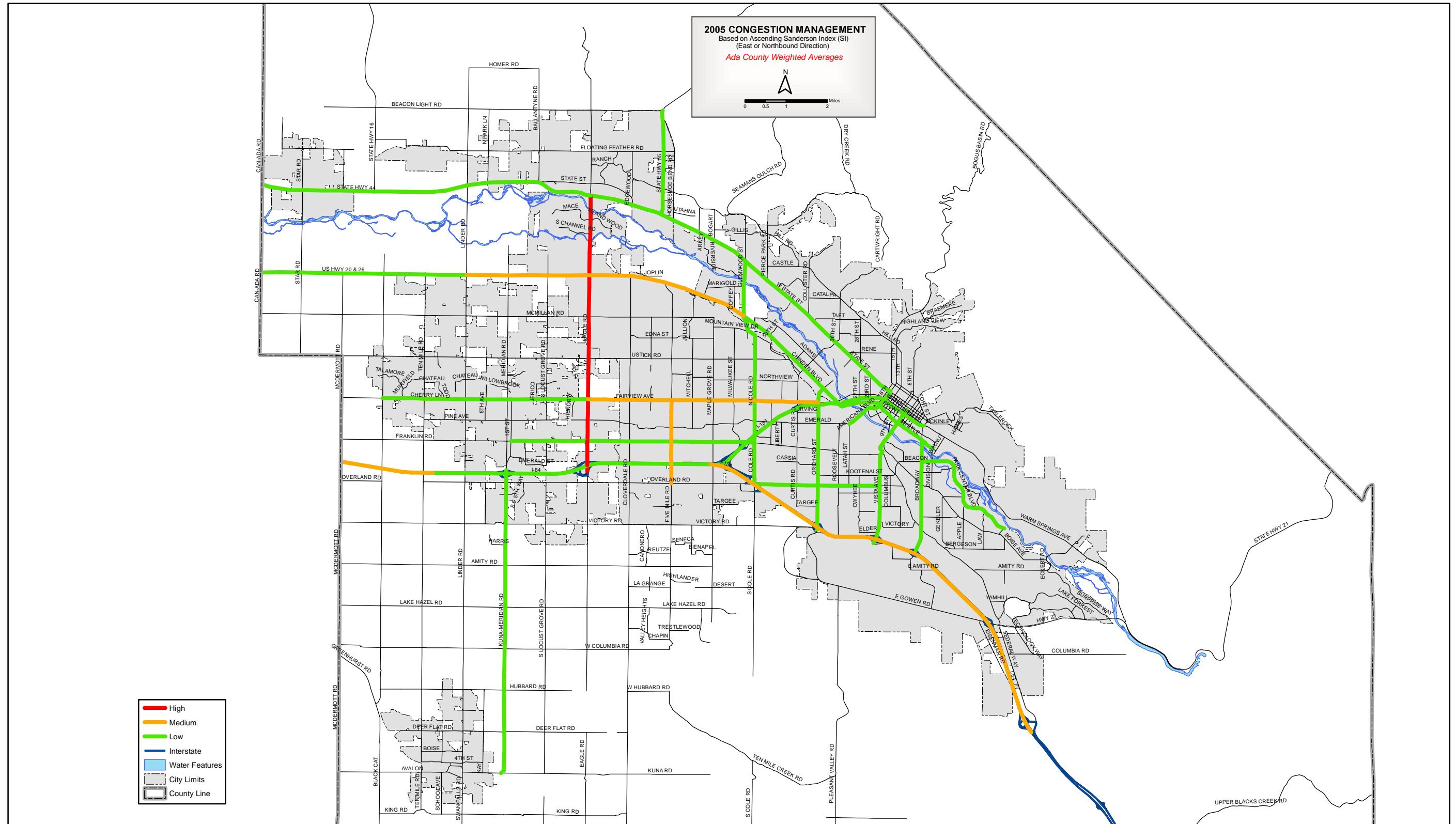


Figure 3: 2005 Ada County Weighted Ascending Congestion Map



IV. CONGESTED FACILITIES – 2005

The 2005 travel time data collection campaign began the last week of March 2005 and ended the last week of May 2005. Table 2 lists the principal arterial and interstate roadway segments identified in the “High” range. Ascending data refers to northbound or eastbound travel, while descending data references southbound or westbound travel.

V. CONGESTION ANALYSIS

Because only two years worth of historic travel time data are available (2004 and 2003), it is difficult to identify any segment level trends in congestion. Nonetheless, data collected in 2003 and 2004 were compared to the 2005 data. Table 3 displays those roadways consistently identified in the “High” congestion range since data collection began in 2003.

Tables 4 and 5 display the amount and level of congestion identified by the Treasure Valley CMS for all three years. It is important to note approximately 38 miles of principal arterials were added to the data collection effort in 2004. The majority of the added miles were located in Canyon County.

Table 6 lists those facilities that either moved into or out of the “High” congestion classification as a result of the 2005 data collection effort. Based on the notes made during data collection and input provided by Treasure Valley transportation agencies, potential reasons for the observed changes in congestion were identified. If there is no potential reason given, the change is assumed to be attributed to the variation inherent in the data collection process. Potential projects/policies that may have contributed to the changes identified in Table 6 include:

- a. Construction and/or completion of the Garrity Interchange Project in Nampa
- b. Completion of the Wye Interchange
- c. The addition of a fourth lane of travel on Interstate 84 between the Wye Interchange and Meridian Interchange
- d. Significant change in land use
- e. Widening of Franklin Road to five lanes between Eagle Road and Main St in Meridian
- f. Closure of Franklin Road between Eagle Road and Cloverdale Road due to a roadway widening project
- g. Possible nearby construction delays*
- h. Addition of a signalized access/intersection
- i. Various signalization improvements/changes
- j. Deployment of intelligent transportation system (ITS) improvements
- k. Improvements in data collection and/or more consistent data collection

* A listing of the roadway related construction is given in Appendix B.

Table 2: Treasure Valley Facilities Identified as Congestion Level “High” in 2005

“High” Congestion Roadways				
Road Name*	Location	Direction	City	SI** 2005
21 st Ave.	Franklin Rd. to I-84 EB On-ramp	Eastbound	Caldwell	2.67
9 th St.	Main St. to Myrtle St.	Southbound	Boise	4.55
Capitol Blvd.	Eastover Rd. to University Dr.	Northbound	Boise	2.54
Cole Rd.	Franklin Rd. to Emerald St.	Northbound	Boise	2.30
Fairview Ave.	I-184 EB On-ramp to 27 th St.	Eastbound	Boise	2.58
	Liberty St. to Curtis Rd.	Eastbound	Boise	3.06
	Locust Grove St. to Main St.	Westbound	Meridian	2.41
	Mitchell St. to Five Mile Rd.	Westbound	Boise	3.81
Five Mile Rd.	Franklin Rd. to Fairview Ave.	Northbound	Boise	3.04
Franklin Rd.	Milwaukee St. to Cole Rd.	Eastbound	Boise	3.67
	Cloverdale Rd. to Eagle Rd.	Westbound	Meridian	2.36
	Cole Rd. to Milwaukee St.	Westbound	Boise	3.27
I-84	Franklin Blvd. to Garrity IC	Eastbound	Regional	2.11
	Vista Ave. to Broadway Ave.	Eastbound	Regional	2.47
	Broadway Ave. to Vista Ave.	Westbound	Regional	1.66
	Eagle Rd. to Meridian Rd.	Westbound	Regional	2.09
IB-84 (Cleveland Blvd.)	Kimball Ave. to 10 th Ave.	Northbound	Caldwell	2.72
IB-84 (Garrity Blvd.)	16 th Ave. North to Franklin Rd.	Westbound	Nampa	3.64
Main St.	1 st St. to Broadway/Ave B	Eastbound	Boise	2.76
Orchard St.	Bond St. to Chinden Blvd.	Northbound	Boise	3.48
	Bond St. to I-184 EB Ramp	Southbound	Boise	2.33
SH-44 (State St.)	Palmer Ln. to Linder Rd.	Eastbound	Star	2.37
SH-45 (12 th Ave. S)	E. 3 rd St. S. to 7 th St. S.	Southbound	Nampa	2.46
SH-55 (Eagle Rd.)	Ustick Rd. to McMillan Rd.	Northbound	Meridian	2.88
	Franklin Rd. to Fairview Ave.	Northbound	Meridian	3.01
	I-84 EB On-ramp to St. Lukes Ln.	Northbound	Meridian	3.21
	St. Lukes Ln. to Franklin Rd.	Northbound	Meridian	4.57
	Fairview Ave. to Franklin Rd.	Southbound	Meridian	2.37
SH-55 (Nampa Blvd.)	6 th St. N to I-84 WB On-ramp	Northbound	Nampa	2.71
SH-69 (Meridian Rd.)	Victory Rd. to Overland Rd.	Northbound	Meridian	4.80
	I-84 EB On-ramp to Overland Rd.	Southbound	Meridian	4.38
US-20/26	Muller Rd. to I-84 WB ramps	Westbound	Caldwell	4.08
US-20/26 (Broadway Ave.)	Myrtle St. to Front St.	Northbound	Boise	3.15
US-20/26 (Chinden Blvd.)	36 th St. to Main St.	Eastbound	Garden City	2.86
	Main St. to 36 th St.	Westbound	Garden City	2.41
	Eagle Rd. to Cloverdale Rd.	Eastbound	Boise	2.97
	36 th St. to Veterans Pkwy.	Westbound	Garden City	2.96
	Cloverdale Rd. to Eagle Rd.	Westbound	Boise	3.40
Ustick Rd.	Caldwell Blvd. to RR Crossing	Eastbound	Caldwell	2.54
Vista Ave.	Overland Rd. to Kootenai St.	Northbound	Boise	2.48
	Wright St. to I-84 EB Ramps	Northbound	Boise	3.20

*SH = State Highway, IB-84 = Interstate 84-Business Route, US = United States Highway

**Sanderson Index (SI) is a ratio of peak travel time to ideal travel time.

Table 3: Treasure Valley Facilities Identified as Congestion Level “High” since 2003

Consistently “High” Congestion Roadways				
Road Name	Location	Direction	City	Average SI
9 th St.	Main St. to Myrtle St.	Southbound	Boise	4.50
Franklin Rd.	Milwaukee St. to Cole Rd.	Eastbound	Boise	3.39
Main St.	1 st St. to Broadway/Ave B	Eastbound	Boise	3.46
Orchard St.	Bond St. to I-184 EB Ramp	Southbound	Boise	2.89
Vista Ave.	Wright St. to I-84 EB Ramps	Northbound	Boise	3.97
US-20/26**	Muller Rd. to I-84 WB ramps	Westbound	Caldwell	3.26
Eagle Rd. (SH 55)	St. Lukes Ln. to Franklin Rd.	Northbound	Meridian	3.30
SH-69 (Meridian Rd.)	Victory Rd. to Overland Rd.	Northbound	Meridian	3.33
SH-55 (Nampa Blvd.)*	6 th St. N to I-84 WB On-ramp	Northbound	Nampa	2.48

* Had one year classified as “medium” because of an SI of 2.22.

** Travel time data collection on this roadway segment began in 2004.

Table 4: 2005 Ascending Congestion Comparison – Treasure Valley

Ascending (Eastbound/Northbound) Travel							
Year	High		Medium		Low		Total Miles
	Miles	%	Miles	%	Miles	%	
2003	7.8	5.3%	10.1	6.7%	129.6	88.0%	147.5
2004	8.6	4.6%	11.9	6.4%	164.5	89.0%	185.0
2005	14.3	7.8%	18.2	9.9%	151.4	82.3%	183.9

Table 5: 2005 Descending Congestion Comparison – Treasure Valley

Descending (Westbound/Southbound) Travel							
Year	High		Medium		Low		Total Miles
	Miles	%	Miles	%	Miles	%	
2003	7.2	4.9%	27.3	18.6%	111.7	76.4%	146.2
2004	1.0	0.5%	8.5	4.6%	175.8	94.9%	185.3
2005	9.8	5.3%	16.3	8.7%	159.7	86.0%	185.8

Table 6: Largest Changes in Congestion Thresholds

Road*	Location	Direction	City	2003 Category	2004 Category	2005 Category	Potential Reason(s)**
21 ST Ave.	Franklin Rd. to I-84 EB Ramps	Eastbound	Caldwell	Low	Low	High	i
Capitol Blvd.	Eastover Rd. to University Dr.	Southbound	Boise	High	Low	High	k
Cole Rd.	Franklin Rd. to Emerald St.	Northbound	Boise	Low	Low	High	b
Eagle Rd. (SH 55)	I-84 EB Ramp to St. Lukes Ln.	Northbound	Meridian	Low	Low	High	b, c, e, f
Eagle Rd. (SH 55)	Franklin Rd. to Fairview Ave.	Northbound	Meridian	Low	Low	High	d, g, h
Eagle Rd. (SH 55)	Fairview Ave. to Franklin Rd.	Southbound	Meridian	Low	Medium	High	d, g, h
Eagle Rd. (SH 55)	Ustick Rd. to McMillan Rd.	Northbound	Meridian	Low	Low	High	d
Fairview Ave.	Locust Grove to Main St.	Westbound	Meridian	Medium	Low	High	g
Fairview Ave.	Liberty St. to Curtis Rd.	Eastbound	Boise	High	Low	High	b
Fairview Ave.	Mitchell St. to Five Mile Rd	Westbound	Boise	High	Low	High	k
Fairview Ave.	Boise River Bridge to 27 th Street	Eastbound	Boise	Low	Low	High	b, c
Five Mile Rd.	Franklin Rd. to Fairview Ave.	Northbound	Boise	Low	Low	High	f
Franklin Rd.	Cloverdale Rd. to Eagle Rd.	Westbound	Meridian	Medium	Medium	High	e, f, h
Franklin Rd.	Nola Rd. to Eagle Rd.	Eastbound	Meridian	High	High	Medium	e, f, h
I-84	Franklin Blvd. to Garrity Rd.	Eastbound	Nampa	Low	Low	High	a, b, c
I-84	Eagle Rd. to Meridian Rd.	Westbound	Meridian	Medium	Low	High	b, c
I-84	Eagle Rd. to Five Mile Rd.	Eastbound	Boise	Low	High	Low	b, g
I-84	Vista Ave. to Broadway Ave.	Eastbound	Boise	Low	Low	High	
I-84	Broadway Ave. to Vista Ave.	Westbound	Boise	Low	Low	High	
IB-84 (Garrity Blvd.)	16 th Ave. to Franklin Blvd.	Southbound	Nampa	Medium	Low	High	a, g
Orchard St.	Bond St. to Chinden Blvd.	Northbound	Boise	High	Low	High	k
Orchard St.	I-184 EB Ramp to Bond St.	Northbound	Boise	Low	High	Low	b, k
SH 44	Palmer Ln. to Linder Rd.	Eastbound	Star/Eagle	ND	Medium	High	k
SH 44 (State St.)	Horseshoe Bend Rd. to SH 55	Westbound	Eagle	High	High	Low	i
US 20/26 (Chinden Blvd.)	Eagle Rd. to Cloverdale Rd.	Eastbound	Boise	Low	Medium	High	
US 20/26 (Chinden Blvd.)	36 th St. to Main St.	Eastbound	Garden City	Low	Low	High	
US 20/26 (Chinden Blvd.)	Main St. to 36 th St.	Westbound	Garden City	Medium	Low	High	
US 20/26 (Chinden Blvd.)	36 th St. to Veteran's Pkwy.	Westbound	Garden City	Low	Low	High	
US 20/26 (Chinden Blvd.)	Cloverdale Rd. to Eagle Rd.	Westbound	Boise	Medium	Low	High	
Ustick Rd.	Kimball St. to 10 th Ave.	Eastbound	Caldwell	ND	High	Medium	
Ustick Rd.	Caldwell Blvd. to Rail Crossing	Eastbound	Caldwell	ND	Low	High	
Vista Ave.	Overland Rd to Kootenai St.	Northbound	Boise	High	Low	High	k

*SH = State Highway, IB-84 = Interstate 84-Business Route, US = United States Highway

**Potential reasons for the changes in travel time offered by ACHD and ITD technical staff.

VI. CONGESTION MITIGATION

The development of applicable congestion mitigation measures to address specific areas of congestion is delegated to each transportation agency in the valley. However, the Treasure Valley CMS does provide some guidance on mitigation measures to the local transportation agencies in the form of a “Toolbox.” The “Toolbox” is presented in Table 7. With only three years worth of travel time data collected and only a handful of projects identified, an evaluation of the “Toolbox” is not feasible. As more data are collected, quantitative and/or qualitative evaluations of the “Toolbox” may be possible.

Table 7: Treasure Valley CMS “Toolbox”

CMS “Toolbox” - Congestion Mitigation Strategy Categories		
	Area Wide	Corridor / Project Specific
Short Term (Within 5 Years)	<ul style="list-style-type: none"> ❖ Access Management policies for all congested roadways ❑ Zoning Ordinance Standards ❑ Employer Based Strategies ❑ Access Management policies for all development along congested roadways 	<ul style="list-style-type: none"> ❖ Intelligent Transportation Systems ➤ Intelligent Transportation Systems ❖ Additional Roadway Capacity ❖ Non-motorized Mode Improvements ❖ Intersection Improvements ❖ Preferential Based Strategies ➤ New or increased access to transit ❑ Non-motorized Mode Improvements
Long Term (Greater than 5 Years)	<ul style="list-style-type: none"> ❑ Comprehensive Plan land use strategies ➤ Intermodal Project integration / design ➤ New or increased access to transit ➤ Additional transit services 	<ul style="list-style-type: none"> ❖ Additional Roadway Capacity listed in regional long-range plan ➤ Addition of transit oriented fixed-guide way

Implementing Agency Legend (note: the current draft only applies to roadway congestion):

- ❖ Roadway Agencies (Ada County Highway District (ACHD), Idaho Transportation Department (ITD), all cities and highway districts in Canyon County, and some cities in Ada County)
- Transit Providers (ValleyRide and ACHD Commuteride)
- ❑ City and County Level Governments

Land Use Agencies

A few land use agencies have adopted roadway access management ordinances. The City of Kuna’s Access Management Ordinance (Ordinance 624, 12-16-2002) limits the number and use of access on State Highway 69 to existing residential and/or agricultural uses and those needed to provide emergency services. Caldwell Ordinance number 2556 defines the acceptable types of roadway access within the city limits and area of impact. It specifically limits the type of access on State Highways 19 (Simplot Blvd. west of Farmway Rd.), 55 (Karcher Rd.), 20/26, and portions of the Interstate 84 Business route (Centennial Way). Meridian adopted a roadway access management ordinance for the interstates and state highways in September 2005. This includes portions of Interstate 84, State Highway 20/26 (Chinden Rd.), State Highway 44 (State St.), State Highway 69, and State Highway 55 (Eagle Rd.).

Transportation Projects

As part of the transportation improvement program (TIP) development process, and the proposed Surface Transportation Program (STP), projects are ranked according to various criteria. One of those criteria, “System Efficiency,” awards ranking points to projects attempting to implement congestion mitigation projects identified in the CMS “Toolbox.” Table 8 lists those STP projects which received CMS considerations, based on collected travel time data, in the FY2005-2009 and FY2006-2010 TIPs. It should be

noted that CMS ranking points were given regardless of roadway classification. As previously stated, travel time data is only collected on principal arterials and interstates, but improvements to minor arterials may also influence travel time on other facilities.

Table 8: Transportation Improvement Program (TIP) CMS Project Ranking

Implement System Efficiency (i.e., CMS consideration) - Possible 5 points				
Project	Location	City	Program	System Efficiency Points*
Roadway Widening: Franklin Rd.	Touchmark Way to Five Mile Rd.	Boise	FY2005-2009	5
Intersection Improvements	Franklin Rd. & Allumbaugh St.	Boise	FY2006-2010	5
Intersection Improvements	Franklin Rd. & Liberty St.	Boise	FY2006-2010	5
Intersection Improvements	10th Ave. & Ustick Rd.	Caldwell	FY2006-2010	5
Intersection Improvements	Franklin Rd. & Phillipi St.	Boise	FY2006-2010	4
New Roadway: Three Cities River Crossing	Between Eagle Rd. and Glenwood Rd.	Regional	FY2005-2009	3
Intersection Improvements	Franklin Rd. & Roosevelt St.	Boise	FY2006-2010	3
Roadway Widening: 21st Ave.	Chicago St. to Franklin Rd.	Caldwell	FY2006-2010	3
Intersection Improvements	Orchard St. & Chinden Blvd.	Garden City	FY2006-2010	2
Roadway Widening: Franklin Rd.	Black Cat Road to Ten Mile Rd.	Meridian	FY2005-2009	1
Roadway Widening: Franklin Rd.	Ten Mile Rd to Linder Rd.	Meridian	FY2005-2009	1
Roadway Improvements: Airport Rd.	Kings Rd. to Happy Valley Rd.	Caldwell	FY2006-2010	1
Roadway Improvements: SH 44 (Main Street)	Highland Rd. to 4th Ave. West	Middleton	FY2006-2010	1

* CMS points were awarded to projects regardless of current/proposed roadway classification.

Chapter 11 of *Destination 2030 – Limited Plan Update*, Northern Ada County’s current long-range transportation plan, attempts to qualitatively forecast travel time impacts associated with growth. This is done by comparing current year and future year modeled travel time data produced by COMPASS’ travel demand model. Table 9 displays the model data comparison for travel routes, primarily interstate and principal arterials in Ada and Canyon Counties. Due to forecasted growth, travel times will most likely increase over the next 20 years. Although COMPASS’ travel demand model does not capture the critical role intersection design and signalization have on travel time, this analysis does speak to intent of the Treasure Valley CMS... congestion mitigation, not elimination.

Table 9: Modeled Travel Time Comparison*

From	To	2006 Time (min)	2030 Time (min)	Travel Time Increase (%)	Primary Route
City of Meridian	Crossroads Shopping Center (Eagle and Fairview)	4.9	5.6	14.3	Franklin Rd.
City of Eagle	St. Luke's in Meridian	10.1	11.6	14.9	Eagle Rd. (SH 55)
City of Nampa	Downtown Boise	30.1	35.9	19.3	I-84
City of Caldwell	Micron	42.2	47.1	11.6	I-84
City of Meridian	St Al's	14.7	17.7	20.4	Fairview Ave.
City of Star	Hewlett Packard	14.3	17.4	21.7	SH 44 and US 20/26
City of Star	Downtown Boise	25.5	31.1	22.0	SH 44 (State St.)
North Meridian	HP	9.9	10.5	6.1	US 20/26 (Chinden)
City of Middleton	City of Eagle	18.6	21.2	14.0	SH 44 (State St.)
North Caldwell	Boise Towne Square	29.2	34.3	17.5	I-84
South Nampa	Boise Airport	29.1	34.1	17.2	I-84
Broadway IC	Boise State University	4.6	5.7	23.9	Broadway Ave.

*Based on roadway networks in *Destination 2030 Limited Plan Update* and *Moving People 2025* long-range transportation plans and 2030 “trend” demographic forecast.

VII. CONCLUSION

As part of the Treasure Valley CMS, 2005 travel time data were collected and analyzed to classify congestion on interstate and principal arterial roadways in the Treasure Valley. A small fraction of these roadways were identified as highly congested. However, the number of roadway segments identified as “High” congestion increased substantially. Comparisons between the 2005 and historic data sets (2003 and 2004) show significant changes in congestion classifications. Although more travel time data needs to be collected before trends in congestion and congestion mitigation can be assessed, it appears that signalization improvements, changes in land use, and completion of roadway construction projects contributed to improved travel times. However travel time forecasts produced by COMPASS’ travel demand model indicate travel times are likely to increase on Treasure Valley interstates and principal arterials over the next 25 years.

VIII. SUMMARY

This document fulfills the annual reporting commitment of the Treasure Valley Congestion Management System. It evaluates how well congestion is managed and provides congestion data to entities that design and develop roadway projects and congestion mitigation measures.

As part of the annual reporting process, travel time data for 2005 were collected on the interstate and principal arterial roadways of the Treasure Valley. These data were converted to travel time indices (Sanderson Index, or SI), which were used to classify the level of congestion encountered. Significant changes in congestion classification were noted and possible reasons for these changes obtained from local transportation and land use agencies. 2005 congestion levels were compared to those encountered in 2003 and 2004. The amount of congestion data available does not allow for a reliable quantitative evaluation of congestion mitigation measures (or CMS “Toolbox”). However, a qualitative analysis using forecasted travel

times indicates that, as the valley continues to grow, travel times (and congestion) are likely to increase, despite planned roadway capacity expansions.

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APPENDIX A

Detailed 2005 Travel Time Data

Table A-1: Ascending Data – Northern Ada County

Ascending Travel Time Data for Northern Ada County, 2005									
Name	Description	Distance	Theoretic Time	Congested Time, 2005	Ideal Time	2005 SI	SI Prime	2005 Weighted Average SI	SI Prime Weighted Average
Americana/15th/16th	Emerald St. to Shoreline Dr.	0.54	64.800	100.680	64.630	1.560	0.997	1.468	1.227
Americana/15th/16th	Shoreline Dr. to Main St.	0.51	61.680	99.580	72.680	1.370	1.178		
Americana/15th/16th	Main St. to State St.	0.26	31.200	82.550	56.210	1.470	1.802		
Cherry Lane/Fairview	Black Cat Rd. to Ten Mile Rd.	1.01	103.890	130.290	110.010	1.180	1.059	1.391	1.053
Cherry Lane/Fairview	Ten Mile Rd. to Linder St.	1.02	104.910	125.710	111.310	1.130	1.061		
Cherry Lane/Fairview	Linder St. to Main St.	1.12	114.790	215.820	124.140	1.740	1.081		
Cherry Lane/Fairview	Main St. to Locust Grove St.	0.85	87.630	122.050	88.350	1.380	1.008		
Cherry Lane/Fairview	Locust Grove St. to Eagle Rd.	1.00	91.480	142.160	95.580	1.490	1.045		
Cherry Lane/Fairview	Eagle Rd. to Cloverdale Rd.	1.01	90.900	149.750	95.310	1.570	1.049	1.747	1.054
Cherry Lane/Fairview	Cloverdale Rd. to Five Mile Rd.	1.01	90.900	174.480	92.530	1.890	1.018		
Cherry Lane/Fairview	Five Mile Rd. to Mitchell St.	0.39	50.500	64.010	53.260	1.200	1.055		
Cherry Lane/Fairview	Mitchell St. to Maple Grove Rd.	0.52	53.380	108.950	53.910	2.020	1.010		
Cherry Lane/Fairview	Maple Grove Rd. to Milwaukee St.	0.50	51.220	89.080	52.920	1.680	1.033		
Cherry Lane/Fairview	Milwaukee St. to Cole Rd.	0.51	52.050	98.800	58.880	1.680	1.131		
Cherry Lane/Fairview	Cole Rd. to Liberty St.	0.66	67.370	93.460	70.310	1.330	1.044		
Cherry Lane/Fairview	Liberty St. to Curtis Rd.	0.38	39.090	127.040	41.490	3.060	1.061		
Cherry Lane/Fairview	Curtis Rd. to Orchard St.	0.56	52.560	97.070	58.920	1.650	1.121		
Cole Rd.	Overland Rd. to Franklin Rd.	1.00	102.550	128.020	113.690	1.130	1.109	1.434	1.235
Cole Rd.	Franklin Rd. to Emerald St.	0.52	53.380	136.330	59.400	2.300	1.113		
Cole Rd.	Emerald St. to Fairview Ave.	0.49	50.190	121.610	100.180	1.210	1.996		

Cole Rd.	Fairview Ave. to Northview St.	0.51	52.660	73.830	59.490	1.240	1.130		
Cole Rd.	Northview St. to Ustick Rd.	0.54	55.850	75.640	60.800	1.240	1.089		
Cole Rd.	Ustick Rd. to Mountainview Dr.	0.60	62.130	75.120	74.200	1.010	1.194		
Cole Rd.	Mountainview Dr. to Chinden Blvd.	0.61	73.200	186.640	87.590	2.130	1.197		
Fairview/Main	W. End Boise River Br. to 27th	0.29	30.240	73.440	28.430	2.580	0.940	1.586	1.279
Fairview/Main	27th to 23rd	0.28	28.800	50.310	47.930	1.050	1.664		
Fairview/Main	23rd to 16th	0.24	26.130	34.010	33.550	1.010	1.284		
Fairview/Main	16th St to 13th St.	0.21	25.200	33.090	54.800	0.600	2.175		
Fairview/Main	13th St. to 9th St.	0.29	34.800	62.610	35.030	1.790	1.007		
Fairview/Main	9th St. to 5th St.	0.28	33.600	51.470	37.870	1.360	1.127		
Fairview/Main	5th St. to 1st St.	0.30	36.000	61.760	36.530	1.690	1.015		
Fairview/Main	1st St. to Broadway/Ave B	0.15	18.000	64.710	23.470	2.760	1.304		
Five Mile Rd.	Overland Rd. to Franklin Rd.	1.02	104.810	170.190	119.100	1.430	1.136	2.240	1.154
Five Mile Rd.	Franklin Rd. to Fairview Ave.	1.03	106.150	377.710	124.270	3.040	1.171		
Franklin Rd.	Main St. to Nola Rd.	0.98	87.840	95.750	94.410	1.010	1.075	1.695	1.078
Franklin Rd.	Nola Rd. to Eagle Rd.	1.01	81.040	203.210	95.840	2.120	1.183		
Franklin Rd.	Eagle Rd. to Cloverdale Rd.	1.06	84.720	114.810	90.110	1.270	1.064		
Franklin Rd.	Cloverdale Rd. to Five Mile Rd.	1.01	80.800	164.080	85.610	1.920	1.060		
Franklin Rd.	Five Mile Rd. to Maple Grove Rd.	1.01	84.230	135.110	86.290	1.570	1.024		
Franklin Rd.	Maple Grove Rd. to Milwaukee St.	0.65	66.860	108.690	72.020	1.510	1.077		
Franklin Rd.	Milwaukee St. to Cole Rd.	0.36	37.030	140.720	38.360	3.670	1.036		
I-184	Jct. I-84 to Franklin Rd.	1.08	70.950	68.910	71.680	0.960	1.010	1.068	1.011
I-184	Franklin Rd. to Curtis Rd.	1.46	95.300	100.140	97.220	1.030	1.020		
I-184	Curtis Rd. to Orchard St.	0.55	36.000	44.830	34.440	1.300	0.957		
I-184	Orchard St. to Chinden Blvd.	0.50	32.730	39.440	34.110	1.160	1.042		
I-84	Ten Mile Rd. to Meridian Rd.	2.01	111.160	126.090	108.200	1.170	0.973	1.093	0.979
I-84	Meridian Rd. to Eagle Rd.	1.99	110.270	113.200	106.740	1.060	0.968		

I-84	Eagle Rd. to Five Mile Rd.	2.04	113.210	118.100	112.510	1.050	0.994		
I-84	Five Mile Rd. to Overland Rd.	2.10	116.200	121.500	115.690	1.050	0.996	1.271	0.990
I-84	Overland Rd. to Orchard St.	1.86	105.370	111.880	101.550	1.100	0.964		
I-84	Orchard St. to Vista Ave.	1.49	82.300	91.310	80.550	1.130	0.979		
I-84	Vista Ave. to Broadway Ave.	1.00	55.500	137.790	55.810	2.470	1.006		
I-84	Broadway Ave. to Gowen Rd.	2.45	121.260	152.470	121.780	1.250	1.004		
I-84	Gowen Rd. to Eisenman	2.58	123.740	147.990	122.660	1.210	0.991		
Orchard St.	I-84 EB Ramps to Overland Rd.	1.08	119.310	185.850	127.160	1.460	1.066	1.680	1.072
Orchard St.	Overland Rd. to Franklin Rd.	0.85	102.000	193.510	119.660	1.620	1.173		
Orchard St.	Franklin Rd. to Emerald St	0.54	84.000	143.870	77.910	1.850	0.928		
Orchard St.	Emerald St to I-184 EB Ramp	0.42	50.400	63.380	51.080	1.240	1.013		
Orchard St.	I-184 EB Ramp to Bond St.	0.20	23.400	30.430	30.110	1.010	1.287		
Orchard St.	Bond St. to Chinden Blvd.	0.28	34.080	119.020	34.160	3.480	1.002		
Overland Rd.	Cole Rd. to Curtis Rd.	0.81	83.520	146.840	112.290	1.310	1.344	1.499	1.208
Overland Rd.	Curtis Rd. to Orchard St.	0.51	52.460	118.140	55.240	2.140	1.053		
Overland Rd.	Orchard St. to Roosevelt St.	0.49	50.400	61.880	59.430	1.040	1.179		
Overland Rd.	Roosevelt St. to Owyhee St.	0.50	51.430	85.130	53.450	1.590	1.039		
Overland Rd.	Owyhee St. to Vista Ave./Overland Rd.	0.49	50.400	102.250	67.850	1.510	1.346		
Park/Parkcenter Blvd	Broadway Ave. to Park/Parkcenter/Clearwater	0.31	32.300	63.390	38.700	1.640	1.198	1.299	1.040
Park/Parkcenter Blvd	Park/Parkcenter/Clearwater to Beacon St.	0.32	32.710	46.400	29.610	1.570	0.905		
Park/Parkcenter Blvd	Beacon St. to Mallard Dr.	0.52	53.180	75.990	55.200	1.380	1.038		
Park/Parkcenter Blvd	Mallard Dr. to River Run Dr.	0.55	56.570	65.460	57.780	1.130	1.021		
Park/Parkcenter Blvd	River Run Dr. to Apple St.	0.45	46.290	71.120	48.410	1.470	1.046		
Park/Parkcenter Blvd	Apple St. to Monterey	0.88	90.510	99.440	94.310	1.050	1.042		
SH-44	Linder to Begin New Alignment	1.53	100.150	150.400	107.860	1.390	1.077	1.276	1.251

SH-44	Begin New Alignment to Eagle Rd.	1.54	100.730	160.990	103.380	1.560	1.026		
SH-44	Eagle Rd. to Hwy 55	1.96	123.770	153.850	222.190	0.690	1.795		
SH-44	Hwy 55 to Horseshoe Bend Rd.	0.19	12.240	28.680	24.650	1.160	2.014		
SH-44	Horseshoe Bend Rd. to Glenwood	2.03	144.970	197.760	150.710	1.310	1.040		
SH-44	State St. to Marigold	0.61	62.740	141.150	74.630	1.890	1.190		
SH-44	Marigold to Chinden Blvd.	0.70	72.000	110.770	76.860	1.440	1.068		
SH-44	Kingsbury Rd. to Blessinger Lane	1.01	65.850	65.700	65.720	1.000	0.998	1.347	1.014
SH-44	Blessinger Lane to Can-Ada Rd.	1.05	68.920	68.660	69.510	0.990	1.009		
SH-44	Can-Ada Rd. to Star Rd.	1.00	88.410	108.390	90.950	1.190	1.029		
SH-44	Star Rd. to Taurus Way	0.44	63.360	65.150	65.870	0.990	1.040		
SH-44	Taurus Way to Jct SH 16	1.30	92.820	104.870	93.850	1.120	1.011		
SH-44	Jct SH 16 to Palmer Lane	0.75	49.220	53.990	50.890	1.060	1.034		
SH-44	Palmer Lane to Linder	1.51	99.030	236.160	99.620	2.370	1.006		
SH-55	I-84 EB Ramps to St. Lukes Ln.	0.42	30.460	164.090	51.060	3.210	1.676	2.379	1.112
SH-55	St. Lukes Ln. to Franklin	0.25	18.000	102.470	22.420	4.570	1.246		
SH-55	Franklin to Fairview	1.00	72.140	222.150	73.910	3.010	1.025		
SH-55	Fairview to Ustick	0.98	68.420	140.330	67.890	2.070	0.992		
SH-55	Ustick to McMillan	1.01	66.170	210.740	73.090	2.880	1.105		
SH-55	McMillan to Chinden	1.01	66.040	142.810	69.910	2.040	1.059		
SH-55	Chinden to Hwy 44	1.91	129.510	236.900	143.780	1.650	1.110		
SH-55	Hwy 44 to Hill Rd.	0.62	40.320	50.830	48.940	1.040	1.214	1.121	1.066
SH-55	Hill Rd. to Floating Feather	0.89	58.450	71.410	59.840	1.190	1.024		
SH-55	Floating Feather to Beacon Light	0.99	64.800	73.120	65.620	1.110	1.013		
SH-69	Kuna Rd. to Deer Flat Rd.	0.98	64.080	70.170	68.880	1.020	1.075	1.638	1.024
SH-69	Deer Flat Rd. to Hubbard Rd.	0.99	65.000	66.880	66.160	1.010	1.018		
SH-69	Hubbard Rd. to Columbia Rd.	1.01	66.040	67.100	66.650	1.010	1.009		
SH-69	Columbia Rd. to Lake Hazel Rd.	1.00	65.590	66.750	66.170	1.010	1.009		
SH-69	Lake Hazel Rd. to Amity Rd.	1.01	66.040	109.230	67.190	1.630	1.017		

SH-69	Amity Rd. to Victory Rd.	1.01	66.040	72.640	66.630	1.090	1.009		
SH-69	Victory Rd. to Overland Rd.	1.01	69.480	338.890	70.580	4.800	1.016		
SH-69	Overland Rd. to I-84 EB Ramps	0.13	11.540	16.920	13.940	1.210	1.208		
SH-69	I-84 EB Ramps to I-84 WB Ramps	0.17	17.070	18.200	17.070	1.070	1.000		
State St.	Glenwood to Pierce Park	0.69	54.960	74.620	73.860	1.010	1.344	1.454	1.091
State St.	Pierce Park to Collister	1.32	105.840	158.700	107.390	1.480	1.015		
State St.	Collister to Veterans Parkway	0.91	93.810	186.400	98.200	1.900	1.047		
State St.	Veterans Parkway to 27th St	0.93	95.350	145.540	98.440	1.480	1.032		
State St.	27th St to 18th St.	0.66	74.540	100.530	81.440	1.230	1.093		
State St.	18th St. to 15th St.	0.24	28.680	47.660	33.990	1.400	1.185		
US-20/26	Linder to Eagle Rd.	2.97	194.470	321.080	203.280	1.580	1.045	1.908	1.044
US-20/26	Eagle Rd. to Cloverdale Rd.	1.00	65.520	213.940	71.920	2.970	1.098		
US-20/26	Cloverdale Rd. to Garrett	1.84	123.070	234.590	127.830	1.840	1.039		
US-20/26	Garrett to Glenwood	1.09	98.070	190.250	98.060	1.940	1.000		
US-20/26	Glenwood to Veterans Pkwy.	1.96	201.090	298.530	207.610	1.440	1.032	1.584	1.029
US-20/26	Veterans Pkwy. to 36th	0.65	66.650	74.560	69.360	1.070	1.041		
US-20/26	36th to Main St.	0.48	49.580	141.700	49.620	2.860	1.001		
US-20/26	Main St. to 13th.	1.26	96.770	160.670	115.280	1.390	1.191	1.173	1.244
US-20/26	13th. to 9th	0.30	30.960	47.080	54.680	0.860	1.766		
US-20/26	9th to Capitol Blvd.	0.14	14.810	17.290	23.430	0.740	1.582		
US-20/26	Capitol Blvd. to Broadway	0.72	74.470	78.960	78.210	1.010	1.050		
US-20/26	I-84 EB Ramps to Federal Way	0.69	60.210	69.440	60.760	1.140	1.009	1.444	1.090
US-20/26	Federal Way to Boise Ave.	1.07	110.060	179.240	115.890	1.550	1.053		
US-20/26	Boise Ave. to Beacon	0.55	56.670	83.440	65.580	1.270	1.157		
US-20/26	Beacon to Broadway/Myrtle	0.51	52.460	78.500	57.600	1.360	1.098		
US-20/26	Myrtle to Front	0.14	14.190	66.360	21.040	3.150	1.483		

US-20/26	11th Ave. N Ext. to Can-Ada Rd.	1.02	66.440	67.830	66.860	1.010	1.006	1.269	1.004
US-20/26	Can-Ada Rd. to Star Rd.	0.98	63.950	80.810	64.000	1.260	1.001		
US-20/26	Star Rd. to McDermitt Rd.	1.01	65.910	76.370	66.080	1.160	1.003		
US-20/26	McDermitt Rd. to Black Cat Rd.	0.99	64.670	67.990	65.030	1.050	1.006		
US-20/26	Black Cat Rd. to Ten Mile Rd.	1.00	65.520	66.240	65.790	1.010	1.004		
US-20/26	Ten Mile Rd. to Linder	1.00	65.130	139.420	65.560	2.130	1.007		
Vista/Capitol/9th	Wright St. to I-84 EB Ramps	0.08	8.020	26.590	8.310	3.200	1.036	1.645	1.099
Vista/Capitol/9th	I-84 EB Ramps to Canal St.	0.48	49.370	71.460	52.400	1.360	1.061		
Vista/Capitol/9th	Canal St. to Targee St.	0.37	38.060	47.310	39.610	1.190	1.041		
Vista/Capitol/9th	Targee St. to Overland Rd.	0.49	50.400	61.420	53.560	1.150	1.063		
Vista/Capitol/9th	Vista Ave./Overland Rd. to Kootenai St.	0.24	24.690	66.190	26.660	2.480	1.080		
Vista/Capitol/9th	Kootenai St. to Eastover Rd.	0.61	62.230	70.870	61.650	1.150	0.991		
Vista/Capitol/9th	Eastover Rd. to University Dr.	0.29	30.030	103.720	40.900	2.540	1.362		
Vista/Capitol/9th	University Dr. to Myrtle St.	0.54	62.540	124.290	72.020	1.730	1.152		
Vista/Capitol/9th	Myrtle St. to Front St.	0.12	14.400	44.960	22.340	2.010	1.551		
Vista/Capitol/9th	Front St. to Bannock St.	0.27	38.160	87.400	38.030	2.300	0.997		

Table A-2: Ascending Data – Nampa Urbanized Area

Ascending Travel Time Data for Canyon County, 2005									
Name	Description	Distance	Theoretic Time	Congested Time, 2005	Ideal Time	2005 SI	SI Prime	2005 Weighted Average SI	SI Prime Weighted Average
10th Ave.	I-84 WB Ramps to Chicago St.	0.43	48.240	67.780	55.410	1.220	1.149	1.020	1.559
10th Ave.	Chicago St. to Cleveland Blvd.	0.32	43.610	69.120	92.240	0.750	2.115		
21st Ave.	Cleveland Blvd. to Chicago St.	0.43	51.240	76.220	61.660	1.240	1.203	1.455	1.335
21st Ave.	Chicago St. to Franklin Rd.	0.32	32.710	42.310	39.300	1.080	1.201		
21st Ave.	Franklin Rd. to I-84 EB Ramps	0.17	17.180	87.200	32.650	2.670	1.900		
Airport Rd.	Garrity Blvd. to Happy Valley Rd.	1.03	106.150	145.170	127.930	1.130	1.205	1.130	0.631
Franklin Blvd.	11th Ave. N to I-84 WB Ramps	0.94	85.260	130.520	94.910	1.380	1.113	1.380	0.499
I-84	Hwy 44 to US 20/26	1.16	63.970	62.170	63.970	0.970	1.000	1.039	1.000
I-84	US 20/26 to IB-84	0.73	40.380	41.680	40.380	1.030	1.000		
I-84	IB-84 to 10th St.	0.90	49.680	51.400	49.680	1.030	1.000		
I-84	10th St. to US-20/26	1.03	57.050	59.150	57.050	1.040	1.000		
I-84	US-20/26 to Nampa Blvd.	6.31	349.700	367.630	349.700	1.050	1.000		
I-84	Nampa Blvd. to Franklin Blvd.	1.02	56.550	60.010	56.550	1.060	1.000		
I-84	Franklin Blvd. to Garrity IC	1.96	108.550	228.960	108.550	2.110	1.000	1.429	1.000
I-84	Garrity IC to Ten Mile Rd.	4.06	224.580	246.870	224.580	1.100	1.000		
IB-84	Cleveland/Centennial Way to Kimball	0.50	72.580	100.480	79.200	1.270	1.091	1.509	1.020
IB-84	Kimball to 10th	0.14	20.300	61.170	22.460	2.720	1.106		
IB-84	10th to 18th	0.58	66.120	97.510	74.860	1.300	1.132		

IB-84	18th to 21st	0.22	22.420	37.250	24.210	1.540	1.080		
IB-84	21st to Linden	0.68	69.730	133.850	63.020	2.120	0.904		
IB-84	Linden to Ustick	1.44	118.560	186.700	121.980	1.530	1.029		
IB-84	Ustick to Homedale Rd.	1.47	117.280	143.260	114.780	1.250	0.979		
IB-84	Homedale Rd. to Middleton Rd.	0.73	63.030	99.840	65.900	1.510	1.046	1.402	1.116
IB-84	Middleton Rd. to Karcher Rd.	0.74	76.530	118.610	78.650	1.510	1.028		
IB-84	Karcher Rd. to Midland	0.64	66.240	90.610	78.940	1.150	1.192		
IB-84	Midland to Canyon St.	1.05	107.590	156.660	107.850	1.450	1.002		
IB-84	Canyon St. to Yale/Hwy 55	0.30	31.060	62.840	38.530	1.630	1.241		
IB-84	Yale/Hwy 55 to 7th Ave.	0.45	46.390	51.140	50.320	1.020	1.085		
IB-84	7th Ave. to 11th/3rd	0.28	34.250	61.570	48.630	1.270	1.420		
IB-84	11th/3rd to Garrity/Franklin	0.86	104.480	140.020	117.560	1.190	1.125		
IB-84	Garrity/Franklin to 16th	0.33	33.530	43.860	36.450	1.200	1.087		
IB-84	16th to Flamingo	1.65	149.360	270.830	170.780	1.590	1.143		
IB-84	Flamingo to I-84 WB Ramps	0.30	23.200	42.800	28.440	1.500	1.226		
Middleton Rd.	Center I-84 Overpass to Ustick Rd.	0.83	65.930	68.000	66.110	1.030	1.003	1.067	1.011
Middleton Rd.	Ustick Rd. to Linden Rd.	1.03	73.870	76.190	72.800	1.050	0.986		
Middleton Rd.	Linden Rd. to US-20/26	1.03	73.440	120.150	80.810	1.490	1.100		
Middleton Rd.	US-20/26 to Lincoln St. W.	1.03	74.160	78.110	76.870	1.020	1.037		
Middleton Rd.	Lincoln St. W. to Ctr Boise Rv. Br.	1.37	129.600	105.220	121.440	0.870	0.937		
Middleton Rd.	Ctr Boise Rv. Br. to Jct SH-44	0.74	106.560	105.960	109.790	0.970	1.030		
SH-19/IB-84	Simplot Exit #3 to Farmway	1.01	66.180	69.850	65.390	1.070	0.988	1.148	1.147
SH-19/IB-84	Farmway to Blaine/Simplot Blvd.	0.86	49.400	88.780	69.130	1.280	1.399		
SH-19/IB-84	Blaine to Chicago	0.28	44.020	51.940	46.880	1.110	1.065		
SH-19/IB-84	Chicago to I-84 WB Ramps	0.52	44.750	53.480	48.540	1.100	1.085		
SH-44	I-84 EB ramps to Old Hwy 30	0.25	25.920	24.970	25.740	0.970	0.993	1.006	1.015
SH-44	Old Hwy 30 to Emmett Rd.	2.14	142.000	143.100	142.970	1.000	1.007		
SH-44	Emmett Rd. to Cemetery Rd.	1.02	74.270	79.070	76.780	1.030	1.034		

SH-44	Cemetery Rd. to Middleton Rd.	0.75	95.160	101.310	100.130	1.010	1.052		
SH-44	Middleton Rd. to Marjorie Ave.	0.53	45.510	47.510	45.770	1.040	1.006		
SH-44	Marjorie Ave. to Duff Lane	0.77	52.420	52.310	52.370	1.000	0.999		
SH-44	Duff Lane to Lansing Lane	1.01	66.110	66.620	66.340	1.000	1.003		
SH-44	Lansing Lane to Kingsbury Rd.	1.03	67.550	67.930	68.720	0.990	1.017		
SH-45	Ruth Ln. to Greenhurst	1.55	133.750	192.110	139.550	1.380	1.043	1.390	1.121
SH-45	Greenhurst to Iowa	0.44	45.570	87.920	55.220	1.590	1.212		
SH-45	Iowa to Lake Lowell Ave.	0.56	57.290	76.070	57.900	1.310	1.011		
SH-45	Lake Lowell Ave. to 7th	1.03	105.940	167.360	113.510	1.470	1.071		
SH-45	7th to 12th Ave/3rd St.	0.29	32.790	62.750	54.660	1.150	1.667		
SH-45	12th Ave/3rd St. to 2nd/11th	0.15	21.020	31.940	28.640	1.120	1.363		
SH-55	3rd St. S to 1st St. N	0.38	39.190	51.030	40.810	1.250	1.041	1.599	1.103
SH-55	1st St. N to 6th St. N	0.53	42.960	60.390	45.420	1.330	1.057		
SH-55	6th St. N to I-84 WB Ramps	0.25	19.840	69.650	25.660	2.710	1.293		
US-20/26	I-84 EB off ramp to I-84 WB ramps	0.18	18.310	68.470	40.830	1.680	2.230	1.161	1.034
US-20/26	I-84 WB ramps to Muller Rd.	0.20	20.670	21.050	20.520	1.030	0.993		
US-20/26	Muller Rd. to KCID Rd.	1.08	77.870	87.570	78.330	1.120	1.006		
US-20/26	KCID Rd. to Middleton Rd.	0.99	64.870	94.850	63.880	1.480	0.985		
US-20/26	Middleton Rd. to Midland Blvd.	1.00	65.590	76.520	65.820	1.160	1.004		
US-20/26	Midland Blvd. to Northside Blvd.	1.00	65.190	69.530	65.390	1.060	1.003		
US-20/26	Northside Blvd. to Franklin Rd.	1.01	65.850	70.320	66.200	1.060	1.005		
US-20/26	Franklin Rd. to 11th Ave. N Ext.	1.02	66.570	68.350	66.450	1.030	0.998		
Ustick Rd.	Farmway Rd to Kimball	0.71	72.510	82.010	81.600	1.010	1.125	1.309	1.140
Ustick Rd.	Kimball to 10th Ave.	0.25	25.820	59.360	32.700	1.820	1.266		
Ustick Rd.	10th Ave. to Indiana Ave	1.00	103.170	142.660	114.900	1.240	1.114		
Ustick Rd.	Indiana Ave to Lake Ave	1.01	103.680	128.420	113.830	1.130	1.098		
Ustick Rd.	Lake Ave to Caldwell Blvd	0.40	41.140	68.050	63.330	1.070	1.539		
Ustick Rd.	Caldwell Blvd to RR Crossing	0.35	35.490	95.000	37.470	2.540	1.056		

Ustick Rd.	RR Crossing to Middleton Rd	1.28	106.920	149.990	114.810	1.310	1.074	
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Table A-3: Descending Data – Northern Ada County

Descending Travel Time Data for Ada County, 2005									
Name	Description	Distance	Theoretic Time	Congested Time, 2005	Ideal Time	2005 SI	SI Prime	2005 Weighted Average SI	SI Prime Weighted Average
Americana/15th/16th	State St. to Main St	1.28	30.000	37.780	48.960	0.770	1.632	1.245	1.254
Americana/15th/16th	Main St to Shoreline Dr.	1.67	54.000	91.450	55.390	1.650	1.026		
Americana/15th/16th	Shoreline Dr. to Emerald St.	0.54	64.800	77.170	69.140	1.120	1.067		
Cole Rd.	Chinden Blvd. to Mountainview Dr.	0.61	73.200	128.410	84.000	1.530	1.148	1.555	0.653
Cole Rd.	Mountainview Dr. to Ustick Rd.	0.60	62.130	98.430	74.790	1.320	1.204		
Cole Rd.	Ustick Rd. to Northview St.	0.54	55.850	73.330	55.540	1.320	0.994		
Cole Rd.	Northview St. to Fairview Ave.	0.51	52.660	142.130	68.180	2.080	1.295		
Cole Rd.	Fairview Ave. to Emerald St.	0.49	50.190	70.560	53.380	1.320	1.064		
Cole Rd.	Emerald St. to Franklin Rd.	0.52	53.380	134.080	64.190	2.090	1.203		
Cole Rd.	Franklin Rd. to Overland Rd.	1.00	102.550	162.010	115.160	1.410	1.123		
Fariview Ave.	Orchard St. to Curtis Rd.	0.56	52.560	117.400	58.820	2.000	1.119	1.708	1.086
Fariview Ave.	Curtis Rd. to Liberty St.	0.38	39.090	48.620	41.090	1.180	1.051		
Fariview Ave.	Liberty St. to Cole Rd.	0.66	67.370	155.680	81.810	1.900	1.214		
Fariview Ave.	Cole Rd. to Milwaukee St.	0.51	52.050	79.390	60.310	1.320	1.159		
Fariview Ave.	Milwaukee St. to Maple Grove Rd.	0.50	51.220	81.470	54.530	1.490	1.065		
Fariview Ave.	Maple Grove Rd. to Mitchell St.	0.62	53.380	67.480	53.420	1.260	1.001		
Fariview Ave.	Mitchell St. to Five Mile Rd.	0.49	50.500	210.450	55.170	3.810	1.092		
Fariview Ave.	Five Mile Rd. to Cloverdale Rd.	1.01	90.900	124.330	94.440	1.320	1.039		
Fariview Ave.	Cloverdale Rd. to Eagle Rd.	1.01	90.900	151.610	97.100	1.560	1.068		
Fariview Ave.	Eagle Rd. to Locust Grove St.	1.00	91.480	142.000	112.340	1.260	1.228	1.609	1.086
Fariview Ave.	Locust Grove St. to Main St.	0.85	87.630	219.280	91.110	2.410	1.040		
Fariview Ave.	Main St. to Linder St.	1.12	114.790	246.120	117.760	2.090	1.026		

Fariview Ave.	Linder St. to Ten Mile Rd.	1.02	104.910	142.070	108.600	1.310	1.035		
Fariview Ave.	Ten Mile Rd. to Black Cat Rd.	1.01	103.890	120.720	114.630	1.050	1.103		
Five Mile Rd.	Fairview Ave. to Franklin Rd.	1.03	106.150	232.700	115.620	2.010	1.089	1.871	1.099
Five Mile Rd.	Franklin Rd. to Overland Rd.	1.02	104.810	200.830	116.140	1.730	1.108		
Franklin Rd.	Cole Rd. to Milwaukee St.	0.36	37.030	125.570	38.370	3.270	1.036	1.790	1.038
Franklin Rd.	Milwaukee St. to Maple Grove Rd.	0.65	66.860	115.730	72.200	1.600	1.080		
Franklin Rd.	Maple Grove Rd. to Five Mile Rd.	1.01	84.230	148.950	84.960	1.750	1.009		
Franklin Rd.	Five Mile Rd. to Cloverdale Rd.	1.01	80.800	169.130	86.700	1.950	1.073		
Franklin Rd.	Cloverdale Rd. to Eagle Rd.	1.06	84.720	209.750	88.770	2.360	1.048		
Franklin Rd.	Eagle Rd. to Nola Rd.	1.01	81.040	80.810	79.660	1.010	0.983		
Franklin Rd.	Nola Rd. to Main St.	0.98	87.840	133.510	92.600	1.440	1.054		
I-184	Chinden Blvd. to Orchard St.	0.50	32.730	33.420	32.160	1.040	0.983	1.010	1.001
I-184	Orchard St. to Curtis Rd.	0.55	36.000	35.400	34.770	1.020	0.966		
I-184	Curtis Rd. to Franklin Rd.	1.46	95.300	101.200	99.870	1.010	1.048		
I-184	Franklin Rd. to Jct. I-84	1.08	70.950	67.490	68.420	0.990	0.964		
I-84	Eisenman to Gowen Rd.	2.58	123.740	136.710	122.030	1.120	0.986	1.165	0.987
I-84	Gowen Rd. to Broadway Ave.	2.45	121.260	138.700	121.050	1.150	0.998		
I-84	Broadway Ave. to Vista Ave.	1.00	55.500	90.530	54.400	1.660	0.980		
I-84	Vista Ave. to Orchard St.	1.49	82.300	86.580	80.660	1.070	0.980		
I-84	Orchard St. to Overland Rd.	1.86	105.370	121.120	100.290	1.210	0.952		
I-84	Overland Rd. to Five Mile Rd.	2.10	116.200	120.810	117.840	1.030	1.014		
I-84	Five Mile Rd. to Eagle Rd.	2.04	113.210	118.340	112.590	1.050	0.995	1.443	0.976
I-84	Eagle Rd. to Meridian Rd.	1.99	110.270	223.390	106.660	2.090	0.967		
I-84	Meridian Rd. to Ten Mile Rd.	2.01	111.160	129.260	107.310	1.200	0.965		
Main/Idaho	Idaho St/Ave. B to 1st St.	0.13	15.600	26.310	22.780	1.150	1.460	1.450	1.196
Main/Idaho	1st St. to 6th St.	0.36	42.600	74.200	47.780	1.550	1.122		

Main/Idaho	6th St. to 9th St.	0.19	22.800	48.510	26.420	1.840	1.159		
Main/Idaho	9th St. to 13th St.	0.19	34.800	61.920	34.390	1.800	0.988		
Main/Idaho	13th St. to 16th St.	0.29	31.200	49.480	26.330	1.880	0.844		
Main/Idaho	16th St. to Grove St.	0.15	21.600	21.420	24.980	0.860	1.156		
Main/Idaho	Grove St. to 23rd St.	0.19	19.250	27.940	46.200	0.600	2.400		
Main/Idaho	23rd St. to 27th St.	0.28	29.010	62.690	31.990	1.960	1.103		
Main/Idaho	27th St. to W. End Boise River Br.	0.39	40.420	44.470	42.010	1.060	1.039		
Orchard St.	Chinden Blvd. to Bond St.	0.28	34.080	39.020	36.370	1.070	1.067	1.456	1.041
Orchard St.	Bond St. to I-184 EB Ramp	0.20	23.400	60.710	26.000	2.330	1.111		
Orchard St.	I-184 EB Ramp to Emerald St	0.42	50.400	85.560	52.190	1.640	1.036		
Orchard St.	Emerald St to Franklin Rd.	0.54	84.000	90.310	78.120	1.160	0.930		
Orchard St.	Franklin Rd. to Overland Rd.	0.85	102.000	176.310	118.400	1.490	1.161		
Orchard St.	Overland Rd. to I-84 EB Ramps	1.08	119.310	170.010	117.550	1.450	0.985		
Overland Rd.	Vista Ave./Overland Rd. to Owyhee St.	0.49	50.400	73.530	56.140	1.310	1.114	1.653	1.185
Overland Rd.	Owyhee St. to Roosevelt St.	0.50	51.430	89.460	54.980	1.630	1.069		
Overland Rd.	Roosevelt St. to Orchard St.	0.49	50.400	143.710	66.760	2.150	1.325		
Overland Rd.	Orchard St. to Curtis Rd.	0.51	52.460	94.290	53.390	1.770	1.018		
Overland Rd.	Curtis Rd. to Cole Rd.	0.81	83.520	165.670	110.160	1.500	1.319		
Park/Parkcenter Blvd	Monterey to Apple St.	0.88	90.510	107.480	96.530	1.110	1.067	1.248	1.043
Park/Parkcenter Blvd	Apple St. to River Run Dr.	0.45	46.290	63.010	47.390	1.330	1.024		
Park/Parkcenter Blvd	River Run Dr. to Mallard Dr.	0.55	56.570	70.260	57.060	1.230	1.009		
Park/Parkcenter Blvd	Mallard Dr. to Beacon St.	0.52	53.180	65.380	55.510	1.180	1.044		
Park/Parkcenter Blvd	Beacon St. to Park/Parkcenter/Clearwater	0.32	32.710	46.980	28.450	1.650	0.870		
Park/Parkcenter Blvd	Park/Parkcenter/Clearwater to Broadway Ave.	0.52	53.180	77.600	61.870	1.250	1.163		
SH-44	Chinden Blvd. to Marigold	0.70	72.000	160.320	77.750	2.060	1.080	1.673	1.059
SH-44	Marigold to State St.	0.61	62.740	99.000	68.870	1.440	1.098		

SH-44	Glenwood to Horseshoe Bend Rd.	2.03	144.970	179.530	152.280	1.180	1.050		
SH-44	Horseshoe Bend Rd. to Hwy 55	0.19	12.240	33.170	22.290	1.490	1.821		
SH-44	Hwy 55 to Eagle Rd.	1.96	123.770	276.830	128.720	2.150	1.040		
SH-44	Eagle Rd. to Begin New Alignment	1.54	100.730	135.060	102.640	1.320	1.019		
SH-44	Begin New Alignment to Linder	1.53	100.150	203.730	101.570	2.010	1.014		
SH-44	Linder to Palmer Lane	1.51	99.030	110.070	99.720	1.100	1.007	1.148	1.020
SH-44	Palmer Lane to Jct SH 16	0.75	49.220	99.350	53.950	1.840	1.096		
SH-44	Jct SH 16 to Taurus Way	1.30	92.820	110.390	96.640	1.140	1.041		
SH-44	Taurus Way to Star Rd.	0.44	63.360	66.590	66.560	1.000	1.051		
SH-44	Star Rd. to Can-Ada Rd.	1.00	88.410	92.480	86.650	1.070	0.980		
SH-44	Can-Ada Rd. to Blessinger Lane	1.05	68.920	69.150	68.700	1.010	0.997		
SH-44	Blessinger Lane to Kingsbury Rd.	1.01	65.850	66.520	66.330	1.000	1.007		
SH-55	Beacon Light to Floating Feather	0.99	64.800	79.130	76.620	1.030	1.182	1.281	1.103
SH-55	Floating Feather to Hill Rd.	0.89	58.450	63.550	59.650	1.070	1.021		
SH-55	Hill Rd. to Hwy 44	0.62	40.320	87.780	44.180	1.990	1.096		
SH-55	Hwy 44 to Chinden	1.91	129.510	212.570	138.010	1.540	1.066	1.596	1.086
SH-55	Chinden to McMillan	1.01	66.040	80.480	67.910	1.190	1.028		
SH-55	McMillan to Ustick	1.01	66.170	97.670	67.090	1.460	1.014		
SH-55	Ustick to Fairview	0.98	68.420	96.700	68.470	1.410	1.001		
SH-55	Fairview to Franklin	1.00	72.140	185.840	78.300	2.370	1.085		
SH-55	Franklin to St. Lukes Ln.	0.25	18.000	33.620	20.430	1.650	1.135		
SH-55	St. Lukes Ln. to I-84 EB Ramps	0.42	30.460	85.500	50.420	1.700	1.655		
SH-69	I-84 WB Ramps to I-84 EB Ramps	0.17	17.070	33.980	17.190	1.980	1.007	1.216	1.026
SH-69	I-84 EB Ramps to Overland Rd.	0.13	11.540	66.700	15.240	4.380	1.321		
SH-69	Overland Rd. to Victory Rd.	1.01	69.480	99.770	72.250	1.380	1.040		
SH-69	Victory Rd. to Amity Rd.	1.01	66.040	99.770	66.460	1.500	1.006		
SH-69	Amity Rd. to Lake Hazel Rd.	1.01	66.040	71.140	66.510	1.070	1.007		
SH-69	Lake Hazel Rd. to Columbia Rd.	1.00	65.590	66.850	66.200	1.010	1.009		

SH-69	Columbia Rd. to Hubbard Rd.	1.01	66.040	67.030	66.570	1.010	1.008		
SH-69	Hubbard Rd. to Deer Flat Rd.	0.99	65.000	66.290	66.210	1.000	1.019		
SH-69	Deer Flat Rd. to Kuna Rd.	0.98	64.080	68.600	67.960	1.010	1.061		
State St.	15th St. to 18th St.	0.24	28.680	46.710	44.580	1.050	1.554	1.447	1.074
State St.	18th St. to 27th St	0.66	74.540	97.870	74.540	1.310	1.000		
State St.	27th St to Veterans Parkway	0.93	95.350	187.440	98.960	1.890	1.038		
State St.	Veterans Parkway to Collister	0.91	93.810	107.920	96.810	1.110	1.032		
State St.	Collister to Pierce Park	1.32	105.840	175.560	113.330	1.550	1.071		
State St.	Pierce Park to Glenwood	0.69	54.960	81.780	59.900	1.370	1.090		
US-20/26	Broadway/Myrtle to Beacon	0.51	52.460	88.020	57.970	1.520	1.105	1.505	1.049
US-20/26	Beacon to Boise Ave.	0.55	56.670	115.480	62.190	1.860	1.097		
US-20/26	Boise Ave. to Federal Way	1.07	110.060	110.960	109.190	1.020	0.992		
US-20/26	Federal Way to I-84 EB Ramps	0.69	60.210	125.150	63.710	1.960	1.058		
US-20/26	Front/Broadway to Capitol Blvd.	0.65	66.650	116.320	86.880	1.340	1.304	1.110	1.084
US-20/26	Capitol Blvd. to 9th	0.14	14.810	19.480	15.770	1.240	1.065		
US-20/26	9th to 13th	0.29	29.620	32.710	29.670	1.100	1.002		
US-20/26	13th. to Main St.	1.26	96.770	94.160	95.950	0.980	0.992		
US-20/26	Main St. to 36th	0.48	49.580	121.500	50.420	2.410	1.017	1.797	1.062
US-20/26	36th to Veterans Pkwy.	0.65	66.650	231.720	78.250	2.960	1.174		
US-20/26	Veterans Pkwy. to Glenwood	1.96	201.090	263.400	208.410	1.260	1.036		
US-20/26	Glenwood to Garrett	1.09	98.070	178.580	98.830	1.810	1.008	1.845	1.053
US-20/26	Garrett to Cloverdale Rd.	1.84	123.070	185.360	137.190	1.350	1.115		
US-20/26	Cloverdale Rd. to Eagle Rd.	1.00	65.520	249.760	73.450	3.400	1.121		
US-20/26	Eagle Rd. to Linder	2.97	194.470	322.610	196.140	1.640	1.009		
US-20/26	Linder to Ten Mile Rd.	1.00	65.130	71.760	66.200	1.080	1.016	1.173	1.007
US-20/26	Ten Mile Rd. to Black Cat Rd.	1.00	65.520	72.370	65.540	1.100	1.000		

US-20/26	Black Cat Rd. to McDermitt Rd.	0.99	64.670	68.550	64.820	1.060	1.002		
US-20/26	McDermitt Rd. to Star Rd.	1.01	65.910	113.020	66.930	1.690	1.015		
US-20/26	Star Rd. to Can-Ada Rd.	0.98	63.950	69.710	64.410	1.080	1.007		
US-20/26	Can-Ada Rd. to 11th Ave. N Ext.	1.02	66.440	67.740	66.460	1.020	1.000		
Vista/Capitol/9th	State St. to Main St.	0.39	31.200	96.460	66.840	1.440	2.142	1.520	1.225
Vista/Capitol/9th	Main St. to Myrtle St.	0.10	23.250	83.920	18.430	4.550	0.793		
Vista/Capitol/9th	Myrtle St. to University Dr.	0.50	51.840	104.480	62.030	1.680	1.197		
Vista/Capitol/9th	University Dr. to Eastover Rd.	0.29	30.030	37.070	35.320	1.050	1.176		
Vista/Capitol/9th	Eastover Rd. to Kootenai St.	0.61	62.230	91.410	62.950	1.450	1.012		
Vista/Capitol/9th	Kootenai St. to Vista Ave./Overland Rd.	0.24	24.690	70.050	38.880	1.800	1.575		
Vista/Capitol/9th	Overland Rd. to Targee St.	0.49	50.400	57.870	55.470	1.040	1.101		
Vista/Capitol/9th	Targee St. to Canal St.	0.37	38.060	46.010	38.920	1.180	1.023		
Vista/Capitol/9th	Canal St. to I-84 EB Ramps	0.48	49.370	86.970	51.630	1.680	1.046		
Vista/Capitol/9th	I-84 EB Ramps to Wright St.	0.08	8.020	17.280	8.310	2.080	1.036		

Table A-4: Descending Data – Nampa Urbanized Area

Descending Travel Time Data for Canyon County, 2005									
Name	Description	Distance	Theoretic Time	Congested Time	Ideal Time	SI	SI Prime	SI Weighted Average	SI Prime Weighted Average
10th Ave.	Cleveland Blvd. to Chicago St.	0.32	43.610	97.510	74.860	1.300	1.717	1.265	1.388
10th Ave.	Chicago St. to I-84 WB Ramps	0.43	48.240	68.400	55.250	1.240	1.145		
21st Ave.	I-84 EB Ramps to Franklin Rd.	0.17	17.180	32.120	25.630	1.250	1.492	1.389	1.372
21st Ave.	Franklin Rd. to Chicago St.	0.32	32.710	39.370	35.840	1.100	1.096		
21st Ave.	Chicago St. to Cleveland Blvd.	0.43	51.240	129.910	78.290	1.660	1.528		
Airport Rd.	Happy Valley Rd. to Garrity Blvd.	1.03	106.150	147.270	129.760	1.130	1.222	1.130	1.222
Franklin Blvd.	I-84 WB Ramps to 11th Ave. N	0.94	85.260	142.980	97.190	1.470	1.140	1.380	1.140
I-84	Franklin Blvd. to Nampa Blvd.	1.02	56.550	56.080	56.550	0.990	1.000	1.054	1.000
I-84	Nampa Blvd. to US-20/26	6.31	349.700	369.380	349.700	1.060	1.000		
I-84	US-20/26 to 10th St.	1.03	57.050	64.220	57.050	1.130	1.000		
I-84	10th St. to IB-84	0.90	49.680	50.240	49.680	1.010	1.000		
I-84	IB-84 to US 20/26	0.73	40.380	42.880	40.380	1.060	1.000		
I-84	US 20/26 to Hwy 44	1.16	63.970	66.670	63.970	1.040	1.000		
I-84	Ten Mile Rd. to Garrity IC	4.06	224.580	251.140	224.580	1.120	1.000	1.117	1.000
I-84	Garrity IC to Franklin Blvd.	1.96	108.550	120.420	108.550	1.110	1.000		
IB-84	Homedale Rd. to Ustick	1.47	117.280	157.630	115.690	1.360	0.986	1.277	1.032
IB-84	Ustick to Linden	1.44	118.560	154.800	120.530	1.280	1.017		
IB-84	Linden to 21st	0.71	71.380	99.830	76.650	1.300	1.074		
IB-84	21st to 18th	0.22	22.730	25.510	24.040	1.060	1.058		
IB-84	18th to 10th	0.58	64.410	95.470	73.330	1.300	1.138		

IB-84	10th to Kimball	0.14	20.380	25.240	22.820	1.110	1.120		
IB-84	Kimball to Blaine/Simplot Blvd.	0.48	76.150	82.460	75.130	1.100	0.987		
IB-84	I-84 WB Ramps to Flamingo	0.30	23.200	52.770	28.440	1.860	1.226	1.361	1.111
IB-84	Flamingo to 16th	1.65	149.360	174.390	170.780	1.020	1.143		
IB-84	16th to Garrity/Franklin	0.33	33.530	132.820	36.450	3.640	1.087		
IB-84	Garrity/Franklin to 11th/3rd	0.86	104.480	179.440	117.560	1.530	1.125		
IB-84	11th/2nd to 7th Ave.	0.29	34.140	32.510	45.560	0.710	1.335		
IB-84	7th Ave. to Hwy 55	0.47	48.550	92.340	63.700	1.450	1.312		
IB-84	Hwy 55 to Canyon St.	0.26	27.150	51.790	35.410	1.460	1.304		
IB-84	Canyon St. to Midland	1.05	107.590	137.990	115.380	1.200	1.072		
IB-84	Midland to Karcher Rd.	0.64	66.240	90.450	66.820	1.350	1.009		
IB-84	Karcher Rd. to Middleton Rd.	0.74	76.530	109.080	76.760	1.420	1.003		
IB-84	Middleton Rd. to Homedale Rd.	0.73	63.030	63.510	60.040	1.060	0.953		
Middleton Rd.	Jct SH-44 to Ctr Boise Rv. Br.	0.74	99.330	99.980	105.630	0.950	1.063	1.054	1.017
Middleton Rd.	Ctr Boise Rv. Br. to Lincoln St. W.	1.37	129.600	106.660	125.420	0.850	0.968		
Middleton Rd.	Lincoln St. W. to US-20/26	1.03	74.160	112.780	77.030	1.460	1.039		
Middleton Rd.	US-20/26 to Linden Rd.	1.03	74.450	78.110	76.540	1.020	1.028		
Middleton Rd.	Linden Rd. to Ustick Rd.	1.03	73.870	79.890	77.860	1.030	1.054		
Middleton Rd.	Ustick Rd. to Center I-84 Overpass	0.83	65.930	67.610	64.200	1.050	0.974		
SH-19/IB-84	I-84 WB Ramps to Chicago	0.52	44.750	50.510	42.790	1.180	0.956	1.091	1.140
SH-19/IB-84	Chicago to Blaine	0.28	44.020	43.500	47.450	0.920	1.078		
SH-19/IB-84	Blaine/Simplot Blvd. to Farmway	0.86	49.400	79.960	70.480	1.130	1.427		
SH-19/IB-84	Farmway to Simplot Exit #3	1.01	66.180	70.700	66.630	1.060	1.007		
SH-44	Kingsbury Rd. to Lansing Lane	1.03	67.550	68.530	68.250	1.000	1.010	1.032	1.018
SH-44	Lansing Lane to Duff Lane	1.01	66.110	67.580	66.550	1.020	1.007		
SH-44	Duff Lane to Marjorie Ave.	0.77	52.420	57.180	54.180	1.060	1.034		
SH-44	Marjorie Ave. to Middleton Rd.	0.53	45.510	50.330	49.330	1.020	1.084		
SH-44	Middleton Rd. to Cemetery Rd.	0.75	95.160	97.840	99.650	0.980	1.047		

SH-44	Cemetery Rd. to Emmett Rd.	1.02	74.270	77.400	76.910	1.010	1.036		
SH-44	Emmett Rd. to Old Hwy 30	2.14	142.000	151.290	140.550	1.080	0.990		
SH-44	Old Hwy 30 to I-84 EB ramps	0.25	25.920	25.070	25.700	0.980	0.992		
SH-45	11th Ave./3rd St. to 12th Ave./3rd St.	0.07	5.600	12.400	11.570	1.070	2.066	1.433	1.054
SH-45	12th Ave/3rd St. to 7th	0.29	32.790	89.230	36.260	2.460	1.106		
SH-45	7th to Lake Lowell Ave.	1.03	105.940	153.070	111.090	1.380	1.049		
SH-45	Lake Lowell Ave. to Iowa	0.56	57.290	78.190	57.900	1.350	1.011		
SH-45	Iowa to Greenhurst	0.44	45.570	109.650	51.200	2.140	1.124		
SH-45	Greenhurst to Ruth Ln.	1.55	133.750	149.100	133.580	1.120	0.999		
SH-55	I-84 WB Ramps to 6th St. N	0.25	19.840	44.510	23.800	1.870	1.200	1.435	1.150
SH-55	6th St. N to 1st St. N	0.53	42.960	45.860	42.990	1.070	1.001		
SH-55	1st St. N to 3rd St. S	0.38	39.190	86.470	51.970	1.660	1.326		
US-20/26	11th Ave. N Ext. to Franklin Rd.	1.02	66.570	67.420	66.800	1.010	1.003	1.238	1.059
US-20/26	Franklin Rd. to Northside Blvd.	1.01	65.850	67.550	66.070	1.020	1.003		
US-20/26	Northside Blvd. to Midland Blvd.	1.00	65.190	66.550	65.380	1.020	1.003		
US-20/26	Midland Blvd. to Middleton Rd.	1.00	65.590	99.240	65.300	1.520	0.996		
US-20/26	Middleton Rd. to KCID Rd.	0.99	64.870	78.770	65.350	1.210	1.007		
US-20/26	KCID Rd. to Muller Rd.	1.08	77.870	89.630	79.200	1.130	1.017		
US-20/26	Muller Rd. to I-84 WB ramps	0.20	20.670	134.360	32.930	4.080	1.593		
US-20/26	I-84 WB ramps to I-84 EB off ramp	0.18	18.310	42.270	42.280	1.000	2.309		
Ustick Rd.	Middleton Rd to RR Crossing	1.28	106.920	112.540	107.960	1.040	1.010	1.199	1.121
Ustick Rd.	RR Crossing to Caldwell Blvd	0.35	35.490	110.340	55.750	1.980	1.571		
Ustick Rd.	Caldwell Blvd to Lake Ave	0.40	41.140	68.080	48.460	1.400	1.178		
Ustick Rd.	Lake Ave to Indiana Ave	1.01	103.680	123.470	112.650	1.100	1.087		
Ustick Rd.	Indiana Ave to 10th Ave.	1.00	103.170	139.960	112.420	1.240	1.090		
Ustick Rd.	10th Ave. to Kimball	0.25	25.820	29.700	29.060	1.020	1.125		
Ustick Rd.	Kimball to Farmway Rd	0.71	72.510	95.860	84.200	1.140	1.161		

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APPENDIX B

Listing of Possible Influences from Construction

Table B-1: Identified areas of Roadway/Utility Construction

Roadway	Location of Construction (Between)	City
Midway	Homedale and Karcher	Caldwell
Karcher Rd.	Midway and Lake	Caldwell
Lake	Karcher and Homedale	Caldwell
Indiana	Homedale and Karcher	Caldwell
	Homedale and Laster	Caldwell
KCID	SH 20/26 and Linden	Caldwell
Middleton	Linden and Ustick	Caldwell
Ustick Rd.	Middleton Rd. and Santa Ana	Caldwell
	At Eagle Rd. (SH 55)	Meridian
Cloverdale Rd.	Franklin Rd. and Overland Rd.	Boise
Franklin Rd.	Eagle Rd and Cloverdale Rd.	Meridian