

CITY OF EMMETT
Planning & Zoning Department

STAFF REPORT

**APPLICATIONS: ANN 21-004, PP #21-004- ANNEXATION W/ZONING AND PRELIMINARY
PLAT FOR PROPOSED PAYETTE RIVER ESTATES SUBDIVISION**

P&Z COMMISSION HEARING DATE: OCTOBER 4, 2021

**COUNCIL PUBLIC HEARINGS: NOVEMBER 9, 2021, CONTINUED TO JANUARY 11, 2022,
CONTINUED TO FEBRUARY 8, 2022**

OWNER: LANDMARK PACIFIC INVESTORS LLC

**APPLICANT: ANDREW NEWELL WITH BLAINE A. WOMER ENGINEERING
ON BEHALF OF LANDMARK PACIFIC INVESTMENTS LLC
PO Box 1939
EAGLE, ID, 83616**

**PROPERTY LOCATION: NORTH OF W. 12TH ST. AND WEST OF TWIN BUTTES
SUBDIVISION**

PARCEL NUMBER: RP06N02W128850

STAFF PLANNER: BRIAN SULLIVAN

1. APPLICATION SUMMARY/BACKGROUND:

The applicant, Andrew Newell, with Blaine A. Womer Engineering, representing Landmark Pacific Investments LLC, is requesting approval of two applications for Payette River Estates Subdivision. This summary gives a brief description of the applications and what each one consists of. For information on how the applications comply with the zoning ordinance and comprehensive plan, please look at sections 5, 6, and 7 of this staff report.

The applications include the following:

1. Annexation with zoning classification of RP06N02W128850, a 17.14-acre parcel with the requested zoning classification of R-1, single-family residential. This property is located to the west of Twin Buttes Subdivision, and is contiguous to the city limits.
2. Preliminary Plat which includes 69 65single-family lots and 5 common lots.

The gross density for this site is ~~4.03~~ 3.78 dwelling units per acre. Lot sizes range from ~~6,000~~ 6,500sf. – ~~23,012~~ 13,843 sf. with an average size of 6,660 sf.

Open Space required by ECC is ~~4.94~~ 1.80 acres. Payette River Estates is providing ~~4.99~~ 2.04 acres of common open space that will serve all residents.

All roads will be constructed with curb, gutter, and sidewalk and improved to the City of Emmett

design standards. As with all subdivisions in the city, all roads are dedicated to the Public and under the ownership of the City of Emmett. A final landscape plan will need to be submitted and approved prior to the final plat. Sewer, water, and pressure irrigation will be provided to each lot. Storm water will be retained on-site within the subdivision.

If this property is annexed and the zoning classification is changed to a residential use, it will eliminate the Light and Heavy Industrial zoning classifications for this property. The surrounding properties will remain the zoning classification they currently hold.

2. APPLICATION & PROPERTY FACTS:

A. Site Address/Location:

The subject property is located within Section 12 of T6N, R2W.

B. Current Owner(s): Joseph D. and Joanne Rohrbacher.

C. Applicant(s): Landmark Pacific Investments, LLC

D. Representative(s): Andrew Newell, Blaine Womer Engineering

E. Engineer: Andrew Newell

F. Present Zoning: M-1 Light Industrial and M-2 Heavy Industrial (County)

G. Present Comprehensive Plan Designation: Area of City Impact

H. Property Size: Approx. 17.14 acres

3. APPLICATION PROCESS FACTS:

A. Application Submittal:

The complete application for this item was received by the P&Z Department on July 21st, 2021.

B. Notice of Public Hearing:

Notice of Public Hearing on the application for the Emmett Planning and Zoning Commission was published in accordance with requirements of Title 67, Chapter 65, Idaho Code on September 15, 2021. Notice of this public hearing was mailed to property owners within 300 feet of the subject property in accordance with the requirements of Title 67, Chapter 65, Idaho Code on September 15, 2021. The physical property was posted for the public hearing on September 23, 2021.

C. Relevant Ordinances and Required Actions:

The subject application will in fact constitute an Annexation application as determined by Emmett City Code (ECC) 9-15-10A - D. By reason of the provisions of the ECC Title 9, Chapter 15, a public hearing is required before the Zoning Commission ("Commission") and the City Council ("Council") on this matter. The Commission must make a recommendation to the Council and make findings of fact and conclusions of law relating to compliance with the Comprehensive Plan, per ECC 9-15-10H.

The subject application will in fact constitute a rezone as determined by Emmett City Code. By reason of the provisions of the Emmett City Code Title 9, Chapter 15, a public hearing is required before the

Zoning Commission and the City Council on this matter.

The subject application will in fact constitute a Preliminary Plat as determined by Emmett City Code (ECC), Title 10, Chapter 2. By reason of the provisions of the Emmett City Code Title 10, Chapter 2, a public hearing is required before the Planning & Zoning Commission and a review of the recommendation is due by the City Council on the matter of the Preliminary Plat.

D. History of Previous Actions on Property:

E. Companion Applications: Annexation, ANN 21-004 Preliminary Plat, PP 21-004

4. LAND USE:

A. Existing Land Use(s): Vacant pasture land

B. Description of Character of Surrounding Area: Medium to high density residential to the east and low density to the south, north, and west.

C. Adjacent Comprehensive Plan, Zoning and Land Use: R-1 Single-Family Residential; R-2 Residential Transitional, M-1 and M-2

	COMP PLAN DESIGNATION	ZONING DESIGNATION	LAND USE
North of site	Mixed Planned Dev.	R-2 Residential Transitional (County)	Single-family and vacant pasture
South of site	Area of City Impact	M-1 Light Industrial	Single-family residential
East of site	Area of City Impact	R-1 Single-Family M-1 Light Industrial	Single-family residential
West of site	Area of City Impact	M-1 and M-2, and A-2	Vacant land, single-family

D. Site Design Information:

	TOTAL ACREAGE OF SITE	PROPOSED MINIMUM LOT AREA	CURRENT MINIMUM
SITE DATA	17.14 acres	6,000 500 , w/ 6,830- 660 average, single family, to over 23,012-13,843	6,000 sq. ft. R-1 zone

E. Streets and/or Access Information: The applicant is proposing connecting to Homestead Drive from Twin Buttes Subdivision and to construct 4 new interior streets, one (1) new street that will

connect to W. 12th street giving the subdivision two ingress and egress points.

5. COMPREHENSIVE PLAN: *(Staff comments are in italics)*

CHAPTER 3 – HOUSING

- **Future Conditions:** – Continuous planning must occur to reflect the changing economic conditions and/or policies locally and statewide. The Gem Community must recognize and anticipate that future national and state energy policies will impact housing standards.
In planning for residential growth, various densities and housing types should be allowed. Examples of housing types include multi-family, duplex, townhouses, zero-lot-line development, and single-family detached.
- **1.0 General Housing Goal Statement:** – The Gem Community recognizes that housing is one of the most basic and important human needs. All citizens must be provided with the opportunity for adequate housing. Housing policies focus on these areas:
 - Encourage development within the Emmett Area of City Impact and Rural Residential areas in the County.
 - Encourage workforce housing (affordable to households earning from 80% to 140% of the Area Median Income) in the Gem Community.
 - Encourage diversified housing including single-family, multi-family and rental housing.

These sections of the comp plan support additional housing as planning for residential growth.

CHAPTER 9 - PUBLIC SERVICES AND UTILITIES

- GC9.1.2: Policies for City of Emmett-Encourage annexations within the Impact Area for hook-up to municipal services.
This development will connect to city utilities.

Chapter 10 – Transportation

Chapter 10, TRANSPORTATION GOAL STATEMENT

“Develop a balanced and mixed transportation system which provides for the efficient and safe movement of people and goods.”

10.1.2 Achieve a balanced transportation system including roadways, public transit, bicycle route, sidewalks, etc.

10.1.3 Encourage a transportation system designed and developed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and goods within the community.

10.1.4 Encourage clustering of uses and access points along arterial where applicable by land use.

2.0 STREET BEAUTIFICATION GOAL STATEMENT

“Promote the beautification of federal, state and local roads to improve the visual impact of Emmett and Gem County.”

- 10.2.1 Enforce the landscape ordinance that requires new development to plant trees in street landscaping buffer zones within the city limits and Area of City Impact.

Emmett City Code (ECC) requires a landscape plan to be submitted prior to approving a final plat.

4.0 Pathways Goal Statement: Gem Community will consider cyclists, equestrians, pedestrians, skateboarders, skaters, and other non-motorized transportation needs in all land use decisions. (Wheelchairs and similar mobility devices for the handicapped are also included in this pathway goal.)

Policies for Pathways:

- 10.4.2 Consider all new development an opportunity to provide and improve bicycle and pedestrian facilities.

Staff finds per the City of Emmett, Park Master Plan, the sidewalks called out throughout the subdivision will connect to adjacent sidewalks in Twin Buttes Subdivision and provide an improved bicycle and pedestrian pathway system.

- 10.4.3 Provide for safe pedestrian walkways, whether paved or unpaved.
Pathways will be concrete sidewalks.

CHAPTER 12 – LAND USE: GENERAL RESIDENTIAL CATEGORIES

- Area of City Impact – These land areas are generally adjacent to arterials and are anticipated for a variety of residential densities. Residential areas in close proximity of city limits, activity centers and public transportation routes should range in density from 3-25 units per acre.
This statement supports additional residential housing with the density proposed.
- Impact Area Policies 12.22 – Residential areas may be serviced by municipal sewer or water within the City Impact area. When the property becomes contiguous with the City of Emmett, annexation will be evaluated.
This property is contiguous to the city. Municipal water and sewer will be accessed from Homestead Drive in Twin Buttes Subdivision.

RESIDENTIAL LAND USE POLICIES

- 12.13 Encourage the provision of quality and diverse housing, as well as creative subdivision designs, of all price ranges for present and future residents.
- 12.14 Create and maintain a high quality of life through the provision of adequate open space and recreational opportunities.

Payette River Estates provides ~~1.99~~ 2.04 acres of open space. The open space areas will be classified as a minipark and will need to comply with ECC 10-3-11G, H, and I.

12.15 Encourage compatible infill development, which will complement existing neighborhoods.

Staff finds that the proposed subdivision will be compatible with surrounding neighborhood Twin Buttes Subdivision.

6. ZONING DISTRICTS:

The purpose of the R district is to permit the establishment of residential dwellings and other uses that are compatible with residential uses. Centralized water and sewer facilities are required in the R district in accordance with section 7-6-2 of this code.

7. SUBDIVISION ORDINANCE (PRELIMINARY PLAT)

Before recommending approval or approving any subdivision, ECC 10-2-3.H requires the Commission and City Council to consider the objectives of the Subdivision Ordinance and at least the following findings:

1. The conformance of the subdivision with the comprehensive development plan.

Staff finds the plat to comply with the Comprehensive Plan, as outlined in Section 5 above.

2. The availability of public services to accommodate the proposed development.

This finding expands upon the Preliminary Plat finding above by requiring all public services to be evaluated before approving a preliminary plat application. This includes, among other services, EMS, fire, law enforcement, library, schools, streets and irrigation. To date, written comments have been received from the following service providers:

Zoning Meeting Letters:

- *Emmett Fire Department (no comment)*
- *Emmett Police Department*
- *Emmett Public Works (no comment)*
- *Idaho Power (no comment)*
- *Gem County Road and Bridge (no comment)*
- *Rob A. Kilpatrick, neighbor- Opposed*
- *Lori Dixon, neighbor- Opposed*
- *Dawn Ferdinand, neighbor- Opposed*
- *Lee Osmialowski, neighbor- Opposed*

City Council Meeting Letters

- *Sandra and Dean Bickford- Opposed*
- *Robert and Dorothy Hartgrove- Opposed*
- *Carol Emery- Opposed*
- *Dawn Ferdinand- Opposed*
- *Rob Kilpatrick- Opposed*
- *Linda Ward- Opposed*
- *Joseph Moys- Opposed*
- *David Paul- Opposed*
- *Lee Osmialowski- Opposed*

- Lori Dixon- Opposed
- Madeline Nichols (Wageman)- Opposed
- Harold and Shirly Barrett- Opposed
- Rob and Sue Barrett- Opposed
- Jeff Millennor - Opposed

The Commission and Council should review all of the comments as well as public testimony from any service providers before making a decision.

3. The continuity of the proposed development with the capital improvement program.

Currently, there is not an adopted Capital Improvement Program for the City of Emmett.

4. The public financial capability of supporting services for the proposed development.

If this subdivision is approved, staff finds the following services will need to be provided by the City of Emmett to future residents:

- Water
- Street
- Parks
- Cemetery
- Fire
- City Clerk

Public services to support the development would be handled through general tax and/or fee-for-service structures in place at the time of development.

8. REQUIRED COMMISSION FINDINGS & STAFF ANALYSIS FOR ANNEXATION

Emmett City Code 9-15-10. H., Commission Review, requires the Commission to make the following findings for any annexation application before recommending approval to the Council: (staff analysis in italics)

A. Determine whether the proposed annexation will be harmonious and in accordance with the specific goals and policies of applicable components of the Gem Community Comprehensive Plan.

The analysis of the Gem Community Comprehensive Plan is provided in Section 5 above. Staff finds the property included in this annexation request lies within the "Area of City Impact" designation of the Future Land Use Map in the Joint Comprehensive Plan. Chapter 12 of the Gem Community Comprehensive Plan describes the intent and development goals of this area. Land in this area is slated to be annexed and zoned when it becomes contiguous with the city limits and when urban services are available.

B. Recommend that the property sought to be annexed should be zoned as one or more zoning districts (as more fully described in the Emmett Zoning Ordinance).

Staff recommends the Commission support the proposed zoning classification of R-1, Single-Family Residential for the 17.14 acres and recommend approval of the annexation to City Council.

9. REQUIRED FINDINGS & STAFF ANALYSIS FOR REZONE

Emmett City Code 9-15-4, Transmittal to Commission, outlines the process and findings for review and approval of Zoning Amendment applications, which is what Rezone applications are classified under.

Section B requires the Commission to find that the request is “in accordance with the adopted Comprehensive Plan.” This is the only standard in the Zoning Ordinance by which the Commission must evaluate Rezone requests. Staff’s analysis of relevant Comprehensive Plan policies is provided above. The Commission and Council must find that the Comprehensive Plan map and policies support the Rezone application.

10. SITE SPECIFIC CONDITIONS OF APPROVAL:

P&Z staff offers the following recommended conditions of approval for the PP application. Other departments/agencies may have recommended conditions of approval separate from this report.

Preliminary Plat Application

1. Comply with all conditions of approval, as approved by City Council, from staff, impact agencies, and utility providers.
2. Subdivision name and road names must meet the approval of the Street Naming Committee. Will be approved prior to final plat.
3. All subdivision construction must follow the 2017 edition of ISPWC, (Idaho Standards for Public Works Construction) as adopted by the City of Emmett.
4. Landscaping: It is recommended the plan be submitted with construction drawings. a) The common lots must be maintained by an HOA or business owner’s association, as applicable and be noted as such on the final plat. b) The landscape plan must be prepared by a qualified nursery person, landscape architect or other landscape professional. c) A final landscape plan must be submitted for approval prior to filing the final plat.
5. If this subdivision is constructed in phases, each phase must contain the required amount of open space and be developed prior to acceptance of the final plat.
6. Applicant shall submit a final copy of the CC & R’s for review by the City prior to filing the final plat.
7. Staff recommends the open space areas, including any amenities, be described in the CC & R’s as an allowed use by all residents of Payette River Estates Subdivision, and describe the entity who is in charge of maintenance of these amenities.
8. All utilities within the development must be constructed underground.
9. Streetlights shall be installed using LED lights. Locations are to be submitted with construction drawings for approval. General locations for street lights are at entrances into subdivision, at intersections, close proximity to fire hydrants, and at end of cul-de-sacs.
10. Street signage shall be submitted to the City for approval prior to installation.
11. Developer must install a gang type mailbox for the subdivision. Individual mailboxes will not be allowed to be anchored or placed on the completed sidewalk. Please contact Emmett Postal Service for type of gang mailbox allowed and approval for placement location.

12. Applicant shall comply with ECC 10-2-3 regarding plat approval period standards and shall submit a final plat application within one (1) year of Preliminary Plat approval.

11. STAFF RECOMMENDATION

A new plat was submitted taking into consideration the comments of the zoning commission members. Zoning commission asked for larger lot sizes, and the applicant has changed the plat from 6,000 sf. lot to 6,500 sf. lots. The number of lots has also decreased from 69 to 65 lots.

The public testimony received all have concerns about the traffic thru Twin Buttes Subdivision and on W. 12th Street. The Commission did not recommend a traffic analysis or study be provided. The City Council can recommend this at any time during the hearing prior to making a decision if they feel it is warranted.

A Traffic impact analysis was requested by City Council at the November 9, 2021 meeting. The applicant delivered the analysis to staff as requested. This study is in the packet along with literature submitted by Joe Morton from ITD showing crash reports from 2008-2020 on Mill Road, SH 52, and 12th street.

At the January 11, 2022 City Council meeting, Council members requested the applicant extend the time frame for information collected from 4:30am to 7am to supplement the morning study, and again from 2pm to 4pm to supplement the afternoon study.

Due to the applications complying with the Gem Community Comprehensive Plan, and the Traffic Impact Analysis showing the roadways function above the City of Emmett established level of service (LOS) "D" or better, staff recommends approval of application ANN 21-004 for annexation, and the application PP 21-004, preliminary plat of Payette River Estates Subdivision.



CITY OF EMMETT
Zoning Commission
Recommendation to City Council

*(This recommendation is to be used in conjunction with the Staff Report
for the same application.)*

Application: ANN 21-004, PP #21-004 Annexation w/zoning and Preliminary Plat--
Payette River Estates Subdivision

Applicant: Andrew Newell with Blaine A. Womer Engineering on behalf of
Landmark Pacific Investments LLC

Date of Written Recommendation: November 3, 2021

Date of Zoning Commission Public Hearing(s): October 4, 2021

Date of City Council Meeting: November 9, 2021, continued to January 11, 2022,
and February 8, 2022.

Summary and Rebuttal of Public Testimony:

- Administrator gave the summary of the staff report
- Applicant provided summary/overview of proposed plat
- Lori Dixon testified with concerns of a lot boarding her property:
- Fred Bilbrey has concerns about animals causing a nuisance to the development. Does not want to get rid of their animals.
- Jerry Betzold has concerns with security of his storage units and irrigation waste water.
- Robert Riggs concerns with traffic, noise, security and fence line between the new road and his property. He also has concerns about the city annexing his property.
- Danny Bigford has concerns with her animals and traffic on 12th St.
- Dawn Ferdinand informed the commission of another subdivision approved on Tyler Road, and the roads crossing the tracks.
- Matthew Braica has concerns about lot size and density
- Applicant and Staff rebuttal:
 - Applicant Andrew Newell addressed the corner lot boarding Lori Dixons lot. This large lot has changed and made into two smaller lots, with one lot boarding Dixons lot.
 - Applicant informed the public that they will be doing a disclosure statement with potential new owners that there are animals and noise around the property. Newell stated that there will be a vinyl fence around the perimeter of the property.

- Applicant informed the commission that the irrigation ditches will be piped during the construction.
 - Administrator and Attorney Sweeten informed the commission that the city is not doing forced annexations, only upon property owner's consent.
 - Applicant stated that they can increase the lot size and frontage size. The lots have increased to 6,500 sf. with 65' of frontage.
 - Commissioner Gregory stated the development does not cross the tracks.
- Applicant agreed to comply with all staff comments.

Commission Recommendations:

- Motion 1- Based on the findings included in the accompanying staff report and on the applicant's testimony that they will comply with staff comments, the Commission voted to recommend approval of application ANN 21-0014, annexation with zoning classification of R-1, single-family residential.
- Motion 2 Recommend approval of PP 21-004, and adopt the Site-Specific Conditions, adopt the staff report into the record, require 65' of frontage minimum, state in the CC&R's that the neighbors will have animals that smell and make noise.

Reason(s) and Findings for Recommendation: See pages 6-9 of the Staff Report.

Possible Motion: Staff would propose the following motion if Council agrees to approve the applications:

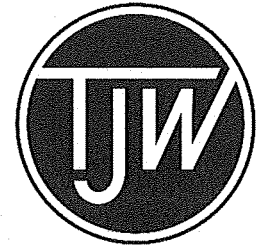
I would like to make a motion to approve the following applications:

- ANN 21-004, Annexation of parcel # RP06N02W128850 containing 17.14 acres as described in legal description Exhibit A, with a zoning classification of R-1, single-family residential.
- PP 21-004, Preliminary Plat of Payette River Estates Subdivision, adopting Site-Specific Conditions of Approval in Section 10
- and enter the staff report into the record as part of the approval.

Or

I would like to make a motion to deny the following applications:

- ANN 21-004, Annexation of parcel # RP06N02W128850 containing 17.14 acres as described in legal description Exhibit A, with a zoning classification of R-1, single-family residential.
- PP 21-004, Preliminary Plat of Payette River Estates Subdivision, adopting Site-Specific Conditions of Approval in Section 10 based on the following:



TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

January 18, 2022

Landmark Pacific Investments, LLC
PO Box 1939
Eagle, ID 83616

Subject: Payette River Estates – Response to TIS Review Comments

TJW ENGINEERING, INC. (TJW) has reviewed the draft TIS review comments dated January 4, 2022, and offers the following responses:

Comment: Page 1, first paragraph-Keller Associates is misspelled as "Keller Association."

Response: Comment noted. Misspelling has been corrected in the revised TIS.

Comment: Page 9, second paragraph - Turning movement counts, performed Wednesday, November 17, 2021, were not adjusted for seasonal variations. Traffic volumes are typically lower than the annual average beginning in November through the winter, and an adjustment factor is often applied to increase the traffic volumes to the annual average. In this case, the lack of an adjustment is not likely to affect TIS conclusions because LOS B is the worst reported level of service in all scenarios and a 5-10% increase in background traffic volumes would not be enough to push the intersections to unacceptable level of service. In addition, such an adjustment in background traffic volumes would not be enough to trigger turn lane warrants.

Response: Comment noted. The traffic volumes utilized in the TIS were seasonally adjusted in relation to AADT at the nearest ITD traffic monitoring station.

Comment: Page 12, Table 4- The occurrence of a recent Fatal pedestrian-involved crash in the study area is worth discussion in the narrative, but unlikely to affect the TIS conclusions in this case.

Response: Comment noted. Additional narrative provided in revised TIS.

Comment: Page 14, Table 5- Trip generation was calculated using average rates from the ITE Trip Generation Manual, 11th Edition. Based on recommendations in Figure 4.2 of the Trip Generation Handbook, 3rd Edition, fitted curve equations (instead of average rates) should be used for the time periods shown in the table. In this case, the difference in trips generated between the two methods is relatively small and unlikely to affect TIS conclusions.

Response: The revised TIS utilizes trip generation equations instead of trip generation rates.

Comment: Page 15, Exhibit 6- Trip distribution percentages appear reasonable, given the surrounding land uses and road network.

Response: Comment noted.

Comment: Page 18, third paragraph- Three percent annual growth for background traffic is reasonable.

Response: Comment noted. The revised TIS also adds projected traffic related to the Skyhawk and Skyhawk East developments to background traffic conditions based on information contained in those project's traffic impact studies.

Comment: *General* - the TIS report is sealed by an Idaho-licensed Engineer, Blaine Womer. But the company on the report TJW Engineering (with a Boise, West Emerald Street address), isn't listed with the Idaho Board of PELS as licensed to do business in Idaho, and TJW Engineering also is not listed with the Idaho Secretary of State.

Response: Comment noted. TJW's application for a PELS license in the State of Idaho has been accepted and is expected to be approved and finalized in February 2022.

Please contact us at (949) 878-3509 if you have any questions.

Sincerely,

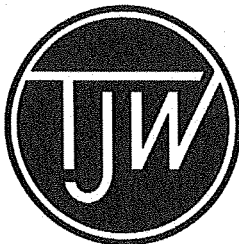
Blaine Womer, PE

Payette River Estates Traffic Impact Study

City of Emmett, Idaho

January 19, 2022

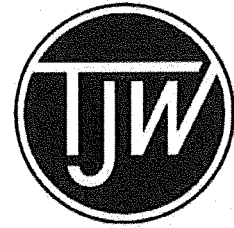
Prepared by:



TJW ENGINEERING, INC.
4355 West Emerald Street, Suite 145
Boise, ID 83706
208.593.7555

January 19, 2022

Landmark Pacific Investments, LLC
PO Box 1939
Eagle, ID 83616



TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Subject: Traffic Impact Study – Revised Payette River Estates, City of Emmett

TJW ENGINEERING, INC. (TJW) is pleased to present you with this revised traffic impact study for the proposed Payette River Estates residential project located north of 12th Street and west of the existing Twin Butte subdivision in the City of Emmett.

This traffic study has been prepared to meet the access management guidelines for the City of Emmett and assesses the forecast traffic operations associated with the proposed project and its impact on the local street network. This report has been revised pursuant to comments received from City staff and the collection of additional traffic data and is being submitted to you for review and forwarding to the City of Emmett.

Please contact us at (208) 593-7555 if you have any questions regarding this analysis.

Sincerely,

A handwritten signature in black ink that reads 'Th Wheat'.

Thomas Wheat, PE, TE
President

A handwritten signature in black ink that reads 'J Chinchilla'.

Jeffrey Chinchilla, PE
Project Engineer

Prepared under the supervision of:

A handwritten signature in black ink that reads 'Blaine Womer'.

Blaine A. Womer, PE



Payette River Estates Traffic Impact Study

City of Emmett, Idaho

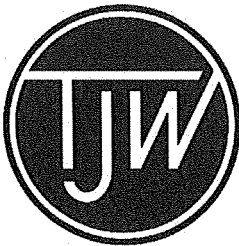
January 19, 2022

Prepared for:

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PO Box 1939
Eagle, ID 83616

Prepared by:

Thomas Wheat, PE, TE
Jeffrey Chinchilla, PE
Blaine A. Womer, PE



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Appendices

Appendix A: Roadway Classifications

Appendix B: Existing Traffic Counts

Appendix C: HCM Analysis Sheets



1.0 EXECUTIVE SUMMARY

This traffic impact study (TIS) analyzes the projected traffic operations associated with the proposed Payette River Estates residential project located in the City of Emmett. The purpose of this TIS is to evaluate potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Emmett pursuant to the City's Access Management Guidelines.

1.1 FINDINGS

Table ES-1 summarizes the results of the intersection level of service analysis based on the City of Emmett thresholds of significance for analyzing transportation deficiencies.

Table ES-1
Summary of Transportation Deficiencies at Study Intersections

Intersection			Project Opening Year With Project
1	Cottonwood Creek Avenue	W 12 th Street	No Deficiencies
2	Mill Road	Homestead Drive	No Deficiencies
3	Mill Road	W 12 th Street	No Deficiencies

Existing Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Existing* conditions.

Project Opening Year Without Project Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Project Opening Year Without Project* conditions.

Project Opening Year With Project Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *Project Opening Year With Project* conditions.

1.2 PROPOSED PUBLIC STREET CONNECTIONS

- The proposed public street connection on W 12th Street meets the City's spacing standards.



- NCHRP Report 457 guidelines for left- and right-turn lanes are not met at any locations within the study area for *project opening year with project conditions*.
- There is adequate sight distance at the proposed public street connection so long as the intersection is designed with the appropriate sight lines.

1.3 RECOMMENDATIONS

Based on the results of the analysis, no off-site improvements were identified since the proposed project is projected to result in no deficiencies at the study intersections for all analysis scenarios. The public street connection to W 12th Street should be designed to provide adequate sight distance for the posted speed limits.



2.0 INTRODUCTION

This traffic impact study (TIS) analyzes the projected traffic operations associated with the proposed Payette River Estates residential project located north of 12th Street and west of the existing Twin Butte subdivision in the City of Emmett. The purpose of this TIS is to evaluate potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Emmett and is pursuant to applicable City of Emmett Access Management Guidelines (Keller Associates, January 2017).

2.1 PROJECT DESCRIPTION

The proposed project consists of 65 single-family residential units. Site access is planned via Cottonwood Creek Avenue and an extension of Homestead Drive. The site is currently within the jurisdiction of Gem County and is zoned M-1 (Light Industrial) and M-2 (Heavy Industrial). The project site is currently vacant. The proposed project will be incorporated into the City of Emmett with a zoning designation of R-1 (Single Family Residential).

The proposed project is anticipated to be built and generating trips in 2022.

Exhibit 1 shows the project site location. **Exhibit 2** shows the proposed project site plan.

2.2 STUDY AREA

The following three (3) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

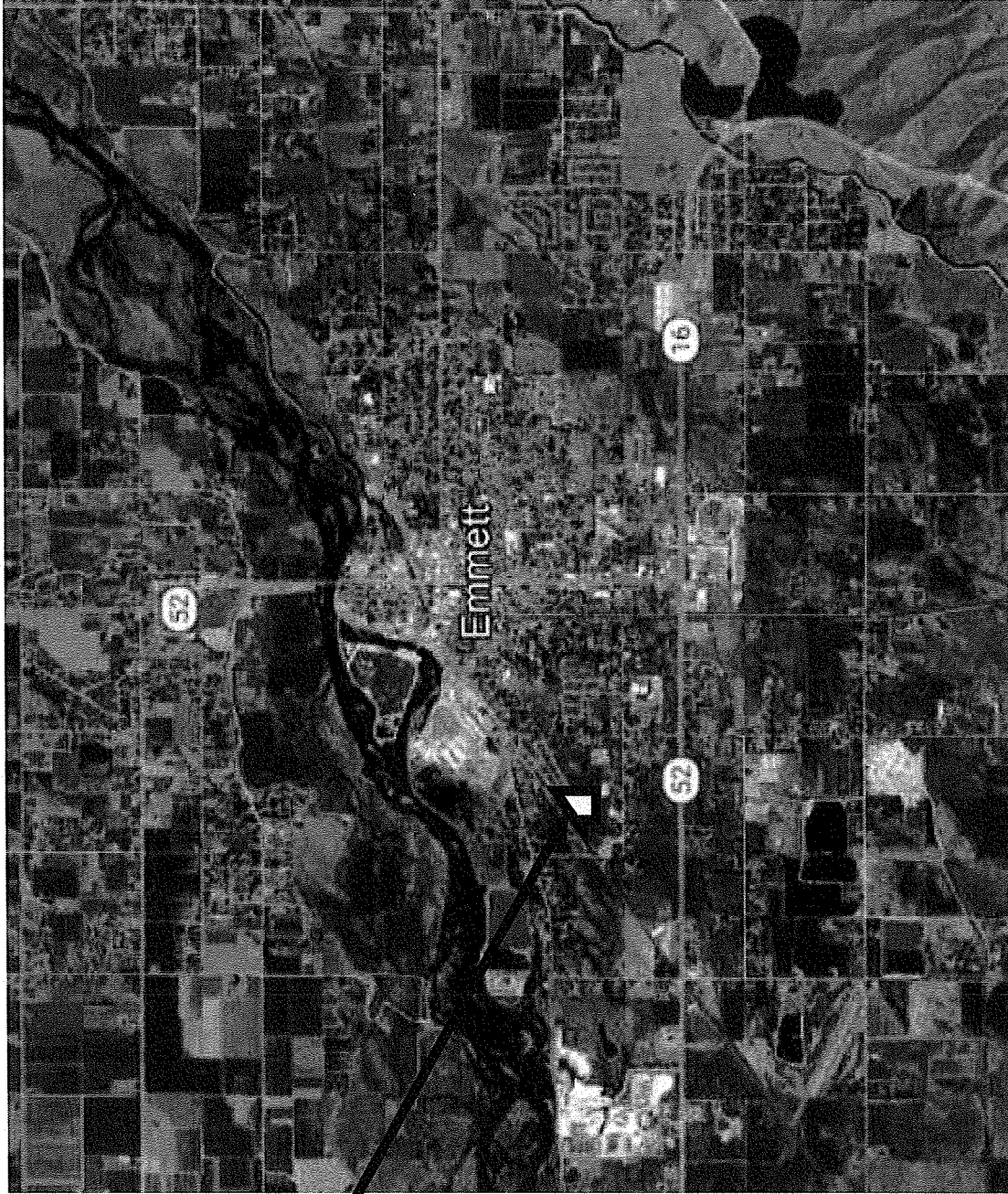
1. Cottonwood Creek Avenue/W 12th Street
2. Mill Road/Homestead Drive; and
3. Mill Road/12th Street.

The study intersections are all located within either the City of Emmett or Gem County.

This traffic analysis follows the *Emmett Access Management Guidelines (January 2017)*.



Project Site



Traffic Engineering, Inc.

Exhibit 1: Project Location

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Not to Scale

Exhibit 3 shows the location of the study intersections which are analyzed for the following study scenarios:

- Existing Year Traffic Condition (Existing)
- Project Opening Year Without Project Conditions
- Project Opening Year With Project Conditions

Traffic operations are evaluated for the following time periods:

- Weekday AM Peak Hour occurring within 4:30 AM to 9:00 AM
- Weekday PM Peak Hour occurring within 2:00 PM to 6:00 PM

2.3 ANALYSIS METHODOLOGY

2.3.1 Intersection Analysis Methodology

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The definitions for LOS for interruption of traffic flow differ depending on the type of traffic control (traffic signal, unsignalized intersection with side street stops, unsignalized intersection with all-way stops). The *Highway Capacity Manual (HCM) 6* (Transportation Research Board, 2016) methodology expresses the LOS of an intersection in terms of delay time for the intersection approaches. The HCM methodology utilizes different procedures for distinct types of intersection control. All the study intersections in this analysis are unsignalized.

Collected peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. It is a widespread practice in LOS analysis to conservatively use a peak 15-minute flow rate applied to the entire hour to derive flow rates in vehicles per hour that are used in the LOS analysis. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume. $PHF = [Hourly Volume] / [4 * Peak 15-Minute Volume]$. The use of a 15-minute PHF produces a more detailed and conservative analysis compared to analyzing vehicles per hour. Existing PHFs have been obtained from the existing traffic counts for use in all analysis scenarios in this study.

Intersection operation for unsignalized intersections is based on the weighted average control delay expressed in seconds per vehicle. At a two-way or side-street stop-controlled intersection, LOS is calculated for each stop-controlled minor street movement, for the left-turn movement(s) from the major street, and for the intersection as a whole. For approaches consisting of a single lane, the delay is calculated as the average of all movements in that lane. For all-way stop-controlled intersection, LOS is computed for the intersection as a whole.



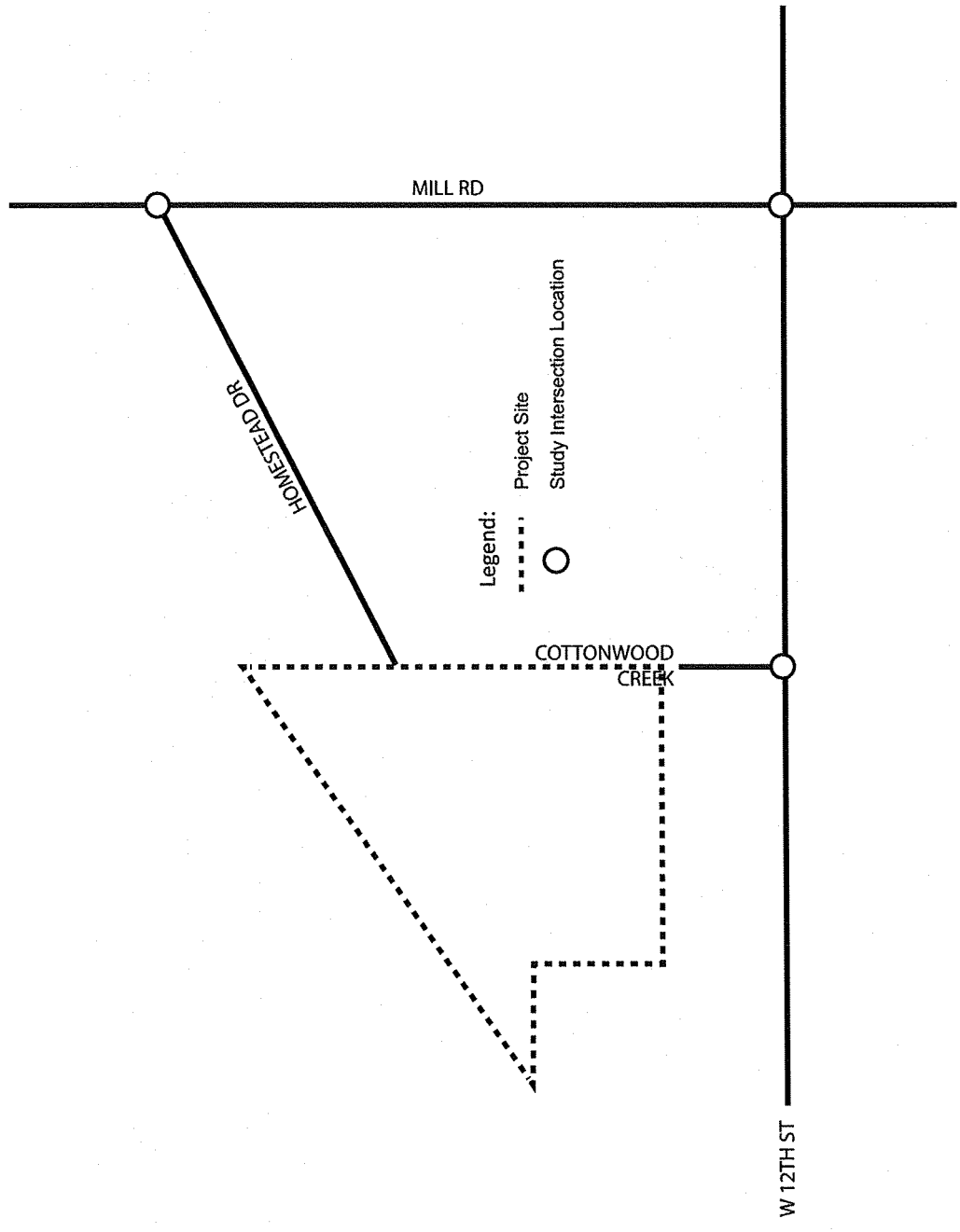


Exhibit 3: Study Intersection Locations

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Table 1 describes the general characteristics of traffic flow and accompanying delay ranges at unsignalized intersections.

Table 1
 HCM – LOS & Delay Ranges – Unsignalized Intersections

Level of Service	Description	Delay (in seconds)
A	Little or no delays.	0 – 10.00
B	Short traffic delays.	10.01 – 15.00
C	Average traffic delays.	15.01 – 25.00
D	Long traffic delays. Multiple vehicles in queue.	25.01 – 35.00
E	Very long delays. Demand approaching capacity of intersection	35.01 – 50.00
F	Very constrained flow with extreme delays and intersection capacity exceeded.	> 50.01

Source: Transportation Research Board, *Highway Capacity Manual*, HCM6 Edition (Washington D.C., 2016).

This analysis utilizes *Synchro*, Version 10 analysis software.

2.4 PERFORMANCE CRITERIA

The City of Emmett has established level of service “D” or better as acceptable LOS for all intersections along the designated street and highway system in the City’s General Plan Circulation Element.

The Access Management Guidelines state that when a facility is operating at LOS C (or better) without the development, the traffic impact of the development on roadways and intersections within the study area shall be mitigated back to LOS C. Mitigation to LOS D is acceptable only with City concurrence.



3.0 EXISTING CONDITIONS

3.1 EXISTING CIRCULATION NETWORK/STUDY AREA CONDITIONS

The characteristics of the roadway system in the vicinity of the proposed project site are described in **Table 2**.

Table 2
Roadway Characteristics within Study Area

Roadway	Classification ¹	Direction	Existing Travel Lanes	Median Type ²	Speed Limit (mph)	On-Street Parking
Homestead Drive	Local System	East-West	2	NM	None Posted	Yes
Cottonwood Creek Avenue	Local System	North-South	2 ³	NM	None Posted	No
12 th Street	Local Street (west of Mill) Major Collector (east of Mill)	East-West	2	NM	20	No
Mill Road	Major Collector	North-South	2	NM	35	No

1: Source: City of Emmett Access Management Guidelines (January 2017)

2: NM = No Median.

Exhibit 4 show existing conditions study area intersection and roadway geometry.

3.2 CITY OF EMMETT TRANSPORTATION PLAN

The proposed project site will be annexed into the City of Emmett. **Appendix A** contains the current City of Emmett Future functional classification and new roads map. In the future Mill Road will be planned to be a minor arterial, and 12th Street west of Mill Road will be upgraded to a Major Collector and extended west to Airport Road.

3.3 EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Within the study area there are no bicycle facilities. There are no sidewalks on 12th Street or Mill Road within the study area. Sidewalks are present on Homestead Drive.

According to the City of Emmett Pathways map from the City of Emmett Master Pathway Plan (June 2012), on-street bicycle lanes are planned on 12th Street and Mill Road in the study area.

Appendix A contains the *City of Emmett Pathway Plan*.



Legend:

- Existing Lane
- STOP
- 2U
- Project Site

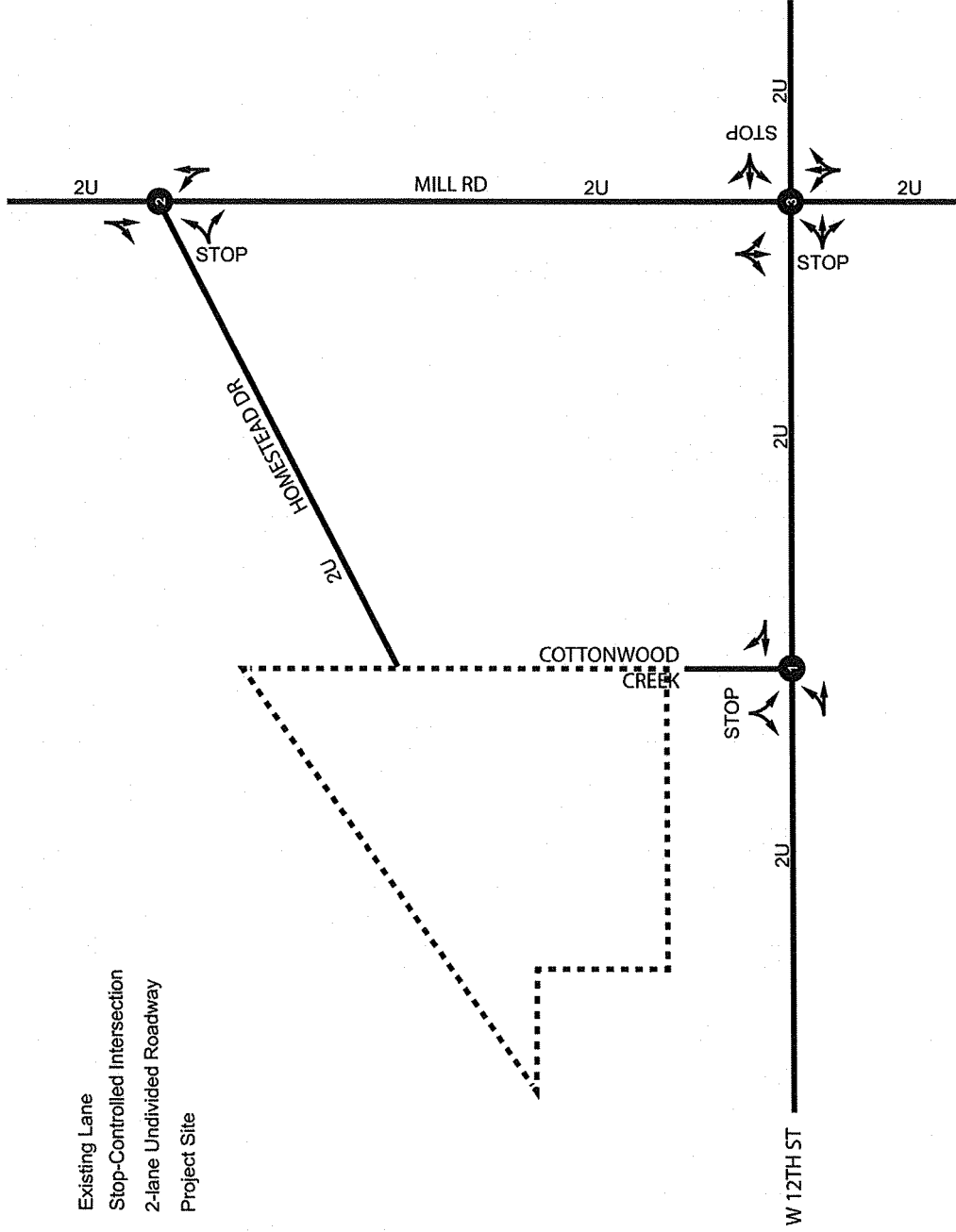


Exhibit 4: Existing Lane Geometry & Intersection Control

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3.4 EXISTING PUBLIC TRANSIT SERVICES

There is no existing or planned transit service in the City of Emmett.

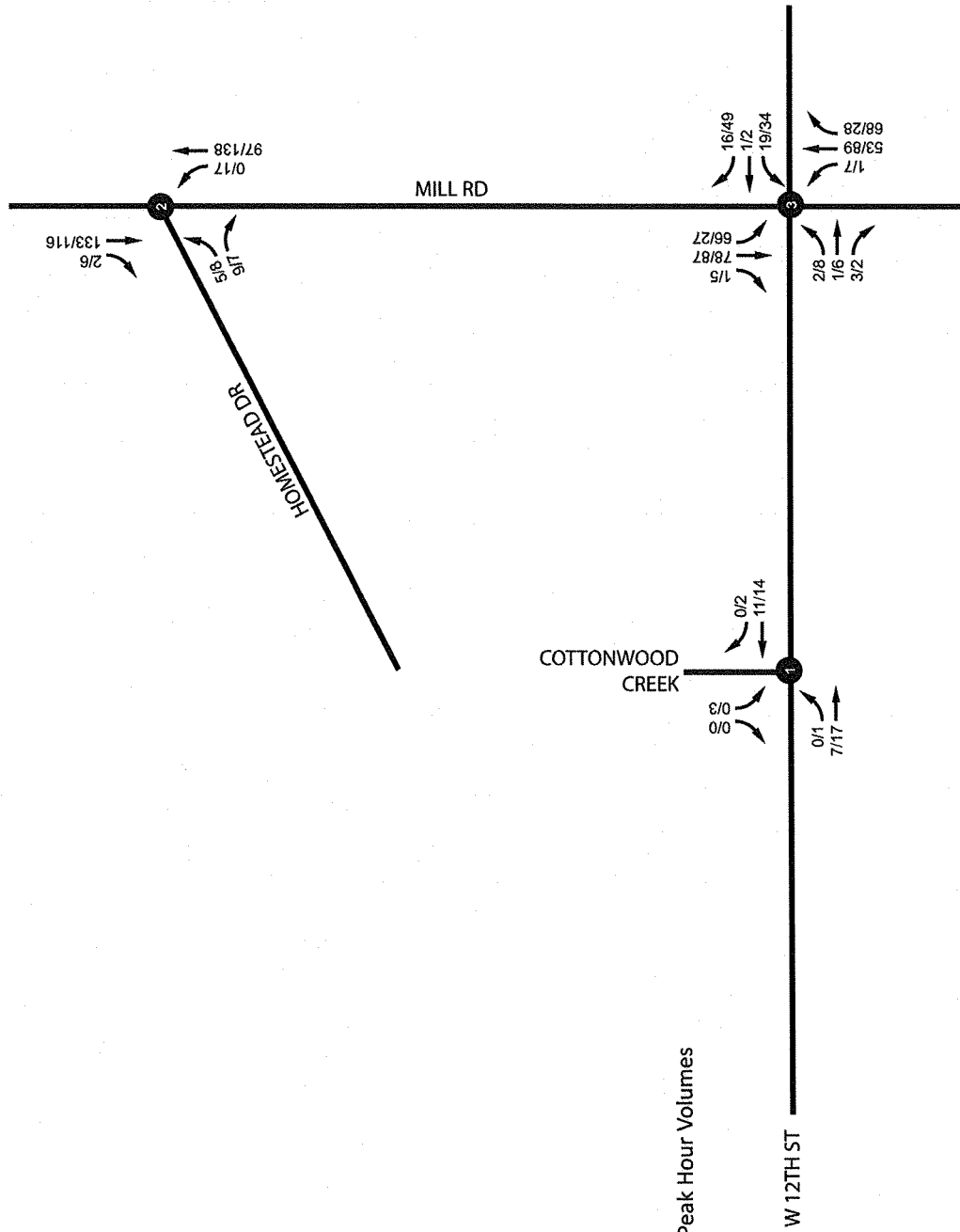
3.5 EXISTING TRAFFIC VOLUMES

To determine the existing operation of the study intersections, AM and PM peak period traffic volumes were estimated based on new traffic counts collected on Wednesday, November 17, 2021, from 7:00-9:00 AM and 4:00-6:00 PM and on Thursday January 13, 2022, from 4:30-7:00 AM and 2:00-4:00 PM. Detailed traffic count data is provided in **Appendix B**. The additional data collected on Thursday, January 13, 2022, was at the direction of City Council, which, at the City Council hearing on Tuesday, January 11, 2022, requested the additional data collection to ensure that peak hour volumes were captured due to the project's proximity to Emmett High School.

TJW also applied a seasonal adjustment factor to increase the traffic volumes to the annual average. At the direction of City staff, TJW utilized the traffic data at Idaho Transportation Department (ITD) traffic data station #274 on Route 16 to seasonally adjust traffic volumes. ITD provides average daily traffic volumes by month, and each month in 2021 was compared to the annual average to determine the adjustment factor. The adjustment factor for November was 1.031 and the adjustment factor for January was 1.158.

Exhibit 5 shows seasonally adjusted existing AM and PM peak hour volumes at the study intersections.





Legend:
 XX/XX AM/PM Peak Hour Volumes

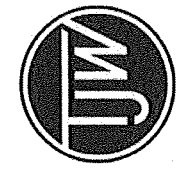


Exhibit 5: Existing AM/PM Peak Hour Traffic Volumes

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Not to Scale

3.6 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing conditions AM and PM peak hour intersection analysis is shown in **Table 3**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 4**. HCM analysis sheets are provided in **Appendix C**.

Table 3
Intersection Analysis – Existing Conditions

Intersection			Control Type	Peak Hour	Existing Conditions		
					Movement	Delay ¹	LOS
1	Cottonwood Creek Avenue	W 12st Street	OWSC	AM	Intersection Southbound Approach	0.0 0.0	A A
				PM	Intersection Southbound Approach	0.9 8.8	A A
2	Mill Road	Homestead Drive	OWSC	AM	Intersection Eastbound Approach	0.6 9.8	A A
				PM	Intersection Eastbound Approach	0.9 10.2	A B
3	Mill Road	W 12 th Street	TWSC	AM	Intersection Eastbound Approach Westbound Approach	3.2 11.0 11.4	A B B
				PM	Intersection Eastbound Approach Westbound Approach	4.0 11.7 10.9	A B B

Note: TWSC = Two-Way Stop-Control, OWSC = One-Way Stop-Control; Delay shown in seconds per vehicle.

1= Overall average delay shown for One- and Two-Way Stop Controlled Intersection along with delay for stop-controlled movements. Delay shown in seconds

As shown in **Table 3**, the study intersections are currently operating at an acceptable LOS during the AM and PM peak hours for *existing* conditions.

3.7 TRAFFIC SAFETY

Crash histories at the study intersections and roadways were obtained from the Local Highway Technical Assistance Council (<https://lhtac.org/>). Crashes were reviewed for a five-year period from March 2016 through March 2021. The data was reviewed to identify potential patterns.



Table 4
 Reported Crash Summary

Incident Location	Date	Crash Type	Severity	Factors	Movement
Mill Road/W 12 Street Intersection	3/10/2016	Head-On	Injury	Inattention/ Improper Turn	Left-turn
789 Mill Road	12/11/2017	Pedestrian	Fatality	Other (unspecified)	Proceeding Straight
Mill Road/W 12 Street Intersection	4/10/2020	Angle	Property Damage	Failure to Yield	Left-turn

Crash occurrence in the study area is generally low, and none of the intersection crash histories revealed any specific patterns or trends. One pedestrian fatality occurred on Mill Road in the study area in 2017. The vehicle that struck a pedestrian was proceeding straight, and while the crash factor is listed as ‘unspecified’ the section of Mill Road on which the crash occurred does not have sidewalks so the pedestrian was likely walking on the edge of the roadway. The proposed project would not be able to remedy the lack of sidewalk on Mill Road since it is not within the project’s right-of-way.



4.0 PROPOSED PROJECT

4.1 PROJECT DESCRIPTION

The proposed project consists of 65 single-family residential units. Site access is planned via Homestead Drive and Cottonwood Creek Avenue. The site is currently within the jurisdiction of Gem County and is zoned M-1 (Light Industrial) and M-2 (Heavy Industrial). The project site is currently vacant. The proposed project will be incorporated into the City of Emmett with a zoning on R-1 (Single Family Residential).

The proposed project is anticipated to be built and generating trips in 2022.

Exhibit 2 previously showed the proposed project site plan.

4.2 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. Determining trip generation for a proposed project is based on projecting the amount of traffic that the specific land uses being proposed will produce. Industry standard *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021)* trip generation equations were used to determine trip generation for the proposed project.

Table 5 summarizes the projected AM peak hour, PM peak hour and daily trip generation of the proposed project. The proposed project is projected to generate 679 daily trips, 46 AM peak hour trips, and 61 PM peak hour trips.

4.3 PROJECT TRIP DISTRIBUTION

Projecting trip distribution involves the process of identifying probable destinations and traffic routes that will be utilized by the proposed project's traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project traffic would distribute. The projected trip distribution for the proposed project is based on anticipated travel patterns to and from the project site and existing traffic patterns at the study intersections.



Table 5
Proposed Project Trip Generation

Proposed Land Use ¹	Qty	Unit	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour				
			Equation	Volume	Equation	In/Out Split	Volume			Equation	In/Out Split	Volume		
							In	Out	Total			In	Out	Total
Single-Family Detached Housing	65	DU ²	$LN(T) = 0.92 * LN(X) + 2.68$	679	$LN(T) = 0.91 * LN(X) + 0.12$	26/74	13	37	50	$LN(T) = 0.94 * LN(X) + 0.27$	63/37	41	25	66

1: Equations from ITE Trip Generation (11th Edition, 2021)

2: DU = Dwelling Units

Exhibit 6 shows the projected trip distribution of proposed project trips. **Exhibit 7** shows the projected assignment of proposed project trips.

4.4 MODAL SPLIT

The traffic reducing potential of public transit, walking and bicycling have not been considered in this analysis since there are no transit facilities in the study area.

4.5 CUMULATIVE PROJECTS TRAFFIC

Opening Year (2022) traffic volumes were developed using an annual ambient growth rate of 3% to account for cumulative projects in the study area. In addition to ambient growth, trip associated with the proposed Skyhawk and Skyhawk East developments east of Mill Road and south of 4th Street were added to the study intersections based on information provided in *12-18-20 Traffic Impact Analysis (CR Engineering Inc., December 18, 2020)* and *Skyhawk East TIA Memo 03222021 (CR Engineering, Inc., March 22, 2021)*.

Table 6 summarizes trip generation associated with the cumulative projects

Table 6
Cumulative Projects Trip Generation

Project	Daily Trips (ADTs)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Skyhawk ¹	735	12	42	54	42	25	67
Skyhawk East ²	515	9	31	40	31	17	48
Total	1,250	21	73	94	73	42	115

1: Source = 12-18-20 Traffic Impact Analysis (CR Engineering Inc., December 18, 2020)

2: Source = Skyhawk East TIA Memo 03222021 (CR Engineering, Inc., March 22, 2021)



Legend:

XX% Percent Trip Distribution

----- Project Site

⊗ Study Intersection Location

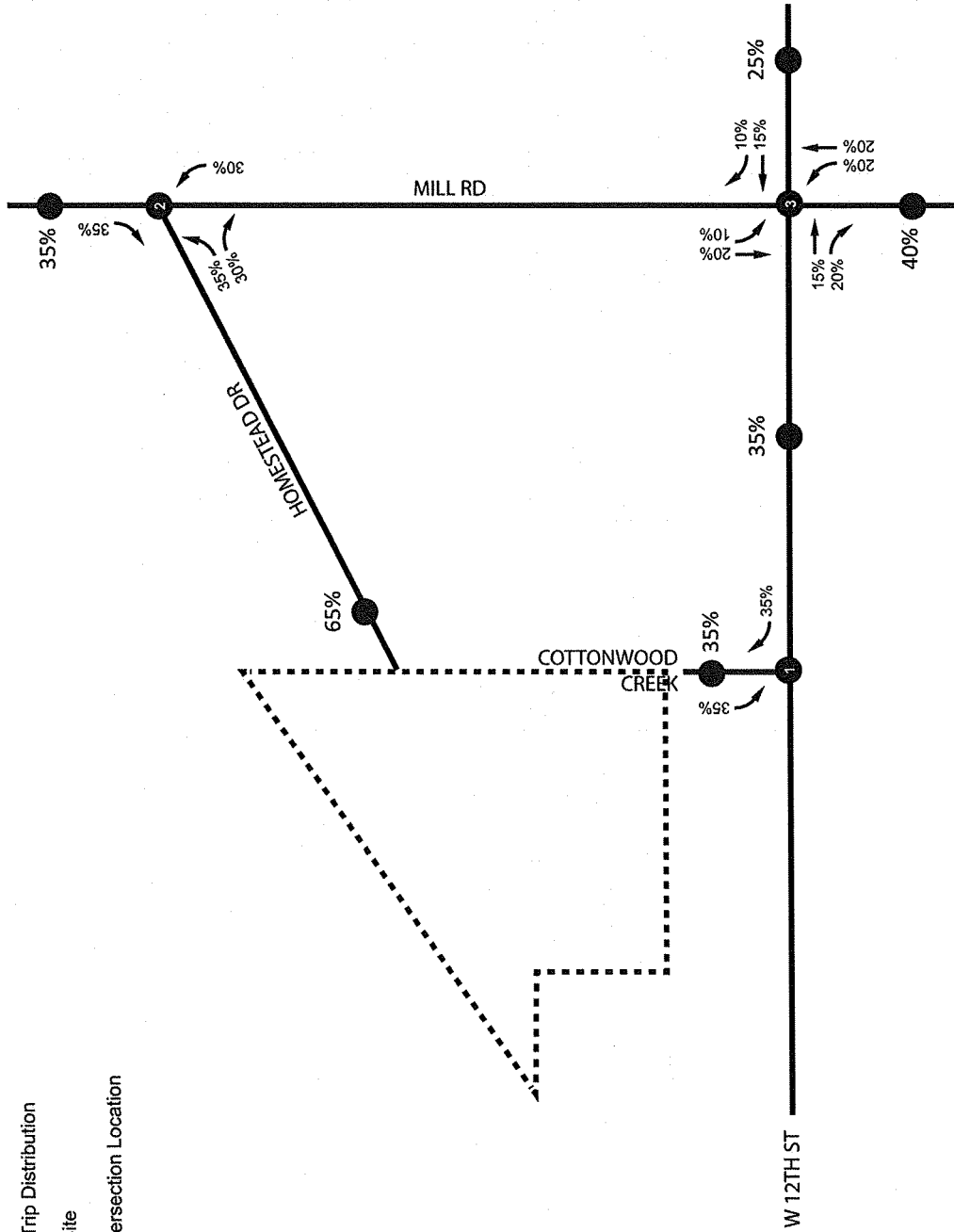


Exhibit 6: Projected Trip Distribution of Proposed Project Trips

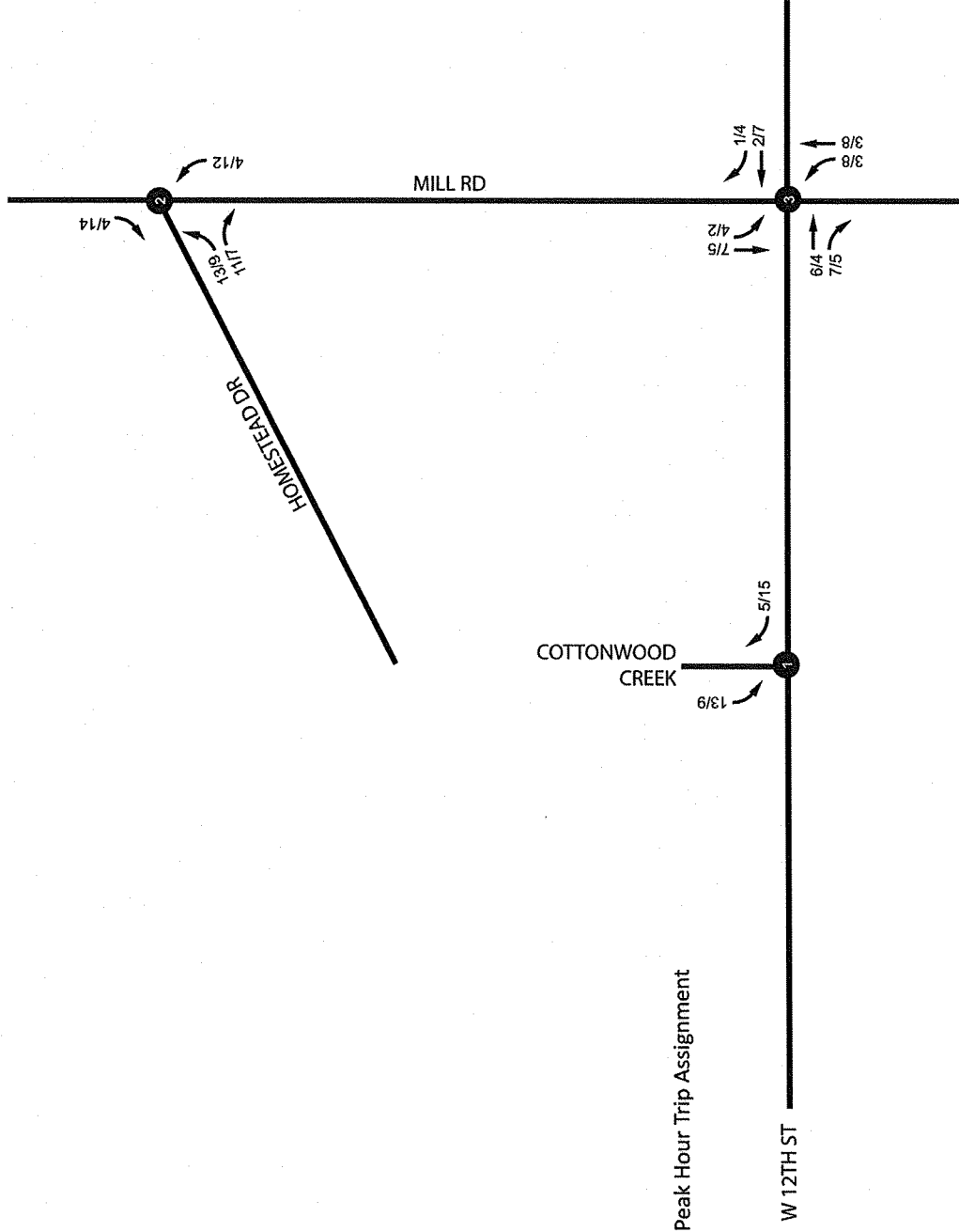
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Traffic Engineering, Inc.



Legend:
 XX/XX AM/PM Peak Hour Trip Assignment



Exhibit 7: Projected Trip Assignment of Proposed Project Trips

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Not to Scale

5.0 PROJECT OPENING YEAR WITHOUT PROJECT CONDITIONS

Project opening year without project traffic conditions analysis is intended to identify baseline conditions in the near-term without the proposed project.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *project opening year without project* are consistent with those previously shown in **Exhibit 4**.

5.2 PROJECT OPENING YEAR WITHOUT PROJECT TRAFFIC VOLUMES

Project opening year without project volumes include background traffic. Since the proposed project is expected to be built and generating trips in 2022, *project opening year without project* volumes include a growth rate of 3% per year for one year, applied to existing volumes.

In addition to ambient growth, trip associated with the proposed Skyhawk and Skyhawk East developments east of Mill Road and south of 4th Street were added to the study intersections based on information provided in *12-18-20 Traffic Impact Analysis (CR Engineering Inc., December 18, 2020)* and *Skyhawk East TIA Memo 03222021 (CR Engineering, Inc., March 22, 2021)*.

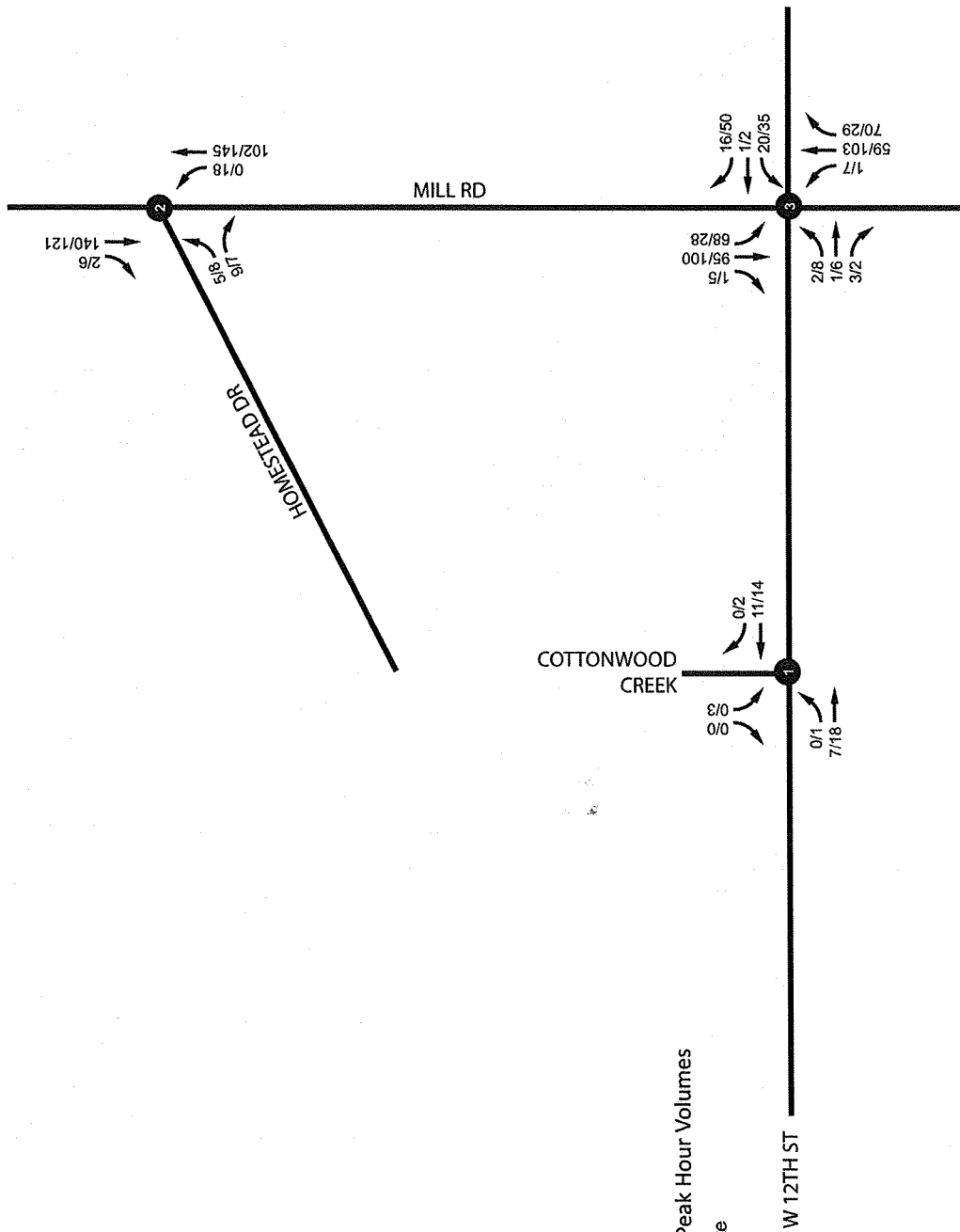
Project Opening Year Without Project Volumes = (Existing (2021) Counts * 1.03¹) + Cumulative Projects Traffic

Exhibit 8 shows *project opening year without project* AM and PM peak hour volumes at the study intersections.

5.3 PROJECT OPENING YEAR WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

Project opening year without project AM and PM peak hour intersection analysis is shown in **Table 7**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 4**. HCM analysis sheets are provided in **Appendix C**.





Legend:
 XX/XX AM/PM Peak Hour Volumes
 Project Site



Exhibit 8: Project Opening Year Without Project AM/PM Peak Hour Traffic Volumes

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Not to Scale

Table 7
Intersection Analysis – Project Opening Year Without Project Conditions

Intersection			Control Type	Peak Hour	Opening Year Without Project Conditions		
					Movement	Delay ¹	LOS
1	Cottonwood Creek Avenue	W 12st Street	OWSC	AM	Intersection	0.0	A
					Southbound Approach	0.0	A
				PM	Intersection	0.9	A
					Southbound Approach	8.8	A
2	Mill Road	Homestead Drive	OWSC	AM	Intersection	0.5	A
					Eastbound Approach	9.9	A
				PM	Intersection	0.9	A
					Eastbound Approach	10.3	B
3	Mill Road	W 12 th Street	TWSC	AM	Intersection	3.1	A
					Eastbound Approach	11.3	B
				PM	Westbound Approach	11.8	B
					Intersection	3.8	A
	Eastbound Approach	12.2	B				
					Westbound Approach	11.2	B

Note: TWSC = Two-Way Stop-Control, OWSC = One-Way Stop-Control; Delay shown in seconds per vehicle.

1= Overall average delay shown for One- and Two-Way Stop Controlled Intersection along with delay for stop-controlled movements. Delay shown in seconds

As shown in **Table 7**, the study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for *project opening year without project conditions*.



6.0 PROJECT OPENING YEAR WITH PROJECT CONDITIONS

Project opening year with project traffic conditions analysis is intended to identify the project-related impacts on both the existing and planned near-term circulation system.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the project opening year base plus cumulative plus project scenario are consistent with those previously shown in **Exhibit 4**, except for the extension of Homestead Drive and Cottonwood Creek Avenue assumed to be constructed by the proposed project to provide site access.

6.2 PROJECT OPENING YEAR WITH PROJECT TRAFFIC VOLUMES

Project opening year with project volumes include background traffic plus the addition of the traffic projected to be generated by the proposed project.

Project Opening Year Plus Project Volumes = Project Opening Year Without Project Traffic + Project Volume

Exhibit 9 shows *project opening year with project* AM and PM peak hour volumes at the study intersections.

6.3 PROJECT OPENING WITH PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

Project opening year plus project conditions AM and PM peak hour intersection analysis is shown in **Table 8**. HCM analysis sheets are provided in **Appendix C**.



Table 8
Intersection Analysis – Project Opening Year With Project Conditions

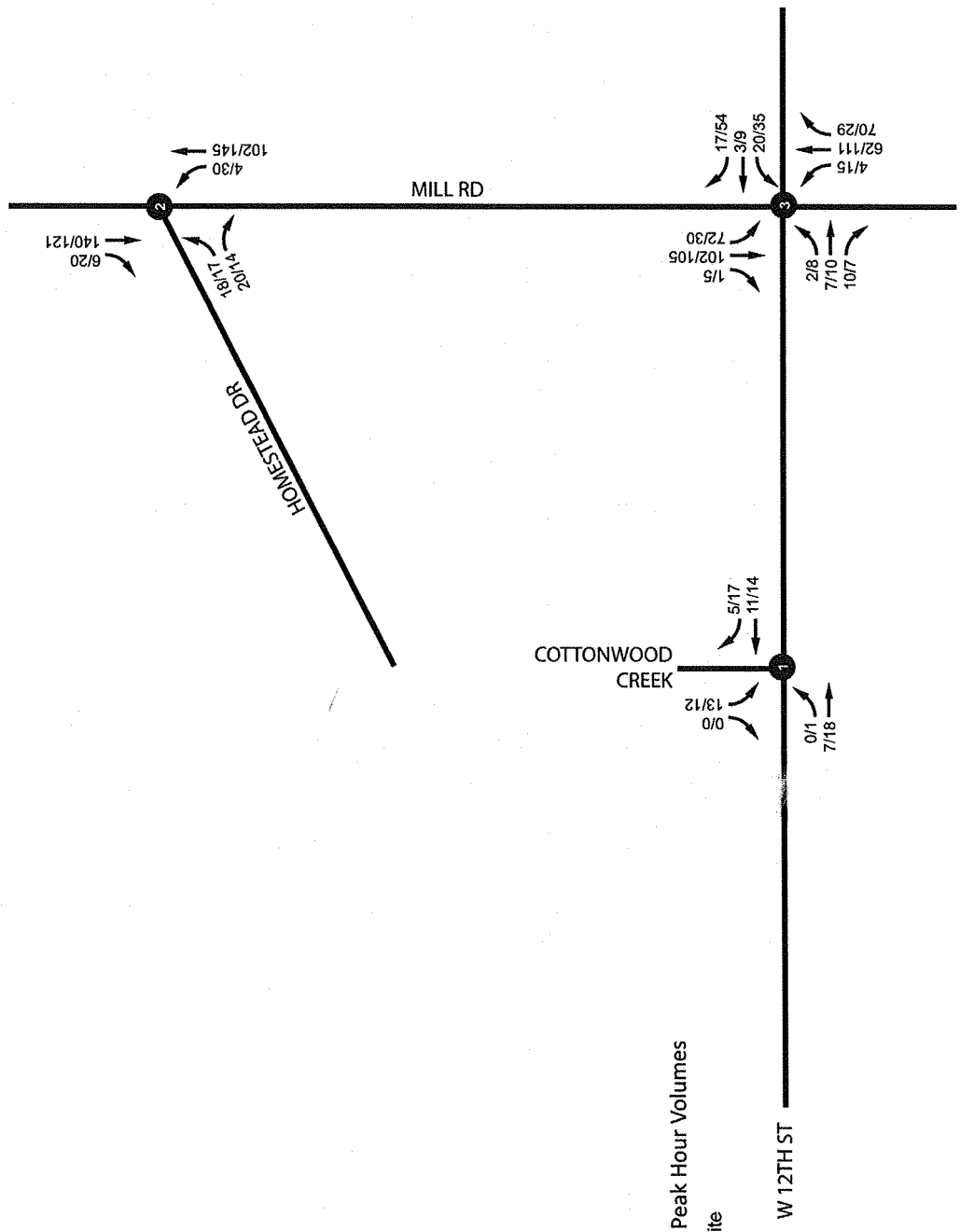
Intersection			Control Type	Peak Hour	Movement	Opening Year Without Project		Opening Year With Project	
						Delay ¹	LOS	Delay ¹	LOS
1	Cottonwood Creek Avenue	W 12 st Street	OWSC	AM	Intersection Southbound Approach	0.0	A	3.2	A
				PM	Intersection Southbound Approach	0.9	A	1.8	A
2	Mill Road	Homestead Drive	OWSC	AM	Intersection Eastbound Approach	0.5	A	1.5	A
				PM	Intersection Eastbound Approach	9.9	A	10.4	B
3	Mill Road	W 12 th Street	TWSC	AM	Intersection Eastbound Approach	3.1	A	3.6	A
				PM	Intersection Eastbound Approach	11.3	B	11.8	B
					Westbound Approach	11.8	B	12.6	B
				PM	Intersection Eastbound Approach	3.8	A	4.3	A
					Westbound Approach	12.2	B	12.3	B
					Westbound Approach	11.2	B	12.0	B

Note: TWSC = Two-Way Stop-Control, OWSC = One-Way Stop-Control; Delay shown in seconds per vehicle.

¹= Overall average delay shown for One- and Two-Way Stop Controlled Intersection along with delay for stop-controlled movements. Delay shown in seconds

As shown in **Table 8**, the study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for *project opening year with project conditions*.





Legend:
 XX/XX AM/PM Peak Hour Volumes
 Project Site



Exhibit 9: Project Opening Year With Project AM/PM Peak Hour Traffic Volumes

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7.0 ACCESS MANAGEMENT ANALYSIS

The City of Emmett's public street intersection and driveway spacing standards are included in Section 4.0 of the *City of Emmett Access Management Guidelines*. The following section summarizes our review of the proposed access point on 12th Street via Cottonwood Creek Avenue against these standards.

7.1 ACCESS ON 12TH STREET

The site plan proposed a public street connection on 12th Street. For a local street accessing a minor arterial like 12th Street the following criteria applies:

The Project is a minor generator (51 to 5,000 daily trips) intersecting a local street with a posted speed limit of twenty miles per hour. However, in the future 12th Street west of Mill Road may be upgraded to a major collector and could potentially have a speed limit of 35 miles per hour.

TJW has analyzed the spacing based on the potential future designation and speed limit on 12th Street as it is a stricter standard. The minimum driveway spacing is 4 to 5 times the posted speed limit, or 140-175 feet. The proposed site access is approximately 325 feet from the nearest driveway to the west, and 240 feet from the nearest driveway to the east, which is on the opposite side of the street. Therefore, the proposed public street connection meets the City's access spacing standard.

7.2 TURN LANE WARRANT ANALYSIS

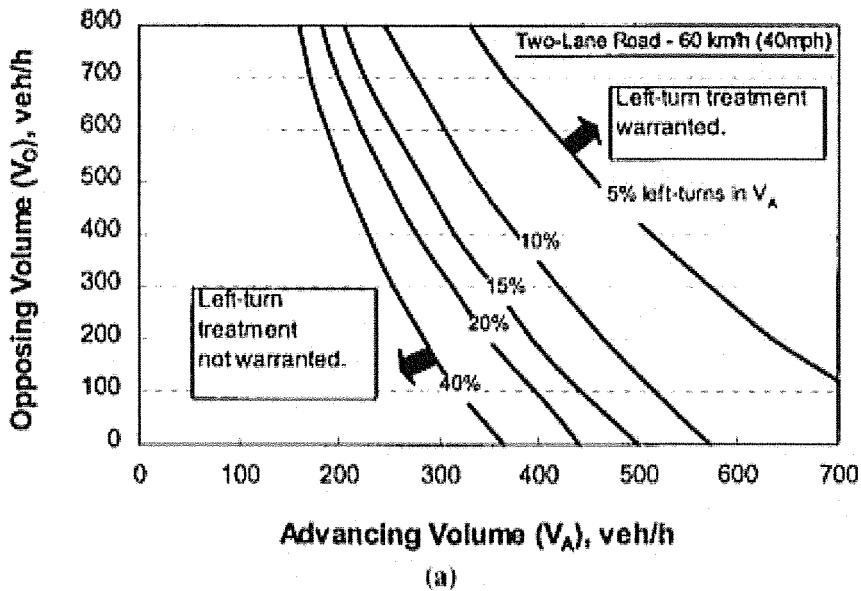
Turn lane guidelines, as described in the *City of Emmett Access Management Guidelines* based on the National Cooperative Highway Research Program Report 457 were evaluated at the study intersections for *opening year with project conditions*.

Left-turn lane warrants look at the advancing volume on the major street, the opposing volume on the major street, the percentage of the advancing volumes that is left-turns and the speed of the roadway.

Figure 1 shows the left turn lane warrant analysis chart. **Table 9** summarizes the left-turn lane analysis and results.



Figure 1: Left Turn Lane Warrant Analysis Chart



Source: NCHRP Report 457

Table 9
Left Turn Lane Analysis Results

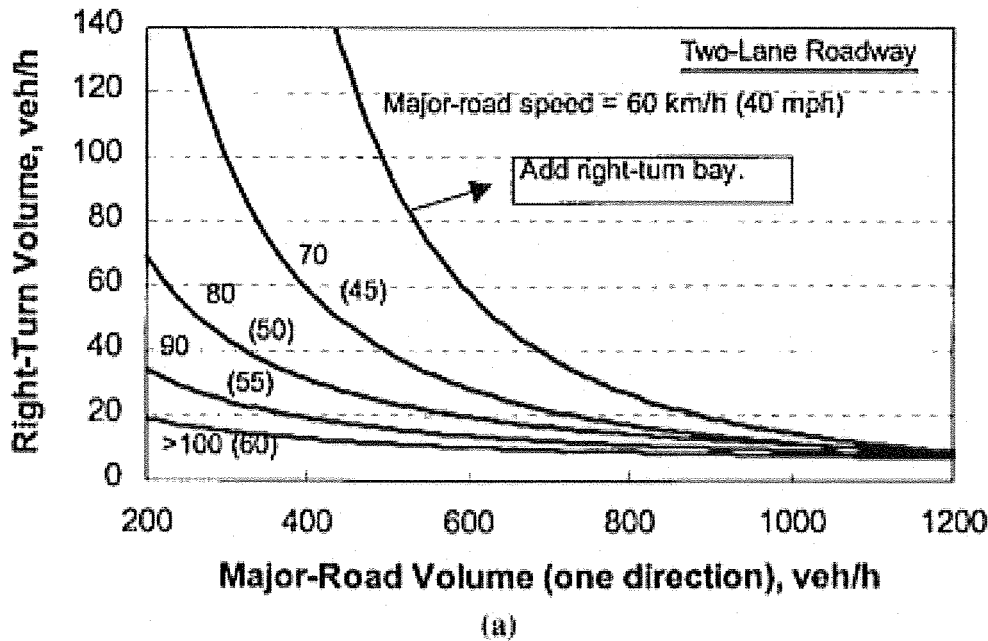
Intersection			Left-Turn Lane	Peak Hour	Advancing Volume	Opposing Volume	Left Turn %	85 th Percentile Speed	Warrant Met?
1	Cottonwood Creek Avenue	W 12 st Street	Eastbound	AM	7	16	0%	20mph	No
				PM	19	31	5%	20mph	No
2	Mill Road	Homestead Drive	Northbound	AM	106	146	4%	35mph	No
				PM	175	141	17%	35mph	No
3	Mill Road	W 12 th Street	Northbound	AM	136	175	3%	35mph	No
				PM	155	140	10%	35mph	No
4	Mill Road	W 12 th Street	Southbound	AM	175	136	41%	35mph	No
				PM	140	155	21%	35mph	No

Right-turn lane warrants look at the major road volume in each direction of travel, the right-turn volume, and the speed of the roadway.

Figure 2 shows the right-turn lane warrant analysis chart. Table 10 summarizes the right-turn lane analysis and results.



Figure 2: Right Turn Lane Warrant Analysis Chart



Source: NCHRP Report 457

Table 10
Right Turn Lane Analysis Results

Intersection			Right-Turn Lane	Peak Hour	Major Road Volume	Right Turn Volume	85 th Percentile Speed	Warrant Met?
1	Cottonwood Creek Avenue	W 12 st Street	Westbound	AM	16	5	20mph	No
				PM	31	17	20mph	No
2	Mill Road	Homestead Drive	Southbound	AM	146	6	35mph	No
				PM	141	20	35mph	No
3	Mill Road	W 12 th Street	Northbound	AM	136	70	35mph	No
				PM	155	29	35mph	No
4	Mill Road	W 12 th Street	Southbound	AM	175	1	35mph	No
				PM	140	5	35mph	No

7.3 SIGHT DISTANCE ANALYSIS

Intersection sight distance was reviewed at the proposed sight access location on W 12th Street. W 12th Street is signed as 20 miles per hour where Cottonwood Creek Avenue intersects it. As such, the

recommended minimum stopping sight distance along the road is 125 feet and intersection sight distance is 195 feet. If 12th Street West eventually has a 35 mile per hour speed limit when upgraded to a Major Collector the recommended minimum stopping sight distance would be 250 feet and the intersection sight distance 390 feet. Currently there is more sight distance available than these minimum recommended values at the proposed public street connection so long as the intersection is designed with the appropriate sight lines.



APPENDIX



APPENDIX A

Roadway Classifications

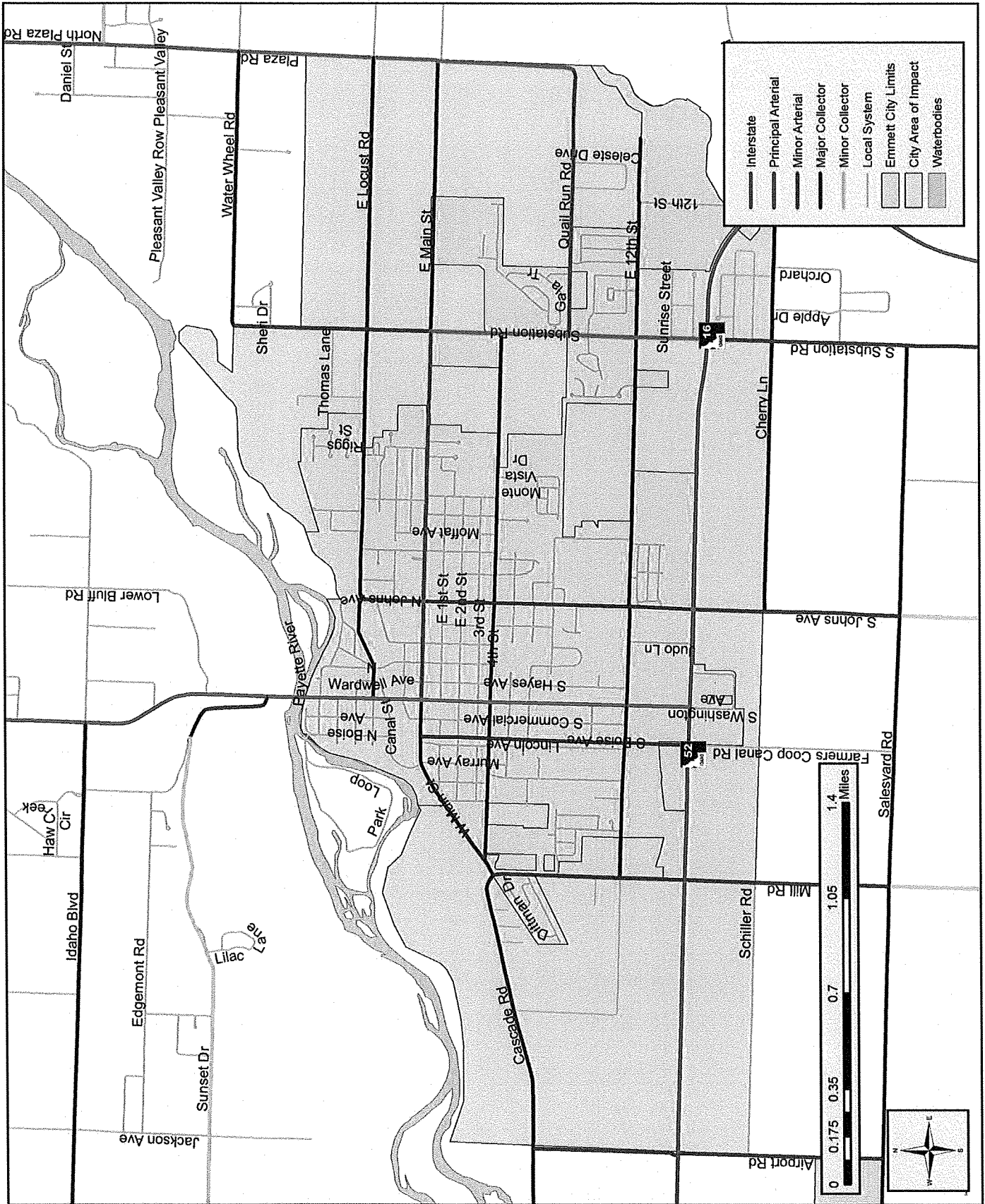


Figure 6 - Current Functional Classification (ITD 2025)



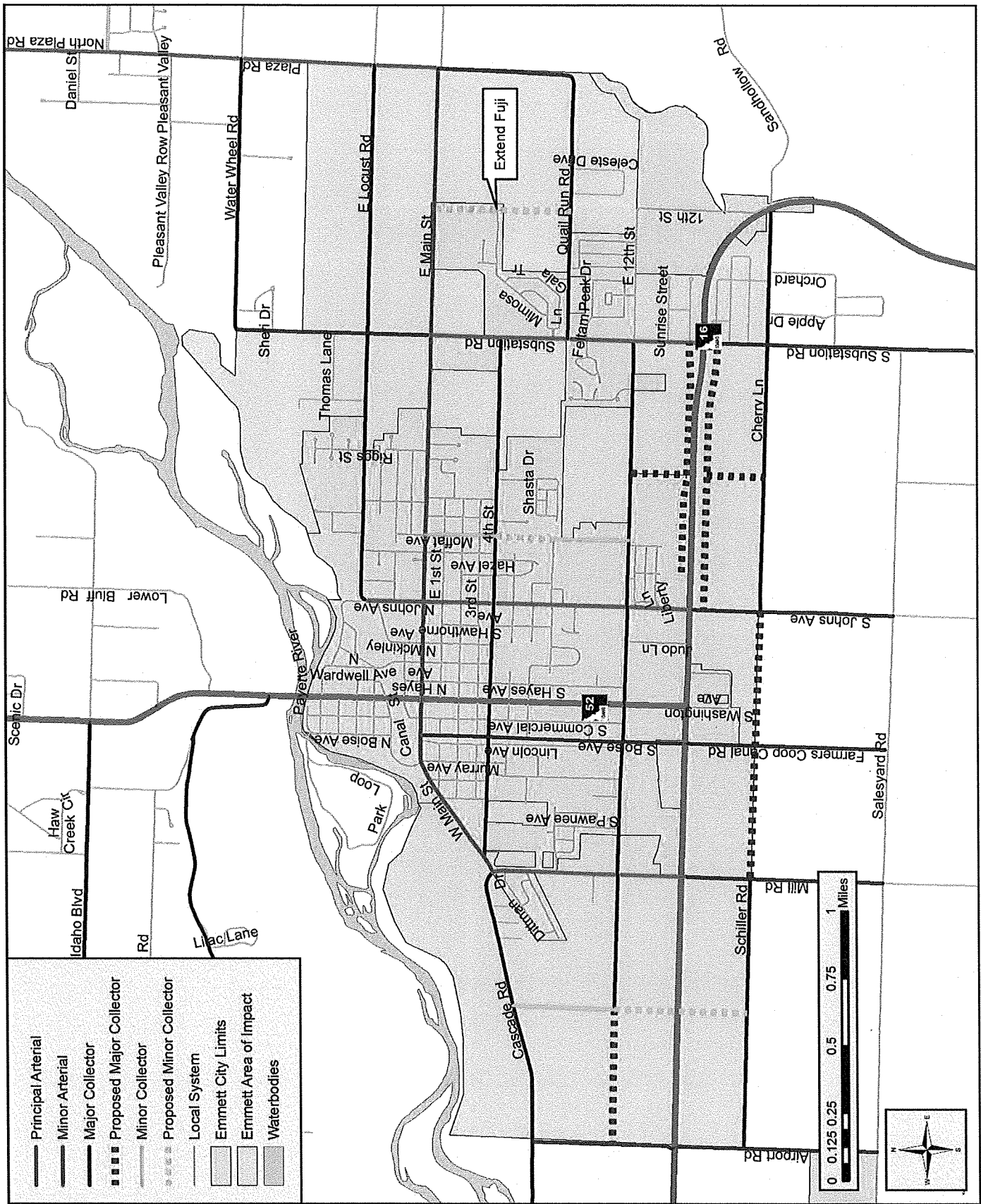


Figure 31 - Future Functional Classification and New Roads



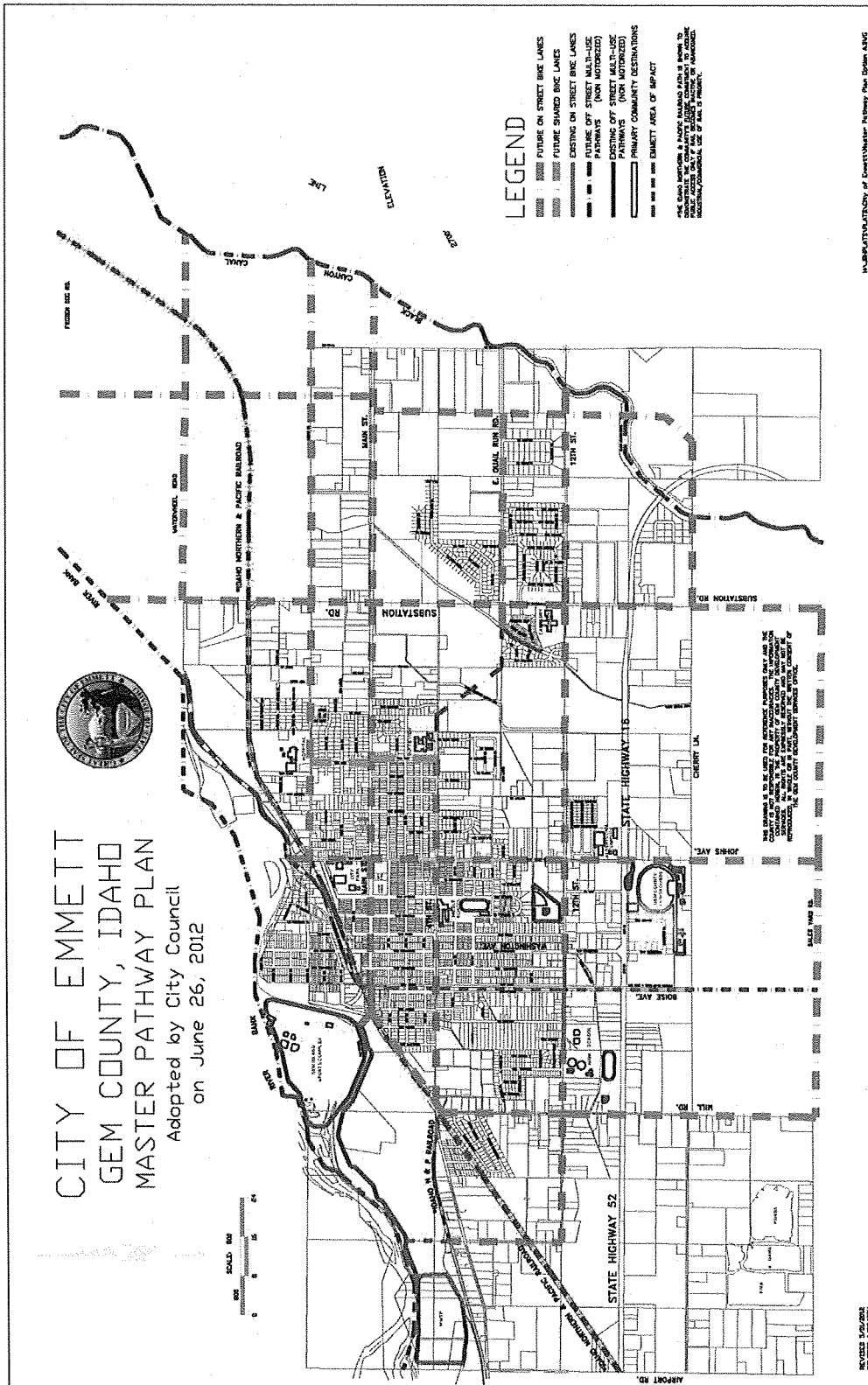


Figure 9 - Pathway Map



APPENDIX B

Existing Traffic Data

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: Cottonwood Creek / 12th St
 City, State: Emmett, Idaho
 Control: No Control

File Name : Cottonwood Creek Ave & 12th St
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- General Traffic

Start Time	Cottonwood Creek Avenue From North				12th Street From East				12th Street From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	4	0	0	4	6
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
08:45 AM	0	0	0	0	0	6	0	6	5	0	0	5	11
Total	0	0	0	0	0	11	0	11	7	0	0	7	18
04:00 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
04:15 PM	0	0	0	0	0	1	0	1	4	0	0	4	5
04:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
04:45 PM	0	0	0	0	2	3	0	5	0	0	0	0	5
Total	0	0	0	0	2	7	0	9	7	0	0	7	16
05:00 PM	0	3	0	3	0	2	0	2	2	1	0	3	8
05:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
05:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
Total	0	3	0	3	0	6	0	6	7	1	0	8	17
Grand Total	0	3	0	3	2	26	0	28	25	1	0	26	57
Apprch %	0	100	0		7.1	92.9	0		96.2	3.8	0		
Total %	0	5.3	0	5.3	3.5	45.6	0	49.1	43.9	1.8	0	45.6	

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001

Intersection: Cottonwood Creek / 12th St

City, State: Emmett, Idaho

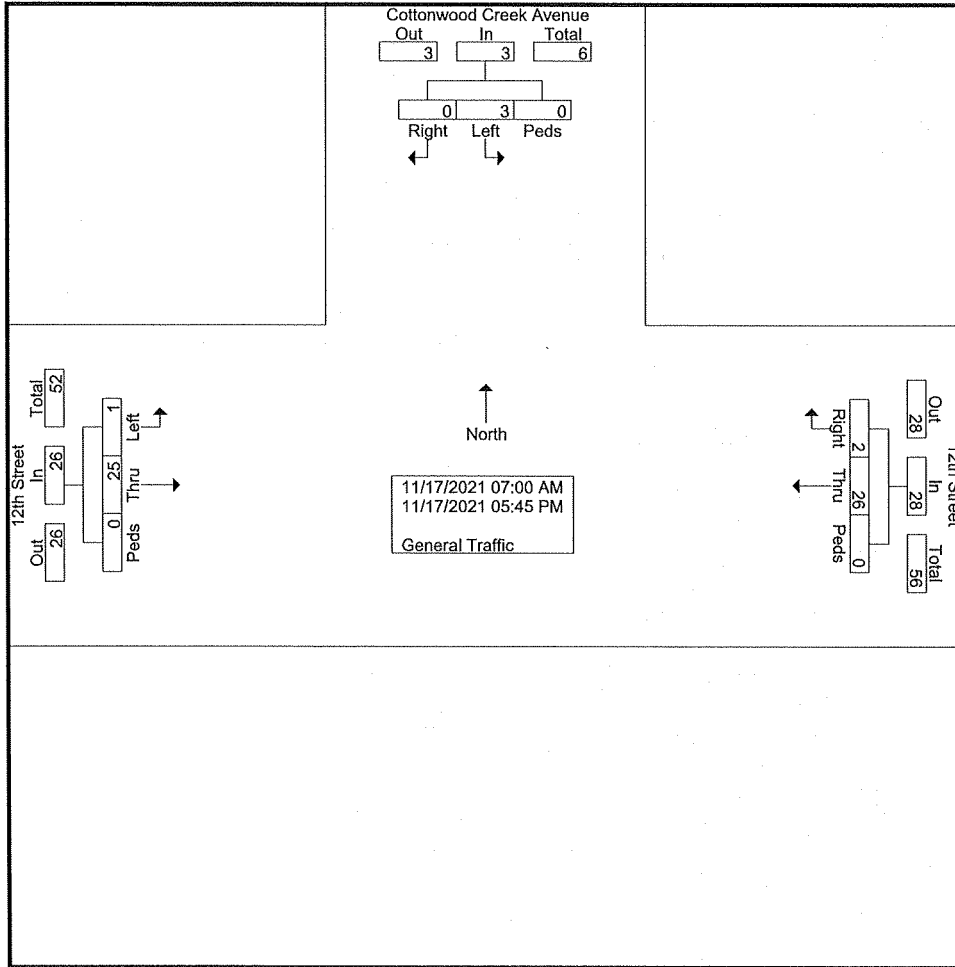
Control: No Control

File Name : Cottonwood Creek Ave & 12th St

Site Code : 00000000

Start Date : 11/17/2021

Page No : 2



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001

Intersection: Cottonwood Creek / 12th St

City, State: Emmett, Idaho

Control: No Control

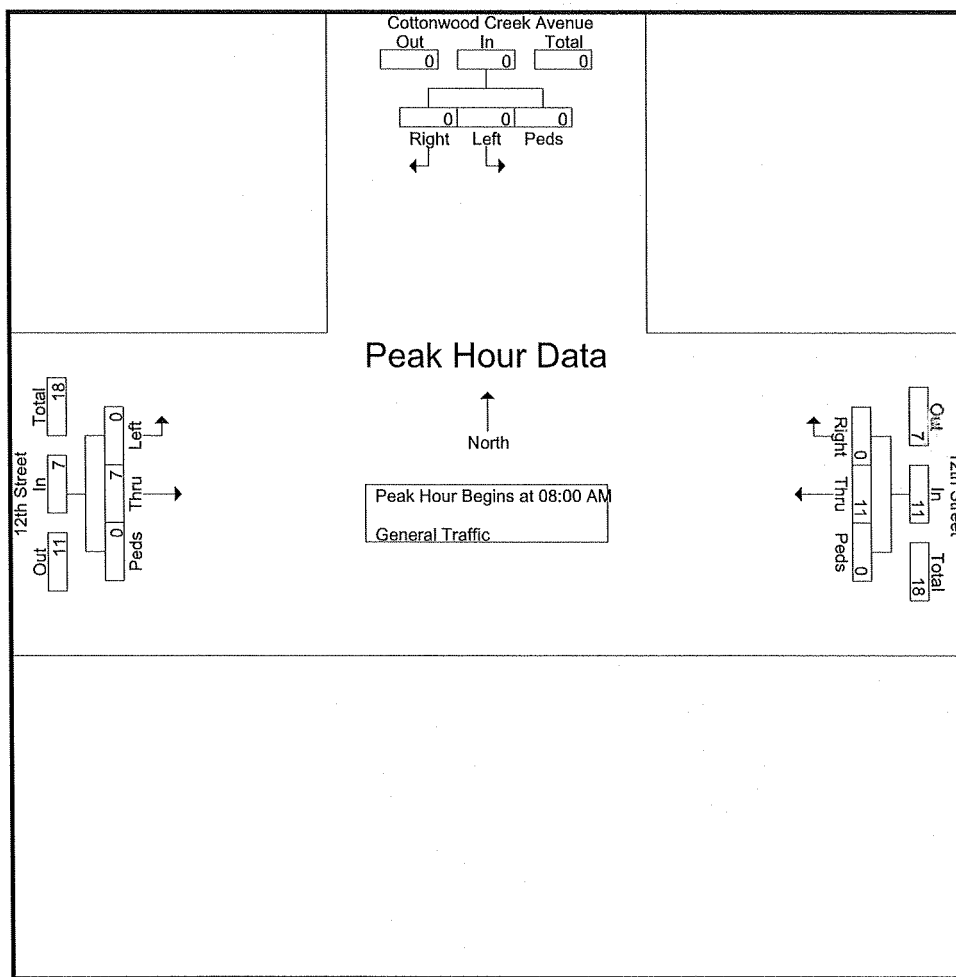
File Name : Cottonwood Creek Ave & 12th St

Site Code : 00000000

Start Date : 11/17/2021

Page No : 3

Start Time	Cottonwood Creek Avenue From North				12th Street From East				12th Street From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
08:45 AM	0	0	0	0	0	6	0	6	5	0	0	5	11
Total Volume	0	0	0	0	0	11	0	11	7	0	0	7	18
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.458	.000	.458	.350	.000	.000	.350	.409



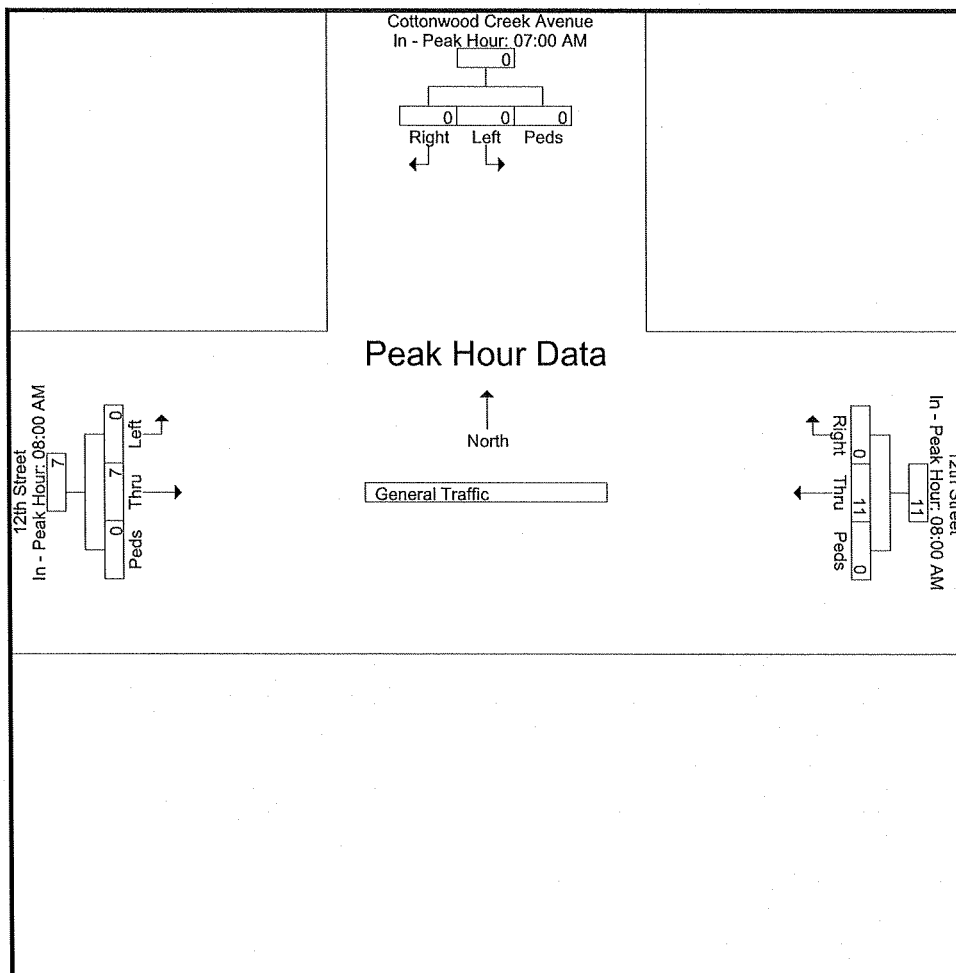
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: Cottonwood Creek / 12th St
 City, State: Emmett, Idaho
 Control: No Control

File Name : Cottonwood Creek Ave & 12th St
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 4

Start Time	Cottonwood Creek Avenue From North				12th Street From East				12th Street From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	1	0	0	0	1
+30 mins.	0	0	0	0	0	3	0	3	1	0	0	0	1
+45 mins.	0	0	0	0	0	6	0	6	5	0	0	0	5
Total Volume	0	0	0	0	0	11	0	11	7	0	0	0	7
% App. Total	0	0	0	0	0	100	0	100	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.458	.000	.458	.350	.000	.000	.350	.350



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001

Intersection: Cottonwood Creek / 12th St

City, State: Emmett, Idaho

Control: No Control

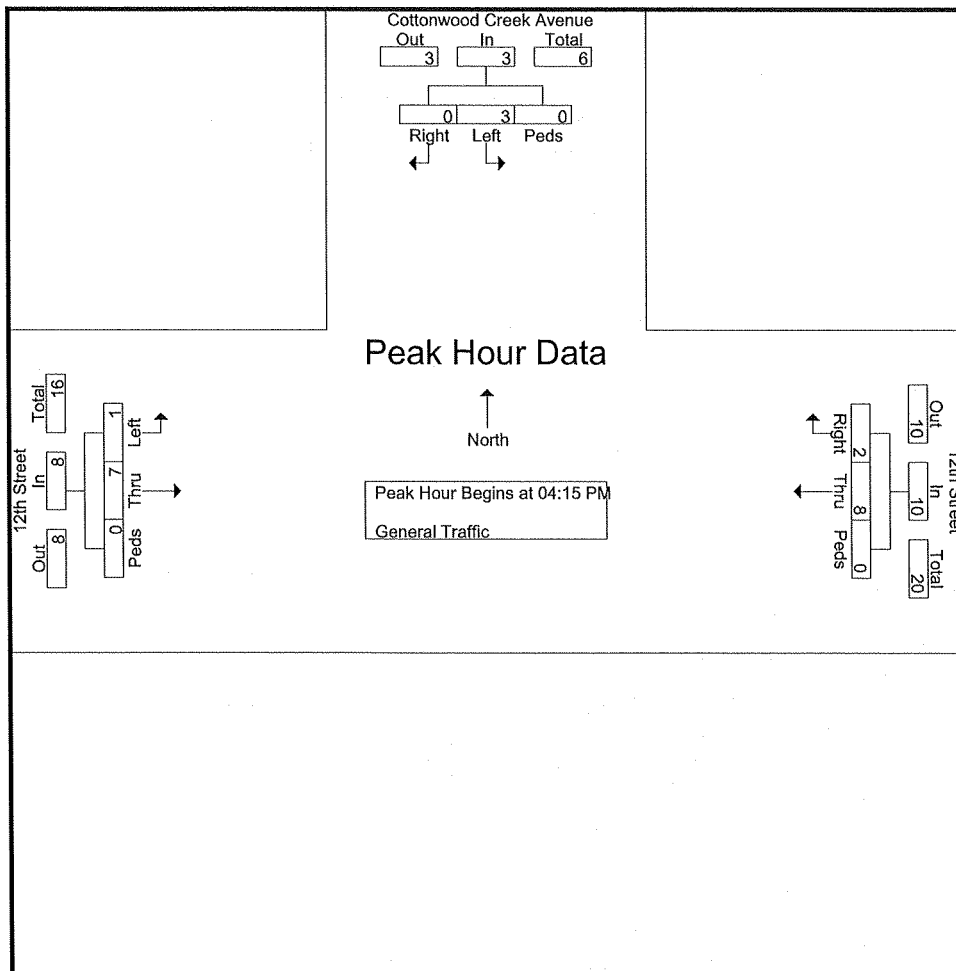
File Name : Cottonwood Creek Ave & 12th St

Site Code : 00000000

Start Date : 11/17/2021

Page No : 5

Start Time	Cottonwood Creek Avenue From North				12th Street From East				12th Street From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	0	1	0	1	4	0	0	4	5
04:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
04:45 PM	0	0	0	0	2	3	0	5	0	0	0	0	5
05:00 PM	0	3	0	3	0	2	0	2	2	1	0	3	8
Total Volume	0	3	0	3	2	8	0	10	7	1	0	8	21
% App. Total	0	100	0		20	80	0		87.5	12.5	0		
PHF	.000	.250	.000	.250	.250	.667	.000	.500	.438	.250	.000	.500	.656



L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: Cottonwood Creek / 12th St
 City, State: Emmett, Idaho
 Control: No Control

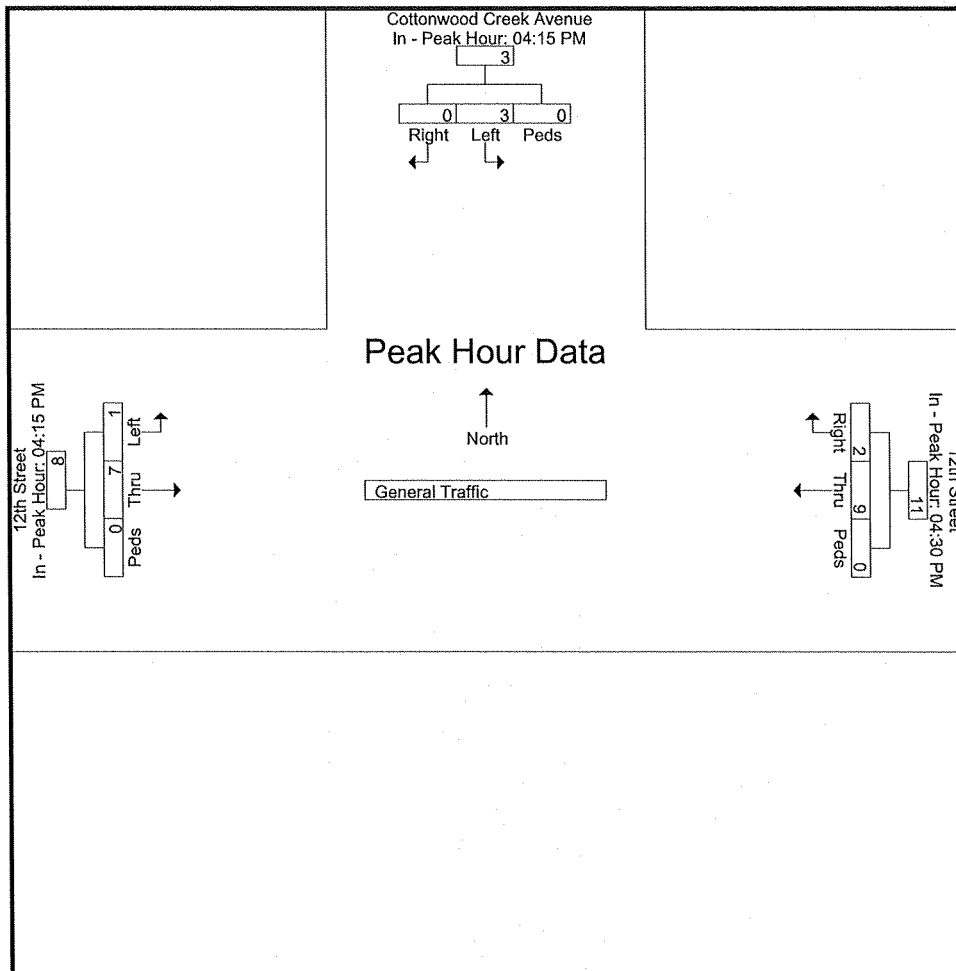
File Name : Cottonwood Creek Ave & 12th St
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 6

Start Time	Cottonwood Creek Avenue From North				12th Street From East				12th Street From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:15 PM			
+0 mins.	0	0	0	0	0	2	0	2	4	0	0	4
+15 mins.	0	0	0	0	2	3	0	5	1	0	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	3	0	3	0	2	0	2	2	1	0	3
Total Volume	0	3	0	3	2	9	0	11	7	1	0	8
% App. Total	0	100	0		18.2	81.8	0		87.5	12.5	0	
PHF	.000	.250	.000	.250	.250	.750	.000	.550	.438	.250	.000	.500



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001

Intersection: Cottonwood Creek / 12th St

City, State: Emmett, Idaho

Control: No Control

File Name : Cottonwood Creek Ave & 12th St

Site Code : 00000000

Start Date : 11/17/2021

Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001

Intersection: South Mill / Homestead Dr

City, State: Emmett, Idaho

Control: Stop Sign

File Name : South Mill Rd & Homestead Dr

Site Code : 00000000

Start Date : 11/17/2021

Page No : 1

Groups Printed- General Traffic

Start Time	South Mill Road From North				Homestead Drive From Southwest				South Mill Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	Thru	Hard Left	Peds	App. Total	
07:00 AM	1	11	0	12	3	1	0	4	8	0	0	8	24
07:15 AM	0	49	0	49	3	1	0	4	27	0	0	27	80
07:30 AM	2	51	0	53	3	4	0	7	26	0	0	26	86
07:45 AM	0	14	0	14	3	0	1	4	23	0	0	23	41
Total	3	125	0	128	12	6	1	19	84	0	0	84	231
08:00 AM	0	15	0	15	0	0	0	0	18	0	0	18	33
08:15 AM	2	15	0	17	3	1	0	4	13	0	0	13	34
08:30 AM	0	9	0	9	0	2	0	2	18	1	0	19	30
08:45 AM	1	14	0	15	3	3	0	6	14	0	0	14	35
Total	3	53	0	56	6	6	0	12	63	1	0	64	132

04:00 PM	1	20	0	21	1	2	0	3	25	3	0	28	52
04:15 PM	0	20	0	20	4	1	0	5	28	2	0	30	55
04:30 PM	0	16	0	16	3	1	0	4	26	3	0	29	49
04:45 PM	1	23	0	24	0	0	0	0	16	2	0	18	42
Total	2	79	0	81	8	4	0	12	95	10	0	105	198
05:00 PM	1	21	0	22	4	0	0	4	16	3	0	19	45
05:15 PM	0	16	0	16	0	0	0	0	21	3	0	24	40
05:30 PM	1	17	0	18	0	0	0	0	24	5	0	29	47
05:45 PM	1	15	0	16	1	1	0	2	23	1	0	24	42
Total	3	69	0	72	5	1	0	6	84	12	0	96	174
Grand Total	11	326	0	337	31	17	1	49	326	23	0	349	735
Apprch %	3.3	96.7	0		63.3	34.7	2		93.4	6.6	0		
Total %	1.5	44.4	0	45.9	4.2	2.3	0.1	6.7	44.4	3.1	0	47.5	

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001

Intersection: South Mill / Homestead Dr

City, State: Emmett, Idaho

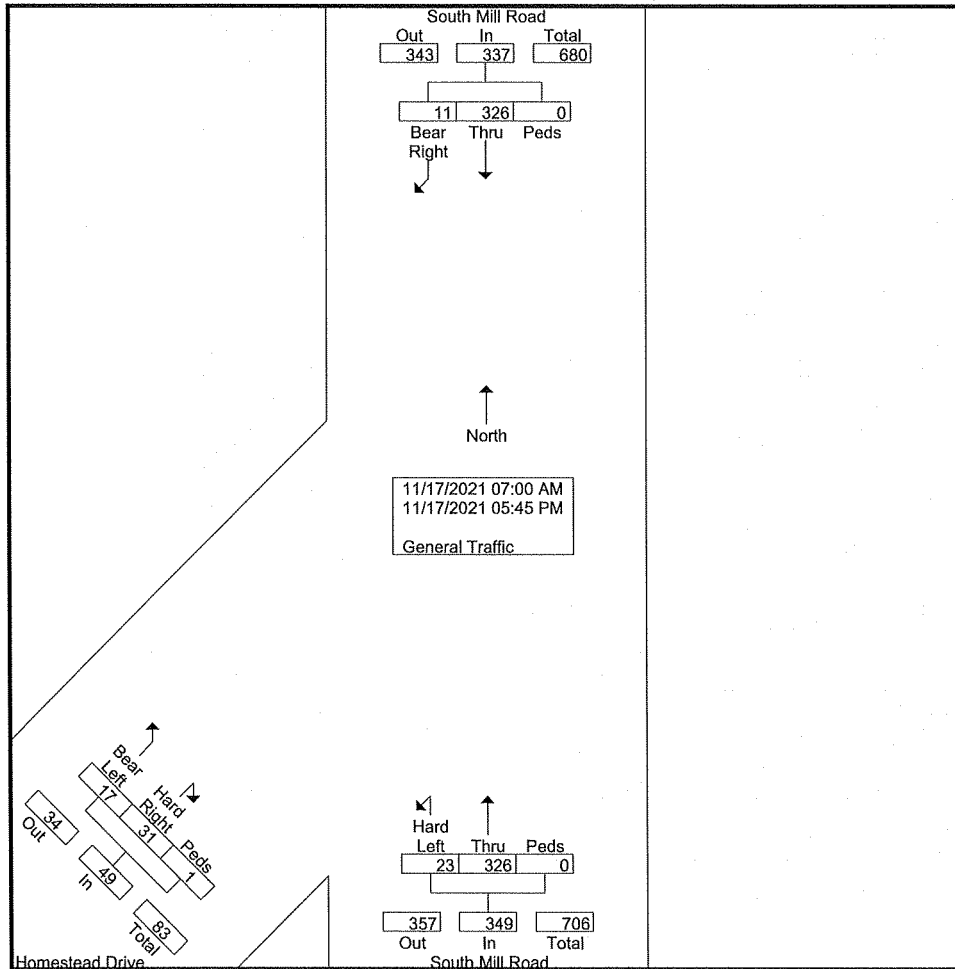
Control: Stop Sign

File Name : South Mill Rd & Homestead Dr

Site Code : 00000000

Start Date : 11/17/2021

Page No : 2



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001

Intersection: South Mill / Homestead Dr

City, State: Emmett, Idaho

Control: Stop Sign

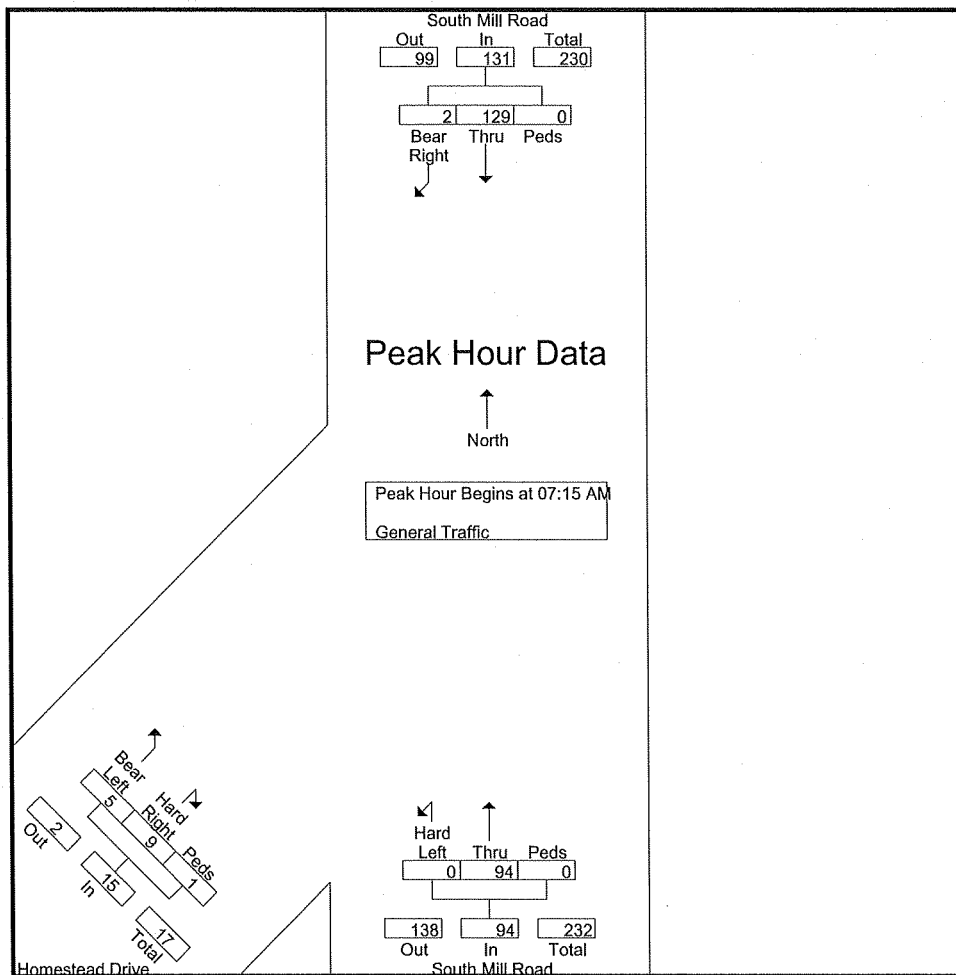
File Name : South Mill Rd & Homestead Dr

Site Code : 00000000

Start Date : 11/17/2021

Page No : 3

Start Time	South Mill Road From North				Homestead Drive From Southwest				South Mill Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	Thru	Hard Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	49	0	49	3	1	0	4	27	0	0	27	80
07:30 AM	2	51	0	53	3	4	0	7	26	0	0	26	86
07:45 AM	0	14	0	14	3	0	1	4	23	0	0	23	41
08:00 AM	0	15	0	15	0	0	0	0	18	0	0	18	33
Total Volume	2	129	0	131	9	5	1	15	94	0	0	94	240
% App. Total	1.5	98.5	0		60	33.3	6.7		100	0	0		
PHF	.250	.632	.000	.618	.750	.313	.250	.536	.870	.000	.000	.870	.698



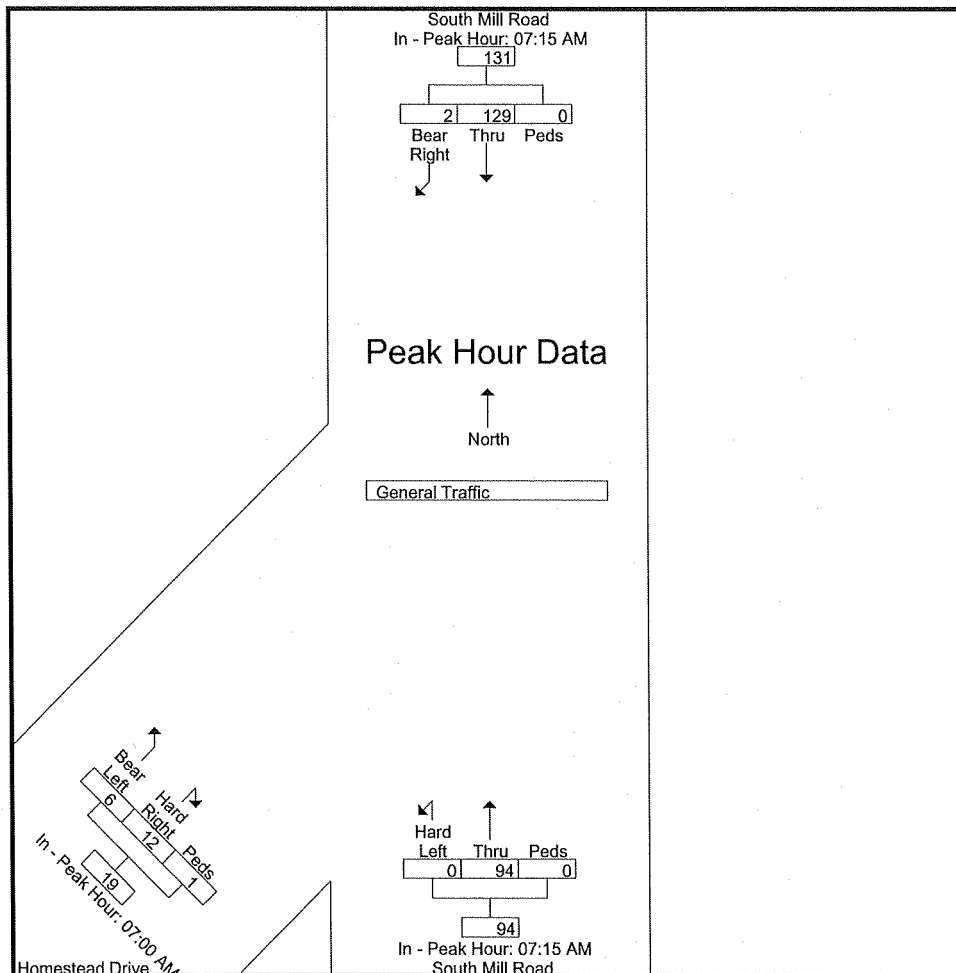
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: South Mill / Homestead Dr
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 4

Start Time	South Mill Road From North				Homestead Drive From Southwest				South Mill Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	Thru	Hard Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				07:00 AM				07:15 AM				
+0 mins.	0	49	0	49	3	1	0	4	27	0	0	27	
+15 mins.	2	51	0	53	3	1	0	4	26	0	0	26	
+30 mins.	0	14	0	14	3	4	0	7	23	0	0	23	
+45 mins.	0	15	0	15	3	0	1	4	18	0	0	18	
Total Volume	2	129	0	131	12	6	1	19	94	0	0	94	
% App. Total	1.5	98.5	0		63.2	31.6	5.3		100	0	0		
PHF	.250	.632	.000	.618	1.000	.375	.250	.679	.870	.000	.000	.870	



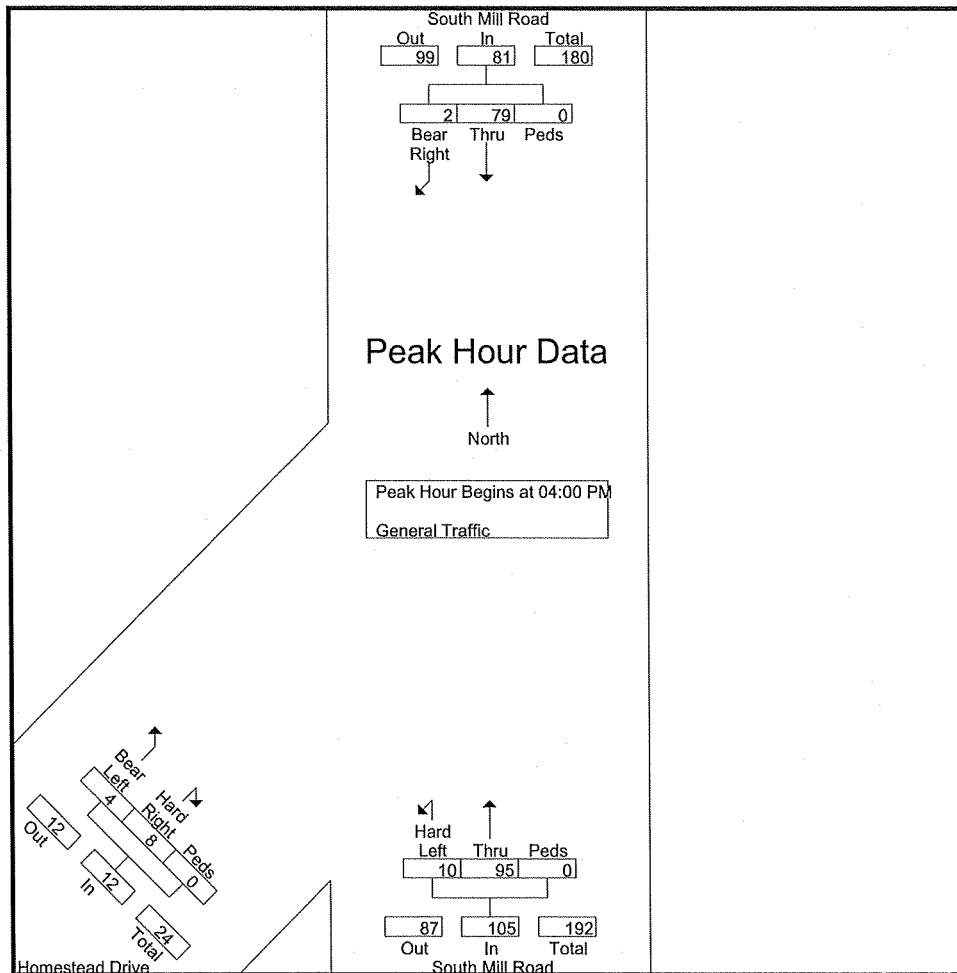
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: South Mill / Homestead Dr
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 5

Start Time	South Mill Road From North				Homestead Drive From Southwest				South Mill Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	Thru	Hard Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	1	20	0	21	1	2	0	3	25	3	0	28	52
04:15 PM	0	20	0	20	4	1	0	5	28	2	0	30	55
04:30 PM	0	16	0	16	3	1	0	4	26	3	0	29	49
04:45 PM	1	23	0	24	0	0	0	0	16	2	0	18	42
Total Volume	2	79	0	81	8	4	0	12	95	10	0	105	198
% App. Total	2.5	97.5	0		66.7	33.3	0		90.5	9.5	0		
PHF	.500	.859	.000	.844	.500	.500	.000	.600	.848	.833	.000	.875	.900



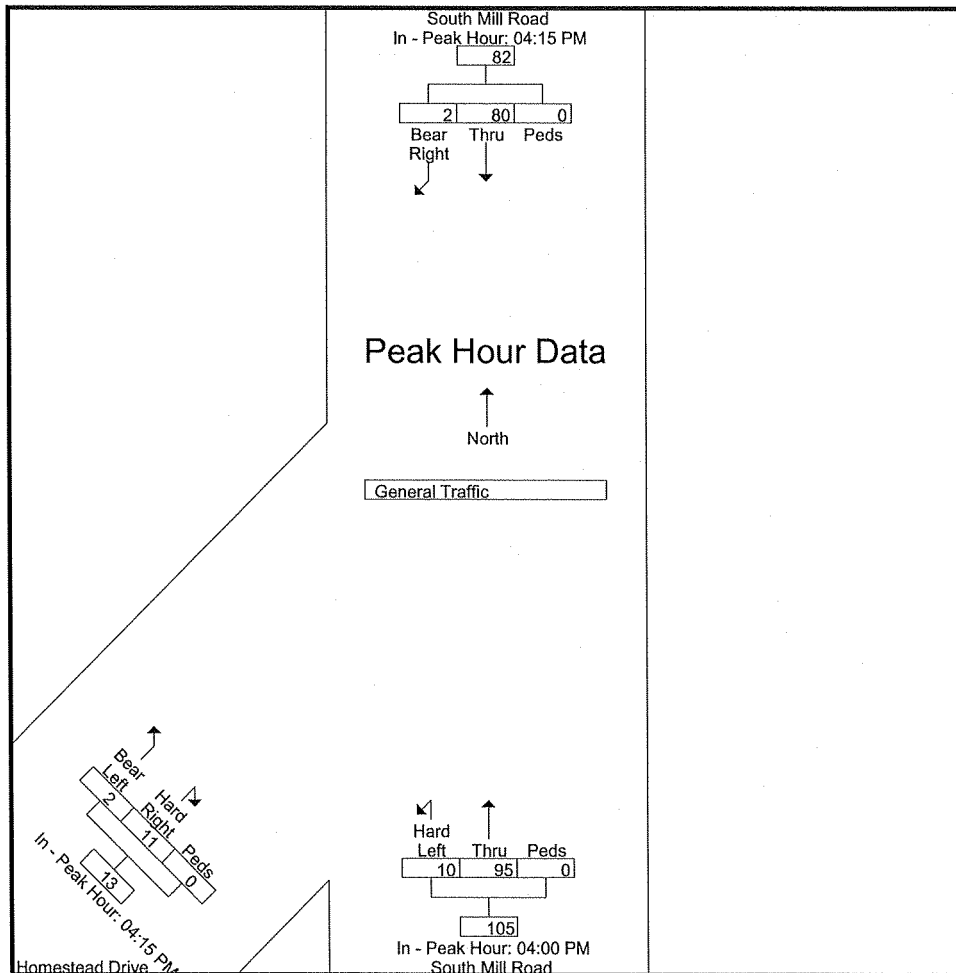
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: South Mill / Homestead Dr
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 6

Start Time	South Mill Road From North				Homestead Drive From Southwest				South Mill Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	Thru	Hard Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM				04:15 PM				04:00 PM				
+0 mins.	0	20	0	20	4	1	0	5	25	3	0	28	
+15 mins.	0	16	0	16	3	1	0	4	28	2	0	30	
+30 mins.	1	23	0	24	0	0	0	0	26	3	0	29	
+45 mins.	1	21	0	22	4	0	0	4	16	2	0	18	
Total Volume	2	80	0	82	11	2	0	13	95	10	0	105	
% App. Total	2.4	97.6	0		84.6	15.4	0		90.5	9.5	0		
PHF	.500	.870	.000	.854	.688	.500	.000	.650	.848	.833	.000	.875	



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
Intersection: South Mill / Homestead Dr
City, State: Emmett, Idaho
Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
Site Code : 00000000
Start Date : 11/17/2021
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0002
 Intersection: South Mill / Homestead Dr
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 1

Groups Printed- General Traffic

Start Time	South Mill Road From North				South Mill Road From South				Homestead Drive From Southwest				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
04:30 AM	0	0	0	0	2	0	0	2	1	0	0	1	3
04:45 AM	0	5	0	5	5	0	0	5	0	1	0	1	11
Total	0	5	0	5	7	0	0	7	1	1	0	2	14
05:00 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
05:15 AM	0	1	0	1	4	0	0	4	0	0	0	0	5
05:30 AM	1	7	0	8	7	0	0	7	1	0	0	1	16
05:45 AM	0	7	0	7	11	0	0	11	1	1	0	2	20
Total	1	18	0	19	26	0	0	26	2	1	0	3	48
06:00 AM	1	5	0	6	5	0	0	5	3	0	0	3	14
06:15 AM	0	7	0	7	4	1	0	5	2	1	0	3	15
06:30 AM	0	9	0	9	6	0	0	6	0	0	0	0	15
06:45 AM	0	9	0	9	10	0	0	10	1	0	0	1	20
Total	1	30	0	31	25	1	0	26	6	1	0	7	64

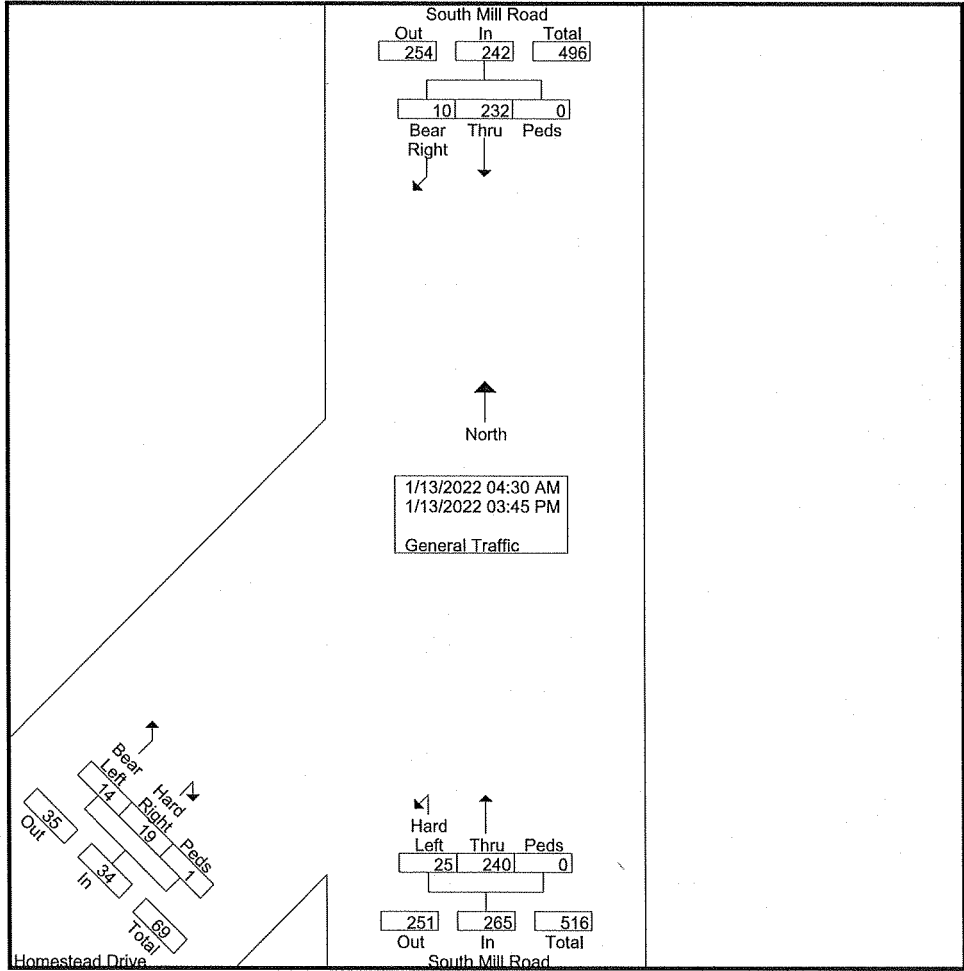
02:00 PM	1	25	0	26	15	2	0	17	0	1	0	1	44
02:15 PM	0	19	0	19	16	2	0	18	0	1	0	1	38
02:30 PM	0	16	0	16	19	3	0	22	0	2	0	2	40
02:45 PM	0	40	0	40	31	1	0	32	2	2	0	4	76
Total	1	100	0	101	81	8	0	89	2	6	0	8	198
03:00 PM	5	23	0	28	45	5	0	50	3	2	1	6	84
03:15 PM	0	21	0	21	24	6	0	30	1	1	0	2	53
03:30 PM	1	15	0	16	14	2	0	16	1	1	0	2	34
03:45 PM	1	20	0	21	18	3	0	21	3	1	0	4	46
Total	7	79	0	86	101	16	0	117	8	5	1	14	217
Grand Total	10	232	0	242	240	25	0	265	19	14	1	34	541
Apprch %	4.1	95.9	0		90.6	9.4	0		55.9	41.2	2.9		
Total %	1.8	42.9	0	44.7	44.4	4.6	0	49	3.5	2.6	0.2	6.3	

L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0002
 Intersection: South Mill / Homestead Dr
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 2



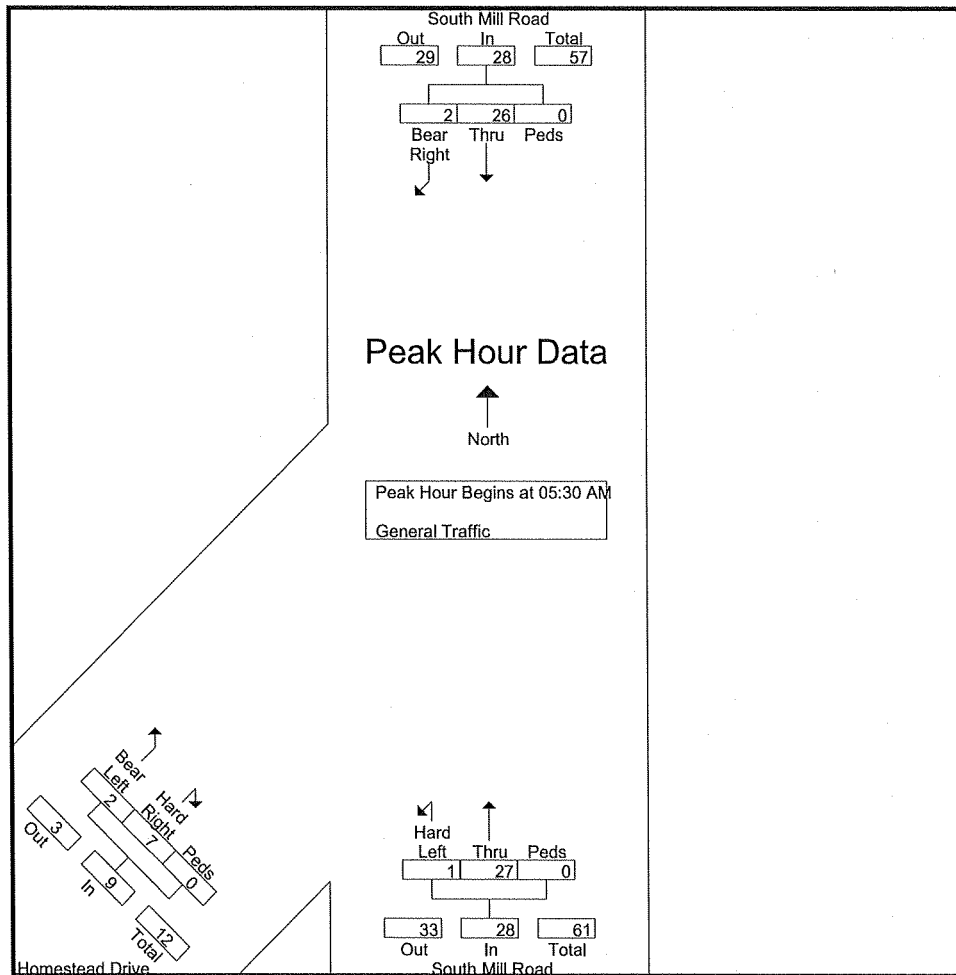
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0002
 Intersection: South Mill / Homestead Dr
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 3

Start Time	South Mill Road From North				South Mill Road From South				Homestead Drive From Southwest				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
Peak Hour Analysis From 04:30 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:30 AM													
05:30 AM	1	7	0	8	7	0	0	7	1	0	0	1	16
05:45 AM	0	7	0	7	11	0	0	11	1	1	0	2	20
06:00 AM	1	5	0	6	5	0	0	5	3	0	0	3	14
06:15 AM	0	7	0	7	4	1	0	5	2	1	0	3	15
Total Volume	2	26	0	28	27	1	0	28	7	2	0	9	65
% App. Total	7.1	92.9	0		96.4	3.6	0		77.8	22.2	0		
PHF	.500	.929	.000	.875	.614	.250	.000	.636	.583	.500	.000	.750	.813



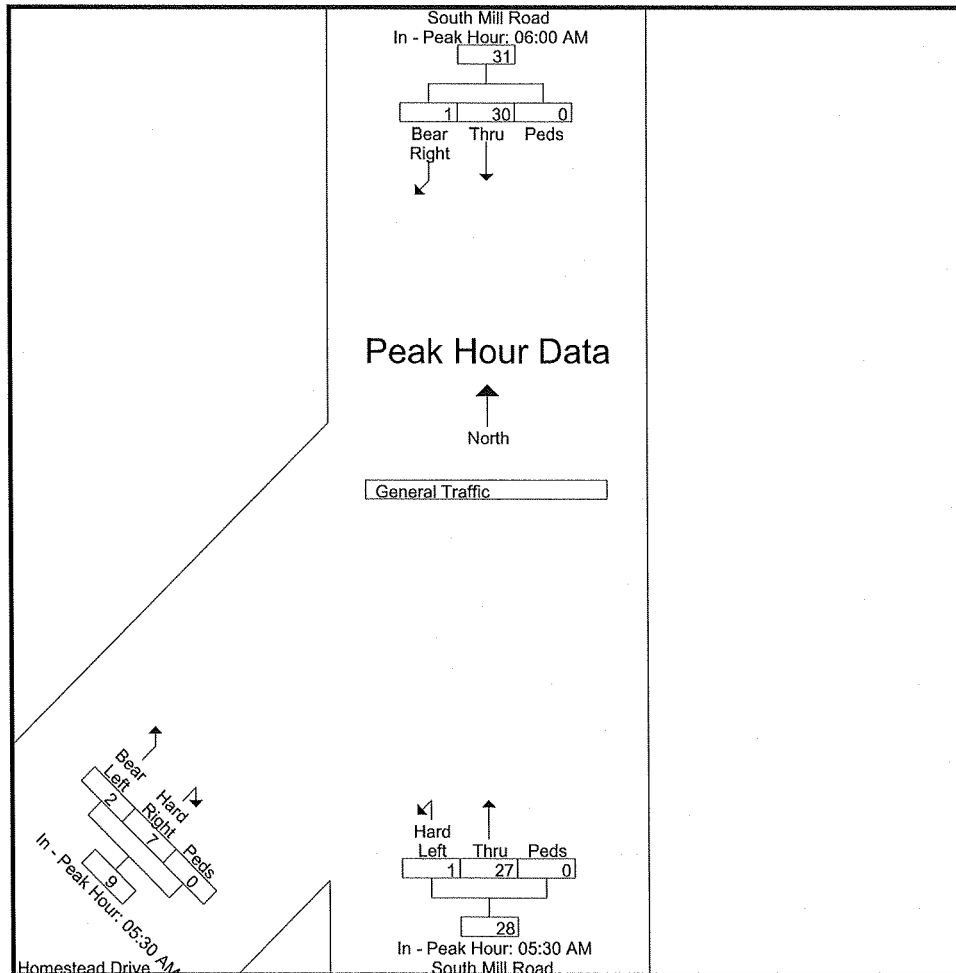
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0002
 Intersection: South Mill / Homestead Dr
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 4

Start Time	South Mill Road From North				South Mill Road From South				Homestead Drive From Southwest				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
Peak Hour Analysis From 04:30 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	06:00 AM				05:30 AM				05:30 AM				
+0 mins.	1	5	0	6	7	0	0	7	1	0	0	1	
+15 mins.	0	7	0	7	11	0	0	11	1	1	0	2	
+30 mins.	0	9	0	9	5	0	0	5	3	0	0	3	
+45 mins.	0	9	0	9	4	1	0	5	2	1	0	3	
Total Volume	1	30	0	31	27	1	0	28	7	2	0	9	
% App. Total	3.2	96.8	0		96.4	3.6	0		77.8	22.2	0		
PHF	.250	.833	.000	.861	.614	.250	.000	.636	.583	.500	.000	.750	



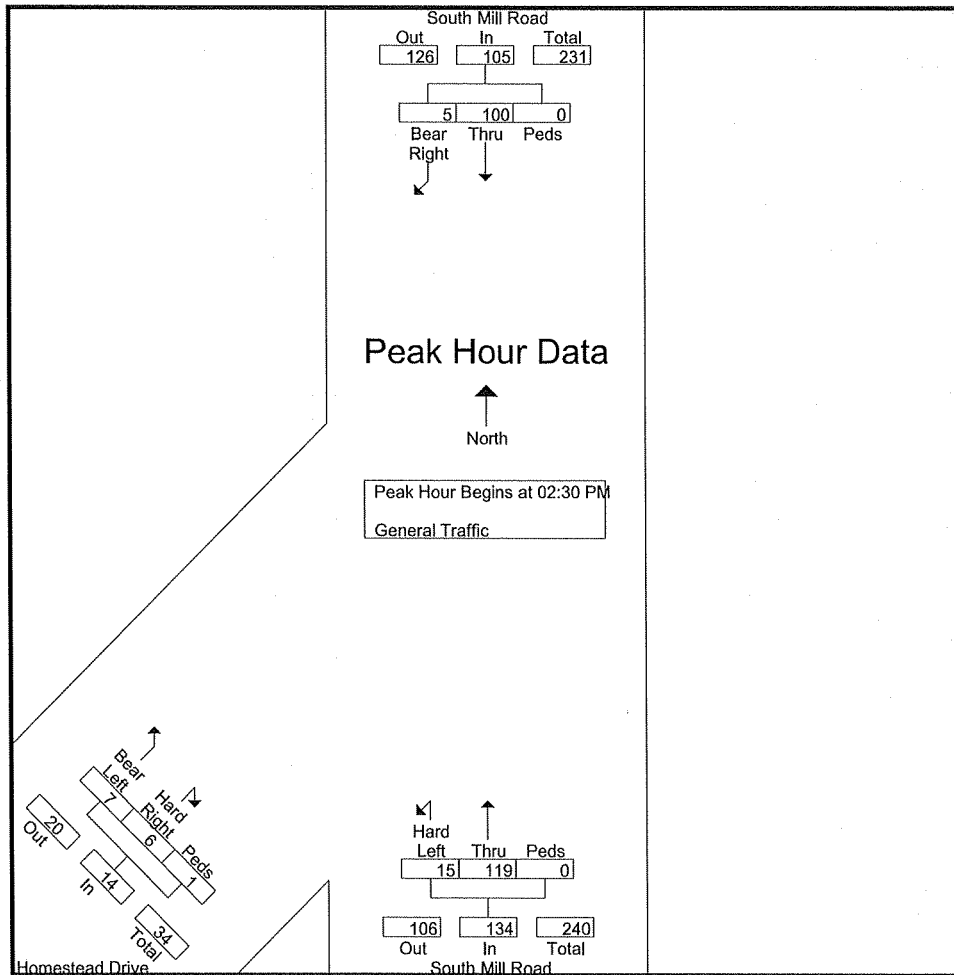
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0002
 Intersection: South Mill / Homestead Dr
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 5

Start Time	South Mill Road From North				South Mill Road From South				Homestead Drive From Southwest				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	0	16	0	16	19	3	0	22	0	2	0	2	40
02:45 PM	0	40	0	40	31	1	0	32	2	2	0	4	76
03:00 PM	5	23	0	28	45	5	0	50	3	2	1	6	84
03:15 PM	0	21	0	21	24	6	0	30	1	1	0	2	53
Total Volume	5	100	0	105	119	15	0	134	6	7	1	14	253
% App. Total	4.8	95.2	0		88.8	11.2	0		42.9	50	7.1		
PHF	.250	.625	.000	.656	.661	.625	.000	.670	.500	.875	.250	.583	.753



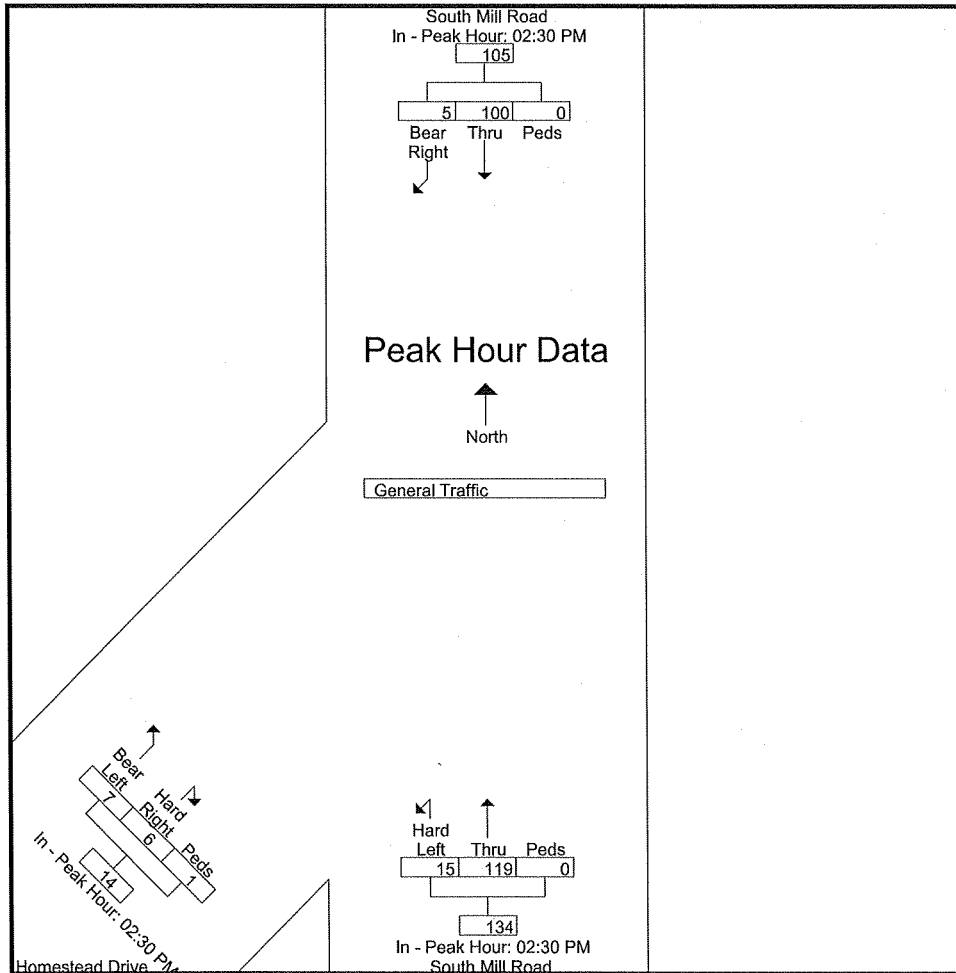
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0002
 Intersection: South Mill / Homestead Dr
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 6

Start Time	South Mill Road From North				South Mill Road From South				Homestead Drive From Southwest				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	02:30 PM				02:30 PM				02:30 PM				
+0 mins.	0	16	0	16	19	3	0	22	0	2	0	2	
+15 mins.	0	40	0	40	31	1	0	32	2	2	0	4	
+30 mins.	5	23	0	28	45	5	0	50	3	2	1	6	
+45 mins.	0	21	0	21	24	6	0	30	1	1	0	2	
Total Volume	5	100	0	105	119	15	0	134	6	7	1	14	
% App. Total	4.8	95.2	0		88.8	11.2	0		42.9	50	7.1		
PHF	.250	.625	.000	.656	.661	.625	.000	.670	.500	.875	.250	.583	



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0002
Intersection: South Mill / Homestead Dr
City, State: Emmett, Idaho
Control: Stop Sign

File Name : South Mill Rd & Homestead Dr
Site Code : 00000000
Start Date : 1/13/2022
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 1

Groups Printed- General Traffic

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	6	6	0	12	1	0	6	0	7	1	5	0	0	6	1	0	0	0	1	26
07:15 AM	0	29	22	0	51	7	1	3	0	11	23	14	0	0	37	2	0	1	0	3	102
07:30 AM	0	19	34	0	53	7	0	6	0	13	36	9	0	0	45	0	0	1	0	1	112
07:45 AM	1	15	5	0	21	0	0	6	0	6	6	14	0	0	20	1	0	0	0	1	48
Total	1	69	67	0	137	15	1	21	0	37	66	42	0	0	108	4	0	2	0	6	288
08:00 AM	0	13	3	0	16	2	0	3	0	5	1	14	1	0	16	0	1	0	0	1	38
08:15 AM	0	16	1	0	17	1	1	0	0	2	0	7	0	0	7	2	1	0	0	3	29
08:30 AM	4	10	0	0	14	1	0	0	0	1	1	17	3	0	21	0	0	1	0	1	37
08:45 AM	1	12	1	0	14	0	0	1	0	1	2	10	4	0	16	1	4	2	0	7	38
Total	5	51	5	0	61	4	1	4	0	9	4	48	8	0	60	3	6	3	0	12	142

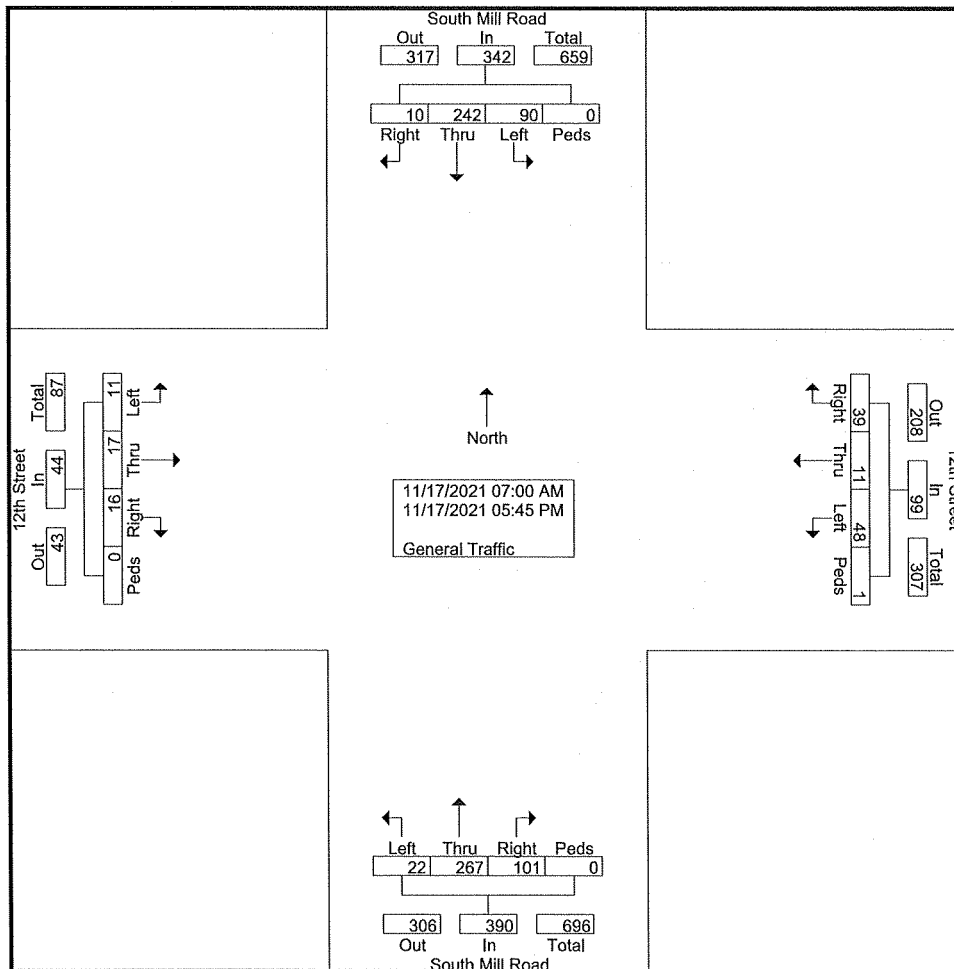
04:00 PM	1	19	2	0	22	3	1	6	1	11	3	21	1	0	25	0	0	1	0	1	59
04:15 PM	0	21	3	0	24	3	0	0	0	3	0	23	0	0	23	0	2	3	0	5	55
04:30 PM	0	13	2	0	15	2	1	1	0	4	5	29	2	0	36	2	1	0	0	3	58
04:45 PM	2	16	0	0	18	1	1	1	0	3	6	20	2	0	28	1	0	0	0	1	50
Total	3	69	7	0	79	9	3	8	1	21	14	93	5	0	112	3	3	4	0	10	222
05:00 PM	0	18	4	0	22	1	0	3	0	4	3	15	3	0	21	2	4	2	0	8	55
05:15 PM	0	12	3	0	15	0	2	2	0	4	2	24	3	0	29	3	2	0	0	5	53
05:30 PM	1	11	2	0	14	6	1	2	0	9	7	25	2	0	34	0	1	0	0	1	58
05:45 PM	0	12	2	0	14	4	3	8	0	15	5	20	1	0	26	1	1	0	0	2	57
Total	1	53	11	0	65	11	6	15	0	32	17	84	9	0	110	6	8	2	0	16	223
Grand Total	10	242	90	0	342	39	11	48	1	99	101	267	22	0	390	16	17	11	0	44	875
Apprch %	2.9	70.8	26.3	0		39.4	11.1	48.5	1		25.9	68.5	5.6	0		36.4	38.6	25	0		
Total %	1.1	27.7	10.3	0	39.1	4.5	1.3	5.5	0.1	11.3	11.5	30.5	2.5	0	44.6	1.8	1.9	1.3	0	5	

L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 2



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001

Intersection: South Mill Rd / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : South Mill Rd & 12th St

Site Code : 00000000

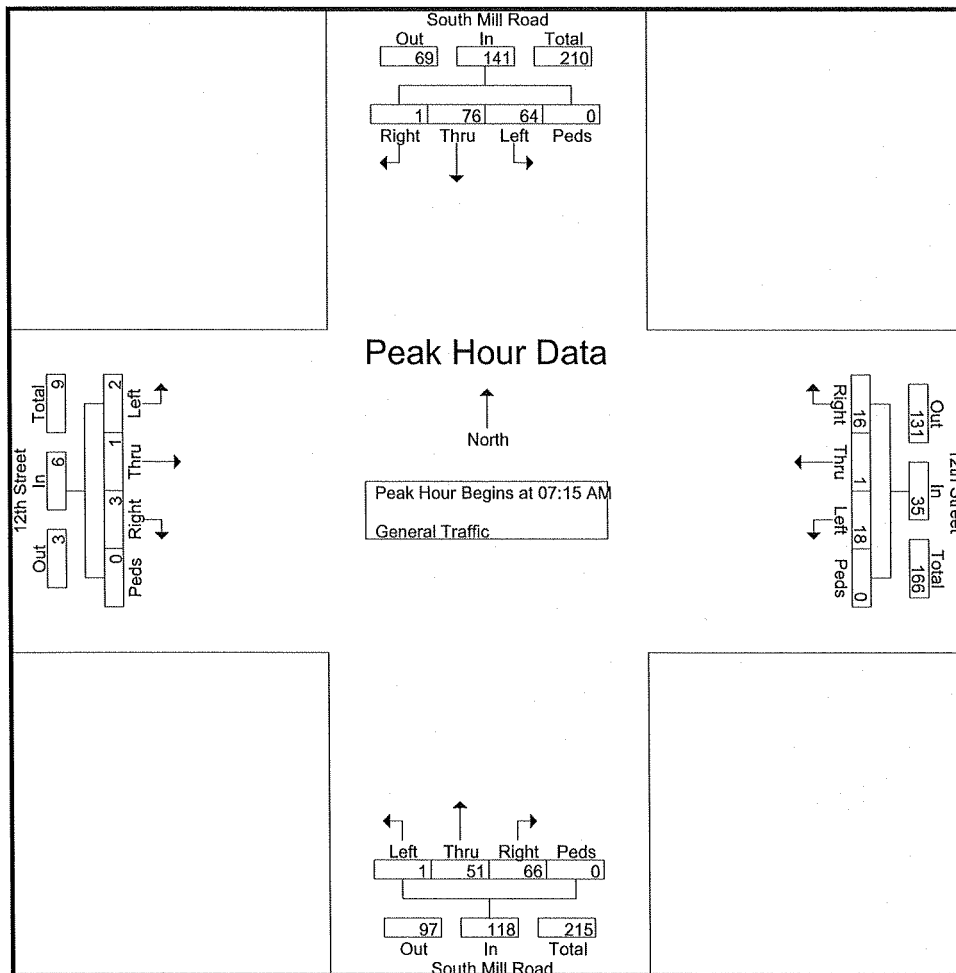
Start Date : 11/17/2021

Page No : 3

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:15 AM	0	29	22	0	51	7	1	3	0	11	23	14	0	0	37	2	0	1	0	3	102
07:30 AM	0	19	34	0	53	7	0	6	0	13	36	9	0	0	45	0	0	1	0	1	112
07:45 AM	1	15	5	0	21	0	0	6	0	6	6	14	0	0	20	1	0	0	0	1	48
08:00 AM	0	13	3	0	16	2	0	3	0	5	1	14	1	0	16	0	1	0	0	1	38
Total Volume	1	76	64	0	141	16	1	18	0	35	66	51	1	0	118	3	1	2	0	6	300
% App. Total	0.7	53.9	45.4	0		45.7	2.9	51.4	0		55.9	43.2	0.8	0		50	16.7	33.3	0		
PHF	.250	.655	.471	.000	.665	.571	.250	.750	.000	.673	.458	.911	.250	.000	.656	.375	.250	.500	.000	.500	.670

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak I of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

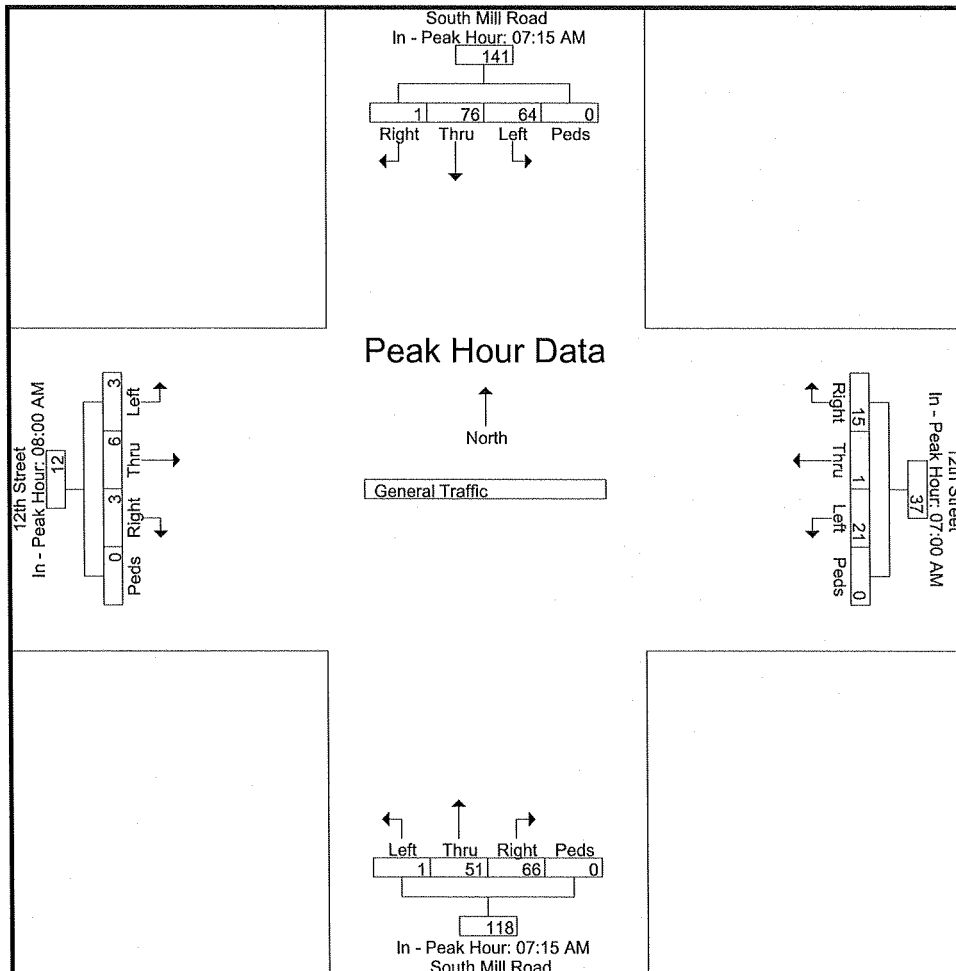
File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 4

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:15 AM					08:00 AM				
+0 mins.	0	29	22	0	51	1	0	6	0	7	23	14	0	0	37	0	1	0	0	1
+15 mins.	0	19	34	0	53	7	1	3	0	11	36	9	0	0	45	2	1	0	0	3
+30 mins.	1	15	5	0	21	7	0	6	0	13	6	14	0	0	20	0	0	1	0	1
+45 mins.	0	13	3	0	16	0	0	6	0	6	1	14	1	0	16	1	4	2	0	7
Total Volume	1	76	64	0	141	15	1	21	0	37	66	51	1	0	118	3	6	3	0	12
% App. Total	0.7	53.9	45.4	0		40.5	2.7	56.8	0		55.9	43.2	0.8	0		25	50	25	0	
PHF	.250	.655	.471	.000	.665	.536	.250	.875	.000	.712	.458	.911	.250	.000	.656	.375	.375	.375	.000	.429



L2 Data Collection

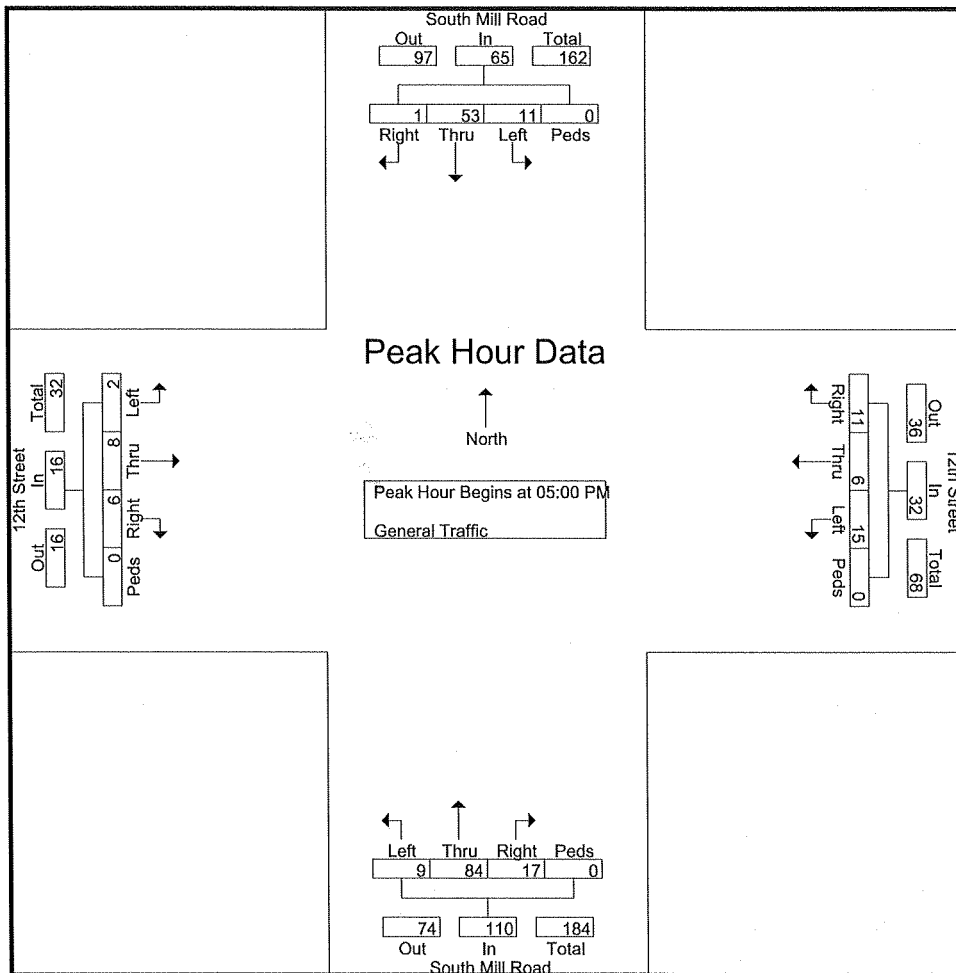
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 5

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	18	4	0	22	1	0	3	0	4	3	15	3	0	21	2	4	2	0	8	55
05:15 PM	0	12	3	0	15	0	2	2	0	4	2	24	3	0	29	3	2	0	0	5	53
05:30 PM	1	11	2	0	14	6	1	2	0	9	7	25	2	0	34	0	1	0	0	1	58
05:45 PM	0	12	2	0	14	4	3	8	0	15	5	20	1	0	26	1	1	0	0	2	57
Total Volume	1	53	11	0	65	11	6	15	0	32	17	84	9	0	110	6	8	2	0	16	223
% App. Total	1.5	81.5	16.9	0		34.4	18.8	46.9	0		15.5	76.4	8.2	0		37.5	50	12.5	0		
PHF	.250	.736	.688	.000	.739	.458	.500	.469	.000	.533	.607	.840	.750	.000	.809	.500	.500	.250	.000	.500	.961



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

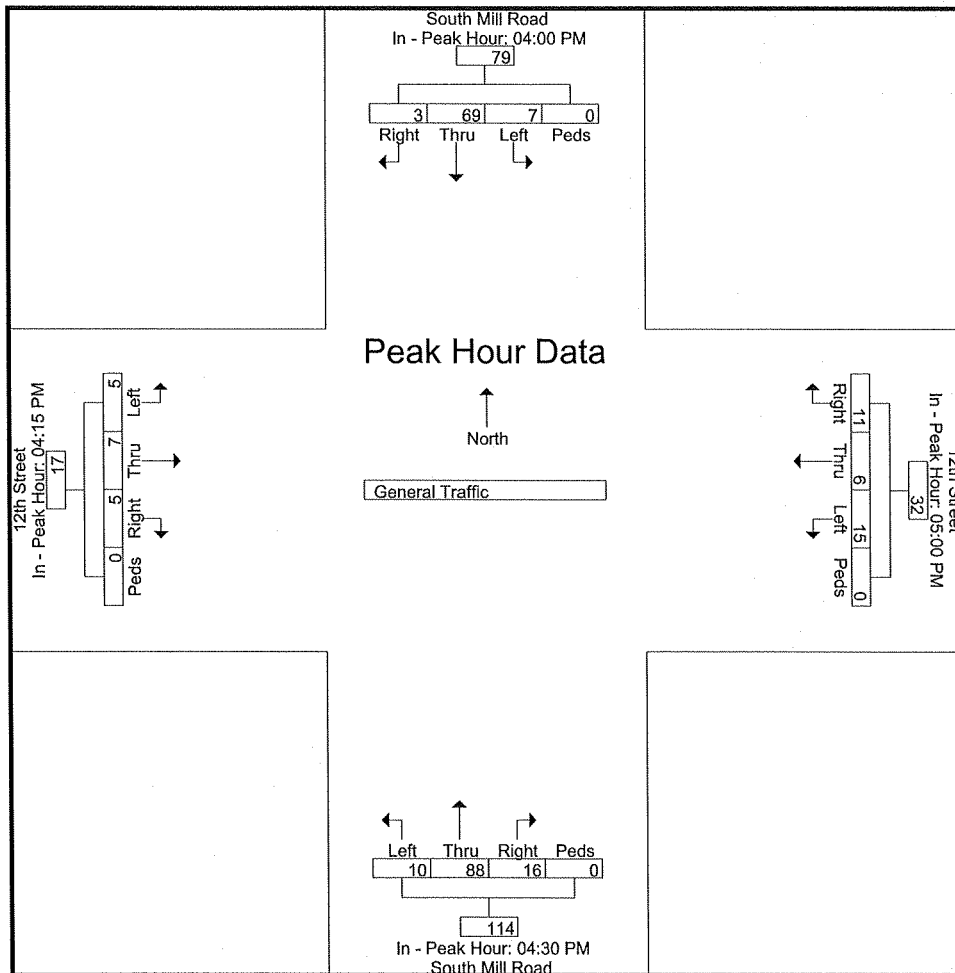
File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 11/17/2021
 Page No : 6

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:30 PM					04:15 PM				
+0 mins.	1	19	2	0	22	1	0	3	0	4	5	29	2	0	36	0	2	3	0	5
+15 mins.	0	21	3	0	24	0	2	2	0	4	6	20	2	0	28	2	1	0	0	3
+30 mins.	0	13	2	0	15	6	1	2	0	9	3	15	3	0	21	1	0	0	0	1
+45 mins.	2	16	0	0	18	4	3	8	0	15	2	24	3	0	29	2	4	2	0	8
Total Volume	3	69	7	0	79	11	6	15	0	32	16	88	10	0	114	5	7	5	0	17
% App. Total	3.8	87.3	8.9	0		34.4	18.8	46.9	0		14	77.2	8.8	0		29.4	41.2	29.4	0	
PHF	.375	.821	.583	.000	.823	.458	.500	.469	.000	.533	.667	.759	.833	.000	.792	.625	.438	.417	.000	.531



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0001
Intersection: South Mill Rd / 12th St
City, State: Emmett, Idaho
Control: Stop Sign

File Name : South Mill Rd & 12th St
Site Code : 00000000
Start Date : 11/17/2021
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0002
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 1

Groups Printed- General Traffic

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
04:45 AM	0	6	0	0	6	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	11
Total	0	8	0	0	8	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	14
05:00 AM	0	3	1	0	4	1	0	2	0	3	3	3	0	0	6	0	0	0	0	0	0	13
05:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
05:30 AM	0	5	0	0	5	0	0	2	0	2	0	4	0	0	4	3	0	0	0	3	3	14
05:45 AM	0	10	0	0	10	0	0	1	0	1	0	9	0	0	9	1	0	0	0	1	1	21
Total	0	19	1	0	20	1	0	5	0	6	3	19	0	0	22	4	0	0	0	4	4	52
06:00 AM	0	7	1	0	8	0	0	1	0	1	0	3	1	0	4	2	0	0	0	2	2	15
06:15 AM	0	11	0	0	11	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	15
06:30 AM	0	12	1	0	13	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	18
06:45 AM	0	12	2	0	14	0	0	2	0	2	2	9	0	0	11	2	0	1	0	3	3	30
Total	0	42	4	0	46	0	0	6	0	6	2	18	1	0	21	4	0	1	0	5	5	78

02:00 PM	1	19	0	0	20	1	1	1	0	3	2	11	1	0	14	0	1	2	0	3	3	40
02:15 PM	3	10	3	0	16	3	0	2	0	5	0	14	0	0	14	0	0	1	0	1	1	36
02:30 PM	2	11	2	0	15	2	0	3	0	5	6	14	4	0	24	0	1	2	0	3	3	47
02:45 PM	0	27	16	0	43	8	1	3	0	12	7	18	1	0	26	0	3	3	0	6	6	87
Total	6	67	21	0	94	14	2	9	0	25	15	57	6	0	78	0	5	8	0	13	13	210
03:00 PM	2	19	2	0	23	29	1	20	0	50	8	17	0	0	25	1	1	1	0	3	3	101
03:15 PM	0	18	3	0	21	3	0	3	2	8	3	28	1	0	32	1	0	1	0	2	2	63
03:30 PM	1	13	2	0	16	1	1	1	0	3	4	15	2	0	21	1	0	0	0	1	1	41
03:45 PM	0	18	1	0	19	1	2	2	0	5	5	21	1	0	27	1	2	1	0	4	4	55
Total	3	68	8	0	79	34	4	26	2	66	20	81	4	0	105	4	3	3	0	10	10	260
Grand Total	9	204	34	0	247	49	6	46	2	103	42	179	11	0	232	12	8	12	0	32	32	614
Apprch %	3.6	82.6	13.8	0		47.6	5.8	44.7	1.9		18.1	77.2	4.7	0		37.5	25	37.5	0			
Total %	1.5	33.2	5.5	0	40.2	8	1	7.5	0.3	16.8	6.8	29.2	1.8	0	37.8	2	1.3	2	0	5.2		

L2 Data Collection

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Study: TJW0002

Intersection: South Mill Rd / 12th St

City, State: Emmett, Idaho

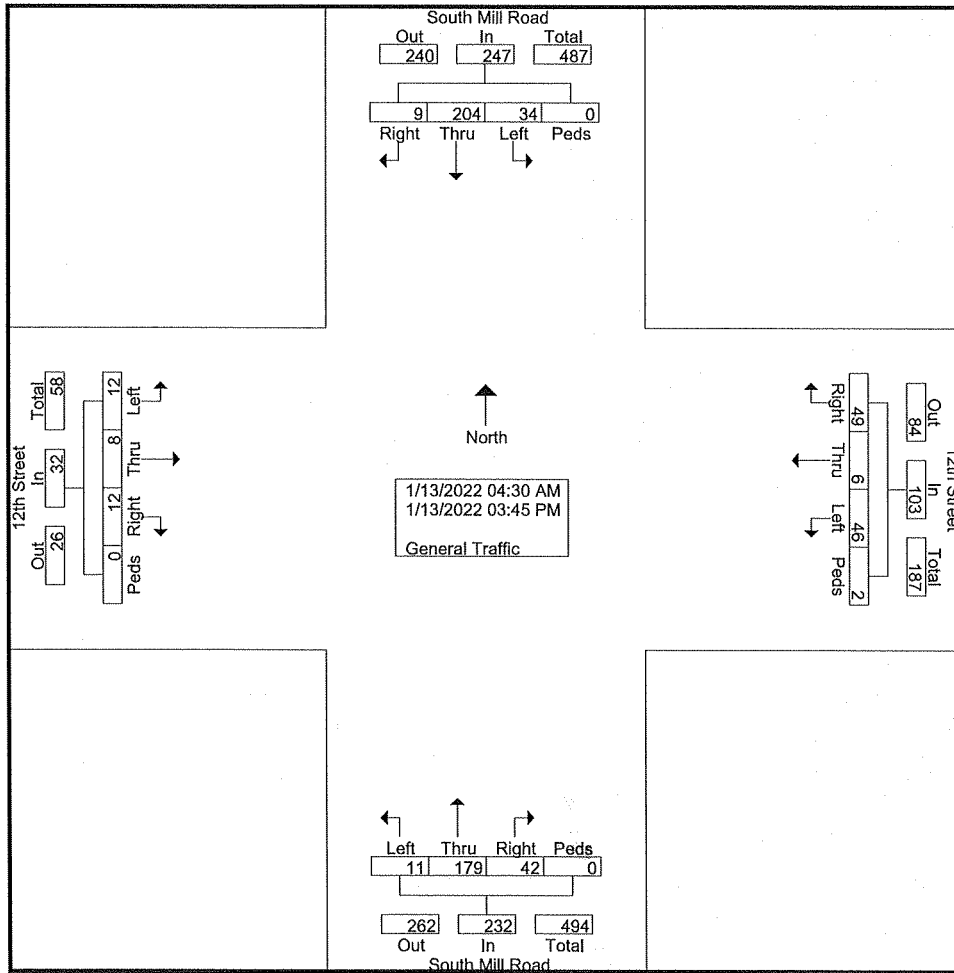
Control: Stop Sign

File Name : South Mill Rd & 12th St

Site Code : 00000000

Start Date : 1/13/2022

Page No : 2



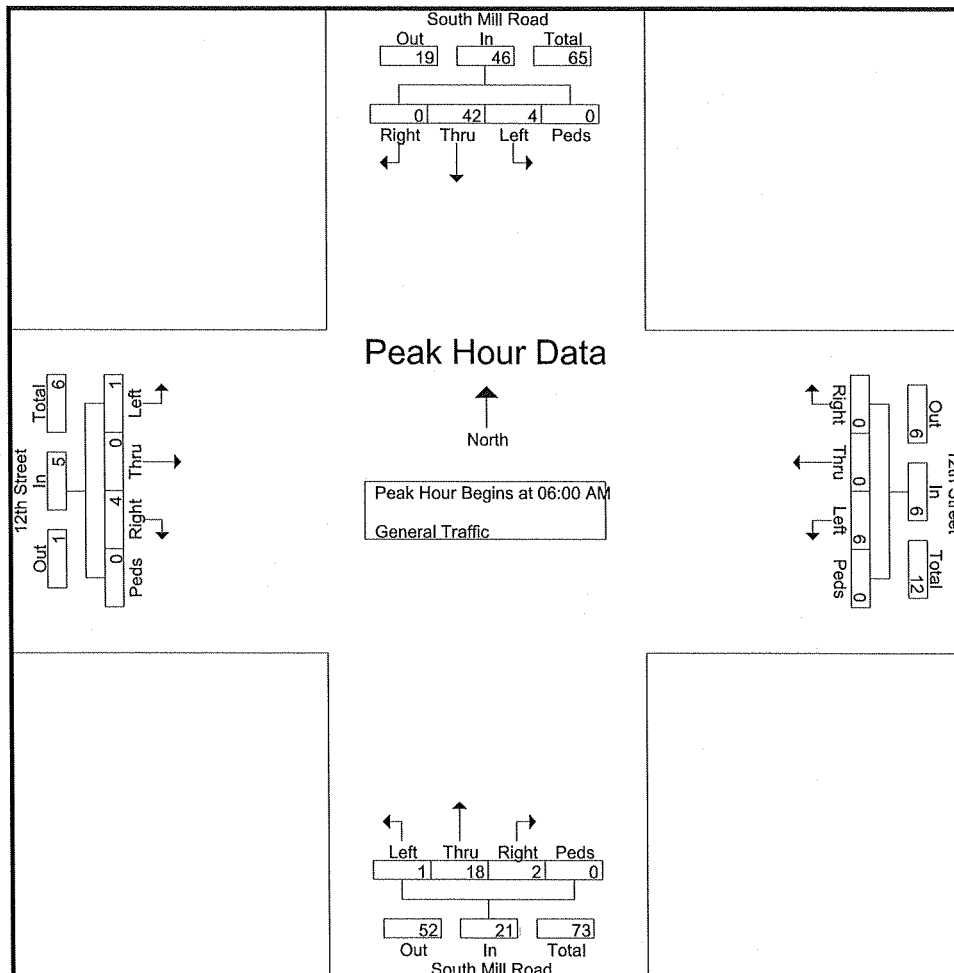
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Study: TJW0002
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 3

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	7	1	0	8	0	0	1	0	1	0	3	1	0	4	2	0	0	0	2	15
06:15 AM	0	11	0	0	11	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	15
06:30 AM	0	12	1	0	13	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	18
06:45 AM	0	12	2	0	14	0	0	2	0	2	2	9	0	0	11	2	0	1	0	3	30
Total Volume	0	42	4	0	46	0	0	6	0	6	2	18	1	0	21	4	0	1	0	5	78
% App. Total	0	91.3	8.7	0		0	0	100	0		9.5	85.7	4.8	0		80	0	20	0		
PHF	.000	.875	.500	.000	.821	.000	.000	.750	.000	.750	.250	.500	.250	.000	.477	.500	.000	.250	.000	.417	.650



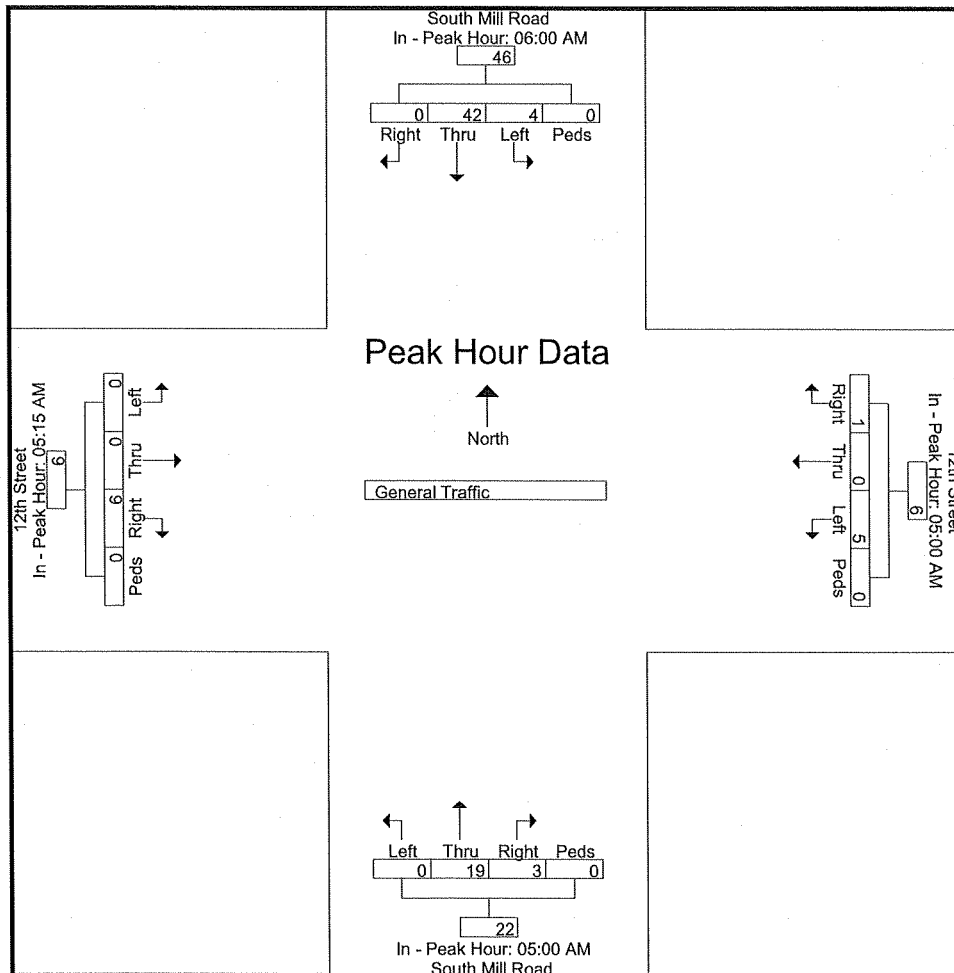
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Study: TJW0002
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 4

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:00 AM					05:00 AM					05:00 AM					05:15 AM					
+0 mins.	0	7	1	0	8	1	0	2	0	3	3	3	0	0	6	0	0	0	0	0	0
+15 mins.	0	11	0	0	11	0	0	0	0	0	0	3	0	0	3	3	0	0	0	3	3
+30 mins.	0	12	1	0	13	0	0	2	0	2	0	4	0	0	4	1	0	0	0	1	1
+45 mins.	0	12	2	0	14	0	0	1	0	1	0	9	0	0	9	2	0	0	0	2	2
Total Volume	0	42	4	0	46	1	0	5	0	6	3	19	0	0	22	6	0	0	0	6	6
% App. Total	0	91.3	8.7	0		16.7	0	83.3	0		13.6	86.4	0	0		100	0	0	0		
PHF	.000	.875	.500	.000	.821	.250	.000	.625	.000	.500	.250	.528	.000	.000	.611	.500	.000	.000	.000	.500	



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Study: TJW0002
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

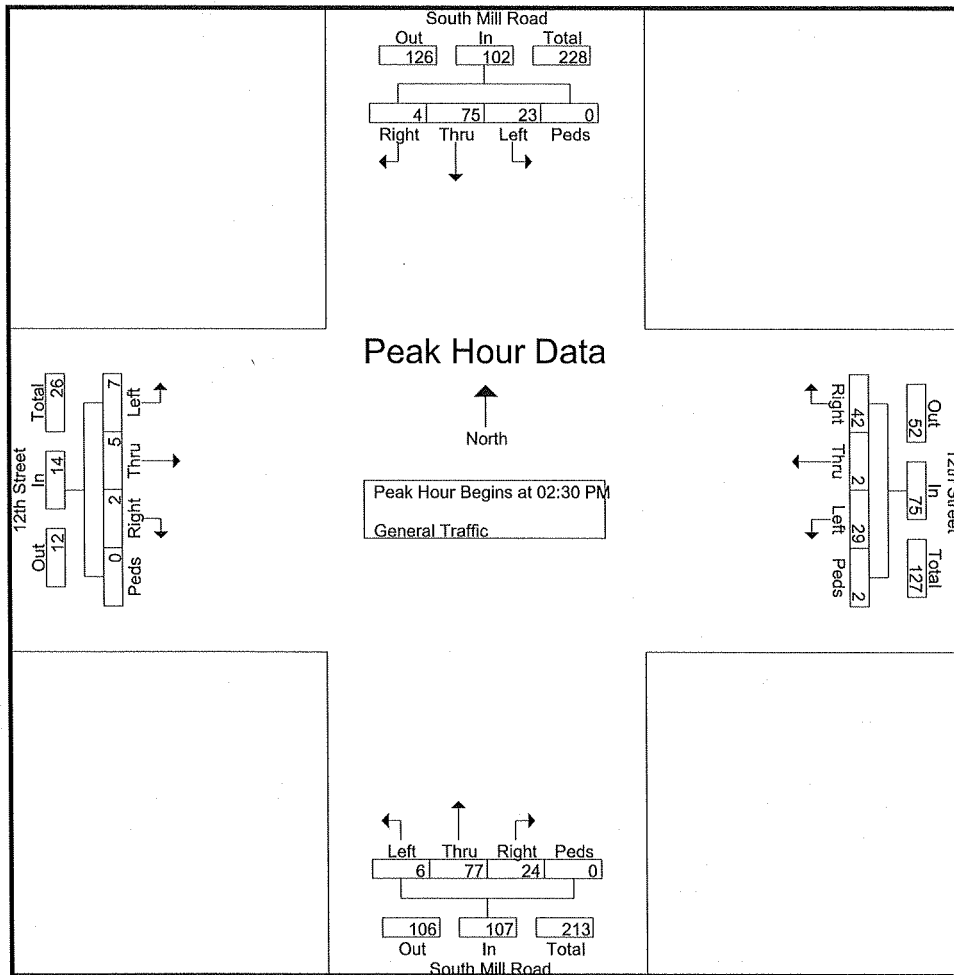
File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 5

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:30 PM

02:30 PM	2	11	2	0	15	2	0	3	0	5	6	14	4	0	24	0	1	2	0	3	47
02:45 PM	0	27	16	0	43	8	1	3	0	12	7	18	1	0	26	0	3	3	0	6	87
03:00 PM	2	19	2	0	23	29	1	20	0	50	8	17	0	0	25	1	1	1	0	3	101
03:15 PM	0	18	3	0	21	3	0	3	2	8	3	28	1	0	32	1	0	1	0	2	63
Total Volume	4	75	23	0	102	42	2	29	2	75	24	77	6	0	107	2	5	7	0	14	298
% App. Total	3.9	73.5	22.5	0		56	2.7	38.7	2.7		22.4	72	5.6	0		14.3	35.7	50	0		
PHF	.500	.694	.359	.000	.593	.362	.500	.363	.250	.375	.750	.688	.375	.000	.836	.500	.417	.583	.000	.583	.738



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Study: TJW0002
 Intersection: South Mill Rd / 12th St
 City, State: Emmett, Idaho
 Control: Stop Sign

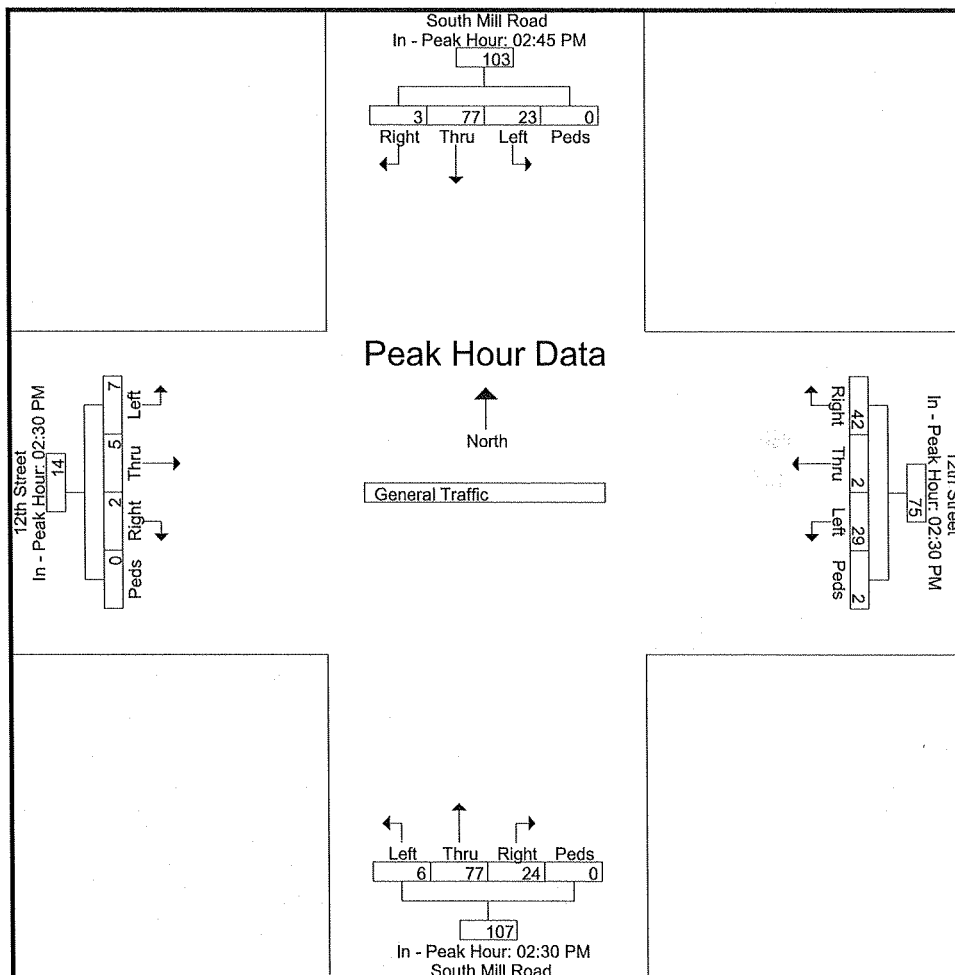
File Name : South Mill Rd & 12th St
 Site Code : 00000000
 Start Date : 1/13/2022
 Page No : 6

Start Time	South Mill Road From North					12th Street From East					South Mill Road From South					12th Street From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:45 PM					02:30 PM					02:30 PM					02:30 PM				
+0 mins.	0	27	16	0	43	2	0	3	0	5	6	14	4	0	24	0	1	2	0	3
+15 mins.	2	19	2	0	23	8	1	3	0	12	7	18	1	0	26	0	3	3	0	6
+30 mins.	0	18	3	0	21	29	1	20	0	50	8	17	0	0	25	1	1	1	0	3
+45 mins.	1	13	2	0	16	3	0	3	2	8	3	28	1	0	32	1	0	1	0	2
Total Volume	3	77	23	0	103	42	2	29	2	75	24	77	6	0	107	2	5	7	0	14
% App. Total	2.9	74.8	22.3	0		56	2.7	38.7	2.7		22.4	72	5.6	0		14.3	35.7	50	0	
PHF	.375	.713	.359	.000	.599	.362	.500	.363	.250	.375	.750	.688	.375	.000	.836	.500	.417	.583	.000	.583



L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: TJW0002
Intersection: South Mill Rd / 12th St
City, State: Emmett, Idaho
Control: Stop Sign

File Name : South Mill Rd & 12th St
Site Code : 00000000
Start Date : 1/13/2022
Page No : 7

Image 1



APPENDIX C

HCM ANALYSIS WORKSHEETS

EXISTING CONDITION

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	0	7	11	0	0	0
Future Vol, veh/h	0	7	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	41	41	41	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	27	0	0	0

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	27	0	-	0	44	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	967	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1587	-	-	-	967	1048
Mov Cap-2 Maneuver	-	-	-	-	967	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1006	-

Approach EB WB SB

HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1587	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	5	9	0	97	133	2
Future Vol, veh/h	5	9	0	97	133	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	13	0	139	190	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	331	192	193
Stage 1	192	-	-
Stage 2	139	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	664	850	1380
Stage 1	841	-	-
Stage 2	888	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	664	850	1380
Mov Cap-2 Maneuver	664	-	-
Stage 1	841	-	-
Stage 2	888	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1380	-	773	-
HCM Lane V/C Ratio	-	-	0.026	-
HCM Control Delay (s)	0	-	9.8	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	3	19	1	16	1	53	68	66	78	1
Future Vol, veh/h	2	1	3	19	1	16	1	53	68	66	78	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	4	28	1	24	1	79	101	99	116	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	459	497	117	449	447	130	117	0	0	180	0	0
Stage 1	315	315	-	132	132	-	-	-	-	-	-	-
Stage 2	144	182	-	317	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	512	475	935	520	506	920	1471	-	-	1396	-	-
Stage 1	696	656	-	871	787	-	-	-	-	-	-	-
Stage 2	859	749	-	694	656	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	468	438	935	486	467	920	1471	-	-	1396	-	-
Mov Cap-2 Maneuver	468	438	-	486	467	-	-	-	-	-	-	-
Stage 1	695	606	-	870	786	-	-	-	-	-	-	-
Stage 2	834	748	-	637	606	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	11.4	0.1	3.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	614	614	1396	-
HCM Lane V/C Ratio	0.001	-	-	0.015	0.088	0.071	-
HCM Control Delay (s)	7.5	0	-	11	11.4	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.2	-

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	1	17	14	2	3	0
Future Vol, veh/h	1	17	14	2	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	-	- None	-	- None	-
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	26	21	3	5	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	24	0	53
Stage 1	-	-	23
Stage 2	-	-	30
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1591	-	955
Stage 1	-	-	1000
Stage 2	-	-	993
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1591	-	954
Mov Cap-2 Maneuver	-	-	954
Stage 1	-	-	999
Stage 2	-	-	993

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1591	-	-	-	954	-
HCM Lane V/C Ratio	0.001	-	-	-	0.005	-
HCM Control Delay (s)	7.3	0	-	-	8.8	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			U	U	
Traffic Vol, veh/h	8	7	17	138	116	6
Future Vol, veh/h	8	7	17	138	116	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	9	23	184	155	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	389	159	163
Stage 1	159	-	-
Stage 2	230	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	615	886	1416
Stage 1	870	-	-
Stage 2	808	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	604	886	1416
Mov Cap-2 Maneuver	604	-	-
Stage 1	854	-	-
Stage 2	808	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1416	-	709	-
HCM Lane V/C Ratio	0.016	-	0.028	-
HCM Control Delay (s)	7.6	0	10.2	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	6	2	34	2	49	7	89	28	27	87	5
Future Vol, veh/h	8	6	2	34	2	49	7	89	28	27	87	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	8	3	46	3	66	9	120	38	36	118	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	386	370	122	356	354	139	125	0	0	158	0	0
Stage 1	194	194	-	157	157	-	-	-	-	-	-	-
Stage 2	192	176	-	199	197	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	573	560	929	599	571	909	1462	-	-	1422	-	-
Stage 1	808	740	-	845	768	-	-	-	-	-	-	-
Stage 2	810	753	-	803	738	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	516	541	929	575	552	909	1462	-	-	1422	-	-
Mov Cap-2 Maneuver	516	541	-	575	552	-	-	-	-	-	-	-
Stage 1	802	720	-	839	763	-	-	-	-	-	-	-
Stage 2	743	748	-	770	718	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	10.9	0.4	1.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1462	-	-	557	729	1422	-
HCM Lane V/C Ratio	0.006	-	-	0.039	0.158	0.026	-
HCM Control Delay (s)	7.5	0	-	11.7	10.9	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.1	-

PROJECT OPENING YEAR WITHOUT PROJECT CONDITIONS

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	0	7	11	0	0	0
Future Vol, veh/h	0	7	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	41	41	41	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	27	0	0	0

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	27	0	44
Stage 1	-	-	27
Stage 2	-	-	17
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1587	-	967
Stage 1	-	-	996
Stage 2	-	-	1006
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1587	-	967
Mov Cap-2 Maneuver	-	-	967
Stage 1	-	-	996
Stage 2	-	-	1006

Approach

	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	WT			U	U	
Traffic Vol, veh/h	5	9	0	102	140	2
Future Vol, veh/h	5	9	0	102	140	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	13	0	146	200	3

Major/Minor

	Minor2	Major1	Major2			
Conflicting Flow All	348	202	203	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	649	839	1369	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	649	839	1369	-	-	-
Mov Cap-2 Maneuver	649	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt

	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1369	-	760	-
HCM Lane V/C Ratio	-	-	0.026	-
HCM Control Delay (s)	0	-	9.9	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	3	20	1	16	1	59	70	68	95	1
Future Vol, veh/h	2	1	3	20	1	16	1	59	70	68	95	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	4	30	1	24	1	88	104	101	142	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	500	539	143	489	487	140	143	0	0	192	0	0
Stage 1	345	345	-	142	142	-	-	-	-	-	-	-
Stage 2	155	194	-	347	345	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	481	449	905	489	481	908	1440	-	-	1381	-	-
Stage 1	671	636	-	861	779	-	-	-	-	-	-	-
Stage 2	847	740	-	669	636	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	439	413	905	456	443	908	1440	-	-	1381	-	-
Mov Cap-2 Maneuver	439	413	-	456	443	-	-	-	-	-	-	-
Stage 1	670	586	-	860	778	-	-	-	-	-	-	-
Stage 2	822	739	-	612	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	11.8	0.1	3.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	583	581	1381	-
HCM Lane V/C Ratio	0.001	-	-	0.015	0.095	0.073	-
HCM Control Delay (s)	7.5	0	-	11.3	11.8	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.2	-

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	1	18	14	2	3	0
Future Vol, veh/h	1	18	14	2	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	27	21	3	5	0

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	24	0	54
Stage 1	-	-	23
Stage 2	-	-	31
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1591	-	954
Stage 1	-	-	1000
Stage 2	-	-	992
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1591	-	953
Mov Cap-2 Maneuver	-	-	953
Stage 1	-	-	999
Stage 2	-	-	992

Approach

	EB	WB	SB
HCM Control Delay, s	0.4	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1591	-	-	-	-	953
HCM Lane V/C Ratio	0.001	-	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	-	8.8
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			U	U	
Traffic Vol, veh/h	8	7	18	145	121	6
Future Vol, veh/h	8	7	18	145	121	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	9	24	193	161	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	406	165	169	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	601	879	1409	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	590	879	1409	-	-	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1409	-	697	-
HCM Lane V/C Ratio	0.017	-	0.029	-
HCM Control Delay (s)	7.6	0	10.3	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	6	2	35	2	50	7	103	29	28	100	5
Future Vol, veh/h	8	6	2	35	2	50	7	103	29	28	100	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	8	3	47	3	68	9	139	39	38	135	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	427	411	139	397	395	159	142	0	0	178	0	0
Stage 1	215	215	-	177	177	-	-	-	-	-	-	-
Stage 2	212	196	-	220	218	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	538	531	909	563	542	886	1441	-	-	1398	-	-
Stage 1	787	725	-	825	753	-	-	-	-	-	-	-
Stage 2	790	739	-	782	723	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	481	511	909	539	522	886	1441	-	-	1398	-	-
Mov Cap-2 Maneuver	481	511	-	539	522	-	-	-	-	-	-	-
Stage 1	781	703	-	819	748	-	-	-	-	-	-	-
Stage 2	722	734	-	748	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	11.2	0.4	1.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	523	695	1398	-
HCM Lane V/C Ratio	0.007	-	-	0.041	0.169	0.027	-
HCM Control Delay (s)	7.5	0	-	12.2	11.2	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.1	-

PROJECT OPENING YEAR WITH PROJECT CONDITIONS

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	0	7	11	5	13	0
Future Vol, veh/h	0	7	11	5	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	-	- None	-	- None	-
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	41	41	41	41	41	41
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	27	12	32	0

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	39	0	50
Stage 1	-	-	33
Stage 2	-	-	17
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1571	-	959
Stage 1	-	-	989
Stage 2	-	-	1006
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1571	-	959
Mov Cap-2 Maneuver	-	-	959
Stage 1	-	-	989
Stage 2	-	-	1006

Approach

	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	959
HCM Lane V/C Ratio	-	-	-	-	0.033
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	18	20	4	102	140	6
Future Vol, veh/h	18	20	4	102	140	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #0	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	29	6	146	200	9

Major/Minor

	Minor2	Major1	Major2			
Conflicting Flow All	363	205	209	0	-	0
Stage 1	205	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	636	836	1362	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	633	836	1362	-	-	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	10.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt

	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1362	-	726	-
HCM Lane V/C Ratio	0.004	-	0.075	-
HCM Control Delay (s)	7.7	0	10.4	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	7	10	20	3	17	4	62	70	72	102	1
Future Vol, veh/h	2	7	10	20	3	17	4	62	70	72	102	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	10	15	30	4	25	6	93	104	107	152	1

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	539	576	153	536
Stage 1	367	367	-	157
Stage 2	172	209	-	379
Critical Hdwy	7.12	6.52	6.22	7.12
Critical Hdwy Stg 1	6.12	5.52	-	6.12
Critical Hdwy Stg 2	6.12	5.52	-	6.12
Follow-up Hdwy	3.518	4.018	3.318	3.518
Pot Cap-1 Maneuver	453	428	893	455
Stage 1	653	622	-	845
Stage 2	830	729	-	643
Platoon blocked, %				
Mov Cap-1 Maneuver	407	389	893	408
Mov Cap-2 Maneuver	407	389	-	408
Stage 1	650	569	-	841
Stage 2	798	725	-	568

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	12.6	0.2	3.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1428	-	-	557	533	1376	-
HCM Lane V/C Ratio	0.004	-	-	0.051	0.112	0.078	-
HCM Control Delay (s)	7.5	0	-	11.8	12.6	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.3	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	18	14	17	12	0
Future Vol, veh/h	1	18	14	17	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #-	0	0	0	0	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	27	21	26	18	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	47	0	65
Stage 1	-	-	34
Stage 2	-	-	31
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver 1560	-	-	941
Stage 1	-	-	988
Stage 2	-	-	992
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver 1560	-	-	940
Mov Cap-2 Maneuver	-	-	940
Stage 1	-	-	987
Stage 2	-	-	992

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1560	-	-	-	940	-
HCM Lane V/C Ratio	0.001	-	-	-	0.019	-
HCM Control Delay (s)	7.3	0	-	-	8.9	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	-

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	17	14	30	145	121	20
Future Vol, veh/h	17	14	30	145	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	19	40	193	161	27

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	448	175	188
Stage 1	175	-	-
Stage 2	273	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	568	868	1386
Stage 1	855	-	-
Stage 2	773	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	550	868	1386
Mov Cap-2 Maneuver	550	-	-
Stage 1	828	-	-
Stage 2	773	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	1386	-	659	-
HCM Lane V/C Ratio	0.029	-	0.063	-
HCM Control Delay (s)	7.7	0	10.8	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	8	10	7	35	9	54	15	111	29	30	105	5
Future Vol, veh/h	8	10	7	35	9	54	15	111	29	30	105	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	14	9	47	12	73	20	150	39	41	142	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	480	457	146	449	441	170	149	0	0	189	0	0
Stage 1	228	228	-	210	210	-	-	-	-	-	-	-
Stage 2	252	229	-	239	231	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	496	500	901	520	510	874	1432	-	-	1385	-	-
Stage 1	775	715	-	792	728	-	-	-	-	-	-	-
Stage 2	752	715	-	764	713	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	430	477	901	485	486	874	1432	-	-	1385	-	-
Mov Cap-2 Maneuver	430	477	-	485	486	-	-	-	-	-	-	-
Stage 1	763	692	-	779	716	-	-	-	-	-	-	-
Stage 2	667	704	-	717	690	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	12	0.7	1.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1432	-	-	528	643	1385	-
HCM Lane V/C Ratio	0.014	-	-	0.064	0.206	0.029	-
HCM Control Delay (s)	7.5	0	-	12.3	12	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.1	-

February 2, 2022

Mr. Brian Sullivan

Emmett City Planning and Zoning

RE: Proposed Zoning Change and Approval – Payette River Subdivision

Dear Brian:

Attached please find copies of a petition signed by residents on Mill Road (North of Hwy 52) and intersecting streets to Mill Road.

We have formed the “Citizens for Pedestrian and Traffic Safety on Mill Road” in an effort to have better planning and implementation of standard road safety such as sidewalks for pedestrians, especially nearer the High School. Slower speed zones for logging trucks and other traffic.

We oppose the Payette River Subdivision being zoned into the City of Emmett and the subdivision being approved at this time. Two other major projects are going to drastically impact and increase further traffic on the already busy Mill Road. We are asking that this project not be approved at this time until the major issues on Mill Road are addressed.

Please post these documents on the P&Z web site for public comment.



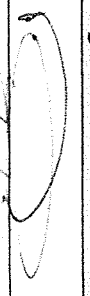









Harvey Stézel, Chairman

Citizens for Pedestrian and Traffic Safety on Mill Road

CC - CoEM County
★ Petition collection ongoing.

Petition to Emmett City Planning and Zoning

Petition summary and background	People against approving more subdivisions adding traffic and accidents on Mill Road and 12th for safety of pedestrians at the High School.
Action petitioned for	Payette River Sub division and Zoning change from County to City.

Printed Name	Signature	Address	Comment	Date
Dawn FERDINAND		1183 Tyler Road		2/1/22
Pat Stewart		1305 Mill Rd		2/1/22
Tami Beus		1412 Mill Rd		2/1/22
Sandra Bickford		13218 W 12 th		2/1/22
Dean Bickford		13218 W 12 th		2/1/22
Lon Dixon		712 Tyler Rd		2/1/22
Rob Millanik		787 Tyler Rd		2-1-22
MARIE STRECK		780 W 12 th		2-2-22
Fred Ribbrey		1452 W 12 th St		2.2.22
Beverly Ribbrey		1452 W. 12 th St.		2-2-22

February 1, 2022

City of Emmett

Planning and Zoning

Mr. Brian Sullivan

RE: Payette River Subdivision - Accident and Incident Reports for Mill Road

Dear Mr. Sullivan:

We are requesting that you kindly include these accident and traffic reports for Mill Road – North, between Cascade and Highway 52 for public record, Emmett City Mayor, City Council Members and post for public comment.

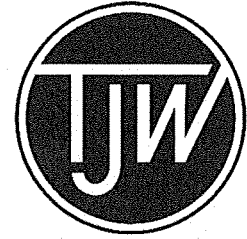
In 2021 the incidents on Mill Road North of accidents and traffic reports increased by 1450% over 2020.

Thank you for your kind consideration,

A handwritten signature in black ink, appearing to read "Dawn Ferdinand", is enclosed within a hand-drawn oval. The signature is written in a cursive style.

783 Tyler Road, Emmett, ID 83617

Attachments – 212



TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

February 7, 2022

Landmark Pacific Investments, LLC
PO Box 1939
Eagle, ID 83616

Subject: Payette River Estates – Response to Accident & Incident Reports submitted to City dated February 1, 2022

TJW ENGINEERING, INC. (TJW) has reviewed the letter and attachments submitted to the City by Ms. Dawn Ferdinand, dated February 1, 2022. TJW was able to review the information provided, but has specifically reviewed the attachments/incidents between 2016 and current. Typically, accident data is reviewed for the most recent 3-, 4-, or 5- year period depending on the jurisdiction's preference.

The attachments include Gem County Sheriff *Incident Summaries* and Gem County Sheriff *Call Detail Reports*. The table below summarizes the number of reports included with the letter by year.

Report/Year	2021	2020	2019	2018	2017	2016
Call Detail Report	50					
Incident Report	9	4	5	11	15	9

The Call Detail Reports are in a date range of April 27, 2021 through December 26, 2021. Call Detail Reports include traffic stops, traffic complaints, and traffic hazards reported, although there is not always an infraction related to traffic complaints and reports of hazards. It is unlikely that there were zero traffic stops, complaints and hazards from January 1, 2016 through April 26, 2021, and more likely that additional information was omitted from inclusion with the letter or not provided by or asked of the Sheriff's office. Additionally, traffic stops are a function of traffic patrols, and as a stretch of road is patrolled more/less frequently, the number of stops will fluctuate.

The incidents included are for the entire length of Mill Road from Cascade Road to Black Canyon Canal Road. The incidents also include incidents on Cascade Road west of Mill Road, on Main Street east of Mill Road, on 12th Street east and west of Mill Road and 12 incidents in the Emmett High School parking lot. Within the study area for the Payette River Estates TIS, which includes Mill Road between Homestead Drive and 12th Street, Homestead Drive, and 12th street east and west of Mill Road, there were 8 call detail reports.

The Gem County Sheriff Incident Reports include accidents, traffic complaints, incidents of motorists requiring assistance, reports of reckless driving, and reports of hit and run (several of which were unable to

be confirmed per the report) among several other miscellaneous reports. Of the 53 incident reports from 2016-2021, 8 were accidents, and 9 were reported hit and runs. Within the study area for the Payette River Estates TIS, which includes Mill Road between Homestead Drive and 12th Street, Homestead Drive, and 12th street east and west of Mill Road there were 4 incident reports, including 2 traffic complaints, 1 report of reckless driving, and 1 accident with injuries. The reported accident with injuries in the study area included with the letter is included in Table 4(Reported Crash Summary) of the Payette River Estates TIS. The other accidents in Table 4 of the TIS, from the Local Highway Technical Assistance Council website (lhtac.org), are not in the incident summaries submitted with the letter.

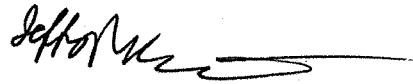
The vast majority of the information submitted falls well outside the appropriate TIS study area for Payette River Estates and has no nexus to the project.

Please contact us if you have any questions.

Sincerely,



Thomas Wheat, PE, TE
President



Jeffrey Weckstein
Sr. Transportation Planner

