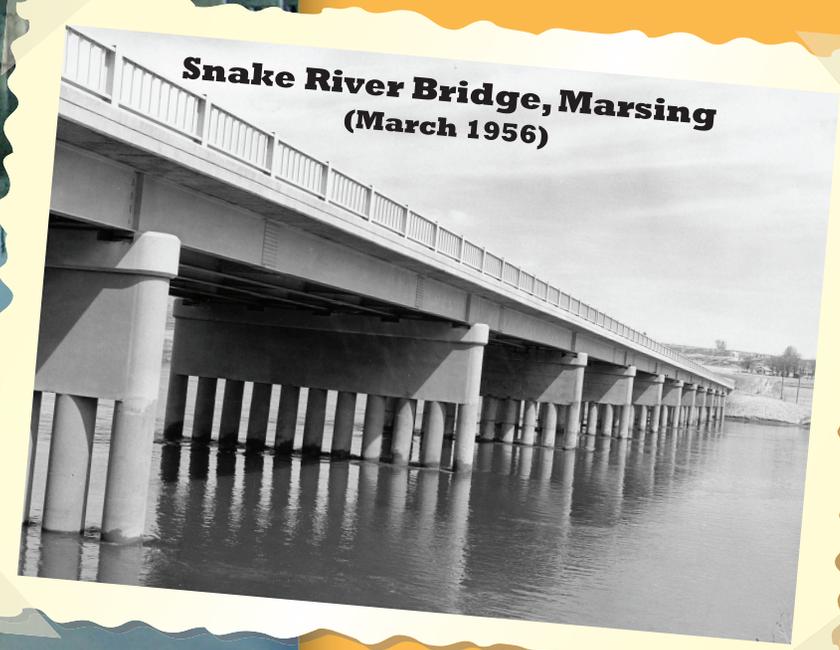
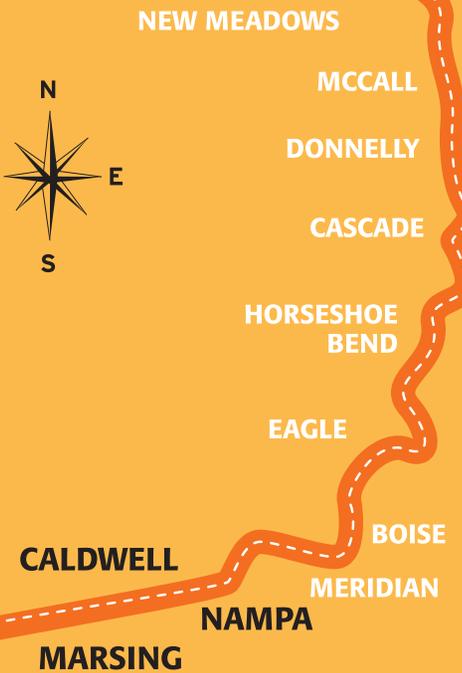


IDAHO 55 SOUTH CORRIDOR PLAN MARSING TO NAMPA



**Snake River Bridge, Marsing
(March 1956)**



DECEMBER 2013



Table of Contents

Executive Summary.....6

Introduction7

Corridor Description.....7

 Corridor Limits 8

 Corridor Width..... 8

 Corridor Function..... 9

Route History.....9

 Scenic Byway Designation 10

Existing Transportation Conditions11

 Terrain Profile 15

 Parallel Roadways..... 16

Traffic and Transportation.....16

 Traffic Conditions at the Sunnyslope Road Automatic Traffic Recorder..... 17

 Traffic Conditions at the Karcher & Indiana Automatic Traffic Recorder..... 19

 Traffic Conditions at the Karcher & I-84B Automatic Traffic Recorder 21

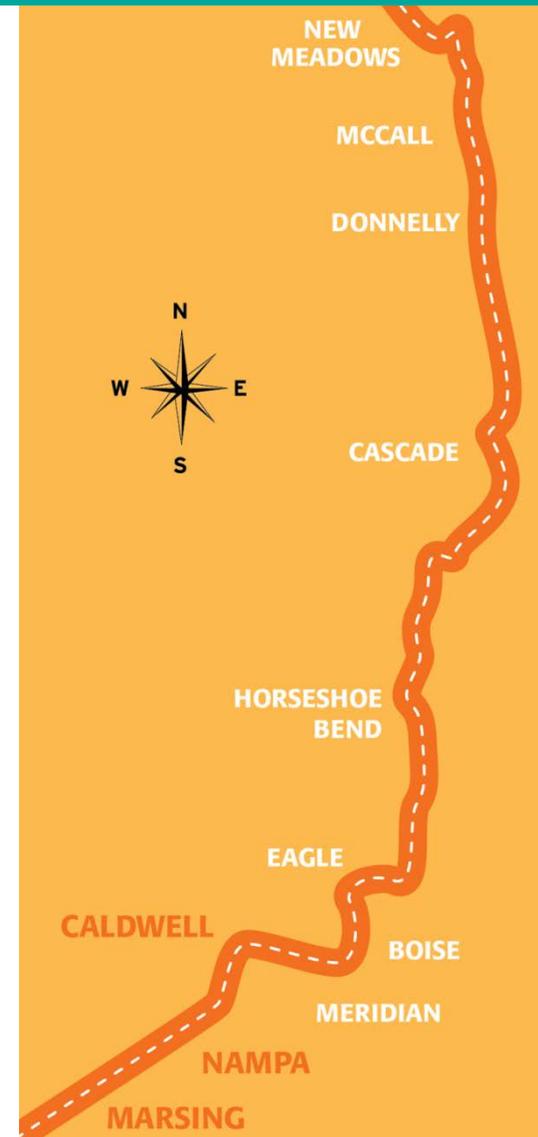
 Alternative Modes..... 23

 Level of Service 26

 Current AADT..... 28

 Current Peak-Hour ADT 28

 Projected 2025 and 2035 AADT..... 33





Crash Locations..... 35

Pavement Conditions41

Bridge Conditions 43

Access Management44

Regional Land Use and Environmental Conditions.....49

Regional Land Use 49

Environmental Conditions 52

Population Forecasts 53

Public Process54

Recommended Improvements and Capital Improvement Program.....56

Conclusions59

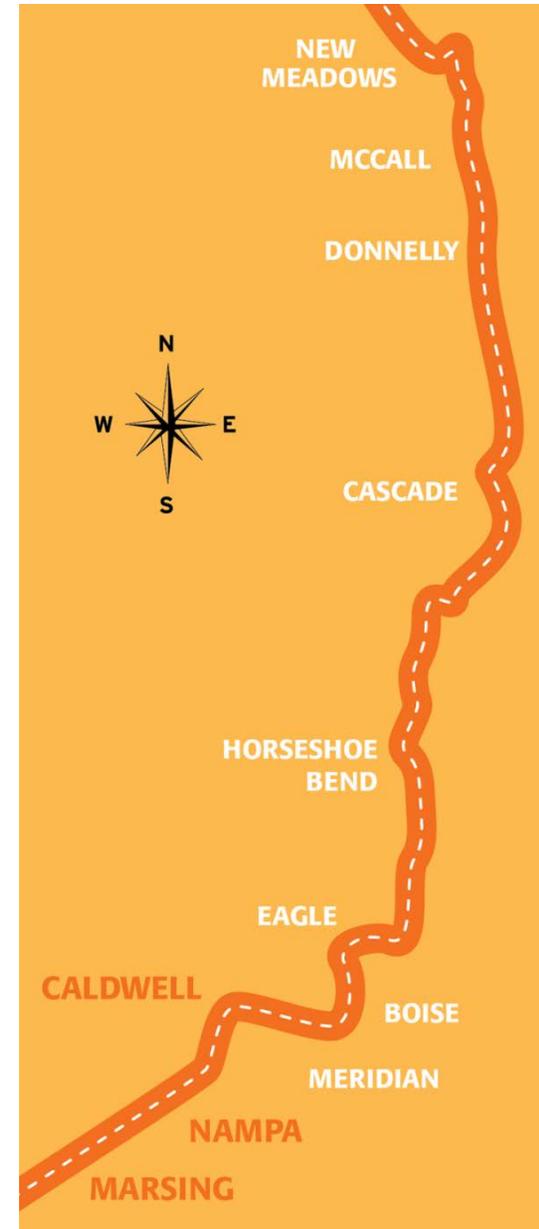
Data Sources.....60

APPENDIX A: Idaho 55 South Corridor Turn Lane Warrant Study.....67

APPENDIX B: Idaho 55, Marsing to Nampa, Access Management Plan68

APPENDIX C: Idaho 55 South Corridor Environmental Scan.....69

APPENDIX D: Idaho 55 South Corridor Public Involvement70





Tables and Figures

Tables

Table 1: Idaho 55 South Corridor Plan Summary Conditions	12
Table 2: NHS Recommended Minimum Level of Service for Arterials	27
Table 3: Corridor Level of Service for Bicyclists, Pedestrians and Public Transit.....	27
Table 4: Projected Future Traffic Volumes and Level of Service	34
Table 5: 2013 HAL Idaho 55 South Corridor Non-Interstate Segments.....	36
Table 6: 2013 HAL Idaho 55 South Corridor Non-Interstate Intersections.....	37
Table 7: Idaho 55 South Corridor Pavement Conditions in 2012	42
Table 8: Idaho 55 South Corridor Bridge Conditions	43
Table 9: IDAPA 39.03.42 Access Spacing.....	44
Table 10: Idaho 55 South Corridor Economic Land Use.....	50
Table 11: Idaho 55 South Corridor Population Forecast.....	53
Table 12: Idaho 55 South Corridor Housing Forecast	53
Table 13: Recommended ITIP Idaho 55 Corridor South Projects Through 2025	57

Figures

Figure 1: Idaho 55 South Planning Corridor.....	8
Figure 2: Idaho 55 Alignment Change in December 2006	10
Figure 3: Idaho 55 Corridor Public Land Ownership	11
Figure 4: Elevation Profile Idaho 55 South Corridor	15
Figure 5: Sunnyslope Road Vehicles per Hour	17
Figure 6: Sunnyslope Road Average Weekday Traffic Volume by Direction by Hour.....	18
Figure 7: Karcher Road east of Indiana Avenue Vehicles per Hour	19

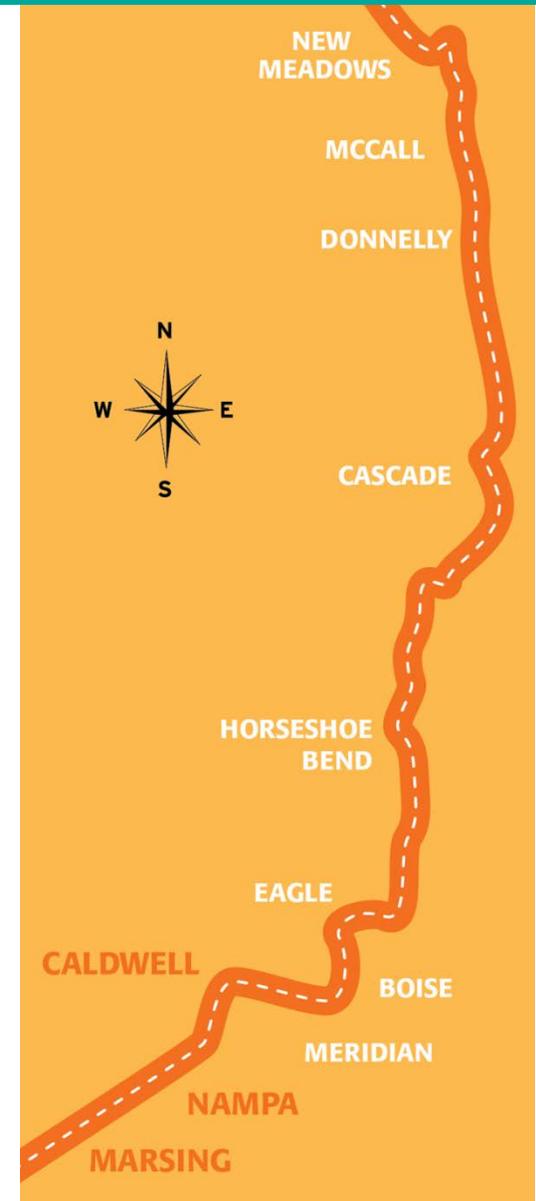




Figure 8: Karcher Road east of Indiana Avenue Average Weekday Traffic Volume by Direction by Hour 20

Figure 9: Karcher Road east of Nampa-Caldwell Boulevard Vehicles per Hour 21

Figure 10: Karcher Road east of Nampa-Caldwell Boulevard Average Weekly Traffic Volume by Direction by Hour 22

Figure 11: Cities of Nampa and Caldwell Current and Future Trails, Bike Routes and Pathways 24

Figure 12: Idaho 55 South Corridor Aviation Facilities 25

Figure 13: LOS for Different Transportation Modes 26

Figure 14: Weekday Average Hourly Traffic Northbound on Sunnyslope Road 2011 - 2013..... 28

Figure 15: Weekday Average Hourly Traffic Southbound on Sunnyslope Road 2011 - 2013..... 29

Figure 16: Weekday Average Hourly Traffic EB on Karcher Rd at Indiana Ave 2011 - 2013 30

Figure 17: Weekday Average Hourly Traffic WB on Karcher Rd at Indiana Ave 2011-2013..... 31

Figure 18: Weekday Average Hourly Traffic Eastbound on Karcher Road east of Nampa-Caldwell Boulevard 2011-2013..... 32

Figure 19: Weekday Average Hourly Traffic Westbound on Karcher Road east of Nampa-Caldwell Boulevard 2011 - 2013 33

Figure 20: Idaho 55 South Corridor Fatal Crashes 2010 – 2012 35

Figure 21: 2013 HAL Crashes Milepost 11.366 to 16.766 38

Figure 22: 2013 HAL Crashes Milepost 5.688 to 11.621 39

Figure 23: 2013 HAL Crashes Milepost 0.000 to 5.688 40

Figure 24: Pavement at 5.0 Crack Rating Rating 41

Figure 25: Pavement at 0.0 Crack Rating 41

Figure 26: Future Idaho 55 cross-section..... 45

Figure 27: Median U-Turn Concept Cross-Section..... 46

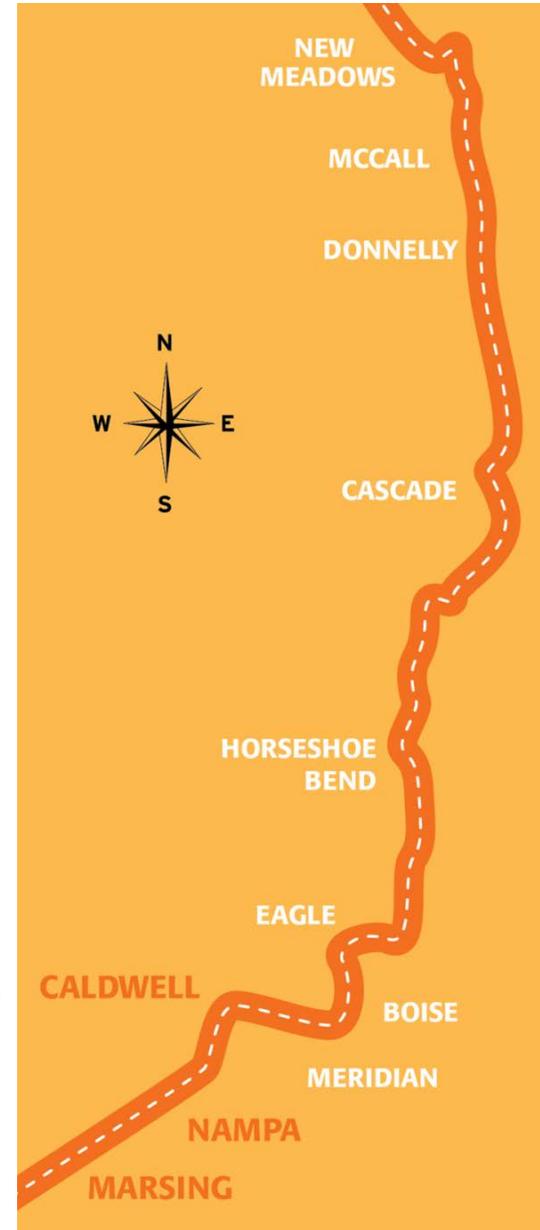




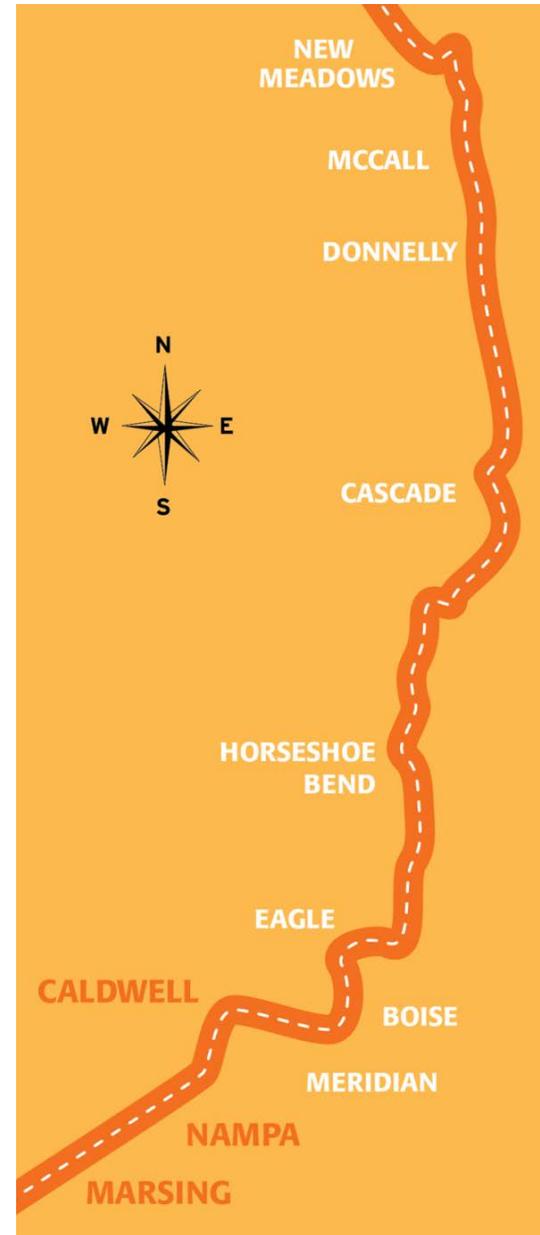
Figure 28: Typical One-Mile Rural Segment – Wagner Road to Farmway Road..... 47

Figure 29: Typical One-Mile Urban/Suburban Segment – Indiana Avenue to Lake Avenue 47

Figure 30: Urban Segment – Middleton Road to Nampa-Caldwell Boulevard 48

Figure 31: Idaho 55 South Corridor Current Zoning 49

Figure 32: Idaho 55 South Corridor Future Comprehensive Plan Land Uses..... 51





Executive Summary

The Idaho 55 South Corridor Plan studies Idaho 55 from the Idaho Oregon Nevada (ION) Junction with U.S. 95 in Owyhee County to the Karcher Interchange at Interstate 84 in Canyon County. The plan is an evaluation of current and future transportation, traffic and regional conditions that the Idaho Transportation Department (ITD) will use to plan future highway improvements. The eastern end of the corridor has had a number of property developments in the last decade, and commercial and residential zoning has increased in what had been irrigated agriculture land.

As a part of this corridor plan, an Access Management Plan (AMP) and multi-lane highway concept design plan were developed in conjunction with a public involvement effort. The future highway cross-section is known as a “Median U-Turn” (MUT) consisting of four lanes with a 30 foot wide median. Right and left turns would be

made from auxiliary lanes. Some access points may not have a direct left-turn approach; a U-Turn movement would be required to reach them. Curbs and sidewalks would only be constructed at the expense of the requesting land use agency. Much of the corridor is currently on 66 feet of right-of-way; the future MUT would require a 140 foot right-of-way. A network of parallel collector (backage) roads will be built as development occurs.

The corridor plan identifies 16 projects related to safety and capacity and recommended these projects be implemented before 2025. Seven of the 16 projects have already been included in the current Idaho Transportation Improvement Program (ITIP).



Introduction

A Corridor Plan is a long-range planning document that describes the current characteristics of a transportation corridor and identifies needs within a twenty-year timeframe. The development of Corridor Plans for Idaho highways was authorized by Idaho Transportation Board Resolution TB97-06 in January 1997. Specific guidance for producing a Corridor Plan is provided through the “Idaho Corridor Planning Guidebook,” dated December 2006, and ITD Director’s Memorandum Number 22, dated January 30, 2009.

A Corridor Plan is not limited to solely the highway, but to a transportation corridor including all modes of transportation: motor vehicles, bicycle, pedestrian, rail and aviation. The width of a transportation corridor varies and is usually defined by major parallel arterial/collector roadways and/or geographic features that channel or prohibit roadways.

Corridor Description

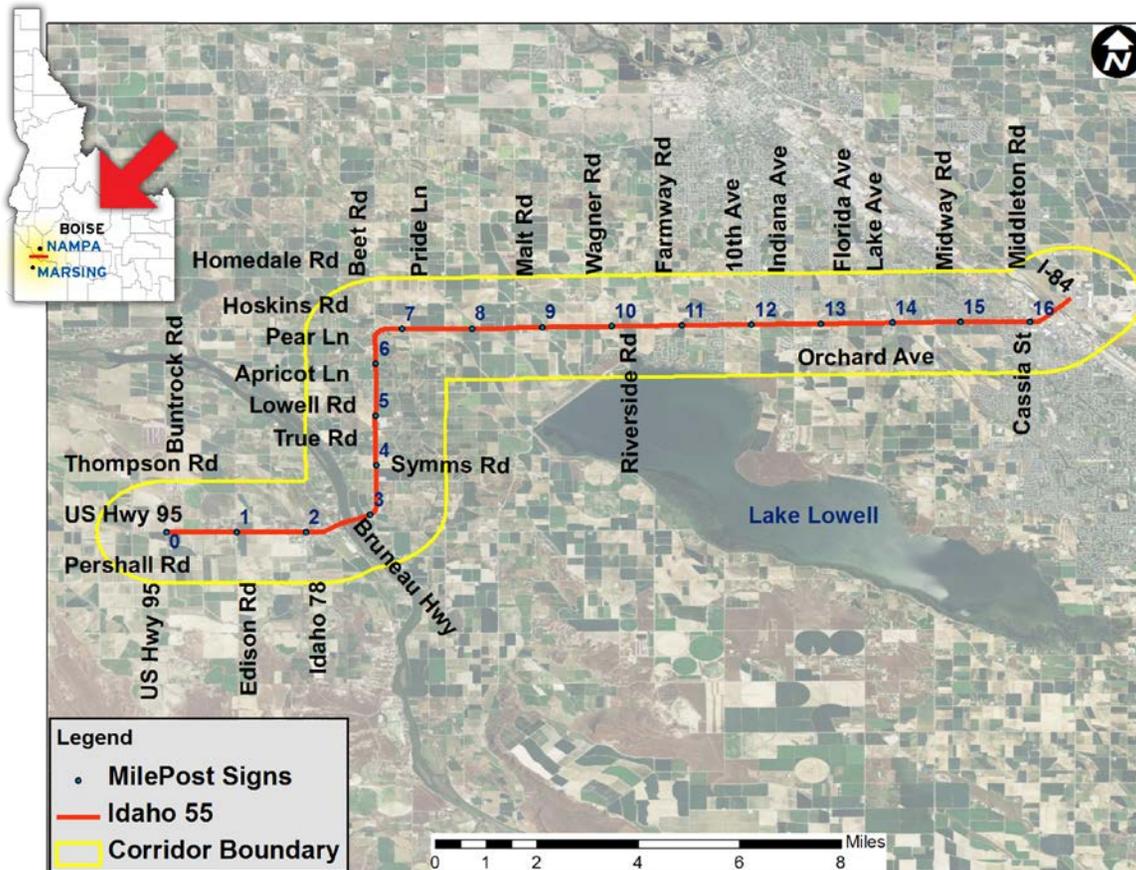
The west end of the Idaho 55 south corridor begins at the ION Junction with U.S. 95. The highway proceeds east a mile and a half past irrigated farmland, and then goes through the City of Marsing. After crossing the Snake River, Idaho 55 turns north for three miles passing orchards and vineyards, then turns east passing irrigated farmland for four and a half miles before going by three 1960 to

The purpose of the Idaho 55 South Corridor Plan is to maintain functionality and improve safety on Idaho 55 from the ION Junction (with U.S. 95 in Owyhee County) east to Interstate 84 in Nampa, Idaho. There is a need to manage access to and from the highway; work with local jurisdictions to match land use to the highway’s traffic volume capacity; develop a project list to improve the operation and safety of the highway; and develop geographically based data sets to support those needs.

1970 era subdivisions. The next four miles are a mixture of irrigated farmland, 2000 era subdivisions, commercial and medical land uses. The final mile through the City of Nampa is a mix of retail, apartments, a mobile home park and a church. Idaho 55 terminates at the Karcher Road interchange with Interstate 84. **Figure 1 (see page 8)** illustrates the planning corridor.



Figure 1: Idaho 55 South Planning Corridor



Corridor Limits

The Corridor Plan covers 16.766 miles of Idaho 55. The Idaho Transportation Department mile post (MP) identifiers are from 0.000 at the west end to 16.766 on the east end.

Corridor Width

Idaho 55 is primarily a two-lane facility in the study area except in the vicinity of Nampa-Caldwell Boulevard and on a portion of Sunnyslope Road where it widens to four lanes. The local road network is mostly on a one-square mile grid so the corridor study width is one mile to each side of the highway.



Corridor Function

Idaho 55 is identified as a rural principal arterial west of Farmway Road and an urban principal arterial east of it. It is also designated as a part of both the National Highway System and the National Truck Network.

Locally, the highway provides mobility for commuters, students and shoppers. Regionally, the highway is a link for both freight and travelers between the Treasure Valley and U.S. 95, which continues through Oregon and Nevada connecting to Interstate 80 at Winnemucca.

Route History

Idaho 55 was originally designated a state highway on October 15, 1919. It was named the “Owyhee Highway” because at that time, highways were named in documents of record rather than numbered. The limits of the highway were between Nampa and Caldwell via the Pickle Butte Bridge to the Idaho-Oregon State Line, about 2½ miles south of Rockville. No new roads were built; existing roads were signed as the highway.

Three State Aid Projects: SAP 194-A, SAP 194-B and SAP 199-A paved the roadway in 1932. A more detailed designation was adopted on October 25, 1933, superseding the original 1919 designation.

The highway was re-designated as State Highway 72 after State Highway 18 became U.S. 20 on June 3, 1940. On September 11, 1967, State Highway 72 was again re-designated to the current State Highway 55.

Additional right-of-way (R/W) was purchased to construct the curve east of the Snake River Bridge at Marsing under Project Number F-3111(1). This project included the construction of the current 774.5 ft. steel bridge. The project was completed on August 1, 1955.

Additional R/W was purchased to construct the curve connecting Sunnyslope Road and Karcher Road under Project Number F-3111(2). This project was completed on July 22, 1960.

The original 1932 wooden bridges over the Burriss Lateral, Deer Flat Canal, Phyllis Canal, Wilson Drain and Elijah Drain were replaced with concrete bridges by Project Number EHS-F-3111(15). The project was awarded on October 25, 1972.

Additional R/W was purchased for intersection improvement projects on Midway Road (1985), Middleton Road (1991), Malt Road (1992), 10th Avenue (1996) and Farmway Road (2005). Intersection improvement projects on Nampa-Caldwell Boulevard (1984), Indiana Avenue (1985), Farmway Road (1985), Lake Avenue (1985) and Middleton Road (1985) did not require additional R/W.

Sunnyslope Road north of True Road required additional R/W for its expansion from two lanes to five lanes. The concept for this project was accepted on April 17, 1995, but the construction contract was not awarded until November 17, 2005.

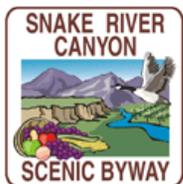
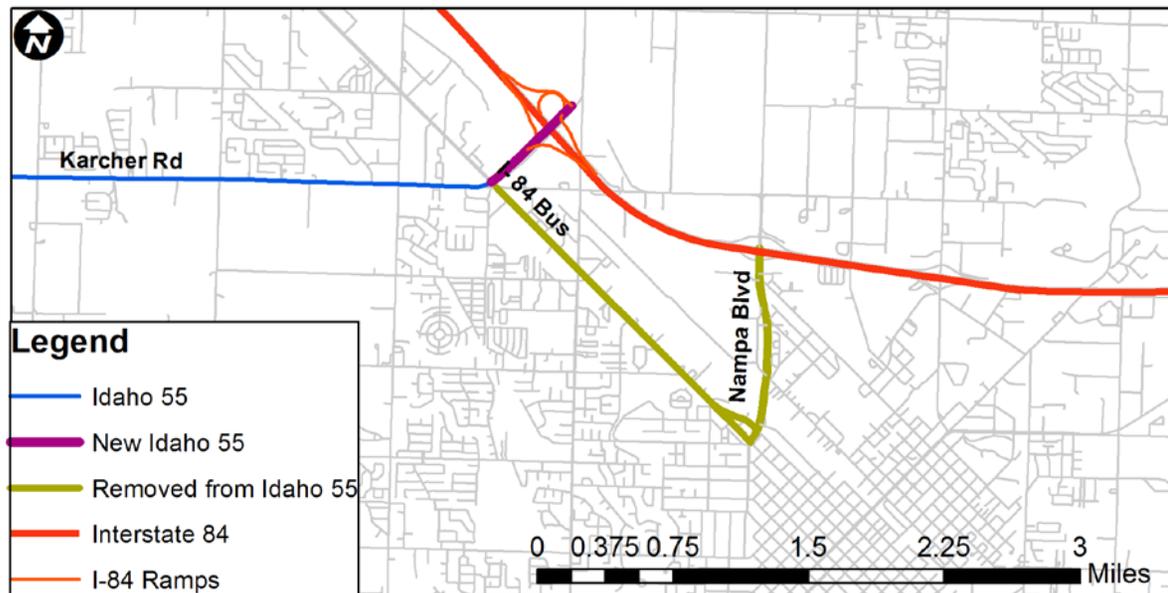
The most recent major project on this highway was the construction of the Karcher Interchange with Interstate 84. The first public



hearing on this project was held on August 1, 1975. The Federal Highway Administration (FHWA) approved the location on February 20, 1980 but denied use of interstate funding. A design consultant was hired on April 16, 1985. Concept and location were approved on April 16, 1987 followed by design approval on April 19, 1990. The construction contract was awarded on July 20, 2005, and the

project was completed in December 2006. Coincident with project completion, Idaho 55 was re-designated to terminate at the north end of the I-84 interchange instead of continuing along Nampa-Caldwell Boulevard at Northside Boulevard. **Figure 2** illustrates this re-designation.

Figure 2: Idaho 55 Alignment Change in December 2006



Scenic Byway Designation

The Snake River Canyon Scenic Byway, designated on October 25, 2007, crosses Sunnyslope Road (Idaho 55) on Lowell Road.



Existing Transportation Conditions

Existing corridor conditions were identified through three public information meetings, discussions with local jurisdictions and ITD maintenance personnel, and data sourced from both ITD and local governments. The highway primarily is a two-lane rural roadway with minimal shoulders. Within the cities of Marsing and Nampa, there are four-lane roadway segments with curb, gutter and sidewalk. There is on-street parking in Marsing.

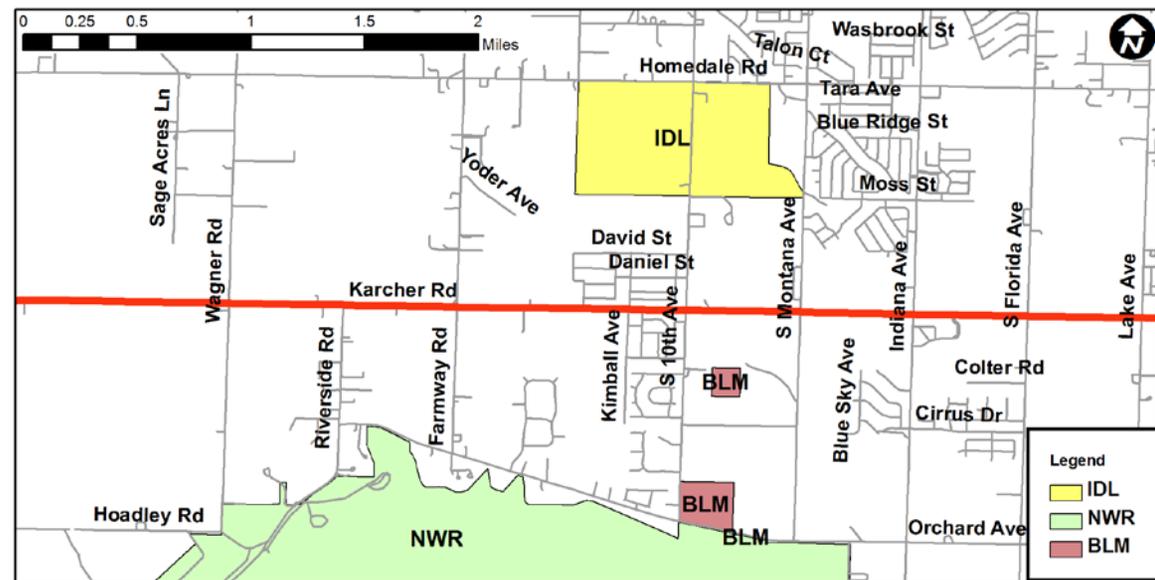
ITD R/W for Idaho 55 consists of in-fee title deeds, easements and platted dedications. Property adjacent to the R/W is all privately owned. Five public owned parcels are located in the study corridor in the vicinity of 10th Avenue. Three of these parcels are owned by Bureau of Land Management (BLM), one by Idaho Department of Lands (IDL) and one by the U.S. Fish & Wildlife Service National Wildlife Refuge (NWR) at Lake Lowell. See **Figure 3**.

The Corridor Plan separates the highway into a number of segments to better understand its performance. A roadway segment is defined as:

The portion of a highway, including shoulders, for vehicle use. A roadway segment consists of a continuous portion of a roadway with similar geometric, operational, and vehicular characteristics. Roadways where significant changes in these characteristics are observed from one location to another should be analyzed as separate segments.¹

Table 1 (see page 12) provides a summary of existing and future transportation conditions in the corridor.

Figure 3: Idaho 55 Corridor Public Land Ownership



¹ 2010 Highway Safety Manual, 1st Edition Volume 3, American Association of State Highway Transportation Officials, page 13-2



Table 1: Idaho 55 South Corridor Plan Summary Conditions²

Segment No.	Segment Mileposts	Begin Description	End Description	Segment Description	Traffic Volumes (2012 AADT)	2012 Level of Service	Percentage Trucks	Future Traffic (2025 AADT)	2025 Future Level of Service	Future Traffic (2035 AADT)
1	0.000 - 1.648	Junction U.S. 95	Marsing City Limits	Rural	3,300	A	13%	4,300	A	5,000
2	1.648 - 2.289	Marsing City Limits	3rd Avenue West	City of Marsing	4,300	A	11%	5,500	A	6,500
3	2.289 - 2.650	3rd Avenue West	Canyon County Line	City of Marsing	6,100	A	11%	7,800	A	9,100
4	2.650 - 3.838	Canyon County Line	north of Symms Road	Rural	5,800	A	13%	6,500 - 12,600	A/B	8,700 - 18,800
5	3.838 - 6.370	north of Symms Road	north of Pear Lane	Rural	5,500	A	13%	7,100 - 15,100	A	8,300 - 19,800
6	6.370 - 11.621	north of Pear Lane	S 10th Avenue	Rural	9,200	B	9%	11,700 - 16,000	B/C	13,700 - 19,500
7	11.621 - 15.818	S 10th Avenue	Sundance Road	Rural Transition Development	18,000	C	5%	22,200 - 25,000	E	28,600 - 30,400
8	15.818 - 16.154	Sundance Road	Nampa-Caldwell Blvd	City of Nampa	18,000	E	5%	24,000 - 25,000	B/C	28,600 - 30,400
9	16.154 - 16.766	Nampa-Caldwell Blvd	Karcher Extension Road	Interstate Interchange	36,000	B - D	3%	41,200 - 46,600	C - E	45,000 - 51,800

² Mileposts 16.154 and 16.766 show split Level of Service (LOS) values. The LOS “D” value in 2012 and “E” values in 2025 and 2035 represent traffic congestion in the one through lane of Midland Boulevard entering the interchange from the north.





Segment No.	Segment Mileposts	<i>2035 Future Level of Service</i>	<i>Signed Speed Limit</i>	<i>Lane Configurations</i>	<i>Turn Lanes</i>	<i>Pedestrian Facilities</i>
1	0.000 - 1.648	A	55 MPH	2	None	None
2	1.648 - 2.289	A	35 - 25 MPH	2	None	Curb, gutter, sidewalk: west side M.P. 2.156-2.529
3	2.289 - 2.650	A	25 - 35 MPH	4	None	Curb, gutter, sidewalk: west side M.P. 2.156-2.529, east side M.P. 2.289-2.529
4	2.650 - 3.838	B/C	35 - 55 MPH	2	None	None
5	3.838 - 6.370	A	55 MPH	5	Center two-way left turn lane	None
6	6.370 - 11.621	B/C	55 MPH	2	Left turn bay: Malt Road, Farmway Road, S 10th Avenue	None
7	11.621 - 15.818	E	55 - 45 MPH	2	Left turn bay: S 10th Avenue, Montana Road, Indiana Road, Florida Road, Lake Avenue, Midway Avenue, Middleton Road	None
8	15.818 - 16.154	C	45 - 40 MPH	4	Left turn bay: Cassia Street, Nampa-Caldwell Blvd	Curb, gutter, sidewalk: west side M.P. 15.881-16.154, east side M.P. 15.881-2.529
9	16.154 - 16.766	D/E	40 MPH	4 + 2 slip lanes	Left turn bay: I-84 WB on-ramp, I-84 EB on-ramp	Curb, gutter, sidewalk: east side M.P. 16.154-16.766





Segment No.	Segment Mileposts	Paved Shoulder Width	Pavement Conditions	Bridge Sufficiency	Right-of-Way Width	Utilities
1	0.000 - 1.648	7-feet both sides	Poor - deficient under cracking	n/a	66 feet	Idaho Power overhead transmission lines from M.P. 0.000 to 15.895
2	1.648 - 2.289	7-feet both sides	Poor - deficient under cracking	n/a	66 feet	
3	2.289 - 2.650	urban	Fair	Snake River - 11	80 feet	
4	2.650 - 3.838	2-feet both sides	Very Poor - deficient under cracking	n/a	90 - 125 feet	
5	3.838 - 6.370	4 to 8 feet both sides	Good	Low Line Canal - 98.4	98 - 123 feet	
6	6.370 - 11.621	1-feet both sides	Poor - deficient under cracking	High Line Canal - 98.8 Low Line Canal - 98.1 North Canal - 98.0 Burris Lateral Canal - 97.1	66 feet	
7	11.621 - 15.818	1-feet both sides	Poor / Very Poor - deficient under cracking	Deer Flat Canal - 77.1 Phyllis Canal - 96.9 Wilson Drain - 94.3 Elijah Drain - 93.3	66 feet	Natural Gas line markers: south side M.P. 13.820 and M.P. 14.037
8	15.818 - 16.154	urban	Good	n/a	66 - 95 feet	
9	16.154 - 16.766	urban	Good	Union Pacific RR - 95.8 Indian Creek - 98.0	274 - 443 feet	



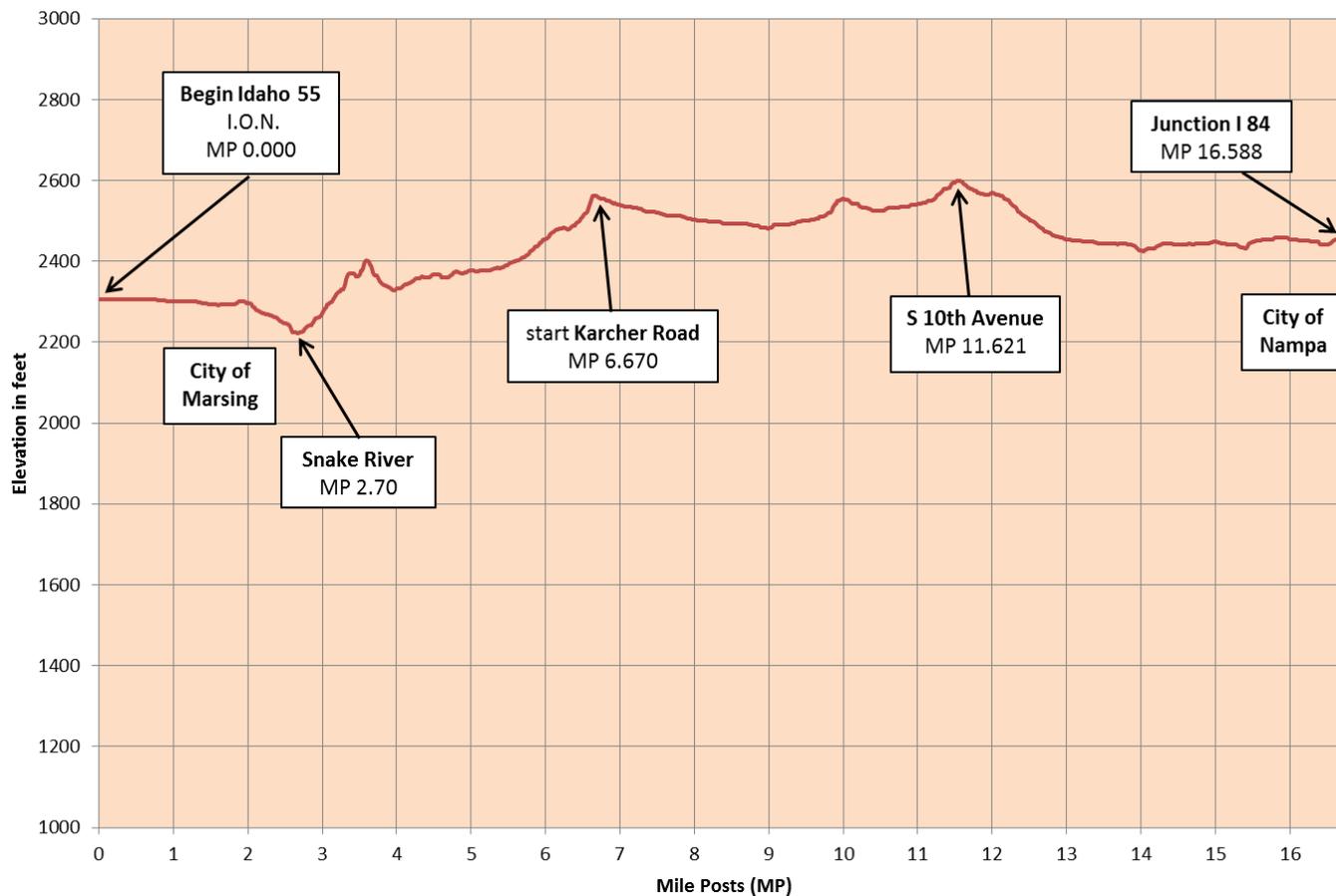


Terrain Profile

Most of Idaho 55 runs directly east-west along township lines or north-south along ranges lines as identified in the Public Land Survey System (PLSS). The terrain is flat in Owyhee County but becomes rolling hills after crossing the Snake River until reaching

Karcher Road. Along Karcher Road the terrain is generally flat but there are two ridge lines: one just west of Riverside Road and the other at South 10th Avenue. See **Figure 4**.

Figure 4: Elevation Profile Idaho 55 South Corridor





Parallel Roadways

The local road network is primarily on a one-mile grid, as originally surveyed in the 19th century. In Owyhee County, East Thompson Road is one mile north of Idaho 55 and East Pershall Road is one mile to the south. In Canyon County, Sunnyslope Road does not have a through local road to the west south of Lowell Road but does

have Chicken Dinner Road one mile east. Karcher Road has Homedale Road one mile north but Orchard Avenue, one mile south, only runs east of Riverside Road.

Most of the through cross roads are also on a one-mile grid. Exceptions on the half-mile are Pride Lane, Montana Avenue and Florida Avenue in Canyon County.

Traffic and Transportation

Traffic volumes are collected by permanent Automatic Traffic Recorders (ATRs) at three locations on Idaho 55:

- Sunnyslope Road south of Lowell Road
- Karcher Road east of Indiana Avenue
- Karcher Road east of Nampa-Caldwell Boulevard (I-84B).

Additional short-term traffic volume counts of 48-hour duration are periodically collected with traffic tubes throughout the corridor.

Turning volume counts are collected upon special request. These involve one or more employees being on-site and manually collecting both through traffic counts and turning traffic counts. This was done for six intersections on Karcher Road (see Appendix A).

Average hourly traffic volumes combined for both travel directions by day of week collected between February/March 2011 and March 2013 are displayed in **Figure 5 (see page 17)** for Sunnyslope Road at Lowell Road and **Figure 7 (see page 19)** for Karcher Road at Indiana Avenue.

Average hourly traffic volumes combined for both travel directions by day of week collected between June 2011 and May 2013 are displayed in **Figure 9 (see page 21)** for Karcher Road at Nampa-Caldwell Boulevard.

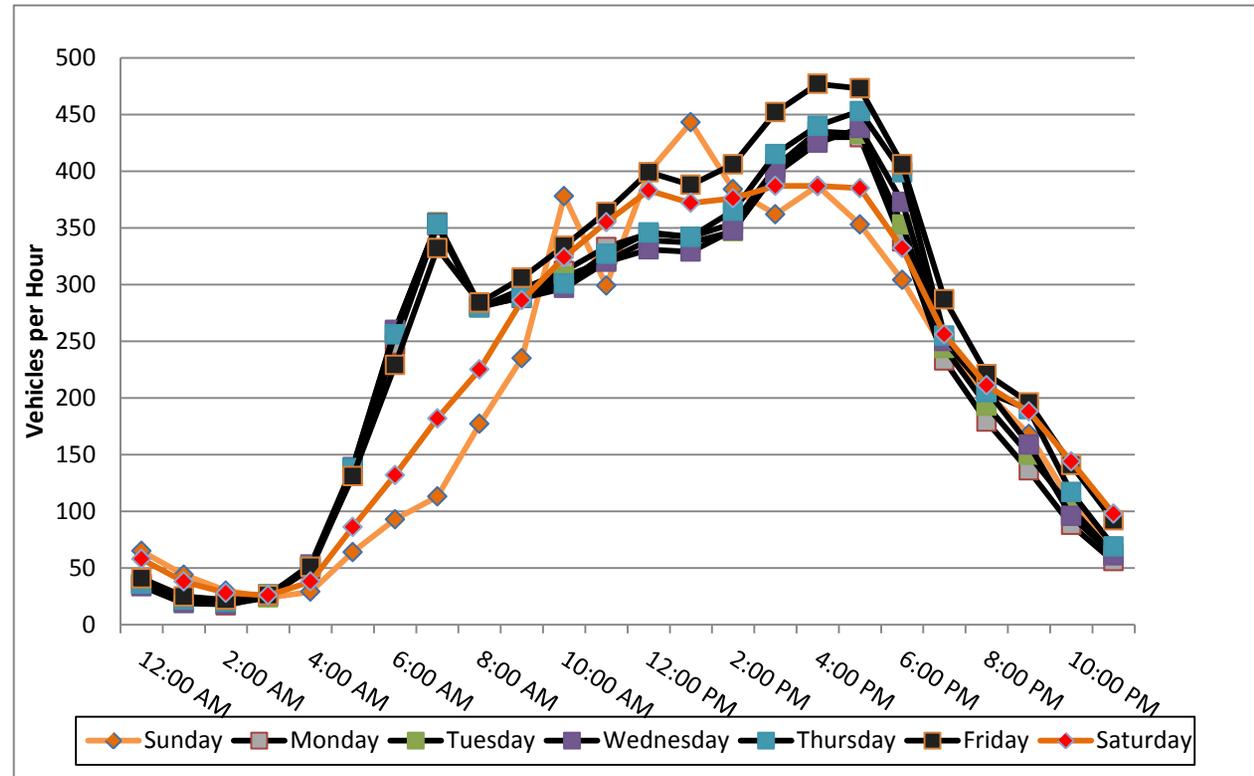


Traffic Conditions at the Sunnyslope Road Automatic Traffic Recorder

The weekday counts (black lines) show a 7:00 a.m. to 8:00 a.m. morning peak followed by a second higher peak from 5:00 p.m. to 6:00 p.m. The Friday afternoon peak is higher than the other weekdays. Saturday counts (orange line with red diamonds) show a mid-day plateau from 11:00 a.m. to 6:00 p.m. rather than the double peaks of the weekdays. Sunday counts (orange line with orange diamonds) show a double peak at 10:00 a.m. and 1:00 p.m.

About 12 percent of vehicles counted were longer than 23 feet and are considered to be commercial, but could also include recreational vehicles.

Figure 5: Sunnyslope Road Vehicles per Hour



The primary flow of direction of the average hourly traffic volumes for weekdays collected between February/March 2011 and March 2013 are displayed in **Figure 6 (see page 18)** for Sunnyslope Road at Lowell Road and **Figure 8 (see page 20)** for Karcher Road and Indiana Avenue. The primary flow of direction of the average hourly

traffic volumes for weekdays collected between June 2011 and May 2013 are displayed in **Figure 10 (see page 22)** for Karcher Road and Nampa-Caldwell Boulevard.



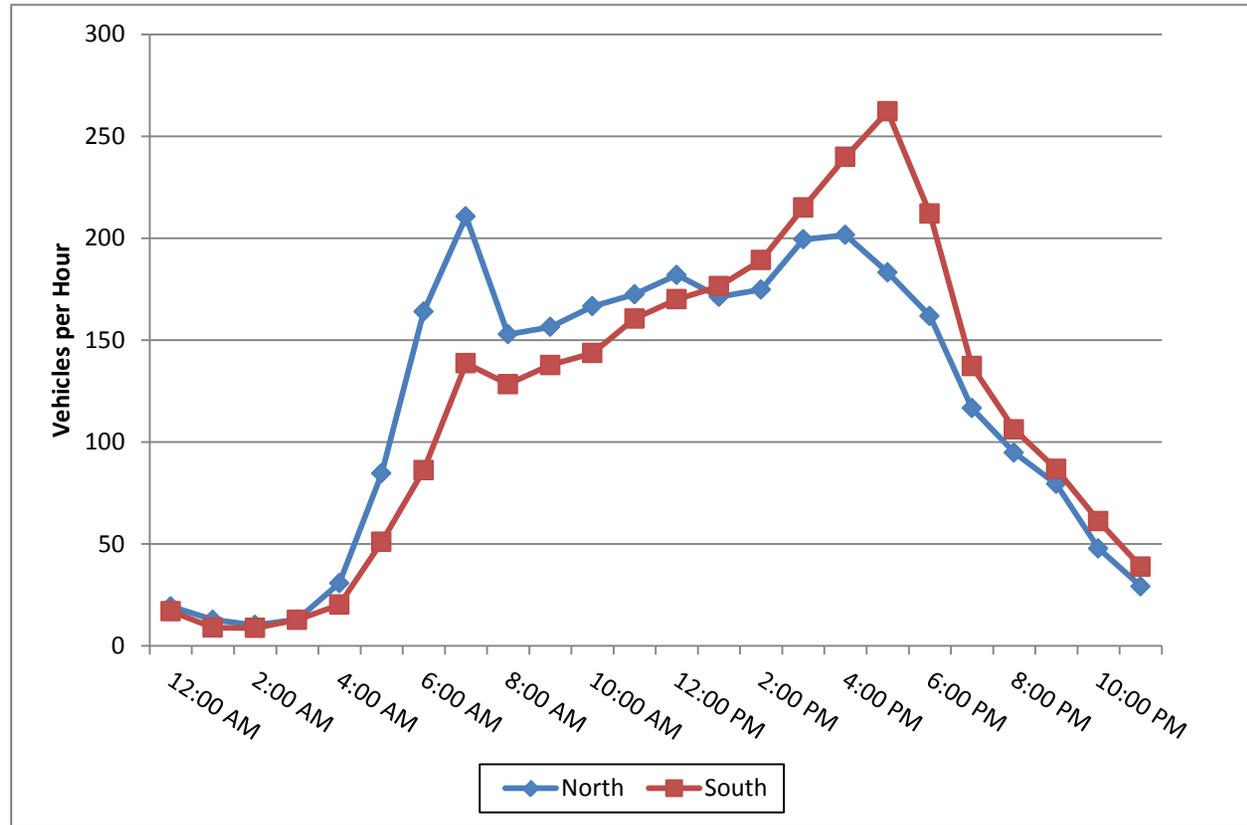
A majority of traffic was northbound (toward Nampa) from 4:00 a.m. to 1:00 p.m. From 1:00 p.m. to 12:00 a.m. a majority of traffic was primarily southbound (toward Marsing).

Seasonal Variation

Southbound traffic on Sunnyslope Road to Marsing exhibits higher summer traffic volumes from May through September followed by less traffic in the winter. The pattern is different between 7:00 a.m. and 8:00 a.m. when the school summer, winter and spring vacations occur, and traffic volumes are reduced during those times compared to the rest of the year.

Northbound traffic on Sunnyslope Road to Nampa exhibits higher summer traffic volumes from May to September followed by less traffic in the winter from 5:00 a.m. to 7:00 a.m. and again from 6:00 p.m. to 1:00 a.m. The pattern is different between 7:00 a.m. to 8:00 a.m. when the school summer, winter and spring vacations occur, and

Figure 6: Sunnyslope Road Average Weekday Traffic Volume by Direction by Hour



traffic volumes are reduced during those times. Limited seasonal differences were observed from 8:00 a.m. to 6:00 p.m.

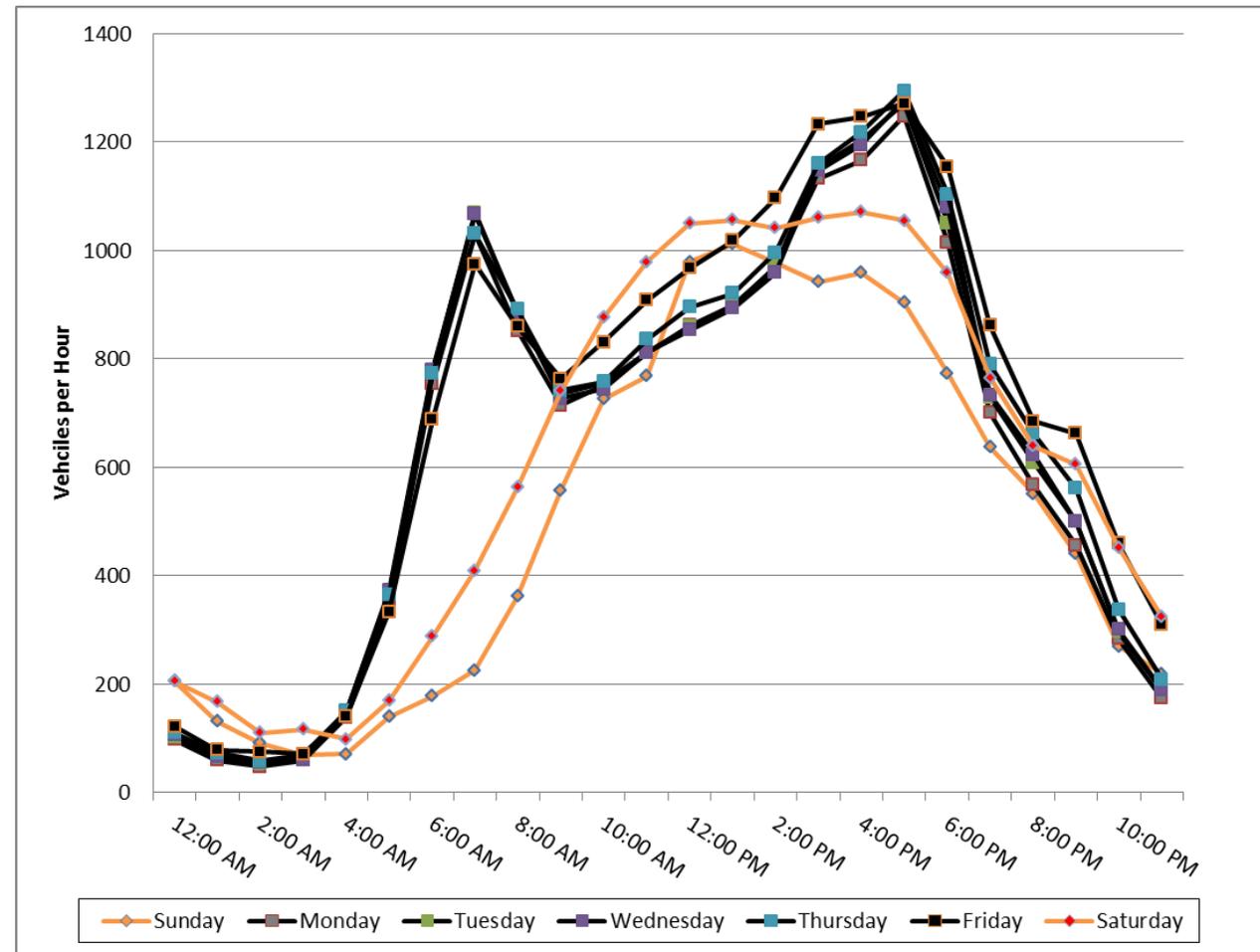


Traffic Conditions at the Karcher & Indiana Automatic Traffic Recorder

The weekday counts (black lines) show a morning peak from 7:00 a.m. to 8:00 a.m., followed by a second higher peak from 5:00 p.m. to 6:00 p.m. The Friday afternoon peak is generally higher than the other weekdays. Saturday counts (orange line with red diamonds) show a mid-day plateau between 12:00 p.m. and 5:00 p.m. rather than the double peaks of the weekdays. Sunday counts (orange line with orange diamonds) show a single peak at 1:00 p.m.

About 10 percent of vehicles counted were longer than 23 feet and are considered to be commercial, but could also include recreational vehicles.

Figure 7: Karcher Road east of Indiana Avenue Vehicles per Hour





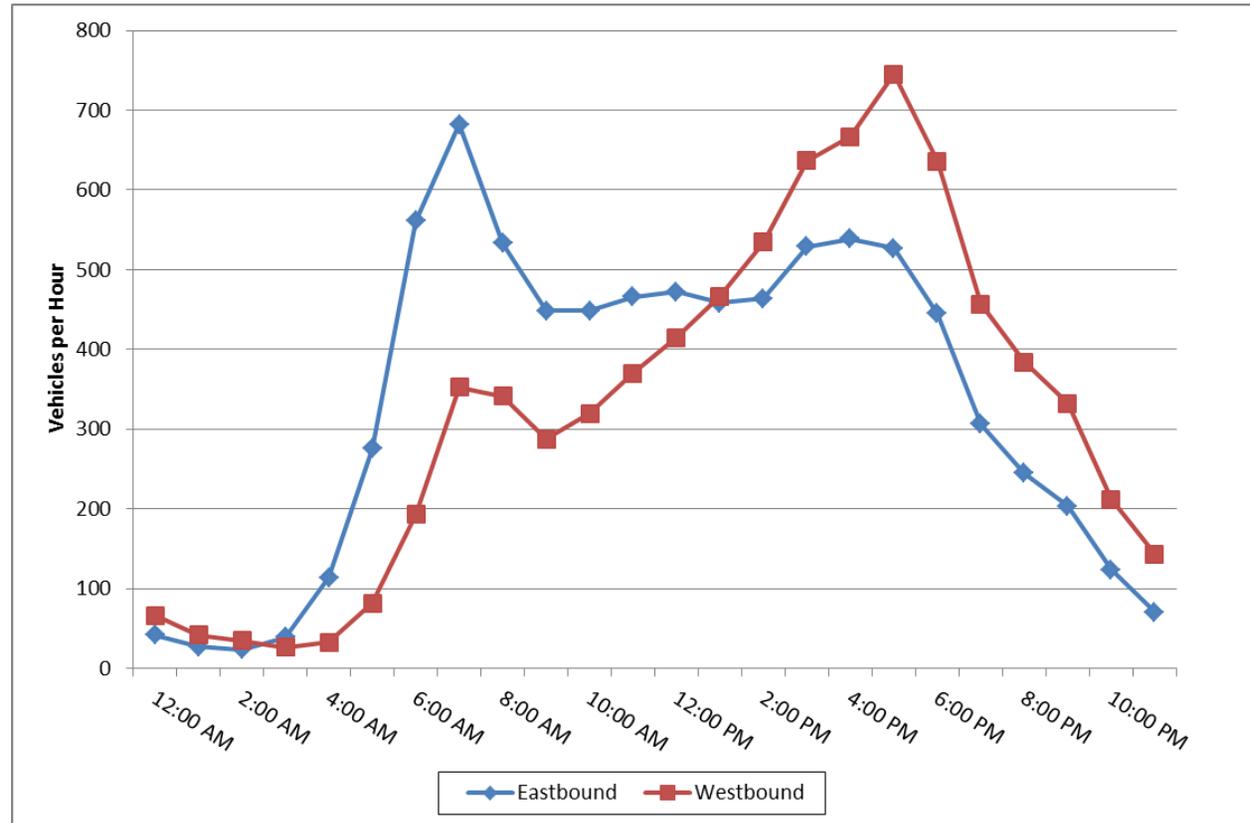
A majority of traffic was eastbound (toward Nampa) from 5:00 a.m. to 2:00 p.m. From 2:00 p.m. to 12:00 a.m. a majority of traffic was primarily westbound (toward Marsing).

Seasonal Variation

Eastbound traffic on Karcher Road to Nampa exhibits lower traffic volumes between 7:00 a.m. and 9:00 a.m. when the school summer, winter and spring vacations occur. Limited seasonal differences were observed from 9:00 a.m. to 7:00 p.m. Higher summer traffic volumes occurred between 7:00 p.m. and 1:00 a.m.

Westbound traffic on Karcher Road to Marsing exhibits higher summer traffic volumes from May to September between 5:00 a.m. and 7:00 a.m., and again from 10:00 p.m. to 1:00 a.m. The pattern is different from 7:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 4:00 p.m., when the school summer, winter and spring vacations occur, and traffic volumes are reduced during those times. Limited seasonal differences were observed for the remaining hours of the day.

Figure 8: Karcher Road east of Indiana Avenue Average Weekday Traffic Volume by Direction by Hour



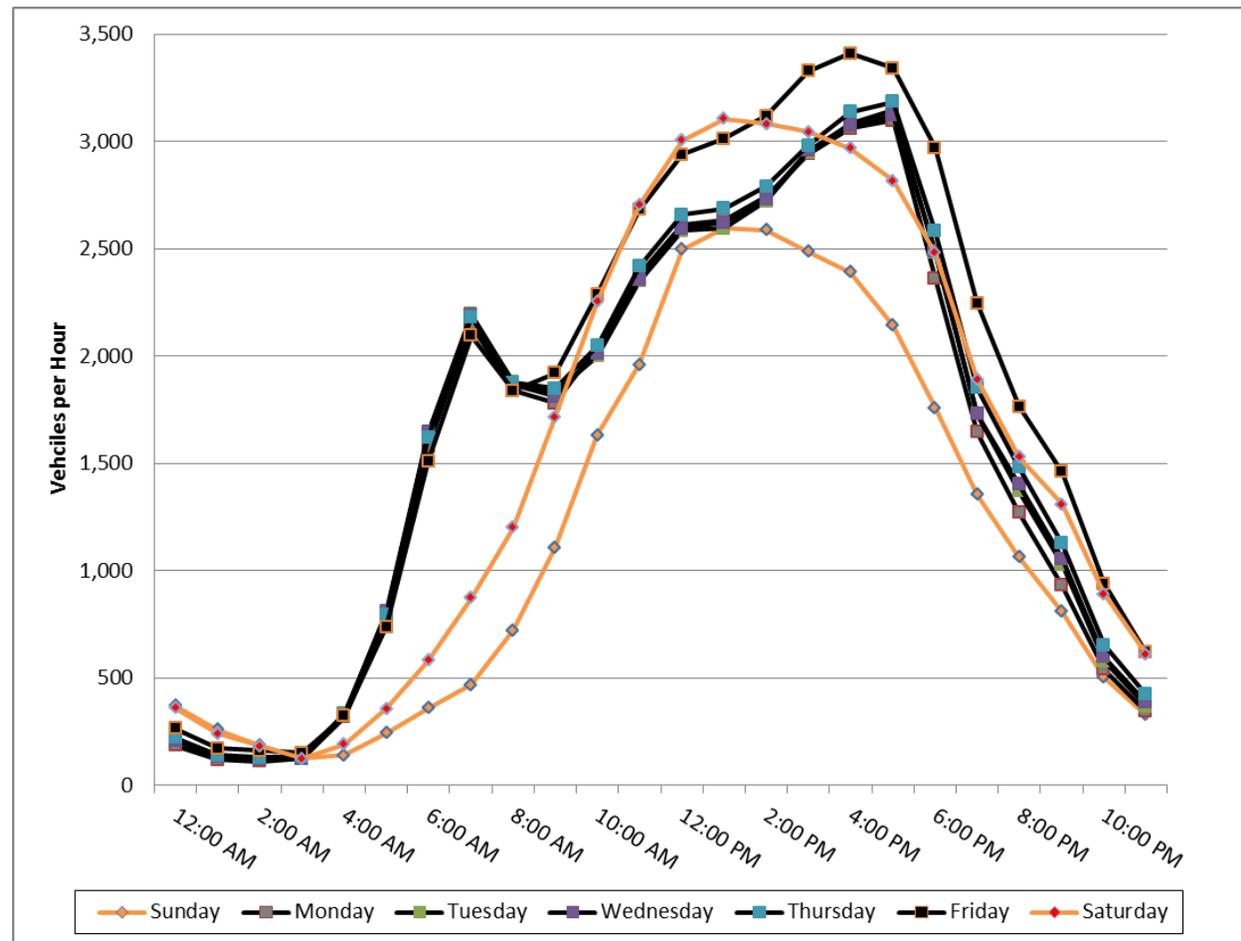


Traffic Conditions at the Karcher & I-84B Automatic Traffic Recorder

The weekday counts (black lines) show a morning peak from 7:00 a.m. to 8:00 a.m., followed by a second higher peak from 4:00 p.m. to 6:00 p.m. The Friday afternoon peak is generally higher than the other weekdays. Saturday counts (orange line with red diamonds) and Sunday counts (orange line with orange diamonds) both show a mid-day plateau between 12:00 p.m. and 4:00 p.m. rather than the double peaks of the weekdays.

This ATR, unlike the previous two presented, does not discriminate between the size of vehicles so there are no separate counts of commercial vehicles.

Figure 9: Karcher Road east of Nampa-Caldwell Boulevard Vehicles per Hour



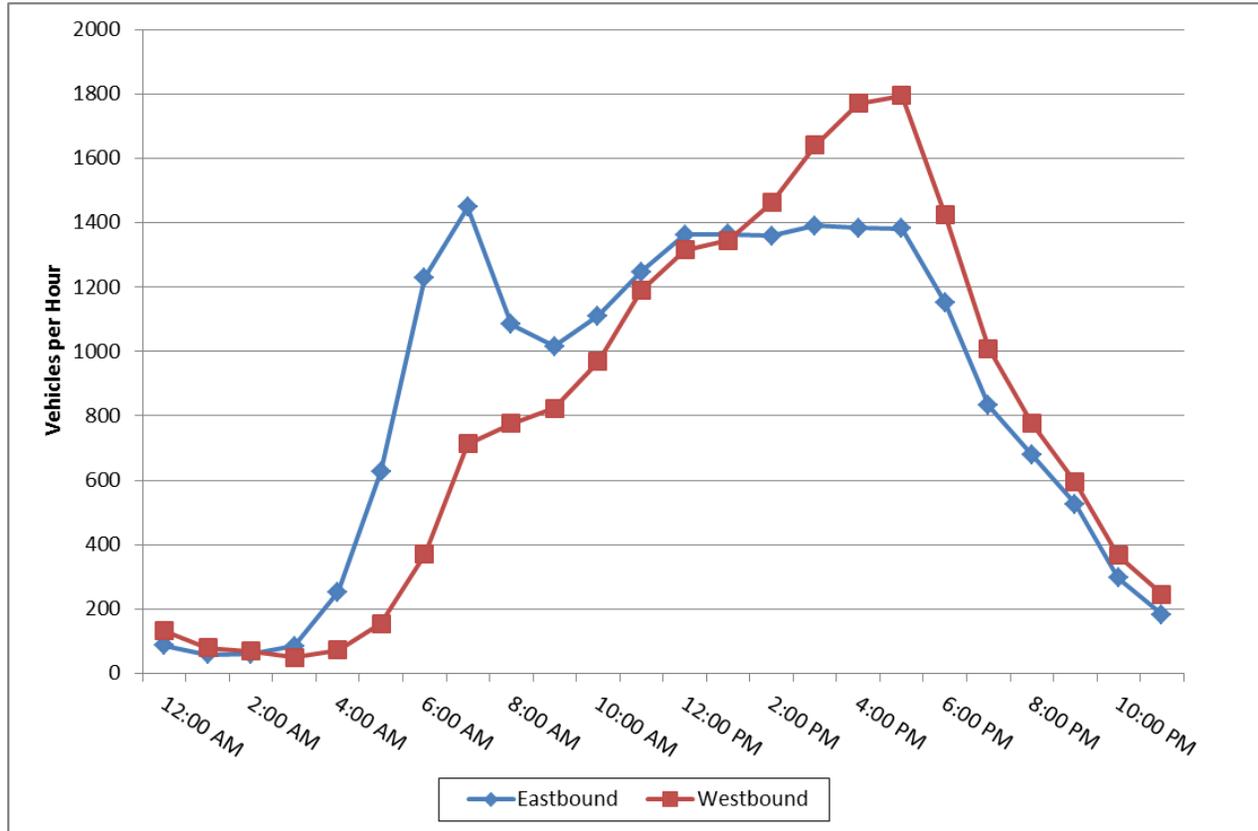


A majority of traffic was eastbound (toward Interstate 84) from 3:00 a.m. to 2:00 p.m. From 2:00 p.m. to 3:00 a.m. a majority of traffic was primarily westbound (toward Nampa-Caldwell Boulevard).

Seasonal Variation

Eastbound traffic on Karcher Road toward Interstate 84 exhibits higher traffic volumes in the summer between 8:00 p.m. and midnight. Westbound traffic on Karcher Road toward Nampa-Caldwell Boulevard exhibits higher summer traffic volumes between 9:00 p.m. and 11:00 p.m.

Figure 10: Karcher Road east of Nampa-Caldwell Boulevard Average Weekly Traffic Volume by Direction by Hour





Alternative Modes

The Union Pacific Railroad Company operates freight service on grade-separated rails located between the Karcher Road / Nampa-Caldwell Boulevard intersection and Interstate 84.

Valley Regional Transit (VRT) operates four bus routes on Nampa-Caldwell Boulevard through the Idaho 55 Corridor. Routes 51, 52, 53 and 54 operate only on weekdays from as early as 6:14 a.m. to as late as 7:44 p.m. The “Park & Ride” lot at Karcher Mall will move in 2013 to a new location at the intersection of Caldwell Boulevard with Happy Day Boulevard. The “ValleyConnect” plan – adopted by the VRT Board of Directors on August 17, 2011 – identified Flex-Route Service as a future transportation option that would operate north of Karcher Road, east of Farmway Road, and west of Nampa-Caldwell Boulevard. The only signed bicycle lanes in the corridor are on Karcher Road east of Sundance Road and west of Nampa-Caldwell Boulevard.

This coincides with an urban cross-section of curb, gutter and sidewalks. The only other location with sidewalks is in Marsing between Reich Road and Sandbar Avenue. Flashing warning beacons are installed on the Idaho 55 sides of the intersection with Idaho 78 in Marsing and are in operation during school commute times when school is in session.

Although there are no trails, pathways or bike routes in the corridor, there are future plans for such facilities in the cities of Nampa and Caldwell. These are mapped in **Figure 11 (see page 24)**.

There are two private aviation facilities within the corridor: Whelan’s Heliport and Symms Airport. These are mapped in **Figure 12 (see page 25)**.



Figure 11: Cities of Nampa and Caldwell Current and Future Trails, Bike Routes and Pathways

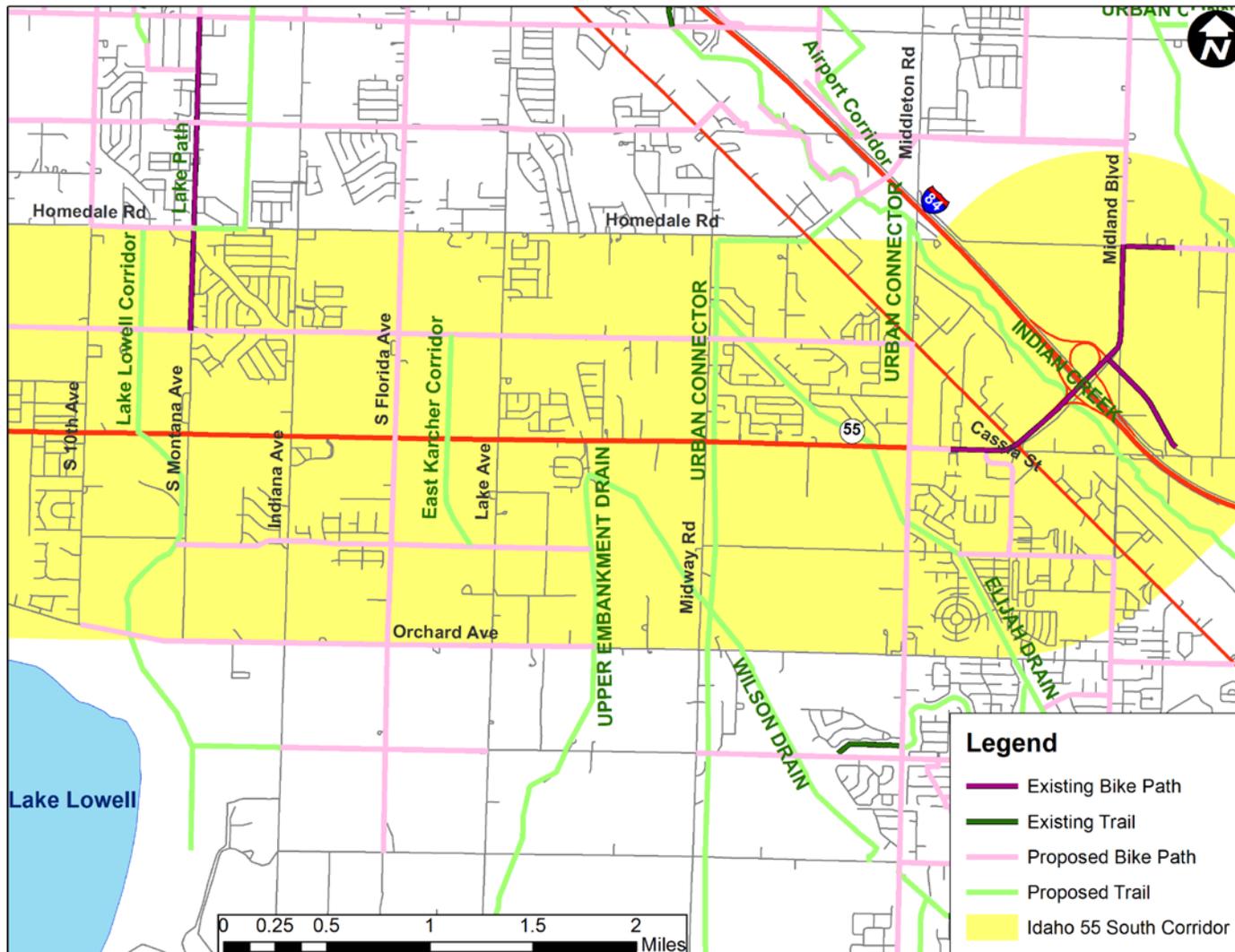
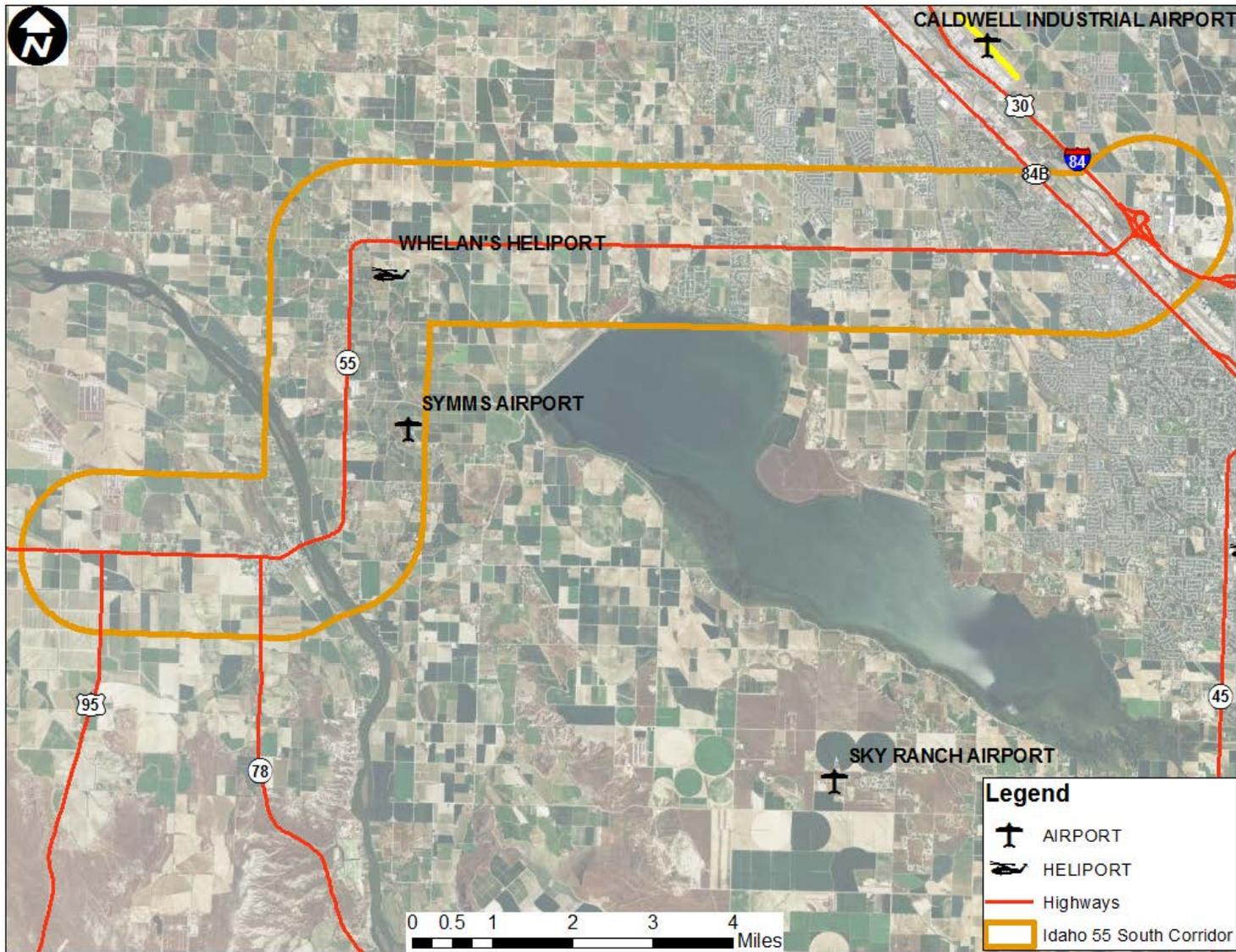




Figure 12: Idaho 55 South Corridor Aviation Facilities



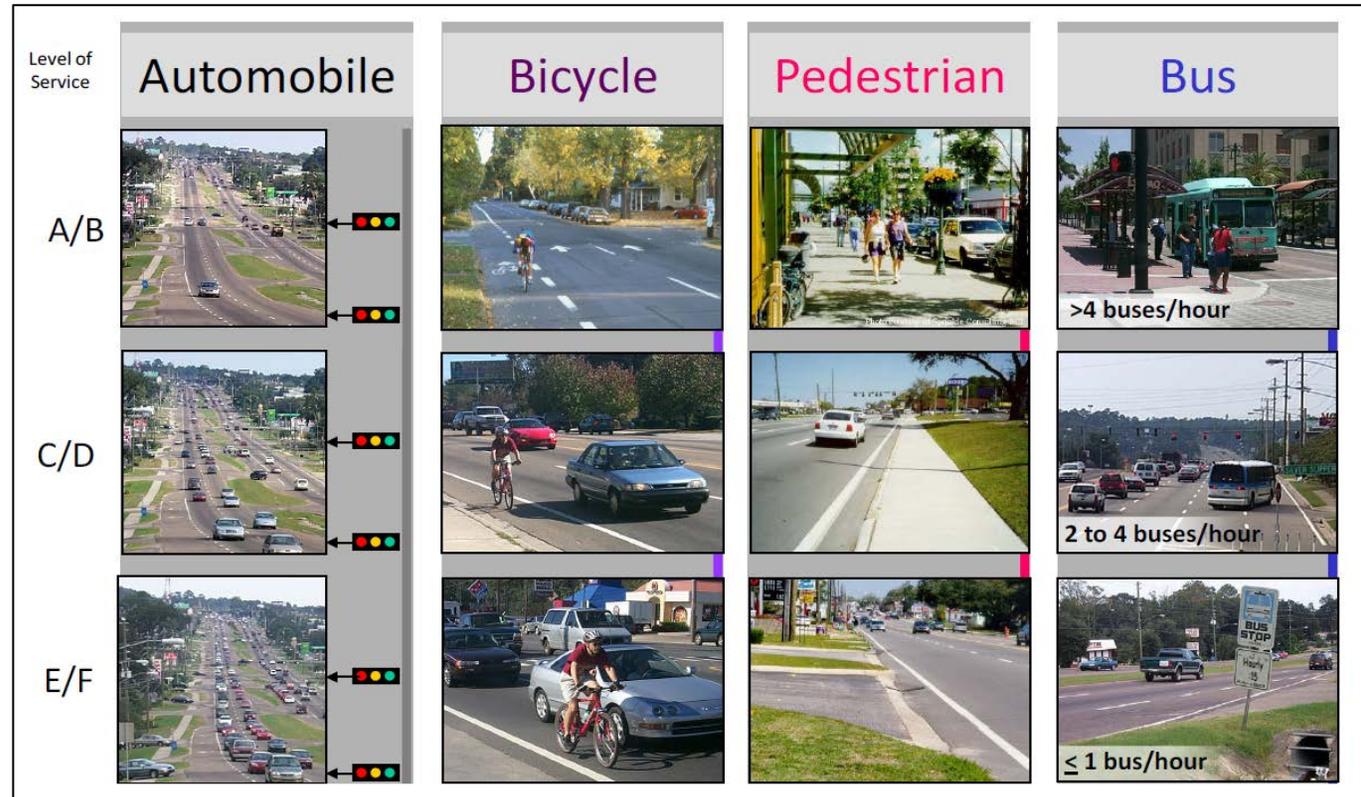
Corridor Performance Measures

Level of Service

Level of Service (LOS) is a quantitative stratification of quality of service. Beginning in 1965, the Highway Capacity Manual (HCM) divided highway quality of service into six letter grades, “A” through “F,” with “A” being the best and “F” being the worst. The “A” through “F” LOS scheme allowed traffic engineers to better explain operating and design concepts of highways to the general public and elected officials. The LOS letter scheme was so successful that it is now used throughout the United States in transportation, as well as other fields.

Nevertheless, it is important to note that LOS is simply a quantitative breakdown from transportation users’ perspectives of transportation quality of service. LOS reflects the quality of service as measured by a scale of user satisfaction and is applicable to each

Figure 13: LOS for Different Transportation Modes



of the following modes that use roadways: automobiles, trucks, bicycles, pedestrians, and buses.³ **Figure 13** illustrates the traffic conditions for various levels of service within each transportation mode.

³ 2009 Quality/Level of Service Handbook. State of Florida, Department of Transportation



ITD has different recommended levels of service for interstate highways, National Highway System (NHS) highways, and non-NHS highways. Idaho 55 is an NHS highway with recommended LOS shown in **Table 2**.

Table 2: NHS Recommended Minimum Level of Service for Arterials

Type of Area	Minimum LOS
Rural Level	B
Rural Rolling	B
Rural Mountainous	C
Urban/Suburban	C

Idaho 55 is identified as a rural principal arterial west of Farmway Road with a recommended minimum LOS of “B.” East of Farmway Road, Idaho 55 is identified as an urban principal arterial with a

recommended minimum LOS of “C.” Driver perception of trip quality and traffic congestion varies whether they consider a particular segment of highway to be rural or non-rural. “First, (traffic) density is definitely highly correlated with traveler perceptions of trip quality on rural freeways. Second, travelers are less tolerant of traffic congestion on rural freeways than is currently suggested by the HCM (Highway Capacity Manual).”

LOS for side streets meeting and/or crossing Idaho 55 will be lower as those streets are stop controlled. Installing signal lights improves the LOS of the side streets but reduces LOS on Idaho 55.

There are no LOS standards for Bicycles, Pedestrians, and Transit Service. The current 2012 LOS for those transportation modes are shown in **Table 3**.

Table 3. Corridor Level of Service for Bicyclists, Pedestrians and Public Transit

Segment No.	Segment Mileposts	Begin Description	End Description	Bicycle LOS	Pedestrian LOS	Bus LOS
1	0.000 - 1.648	Junction U.S. 95	Marsing City Limits	D	F	F
2	1.648 - 2.289	Marsing City Limits	3rd Avenue West	C	E	F
3	2.289 - 2.650	3rd Avenue West	Canyon County Line	C	C	F
4	2.650 - 3.838	Canyon County Line	north of Symms Rd	F	F	F
5	3.838 - 6.370	north of Symms Rd	north of Pear Lane	C	E	F
6	6.370 - 11.621	north of Pear Lane	Farmway Road	F	F	F
7	11.621 - 15.818	Farmway Road	Sundance Road	F	F	F
8	15.818 - 16.154	Sundance Road	Nampa-Caldwell Blvd	A	C	F/C*
9	16.154 - 16.766	Nampa-Caldwell Blvd	Karcher Extension Rd	A	C	F

*Bus LOS of "C" is for service on Nampa-Caldwell Blvd passing across the Idaho 55 Corridor.



Current AADT

Generalized Annual Average Daily Traffic (AADT) volumes for the entire corridor and associated LOS for 2011 are presented in **Table 1** (see page 12).

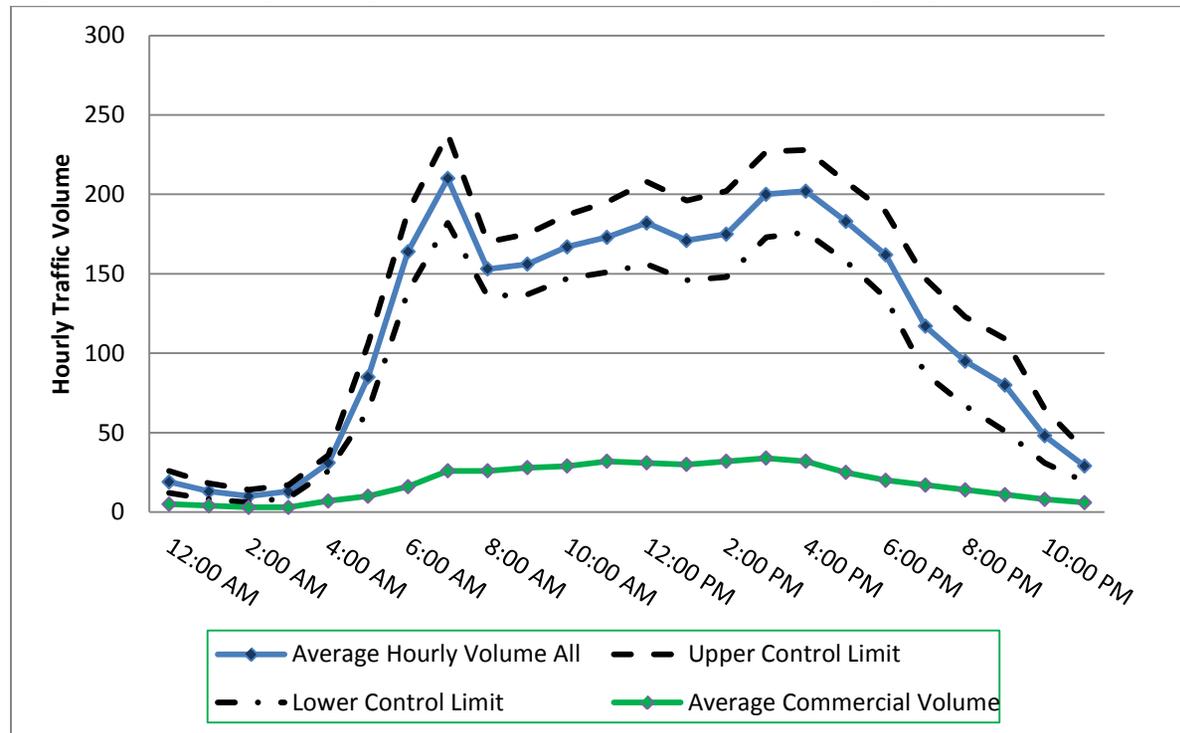
Current Peak-Hour ADT

Precise peak-hour LOS can only be provided for the two locations where the ATRs are located. Average traffic volumes by hour and

direction for each ATR location are shown in **Figures 14, 15, 16, 17, 18 and 19** (see pages 29 through 33).

A Lower Control Limit (LCL) and Upper Control Limit (UCL) have been included to show the expected range of traffic volumes (one standard deviation) that actually were collected during that hour of the day.

Figure 14: Weekday Average Hourly Traffic Northbound on Sunnyslope Road 2011 - 2013

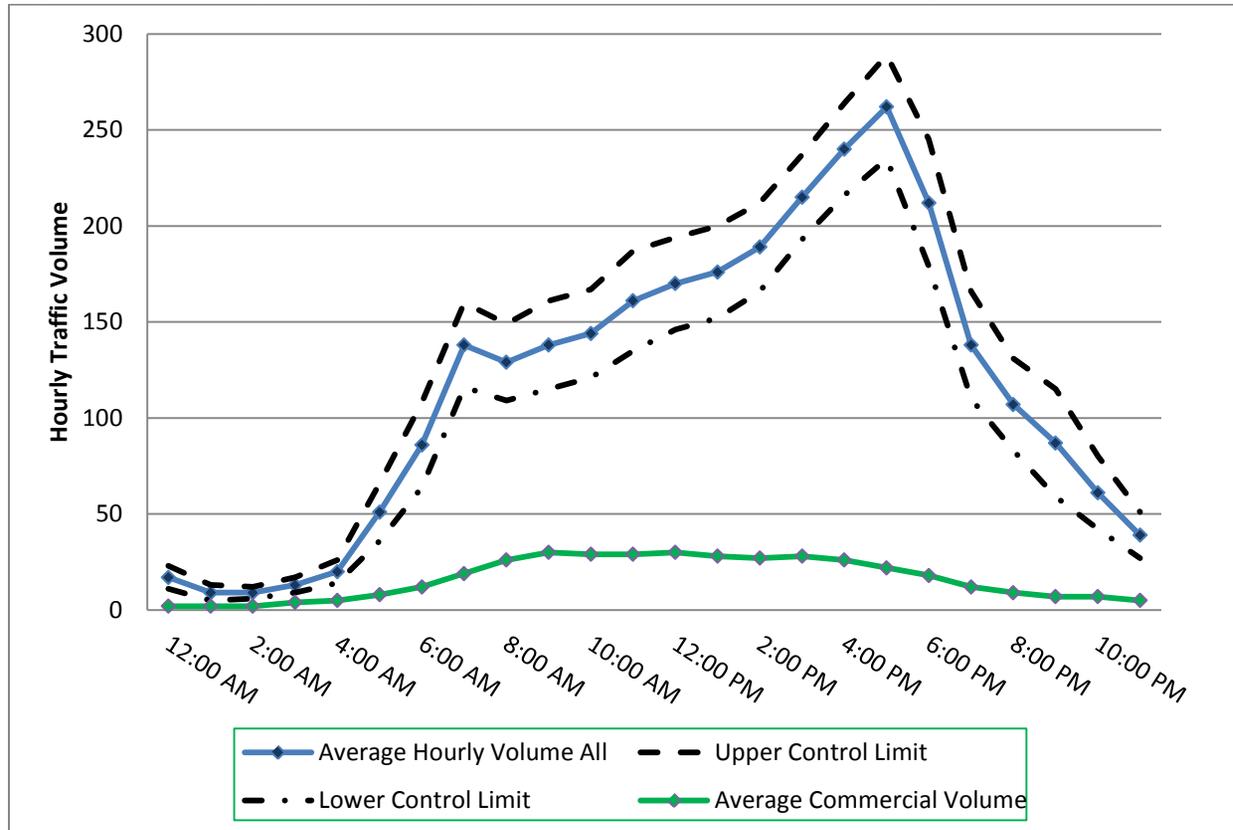




Traffic levels in **Figures 14 & 15** are within the limits of a LOS of “A.” LOS of “B” is not reached until 1,300 vehicles per hour are traveling on the two lanes combined. This threshold is outside the display

range of the graph. Both directions are under 300 vehicles per hour so this location has a 24-hour LOS of “A”. It meets the recommended minimum LOS of “B” or better

Figure 15: Weekday Average Hourly Traffic Southbound on Sunnyslope Road 2011 - 2013

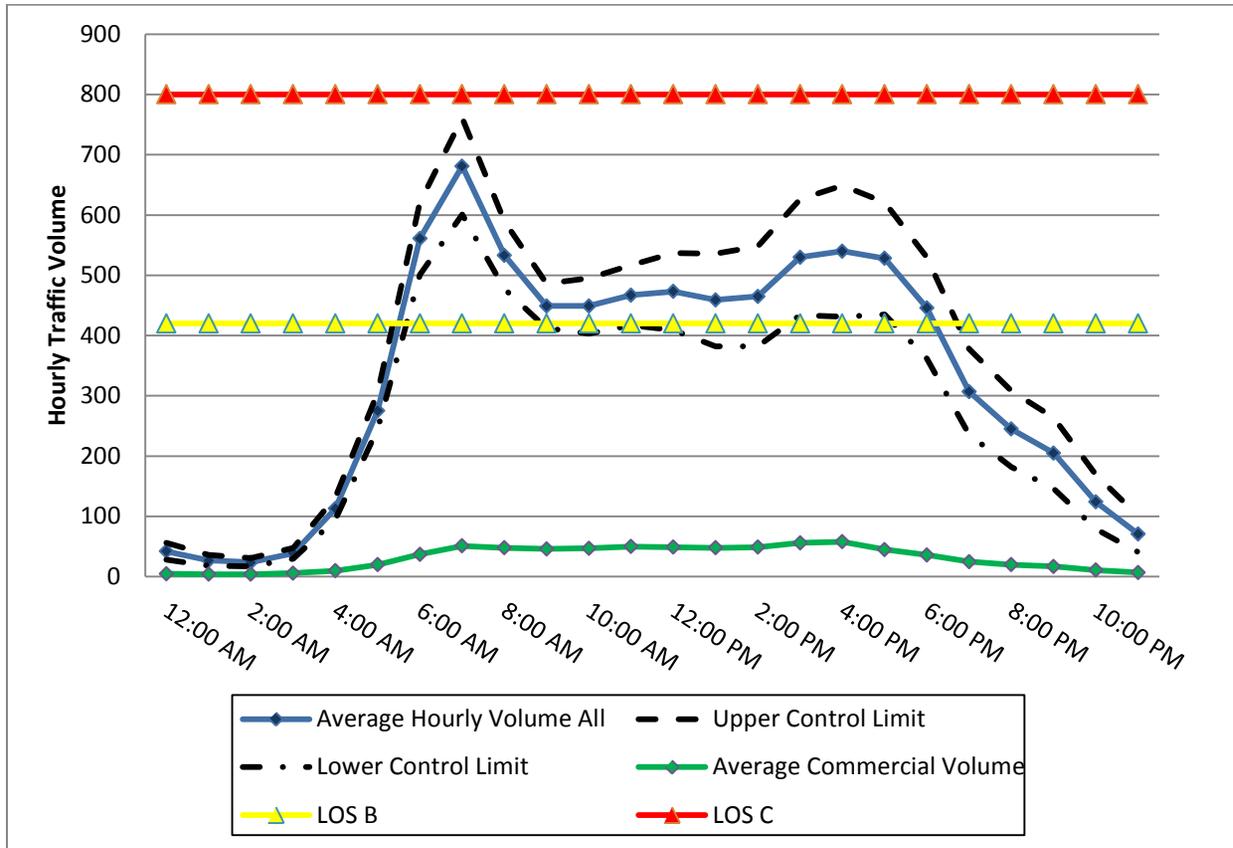




Karcher Road at Indiana Avenue for eastbound traffic (**Figure 16**) has a LOS of “B” between 5:30 a.m. and 6:00 p.m., and a LOS of “A” outside those hours. This location meets the recommended

minimum LOS of “C” or better.

Figure 16: Weekday Average Hourly Traffic Eastbound on Karcher Rd at Indiana Ave 2011 - 2013

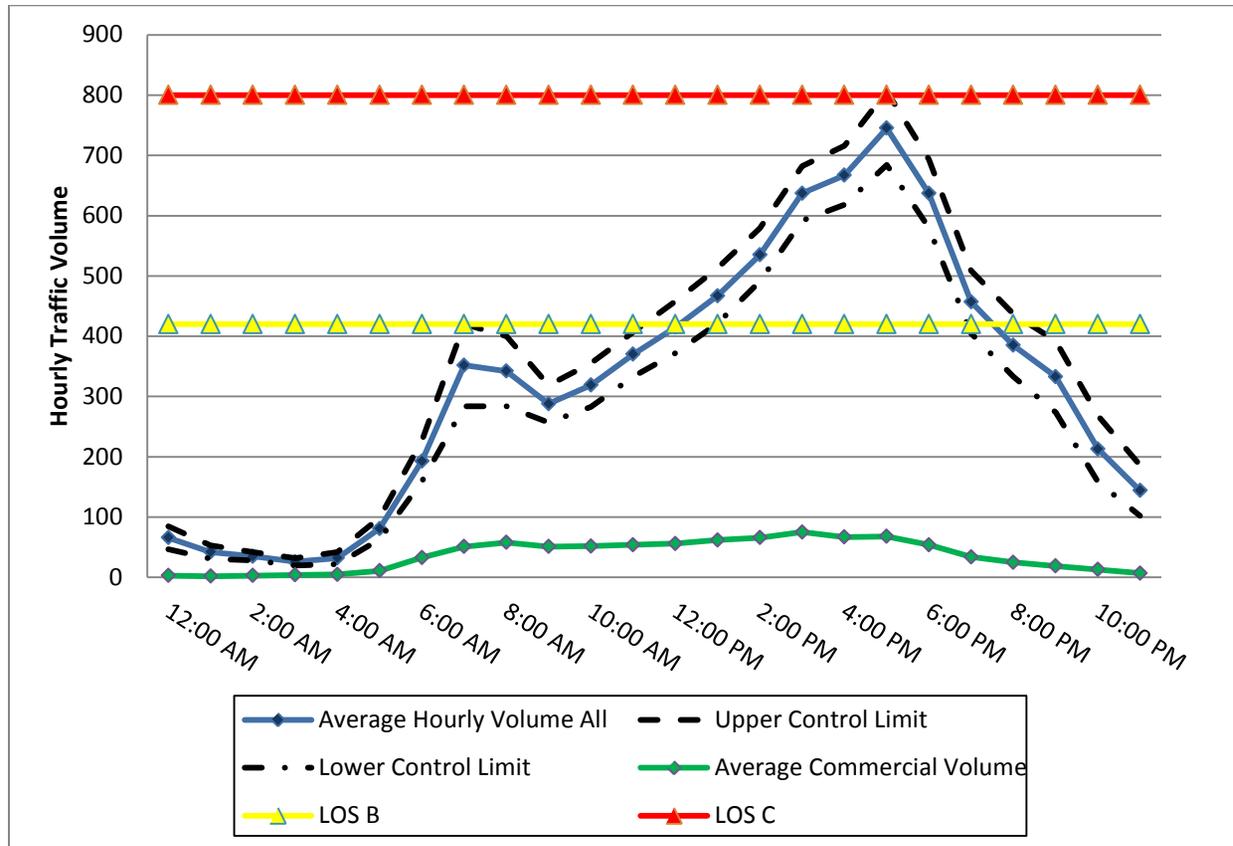




Karcher Road at Indiana Avenue for westbound traffic to Marsing (Figure 17) shows a LOS of “B” between 11:30 a.m. and 8:00 p.m. and a LOS of “A” outside those hours. The 5:00 p.m. hour is close to

reaching a LOS of “C” on some days of the year. This location meets the recommended minimum LOS of “C” or better.

Figure 17: Weekday Average Hourly Traffic Westbound on Karcher Rd at Indiana Ave 2011 - 2013





Karcher Road east of Nampa-Caldwell Boulevard (Figures 18 and 19) shows a LOS of “B” for both directions at all times.

This location meets the recommended minimum LOS of “C” or better.

Figure 18: Weekday Average Hourly Traffic Eastbound on Karcher Road east of Nampa-Caldwell Boulevard 2011-2013

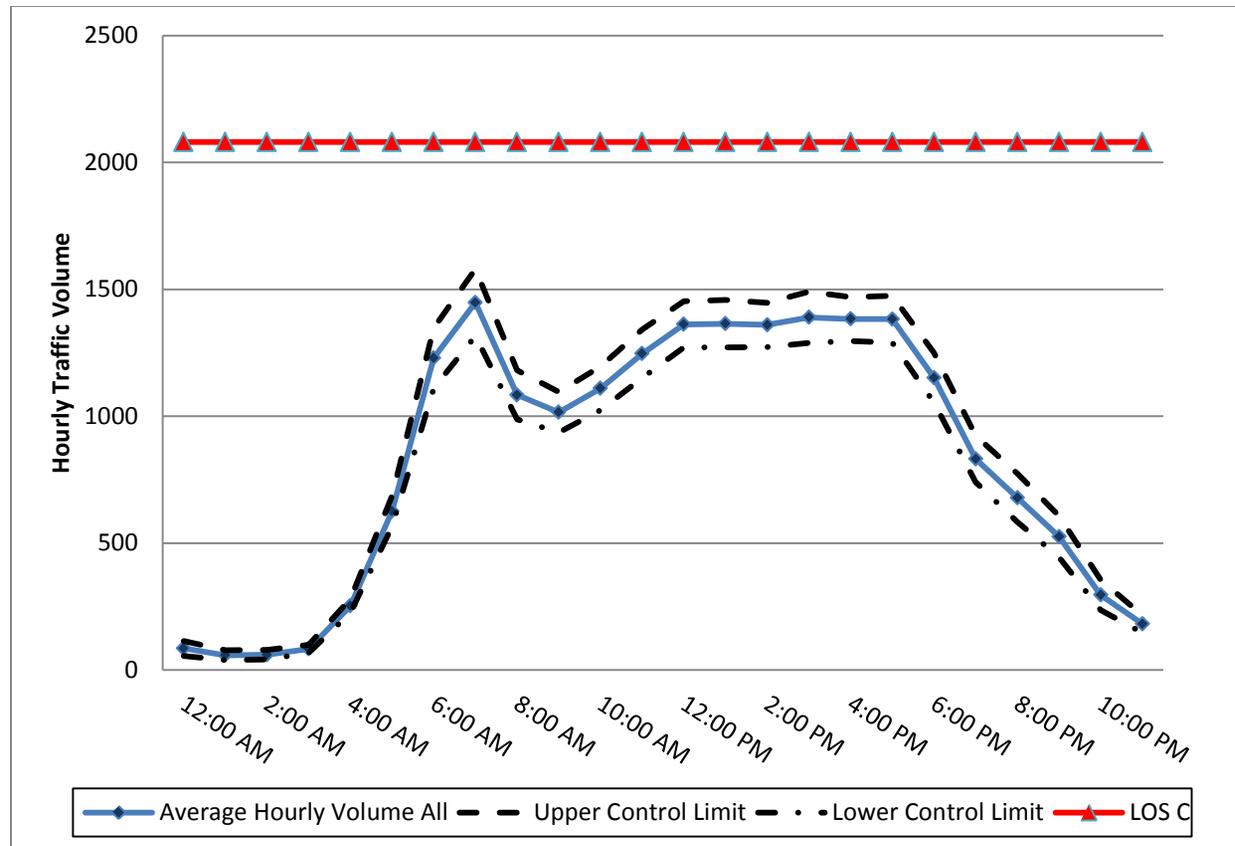
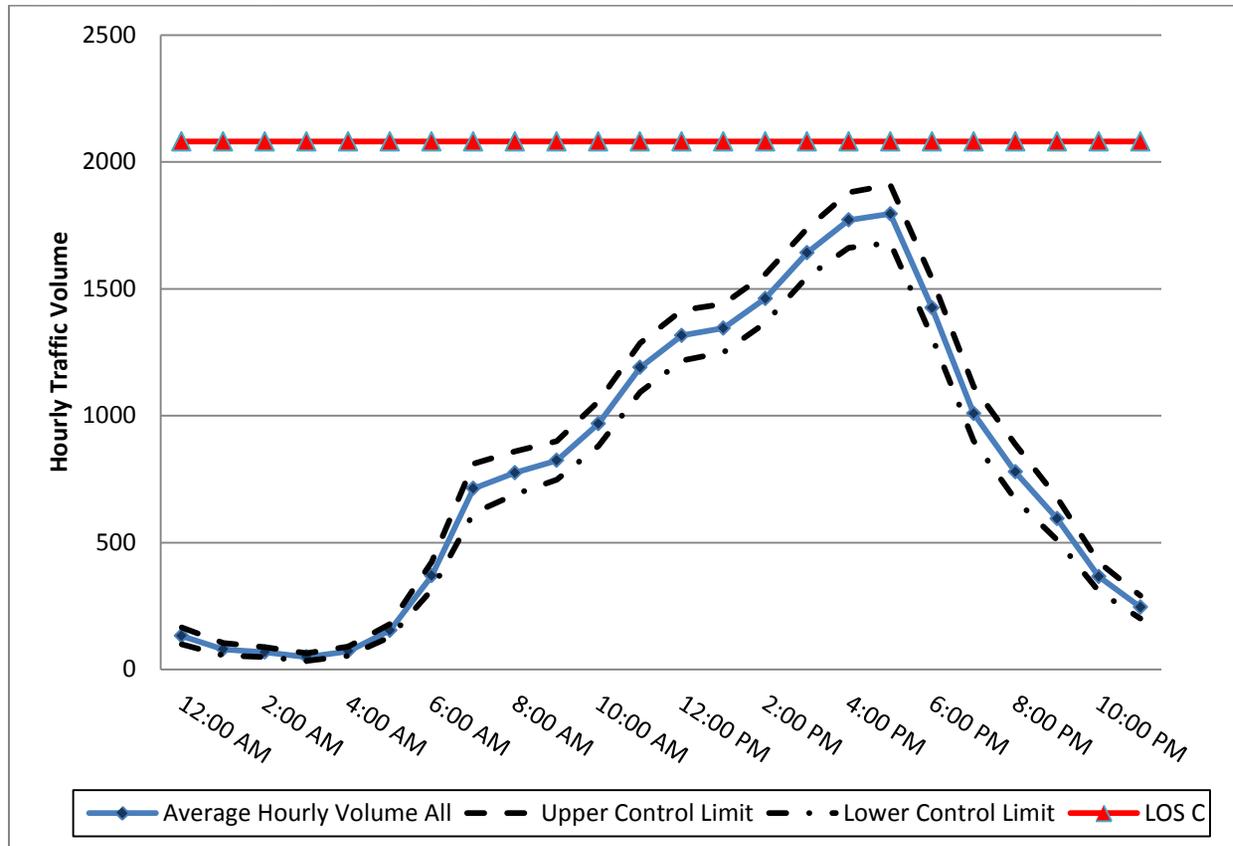




Figure 19: Weekday Average Hourly Traffic Westbound on Karcher Road east of Nampa-Caldwell Boulevard 2011 - 2013



Projected 2025 and 2035 AADT

Future traffic volumes have been developed for both 10 years (2025) and 20 years (2035) into the future. Issues identified through projected traffic volumes in 2025 will generate recommended improvements and management strategies that can realistically be expected to be funded within 10 years. These projects are listed on page 57 of this corridor plan. Issues identified through projected traffic volumes in 2035 will be

identified, but potential solutions will not be developed until a future revision of the Idaho 55 Corridor Plan.

ITD has developed future traffic volume projections for all state highways. The methodology develops a trend line based upon previous years' volumes and a future growth rate. For Canyon County, COMPASS has provided future traffic volume projections



from their regional travel demand model. Since the traffic projections were developed under different methodologies, the results are different. ITD is currently developing a statewide traffic model that will reconcile these projections. Until the statewide

model is completed, the Idaho 55 Corridor Plan will present both future traffic volume projections as a low and high range. Current 2012 AADT, projected 2025 AADT, and projected 2035 AADT are displayed in **Table 4**.

Table 4: Projected Future Traffic Volumes and Level of Service

Beginning Milepost	Ending Milepost	Segment Description	2012 AADT	2012 LOS	2025 AADT	2025 LOS	2035 AADT	2035 LOS
0.000	0.998	US 95 to Edison Rd	3,300	A	4,267	A	5,011	A
0.998	1.997	Edison Rd to SH-78	4,300	A	5,527	A	6,471	A
1.997	2.529	SH-78 to River Front Dr	6,100	A	7,822	A	9,148	B
2.529	3.145	River Front Dr to Sunnyslope Rd	5,800	A	7,444-12,600	A-B	8,710-18,800	B-C
3.145	3.667	Sunnyslope Rd to Symms Rd	5,000	A	6,544-12,200	A-B	7,559-15,300	A-C
3.667	5.688	Symms Rd to Apricot Ln	5,500	A	7,076-13,300	A	8,289-18,400	A
5.688	7.113	Apricot Ln to Pride Ln	4,800	A	6,165-15,100	A-C	7,215-19,800	A-C
7.113	7.615	Pride Ln to Chicken Dinner Rd	5,200	A	6,669-15,600	A-C*	7,799-18,000	A-C*
7.615	8.618	Chicken Dinner Rd to Malt Rd	6,400	A	8,181-16,000	B-C*	9,551-18,800	B-C*
8.618	9.608	Malt Rd to Wagner Rd	6,700	A	8,559-15,900	B-C*	9,989-19,400	B-C*
9.608	10.114	Wagner Rd to Riverside Rd	7,000	A	8,937-16,000	B-C*	10,427-19,500	B-C*
10.114	10.614	Riverside Rd to Farmway Rd	9,200	B	11,719-15,000	B-C	13,656-17,400	B-C*
10.614	11.621	Farmway Rd to S 10th Ave	8,400	B	10,711-15,600	B-C*	12,488-18,600	B-C*
11.621	13.127	S 10th Ave to Florida Ave	15,000	B	19,800-20,850	E	23,000-25,350	E
13.127	15.628	Florida Ave to Middleton Rd	14,000	B	19,460-23,200	E	23,660-25,200	E
15.628	15.818	Middleton Rd to Sundance Rd	18,000	E	22,200-25,020	B-C	28,600-30,420	C
15.818	15.999	Sundance Rd to Cassia St	18,000	E	22,100-25,020	B-C	28,600-30,420	C
15.999	16.154	Cassia St to Nampa-Caldwell Blvd	18,000	B	24,000-25,020	B-C	28,200-30,420	C
16.154	16.427	Nampa-Caldwell Blvd to I-84 EB Ramp	37,500	B	42,570-46,300	C	46,470-51,800	C-D
16.427	16.766	I-84 EB Ramp to I-84 WB Ramp	32,000	C	30,000-36,316	C-E	34,500-39,636	D-E
* If intersections are signalized every mile then LOS drops to D at the high end of the traffic volume estimate.								
Reflects programmed construction projects (2014-2018).								

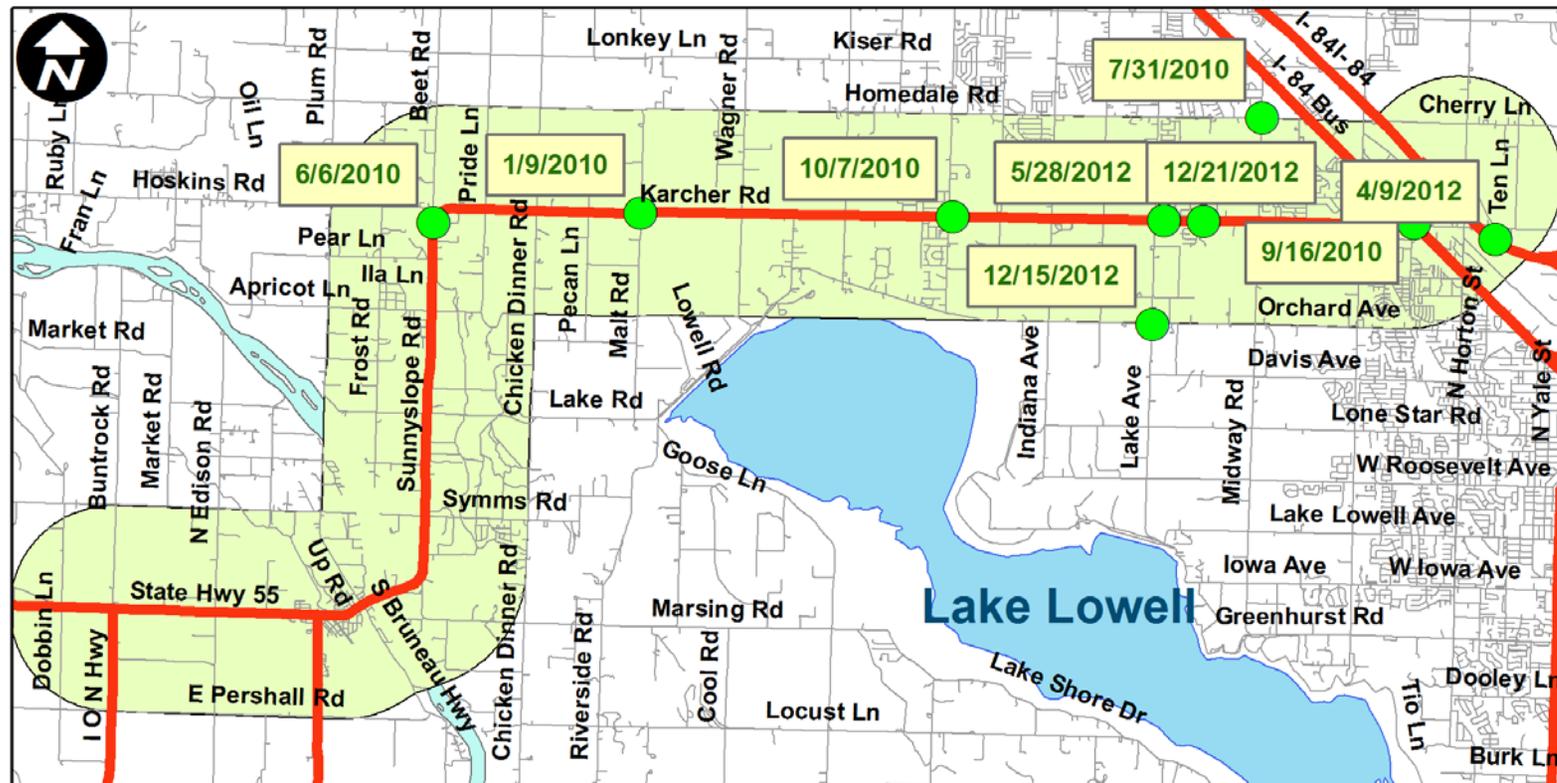


Crash Locations

There have been nine fatal crashes in the corridor from 2010 to 2012. Six of the crashes were on Karcher Road, one was on

Homedale Road, one was on Orchard Avenue and one was on Interstate 84. Crash locations are displayed on **Figure 20**.

Figure 20: Idaho 55 South Corridor Fatal Crashes 2010 - 2012



High Accident Locations (HAL) identification and analysis is an important tool in managing the safety of Idaho's highways. The appearance of a location on a HAL listing does not conclusively

define the location as a problem. It merely points to possible problem locations. Only a technical safety analysis of each section of



the roadway will determine whether it actually is a problem location and what priority the location should be given for improvements.

The HAL listing is updated annually and is the aggregate of the previous three years' crash data. The 2013 HAL listing used in this report contains crash data for 2010, 2011 and 2012. The main HAL list reports are: the interstate segment report, the interstate interchange report, the non-interstate segment report, and the non-interstate-intersection report.

Locations receive a statewide ranking based upon collision

frequency, severity (economic loss) and the collision rate. Statewide rankings can change considerably from year to year.

The corridor has two high-ranking HAL non-interstate segments, which are shown in **Table 5**. Both of these segments have funded improvement projects within their respective highway segments. The corridor has 22 other HAL non-interstate locations, which are displayed in **Table 6 (see page 37)**.

There are five funded intersection improvement projects on the state highway system.

Table 5: 2013 HAL Idaho 55 South Corridor Non-Interstate Segments

<i>2013 Rank</i>	<i>Route</i>	<i>Segment Code</i>	<i>Milepost Range</i>	<i>Length (in miles)</i>	<i>Description</i>	<i>Previous 2012 Rank</i>	<i>Project Date</i>
5	55	1990	15.139 - 15.999	0.86	SH-55 from Pelican Butte Drive to Cassia Street	3	2014
15	84 B	2040	55.199 - 56.812	1.613	84B from Middleton Road to Flamingo Avenue	7	2016



Table 6: 2013 HAL Idaho 55 South Corridor Non-Interstate Intersections

2013 Rank	Intersection	Signalized?	Table 1 Segment No.	Previous 2012 Rank	Project Date
3	Homedale Rd @ Indiana Ave -- Caldwell	No	7*	5	2014
38	Indiana Ave @ SH 55 -- Caldwell	No	7	48	2016
48	Midland Blvd @ Nampa-Caldwell Blvd -- Nampa	Yes	8*	349.5	
50	Karcher Rd @ Middleton Rd -- Nampa	Yes	7	40	2014
51	Karcher Rd @ Midway Rd -- Nampa	No	7	25	2016
64	Florida Ave @ Homedale Rd -- Caldwell	No	7*	135	
73.5	Lake Ave @ SH 55 -- Caldwell	No	7	53	2016
73.5	Middleton Rd @ Nampa-Caldwell Blvd -- Nampa	Yes	8*	136	
77	Karcher Rd @ Nampa-Caldwell Blvd -- Nampa	Yes	8	36.5	2016
129	Lake Ave @ Orchard Ave -- Nampa	No	7*	122	
179	Florida Ave @ SH 55 -- Caldwell	No	7	152	
209	Homedale Rd @ Lake Ave -- Caldwell	No	7*	681	
232.5	Homedale Rd @ Midway Rd -- Caldwell	No	7*	195	
283	10th Ave @ SH 55 -- Caldwell	Yes	7	468	
289	Karcher Rd @ Sundance Rd -- Nampa	No	8	926	2014
328	SH 55 & US 95 -- Owyhee County	No	1		
356	10th Ave @ Homedale Rd -- Caldwell	No	7*	224.5	
360	Flamingo Ave @ Middleton Rd -- Nampa	No	7*	855	
414	Farmway Rd @ SH 55 -- Caldwell	No	6		
435	Indiana Ave @ Orchard Ave -- Caldwell	No	7*		
466	Middleton Rd @ Orchard Ave -- Nampa	Yes	7*	451	
474.5	Market Place Blvd @ Midland Blvd -- Nampa	Yes	9*		
479	Riverside Rd @ SH 55 -- Caldwell	No	6	182	

* Intersection not on Idaho 55.



Figure 21 illustrates intersection crashes within the east end of the corridor. East of Florida Avenue, corridor crashes are predominantly

on Karcher Road. West of Florida Avenue to 10th Avenue, corridor crashes are predominantly on Homedale Road.

Figure 21: 2013 HAL Crashes Milepost 11.366 to 16.766

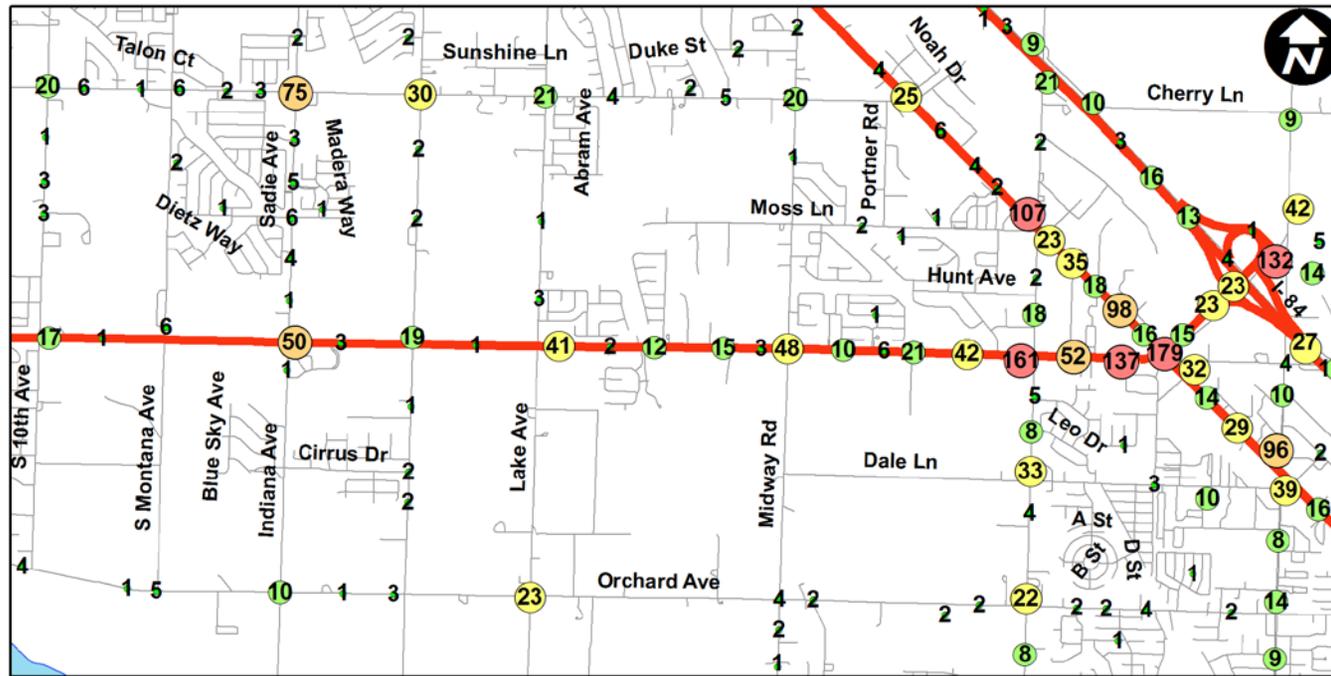
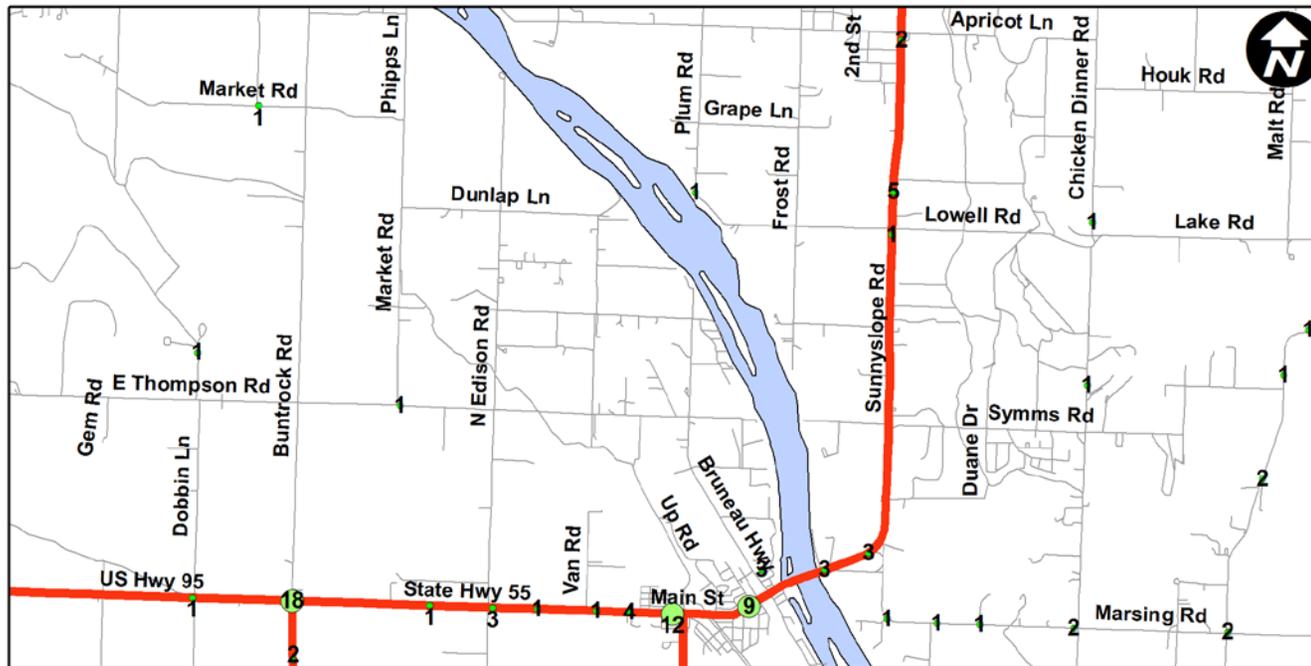




Figure 23 illustrates intersection crashes on Sunnyslope Road in Canyon County and Main Street/Idaho 55 in Owyhee County. The

intersection with the most crashes is the ION Junction.

Figure 23: 2013 HAL Crashes Milepost 0.000 to 5.688





Pavement Conditions

Pavement condition is determined by three measures: cracking, roughness and rutting. Cracking and roughness are each rated on an index of 5.0 being good and 0.0 being maximum distress. **Figure 24 and Figure 25** illustrate crack ratings.

The roughness index is a measure of the number of inches per mile that a laser, mounted on the profiler van, jumps as the van is driven along the roadway. Typically, the lower the International Roughness Index (IRI) number, the smoother the ride; but **IRI is not known as a direct measure of rider discomfort**. Idaho takes the measured IRI values for pavement and compresses them onto a scale of 0.0 to 5.0

scale, similar to the Cracking Index scale, where 0.0 is very rough and 5.0 is very smooth. Rutting is measured as a depth in inches. For more information, see the ITD Pavement Rating Manual.

Pavement condition is described as being good, fair, poor or very poor. Pavement is considered to be “deficient” if it is in either poor or very poor condition. **Table 7 (see page 42)** presents the Idaho 55 pavement conditions in 2012.

Figure 24: Pavement at 5.0 Crack Rating



Figure 25: Pavement at 0.0 Crack Rating





Table 7: Idaho 55 South Corridor Pavement Conditions in 2012

Beginning Milepost	Beginning Cross Street	Ending Milepost	Ending Cross Street	Length (in miles)	Overall Condition	Cracking Index	Roughness Index	Rutting Average	Index Triggering Deficiency
0.000	U.S. 95	2.289	3rd Avenue	2.289	POOR	2.4	3.2	0.16	Cracking
2.289	3rd Avenue	2.650	County Line	0.361	FAIR	4.3	2.6	0.10	
2.650	County Line	3.838	Symms Road	1.188	GOOD	5.0	*	*	
3.838	Symms Road	6.500	Beet Road	2.662	GOOD	4.8	4.0	0.11	
6.500	Beet Road	7.110	Pride Lane	0.610	GOOD	5.0	*	*	
7.110	Pride Lane	11.100	Ashland Drive	3.990	VERY POOR	1.8	2.8	0.20	Cracking
11.100	Ashland Drive	11.600	S 10th Avenue	0.500	VERY POOR	1.8	2.8	0.21	Cracking
11.600	S 10th Avenue	15.818	Sundance Road	4.218	POOR	2.2	2.7	0.41	Cracking
15.818	Sundance Road	16.154	Nampa-Caldwell	0.336	GOOD	5.0	3.5	0.15	
16.154	Nampa-Caldwell	16.766	Karcher	0.612	FAIR	5.0	2.7	0.13	

* Pavement was rehabilitated in 2012. New roughness and rutting values will be revised in February 2014.

The only currently scheduled construction project that will repair deficient pavement is the Karcher and Middleton intersection project, which is scheduled for construction in 2014.

The limits of that project are from Elijah Drain (Milepost 15.455) to Sundance Road (Milepost 15.818).



Bridge Conditions

The condition of a bridge is described by a Sufficiency Rating, which is a rating calculated from a formula that is a function of the structural adequacy and safety, functional obsolescence, and serviceability of a bridge. Ratings are on a scale of 1 to 100, with 100 considered as an entirely sufficient bridge, usually new; an entirely deficient bridge would receive a rating of 0.

A bridge may be defined as a structure erected over a depression or

an obstruction, such as water, a highway, or a railway, and having an opening measured along the center of the roadway of more than 20 feet. A culvert provides similar functionality but measures less than 20 feet long.

Table 8 presents the Idaho 55 South Corridor bridge conditions. The Snake River (Marsing Bridge) is scheduled for replacement in 2017.

Table 8: Idaho 55 South Corridor Bridge Conditions

<i>Sufficiency Rating</i>	<i>Milepost From</i>	<i>Features</i>	<i>Length (in feet)</i>	<i>Structure Type Design</i>	<i>Structure Type Material</i>
11.0	2.605	Snake River (Marsing Bridge)	774	Stringer/Girder	Steel Continuous
98.4	6.106	Low Line Canal	25	Frame	Concrete
98.8	7.054	High Line Canal	34	Frame	Concrete
98.1	8.098	Low Line Canal	74	Stringer/Girder	Prestressed Concrete
98.0	9.544	North Canal	17	Frame	Concrete
97.1	10.139	Burris Lateral Canal	12	Frame	Concrete
77.1	12.558	Deer Flat Canal	23	Frame	Concrete
96.9	13.090	Phyllis Canal	22	Frame	Concrete
94.3	14.058	Wilson Drain	48	Stringer/Girder	Prestressed Concrete
93.3	15.455	Elijah Drain	54	Stringer/Girder	Prestressed Concrete
95.8	16.369	Union Pacific Railroad	96	Stringer/Girder	Prestressed Concrete
98.0	16.465	Indian Creek	258	Stringer/Girder	Prestressed Concrete



Access Management

Access management is the process of balancing the need for traffic movement with property access.

Roads serve two primary purposes—to provide mobility and access. Mobility is the efficient movement of people and goods. Access is getting those people and goods to specific properties. A roadway designed to maximize mobility typically does so in part by managing access to adjacent properties.

Interstate highways have very limited access and high mobility. Local residential roads provide numerous accesses to properties but are not appropriate for long-distance travel. Most state highways serve a function somewhere between interstate highways and residential roads. One of ITD’s most important responsibilities is to ensure that the

design of each state highway properly balances access and mobility. Access management is the tool used to provide this balance.

ITD policy on Access Control is governed by Idaho Transportation Board Policy 4005 and IDAPA Rule 39.03.42. Idaho 55 in Owyhee and Canyon counties is considered a Statewide Route. Access spacing under this policy, effective October 1, 2012, is displayed in **Table 9**.

Table 9: IDAPA 39.03.42 Access Spacing

<i>Highway Type</i>	<i>Area Type</i>	<i>Signalized Road Spacing</i>	<i>Public Road Spacing (A)</i>	<i>Driveway Distance Upstream From Public Road Intersection (B)</i>	<i>Driveway Distance Downstream From Unsignalized Public Road Intersection (C)</i>	<i>Distance Between Unsignalized Accesses Other Than Public Roads (D)</i>
Expressway	All	Accessible only at locations specified by the Department.				
Statewide Route	Rural	5,280 feet	5,280 feet	1,000 feet	650 feet	650 feet
	Transitional	5,280 feet	2,640 feet	760 feet	500 feet	500 feet
	Urban > 35 mph	2,640 feet	1,320 feet	790 feet	500 feet	500 feet
	Urban <= 35 mph	2,640 feet	1,320 feet	790 feet	250 feet*	250 feet*
Distances in table are minimums based on optimal operational and safety conditions such as adequate sight distance and level grade. Definitions of spacing designated by (A), (B), (C), and (D) are represented on Figure 1 of IDAPA 39.03.42.						
* Where the public road intersection or private access intersection is signalized, the distances in the table are for driveways restricted to right-in/right-out movements only. For unrestricted driveways the minimum distance shall be 500 feet from a signalized intersection.						



ITD produced an Access Management Plan (AMP) for the Canyon County portion of the Idaho 55 south corridor in April, 2011 (see Appendix B). A future roadway cross-section concept known as “Median U-Turn” (MUT) was selected as the preferred design (see **Figure 26**).

The MUT would consist of four lanes with a 30 foot wide median. Right and left turns would be made from auxiliary lanes. Curbs and sidewalks would only be constructed at the expense of the requesting land use agency. Much of the corridor is currently on 66 feet of right-of-way; the future MUT would require a 140 foot right-of-way.

Figures 18 – 22 of the AMP show the potential location of future parallel collector roadways (backage roads) to be built as development occurs. These backage roads provide access to the rear side of commercial properties located between the backage road and Karcher Road. Access is also provided to properties located on the opposite side of the backage road to traffic from Karcher Road, thus increasing land values and reducing infrastructure costs to individual properties.

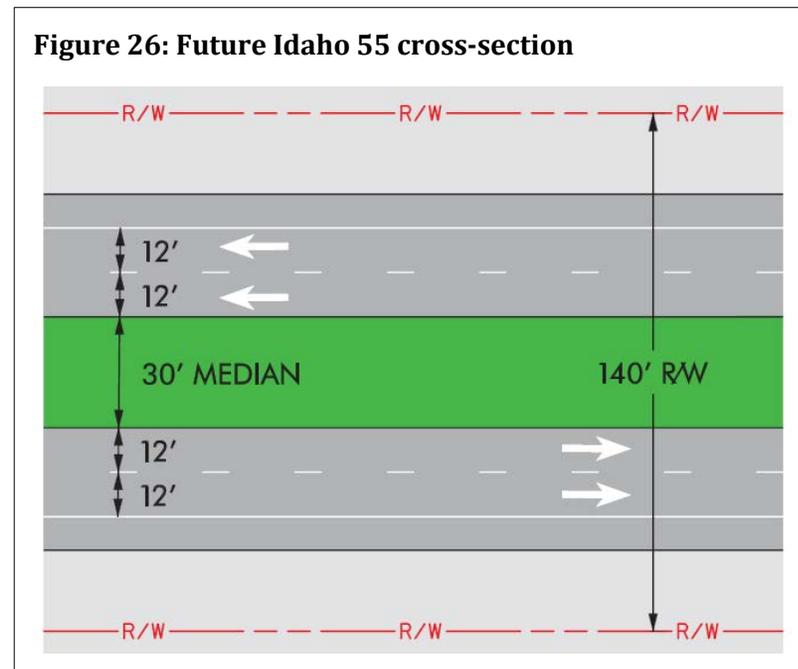
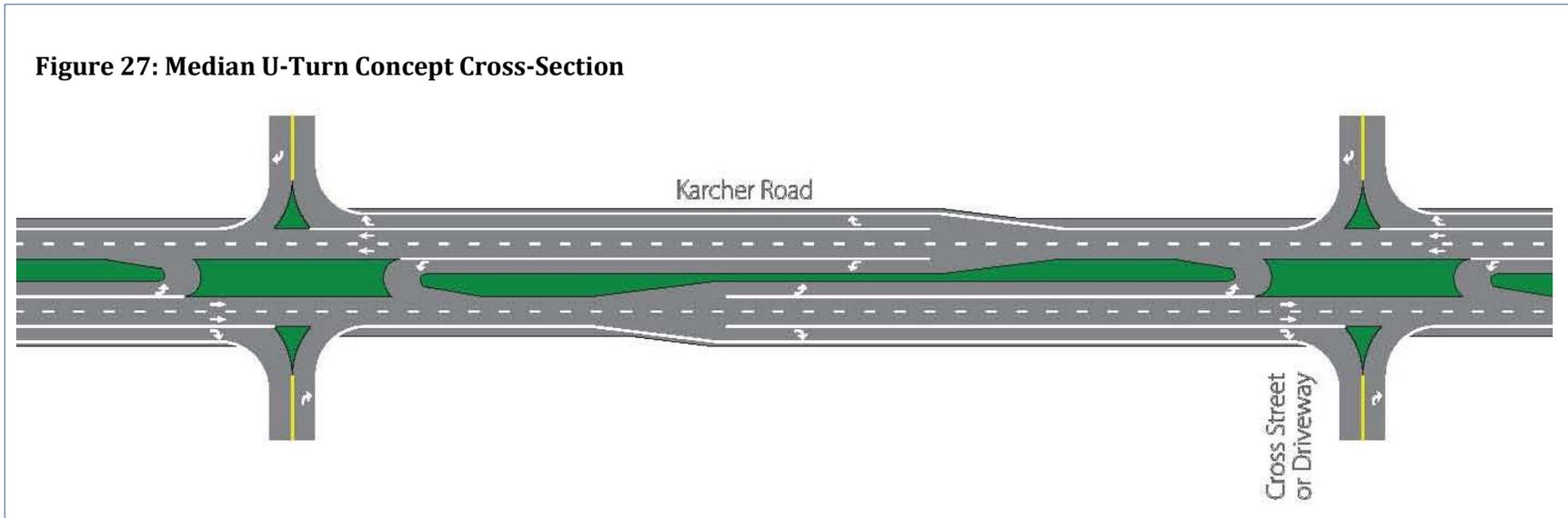


Figure 27: Median U-Turn Concept Cross-Section



Access spacing in the AMP is proposed as a combination of full-access intersections and limited-access approaches. The full-access intersections could either be signalized or unsignalized but would be limited to selected arterial or collector cross-streets. The 30-foot median would prohibit left-turn movements in and out of the

limited-access approaches; therefore, the access would be limited to right-in/right-out movements (see **Figure 27**). Access spacing described in the AMP could be implemented if part or the entirety of the Idaho 55 corridor is designated as an Expressway.



Full-access intersections would be spaced a minimum of one mile apart. Spacing of limited-access approaches would depend upon the development of the adjacent land. The AMP defined land development to be Rural, Urban/Suburban or Urban.

- Rural – Snake River Bridge to 10th Avenue (see **Figure 28** for a typical segment)
- Urban/Suburban – 10th Avenue to Middleton Road (see **Figure 29** for a typical segment)
- Urban – Middleton Road to Nampa-Caldwell Boulevard (see **Figure 30** on page 48)

Actual signalization of the intersections displayed in **Figure 28** is dependent upon reaching traffic volumes supporting a signal warrant. Actual signalization of the intersections displayed in **Figure 29** is scheduled for 2016.

Figure 28: Typical One-Mile Rural Segment – Wagner Road to Farmway Road

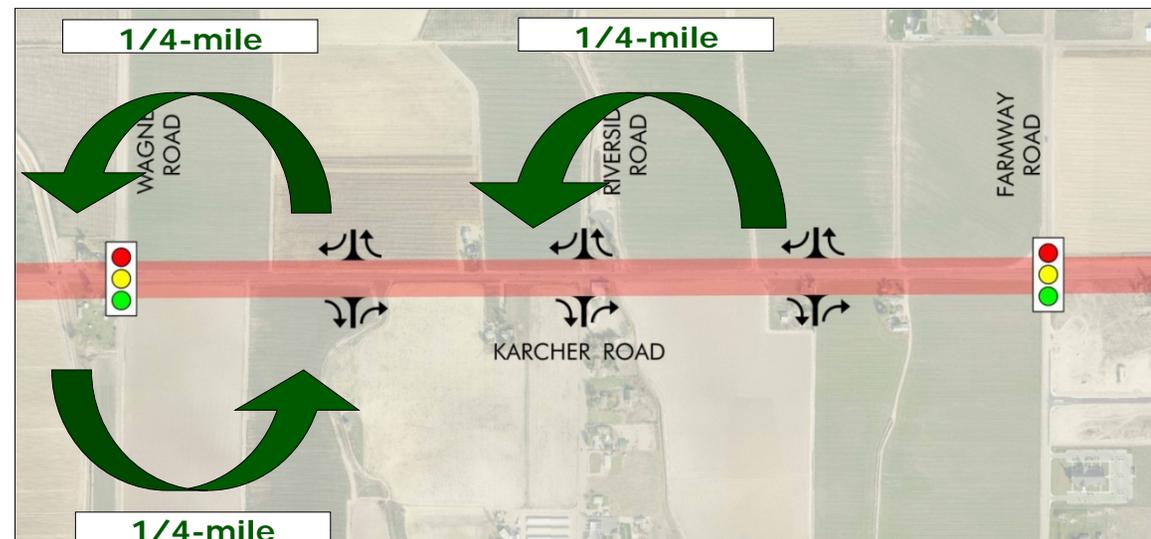
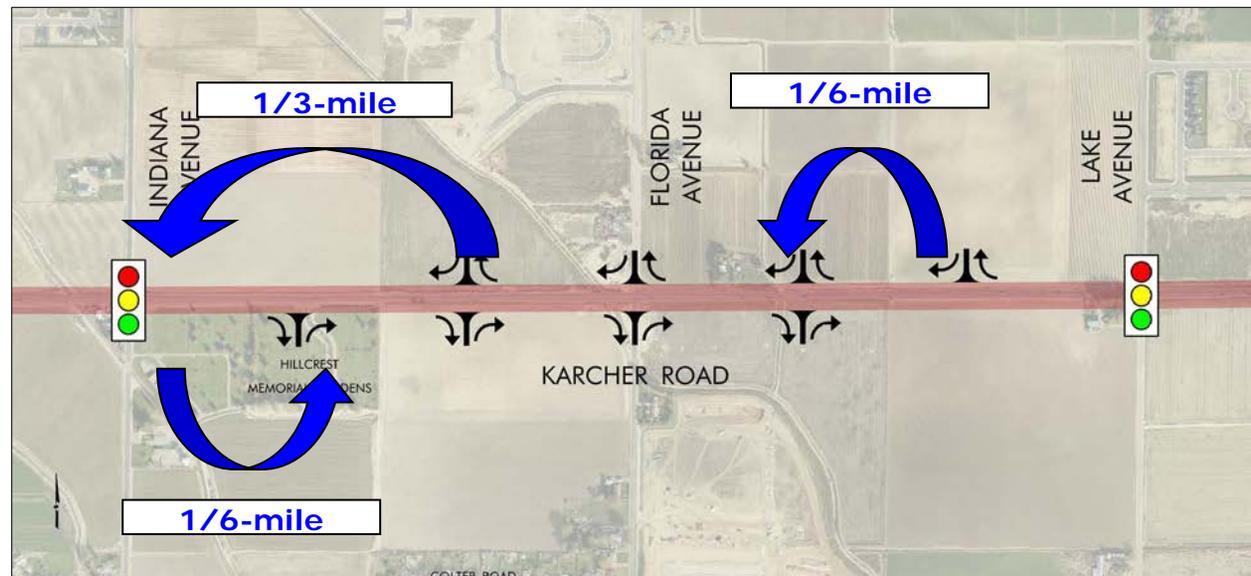


Figure 29: Typical One-Mile Urban/Suburban Segment – Indiana Avenue to Lake Avenue





The Access Management Plan was adopted by the City of Nampa on March 7, 2011, by Canyon Highway District No. 4 on April 27, 2001, and by Canyon County on October 4, 2011. The City of Caldwell was presented the AMP as an information item at two separate City Council meetings on December 7, 2009 and December 5, 2011.

Figure 30: Urban Segment – Middleton Road to Nampa-Caldwell Boulevard



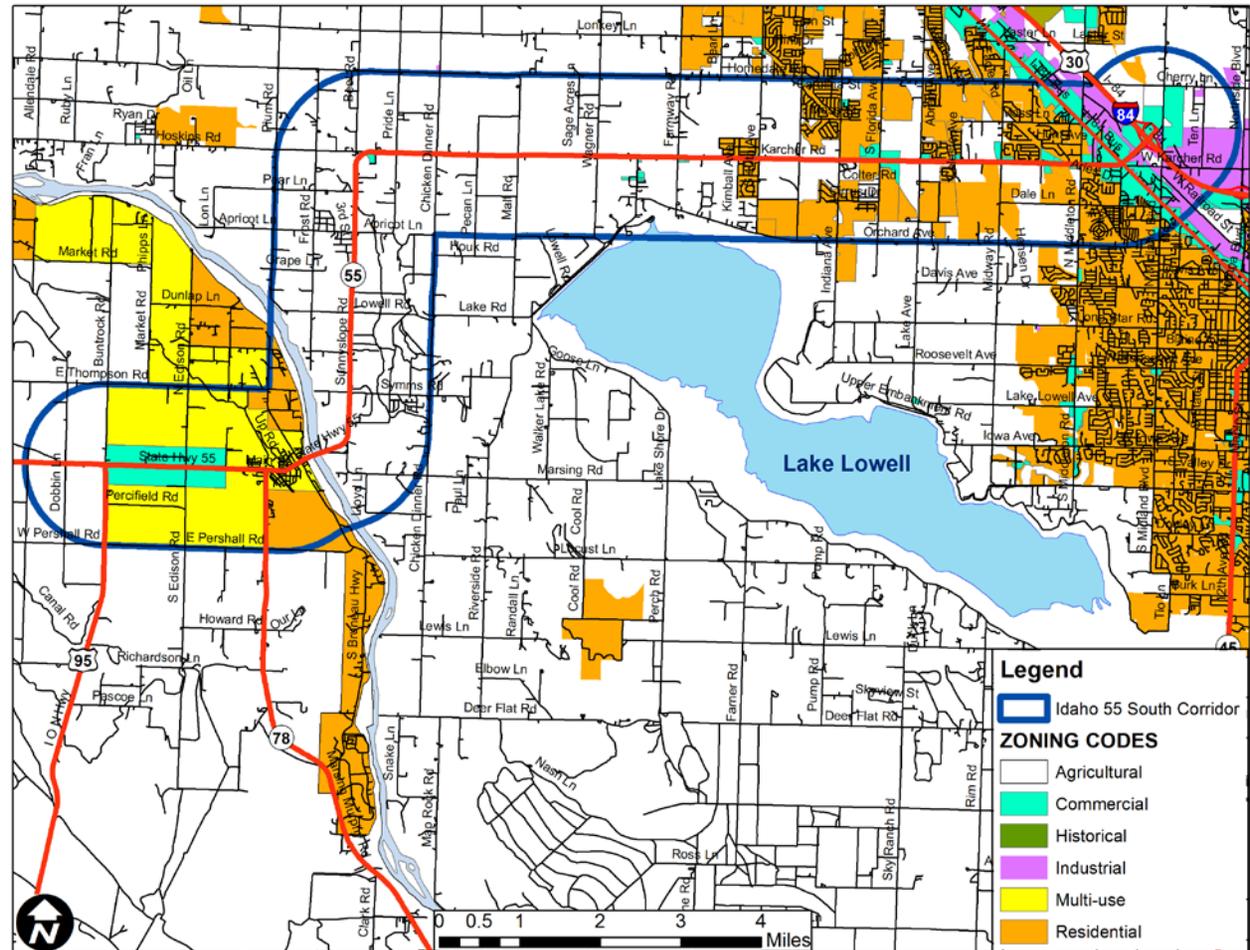
Regional Land Use and Environmental Conditions

Regional Land Use

The land use in a highway corridor directly affects the traffic volumes traveling in and through that corridor. Changes in land use, and the effect upon traffic volumes, can be calculated with the ITE Trip Generation Manual.

Control of land use is accomplished through zoning restrictions. Zoning authority is vested in cities and counties under Idaho Statute Title 67, Chapter 65: Local Land Use Planning. **Figure 31** illustrates the current land use zoning in the highway corridor. Along Nampa-Caldwell Boulevard (I-84 Business Loop), the zoning is predominantly commercial and industrial. The development pattern along the eastern half of Karcher Road is commercial and residential zoning among fragmented agricultural parcels (in white). The western half of Karcher Road and all of Sunnyslope Road is almost exclusively agricultural. In Owyhee County, mixed-use, commercial and residential zoning is found east of U.S. 95.

Figure 31: Idaho 55 South Corridor Current Zoning





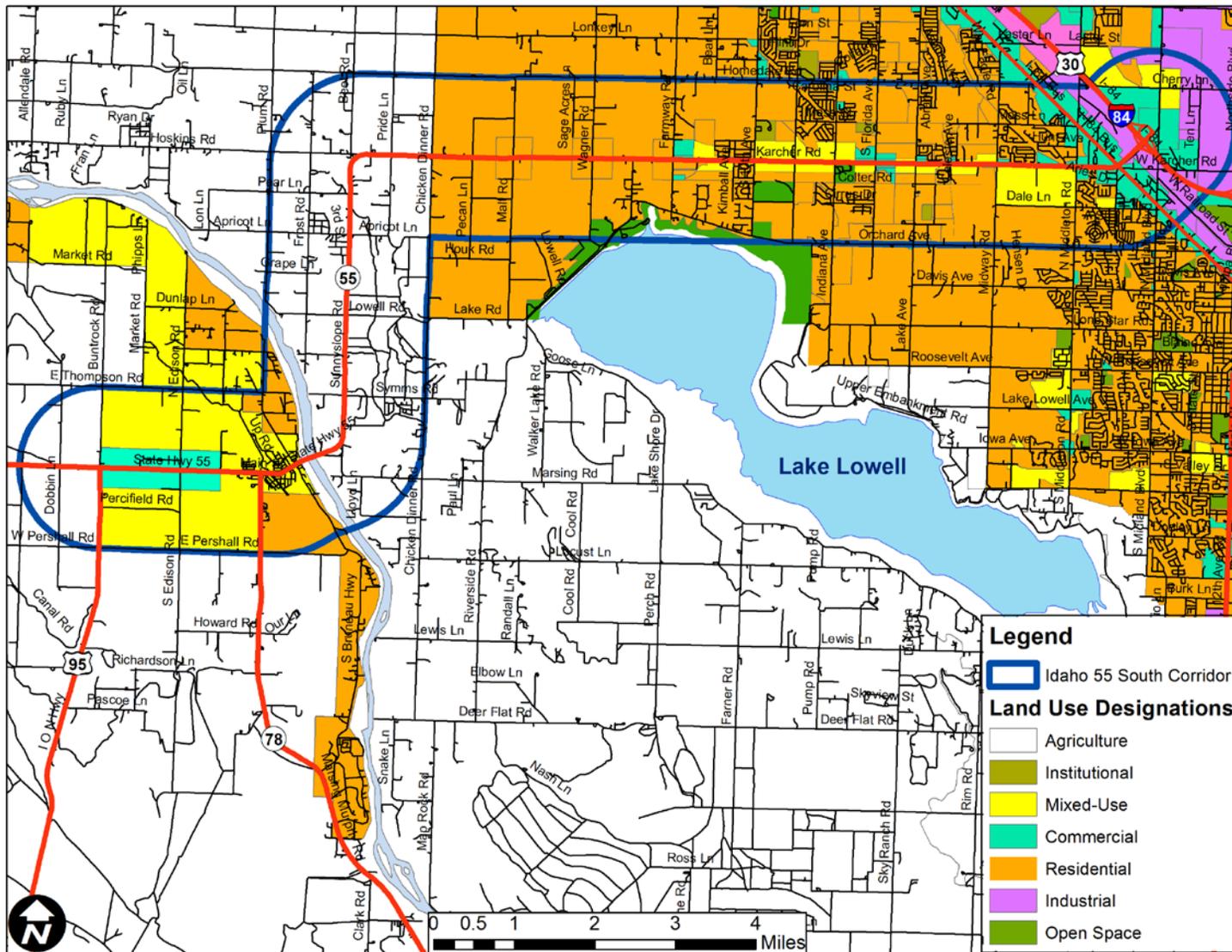
Economic use of land within the corridor in the year 2012 is presented in **Table 10**. Comprehensive Plans project land use up to 20 years in the future. The City of Caldwell Comprehensive Plan has a 2030 date while that for the City of Nampa has a 2035 date. The Owyhee County Plan did not have any changes from the current zoning. **Figure 32 (see page 51)** illustrates the expected long-range changes to land use in the corridor.

Converting irrigated farmland east of Chicken Dinner Road to residential, commercial and mixed-use zoning designations will increase traffic volume on the highway. Increased traffic volume will require capacity expansion to keep highway LOS at minimum service levels. Projected traffic volumes are available in **Table 4 (see page 34)**.

Table 10: Idaho 55 South Corridor Economic Land Use

<i>Land Use</i>	<i>Acres</i>	<i>Percent of Corridor</i>
Crops	13,587.2	60.8%
Fallow Cropland	1,407.3	6.3%
Pasture	2,897.4	13.0%
Developed	3,777.0	16.9%
Open Water	434.8	1.9%
Wetlands	11.1	0.0%
Barren	35.9	0.2%
Shrubland	211.4	0.9%
Evergreen Forest	0.2	0.0%
TOTAL	22,362.3	100%

Figure 32: Idaho 55 South Corridor Future Comprehensive Plan Land Uses





Environmental Conditions

Key environmental issues found within the Idaho 55 South Corridor were identified in an Environmental Scan (Appendix C). The key findings included:

Wetlands adjacent to Lake Lowell were identified in the National Wetlands Inventory (NWI). Additional wetlands may be associated with the Snake River and numerous irrigation canals and streams through the corridor.

The Snake River does not have an extensive flood zone boundary.

There are 31 underground storage tanks (UST) in the corridor, 10 of which are still in use. Eleven were leaking underground storage tank (LUST) sites but these have all been cleaned up.

There are three “Resource Conservation and Recovery Act” (RCRA) regulated facilities within the corridor. The RCRA regulates land-based disposal of waste with a focus on hazardous waste.

There are no historic sites but there are two 6(f) properties and four 4(f) properties.

6(f) definition: Passed by Congress in 1965, the Land and Water Conservation Fund is a matching assistance program that provides grants which pay half the acquisition and development cost of outdoor recreation sites and facilities. Section 6(f) of the act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the

Department of Interior's (DOI) National Park Service. The DOI must ensure that replacement lands of equal value, location and usefulness are provided as a condition of such conversions. Consequently, where conversions of Section 6(f) lands are proposed for highway projects, project sponsors must provide replacement lands.

4(f) definition: Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. 4(f) protects the following basic types of properties: publicly owned park and recreation areas that are open to the general public, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites. The term historic sites includes prehistoric and historic districts, sites, buildings, structures or objects listed in, or eligible for, the National Register of Historic Places. This may also include places of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.

The Oregon Trail Southern Branch crosses the corridor in Owyhee County but there are no historic sites associated with it.

Three species have been identified as threatened or endangered in one or both counties in the study corridor area.



Population Forecasts

In 2010, Canyon County had the second highest population and Owyhee County was the 25th when compared to the other 44 counties in Idaho. From 2000 to 2010, the population of Canyon County grew by 43.7 percent, the second largest growth rate in Idaho. Owyhee County population grew by 8.3 percent, the 24th largest growth rate in Idaho.

Over the last ten years, population growth within the entire Idaho 55 South Corridor was greater than the average growth of Canyon County but less than the average growth of Owyhee County. **Table 11** illustrates historic population growth and projected future population growth through 2035.

Table 11: Idaho 55 South Corridor Population Forecast

	Total Population							
	1990	2000	2010	2015	2020	2025	2030	2035
Canyon County Corridor	6,503	8,438	15,721	21,001	26,803	30,131	32,901	36,885
Owyhee County Corridor	1,338	1,546	1,603	1,633	1,662	1,692	1,723	1,754
TOTAL CORRIDOR	7,841	9,984	17,324	22,634	28,465	31,823	34,624	38,639

Within the corridor, the number of houses in Canyon County has more than doubled in the last 20 years, but in Owyhee County it has increased by less than 20 percent.

future housing growth through 2035.

Additional population attributes may be found in the Environmental Scan (Appendix C).

Table 12 illustrates the historic count of houses and projected

Table 12: Idaho 55 South Corridor Housing Forecast

	Total Houses							
	1990	2000	2010	2015	2020	2025	2030	2035
Canyon County Corridor	2,428	3,273	6,051	8,083	10,316	11,597	12,664	14,197
Owyhee County Corridor	513	581	609	620	631	643	655	666
TOTAL CORRIDOR	2,941	3,854	6,660	8,704	10,948	12,240	13,318	14,863

Public Process

ITD held three public meetings in Canyon and Owyhee counties to gather public input when preparing the Idaho 55 South Corridor Plan.

- In October 2008, ITD held a public meeting in Caldwell. Attendees identified specific improvements that are needed on Idaho 55 in Canyon County.
- In April 2009, ITD held a public meeting in Marsing. Attendees identified needed improvements on Idaho 55 in Owyhee County and western Canyon County.
- In September 2009, ITD held a follow-up public meeting in Caldwell. Attendees gave feedback on the draft access management plan for Idaho 55 between Marsing and Nampa.

The meetings were attended by nearly 200 people. Commonly-heard comments and themes included:

- Address safety issues on Idaho 55.
 - Improvements should include rumble strips, larger stop signs or flashing lights at intersections that do not have a traffic light.
 - Provide safer access from side roads.
 - Comments that said the speed limit should be



- lowered were equal in number to those that said the current speed limit should be maintained
- The junction of Idaho 78 and Idaho 55 should be widened.
- There are large rocks on the roadside in the Sunnyslope area.



- Widen Idaho 55 to four or five lanes.
 - Karcher Interchange to Sunnyslope Road.
 - Karcher Interchange to Farmway Road.
 - Karcher Interchange to 10th Avenue.
- Add turn lanes or passing lanes where needed.
 - On Karcher Road.
 - Widen for turn lanes at Middleton Road and Riverside Road.
 - At major intersections (e.g., Farmway Road, Chicken Dinner Road, Montana Avenue, Indiana Avenue, Florida Avenue, Lake Avenue, Midway Road.)

- Turn lanes for trucks on Idaho 55 and Edison Road. Add traffic lights where needed in Canyon County.
 - Indiana Avenue.
 - Florida Avenue.
 - Lake Avenue.
 - Midway Road.

Detailed summaries of public comments, including specific locations for improvements, are included as Appendix D to this document.



Recommended Improvements and Capital Improvement Program

The Idaho Transportation Investment Program (ITIP) is a multi-modal program that includes highways, bridges, public transportation, railroads, aviation and non-motorized transportation. It is a five-year investment plan based upon the priorities of safety, mobility and economic vitality. The current ITIP covers projects scheduled from Fiscal Year 2014 (beginning July 1, 2013) through Fiscal Year 2017 (ending June 30, 2017). The ITIP – which is updated annually – is available at <https://itd.idaho.gov/itip/>.

The outcome of a corridor plan is to recommend improvements that will be included in a future ITIP. Some of the improvements identified have already been incorporated into the ITIP.

ITD Director’s Memorandum Number 22 limits improvement project recommendations to those that can be funded for construction in the next ten years with available funding. Longer term needs will only be identified for future consideration.

Improvement projects are separated into three categories: Early Development (as part of a different project), Safety and Operations, and Expansion. Expansion projects are the most expensive of the three categories.

Table 13 (see page 57) shows projects within the Idaho 55 South Corridor that are recommended for inclusion in the ITIP through year 2025.

The intersection of Homedale Road and Indiana Avenue was ranked as the 5th highest statewide non-interstate intersection in the HAL list. Intersection safety improvements are scheduled for construction in 2014. Canyon County Highway District #4 will be the lead agency with some work also being done by the City of Caldwell. Future recommendations to be included in the next update of the Idaho 55 South Corridor Plan include determining:

- Are turn lanes warranted at the following intersections west of South 10th Avenue: Kimball Avenue, Wagner Road, Pecan Lane and Chicken Dinner Road?
- Are turn lanes warranted at the Idaho 78 and Edison Road intersections in Owyhee County?
- Are signals warranted at the intersections of Farmway Road, Wagner Road, Malt Road or Chicken Dinner Road?
- Does present/future LOS warrant expansion from two to four lanes west of South 10th Avenue?



Table 13: Recommended ITIP Idaho 55 Corridor South Projects Through 2025

PRIORITY	CATEGORY	Beginning Milepost	Ending Milepost	PROJECT DESCRIPTION	Year Scheduled
Low	Stormwater Management	1.997	2.605	Marsing Stormwater Drainage improvements.	--
Medium	Safety & Operations	1.997	1.997	Reconstruct intersection of Idaho 55 (Main Street) and Idaho 78 (8th Avenue West) to accommodate WB-62 size vehicles and correct offtracking.	2017
High	Safety & Operations	2.605	2.749	Replace Snake River Bridge. Sufficiency Rating is under 50.	2017
Medium	Safety & Operations	6.670	6.670	Install southbound right-turn lane at Hoskins Road intersection. Review options for a northbound left-turn lane.	--
Medium	Safety & Operations	7.113	7.113	Install left-turn bays and right-turn lanes at Pride Lane intersection.	--*
High	Safety & Operations	10.114	10.114	Install left-turn bay and right-turn lane at Riverside Road intersection.	--*
High	Expansion	11.621	15.476	[Stage 1] Increase total lanes on Karcher Road between Middleton Road and Midway Road from two lanes to four lanes to reduce projected year 2025 LOS of E to LOS of B.	--**
High	Expansion	11.621	15.476	[Stage 2] Increase total lanes on Karcher Road between Midway Road and Lake Avenue from two lanes to four lanes to reduce projected year 2025 LOS of E to LOS of B.	--**

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High	Expansion	11.621	15.476	[Stage 3] Increase total lanes on Karcher Road between Lake Avenue and Indiana Avenue from two lanes to four lanes to reduce projected year 2025 LOS of E to LOS of B.	--**
High	Expansion	11.621	15.476	[Stage 4] Increase total lanes on Karcher Road between Indiana Avenue and South 10th Avenue from two lanes to four lanes to reduce projected year 2025 LOS of E to LOS of B.	--**
High	Expansion	16.766	16.766	Connect second lane southbound on Midland Boulevard as a through lane into the interchange.	--
High	Safety & Operations	12.625	12.625	Intall signal light and right turn lanes at Indiana Avenue intersection.	2016***
High	Safety & Operations	13.629	13.629	Intall signal light and right turn lanes at Lake Avenue intersection.	2016***
High	Safety & Operations	14.545	14.733	Intall signal light and right turn lanes at Midway Road intersection.	2016**
High	Expansion	15.455	15.818	Improve intersection at Middleton Road and increase number of lanes on Karcher Road west of Sundance Road from two to four.	2014**
High	Safety & Operations	16.154	16.154	Improve intersection at Nampa-Caldwell Boulevard to address high HAL list ranking.	2016**

* Previously programmed under Key Number 06197. Removed from the FY 01-05 STIP on September 9, 2000.

** Recommended in the City of Nampa Citywide Transportation Plan dated April, 2012.

*** Recommended in the 2030 City of Caldwell Comprehensive Plan.



Conclusions

The Idaho 55 South Corridor Plan in Owyhee and Canyon Counties evaluated the current and projected future conditions on and adjacent to Idaho 55 between mileposts 0.000 to 16.766. A list of recommended projects for the next ten years was produced, as well as a watch list of tasks for the next update of the corridor plan.

Improvements to the planning process for the next corridor plan update include a new statewide traffic model and a statewide economic model. The IPlan program should also increase the quantity and timeliness of spatial data.



Data Sources

IN ORDER OF APPEARANCE

- Figure 1: Imagery – United States Department of Agriculture. “Digital Orthoimagery Series of Idaho (2011, 1-meter, Natural Color + IR)”. Served through <http://cloud.insideidaho.org/arcgis/services> under name of “imageryBaseMapsEarthCover/2011_1m_idaho”.
- Idaho Transportation Department. “MilePostSigns”. Theoretical State Highway Milepost locations. Generated by dynamic segmentation.
- Idaho Transportation Department. “B04_State_Highway_Routes”. Generated by dynamic segmentation.
- Corridor Boundary – Buffer from “B04_State_Highway_Routes”, above.
- Route History: Minutes Of The Idaho Board of Highway Directors and the Idaho Transportation Board (June 1951 – present).
- Single Entry Minute Record of Contracts Awarded By The Idaho Board of Highway Directors and the Idaho Transportation Board (January 1951 – July 1964).
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- Figure 2: Idaho Transportation Department. “B04_State_Highway_Routes”. Generated by dynamic segmentation.
- United States Census Bureau. TIGER/Line Shapefile, 2009, Canyon County, ID.
- Table 1: Idaho Transportation Department, Roadway Data Section. “AADT2012”.
- 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
- Idaho Transportation Department. Transportation Asset Management System (TAMS).
- Idaho Transportation Department. Construction Plan Sheet Sets.
- Idaho Transportation Department. Right-of-Way Microfiche Documents.
- Figure 3: United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.



Idaho Transportation Department. "B04_State_Highway_Routes". Generated by dynamic segmentation.

Bureau of Land Management. "SMA_BLM_LANDS".

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United States Fish and Wildlife Service. "WildRefuge".

Figure 4: Idaho Transportation Department. "B04_State_Highway_Routes". Generated by dynamic segmentation.

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Figure 5: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/238/index.html>

Figure 6: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/238/index.html>

Figure 7: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html>

Figure 8: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html>

Figure 9: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html>

Figure 10: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html>

Figure 11: Idaho Transportation Department. "B04_State_Highway_Routes". Generated by dynamic segmentation.

City of Nampa. "PRKS_TrIsGrnwys".

City of Caldwell. "Caldwell_Trails".

Figure 12: Imagery – United States Department of Agriculture. "Digital Orthoimagery Series of Idaho (2011, 1-meter, Natural Color + IR)". Served through <http://cloud.insideidaho.org/arcgis/services> under name of "imageryBaseMapsEarthCover/2011_1m_idaho".

Idaho Transportation Department. "B04_State_Highway_Routes". Generated by dynamic segmentation.

Corridor Boundary – Buffer from "B04_State_Highway_Routes", above.

Airports - National Transportation Atlas Databases (NTAD) 2008.

Figure 13: 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.



- Table 2: ITD Roadway Design Manual, Section 335.06 Level of Service.
- Table 3: 2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
- Figure 14: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html>
2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
- Figure 15: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html>
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- Figure 16: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/161/index.html>
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- Figure 18: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html>
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- Figure 19: Idaho Transportation Department. <http://www.itd.idaho.gov/highways/roadwaydata/counters/228/index.html>
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- Table 4: Idaho Transportation Department, Roadway Data Section. “AADT2011”. 2011 Annual Average Daily Traffic (AADT)
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Community Planning Association of Southwest Idaho (COMPASS). Communities in Motion (CIM) 2040 Traffic Model.
2009 Quality/Level of Service Handbook, State of Florida, Department of Transportation.
- Figure 20: Idaho Transportation Department. “B04_State_Highway_Routes”. Generated by dynamic segmentation.
Idaho Transportation Department, Office of Highway Safety. “Crashes_2012” and “Crashes_2011” and “Crashes_2010”.



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United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.

United States Census Bureau TIGER/Line Shapefile, 2009, Owyhee County, ID.

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Table 5: Idaho Transportation Department. "2012 and 2013 High Accident List (HAL)".

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Table 6: Idaho Transportation Department. "2013 High Accident List (HAL)".

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Figure 21: Idaho Transportation Department. "B04_State_Highway_Routes". Generated by dynamic segmentation.

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Idaho Transportation Department, Office of Highway Safety. "Crashes_2012" and "Crashes_2011" and "Crashes_2010".

United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.

Figure 22: Idaho Transportation Department. "B04_State_Highway_Routes". Generated by dynamic segmentation.

Idaho Transportation Department. "Lakes_Reservoirs."

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Figure 23: Idaho Transportation Department. "B04_State_Highway_Routes". Generated by dynamic segmentation.

Idaho Transportation Department, Office of Highway Safety. "Crashes_2012" and "Crashes_2011" and "Crashes_2010".

United States Census Bureau TIGER/Line Shapefile, 2009, Canyon County, ID.

United States Census Bureau TIGER/Line Shapefile, 2009, Owyhee County, ID.

United States Geological Survey. "SnakeRiver."



- Figure 24: Idaho Transportation Department. ITD Pavement Rating Manual 2010
- Figure 25: Idaho Transportation Department. ITD Pavement Rating Manual 2010
- Table 7: Idaho Transportation Department. “Transportation Asset Management System (TAMS)”.
- Table 8: Idaho Transportation Department. “Transportation Asset Management System (TAMS)”.
- Table 9: <http://adminrules.idaho.gov/rules/2000/39/0342.pdf>
- Figure 26: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 27: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 28: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 29: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 30: Appendix B: IDAHO 55, MARSING TO NAMPA, ACCESS MANAGEMENT PLAN
- Figure 31: Idaho Transportation Department. “B04_State_Highway_Routes”. Generated by dynamic segmentation.
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United States Geological Survey. “SnakeRiver”.
Owyhee County Clerk. “zoning classes”.
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- Figure 32: Idaho Transportation Department. “B04_State_Highway_Routes”. Generated by dynamic segmentation.



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United States Census Bureau TIGER/Line Shapefile, 2009, Owyhee County, ID.

Table 10: United States Department of Agriculture, National Agricultural Statistics Service. "2012 Idaho Cropland Data Layer".
Idaho Transportation Department. "B04_State_Highway_Routes". Generated by dynamic segmentation.

Table 11: United States Census Bureau. 1990 Census Summary Text File 1A, 1B and 2A.
United States Census Bureau. 2000 Census Summary File 1.
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Canyon County projections - COMPASS "CIM2040officialincrements".
Owyhee County projections - continued from 2000 – 2010 growth trend line.

Table 12: United States Census Bureau. 1990 Census Summary Text File 1A, 1B and 2A.
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Canyon County projections - COMPASS "CIM2040officialincrements".
Owyhee County projections - continued from 2000 – 2010 growth trend line.



Table 13: Idaho Transportation Department. “DRAFT FY 14-18 Idaho Transportation Investment Program (ITIP)”.

Idaho Transportation Department. “2013 High Accident List (HAL)”.

City of Nampa. “Citywide Transportation Plan, April 2012”.

City of Caldwell. “2030 City of Caldwell Comprehensive Plan”.



APPENDIX A: Idaho 55 South Corridor Turn Lane Warrant Study

See attached appendix.



APPENDIX B: Idaho 55, Marsing to Nampa, Access Management Plan

See attached appendix.



APPENDIX C: Idaho 55 South Corridor Environmental Scan

See attached appendix.



APPENDIX D: Idaho 55 South Corridor Public Involvement

See attached appendix.

NEW MEADOWS

MCCALL

DONNELLY

CASCADE

HORSESHOE
BEND

EAGLE

BOISE

CALDWELL

MERIDIAN

NAMPA

MARSING



IDAHO 55 SOUTH CORRIDOR PLAN MARSING TO NAMPA

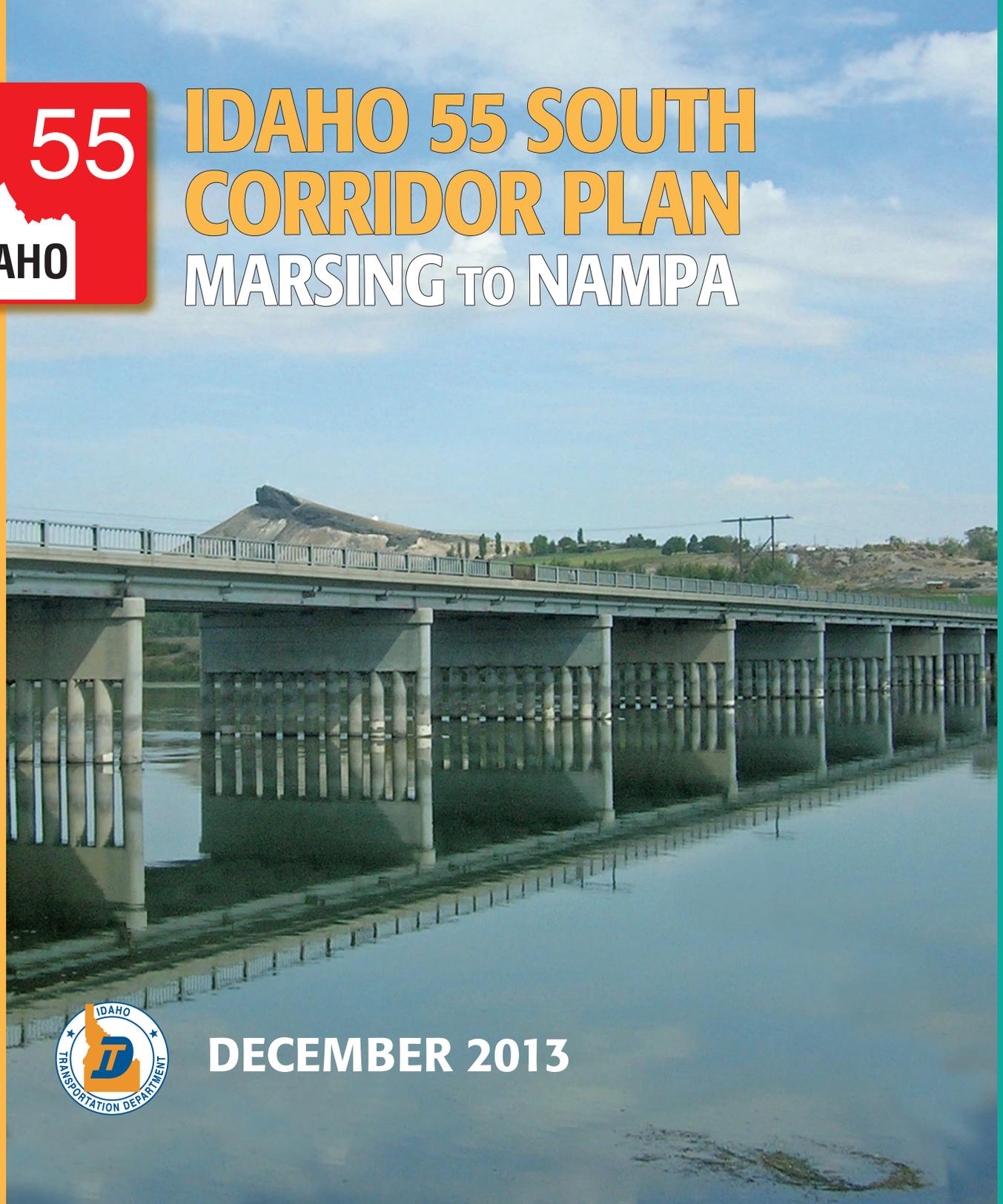
For more information about the Idaho 55 Corridor Study, visit itd.idaho.gov and select *Projects*, *Southwest Idaho* and *Idaho 55 Corridor Study*, or contact:

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