

**RESOLUTION NO. R36-2024
CITY OF KUNA, IDAHO**

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO:

- **MAKING CERTAIN FINDINGS AND DECLARATION OF AUTHORITY; AND**
- **ADOPTING THE “MERIDIAN ROAD EXTENSION CORRIDOR STUDY”; AND**
- **DIRECTING THE CITY CLERK; AND**
- **PROVIDING AN EFFECTIVE DATE.**

NOW, THEREFORE BE IT RESOLVED by the Mayor and City Council of the City of Kuna, Ada County, state of Idaho (the “City”):

Section No. 1. Findings:

- 1.1 The City is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code; and
- 1.2 On April 9, 2024, the Kuna Planning and Zoning Commission recommended adoption of the “Meridian Road Extension Corridor Study” to the City Council; and
- 1.3 On May 7, 2024, the City Council voted to adopt the “Meridian Road Extension Corridor Study”; and
- 1.4 It being the City Council’s intent and purpose in approving this Resolution to adopt the “Meridian Road Corridor Extension Study” upon the effective date of this Resolution.

Section 2: Action:

- 2.1 The City Council hereby adopts, approves, and enacts the “Meridian Road Extension Corridor Study” as attached hereto as EXHIBIT A.

Section 3: Directing the City Clerk

- 3.1 The City Clerk is directed to file this Resolution forthwith in the official records of the City.

Section 4. Effective Date

- 4.1 This Resolution shall take effect and be in force from and after its passage and approval.

PASSED by the Council for the City of Kuna, Idaho this 21st day of May, 2024.

APPROVED by the Council for the City of Kuna, Idaho this 21st day of May, 2024.

CITY OF KUNA



Joe L. Stear, Mayor

ATTEST:


Nathan Stanley, City Clerk

MERIDIAN ROAD EXTENSION CORRIDOR STUDY



MAY 2024



KUNA
IDAHO

PROJECT PARTNERS



City of Kuna

Doug Hanson, Planning and Zoning Director*
Joe Stear, Kuna Mayor*
Greg McPherson, Council President
Chris Bruce, Council Member*
Matt Biggs, Council Member*
John B. Laraway, Council Member
Lee Young, Planning & Zoning Commission Chairman
Dana Hennis, Planning & Zoning Commission Vice Chairman
Bryan Clark, Planning & Zoning Commissioner
Ginny Greger, Planning & Zoning Commissioner
Jim Main, Planning & Zoning Commissioner*



Idaho Transportation Department

Mark Wasdahl, Senior Transportation Planner*
Greg Vitley, Senior Environmental Planner
Aaron Bauges, Planning, Scoping & Environmental Services Manager
Rebecca Phillips, Senior Transportation Planner*



Ada County Highway District

Kent Goldthorpe, Commissioner
Edinson Bautista, Senior Transportation Planner*



J-U-B ENGINEERS, INC.



THE LANGDON GROUP



GATEWAY MAPPING INC.

J-U-B FAMILY OF COMPANIES

J-U-B ENGINEERS, Inc.

Lisa Bachman, AICP, Project Manager
Addison Coffelt, Planner
Rebecca Coulter, Public Involvement Manager
Jennifer Switzer, GISP, Senior GIS Analyst
Tim Blair, PE, Senior Transportation Engineer
Matt Sipple, PE Lead Transportation Engineer
Cooper Felton, PE, Transportation Engineer
Cameron May-Penelerick, EIT
Timothy Harrigan, PLS, Lead Surveyor



Kittelson & Associates

Jamie Markosian, PE, Senior Traffic Engineer
Becca Hoffman, Transportation Analyst

*Indicates Steering Committee role

A special thanks goes to the Steering Committee members who were appointed by the Kuna City Council. Steering Committee members attended meetings, reviewed materials, and provided important input and feedback throughout the study process.

Acknowledgements

Steering Committee

Austin Miller, Principal Planner, COMPASS
Bobby Withrow, Kuna Parks & Recreation Director
Brent Moore, Senior Planner, Ada County Development Services
Chris Pearson, Commercial Real Estate Agent
Cody Chytka, Landowner
Karri Keller, Executive Director, Kuna Chamber of Commerce
Margaret Havey, Bike Ped Transportation Planner, Idaho Transportation Department
Mark Tate, Developer, M3 Companies
Melissa Scholes, President, Kuna Chamber of Commerce
Michael (Mike) Smith, Business Owner, SPI Transportation Inc.
Morgan Treasure, Economic Development Director, City of Kuna Urban Renewal Agency
Russ Johnson, Trustee, Kuna School District Board
Toni Tisdale, Principal Planner COMPASS
Shawn Rayne, Representative, Ada County Paramedics
Steve Alsup, Representative, Snake River Birds of Prey National Conservation Area
T.J Lawrence, Fire Chief, Kuna Rural Fire District
Tom Ritthaler, Assistant Project Manager, Boise-Kuna Irrigation District

ACRONYMS

ACHD	Ada County Highway District
AASHTO	American Association of State Highway and Transportation Officials
BLM	Bureau of Land Management
Cat Ex	Categorical Exclusion
COMPASS	Community Planning Association of Southwest Idaho
EA	Environmental Assessment
EMS	Emergency Medical Services
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FLUM	Future Land Use Map
GIS	Geographic Information System
HCM	Highway Capacity Manual
ITD	Idaho Transportation Department
LHTAC	Local Highway Technical Assistance Council
LOS	Level of Service
MSE	Mechanically Stabilized Earth
MUTCD	Manual for Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NCHRP	National Cooperative Highway Research Program
ROW	Right-of-Way
SH	State Highway
TAZ	Transportation Analysis Zone
UPRR	Union Pacific Railroad
V/C	Volume-to-Capacity Ratio

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EXECUTIVE SUMMARY

Background

The community’s long-held interest in a Meridian Road extension that crosses over the Union Pacific Railroad (UPRR) tracks and Indian Creek, prompted the initiation of this Meridian Road Extension Corridor Study (FY2022-2028 Regional Transportation Improvement Program, Key No. KUN01). Past studies have evaluated multiple UPRR crossing locations. This study focuses on alignment alternatives for the extension of Meridian Road from Kuna Road to King Road. Through a two-year public outreach process (agency and property owner consultations, Steering Committee input, project website and public open house), the Meridian Road extension to King Road rose to the top as the priority location, with a potential long-term future extension one mile south to Kuna-Mora Road. While this report presents a King Road terminus, a prospective extension to Kuna-Mora Road would provide a future alternative route to I-84 to the east.

The Meridian Road Extension Corridor best meets the goals of the Idaho Transportation Department (ITD) 2040 Corridor Vision and 2050 Update, Ada County Highway District (ACHD) Master Street Map and Capital Improvement Plan, ITD SH-69 Corridor Study, Kuna Crossing Feasibility and Implementation Plan (2014), and Community Planning Association of Southwest Idaho (COMPASS) *Communities in Motion 2050* Long Range Plan (FY2027–2050 Long-Term Funded Regional Transportation Projects, pg. 4). This location also supports a higher likelihood of construction with two large transportation agencies (ITD and ACHD) as possible project proponents.

Existing and Future Conditions

Table i – Existing and Future Conditions

Existing Conditions (Before Project)	Future Conditions (After Project)
<p>Safety</p> <ul style="list-style-type: none"> • Emergency Services response delays, at times blocking at-grade crossings depending on train length (<i>Images A&B</i>) • Unsignalized intersection at Kuna Road and Meridian Road/SH 69 with 17 reported crashes between January 2019- August 2023, including 1 Fatality and 2 Type A¹ crashes. • Stop-controlled on north and south legs of intersection at King Road 	<ul style="list-style-type: none"> • Reduced emergency services response times with the railroad overpass and new available route • Signalized intersection at Kuna Road to improve safety, move traffic more efficiently, and reduce number of crashes and/or crash severity • New roundabout or signalized intersection at King Road to facilitate traffic flow and accommodate future traffic volumes
<p>Development & Growth</p> <ul style="list-style-type: none"> • Right-of-way (ROW) currently ranges from 25'-50' from section line • City growing at a rapid pace (average 6%+ annually) • No municipal utilities (potable water, sewer, pressurized irrigation) present with lack of existing north-south roadway/utility corridor • No broadband 	<ul style="list-style-type: none"> • The study facilitates preservation of 160'-310' ROW to protect the corridor as rapid growth occurs • ROW acquisition with the project would accommodate the future 2050 traffic forecast • An available corridor to extend municipal utilities (potable water, sewer, pressurized irrigation) and broadband.

¹ Type A crash indicates serious injury, unconsciousness, and/or emergency services transport

Executive Summary

Existing Conditions (Before Project)	Future Conditions (After Project)
<p>Traffic</p> <ul style="list-style-type: none"> Traffic queues at Swan Falls at-grade crossing can impact traffic function on Avalon Street / Linder Road 	<ul style="list-style-type: none"> Ultimate buildout configuration of Meridian Road/SH-69 and Kuna Road improves functionality and safety utilizing the 2050 traffic volumes forecasts. Ultimate buildout of the Meridian Road extension requires improvements to the Meridian Road and King Road intersection. Configuration of Meridian Road and King Road will accommodate functionality using the 2050 traffic volumes as well as agricultural and livestock equipment.
<p>Connectivity/Mobility</p> <ul style="list-style-type: none"> Meridian Road/SH-69 terminates at Orchard Street/Avalon Street Only a short segment of south Meridian Road exists from the south side of the UPRR tracks to King Road Lack of alternative route (long-term/future) 	<ul style="list-style-type: none"> Connectivity with a new route for emergency responders, existing and future residents, freight movement, agricultural activities, and businesses Supports possible future alternative route to I-84 to the east



Images A & B outline emergency services waiting on the train at an at-grade crossing.



Alignment Alternatives

Alignment alternatives were developed by the project team and presented for public input and consideration of existing conditions, future conditions, environmental resources, ROW impacts, bridge length, and driver expectancy. Both alternatives include the following components:

- Reconfiguration of Meridian Road/SH-69 and Kuna Road from a stop controlled, T-Intersection (or “curve”) to a new signalized, four-leg intersection
- Both a two-lane roundabout and a signalized intersection were considered as alternatives for the Meridian Road and King Road intersection
- Four-lane, 186’-188’ bridge over Indian Creek
- Four-lane, 230’-255’ railroad bridge over the UPRR tracks
- Five-lane roadway extension with two through lanes in each direction, a two-way, left turn lane or flush median depending on access control requirements from the roadway jurisdiction, and a 10’ multi-use pathway on the west side of the proposed alignments. The multi-use path would be maintained across both proposed bridges and would include physical separation from traffic by landscape area or bridge rail.

As shown in **Figure 3.1** and **Figure 3.2** and **Table 3.1**, Alternative 1 has the highest driver expectancy, as it has the straightest alignment with minor curvature. It also requires approximately 12 percent less ROW acquisition

Executive Summary

than Alternative 2. However, the lack of curvature in Alternative 1's alignment results in a more skewed crossing over the UPRR tracks. Alternative 1's skewed crossing over UPRR tracks results in an 11 percent longer bridge than Alternative 2. The preliminary planning-level cost estimates range from approximately \$60 million to \$68 million for design, ROW acquisition, and construction.

Implementation / Recommendations

Key recommendations to progress the project forward include the following:

- Continue to work with ACHD and ITD on jurisdictional determination.
- Utilize the Strategic Funding Plan (Appendix E), and regularly update.
- Provide ongoing project status updates to the public, project partners and funding agencies.
- Determine a preferred Alternative during Concept/Charter phase of design.
- Continue to engage with project partners, appointed and elected officials, and funding agency personnel.
- Further evaluate feasibility of potentially completing the project in up to three phases:
 - **Phase 1:** Realignment and signalization of the Meridian Road/SH-69 and Kuna Road/Avalon Street intersection.
 - **Phase 2:** Meridian Road/SH-69 signalization updates and extension from Kuna Road/Avalon Street to King Road, including the two bridges (both bridges are required to be constructed in the same phase to avoid a dead-end extension).
 - **Phase 3:** Intersection Improvements at S Meridian Road and King Road.

1. INTRODUCTION



1. INTRODUCTION

Providing an additional crossing of the UPRR tracks and Indian Creek has been an objective for the City of Kuna for several decades. To that end, numerous studies have been undertaken by the City and other local agencies including the *Kuna Crossing Feasibility Study (2014)*, the *Kuna Downtown Corridor Plan (2012)*, *Extension of Meridian Road Proposal (2006)*, and *Kuna Railroad Crossing Study (1995)*. The most recent and relevant of these, the *Kuna Crossing Feasibility Study 2014*, built upon previous studies and went on to evaluate the need, location, and feasibility of crossing the UPRR tracks and Indian Creek. The findings of that report encouraged the City to proceed with more focused evaluation, agency dialogue and public engagement. Through a Quality Based Selection (QBS) process, J-U-B Engineers, Inc. was selected to prepare this study and assess alignment alternatives for an overpass and roadway extension of Meridian Road over Indian Creek and the UPRR tracks south to King Road.

PURPOSE AND NEED

The purpose of the project is to extend Meridian Road south to King Road to increase safety, improve mobility and provide access for vehicles, and other transportation modes.

The project need is outlined as follows:

- Address safety issues related to collisions at the Avalon-State Highway 69 intersection, and routes to school.
- Improve mobility and travel time across the UPRR tracks and Indian Creek, for emergency services, educational, agricultural, residential, commercial, and industrial users.
- Provide multi-modal connectivity and accessibility to local, regional, and state roadway networks, including enhanced north-south bicycle and pedestrian routes, and suitable infrastructure that can accommodate freight activity.

PLANNING AREA

The City of Kuna is located in the southwest corner of the state in Ada County, Idaho, approximately 20 miles southwest of Boise. Meridian Road/ SH-69 is one of the major entryway corridors into the city, providing direct access to Interstate 84 and serving a mix of local commercial, residential, and agricultural uses. Refer to **Figure 1.1 – Planning Area Map**.

Jurisdictional Implications (ITD, ACHD)

The corridor is multi-jurisdictional, with both ITD and ACHD as the transportation agencies who own and maintain the existing roadways. ITD has jurisdiction over Meridian Road/SH-69 and Avalon Road/SH-69, while ACHD has jurisdiction over Avalon Road west of Orchard Avenue and E Kuna Road, as shown on **Figure 1.1 – Planning Area Map**.

PUBLIC INVOLVEMENT PROCESS

Project Goals

A series of project goals were identified through the public outreach process that outline the priorities of the community. These goals identified are as follows:

1. Improve safety while enhancing community identity.
2. Minimize environmental impacts.
3. Extend Meridian Road to create a reliable multi-modal north south community connection.

Public Outreach Overview

Throughout 2022, the City of Kuna initiated a Planning and Environmental Linkages (PEL) Study that would set the stage for National Environmental Policy Act (NEPA) review associated with a federally funded project, including future design and construction for a railroad overpass and a bridge over Indian Creek. Through initial public outreach efforts (agency and property owner consultations, Steering Committee input, project website and public open house), the Meridian Road extension to King Road rose to the top as the priority location for a railroad overpass and bridge over Indian Creek.

As a result, on June 6, 2023, the Kuna City Council voted to transition from conducting the PEL Study to developing a Corridor Study for the Meridian Road railroad overpass extension. The Corridor Study process included additional public outreach, property owner consultations, and planning and engineering analysis focused on right-of-way preservation and details to support project programming for future design and construction.

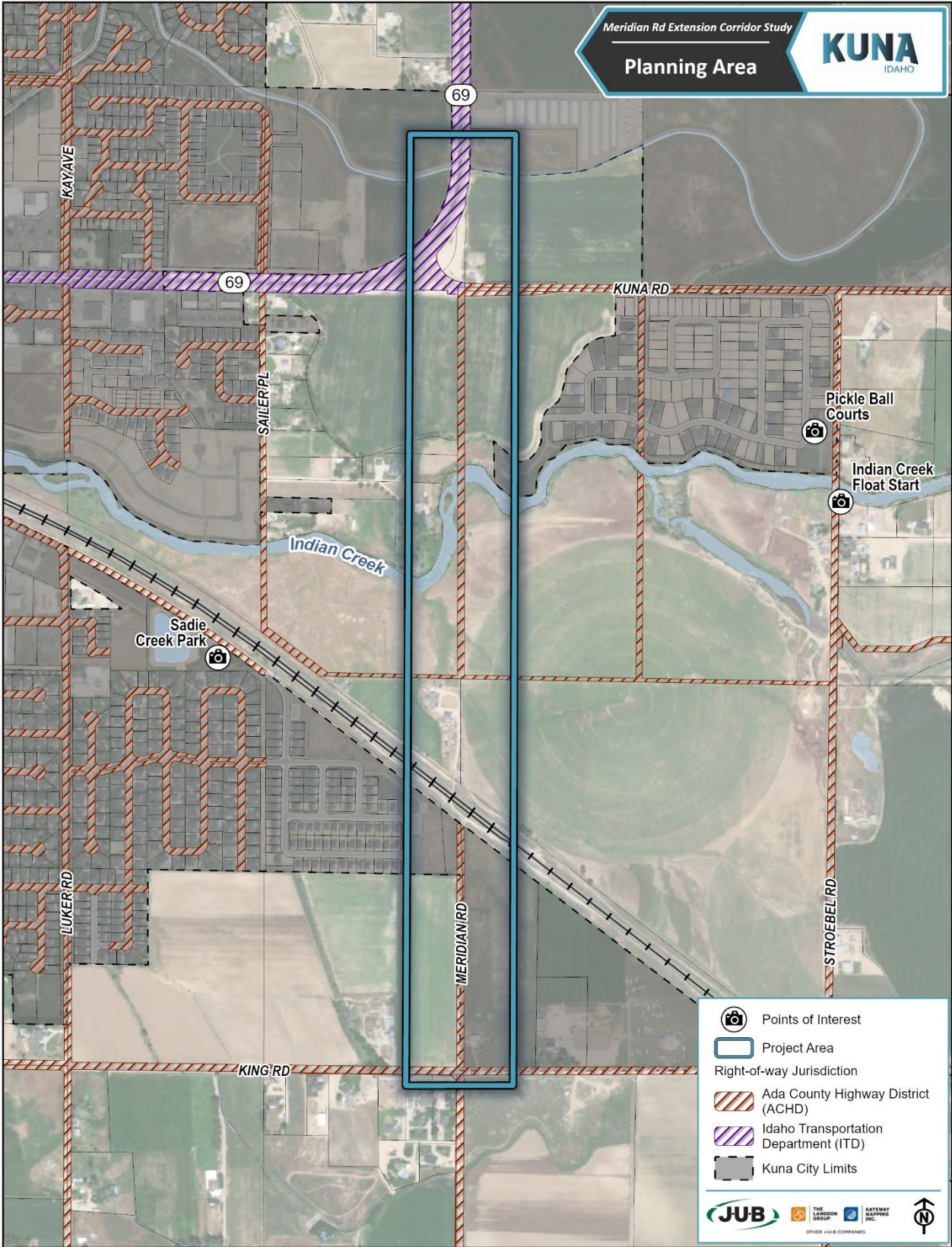
The City of Kuna and project team committed with engaging with ITD, ACHD, and COMPASS through the study process to facilitate ongoing support and collaboration. The City believes this collaborative, partnership-based approach will result in the design and construction of the community's long-standing goal and need for this critical transportation network connection to occur. A brief overview of the public outreach process is outlined below.

Public Outreach Process

- **Public Involvement Plan:** Ongoing February 2022.
- **Stakeholder Assessment:** Completed March 2022.
- **Public Input Website:** Go-live took place June 17, 2022 (<http://bit.ly/MeridianRdSH69>)
- **Preliminary Online Comment Map:** Interactive, public comment map available for public comment June - August 2022.
- **Preliminary Property Owner & Stakeholder Consultations:** Completed May through November 2022.
- **Steering Committee Meeting No. 1:** Completed Thursday, May 26, 2022, from 3:30 – 5:00 p.m. at the Kuna City Hall Council Chamber.
- **Public Open House No. 1:** Completed Wednesday, June 22, 2022, from 4:00-6:00 p.m. at the Kuna City Hall Council Chamber.
- **Continued Property Owner & Stakeholder Consultations:** October through December 2023.
- **Steering Committee Meeting No. 2:** Completed Thursday, October 5, 2023, from 4:00-6:00 p.m. at the Kuna City Hall Council Chamber.
- **Public Open House No. 2:** Completed Thursday, October 19, 2023, from 4:00 – 6:00 p.m. at the Kuna City Hall Council Chamber (751 W. 4th St, Kuna, ID).
- **Public Open House No. 3:** Completed Thursday, October 26, 2023, from 5:00 – 7:00 p.m. at Kuna City Hall Council Chamber (751 W. 4th St, Kuna, ID).
- **Online Comment Map:** Interactive, online comment maps displaying two possible alignment alternatives were available for public comment October 19 – November 9, 2023.
- **Steering Committee Meeting No. 3:** Completed Thursday, December 14, 2023, from 4:00 - 6:00 p.m. at the Kuna City Hall Council Chamber.
- **Public Draft Plan Review:** March 8, 2024 – March 19, 2024.
- **Planning & Zoning Commission Public Hearing:** Recommended for approval April 9, 2024.
- **City Council Adoption:** Adopted May 7, 2024.

A more detailed summary of the public outreach process and activities can be referenced in **Appendix A**.

Figure 1.1. Planning Area Map



2. EXISTING AND FUTURE CONDITIONS



2. EXISTING AND FUTURE CONDITIONS

EXISTING PLANS AND POLICIES

Existing Plans and Policies adopted by the City of Kuna, COMPASS, ITD and ACHD identify common goals and improvements which informed the study process and alternatives as follows:

- An overpass over the railroad and Indian Creek was the most requested transportation enhancement through the City of Kuna Comprehensive Plan, *Envision Kuna* process (pg. 86)
- Existing E Kuna Road – Minor Arterial
- Existing W King Road – Minor Arterial
- New Proposed Principal Arterial and Entryway Corridor Overlay area along Meridian Road extension
- New Proposed Major Collector on west side of Meridian Road extension on south side of the railroad tracks to Luker Road
- New Proposed Principal Arterial/frontage road on east side of Meridian Road extension along the north side/parallel of the railroad tracks to Stroebel Road
- New Proposed Major Collector in the mid-mile area for east-west connectivity
- Bike Route along Kuna Road and King Road
- Bike Route and Future Trails along Indian Creek

For more details, refer to **Appendix B – Existing Plans and Policies**.

DEMOGRAPHICS

Table 2.1 - Population Information

Population: Historic and Forecasted				
2000	2010	2020	2022	2050
5,436	15,210	24,210	27,229	73,354

U.S. Census Bureau of Statistics

Based on historical population data, the City of Kuna has experienced an average of 6.05 percent population increase per year. This data was used to forecast the 2050 population estimate, resulting in a population increase from 27,229 in 2022 to 73,354 in 2050.

LAND USE

While the City of Kuna has experienced extensive growth over the past decade, land uses have begun to shift from largely agricultural to a more urban center. This shift of land uses is primarily located along the SH-69/Meridian Road corridor, the location of the most northern section of the proposed project. This corridor was once active with agricultural operations, on both the east and west sides of the corridor, and is now booming with commercial, residential, and light industry.

Zoning And Future Land Use

The planning area extends through city limits and unincorporated Ada County, as displayed on **Figure 2.1 - City of Kuna Zoning Map**. The property on the north side of Indian Creek, adjacent to the corner of SH-69/Meridian Road and Avalon Road, is zoned C-1 (Commercial in Kuna City limits) and RUT (Rural Urban Transition in Ada County). The remainder of the planning area extends south over properties zoned R-6 (Medium Residential) within Kuna City limits, as well as RUT and A (Agricultural) within Ada County.

Existing and Future Conditions

The properties located within the proposed project area were designated with future land uses that align with the current desired development of the City and community along the future corridor. Refer to **Figure 2.2** – *City of Kuna Future Land Use Map*. The future land use designations along the corridor include commercial, mixed use, medium density residential, low density residential, and industrial. It is recommended that the City's Future Land Use Map is revisited to capture recent development changes and overlay districts.

Development Activity

The City of Kuna has received various development plans and applications for properties both within and adjacent to the proposed project area. The proposed development adjacent to the planning area includes mixed use, public, and residential development.

Figure 2.1. City of Kuna Zoning Map

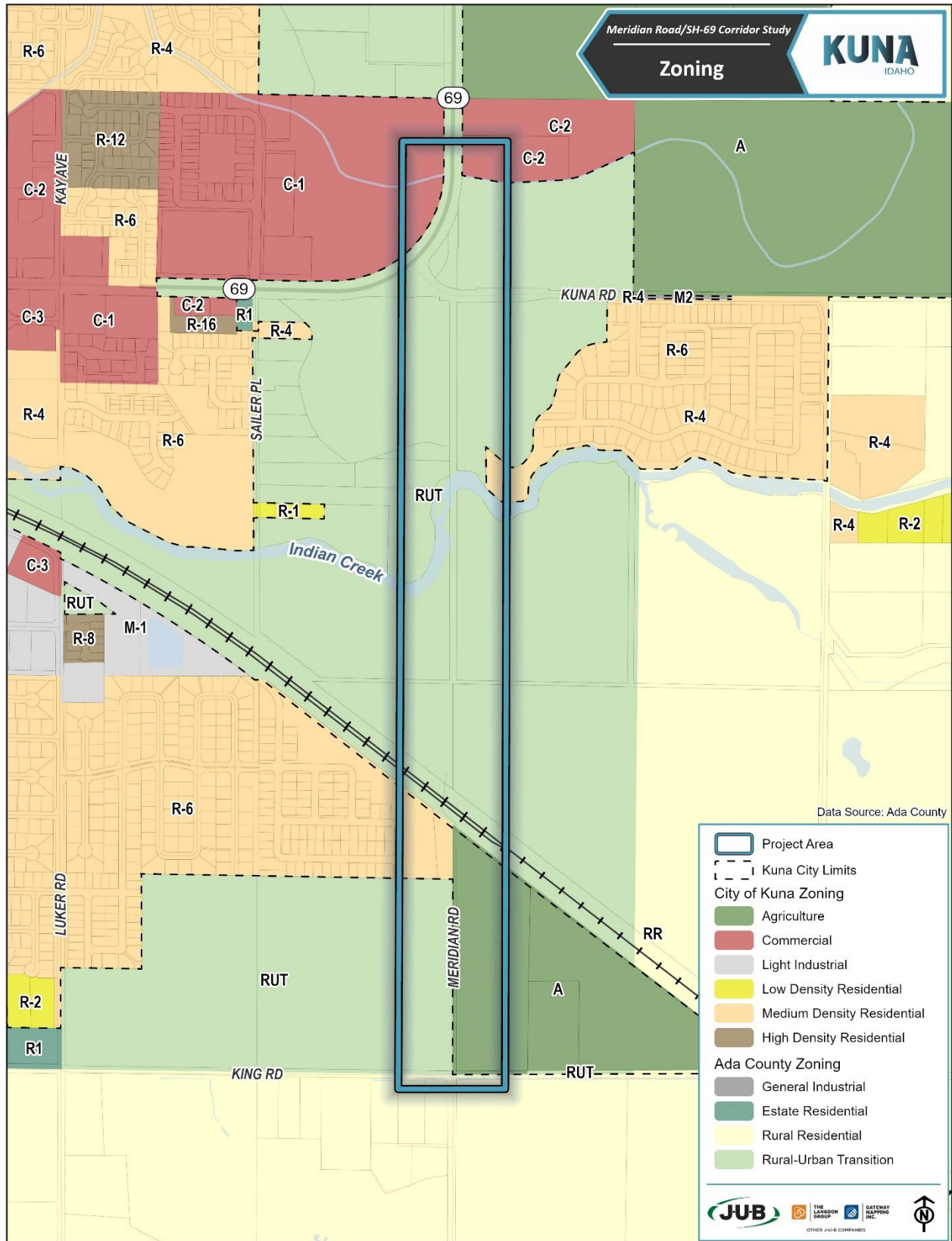
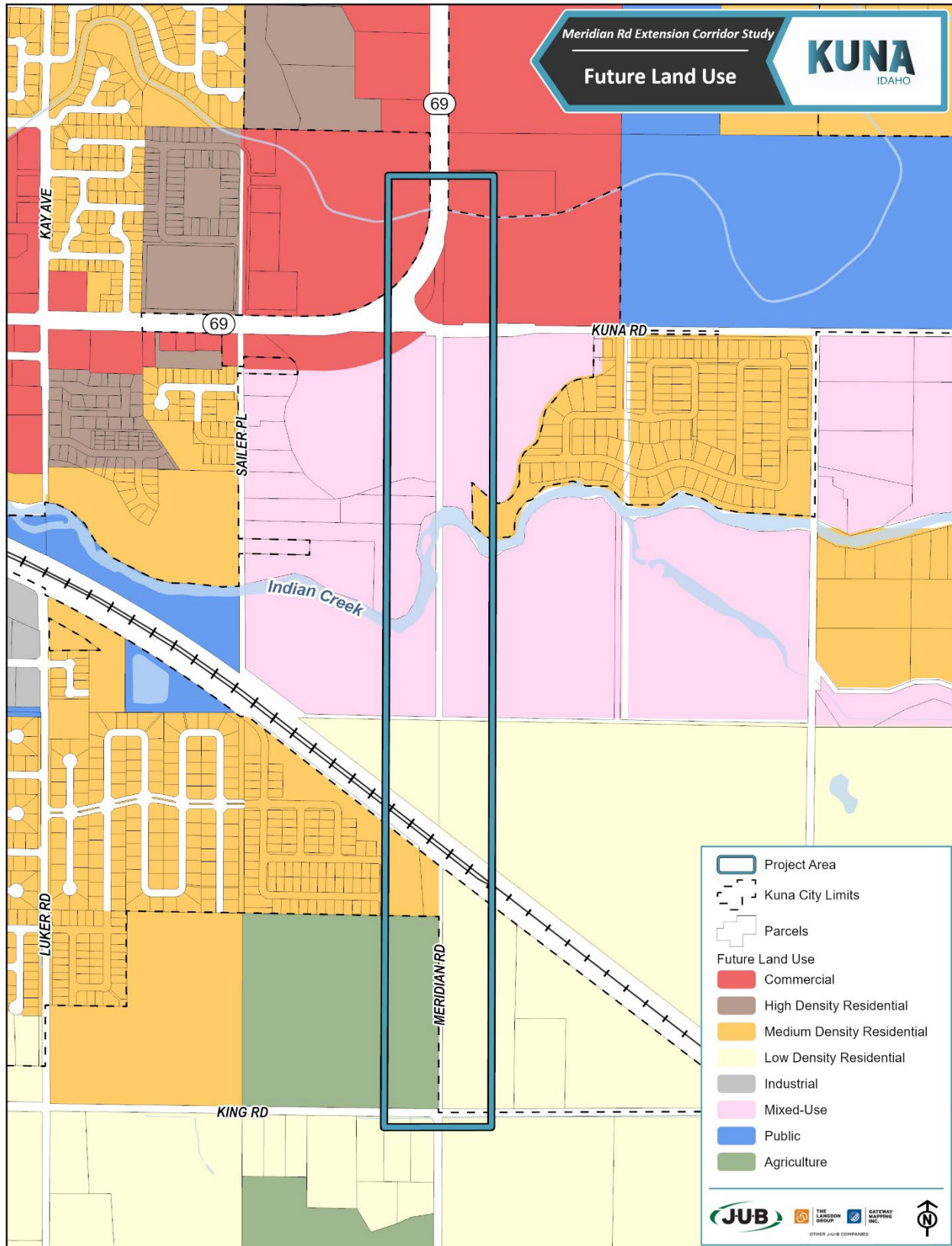


Figure 2.2. City of Kuna Future Land Use Map



ROADWAY NETWORK

The existing intersection of E Kuna Road and SH-69, east of Kuna’s downtown, includes a rounded approach of SH-69 to the west (referred to as the curve), to join E Avalon Street. Access to E Kuna Road, east of the SH-69, occurs prior to the approach of Avalon Street, when travelling south. The existing SH-69 roadway commences at Interstate 84/Overland Road interchange and terminates at Orchard Avenue approximately 0.5 mile west of the curve. The facility consists of two north and south bound lanes, with a middle turn lane, while E Kuna Road (which extends from SH-69 east to S Cloverdale Road) consists of single eastbound and westbound lanes with a middle turn lane.

The extent of the planning area extends from the terminus of SH-69 south to King Road. No existing roadway is present between the terminus of SH-69 and King Road as agricultural property and sparse rural residential exists. Indian Creek and the UPRR traverses the proposed project limits. The existing roadway is asphalt and the shoulders along the terminus of SH-69 and E Avalon Street are unimproved, and dirt. There is currently only one access control measure within the project limits, located at E Kuna Road approaching SH-69, where a stop sign is present. Speed limits range from 35 to 55 mph along SH-69 and 35 mph on Avalon Street.

The existing alternative routes to access south Kuna (area developed south of the UPRR tracks) are located at N Bridge Avenue, S Swan Falls Road, and E King Road. All alternative routes currently have at-grade railroad crossings that prohibit traffic movement when train activity occurs. Additionally, connectivity regarding other modes of transportation is limited as there are currently no bicycle or pedestrian facilities along any of the alternative routes to south Kuna. **Figure 2.3 – Roadway Network Map** shows the existing and proposed roadway network, including proposed east-west connectivity roadways in the planning area.

UTILITIES

The City of Kuna is currently in the process of updating their sewer and water master plans. In past master plans as well as updated plans, it is required that all developments construct utilities “to and through” their property, particularly along mile and mid-mile roads. The Rising Sun West development located south of the Meridian Road and Kuna Road intersection will qualify for this requirement. For this reason, it is expected that domestic water, sewer force main, pressurized irrigation, and fiber optic conduit be included with the construction of the proposed Meridian Road extension project.

SAFETY ANALYSIS

The existing infrastructure within the planning area was assessed for safety. The Local Highway Technical Assistance Council (LHTAC) crash and safety maps were referenced to determine the number of crashes that have occurred between January 2019- August 2023. There were no reported crashes along King Road within the planning area. The most southern portion of SH-69/Meridian Road as it extends to E Avalon Road as well as the ‘T’ intersection of Meridian Road/E Kuna Road has had several crashes (Refer to **Figure 2.4 – Crash Map**) that are outlined in the table below.

Table 2.2 - Crash Summary

Accident Type	Number of Crashes
Fatality	1
Type A (Incapacitating Injury)	2
Type B (Visible Injuries)	5
Type C (Possible Injuries)	3
Property Damage	14
Total	25

To improve the safety, the intersection of Meridian Road/E Kuna Road and the curve to Avalon Street would be realigned and signalized as part of the proposed project.

Figure 2.3. Road Network Map

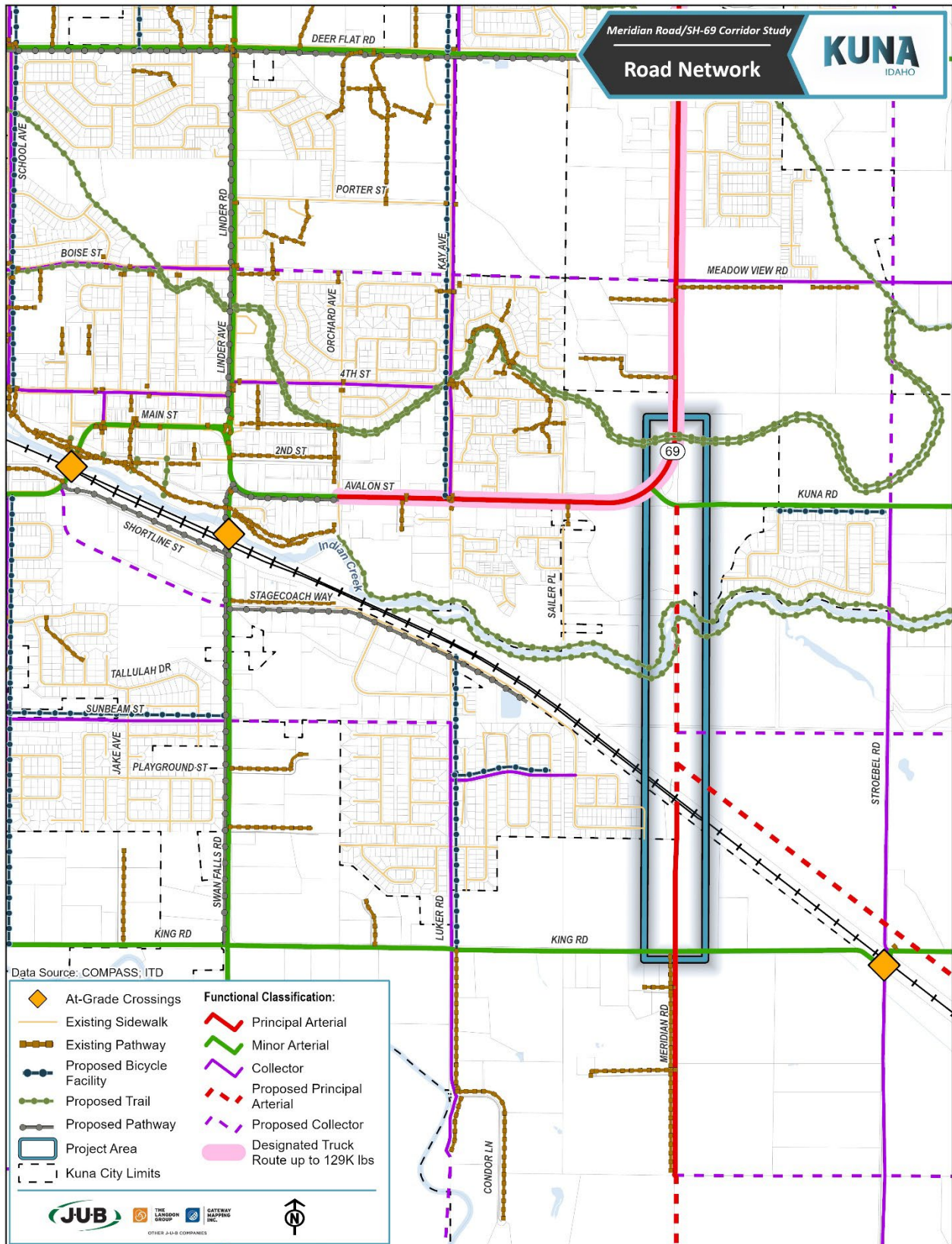
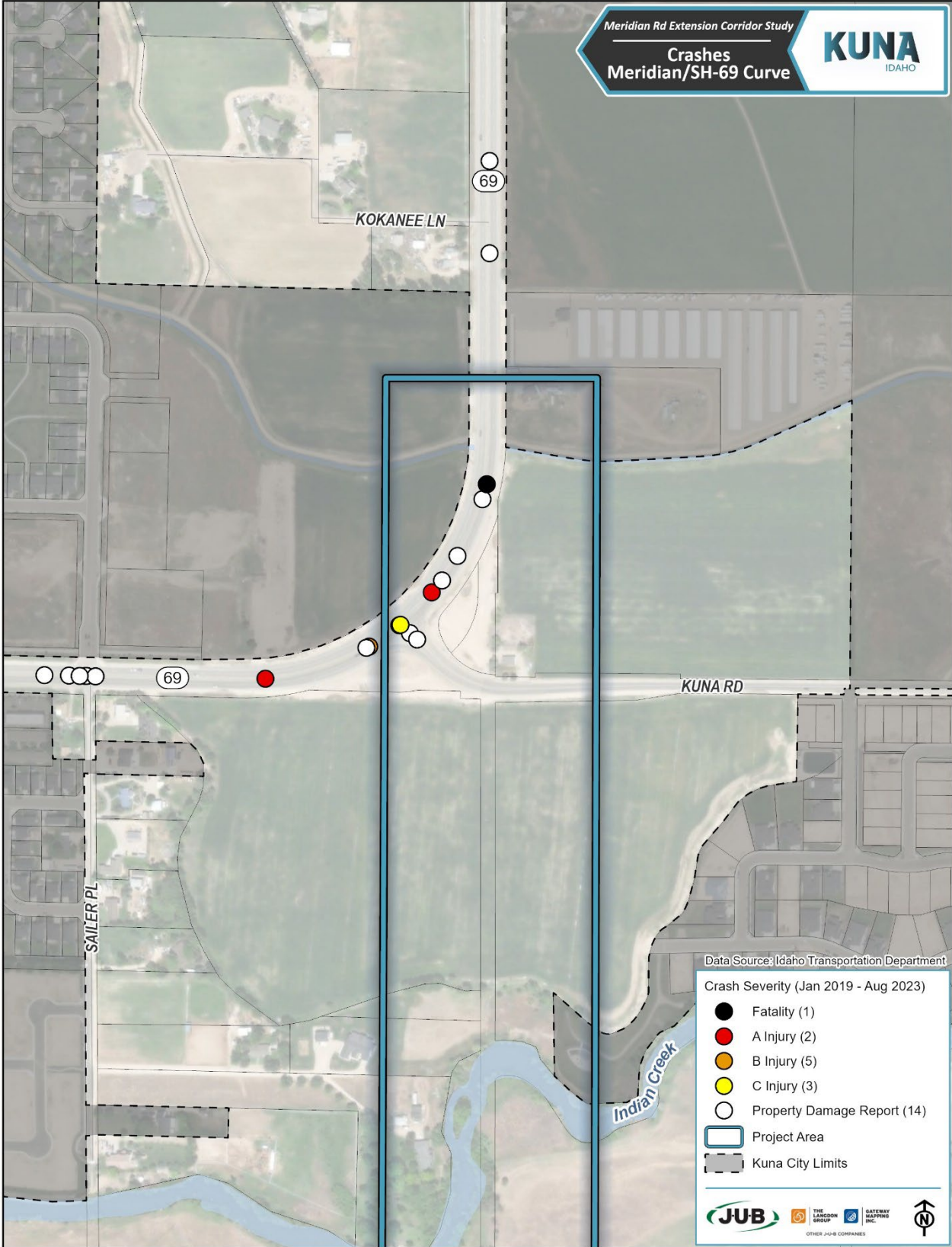


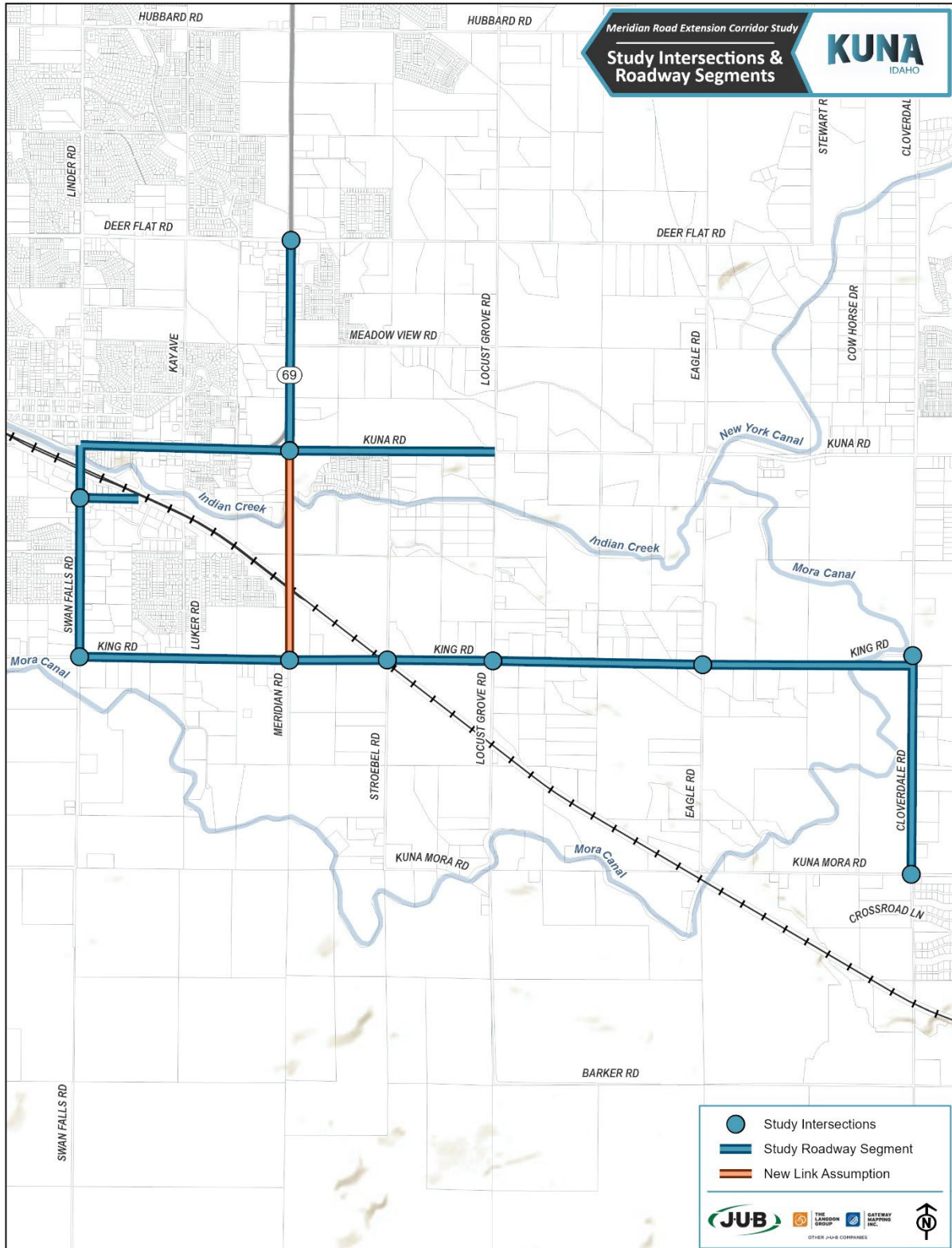
Figure 2.4. Crashes Map



TRAFFIC OPERATIONS & REGIONAL CONNECTIVITY

Traffic operations and intersection performance was evaluated on a regional level under existing traffic conditions and with build-out conditions, which include the addition of the Meridian Road extension from Kuna Road to King Road. Study intersections and roadway segments are shown in **Figure 2.5** and represent a collection of key intersections and roadway segments that are likely to experience fluctuations and re-distribution of vehicle trips, assuming that the connection is made to extend Meridian Road to King Road.

Figure 2.5. Study Intersections & Roadway Sections



Analysis Methodology

The key performance measures reported in this study include level of service (LOS), volume-to-capacity ratio (V/C), delay and 95th percentile queues. The performance measures are used to gauge the performance of the transportation system and overall quality of the travel experience through an intersection or roadway segment as it is perceived by the traveler:

- *Level-of-service (LOS)* is currently the most commonly used performance measure. LOS uses an “A” to “F” ranking based on the average control delay experienced by motorists. LOS “A” conditions have very low vehicles delay times (10 seconds or less), while LOS “F” conditions have high delay times (over 80 seconds on average per vehicle at the signalized intersection) that are considered unacceptable to most drivers.
- *Volume-to-capacity (v/c)* compares the volume of traffic to the theoretical capacity of the facility to accommodate traffic. A v/c ratio of 1.0 indicates an intersection, or movement at an intersection, is operating at capacity. A v/c ratio over 1.0 indicates the intersection’s capacity is exceeded.
- *95th percentile queue* is the queue length that has only a 5 percent probability of being exceeded during the analysis time-period. It is used to help determine turn lane storage, but not what the typical driver would experience. This performance measure is helpful in assessing access spacing from adjacent unsignalized and signalized intersections.

Overall intersection performance is calculated for signalized intersections. For two-way stop-controlled intersections, performance measures are reported for the critical movement.

The intersection operational analysis was performed using the *Highway Capacity Manual (HCM) 6th Edition* analysis procedures. To ensure that this analysis is based on a reasonable worst-case scenario, the peak 15-minute flow rate during all peak hours was used in the evaluation of all intersection LOS and V/C ratios. This analysis reflects conditions that are only likely to occur for 15-minutes out of each average peak hour. The transportation system will likely operate better than the conditions described in this report during all other time periods. The intersection operations analyses conducted for the study were prepared using Synchro 11.

The roadway segment analysis was performed using the ACHD Street Capacity Guidelines Table in ACHD’s *2020 Capital Improvements Plan* for all ACHD roadways.

The *HCM 2000* was utilized due to the ability to report overall intersection V/C ratios for a signalized intersection as required by ACHD Policy Manual, since the *HCM 6th Edition* does not report overall intersection V/C ratio.

Intersection operations, as evaluated with HCM methodologies, were compared to ACHD and ITD intersection performance measures. When compared to ACHD and ITD operational thresholds all study intersections and roadway segments operate acceptably under existing 2022 conditions. Under future 2050 conditions, link endpoint intersections operate acceptably with the proposed lane configurations, while other study intersections are not forecast to operate acceptably.

Existing Conditions – Year 2022

Traffic operations under existing year 2022 traffic conditions were evaluated to build a baseline view of traffic operations on and around Meridian Road between Deer Flat Road and King Road and from Swan Falls Road to Cloverdale Road. **Table 2.3** summarizes the year 2022 intersection traffic operations for the study intersections shown in **Figure 2.5**. **Table 2.3** summarizes the year 2022 roadway segment traffic operations for the study roadway segments shown in **Figure 2.5**.

Table 2.3 - Year 2022 Intersection Traffic Operations

Intersection	Control	Intersection AM/PM			Lane Group	AM Peak Hour			PM Peak Hour		
		V/C	LOS	Delay (sec)		V/C	LOS	Delay (sec)	V/C	LOS	Delay (sec)
Meridian Road (SH-69) / Deer Flat Road	Traffic Signal	0.85 / 0.77	C / D	32.1 / 36.5	EBL	0.90	D	39.5	0.66	C	30.5
					EBTR	0.39	C	20.7	0.42	C	34.3
					WBL	0.04	C	330	0.19	C	33.7
					WBTR	0.68	D	44.9	0.78	D	50.5
					NBL	0.32	C	23.9	0.59	C	24.7
					NBTR	0.66	C	28.9	0.29	C	20.7
					SBL	0.08	C	23.7	0.16	B	17.4
Meridian Road (SH-69) / Kuna Road	TWSC	-	-	2.5 / 3.1	SBTR	0.81	C	34.6	0.90	D	44.2
					WBL	0.16	C	16.0	0.38	C	21.5
					WBR	0.14	B	11.1	0.16	B	10.4
					NBT	-	-	-	-	-	-
					NBR	-	-	-	-	-	-
Stroebel Road / Kuna Road	TWSC	-	-	1.4 / 1.7	SBL	0.08	A	9.2	0.07	A	8.4
					SBT	-	-	-	-	-	-
					EBTR	-	-	-	-	-	-
					WBLTR	0.002	A	7.5	0.02	A	7.6
					NBLTR	0.07	B	10.4	0.09	B	11.6
Swan Falls Road / Stagecoach Way	TWSC	-	-	4.8 / 3.6	WBLR	0.25	B	11.0	0.16	A	9.9
					NBTR	-	-	-	-	-	-
					SBL	0.09	A	8.0	0.10	A	7.8
					SBT	-	-	-	-	-	-
Swan Falls Road / King Road	TWSC	-	-	6.7 / 6.6	EBLTR	0.14	B	10.6	0.06	B	10.8
					WBLTR	0.06	A	9.6	0.23	B	11.3
					NBLTR	0.004	A	7.3	0.004	A	7.6
					SBLTR	0.02	A	7.3	0.006	A	7.3
Luker Road / King Road	TWSC	-	-	2.2 / 1.4	EBLTR	0.003	A	7.3	0.01	A	7.7
					WBLTR	-	A	0.0	0.001	A	7.3
					NBLTR	0.01	A	9.4	0.01	B	10.1
					SBLTR	0.04	A	9.2	0.03	B	10.1
Stroebel Road / King Road (W of RR)	TWYC	-	-	-	EBLR	0.12	A	9.1	0.05	A	9.4
					NBLT	0.00	A	2.1	0.00	A	5.1
					SBTR	0.02	-	0.0	0.13	-	0.0
Stroebel Road / King Road (E of RR)	TWSC	-	-	7.5 / 4.0	WBLR	-	-	-	-	-	-
					NBTR	0.11	A	8.7	0.04	A	8.7
					SBLT	-	-	-	-	-	-
Locust Grove Road / King Road	TWSC	-	-	1.0 / 0.6	EBLTR	0.001	A	7.2	0.004	A	7.6
					WBLTR	0.001	A	7.4	0.001	A	7.3
					NBLTR	0.01	A	9.2	0.01	B	10.2
					SBLTR	0.01	A	8.8	0.04	A	9.6
Eagle Road / King Road	AWSC	-	A / A	7.1 / 8.2	EBLTR	0.10	A	7.0	0.03	A	7.3
					WBLTR	0.01	A	7.0	0.07	A	7.7
					NBLTR	0.03	A	7.4	0.22	A	8.5
					SBLTR	0.02	A	7.3	0.02	A	7.4
Cloverdale Road / King Road	TWSC	-	-	1.8 / 0.8	EBLR	0.05	A	9.5	0.03	B	10.0
					NBLT	0.003	A	7.4	0.01	A	7.4
					SBTR	-	-	-	-	-	-
Cloverdale Road / Kuna-Mora Road	AWSC	-	A / B	7.9 / 10.1	EBLTR	0.11	A	7.9	0.04	A	7.7
					WBLTR	0.05	A	7.8	0.46	B	10.7
					NBLTR	0.12	A	7.7	0.05	A	8.2
					SBLTR	0.12	A	8.1	0.13	A	8.7

Table 1.4 - Year 2022 Roadway Segment Operations

Roadway Segment	Classification ¹	Travel Lanes ²	Two Way ADT	ACHD Peak Hour Std. Volume (One-Way)	Weekday AM Peak Hour		Weekday PM Peak Hour	
					One-Way Volume/Direction	Meets Std.	One-Way Volume/Direction	Meets Std.
Meridian Road (SH-69) (Deer Flat Road to Kuna Road)	Principal Arterial	5	11,203	E / 1,780	NB / 596	Yes	SB / 1,123	Yes
Avalon Street (Swan Falls Road to Meridian Road)	Principal Arterial	5 ⁶	11,822	E / 1,780	EB / 574	Yes	WB / 1,173	Yes
Kuna Road (Meridian Road to Stroebel Road)	Minor Arterial	2	2,450	E / 575	EB / 148	Yes	WB / 243	Yes
Swan Falls Road (Stagecoach Way to Avalon Street)	Minor Arterial	27	8,786	E / 575	NB / 381	Yes	SB / 385	Yes
Swan Falls Road (King Road to Stagecoach Way)	Minor Arterial	2	8,786	E / 575	NB / 216	Yes	SB / 250	Yes
Swan Falls Road (Kuna Mora Road to King Road)	Minor Arterial	2	1,282	E / 575	NB / 44	Yes	SB / 76	Yes
Stagecoach Way (Swan Falls Road to Best Business Avenue)	Collector ³	2	1,578	D / 425	WB / 170	Yes	EB / 138	Yes
King Road (School Avenue to Swan Falls Road)	Minor Arterial	2	2,220	E / 575	EB / 84	Yes	WB / 160	Yes
King Road (Swan Falls Road to Luker Road)	Minor Arterial	2	1,954	E / 575	EB / 94	Yes	WB / 204	Yes
King Road (Luker Road to Stroebel Road)	Minor Arterial	2	944	E / 575	EB / 102	Yes	WB / 219	Yes
King Road (Stroebel Road to Locust Grove Road)	Minor Arterial	2	1,723	E / 575	EB / 100	Yes	WB / 189	Yes
King Road (Locust Grove Road to Eagle Road)	Minor Arterial	2	1,500	E / 575	EB / 94	Yes	WB / 184	Yes
King Road (Eagle Road to Cloverdale Road)	Minor Arterial	2	594	E / 575	EB / 34	Yes	WB / 48	Yes
Cloverdale Road (Kuna Road to King Road)	Minor Arterial	2	2,374	E / 575	NB / 101	Yes	NB / 192	Yes
Cloverdale Road (King Road to Kuna-Mora Road)	Minor Arterial	2	1,034	E / 575	SB / 88	Yes	NB / 190	Yes
Cloverdale Road (Kuna-Mora Road to Barker Road)	Minor Arterial ⁴	2	435	E / 575	NB / 94	Yes	SB / 82	Yes
Kuna-Mora Road (Eagle Road to Cloverdale Road)	Expressway ⁵	2	658	E / 6905	EB / 79	Yes	WB / 173	Yes
Kuna-Mora Road (Cloverdale Road to Cole Road)	Expressway ⁵	2	1,420	E / 6905	EB / 175	Yes	WB / 353	Yes

¹ Per COMPASS 2040 Functional Street Classification Map.

² Travel lanes include the total number of lanes across the roadway's respective cross section.

³ COMPASS and ACHD do not classify Stagecoach Way between Swan Falls Road and Best Business Avenue. Based on based on surrounding roadways with similar purpose and function, this project assumes this segment is a Collector.

⁴ COMPASS and ACHD do not classify Cloverdale Road between Kuna Mora Road and Barker Road. Based on surrounding roadways with similar purpose and function, this project assumes this segment is a Minor Arterial.

⁵ While ACHD and COMPASS mapping classify Kuna Mora Road as an expressway, there is no ACHD peak hour standard for expressway. Therefore, peak hour volumes on Kuna Mora Road are compared to the Principal Arterial standards as previously directed by ACHD for other projects in the area.

⁶ It is noted that Avalon Road between Swan Falls Road and Meridian Road (SH-69) experience a transition from a 5-lane cross section to a 2-lane cross section. Given that ACHD classifies the majority of the segment as a Principal Arterial and the segment is primarily a 5-lane cross section this project assumes the Principal Arterial with a continuous center left-turn lane threshold. ⁷ It is noted that some portions of Swan Falls Road widen to 3-lanes. For conservative analysis of the overall segment the segment volume is compared to the 2-lane section standard.

As shown in **Table 2.3** and **Table 2.4** above, under year 2022 traffic conditions, all study intersections and roadway segments operate within ACHD LOS standards and planning level thresholds.

Appendix C.1a contains traffic count data and operations analysis worksheets for year 2022 traffic conditions.

Future Conditions – Year 2050

Traffic volume forecasting was completed to assess growth on the transportation system, traffic operations impacts, and associated travel pattern changes assuming the implementation of the Meridian Road extension. The following sections define the process for developing future year 2050 traffic volumes for analysis.

Travel Demand Forecasting Methods and Assumptions

The COMPASS travel demand model was used to complete travel demand forecasts. The existing 2021, 2035, and 2050 models with and without the Meridian Road extension were obtained. All COMPASS model runs can be found in Appendix C. The following information was collected for each model and used to complete forecasts.

- Transportation Analysis Zone (TAZ) map
- TAZ Demographics (employment & population)
- Roadway and intersection network
- Multimodal network
- Baseline and year 2050 link volumes (e.g., peak hour and daily)

The following COMPASS model run scenarios were obtained to inform future volume forecasting at the study intersections. All Demand model runs include growth and distribution information for all roadways in the region surrounding the new proposed roadway extension. Select Link model runs include distribution information for the proposed roadway extension without including information related to traffic on surrounding roadways.

- No Build – does not include a new roadway extension of Meridian Road (SH-69) between Kuna Road and King Road.
 - 2021 All Demand
 - 2035 All Demand
 - 2050 All Demand
- Interim Build – includes a new roadway extension of Meridian Road (SH-69) between Kuna Road and King Road and includes connection between Stagecoach Way and the Meridian Road extension.
 - 2035 All Demand
 - 2035 Select Link
 - 2050 All Demand
 - 2050 Select Link
- Interim Build State Highway – includes a new roadway extension of Meridian Road (SH-69) between Kuna Road and King Road, where the new connection is assumed as State Highway miles with limited access. This scenario does not include the Stagecoach Way connection.
 - 2035 All Demand
 - 2035 Select Link
 - 2050 All Demand
 - 2050 Select Link
- Ultimate Build – includes a new roadway extension of Meridian Road (SH-69) between Kuna Road and Kuna-Mora Road, intersecting at King Road. This scenario does not include the Stagecoach Way connection.
 - 2035 All Demand
 - 2035 Select Link
 - 2050 All Demand
 - 2050 Select Link

Traffic volumes were developed for the build-out year (2050) using existing traffic counts, output from the COMPASS travel demand model, and the procedures defined in NCHRP² Report 7653. NCHRP Report 765 provides a process for refining traffic projections from a travel demand model. This process compares the

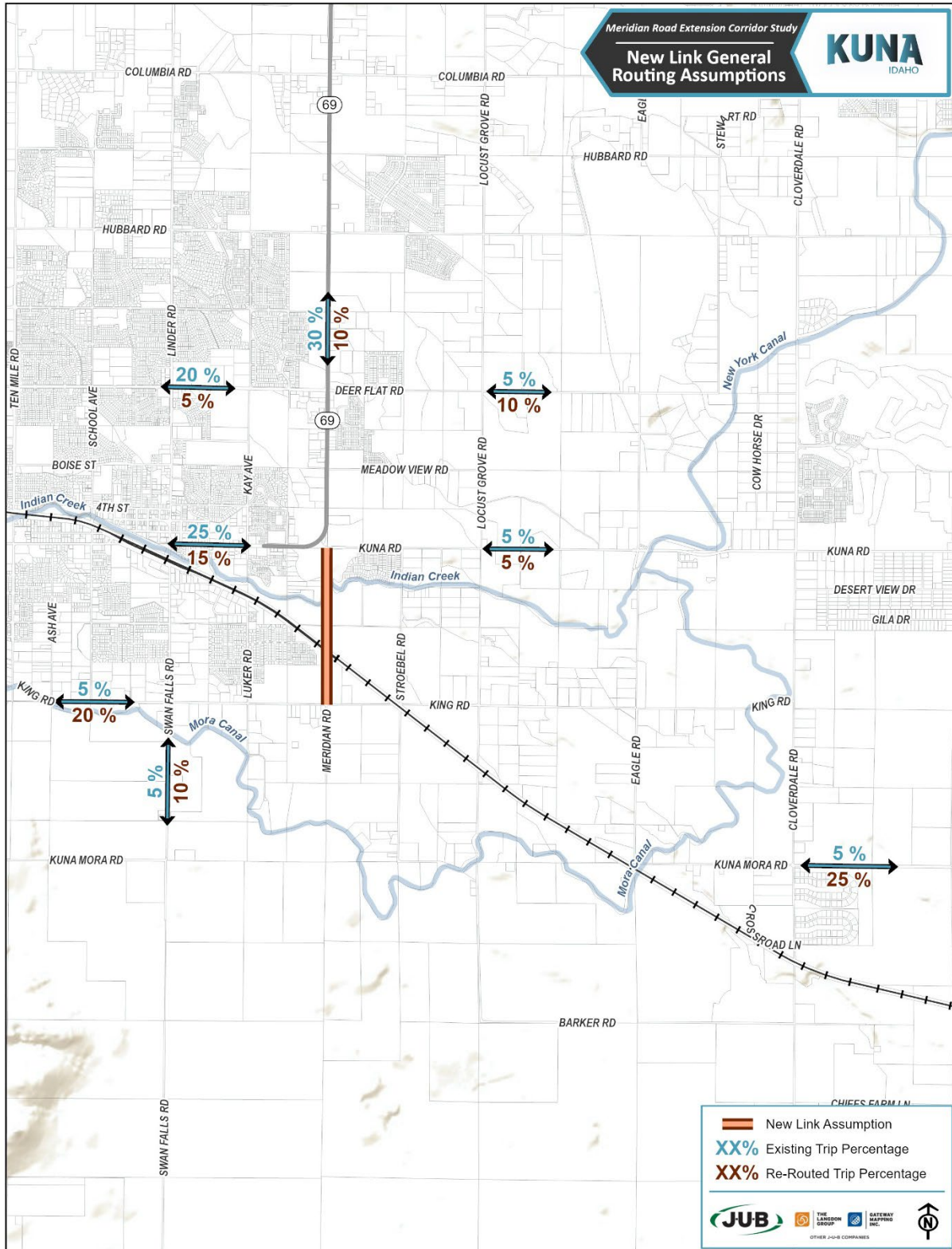
² National Cooperative Highway Research Program. Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design. 2016.

existing base year traffic counts to the base year traffic projections and utilizes a mathematical process to estimate a recommended adjustment (via the ratio or difference method) to the future projections. The difference method calculates the difference in traffic volumes between the existing count and existing projections and applies to the future projections. The ratio method calculates the ratio of the future and existing model projections (e.g., the total growth percentage) and applies that ratio to the existing traffic count. The traffic volumes developed for future year 2050 analysis utilize an optimized application of the ratio and difference methods. Year 2050 traffic volume projections can be found in Appendix C.

Regional Connectivity

Under future year 2050 traffic conditions, and assuming the implementation of the Meridian Road extension, vehicle trip patterns are assumed to be augmented due to the presence and reliability of a new N/S connection to southeast Kuna. **Figure 2.6** illustrates a comparison between vehicle trips under existing conditions versus estimated re-distributed conditions with the inclusion of the extension. As shown in **Figure 2.6**, the Meridian Road extension is estimated to provide an increase in N/S connectivity for regional travelers via Meridian Road (SH-69) and is anticipated to develop more utilization on intersecting routes with access to the Interstate (I-84) to the east.

Figure 2.6. New Link General Routing Assumptions

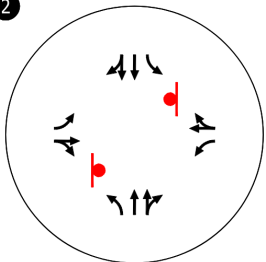
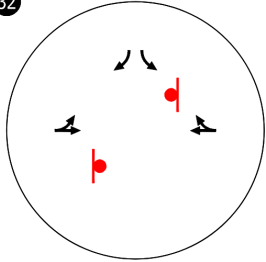
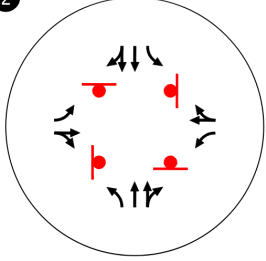


Year 2050 Traffic Operations

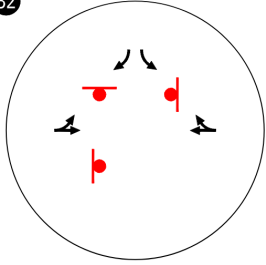
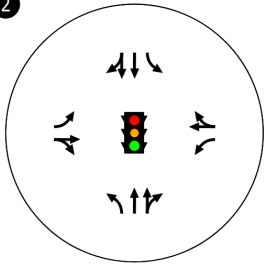
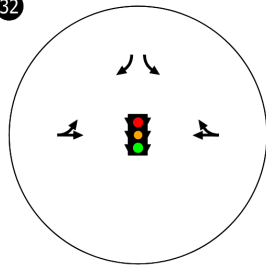
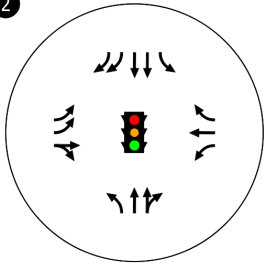
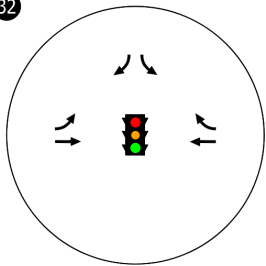
Based on the results of the traffic volume forecasting, the analysis methodology outlined previously was utilized to assess key performance measures and potential intersection lane configurations for the study intersections at the end points of the Meridian Road extension. Traffic operations worksheets for all year 2050 operational analyses are located in Appendix C.

Due to the size of the study area, the planned improvements along area roadways and at area intersections, traffic operations were assessed in greater detail at the endpoints to the Meridian Road extension (i.e, Kuna Road and King Road) with an understanding of travel pattern shifts and re-routed vehicle trips on the network due to the availability of the new N/S route. **Table 2.5** summarizes year 2050 traffic operations under varying levels of traffic control (i.e., two-way stop-control, all-way stop-control, signalization, & roundabout) for the Meridian Road / Kuna Road and Meridian Road / King Road intersections (i.e., endpoints of the new Meridian Road Link).

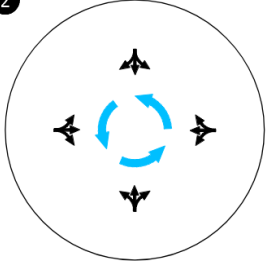
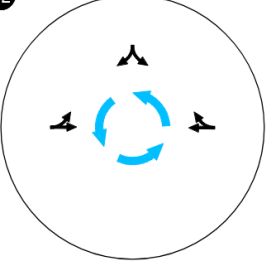
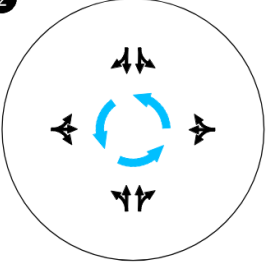
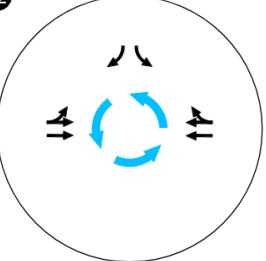
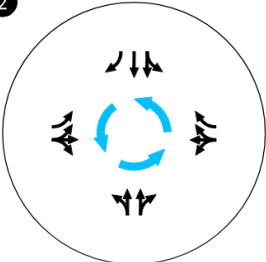
Table 2.5 - Year 2050 Traffic Operations for Meridian Road Extension Endpoint Intersections

Intersection	Assumed Lane Configuration	Intersection Control	Critical Movement or Overall LOS (AM/PM)	Critical Movement or Overall V/C (AM/PM)
Meridian Road (SH-69) / Kuna Road		TWSC	F / F	48.0 / 6.65
Meridian Road / King Road		TWSC	D / E	0.31 / 0.49
Meridian Road (SH-69) / Kuna Road		AWSC	F / F	1.85 / 2.00

Existing and Future Conditions

Intersection	Assumed Lane Configuration	Intersection Control	Critical Movement or Overall LOS (AM/PM)	Critical Movement or Overall V/C (AM/PM)
Meridian Road / King Road		AWSC	C / D	0.80 / 0.96
Meridian Road (SH-69) / Kuna Road		Traffic Signal	E / F	1.08 / 1.11
Meridian Road / King Road		Traffic Signal	A / A	0.66 / 0.57
Meridian Road (SH-69) / Kuna Road	 <p style="text-align: center; font-size: small;">SBR TURN LANES CHANNELIZED</p>	Traffic Signal - Mitigated	D / C	0.77 / 0.66
Meridian Road / King Road		Traffic Signal - Mitigated	A / A	0.44 / 0.48

Existing and Future Conditions

Intersection	Assumed Lane Configuration	Intersection Control	Critical Movement or Overall LOS (AM/PM)	Critical Movement or Overall V/C (AM/PM)
Meridian Road (SH-69) / Kuna Road		Single Lane Roundabout	E / F	1.13 / 1.57
Meridian Road / King Road		Single Lane Roundabout	A / B	0.49 / 0.65
Meridian Road (SH-69) / Kuna Road		Multi Lane Roundabout	D / E	1.00 / 1.08
Meridian Road / King Road		Multi Lane Roundabout	A / A	0.24 / 0.32
Meridian Road (SH-69) / Kuna Road	 <p data-bbox="488 1948 667 1965">SBR TURN LANE CHANNELLIZED</p>	Multi Lane Roundabout - Mitigated	A / A	0.52 / 0.64

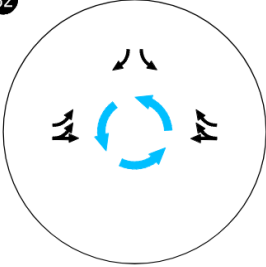
Intersection	Assumed Lane Configuration	Intersection Control	Critical Movement or Overall LOS (AM/PM)	Critical Movement or Overall V/C (AM/PM)
Meridian Road / King Road		Multi Lane Roundabout - Mitigated	A / A	0.33 / 0.49

Table 2.5 highlights a variety of traffic control methods and lane configurations at Meridian Road / Kuna Road and Meridian Road / King Road. Based on the results of this iterative analysis, the following traffic control methods were moved forward for concept development and further design considerations:

- Meridian Road / Kuna Road: Traffic Signal
- Meridian Road / King Road: Multilane Roundabout

ROW ANALYSIS

Available assessor Geographic Information System (GIS) records, surveys, records of surveys, and subdivision plats were reviewed to evaluate potential ROW and easement impacts within the proposed project area. GIS records and existing topographical features (fences, utility poles, and mailboxes) were used to determine the potential impacts of the alternatives/concepts on ROW and easements. Existing public ROW has been established along the section line and varies from 25 feet to 50 feet from section line. Existing UPRR ROW exists, approximately 100 feet on each side of the existing tracks (200 feet total). All work inside UPRR ROW will need to be reviewed and approved by UPRR during the design phase of the project. Refer to **Figure 1.1** for jurisdictional right-of-way extents.

Utilizing surveyed topography, the proposed embankment slopes dictated the width of the required ROW. Minimum ROW preservation widths were determined by ITD District 3 to be 160' total. The impacts for Alternatives #1 and #2 will require ROW acquisition from approximately 16 properties in the area. Alternative 1 requires approximately 922,000 sf of ROW acquisition (160'-290' required ROW widths). Alternative 2 requires approximately 1,037,000 sf of ROW acquisition (160'-310' required ROW widths). Property use agreements and/or temporary construction easements may be necessary for project activities (i.e. access grading, fence replacements, etc.) outside of the estimated ROW. Coordination with Boise Board of Project Control and Bureau of Reclamation will be required for construction within the Indian Creek easement.

It is recommended that the City of Kuna and roadway jurisdictions continue to communicate with property owners as the design process moves forward to inform them of the project and note any potential concerns and/or issues. As the project concept progresses further, another evaluation of any potential ROW and/or easement impacts should occur.

3. ALTERNATIVES ANALYSIS



3. ALTERNATIVES ANALYSIS

Alignment alternatives were developed based on public input existing conditions, future conditions, environmental resources, ROW impacts, bridge length, and driver expectancy. Two alternatives were selected for 2D concept layouts and preliminary estimates. Alternative #1 has the highest driver expectancy, as it has the straightest alignment with very minor curvature. It also requires approximately 12 percent less ROW acquisition than Alternative #2. However, the lack of curvature in Alternative 1’s alignment results in a more skewed crossing over the UPRR tracks. Alternative 1’s skewed crossing over UPRR tracks results in an 11 percent longer bridge than Alternative 2. A preferred alternative is not identified as part of this plan. The preferred alternative will be determined during the concept/charter phase of the design.

Table 3.1 – Alternatives Analysis

ALTERNATIVE	DESCRIPTION	ROADWAY	BRIDGE DIMENSIONS	ROW/PROPERTY ACQUISITION	ESTIMATED COST SUMMARY
Alternative #1	Alternative #1 has the simplest horizontal alignment geometry of all two alternatives. The design features the straightest path of travel but requires the largest bridge lengths. A large Mechanically Stabilized Earth (MSE) wall will also be required to avoid impacts to the property NW of the UPRR crossing. The alignment is less perpendicular to the UPRR crossing which increases the length of the bridge.	Simplest/straightest horizontal geometry	Indian Creek: 188' x 76' Railroad: 255' x 76'	921,200 sf acquisition required MSE wall required to avoid impacts to the property NW of the UPRR crossing	Construction: \$57,206,000 Concept & Design Engineering: \$4,210,000 Right of Way: \$6,529,000 Project Total: \$67,945,000
Alternative #2	Alternative #2 has the most alignment curvature of all two alternatives. The design provides a larger clearance from the property just north of the tracks. The alignment is also more perpendicular to the UPRR overpass which shortens the bridge length.	More horizontal geometry/curvature	Indian Creek: 186' x 76' Railroad: 230' x 76'	1,037,000 sf acquisition required Increased clearance from the property NW of the Union Pacific Railroad crossing	Construction: \$49,096,000 Concept & Design Engineering: \$3,613,000 Right of Way: \$7,339,000 Project Total: \$60,048,000

Alternatives Analysis

Figure 3.1. Alternative 1 Concept

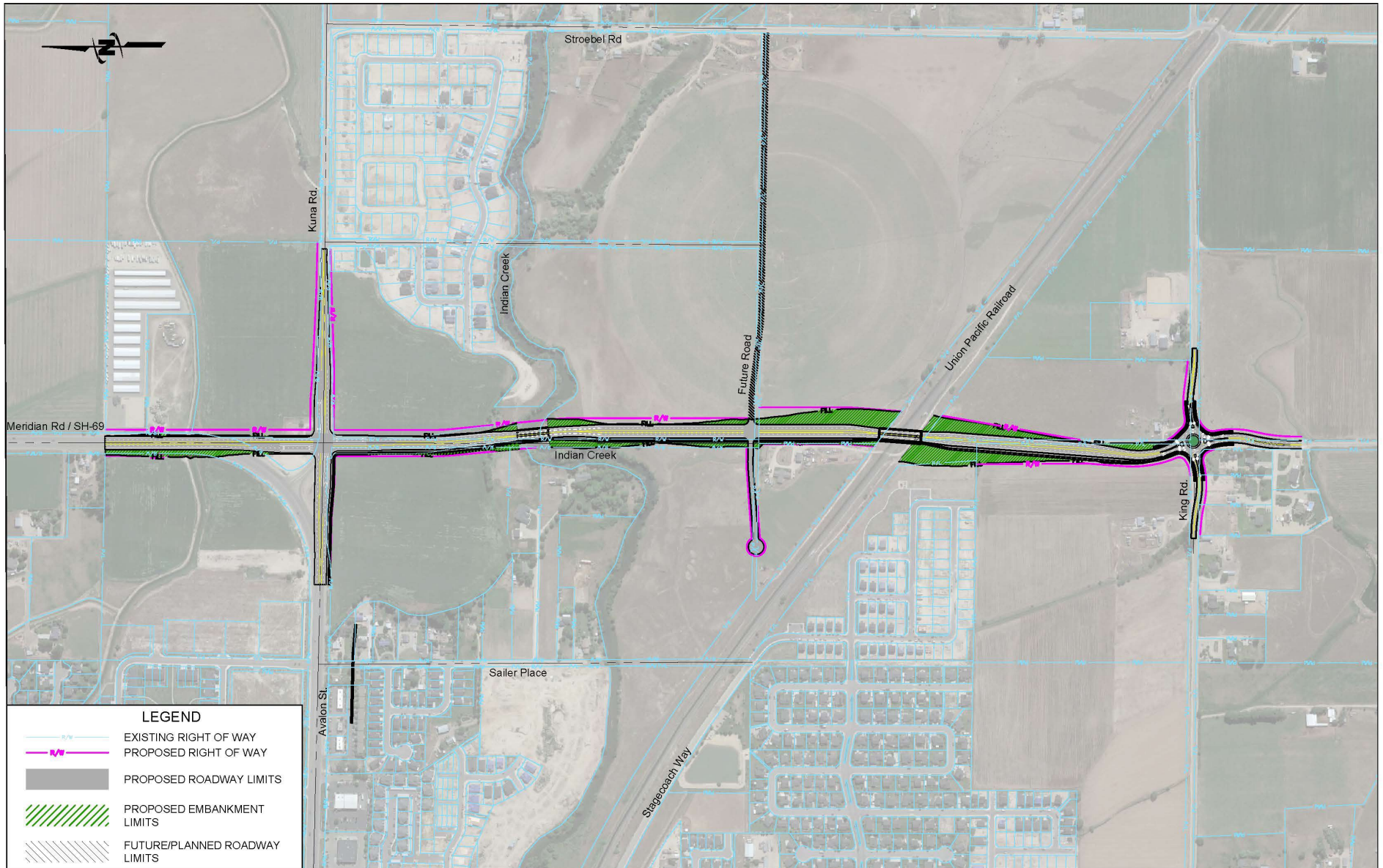
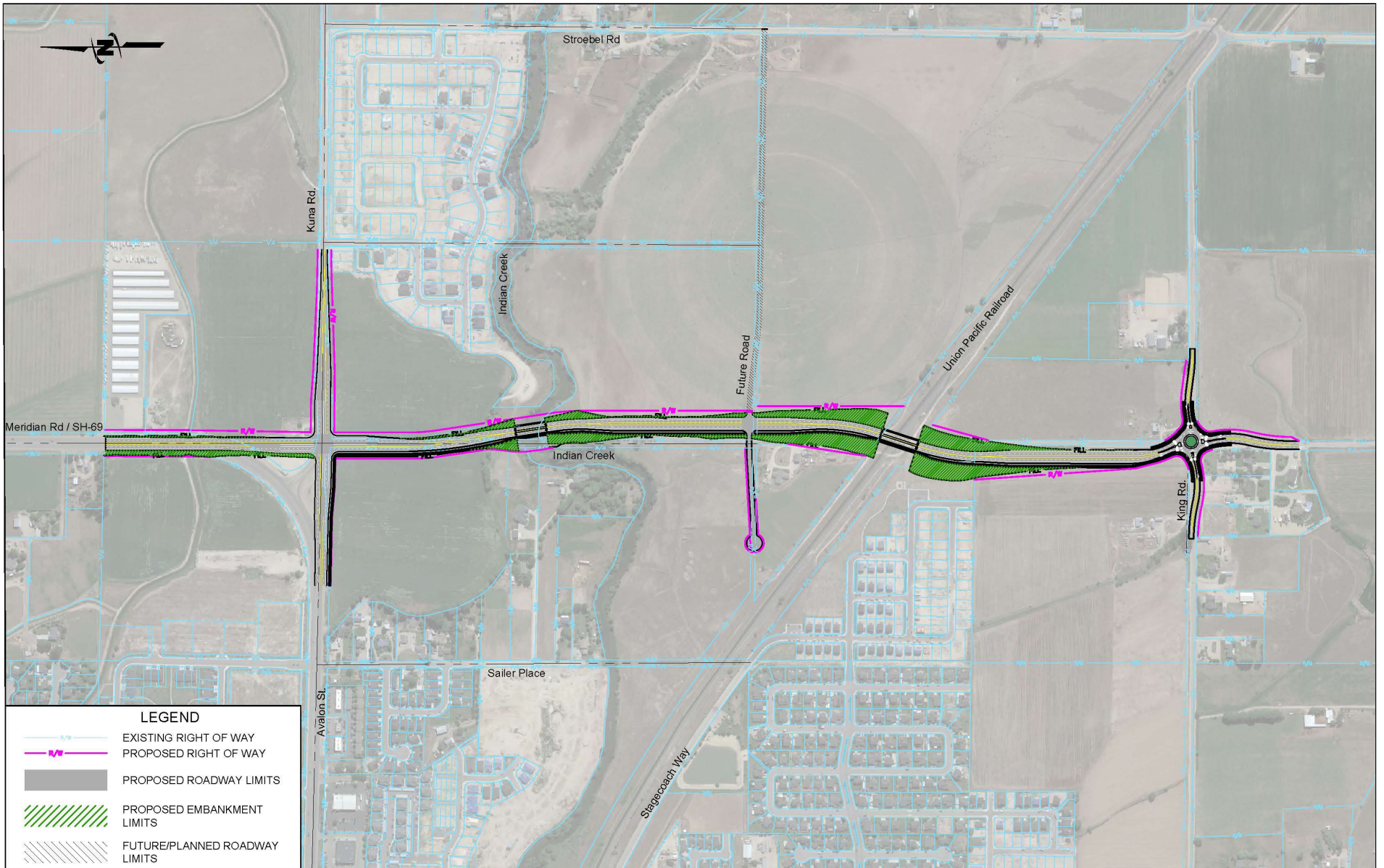


Figure 3.2. Alternative 2 Concept



DESIGN STANDARDS

The horizontal and vertical geometries as well as lane configurations shown in each concept are in accordance with the AASHTO Policies for Geometric Design of Highways and Streets, the ITD Traffic Manual, and the Manual for Uniform Traffic Control Devices (MUTCD).

Idaho Transportation Department and/or ACHD will need to determine which agency will maintain and operate the Meridian Road extension including signal operations. Determining which roadway jurisdiction will ultimately maintain and operate the extension of Meridian Road should occur prior to design engineering.

CONCEPTUAL ELEMENTS

Alternative 1 has the highest driver expectation with the straightest alignment and minor curvature. It also requires less ROW acquisition than Alternative 2. However, the lack of curvature in Alternative 1's alignment results in a more skewed crossing over the UPRR tracks, resulting in the need for a longer bridge.

Intersections

A new signalized intersection is proposed for Meridian Rd and Avalon Street/Kuna Road as a four-leg signalized intersection for both alternatives. A signalized intersection will eliminate the curve from Meridian Road to Avalon Street near the existing intersection of Kuna Road. Intersection configuration was determined in the traffic analysis. Refer to **Appendix C** - Traffic Information.

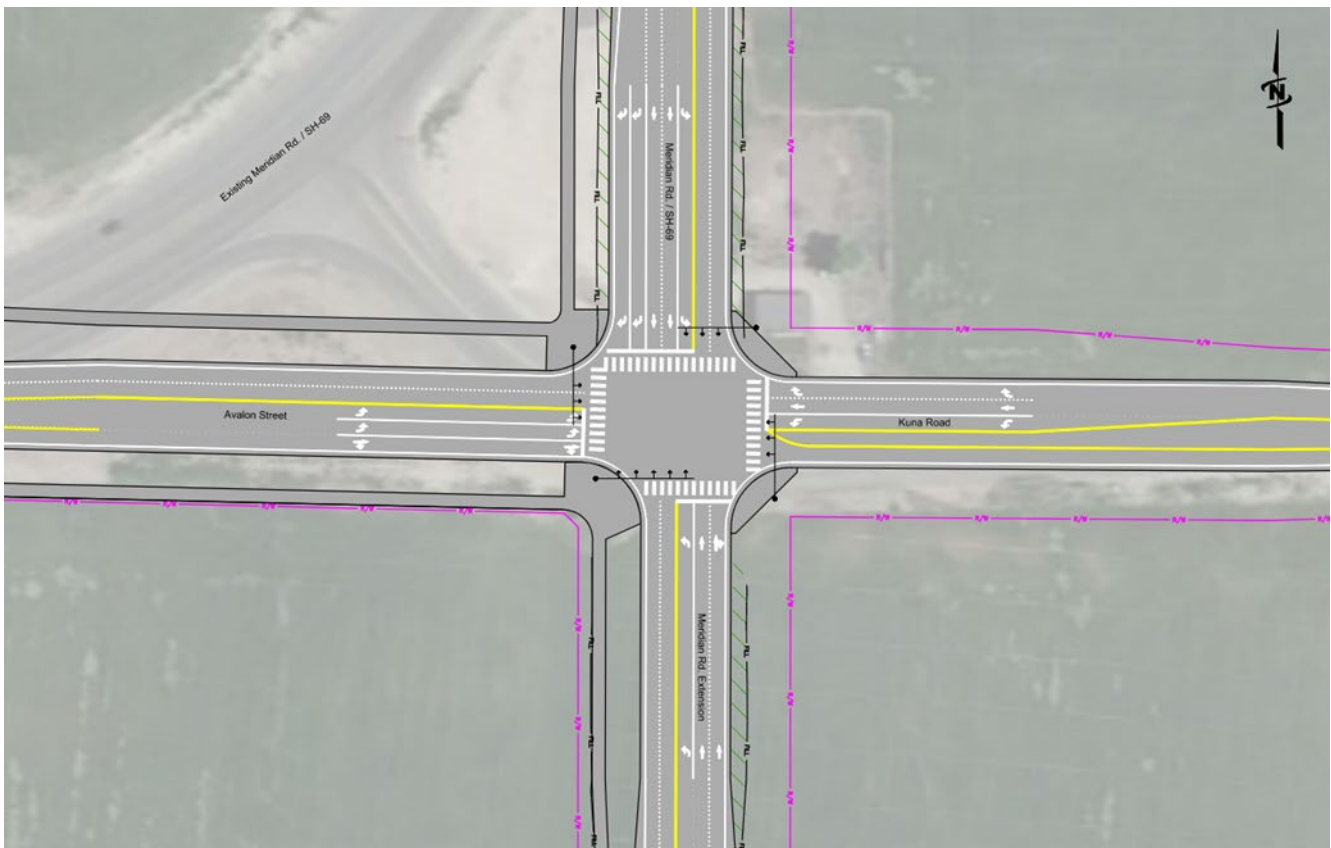


Figure 3.3 - Proposed intersection configuration for Meridian Road/SH-69 and Avalon Street/Kuna Road



Figure 3.4 – Concept for the proposed intersection of Meridian Road/SH-69 and Avalon Street/Kuna Road

The roundabout was proposed in this plan for ROW preservation purposes, as it will have the largest ROW footprint of all intersection types. If a roundabout is ultimately determined as the preferred intersection layout, maneuverability of large agricultural vehicles and cattle trucks must be considered during the design process. Additional public input is recommended through the design phase to further evaluate functionality of this intersection.

Traffic analysis has determined that multiple layouts and types will meet the required level of service for this intersection. A variety of factors will determine the final intersection layouts and types, including public input, roadway jurisdiction input, and ROW impacts. Final intersection types will be determined during the design process. For this study, proposed configurations were developed for both a two-lane roundabout and signalized intersection at S. Meridian Road and King Road. These can be seen in **Figure 3.5** and **Figure 3.6**.

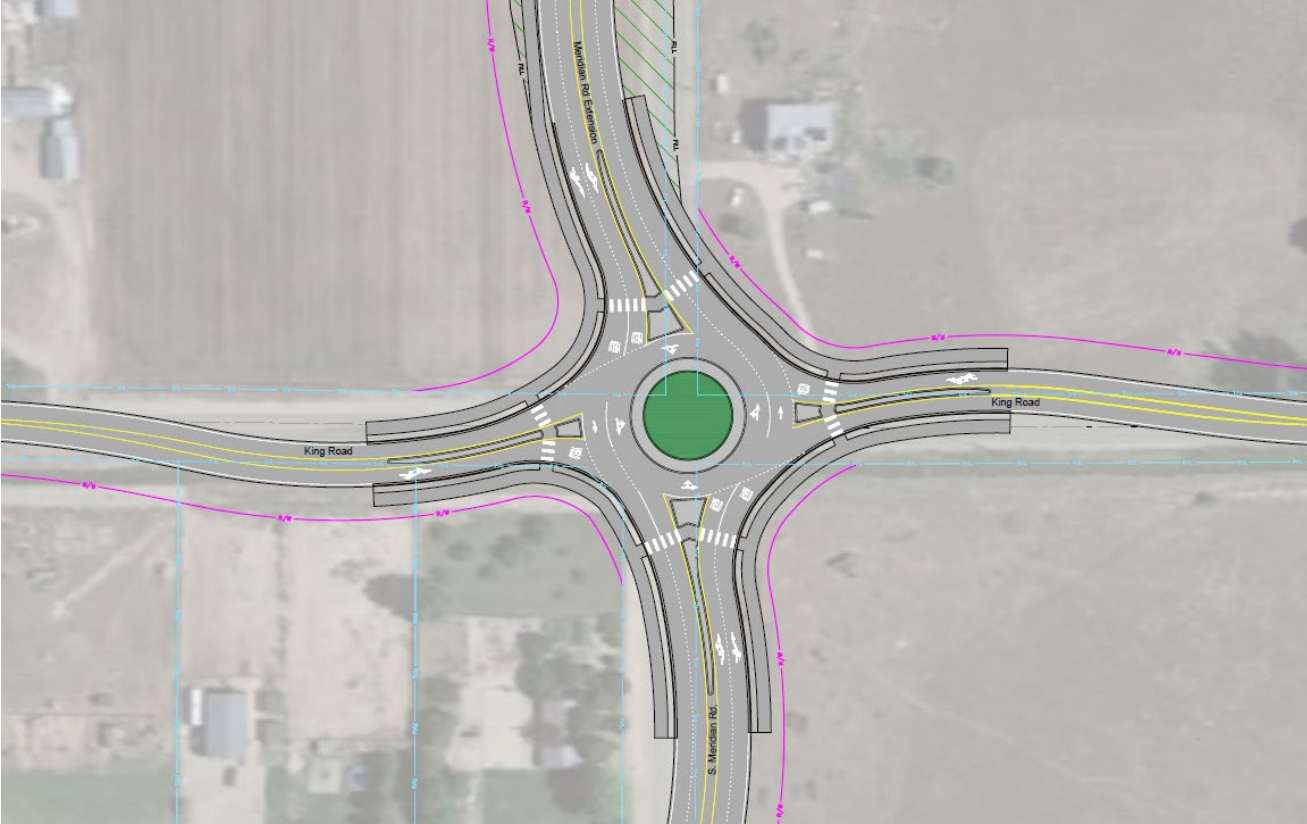


Figure 3.5 - Proposed roundabout configuration at Meridian Road and King Road



Figure 3.6 – Concept of the proposed two-lane roundabout at the intersection of Meridian Road and King Road

A two lane roundabout was originally presented for the intersection of Meridian Road and King Road as it would have the largest ROW impacts; However, as jurisdictional determination will play a role in the intersection layout and type, a signalized intersection was also developed as an alternative for the Meridian Road and King Road intersection. Refer to **Figure 3.7** and **Figure 3.8**.

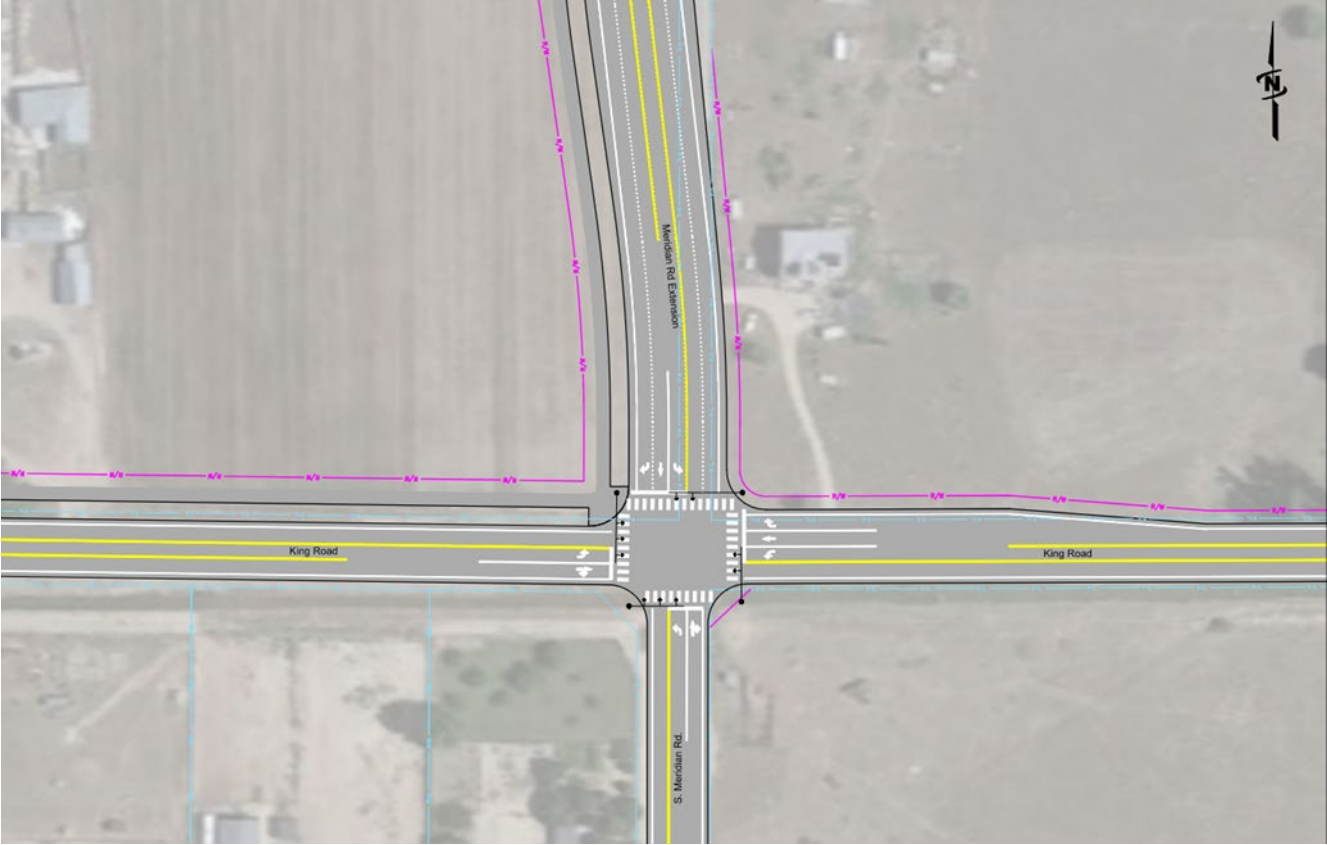


Figure 3.7 – Proposed signalized intersection configuration at Meridian Road and King Road



Figure 3.8 – Concept of the proposed signalized intersection configuration at Meridian Road and King Road

Roadway Segments

Meridian Road is proposed as a 5-lane major arterial/state highway, matching Meridian Road north of Avalon St. The roadway will include two through lanes in each direction and a two way, left turn lane or flush median

Alternatives Analysis

depending on access control requirements from the roadway jurisdiction. Meridian Road also includes a proposed 12-foot, multi-use pathway on the west side of the proposed alignments. The multi-use path will be maintained across both proposed bridges and will include physical separation from traffic by landscape area or bridge rail. The multi-use path was proposed on the west side only to minimize the bridge width and the ROW impact on the east side of the corridor. Refer to **Figure 3.9**.

During design, a 3-lane roadway typical section should be considered if project costs exceed funding amount. Right-of-way and bridge width should be preserved for the ultimate layout of the Meridian Road extension.

Acquisition of ROW will be required to accommodate the required fill slopes of the roadway and bridges abutments. See ROW Analysis described in this report.

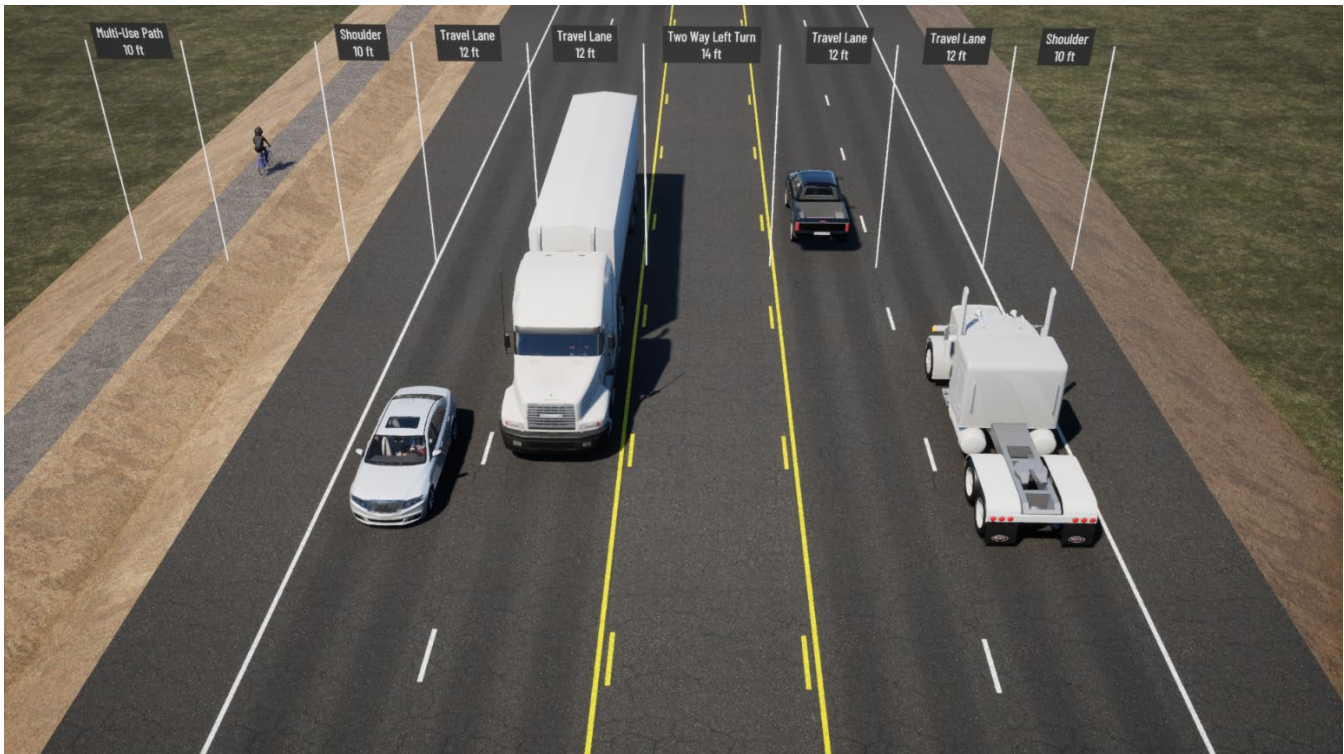


Figure 3.9 - Proposed lane configuration for Meridian Road extension

Bridges

Indian Creek bridge is proposed to accommodate public water recreational use and a green belt extension on both the north and south sides of Indian Creek. Alternative, shown in **Figure 3.10**, includes a 188' bridge over Indian Creek. Alternative 2 includes a 186' bridge over Indian Creek.

The UPRR bridge must meet the design requirements of a grade separated crossing as established by UPRR. UPRR coordination will include, but not limited to, design review times, permit fees, and ultimately approval of the design. Alternative 1 includes a 255' bridge over the UPRR tracks. Alternative 2 includes a 230' bridge over the UPRR tracks. Alternative 1 includes a retaining wall along the proposed Meridian Road extension on the west side to minimize impact to this private property. A private, at-grade UPRR crossing of the UPRR tracks will need to be removed as a result of the proposed UPRR bridge orientation. A new access will be constructed north of the crossing to maintain access to the private property currently utilizing the existing at-grade crossing. Refer to **Figure 3.11**.

Lane configurations across the two bridge structures are proposed as two lanes in each direction only, removing the proposed two-way left turn lane as described on the roadway segments between bridges. This will minimize the bridge widths while meeting the operational requirements determined by the traffic analysis. During the design process, large agricultural vehicles should be considered when determining the final bridge layout.



Figure 3.10 – Concept of proposed bridge to extend over Indian Creek



Figure 3.11 – Concept of proposed bridge to extend over the UPRR/Railroad

4. ENVIRONMENTAL SCAN



4. ENVIRONMENTAL SCAN

A series of environmental resources were analyzed along the Meridian Road Extension Corridor. The resources analyzed included all resources required for clearance through the National Environmental Policy Act (NEPA) process and ITD for federally funded transportation projects. Refer to **Table 4.1 - Potential Environmental Impacts** for the full list of environmental resources assessed. Refer to **Figure 4.1 – Environmental Resources** for a graphic representation of environmental resources in the planning area.

POTENTIAL ENVIRONMENTAL IMPACTS

Table 4.1 displays the existing environmental resources along the bridge and roadway extension and alignment, and the level of concern associated with each. After initial screening, it is determined that four out of the sixteen resources are of no concern along the proposed corridor. The roadway extension and alignment would require impacts to Indian Creek, which is the only impact of high concern, as Indian Creek is a Water of the U.S. In addition, stream alterations/encroachments, floodplain and floodways, fish and wildlife habitat, migratory birds/Bald and Golden Eagles, and threatened and endangered species, are all medium concerns in regard to obtaining environmental clearances. The potential route would have minimal impacts to prime farmland, visual resources, private property, and air quality. It should be noted that if any major realignment should occur through design, impacts to environmental resources or the level of concern regarding these resources could change. While this environmental screening analyzed the resources required for assessment through ITD's Categorical Exclusion (Cat Ex) process (refer to **Appendix D: ITD 654 Form**), it is possible that the environmental clearance required on this project would require further investigation, such as that of an Environmental Assessment (EA).

Potential Permits

The proposed project area was assessed for potential permits that would be required prior to the start of construction activities. The potential permits required reflect known local, state and federal clearances that would need to be obtained prior to ground-breaking. The identified potential permits are as follows:

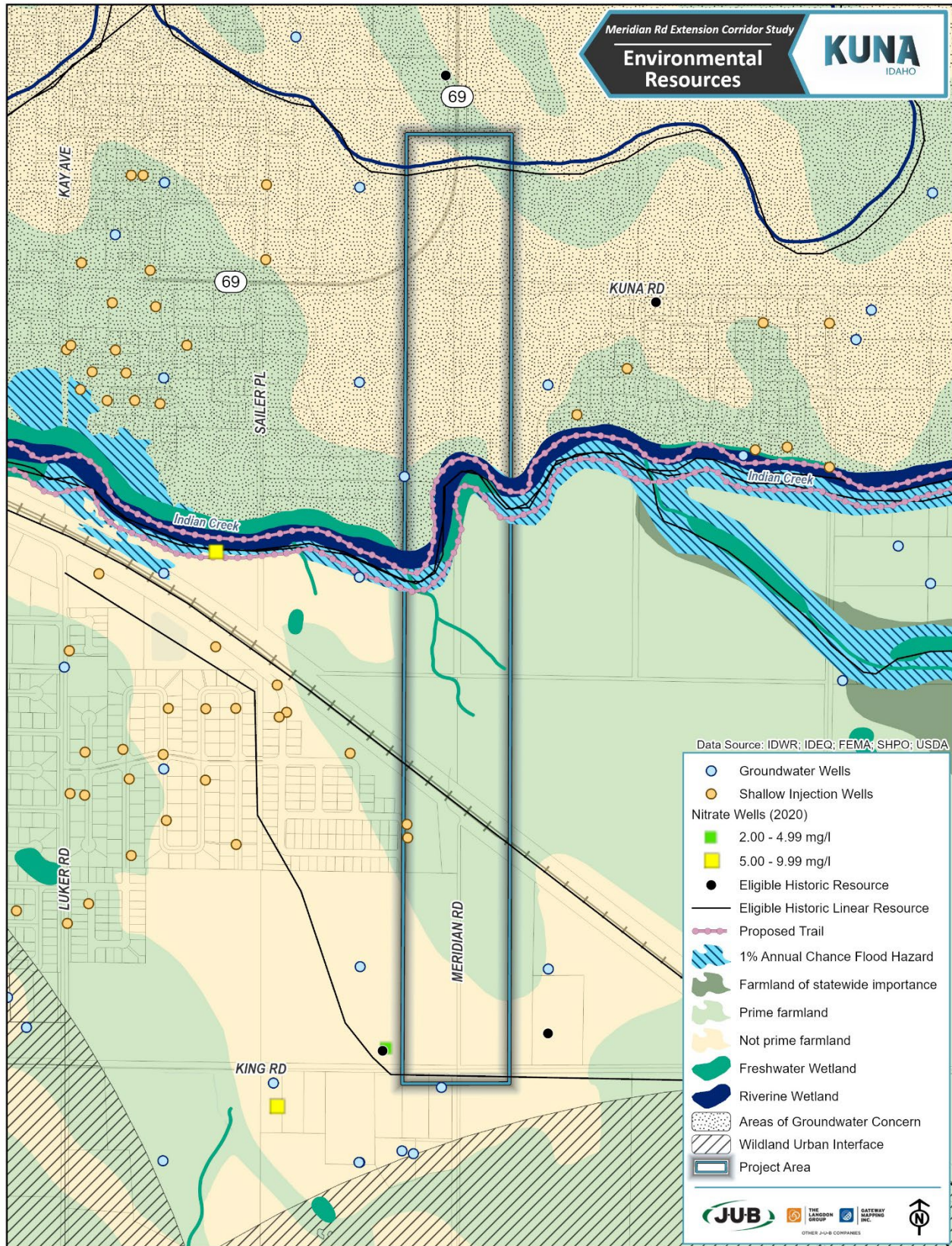
- USACE Joint Application for Permits
- UPRR Right of Way Access Permit: Road Crossing Maintenance and/or Bridge Inspection
- ACHD Right of Way Permit: Temporary Use
- ITD Right of Way Encroachment Permit
- Ada County Floodplain Development Permit

Table 4.1 - Potential Environmental Impacts

Environmental Resource	Environmental Concern
Floodplain and Floodways	Medium Concern
Wetlands and Other Waters of the US	High Concern
Threatened and Endangered Species	Medium Concern
Section 4(f) Lands and LWCF 6(f) Lands	Low Concern
Noise Criteria Impacts	Medium Concern
Air Quality Impacts	Low Concern
Stream Alteration/Encroachment	Medium Concern
Non-Waters of the U.S. (including wetlands)	Low Concern
Known/Suspected Hazmat Risks	Low Concern
Fish and Wildlife Habitat	Medium Concern
Section 106 - National Historic Preservation Act	Medium Concern
Environmental Justice – Minorities Low Income Populations	Low Concern
Prime Farmland	Low Concern
Migratory Birds/Bald and Golden Eagles	Medium Concern
Land Use (ROW Acquisition, Encroachments, etc.)	Low Concern
Visual Resources and Recreation	Low Concern



Figure 4.1. Environmental Resources



5. IMPLEMENTATION



5. IMPLEMENTATION/RECOMMENDATIONS

Due to the modified nature of the area associated with a new roadway network, it is recommended to update the City of Kuna Future Land Use Map within the planning area and vicinity. In particular, there may be some opportunities to implement land use goals and strategies identified in the Kuna Comprehensive Plan, *Envision Kuna*, which promotes themes of combining restaurants, retail, housing, and recreational opportunities along the frontage of Indian Creek within walking distance.

Comprehensive Plan and Ordinance Updates

It is recommended to update the City of Kuna Highway 69 Overlay District ordinance to include the Meridian Road Extension alignment.

Jurisdictional Determination

The City of Kuna should continue working through the process with ITD and ACHD to facilitate a decision on jurisdiction of the extension and associated proposed roadway improvements and facilities.

Strategic Funding Plan

A Strategic Funding Plan was developed to outline available funding sources with associated eligibility requirements and application deadlines. Refer to the Strategic Funding Plan in **Appendix E**.

Attending available local and state grant and funding workshops as well as federal funding webinars would be beneficial to stay informed of funding opportunities and grant eligibility specifics. Funding workshops are typically held annually or periodically to educate eligible applicants on upcoming funding opportunities, scoring criteria, and program changes. This will help the City establish and maintain a solid knowledge base on the availability and status of various state and federal grant and funding programs.

The City should revisit update relevant/pertinent information within this section as funding opportunities change or potential partnerships arise. This will keep information up-to-date and help the City qualify for grant funding for design and construction.

Contact Funding Agencies Early and Often, Well Before the Deadline

It is good practice to inform funding agencies of a potential upcoming project well in advance of a grant application deadline. If an agency desires to submit a grant application that is due in the fall or winter, it is recommended that City staff contact funding agencies as early as the beginning of the year. Grant agency staff can offer invaluable advice on how to put a successful application together as well as specific ideas about a project.

Project Partners

Potential project partners identified to assist in the project completion include: ITD, ACHD, COMPASS, Federal Highway Administration (FHWA), and the City of Kuna. Other partners might include any public-private and/or community partnerships that may arise for the benefit of the project.

Public Project Updates

Stakeholders and funding agencies provided significant input into this study. It is important to maintain ongoing communication with project partners, funding agencies and public on an ongoing basis. Forms of communicating with the public may include press releases, newsletters, social media, web links, etc.

It is recommended that the City of Kuna and roadway jurisdictions continue to communicate with property owners as the design process moves forward to inform them of the project and note any potential concerns and/or issues. As the project concept progresses further, another evaluation of any potential ROW and/or easement impacts should occur.

Phasing

Due to the magnitude of the project and estimated cost required to design and construct the project, phasing may be an option to increase the likelihood of obtaining funding by incrementally constructing the corridor.

It is anticipated that the project could be broken up into three phases. The first phase would be the construction and realignment of the Meridian Road/SH-69 and Kuna Road/Avalon Street intersection. The second phase would be the Meridian Road extension from Kuna Road/Avalon Street to King Road, including the two bridges. The two bridges are required to be constructed in the same phase to avoid a dead-end extension. The third and final phase would be the intersection improvements at S Meridian Road and King Road. Phasing could also include scaling the ultimate roadway configuration from five lanes to two lanes and constructing the additional lanes as funding is procured.

APPENDIX A: PUBLIC INVOLVEMENT SUMMARY



Public Involvement Report – Executive Summary

Public Outreach (PHASE 1): Project Overview

Throughout 2022, the City of Kuna initiated a Planning and Environmental Linkages (PEL) Study that would set the stage for future design and construction for a railroad overpass and a bridge over Indian Creek. Through initial public outreach efforts (agency and property owner consultations, Steering Committee input, project website and public open house), the Meridian Road extension to King Road rose to the top as the priority location for a railroad overpass and bridge over Indian Creek.

As a result, on June 6, 2023, the Kuna City Council voted to transition from conducting the Planning and Environmental Linkages (PEL) Study to developing a Corridor Study for the Meridian Road/State Highway 69 railroad overpass extension. The corridor study will specify improvements for emergency access, suggest safer and more efficient travel at crossings and intersections, and provide enhanced options for bicycle and pedestrian travel.

Public Involvement Process

To identify and mitigate potential project issues, J-U-B Engineers, Inc. conducted an extensive public involvement process designed to help the project team understand perceptions from a cross-section of stakeholders to help inform or identify:

- issues, opinions, questions and concerns about the project;
- preferred engagement processes;
- messaging;
- valuable features of the environment (natural and cultural resources);
- stakeholder engagement plan and public meeting structure;
- stakeholder support;
- potential alternatives;
- Steering Committee membership and additional key stakeholders.

Input gathered during the interview process will better equip the City of Kuna in determining project priorities and make more informed transportation choices that meet mobility, environmental, and community needs.

1. The current system and potential transportation needs
2. Feedback on the road improvement project corridor
3. Determine/confirm reason for PEL Study and desired outcome

Engagement was solicited through a variety of channels, including Steering Committee input, public information website with online, interactive comment maps, public open houses, and stakeholder interviews.

Public Involvement Milestones (PHASE 1)

1. **Public Involvement Plan** (February 2022)
2. **Steering Committee Meeting No. 1** (May 26, 2022)
3. **Public Input Website** (June 17, 2022)
4. **Public Open House No. 1** (June 22, 2022)
5. **Stakeholder Assessment** (July – August 2022)

1. Public Involvement Plan

The public information and education process is characterized by communication with stakeholders that is early, continuous, meaningful, and inclusive throughout the life of the project. The Public Involvement Plan (PIP) is a “living document” that will be used for quality assurance by the project team. Public involvement activities listed here will occur throughout the life of the project. See **Phase 1 Attachments** for Public Involvement Plan document.

2. Steering Committee Meeting No. 1

Twenty-five (25) official invites were distributed. Eight (8) Steering Committee members were able to attend. See **Phase 1 Attachments** for Steering Committee Meeting No. 1 Notes.

Steering Committee Meeting No. 1 Themes: Steering Committee members stated that they believe in the concept of offering a railroad overpass and bridge over Indian Creek and believe that the community backing for the need to implement is already in effect.

The Steering Committee identified the following purposes and needs—from a community, mobility, and environmental perspective—for a railroad overpass and bridge over Indian Creek.

- Allow for emergency services to access areas south of the tracks with ease and offer improved emergency response times.
- Offer better traffic flow overall and allow for better planned future growth.
- Offer a reliable crossing point, with better vehicle circulation across railroad tracks and creek, and alleviate bottle neck (gridlock) in traffic due to the train tracks.
- Offer connectivity and accessibility to schools, churches, shopping because connectivity in the community does not currently exist.
- Provide access to Indian Creek Greenbelt and offer connectivity to the bike-ped community.

3. Public Input Website

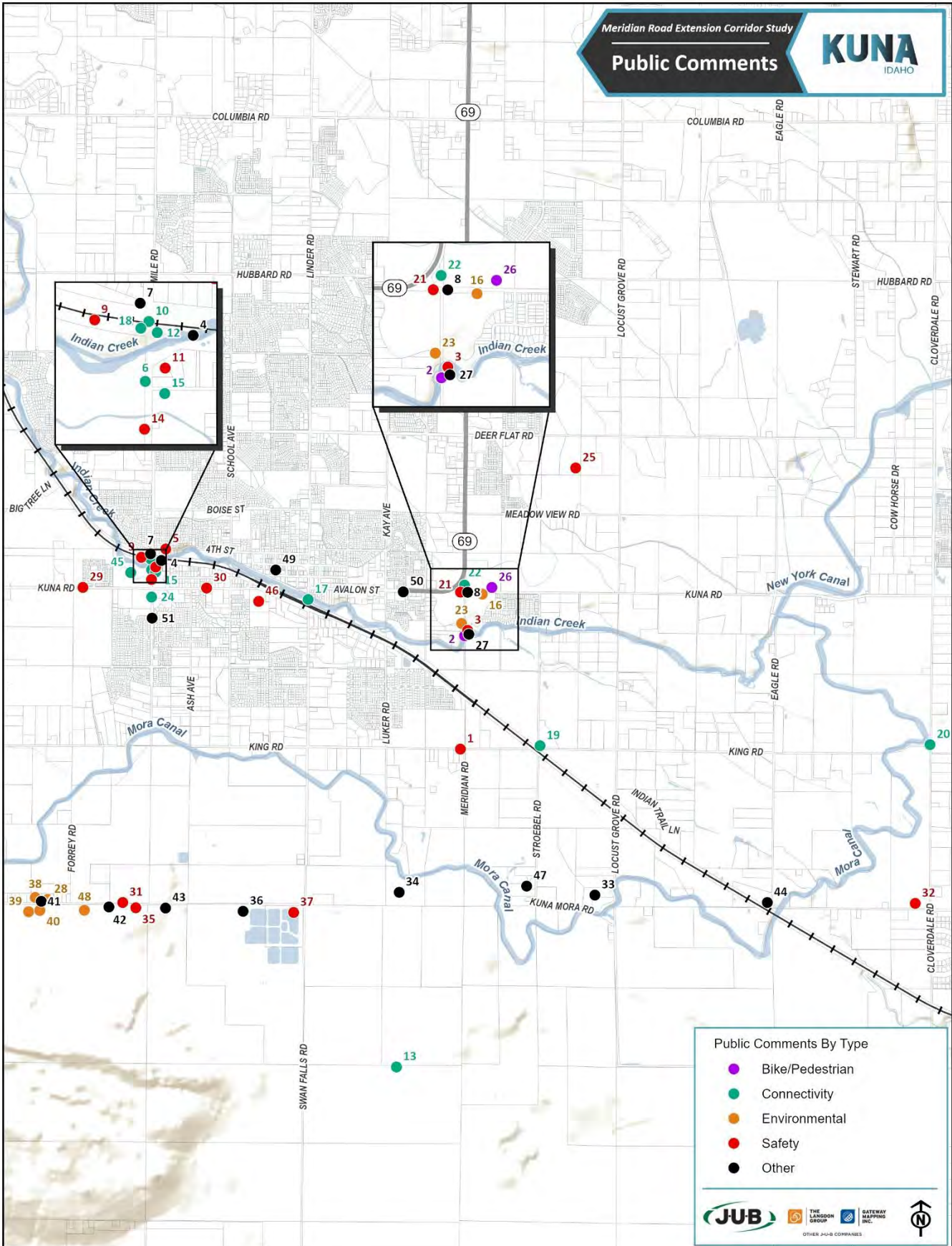
A public input website was developed and became public facing on July 17, 2022. The website remained active and updated throughout the life of the project.

The purpose of the project website was to share project information and gather input virtually from the community. The City of Kuna and Steering Committee provided input on the overall messaging, and content, and utilized the project website as a place to solicit public feedback. To visit project website, go to: <http://bit.ly/MeridianRdSH69>

With the launch of the public input website, an online, interactive comment map, was open from the date of the first public meeting, May 26, through July 22 for the project team to collect and then analyze comments, concerns, and questions regarding the proposed alternatives.

Figure 1 below provides a visual overview of comments made within the overall project area. To review comments corresponding to the numbers on Figure 1, see attached PUBLIC COMMENTS - ROUND 1 PROJECT AREA.PDF.

Figure 1



4. Public Open House No. 1

A public meeting attended by approximately fifty-three (53) people was held Wednesday, June 22, 2022, from 4:00 – 6:00 p.m. at the Kuna City Hall Council Chamber (751 W. 4th Street, Kuna, ID 83634). The purpose of this meeting was to share information about the Kuna Railroad Overpass Planning and Environmental Linkages (PEL) Study that will set the stage for future design and construction of a railroad overpass and a bridge over Indian Creek.

Additionally, the project team solicited participants to provide feedback, share key issues, and offer input on project goals and objectives. The public is invited to attend the open house to learn about the PEL process and offer input regarding safety, connectivity, environmental and other community concerns to support the development of transportation concept alternatives for the railroad overpass and bridge.

A public comment period, including an online, interactive comment map, was open from the date of the public meeting, May 26, through July 22 for the project team to collect and then analyze comments, concerns, and questions regarding the proposed alternatives. The comment results from the public meeting are outlined below.

Public Meeting Themes

A few participants in at the public meeting expressed concerns that the previously considered crossings might be worth revisiting. However, at the meeting, several themes surfaced:

- General agreement for the overall purpose and need of the project
- Frustration with the time it's taken for the alternative route to be identified
- Curiosity about timeframe for design and construction
- The need for safe access across the railroad for emergency vehicles
- Desire for bridge and overpass design to offer an aesthetic improvement
- Concern for bike/pedestrian safety

See **Phase 1 Attachments** for Public Open House Meeting Notes, Sign-in Sheet, Display Boards and Comment Forms.

5. Stakeholder Assessment

A stakeholder assessment comprised of preliminary landowner consultations and stakeholder interviews took place July through August 2022. See below for key themes and outcomes from these conversations:

Meridian Road Corridor Landowner Consultations

- In general, landowners along the proposed Meridian Road Corridor understand the need for the project.
- Concerned about direct and exact area of impact along property lines and what the Right of Way (ROW) acquisition process would look like.
- Specific questions about proposed setbacks and expressed concern with a Meridian Road corridor expansion would ultimately be comparable to the Eagle Road and bring about the same traffic issues and concerns.
- Landowners stated that they understand that, with growth, roadway improvements are necessary.
- Some preferences were made for Ten Mile being the preferred alternative, given the assumption that most commuter traffic gets off at Ten Mile, making that a better option for consideration.
- Concerns with aesthetic look/feel and safety around and surrounding the bridge over Indian Creek, expressed concern that the bridge might bring an unsafe element with opening access properties along Indian Creek.
- Environmental concerns were expressed about wildlife habitat along the creek, and fears the Blue Herons will go away, and that the bridge would take away from the serene floating experience and existing community feel.
- Expressed hopes for the project design to be respectful of Indian Creek and its habitat and users and concern about the destruction of Indian Creek and wildlife, because of construction.

- Concerns about pedestrian bridge jumping taking place for property owners along the creek, and the potential liability and responsibility for landowners to respond to these potential situations. Speeding along Meridian Road is already an issue and opening high-speed traffic along roadway and bridge along property lines is a concern.
- Curious how large the roadway will be and wants to know if this will be a five-lane road or an improved two lane with a center turn lane.
- Concerned about potential impact to Crooked 8 Events and Kuna Rodeo, and the impacts potential enhancements of King Road would bring because of Meridian Road expansion. Curious if King Road will ultimately become a five-lane road because of this project, and what the ROW along King Road would look like.
- Landowners proposed that the bridge be tall enough for floaters to safely pass under. Greatest concern as a landowner is what King Road would look like if Meridian Road were to become the preferred alternative.
- Great concern was expressed about what the roadway design will look like, and if a roundabout will be put in on the corner of S. Meridian Rd. & King Rd. One landowner has a well located right on that corner of King and Meridian Road and wants to know if the affiliated roadway agency is obligated to relocate the existing well since a roundabout would inevitably remove the existing well.
- Landowners sought answers about exact size of the roadway and bridges, will it be five lanes or two lanes with a center turn lane.
- Primary concern is just how much property will be acquired as part of the expansion and desire to be included in the conversation early, to negotiate terms around property acquisition so landowners are not left with a small chunk of unusable/unsellable land.
- One landowner cited specific experience of his neighbor passing away because of a train blocking Emergency Medical Services (EMS) access to respond to his neighbor who had been stepped on by a horse and needed immediate medical services. “We need something done, where the train doesn’t continue to cripple Kuna.”

W. Kuna Mora Homeowner Association Presentation

The W. Kuna Mora Homeowner Association requested a private, in-person homeowner presentation to discuss the proposed alignments, and their potential impact to Kuna Mora Road. The in-person presentation took place on Monday, July 18 at 6:00 p.m. at 2640 W. Kuna Mora Road. Eleven (11) homeowners attended. Homeowners reviewed project website, public input map, as well as a series of maps and graphic display boards that were on display, and previously presented at the May 26 public open house.

In general, participants were interested to learn about the PEL Study, curious about the previous studies and why certain previously considered alternatives were eliminated, and largely concerned about the potential impacts of the expansion of Kuna Mora Road. The W. Kuna Mora Subdivision is in a unique location, where Kuna Mora Road runs East to West along the front of homeowner properties, and along the south side of Kuna Mora resides BLM land and the Morley Nelson Birds of Prey area.

Ultimately, participants want to stay heavily informed throughout the process of identifying the alternative route, especially if it impacts West Kuna Mora Road. Participants were encouraged to submit comments on the public input map or email comments to rcoulter@jub.com.

See **Phase 1 Attachments** for Kuna Mora Homeowners Presentation Sign-in Sheet.

Direct Coordination with BLM

J-U-B Engineers coordinated communication efforts with Natalie Cooper, Supervisory Natural Resource Specialist - Four Rivers Field Office and Idaho's State MLRS Representative. BLM was invited to participate on the Steering Committee

but did not feel the need to participate at this time unless it becomes apparent that the preferred alternative (roadway facility) would be on public land.

The BLM sent J-U-B Engineers an email and hard copy letter in the mail, in response to the location of the PEL enhanced grid Alternative 2 option, which would potentially border BLM land along Kuna Mora Rd. See **Phase 1 Attachments** for copy of official letter submitted by BLM in response to project location.

Public Outreach (PHASE 2): Meridian Road Corridor Study

The Meridian Road extension to King Road route best meets the goals of the Idaho Transportation Department (ITD) 2040 Corridor Vision and 2050 Update, Ada County Highway District (ACHD) Master Street Map, Capital Improvements Plan, ITD SH 69 Corridor Study, and Community Planning Association of Southwest Idaho (COMPASS) Communities in Motion 2050 Long Range Plan. Communities in Motion 2050 includes the Meridian Road Extension and Railroad Overpass. The Meridian Road extension is also shown on the ACHD Master Street Map.

Consultations, research, and mapping analyses for the Meridian Road extension indicate fewer adverse impacts to environmental resources, surrounding property owners, and the existing infrastructure that has been developed over the recent years.

The Corridor Study process included additional public outreach, property owner consultations, and planning and engineering analysis focused on right-of-way preservation and details to support project programming for future design and construction.

Public Involvement Milestones (PHASE 2)

1. **Continued Landowner Coordination** (October – December 2023)
2. **Steering Committee Meeting No. 2** (Thursday, October 5, 2023)
3. **Public Open House No. 2 and No. 3** (Thursday, October 19, 2023, and Thursday, October 26, 2023)
4. **Proposed Alternatives Online Comment Map** (October 19 – November 9, 2023)

1. Continued Landowner Coordination

In follow up to preliminary landowner consultations conducted during Phase 1, the City of Kuna distributed a certified letter on September 15, 2023, to all landowners along the proposed Meridian Road corridor. The purpose of this letter was to schedule a time to meet with landowners to discuss the Corridor Study in more detail, answer any questions and address any concerns. See attached copy of landowner letters.

Interviews were conducted with the following stakeholders throughout October. These interviews were conducted by Rebecca Coulter of J-U-B Engineers and Doug Hansen, City of Kuna Planning and Zoning Director.

Key Themes from Landowner Interviews

- Widespread understanding for the project need, and overwhelming requests for the project team to maintain contact throughout the entire life of the project, so landowners can plan accordingly and make decisions about their future land use prior to any infrastructure coming in.
- Primary concerns included project timing, ROW negotiation process, width of ROW and direct impacts to properties, elevation of bridges and overpass, roadway alignment over Indian Creek, specific plans to provide sound barriers, and landscaping design inquiries to create an aesthetic buffer between property lines and corridor.

- Additional concerns included potential impacts to wildlife habitat at Indian Creek and ensuring that irrigation grade is not tampered with, and that irrigation water is not lost because of construction.
- Specific questions about zoning process for future businesses development along corridor, speed limit along corridor, and concerns about providing cyclist and pedestrian safety.
- One landowner shared the personal experience of a neighbor passing away because of a train blocking EMS access to the individual in need of immediate medical services.

2. Steering Committee Meeting No. 2

Completed Thursday, October 5, 2023, from 4:00-6:00 p.m. at the Kuna City Hall Council Chamber. The purpose of this meeting was to provide project updates, review concept alternatives, and collect feedback on public outreach.

The project team presented two DRAFT Concept Alternatives and encouraged participants to review and provide feedback about the two possible alignment alternatives for the Meridian Road Corridor Extension. Project team asked committee members to focus specifically on certain aspects of intersections, roadway sections, Indian Creek Bridge and Railroad Bridge.

Key Themes and Comments Collected from Steering Committee Members:

- Inquiries about grade at both bridges. Specifically, how quickly will the corridor get back to grade at each bridge.
- Inquiries about speed limit along the entire corridor.
- General inquiries about the ROW along the corridor and if landowners have been communicated with.
- Curiosity about why a roundabout is not displayed at the King Road intersection.
- Inquiries about the specific cost difference between both alternatives.
- Curiosity about size (height) of bridges and what the landscape buffers might look like.
- General support in the variation in alignment for Alternative No. 2, as it would require slower speeds and provide traffic calming measures.
- The increased grade could be a safety concern on Alternative No. 2, especially during winter.
- General support in Alternative No. 2 as it provides a buffer to landowners, with less impacts to private property owners.
- Consider sidewalks and pathways on both sides of the road and enough space to develop and extend the greenbelt, as shown in the future roadway plans.
- Consider reviewing Linder Road Overpass Roadway Extension as an example project. It has 14' on both sides of road for bike/sidewalk facilities. The Meridian Road Corridor Study currently shows 12' and it would be nice to have 14'.
- Entire corridor needs to be wide enough for farming equipment (at least 20'-27' in width). Consider keeping center lane through to King Road to accommodate.
- Consider first response and the room available to respond to incidents. Consider including a center turn lane, especially on bridges.

See **Phase 2 Attachments** for Steering Committee Meeting No. 2 notes and Concept Strip Map displays.

3. Public Open House No. 2 and No. 3

The City of Kuna hosted two public open houses in October 2023. The first public meeting took place on Thursday, October 19, 2023, from 4:00 – 6:00 p.m. at the Kuna City Hall Council Chamber (751 W. 4th Street, Kuna, ID 83634). This meeting was attended by approximately forty-three (43) participants. A follow-up open house was held Thursday, October 26, 2023, at the Kuna City Hall Council Chamber and was attended by eight (8) participants.

The purpose of this meeting was to provide a project overview and update, share information about the Meridian Road Corridor Study, discuss project timeline and review draft concept alternatives. The project team solicited participants to provide feedback, share key issues, and offer input on the Corridor Study and DRAFT Concept Alternatives.

Key Themes and Comments Collected from Participants:

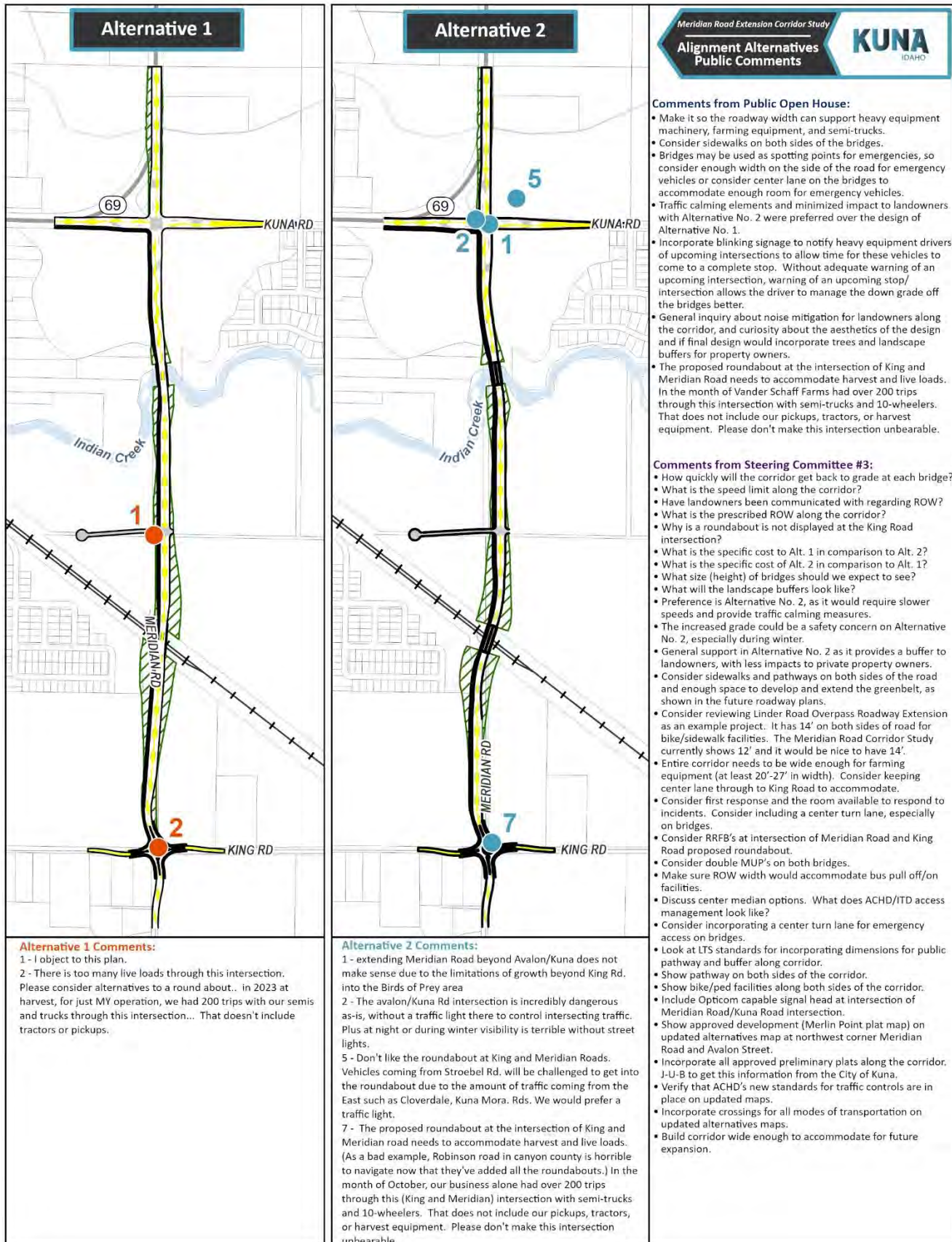
- Make it so the roadway width can support heavy equipment machinery, farming equipment, and semi-trucks.
- Consider sidewalks on both sides of the bridges.
- Bridges may be used as spotting points for emergencies, so consider enough width on the side of the road for emergency vehicles or consider center lane on the bridges to accommodate enough room for emergency vehicles.
- Traffic calming elements and minimized impact to landowners with Alternative No. 2 were preferred over the design of Alternative No. 1.
- Incorporate blinking signage to notify heavy equipment drivers of upcoming intersections to allow time for these vehicles to come to a complete stop. Without adequate warning of an upcoming intersection, warning of an upcoming stop/intersection allows the driver to manage the down grade off the bridges better.
- General inquiry about noise mitigation for landowners along the corridor, and curiosity about the aesthetics of the design and if final design would incorporate trees and landscape buffers for property owners.
- The proposed roundabout at the intersection of King and Meridian Road needs to accommodate harvest and live loads. In the month of Vander Schaff Farms had over 200 trips through this intersection with semi-trucks and 10-wheelers. That does not include our pickups, tractors, or harvest equipment. Please don't make this intersection unbearable.

See **Phase 2 Attachments** for Public Open House No. 2 and 3 Meeting Notes, Sign-in Sheet, and Display Boards.

5. Proposed Alternatives Online Comment Maps: Interactive, online comment maps displaying the two possible alignment alternatives were made available for public comment October 19 through November 9, 2023. The project team will analyze comments, concerns, and questions regarding the proposed alternatives and provide updates to the alignments based on public input.

Figure 2 below provides a visual overview of comments received pertaining to both alignment alternatives. To review comments corresponding to the numbers on Figure 2, see attached PUBLIC COMMENTS - ALT 1& 2.PDF.

Figure 2



Public Outreach (PHASE 3): Corridor Study Presentation and Adoption Process

As part of the approval and adoption process, City of Kuna Planning and Zoning Director, Doug Hanson, presented the Corridor Study to COMPASS on February 26, 2024, and to ACHD on February 28, 2024. The public will be provided the opportunity review the final Corridor Study online between March 8 and March 19, 2024. From there, the study will be presented to the Planning and Zoning Commission at a Public Hearing on April 9, 2024, with a final presentation scheduled for City of Kuna City Council on March 19, 2024. City Council approval and adoption is scheduled for May 7, 2024.

Public Involvement Milestones:

1. **Steering Committee Meeting No. 3** (Thursday, December 14, 2023)
2. **Corridor Study Public Review** (March 8 – March 19, 2024)
3. **Corridor Study Approval and City Council Adoption** (May 7, 2024)

1. Steering Committee Meeting No. 3

Completed Thursday, December 14, 2023, from 4:00-6:00 p.m. at the Kuna City Hall Council Chamber. The purpose of this meeting was to provide update, review updated concept alternatives based on public comment and community input throughout this process, and review draft corridor study set for approval and adoption by the City of Kuna in 2024. The primary activity for this meeting included a facilitated a working group with all participants, where the project team presented updated DRAFT Concept Alternatives based on community input and encouraged participants to review and provide feedback on the updated alternatives.

Comments Collected from Steering Committee Members:

- Consider RRFB's at intersection of Meridian Road and King Road proposed roundabout.
- Consider double MUP's on both bridges.
- Make sure ROW width would accommodate bus pull off/on facilities.
- Discuss center median options. What does ACHD/ITD access management look like?
- Consider incorporating a center turn lane for emergency access on bridges.
- Look at LTS standards for incorporating dimensions for public pathway and buffer along corridor.
- Show pathway on both sides of the corridor and show bike/ped facilities along both sides of the corridor.
- Include Opticom capable signal head at intersection of Meridian Road/Kuna Road intersection.
- Show approved development (Merlin Point plat map) on updated alternatives map at northwest corner Meridian Road and Avalon Street.
- Incorporate all approved preliminary plats along the corridor. J-U-B to get this information from the City of Kuna.
- Verify that ACHD's new standards for traffic controls are in place on updated maps.
- Incorporate crossings for all modes of transportation on updated alternatives maps.
- Build corridor wide enough to accommodate for future expansion.

2. Corridor Study Public Review

Based on public comment and community input, a draft study will be prepared and posted to project website at <http://bit.ly/MeridianRdSH69> on March 8, 2024, through March 19, 2024.

3. Corridor Study Approval and City Council Adoption

The Corridor Study will be presented to the City of Kuna Planning and Zoning Commission at a Public Hearing on April 9, 2024, and is scheduled for adoption by the City of Kuna City Council on May 7, 2024.

See **Phase 3 Attachments** for Steering Committee Meeting No. 3 notes and Concept Strip Map displays.

OFFICIALS

Dana Hennis, Chairman
Bryan Clark, Vice Chairman
Ginny Greger, Commissioner
Jim Main, Commissioner
Bobby Rossadillo, Commissioner

CITY OF KUNA
City Hall Council Chambers
751 W 4th Street, Kuna, ID 83634

Planning & Zoning Commission
REGULAR MEETING MINUTES
Tuesday, April 9, 2024, at 6:00 PM



For questions, please call Planning and Zoning at (208) 922-5274.
ALL AGENDA ITEMS ARE ACTION ITEMS UNLESS OTHERWISE NOTED.

1. CALL TO ORDER & ROLL CALL:

(Timestamp 00:00:11)

Chairman Dana Hennis Okay, with that, I'll bring to order the regular scheduled Planning and Zoning mission... Commission meeting, sorry, for Tuesday, April 9th, 2024. First up is roll call.

Planning and Zoning Director Doug Hanson Chairman Dana Hennis.

Chairman Dana Hennis Present.

Planning and Zoning Director Doug Hanson Commissioner Brian Clark.

Vice Chair Brian Clark Present.

Planning and Zoning Director Doug Hanson Commissioner Jenny Greger.

Commissioner Jenny Greger Present.

Planning and Zoning Director Doug Hanson Commissioner Jim Main.

Commissioner Jim Main Present.

Planning and Zoning Director Doug Hanson Commissioner Bobby Rosadillo.

Commissioner Bobby Rosadillo Present.

COMMISSIONERS PRESENT

Chairman Dana Hennis - Present
Vice Chairman Bryan Clark - Present
Commissioner Ginny Greger - Present
Commissioner Jim Main - Present
Commissioner Bobby Rossadillo - Present

CITY STAFF PRESENT

Doug Hanson, Planning and Zoning Director
Troy Behunin, Senior Planner
Kelsey Briggs, City Attorney

2. CONSENT AGENDA:

All items listed are routine and acted on with one (1) Motion by the Commission; there will be no separate discussion unless the Chairman, Commissioner, or Staff requests it be removed. Removed items will be placed under Business unless otherwise instructed.

(Timestamp 00:00:38)

A. Regular Commission Meeting Minutes Dated March 26, 2024

B. Findings of Fact & Conclusions of Law

I. Case No. 23-04-AN (Annexation), 23-04-S (Preliminary Plat) & 23-17-DR (Design Review) for Aermotor Cove

Potential Motion:

- *Motion to Approve Consent agenda.*
- *Motion to Approve Consent agenda with amendments (i.e., correction to previous meeting minutes, etc.)*

Chairman Dana Hennis Thank you, and next up is the consent agenda.

Vice Chair Bryan Clark Mr. Chairman, I'd like to move that we approve the consent agenda.

Commissioner Jim Main Second.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you.

(Timestamp 00:00:42)

Motion To: Approve the Consent Agenda

Motion By: Commissioner Bryan Clark

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Hennis, Clark, Main, Greger, Rossadillo

Voting Nay: None

Absent: None

5-0-0

3. **PUBLIC HEARINGS:**

(Timestamp 00:00:51)

A. Meridian Road Corridor Extension Study – Doug Hanson, Planning & Zoning Director

Potential Motion:

- *Motion to Recommend Adoption/Denial of the Meridian Road Corridor Extension Study.*

Chairman Dana Hennis First up tonight in the public hearings is the Meridian Rd. Corridor Extension Study.

Commissioner Jim Main Mr. Chairman.

Chairman Dana Hennis Yes?

Commissioner Jim Main I need to recuse myself so I can testify.

Chairman Dana Hennis Thank You...Doug.

Planning and Zoning Director Doug Hanson Alright. Good evening, Commissioners. For the record, Doug Hanson, Kuna Planning and Zoning staff, 751 W 4th St. Kuna This evening I will be presenting the Meridian Rd. Corridor extension study including the project background, timeline, and alternatives, and concepts. The community's long held interest in a Meridian road extension that crosses over the Union Pacific Railroad tracks and Indian Creek prompted the initiation of this Meridian Rd. Corridor Extension study. Past studies have evaluated multiple Union Pacific Railroad crossing locations where this study focuses specifically on alignment alternatives for the extension of Meridian Rd. from Kuna Rd. to King Rd.

Through a two-year public outreach process, the Meridian Rd. extension to King Rd. rose to the top as the priority location; with a potential long-term future extension one mile south from King Rd. to Kuna Mora Rd. While this report presents a King Rd. terminus, A prospective extension to Kuna Mora Rd. would provide an alternative route to I-84 to the east. The Meridian Rd. corridor should best meet the goals of Idaho Transportation Departments, 2040 Corridor Vision and 2050 update, State Hwy. 69 Corridor study, Ada County Highway District Master Street map and Capital Improvement plan, the Kuna crossing feasibility and implementation plan, and COMPASS 'Communities In Motion' 2050 long range plan.

The city has long contemplated an overpass of the Union Pacific Railroad tracks and Indian Creek. Efforts were undertaken in the 1995 Kuna Railroad Crossing study conducted by Ada County Highway District. The 2006 extension of Meridian Rd. proposal conducted by ACHD, ITD, Swan Falls Development, LLC and the City of Kuna. The findings of the 1995 and 2006 studies were not adopted or programmed for long-term implementation. Finally, that would take us to the 2014 Kuna crossing feasibility and implementation plan. Through this plan, 17 crossing options were identified, utilizing the evaluation criteria of mobility, safety, sustainability, economic development, feasibility, and constructability. The study provided 4 promising options to carry forward, one being the extension of Meridian Rd.

The city went out for RFP in September of 2021 for the Kuna Railroad overpass and Planning and Environmental Linkages Study or PEL, And through that process have retained JUB engineering and Kittleson Associates to help us with the project. Throughout 2022, the City of Kuna initiated the PEL study that would set the stage for future design and construction for a railroad overpass and bridge over Indian Creek. Through initial public outreach efforts, the Meridian Road Extension to King Rd. rose to the top of the priority location for a railroad overpass. City staff and JUB engineers spent significant time going through revisions of the purpose and need statement for the PEL, with the with it being a requirement of the FHWA to move into the next phase of the study, which led to a much longer project completion timeline than initially anticipated. In June of 2003, the City Council chose to transition from the PEL to the Meridian Rd. Corridor Extension study first with no project milestones required for the corridor study, a reasonable timeframe for completion became more realistic. Second, all traffic engineering and environmental data gathered for the PEL has been utilized for analysis of the corridor, providing several alignment alternatives for both Idaho Transportation Department and Ada County Highway District standards. Lastly, the study required little to no additional funding to complete as up to this point. The City has committed a total of \$362,046 dollars and with a significant cost and not interested in a 'No Build' alternative which could have resulted from the PEL. A completed study is crucial in the pursuit of funding for design, engineering, and construction of the extension and overpass.

Throughout the project timeline, the project team has been heavily engaged with partner agencies, had multiple steering committee meetings, and conducted significant public outreach through agency and

property owner consultation, steering Committee input utilization of a project website and public and holding public open houses a series of project goals were identified through the public outreach processes that outline the priorities of the community. These goals are improving safety while enhancing Community identity, minimizing environmental impacts, and extending Meridian Rd. to create a reliable multimodal north-south community connection. Individual property owner and stakeholder consultations were held throughout the process. The preliminary online comment map was launched in June 2022 through August 2022 as a result of the city decision to change from the PEL to the corridor study. The project website was update and refined and was made available for online public comment through December 14th, 2023. A total of 3 public open houses were held at were held here at Kenna City Hall.

In February, the draft plan was presented to both the COMPASS Board of Directors and ACHD Commission. Alternatives were developed for the overall alignment of the Meridian Rd. extension to King Rd. as well for the intersection of King Rd. and Meridian Rd. for a roundabout and signalized intersection. A multi-use pathway is included in both alternatives. The preliminary planning level cost estimates alternative one at \$68 million and alternative two at \$60 million for design right of way acquisition and construction. Each alternative is shown at the stricter of the two standards between ADHD and ITD and at maximum build out potential. In its current configuration, the unsignalized intersection at Kuna Rd. and Meridian Rd. has seventeen reported crashes between 2019 and August of 2023, including one fatality and two type A crashes which indicate serious injury, unconsciousness, and/or emergency service transport. A new intersection configuration is proposed for this location as a four-legged signalized intersection for both alternatives. A signalized intersection will eliminate the curve from Meridian Rd. to Avalon St. near the existing intersection of Kuna Rd. This intersection configuration was determined through our traffic analysis. A signalized intersection at Kuna Rd. would improve safety, move traffic more efficiently, and reduce the number of crashes or crash severity. The King Rd. intersection is currently stock controlled on the North and South legs of the intersection. Concepts were considered for this intersection for both a roundabout having the highest right of way impact and the signalized intersection, which would have less impact. The alternative and design is entirely dependent on the traffic agency that takes jurisdiction over the future roadway extension. Both configurations should facilitate traffic flow and accommodate future traffic volumes.

A formally adopted study is highly important in aiding the future jurisdictional determination of the roadway extension, right of way preservation through the corridor, and future funding opportunities. State Statute and city code does not provide a process for the formal adoption of this study. Therefore, a public hearing before the Commission this evening is not a requirement. However, staff chose to bring this before the Commission via public hearing as the city will utilize the study and the analysis of future land use applications, and we wanted to allow the public another opportunity to provide comments. Kuna police... Kuna Chief of Police Mike Fratusco, was also available to join this evening to help address any questions that may be related to emergency response to the south side of Union Pacific Railroad tracks, with the current 'at grade' crossings, should there be any. With that, I request that you recommend adoption of the Meridian Rd. corridor extension study this evening, and I will stand by for any questions.

Chairman Dana Hennis Thank you, Doug. Are there any questions at this time from the Commission?

Commissioner Bobby Rosadillo I just have questions about the public input. Is there any way that we could get a little bit more information on? I guess the overall feeling of that, I know. You know this is open for public hearing, but you know the especially the people that are there. It looks like there's two different neighborhoods, one on the east side, you know, north of the train tracks. And then another one on the south side on the west side. And then there's the property that's right between the two. You know, what was the overall feeling from the people in that area?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson Kuna Planning and Zoning. So, as far as the individual property owner consultations that we had along this specific corridor, we didn't get any... there was no resounding negative feedback, necessarily, for the most part, what we received was that they wanted to be kept apprised of the process and involved in the design, the future design; also included in the plan in the appendix, there's a full public involvement section that can be reviewed.

Commissioner Bobby Rosadillo Okay, thank you.

Vice Chairman Byran Clark I think the only thing I want to.... I think this is more for my own edification. Is A.C.O.E. going to get involved in this at any point? Army Corps? Concerning the water body.

Planning and Zoning Director Doug Hanson For the record, Doug Hanson, Kuna of Planning and Zoning. Most likely not, at this point in time, because this... at this stage this is just a study, it's not a plan. We're not really seeking approval for any type of design or construction. This is just one step to help lead us into the process... the next step of the process which we hope to be ACHD or ITD taking over the study and then implementing a plan.

Chairman Dana Hennis Thank you. With that I will open up the public testimony at 6:11 and I have listed, I'll start with 'in favor' of Roddy... Robbie Reno, Sorry. I should know you by now.

Robbie Reno, Kuna School District Robbie Reno, Kuna School District, 711 E Porter St. Kuna, ID 83634. No, as our district is in support of this plan; because we own 100 acres just east of the curve and to in order to build a school on that for our buses to go through there, that's just a dangerous spot for our buses to get on and off that highway, so we're in full support of a of a better intersection, a more safe intersection so that we can potentially put a school on there as soon as possible, as soon as this is done. So, we are in support of this plan and hope it goes to fruition and does soon. I'll stand for any questions.

Chairman Dana Hennis Thank you. Any questions? Okay, next up and I'll remind everybody that's going to be testifying tonight. Please state your name and address for the record when you get up there and you have 3 minutes to present your testimony, and then we'll move on to the next. So the next one up in the neutral category is Dave Splett.

Dave Szplett Good evening, commissioners. My name is Dave Splett. I live at 970...

Planning and Zoning Director Doug Hanson You hit, hit the mic until it turns green.

Chairman Dana Hennis Oh, I thought it was already on.

Dave Szplett My name is Dave Splett. I live at 970 Ashwood Ct. in Kuna, obviously. A sparkling jewel and a park-like setting. I wrote neutral on there because I think this whole exercise is silly and have a long history with this project. Briefly, ACHD did... this is their 5th corridor study. I managed the first two and Greg Nelson hired me to review the Ten Mile Crossing alternative. ACHD has a very poor history with this, having not built anything. If you remember, ACHD won't even admit to the second one. The second study was also in '95. That was an addendum to the main study to give us, Kuna, a quick low cost 'at grade' crossing plan. Because they knew they wouldn't have the funding and they never built that either. Of course they haven't built any of the four alternatives, and now we have a 5th alternative. Do you think they're going to build the you're going to build the fifth one when they build didn't build the other four? Also, why is this one? This is so good. Why wasn't this one of the first four? Doesn't make any sense. But I know why, because I was the project manager at ACHD and I was told what the results are going to be and the what the study should lead how to get there.

Also, ACHD is it's this is goofy, like the traffic accident data. Yes, there's the accidents there. Every intersection, there's one a day at Eagle and Fairview. Tells ACHD to do a comparative analysis of the accident rate at their goofy traffic circle. The curve has higher speed and higher volumes than that 4th St. traffic Circle or Main Street traffic circle, and that has lower speeds and lower volumes. And if we have a policeman here, he can tell you every time it snows and it's slippery, and they close the dang thing and then we're on traffic down 2nd St. Anyway, also the last thing is ITD has no plan, no funding to widen Meridian, the road, and if any of you have driven on Meridian or Ten Mile Rd. You know there's half mile queues to get on the freeway in the morning, half mile. So, what are you going to do? This is going to add to it is not going to take that away. And the last thing is the downtown businesses, I'm surprised they're not here screaming. When ACHD *doinked* up that downtown sidewalk plan. It took them five almost five months to do 3 three blocks of traffic. ITD rebuilt 8 miles of Highway 45 in 15 working days and poor Jacksons lost 200 customers a day because ACHD mismanaged that program. I mean, poor Jacksons paid \$4000 a day. I mean that paid for the project. Jacksons essentially bought it. Anyway, so I have a long history of that project, but I don't want to use up my 3 minutes. But I wrote negative... I wrote neutral because I don't think that's going to happen. Thank you.

Chairman Dana Hennis Thank you. Any questions for Dave?

Vice Chairman Bryan Clark No.

Dave Szplett I didn't think so.

[Laughter]

Dave Szplett This is like when I was ACHD. This is what the results *gunna* say.

Commissioner Bobby Rosadillo So, was this ever when you were with ACHD was Meridian Rd. ever like the first option for having this crossing, or, you said it was Ten Mile?

Dave Szplett No, I said. The first one was the Avalon to Avalon.

Commissioner Bobby Rosadillo Okay.

Dave Szplett Okay. The second one was the at grade crossing on the same alignment, which is the consultant ACHD, gave it to ACHD as the easy, quick one to get started because you had to buy the land. Anyway, they use it for both time, the third one. It was... The third one was I wasn't. I didn't work on that one. I worked the 4th one I worked on with Doctor Nelson, which was Ten Mile Crossing. But the problem there is you can go over the train tracks and should get down to 4th St. so you'd have to carry the traffic all the way through or past 4th St. Okay. And this current one is the fifth one. Anyway, I wouldn't trust anything that's ACHD.

Chairman Dana Hennis Well, that's why it's a study at this point, thank you.

Dave Szplett I know, but it's like me. I can study all kinds of stuff. It didn't happen.

Chairman Dana Hennis Okay. Thank you.

Dave Szplett Thank you for your time.

Chairman Dana Hennis Thank you. Next up is Jim Main.

Jim Main Jim Main, 414 S Sailor place Kuna ID. Thank you, Mr. Chairman, members of the Commission. I like what Dave has to say. Hopefully, nothing will happen for the next 30 years. When I

moved to Kuna 35 years ago, there was talk about an extension of Meridian Rd. over Indian Creek and the tracks. At that time it concerned me a bit, but time passed with no progress, as is apparent, and now we're here and it's in my backyard. I understand the need for the crossing to get emergency services to the south side of town and I'm in favor of that. However, to be honest, I would have preferred a different location. I'm not happy that it's going to be right, right outside of my kitchen window, but we've attended the open houses, we've spoken with the City Staff and JUB engineers. They've come to our property, we've walked the property and we understand there will be efforts made to mitigate sight and sound issues, utilizing natural elements such as berms and trees. And this will be extremely important where the roadway will run parallel with the north-south leg of Indian Creek. You know, my concerns are mostly related to the environmental impact that the project will have on the wildlife. On our property alone, we have 3 pairs of nesting great horned owls. We feed hundreds of birds daily through the winter consisting of dove, quail, black birds, woodpeckers, finches. And we also see evidence of Beavers, fox coyotes, raccoon, raccoons and prior to the development south of Indian Creek, we had occasional deer on our property.

Figure 4.1 and the Environmental resources page that was in the study. It indicates in proposed trails. Along the north side of Indian Creek, Crossing 3 properties and one of those properties is mine and during our meeting with City Staff and JUB engineers. There was discussion regarding the alternate routes for a future green belt that did not include the north side of Indian Creek. And I did not see anything in this document that addressed those previous discussions. For me and the other residents that are impacted by this. You know, we would appreciate if during the study that efforts be made to protect the environmental aspects associated with Indian Creek and that impacted property owners adjacent to the project be included in the conversations regarding the design elements and methods. You know, when it comes right down to it Indian Creek as it comes through, Kuna is a blessing, you know, not every town has a natural waterway that goes through the town and surrounding area. And I understand the need for the crossing, but I'd like to see extra effort be made to protect that natural environment that we have there. And I'd be glad to answer any questions if you have any.

Commissioner Bobby Rosadillo I mean, it's so in the study it did say that that was a big concern and that's, you know, it as one of the main concerns with the wildlife. So I mean, you being right there, I mean, how much of your land would it impact where these animals that you're seeing on a daily basis are, are you, I'm assuming you're the one that. Right in between the two neighborhoods, in between the tracks and the...?

Jim Main No...

Commissioner Bobby Rosadillo No?

Jim Main We're where Indian Creek is going east to west and it turns and there's a north-south leg of Indian Creek that that runs back to the south. Our property is on the on the west side of Indian Creek. We have 800 feet of frontage on Indian Creek.

Commissioner Bobby Rosadillo Okay.

Jim Main And so my concern is that, you know, 100 feet on the other side of Indian Creek is going to be a Five lane highway

Commissioner Bobby Rosadillo Right.

Jim Main and I want to be able to basically protect Indian Creek, in its natural state during for that portion of it. And I've also had the Sheriff's Office over there on numerous occasions. Because when they,

the tubers float Indian Creek. I had a detective that did that. And they came over and they said their detective thought that he's spotted some marijuana growing along there. So they wanted to see if they could take a walk down through there so. I don't. I don't think they found anything. Thank you.

Chairman Dana Hennis Thank you, next up on the sign in sheet is Michael Schlag, is that it?

Michael Schlag Good afternoon, My name is Michael Schlag, 390 S Sailor Place is the address. I happen to be Jim's next-door neighbor and I will simply second what Jim said. We are actually to the north of Jim's property, but we do have Indian Creek frontage on our part, too. So the highway and the bridge would go right past our property and the environmental factor is a big one for us. Also the noise which I know there's not a whole lot we can do about that other than trees and burns and things of that nature, so. I'm happy to answer any questions as well, but really just second everything that Jim already stated.

Commissioner Bobby Rosadillo So I have a question for you know, I guess you know the property owners and then also Doug, maybe you as well, but when they did this study, I mean was there any consideration done to like the impact whether negative or positive on the homeowners that would be affected by the extension?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson, Kuna Planning and Zoning, all of those conversations were held in those property owner consultations. Is there a specific level of detail you want me to get into at this point in time?

Commissioner Bobby Rosadillo I Just in general? Like, I mean, what is your thought like, is there a concern with that? I mean, obviously the environmental impact is huge too, but there's, you know, other considerations as far as just. You know the value of your home. You know, Have a, you know, like you said, a highway going right by your house. So you know, I mean, my question is, is it has that been considered? Is it something that has been brought up that you guys have discussed, is it a concern?

Michael Schlag Yeah, definitely. Yeah, I'll be honest. I don't know if it's in the report that was sent out. I haven't looked through it to that detail. We have had on-site meetings. We have had some, some of those discussions, definitely the resale value is important to us. We've only been there for going on 5 years. Jim is plus 20 Years. So we're relatively new to the area, but we did make a large investment in the property and the home that sits on it, so. It's definitely a key factor for us.

Chairman Dana Hennis Thank you. Any other questions? That's all I have on the list. Is there anybody that's come in late that would like to sign up to testify that hadn't had a chance to yet? Okay, if you would come up and sign in, please.

Chairman Dana Hennis Danny, if you'd like to...

Dan Gannuscio Dan Gannuscio, 1001 S Meridian Rd. We're probably the biggest impact of this thing coming through because it would literally cut the use of my shop off because we're that close. And that swings out into Perrys it'd help us out. If it does happen. But this has been going on for ever since we bought the House or joined into this property, 2000. And we've been to these meetings before and to jump across Indian Creek and the tracks at the same time on Swan Falls was the cheapest way to go at that time it was like \$14 million and it never happened then. Anyways, yeah, our property value is going to take a dive. We're going to have five lane highway 20 feet away from my shop and 100 feet away from our house. You know that's...So. I thought they wanted to direct due Swan Falls so the local businesses, you know, would still have that traffic coming in, and remember, Jackson's lost all that money. I don't know that they would lose any money this time, but there is a wildlife concern. We've been feeding the hawks with our chickens for years. You know, they definitely dip in, you know, but we put up with that and the

coyotes and we do have fox and they're eating the neighbor's geese. And but everybody loves them. You know, they're even though they're a little bit of an expense and anyways, yeah, I'm kind of neutral to, you know, see what goes on here if the I think it's one where that swings out into Perrys to pull further away from our house. Then to go with two. Is that right, Alyssa? Yeah. So. You want me to point out where? We're at? can you see it?

Chairman Dana Hennis Yeah, that would be nice.

Dan Gannuscio This is our property right here.

Commissioner Bobby Rosadillo Okay, that's what I was thinking.

Dan Gannuscio So here's our driveway right here goes across our house.

Planning and Zoning Director Doug Hanson Could you come in and speak into the mic if you're going to talk to so that we have this on the record?

Dan Gannuscio Well, you saw one in '20.

Planning and Zoning Director Doug Hanson Yes.

Dan Gannuscio Yeah, it's right in our front yard, actually where that's at. So yeah, it's going to be really devastating for us. But you know, there needs to be a crossing across the tracks. But I thought. Swamp Falls was the choice because it's cheaper. You can do both. In one job, instead of taking two one across Indian Creek and then one across the tracks. Anyways, that's it.

Chairman Dana Hennis Thank you... David Stucker.

Dave Stucker Dave Stucker, 101 S Meridian Rd. And we own this place jointly with them and not. I guess I want... You know there's pros and cons that just go all over the place. One pro about taking it down our Rd. is a lot less people are impacted than anywhere else you put it. I think if it's swung out into Perry's field, that would certainly be good for us and it would be a more direct line for the creek and for the railroad crossing, it squares up with those a little bit better, and I think it would serve your guys' purposes a little bit if they swung it out. But mostly I'm neutral, I think it needs to be done. Here's what I want to go record on record as and I just saw the opportunity, so I signed up.

Our neighbor Marlena Blue to the south. She's at the northeast corner of Meridian Rd. and King Rd. I was up working on her roof. The shingles were taking, the wind was taking some shingles off and I was up there working on it and the train was coming through, which is not uncommon, as you know, in Kuna I liked them and worked every kind of an opinion on that too. But it just the train just came to a screech. It was a screeching stop. It was a long one. An airline had broke and it blocked it, blocked our crossing. We have a private crossing. It blocks Strobel and it blocks Swan Falls. That's the same day that the fellow was South of us. And I don't even know his name. But it was working a horse in that arena South of us across King Rd. And the horse landed on. And from the roof I watched an ambulance show up and try to cross at one and it was blocked and they sat there a little bit and then they turned and went over to the other one and tried to cross and it was blocked. And then they left and after a while life flight came and took him out by life flight, but it wasn't quick enough and that he died. And so I just want to go on record as saying. I don't really care where you put it. I'd like to have better access to the South side of the tracks. I think it's a safety deal. I think it's an important deal and I think it's way long overdue and some people are going to have to be happy with you. I worked for the City of Portland Parks and Rec for six years and one of the things that you could seem like you could count on is whatever we wanted to do, half the people wanted to sue us if we did it, and the other half wanted to sue us if we didn't do it. And it was amazing we ever

got anything done. And I see some head shaking. Yes. And I know you know what I'm talking about. So I just want to take a second and thank you for all you do for the City of Kuna lived and worked in eight states, and I love Kuna. Kuna is my home. You know, and I could just go off about stuff. I'd like to change and I could go off about stuff I'd love, but I really would love to see a better access to the south side of the tracks that's not dependent on the trains and what's going on that day. Thank you for your time. Thank you for all you do for this community.

Chairman Dana Hennis Thank you. And with that, there's nobody else on the sign in sheet, so I will go ahead and close the public testimony at 6:33. And that brings up our discussion. And I think, yeah, I agree with David, there's never a perfect solution we're trying to find the best solution and that's hence the reason for the study. It's not going to happen. They're going to start construction tomorrow. God forbid that this probably 10 to 20 years out, I would imagine, but realistically, you know, getting a plan in place is what we're trying to look at. Because we do need some better access across the tracks so you know. I think a lot of work has gone into this study. You know, I see the other alternatives at Ten Mile and Swan falls and they do have a lot more. Issues that they have to withstand, you know, especially Swan falls, maybe the cheapest, but it's. Just you can't. You can't get with just two lanes across there and there's really no way to expand. It will impact far more people. And I think the same at Ten Mile. So, you know, looking at these alternatives, I think as long as the study goes on and we work with the neighbors to try to find the best alignment possible, I think this presents them a good, viable solution to pursue.

Commissioner Bobby Rosadillo Yeah, I mean, the thing that I found interesting is even though you have people that are obviously affected. By this greatly. It nobody signed up as against you know, so I there's definitely a need for this. And like you said, I think that this study is good and the information that it provided. That it's looking out towards 2050. So it's looking out a long period of time. You know, I guess the question is just how do you do it while? You know, looking out for the environment, you know the environmental issues obviously for private homeowners, making sure that they're not, you know, intruded on, you know, unnecessarily, you know, obviously, you know, there's people there that understand that it's needed, and they're willing to work with the city. So, you know, I think that's probably the number one, You know, the priority of this is just making sure that everybody's working together and involved. But you know, as far as the study goes, I mean the information that's in there is, you know, it's very thorough. So I mean it's needed at like you said that if we lose one person because we can't have access south of the tracks, it's one too many and obviously it's happened, so...

Chairman Dana Hennis Mhm, I agree.

Commissioner Ginny Greger Well, having lived south side of the tracks for 27 years. I don't really complain about the tracks going across them, but, I'm. I'm really most impressed with getting rid of the curve, honestly. we do need access to the South and I've been around long enough. I was on the. The study for Swan Falls. I was on the study for Avalon to Avalon, So it's... yeah. This this study, some of these studies are probably older than Robbie Reno, so. I like this. I do understand the property owners because I'm actually in a mile off of King and Meridian Rd. I'm pretty sure I won't be driving by the time this is done or living there, but I think it's something that we do need to do; does need to be seriously considered, and hopefully Dave Szplett's wrong that it finally comes to fruition. Because it has been going on a long time. I don't see anything that I really don't care for. You know, if they can swing it a little bit so there's people keep their shop, you know, and just continue to work with the homeowners and let's get let's get started again for the 5th time.

Vice Chair Bryan Clark Yeah, and on the same note. One of the first conversations I had with somebody in my neighborhood, I made a friend with a local fire department, Boise PD or Boise Fire. I'm

sorry. And also talking to Boise PD and I don't want to put any my words into our police chief's mouth, but the fact is response times south of the tracks. Anytime there's a train involved. Absolutely horrible. So I know that there are multiple deaths accounted to. Just bad timing, even with like four or five crossings to the city, the fact that a single train easily covers all those crossings is...

Commissioner Bobby Rosadillo Yeah, they're not very. They're not very spread out, you know, I mean, people try to back up and, you know, go to other crossings and then they just get stuck.

Vice Chair Bryan Clark Yeah. Swan falls is fun.

Commissioner Bobby Rosadillo Yeah.

Chairman Dana Hennis Well, and I think to kind of go back to a couple of concerns, protecting the environment and the wetland area and the animals to the best that we can and to include the landowners in a lot of these conversations. Furthermore, I think that's kind of already addressed as part of the study itself, so I'm not sure if we have to add that per say to any recommendations that we want to see on there? I think it is included I just would expect the city as well as ITD or ACHD. Whoever might take over the study if it keeps going to continue that conversation.

Vice Chair Bryan Clark So I think the only recommendations that we really, I think would make sense to make would be to potentially swing as far as reasonably possible east of the existing center line alignment of Hwy. 69 going South of Kuna Rd.

Planning and Zoning Director Doug Hanson Commissioners, if I if I can just step in real quick for the record, Doug Hanson, Kuna, Planning and zoning, we don't necessarily need any recommendations for the specific alignments because at this point, they're alternatives and concepts. This is really just showing us what could be there at a maximum build out potential of ITD standards. So it is it is like it is probable that it will look different than this at some point in time.

Chairman Dana Hennis And that's kind of what I figured. So that's I just wanted to kind of reiterate to our public that it's here tonight that those are active pieces of concern throughout the study and...

Commissioner Ginny Greger Well, and I think if we you know move this along and it and future landowners that are looking at someplace along that corridor know that this is coming whether it's 10 years or 20 years depending upon their how long they plan on staying, where they're at and they're how you know the value. Then saying you know it's always homeowners beware, but they will have something to be aware of instead of us trying to figure out where we're going to put the crossing.

Chairman Dana Hennis Right. Thank you, and I guess if you don't have any further comments then I would stand for a motion

Commissioner Ginny Greger I'll move that we recommend adoption of the Meridian Rd. Corridor Extension study.

Vice Chair Bryan Clark Seconded.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you. And thank you for all that coming. And your opinions and advice. Thank you.

(Timestamp 00:41:37)

Motion To: Recommend Adoption of the Meridian Road Corridor Study

Motion By: Commissioner Ginny Greger

Motion Seconded By: Commissioner Bryan Clark

Further Discussion: None

Voting Aye: Commissioners Hennis, Clark, Greger, Rossadillo

Voting Nay: None

Absent: None

Recused: Commissioner Jim Main

4-0-0

B. Case No. 24-01-SUP (Special Use Permit) Giraffe Laugh Daycare – Doug Hanson, Planning & Zoning Director

Applicant requests Special Use Permit approval to operate a childcare facility within the Boys & Girls Club located at 470 W Mendi Place inside the Boys & Girls Club; Section 23, Township 2 North, Range 1 West. *Staff requests this item be tabled to a date uncertain due to a site posting error.*

(Timestamp 00:41:57)

Chairman Dana Hennis With that, I don't see any other business items. Is there any other reports from staff?

Commissioner Bobby Rosadillo Do we need to...

Chairman Dana Hennis Oh yeah, so, I guess I retract that. Let's go back to item B in public hearings for case #24-01-SUP. Excuse me, the Giraffe Laugh Daycare and I see here staff requests to have that item tabled. Is that still to a date uncertain?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson zoning that is correct. Staff request the item be tabled to a date uncertain due to a site posting error.

Vice Chair Bryan Clark I move that we table case #24-01-SUP to a date uncertain.

Commissioner Ginny Greger I'll second that.

Chairman Dana Hennis Thank you, all in favor?

All Commissioners Aye.

(Timestamp 00:42:34)

Motion To: Table Case #24-01-SUP to a Date Uncertain

Motion By: Commissioner Bryan Clark

Motion Seconded By: Commissioner Ginny Greger

Further Discussion: None

Voting Aye: Commissioners Hennis, Clark, Main, Greger, Rossadillo

Voting Nay: None

Absent: None

5-0-0

5. BUSINESS ITEMS:

6. UPDATES & REPORTS:

(Timestamp 00:42:46)

Chairman Dana Hennis Thank you. And now I go back to there's no other items. Is there anything more from the staff?

Planning and Zoning Director Doug Hanson No.

Chairman Dana Hennis No items. Thank you.

7. ADJOURNMENT:

(Timestamp 00:42:54)

Commissioner Ginny Greger Well then, I'll motion we adjourn.

Commissioner Bobby Rosadillo I'll second it.

Chairman Dana Hennis Thank you, all in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you.

(Timestamp 00:42:54)

Motion To: Adjourn

Motion By: Commissioner Ginny Greger

Motion Seconded By: Commissioner Bobby Rossadillo

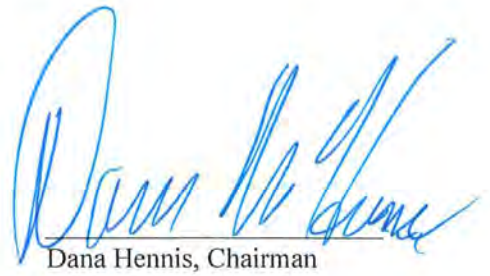
Further Discussion: None

Voting Aye: Commissioners Hennis, Clark, Main, Greger, Rossadillo

Voting Nay: None

Absent: None

5-0-0



Dana Hennis, Chairman

ATTEST:



Doug Hanson, Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk.

OFFICIALS
Joe Stear, Mayor
Chris Bruce, Council President
Greg McPherson, Council Member
Matt Biggs, Council Member
John Laraway, Council Member



CITY OF KUNA
Kuna City Hall Council Chamber, 751 W 4th Street, Kuna, Idaho 83634

City Council Meeting
MINUTES
Tuesday, May 7, 2024

6:00 P.M. REGULAR CITY COUNCIL

For questions, please call the Kuna City Clerk's Office at (208) 387-7726.

ALL ITEMS ON THE KUNA CITY COUNCIL AGENDA ARE CONSIDERED ACTION ITEMS UNLESS OTHERWISE INSTRUCTED BY THE CITY COUNCIL.

1. Call to Order and Roll Call

(Timestamp 00:00:39)

COUNCIL MEMBERS PRESENT:

Mayor Joe Stear -Present
Council President Chris Bruce -Present
Council Member John Laraway -Present
Council Member Matt Biggs -Present
Council Member Greg McPherson -Present

CITY STAFF PRESENT:

Marc Bybee, City Attorney
Jared Empey, City Treasurer
Mike Fratusco, Kuna Police Chief
Doug Hanson, P & Z Director
Bobby Withrow, Parks Director
Morgan Treasure, Economic Development Director
Nancy Stauffer, Human Resource Director
Nathan Stanley, City Clerk
Troy Behunin, City Senior Planner

Mayor Stear All right, it is 6:00. We'll go ahead and call this meeting to order. Nathan, would you take the roll, please?

City Clerk Nathan Stanley Council Member McPherson.

Council Member McPherson Here.

City Clerk Nathan Stanley Council Member Biggs.

Council Member Biggs Here.

NOTICE: Copies of all agenda materials are available for public review in the Office of the City Clerk. Persons who have questions concerning any agenda item may call the City Clerk's Office at (208) 387-7726. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at 387-7726 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting.

City Clerk Nathan Stanley Council Member Laraway.

Council Member Laraway Here.

City Clerk Nathan Stanley Council President Bruce.

Council President Bruce Here.

City Clerk Nathan Stanley Mayor Stear.

Mayor Stear Here.

2. Invocation

3. Pledge of Allegiance: Mayor Stear

(Timestamp 00:00:56)

Mayor Stear And if you'll join me for the Pledge of Allegiance.

Multiple Speakers I pledge allegiance to the flag of the United States of America and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

Mayor Stear Thank you.

4. Consent Agenda: ACTION ITEMS

All items listed under the Consent Agenda are considered to be routine and are acted on with one motion by the City Council. There will be no separate discussion on these items unless the Mayor, Council Member, or City Staff requests an item to be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be placed on the Regular Agenda under Business or as instructed by the City Council.

(Timestamp 00:01:19)

A. Regular City Council Meeting Minutes Dated April 16, 2024

B. Accounts Payable Dated May 02, 2024, in the amount of \$1,285,858.70

C. Findings of Fact and Conclusions of Law

1. Case Nos. 23-05-ZC & 23-06-S Falcon Crest EAST Subdivision

D. Final Plats

1. Case No. 24-04-FP (Final Plat) Monarch Landing No. 1

2. Case No. 24-06-FP (Final Plat) Paul Bunyan Plaza

E. Resolutions

1. Resolution R35-2024

A RESOLUTION OF THE CITY OF KUNA, IDAHO ADOPTING THE LONGEVITY AND STEP AND GRADE POLICY FOR THE PUBLIC WORKS DEPARTMENTS AS ATTACHED HERETO; AND DECLARING AN EFFECTIVE DATE.

Mayor Stear First item is the consent agenda; questions or comments or a motion?

Council President Bruce Matt? I make a motion that we approve the consent agenda as published.

Council Member McPherson Second.

Mayor Stear Motion is made and seconded is there any discussion? Nathan, would you poll the Council?

City Clerk Nathan Stanley Council Member McPherson.

Council Member McPherson Yes.

City Clerk Nathan Stanley Council Member Biggs.

Council Member Biggs Yes.

City Clerk Nathan Stanley Council Member Laraway.

Council Member Laraway Yes.

City Clerk Nathan Stanley Council President Bruce.

Council President Bruce Yes.

Mayor Stear And that motion carries.

(Timestamp 00:01:28)

Motion To: Approve the Consent Agenda

Motion By: Council President Bruce

Seconded By: Council Member McPherson

Further Discussion: None

Members Voting Aye: Council Members, Bruce, Biggs, McPherson, Laraway

Members Voting Nay: None

Members Absent: None

Approved Via: Roll Call Vote

4-0-0

5. Public Comment

(Timestamp 00:01:54)

Mayor Stear Public Comment. Is there anybody who wishes to address the Council? I have one person signed up, Cindy Geisen. Was there anybody else who wanted to that didn't get a chance to sign it? You can go and come up, all right. Thank you.

Cindy Geisen Good evening, Mayor and Council Members. I want to thank you for this public opportunity to comment and I would like to mention a few things as we went through the 23-01-OA Title 5-6 rewrite hearing process, a public comment was submitted on November 7th by Ben Decker. No one seemed to mention or consider Ben's suggestion; so I would like to bring it up to your attention. I felt it was an excellent idea and worthy of your consideration. In Ben's written testimony due to the to the proposed mostly restored lot line code changes Ben seemed to be objecting to the loss of our strong community agricultural land and our rural areas due to the high-density subdivisions taking over our Ag-land and the resulting excess creation of rental property.

Due to subdivision codes, most rural landowners can't afford to create several multi-acre plots that can share wells and septic systems. When I... what I concluded he was suggesting was that Kuna at a rural residential zone to our land use codes; and I'll add to that to our Future Land Use Map. Ben noted several nearby cities that have these RR zones, in addition to R-2 and R-6 and R-5, Whatever. He noted the many positive benefits that RR Zone would bring to Kuna, it would help maintain some of our rural character; would provide some hard to find small acreage, lots for families to thrive in. RR would create a stronger community and I'll add that those plots will create less traffic, less public utility, and school needs, and will provide a better land use transition into the regions to the West at Ten Mile. I looked at the Star's Muni codes on this. And I want to read just a little bit of what it said, it said a rural residential district is needed to provide for rural single-family residential use adjacent to agricultural areas; adjacent to other rural residential type uses; and adjacent to BLM Land. Parcels are to be 2 acres at a minimum. It is the intent of this land use designation to help to preserve Star's rural feel. And there's a little bit more, but then it said uses may include active agriculture, viticulture, equestrian, and residential needs. Uses include native open spaces, small scale active farmlands, the rural residential land use is not an amenity-based use, you know, like no sewer, water, school, you know, connections and will usually be located away from goods and services. So, I just recommend that you look at what Star's done. There might be better ones, but they looked like they did a good job and I could see a great need for that here. So thank you for listening.

Mayor Stear Thank you, Cindy.

Council President Bruce Thank you, Cindy.

Cindy Geisen Thanks Ben, for suggesting it.

Mayor Stear Was there anybody else who wish to address the Council? Okay.

6. External Reports

(Timestamp 00:05:33)

A. Kuna School District May 21st Levy Presentation – Kimberly Nixon

Mayor Stear That leads us to Kuna School District, May 21st Levy, Kimberly Nixon.

Kimberly Nixon, Kuna School District Well, good evening and thank you. I have some information. I just want to give you something fair steer and Council President and Council members have been using this.

[Paper Hand Outs given to Mayor, Council Members, City Staff, and Public]

Council Member Laraway Thank you.

Kimberly Nixon, Kuna School District Feel free to draw on it. I'm a teacher.

Council Member Laraway Do you have crayons?

Kimberly Nixon, Kuna School District You know what? I don't.

Council Member Biggs Thank you.

Mayor Stear And then if you have one, you could hand one to the Clerk over there. Just, yeah.

Kimberly Nixon, Kuna School District I have a whole bunch.

Mayor Stear He wants one.

City Clerk Nathan Stanley Does anybody want a copy of this?

Mayor Stear All right. Thank you.

Kimberly Nixon, Kuna School District *Can I put this down here? Would that be okay? Thank you.*

Mayor Stear Yeah, just don't push any buttons.

[Laughter]

Kimberly Nixon, Kuna School District I just want to thank you for allowing me to represent our school board and to let you know what's going on in the levy, and so tonight, I just want to make sure that you understand we're going to be asking for a levy May 21st. It will be for two years. It's 10.6 million for those two years. So I also want to thank you because I think it's important we work together because we love this community. Thank you so much for allowing us to put a flyer in all of the water bills for the patrons and community members for them to read up on this and I think that's important for them to educate themselves and to realize that this levy has specific things we're asking for. It's not just money you're giving us, it's stuff that goes for specific things. With that being said, I kind of want to give you a little bit of background; Tell you what it would do to your taxes; Ask if you have any questions and then hopefully get your support in all of this. So I'll start with the background, as you know, during the pandemic, we

were given Easter money. And you also know that in Idaho, growth does not pay for growth and we cannot charge impact fees. We're growing. We used that Easter money to hire some new teachers, to get new curriculum, to work on technology, and to also do some facility maintenance that we were behind on. So we use that mainly for that. Well, that Easter money's gone away. Also during the pandemic, the State of Idaho, for those of you that don't realize we get paid per pupil, there's a funding they have. So during the pandemic they gave us money for 100% of our students. So we have a little less than 6000 students. We got per pupil money for each student that was registered in our school district. Well, they've taken that away now. It's called attendance... What I want to say daily attendance average, ADA. So what's happened is now instead of funding us 100%, they're only funding us for the average students that attend. So we have a great accountant who is pretty much spot on. And let us know that that's going to be about a 7% loss. So, that meant that we had a 93% budget instead of 100, and we've lost our Easter money.

So that being said, we then decided to take a look at what we could do to save money. So one of the things that we've been doing and to save that 7% is we are now contracting with a company for our custodial. We saved \$300,000. As you know, we've done some mitigation to help us. We also have looked at some contracts and have gone back over and gotten them for a little cheaper. I always love people when they say "you, your school district is just spending money" and I want to say "come and see. You know, we're a mean, lean fighting machine here" So, that's kind of what we went ahead and did and now we no longer have the Easter money. We no longer have that 7%, yet, we still need teachers. So this levy will pay for 15 teachers, just maintain them, just maintain them. We'll also pay for the resource officer we hired during the pandemic. Also pay for behavior managers and will pay for curriculum and technology that we need. And those are things that we need to make our school district good.

Also facilities we're looking at and we're not being proactive, we're just doing what we need. Hubbard, which was built in the '70s and is. And so that needs to be replaced. Also Reed's roof needs to be replaced and when I first heard that I was like, are you kidding me? We just built Reed but believe it or not was 20 years ago. So it's just normal wear and tear, also we need to update the air conditioner at Indian Creek and Ross, my son teaches at Kuna High School, and their conditioner, this fall, was not being able to air condition the whole place. So my understanding was they would air condition this half and this half would not be air conditioning. Then the next day they'd air conditioned this half and this half would not be air conditioned. Not a really good learning environment. So these are things that we really need to replace. Also we need to replace some of our fire alarms, for safety. We're looking at getting three buses. You guys know that we are growing. And we're looking, let's see, I think that was basically they'll tell you on the paper for sure if I missed something, but those are the things specifically that we are asking for.

So that being said, I live in this community too and I have been teaching here since 1981 and have moved my family out here in 1998. Why? Because I love this community and I wanted to be a place where my kids could go to school. So what will this do for our taxes? So I want to kind of go over that with you. At the present, the last supplemental levy we asked for was in

2021. We did not ask for one in 2023. The reason being, I think we were very prudent with our money. We used the leftover Easter funds to pay for what we needed. They're gone now. So as I come to you, your current tax bill looks like this. A tort levy is \$3.87 per 100,000 per year.

The projected tax for next year is again \$3.87. No change. The bond levy that you are paying on for the school district at this time is \$161.74 again, per 100,000 per year. But again, I feel like we've been prudent. We've paid down some of those bonds. We've used money that the State has given us to pay down and next year you're only going to be paying \$91.38, which is a decrease of \$70.36. Okay. The supplemental levy, we did not have one this year because we used the rest of our Easter money. But next year it looks like it'll be \$103.90 per 100,000 per year. Also, House Bill 292, in case you're up on that, they're giving some tax relief to members of our State and it looks like that will be a decrease of \$42.00 per 100,000 per year and that will be the same next year.

So that leads us to the current. Right now you're paying \$123.61 per 100,000 per year with the supplemental levy, you will have an increase of about \$33.50 per 100,000 per year. Now I only taught 4th grade, 3rd grade math, but I kind of broke that down \$33.50 to 12 a month, it came out to \$2.79 a month per 100,000. So if you have half a million, if I did my math correctly, you're paying about \$15 extra a month. Which I think is a really good deal for what we need. So that being said, are there any questions about the levy?

Mayor Stear Okay, questions? I will say that the mayor's book club is 4th and 5th graders, and they're really smart, so you must have done.

Kimberly Nixon, Kuna School District Did I do Okay? Well, I taught your son and he's pretty smart too. So do I have any questions at this time?

Council Member Biggs No, I have a question.

Kimberly Nixon, Kuna School District Sure.

Council Member Biggs So, with this, obviously it's well needed.

Kimberly Nixon, Kuna School District Oh, yeah.

Council Member Biggs But we also need a bond.

Kimberly Nixon, Kuna School District We do.

Council Member Biggs And so I'm concerned I guess with how it went last time in the time before, are we cutting off our nose to spite our face in a way to are we going to? So I guess when is, how soon does the I guess we're planning to on again? Do the bond

Kimberly Nixon, Kuna School District we have to remember I'm one of five. And also the legislature has taken away our dates to bond or levy. So we only have May and November used to be, we had once every three months. So if it fails in May, then that leaves us November. So we might be looking at November, but I can't say that for sure because I'm one of five, but I would like to see us do something. The thing that I think really stuck out to us and to me personally was this is stuff we need now just to maintain and we all know how hard it is to get bonds and levies

passed here we live in a conservative community, which I love. That's why I live here. But this is something we need just to maintain and to keep things up. The bond, we'll take a look at that. But we felt this needed to be done 1st and I know that we could have done a bond and a levy at the same time that just went to probably flown at all. So that's why we're doing the levy. But that is a good question, Mr. Biggs, and I appreciate that.

Council Member Biggs I guess to expand is if it goes right to November, that's going even tougher or more of a challenge,

Kimberly Nixon, Kuna School District It is.

Council Member Biggs I guess, and the threshold, if I remember the levy is 50 + 1, isn't it?

Kimberly Nixon, Kuna School District It is, and that's why we're doing the levy. A bond is 7 and 6%, and if I have time just to give you an idea, there are only two states that require at that, us and Kentucky. And the difference in Kentucky is the state pays for the schools and then you bond for whatever you want to put in those schools. Which I think is a wonderful idea and something maybe we should look at. So the state pays to build the schools, nothing fancy. And then you as a community pay to put in how you want whatever you want in it. And I think that's kind of a good idea, but they're the only other state that requires that. But they are, you know, how hard it is. I think we've worked together quite a bit to know that it's not easy to get these bonds passed and we're not the only school district that's struggling. So, thank you.

Council Member Biggs Thank you.

Mayor Stear And then I'll you know, I'll also say as far as the bond goes, you've got a great capital planning committee that's working on that really working to strategize what, what the urgent needs are and what you can do and what we can do.

Kimberly Nixon, Kuna School District Yeah. Yeah, we'll be putting that together again. We've done that in the past. I think it's wonderful that we're transparent and that we let the Community know what we need and what they want to have. I think that's an important piece.

Mayor Stear And you always have a good mix of people too, whether it's.

Kimberly Nixon, Kuna School District Yeah, because it affects everybody. I think you're right.

Mayor Stear Or. Yeah, everybody, everybody has a say in it and it's there. So I appreciate that a lot and thank you so much for being a part of the Kuna School District for so many years and continuing to do so even after your time as an educator.

Kimberly Nixon, Kuna School District Yeah. Well, I'll tell you in conclusion, I just want you to know, having lived in this community as long as I have and taught here, I think there's one thing that you guys want and that we want and we want to make Kuna a good place for people to live, to raise a family and to educate kids. And with that being said, I really would like your support in this passing, talk to your neighbors. In fact, invite them, take them in the car, take them on down to vote, and if they have questions because everybody does. When you talk about taxes, it's a

hard thing. I get it. I'm retired now too, so I'm on a fixed income. But I want to do this for the kids and I know that we've been prudent and we're not asking for anything that is extra, so.

Mayor Stear So that'd mean I'd have to clean out my pickup though. If I'm going to hold people.

Kimberly Nixon, Kuna School District Yes, yes, so do I have your support in this then?

Mayor Stear Oh, I'm yeah, I'm.

Mayor Stear I am in full support of the School District and know what you're trying to do.

Kimberly Nixon, Kuna School District Thank you. I appreciate that.

Kimberly Nixon, Kuna School District Yeah. Thank you.

Mayor Stear And mostly because I know you. You have a lot of good people working on the plan. It's not just...

Kimberly Nixon, Kuna School District No.

Mayor Stear It's not just the school asking for stuff they don't need.

Kimberly Nixon, Kuna School District No, and I really want people to understand that this is not we're just not asking for money. The State requires to put specifically what we're asking for, and it tells you right there in that little flyer, exactly what we are asking for.

Council Member Biggs Is there a Town Hall coming up?

Kimberly Nixon, Kuna School District At this time, yes, there's a town hall. This Thursday we'll be at the District office and there won't be one virtually the next Thursday. We've never had really good response when we've done Town Hall. I wish we did. I don't know how you guys are, but when we invite the community, we don't get the people, we get a lot more online than we do in person. So it's just kind of been our experience. So but yes, thank you. And I just want people to know that I kind of heard through *Kuna Must Know* that we really don't... aren't advertising this. Yes, we are. We're doing the best we can to advertise and to get it out to the people. So that's why I'm here tonight. So thank you and thank you for your support. Appreciate it.

Council President Bruce Thank you, Kim, or Ms. Nixon.

B. Mental Health Awareness Month Proclamation – Mayor Stear
(Timestamp 00:20:49)

Mayor Stear All right, and this is a proclamation for Mental Health Awareness Month.

Whereas there is a proven connection between good mental health and overall personal health, and whereas mental health issues affect most almost every family in America.

And whereas people with mental health issues recover if given the necessary services and supports in their communities, and whereas people with mental illness make important

contributions to our families and our communities, and whereas millions of adults and children are disabled by mental illnesses every year and only one out of two people with a serious form of mental health illness seeks.

And whereas stigma and fear of discrimination keep many who would benefit from the mental health services from seeking help?

And whereas good mental health is critical to the well-being of our families, communities, schools and businesses, and greater public awareness about mental health, illness can change negative attitudes and behaviors towards people with mental illness.

Now therefore, I Joe Stear, Mayor of the City of Kuna in Idaho, do hereby proclaim May 2024 as Mental Health Month and call upon all Kuna citizens, public and private institutions, businesses, and schools to recommit our community to increased awareness and understanding of mental illness, reducing the stigma and discrimination, and promoting appropriate and accessible services for all people with mental illnesses.

And our own Nancy Stauffer has been leading the charge on this one. So if there's any questions or comments or anything.

[Applause]

Council President Bruce Thank you, Nancy.

7. Public Hearings:

Public Hearing Process: Items begin with the presentation of the project by staff for up to 15 minutes. The applicant is then allowed 10 minutes to present their project. Members of the public are allowed up to 3 minutes each, to address City Council with testimony restricted to the matter at hand. After all public testimony, the applicant is allowed 5 minutes for rebuttal.

City Council members may ask questions throughout the public hearing process.

Once the public hearing is closed, no further testimony or comments are heard.

City Council may move to continue the application to a future meeting or approve or deny the application.

(Timestamp 00:28:38)

A. Meridian Road Corridor Extension Study. Doug Hanson, P&Z Director **ACTION ITEM**

<https://kunacity.id.gov/DocumentCenter/View/9027/MERIDIAN-ROAD-EXTENSION-CORRIDOR-STUDY-PACKET-PDF>

Open Public Hearing

Receive evidence

Consideration to close evidence presentation and proceed to deliberation

Mayor Stear All right. That leads us to the Item 7A Meridian Road Corridor Extension Study, Doug Hanson.

Planning and Zoning Director Doug Hanson Good evening, Mayor and Council. For the record, Doug Hanson, Kuna Planning and Zoning, 751 W 4th St. Kuna, Idaho State Statute and Kuna City Code does not provide a process for the formal adoption of this type of study. Therefore, the public hearing that took place before the Planning and Zoning Commission and the public hearing before the City Council this evening is not a requirement. Staff chose to bring this forward via public hearing as the city will utilize the study and the analysis and future land use applications and allow the public additional opportunities to provide comments. Public testimony provided through the public hearings will be added to the appendices of this study.

The Commission voted to recommend adoption of the Meridian Road Extension Corridor study on April 9th, 2024. Should the Council choose to adopt the study this evening, a resolution formalizing this adoption will come before you at the regularly scheduled Council meeting on May 21st, 2024. Included in your packet you will find the Planning and Zoning Commission meeting Minutes from April 9th, the Meridian Road Extension Corridor study executive summary. The Meridian Road Extension Corridor study and the Meridian Road Extension Corridor study appendices, and with that I will stand by for any questions you may have.

Mayor Stear Okay, questions for Doug? All right, this is a public hearing and I have two that have signed up to testify. Does anybody else who wished to testify that didn't get a chance to sign in?

[Temporary silence as two people sign in to testify]

Mayor Stear All right, Dave, you may have the floor, Sir.

Dave Szplett Me, Dave?

Mayor Stear Yes.

Dave Szplett *[Unintelligible]*

Mayor Stear No, just the one.

Dave Splett That's why most people use last names.

Mayor Stear Okay, Dave Splett, sorry.

Dave Szplett It's okay. My name is Dave Szplett. I live at 970 Ashwood court, that's here in Kuna. I'm put myself on the neutral section because I don't think any of this matters. The Ada County...Ada County shows most of that corridor for Meridian Road as existing right of way. But that doesn't really matter, because ACHD has the policy that says all section line roads, which is Meridian Road, will be future arterials. That doesn't matter either, because the reshell transportation plan includes Meridian Road Extension in their long-range plan. So although there are three people already, 3 agencies already did it. You guys did it again. But the negative side you're forgetting is that my friends and clients at... on staff at ACHD tell me that they're kind of upset at Kuna because we, you, came up with three, three, rejected three of their plans, already, and this one never came up, and in their previous drafts.

They're also upset that ACHD staff, because you guys, we, keep caught building subdivision, clogging up the roads. For to drive Ten mile at 7:30 in the morning or Meridian Road at 7:30, there's half mile or longer queues on both of those roads. The same thing I hear from my friends on staff at ITD is at Meridian Road has already got almost a mile long queues at 7:30 in the morning. And they're not people coming from Mars they're people coming from Kuna and extending that road to the South isn't going to make it any better. So anyway, I think it's just frustrating to me that our city spends all this time doing this for no apparent reason. But you know, it's only my money. What do I care? Okay, that's the end of my brief presentation. Does that that makes sense to any of you? nod your head if you... Thank you.

Mayor Stear Actually I have a...It's just, I mean, it's interesting that ITD and ACHD never comment anything like that on any of the presentations.

Council President Bruce I have a question.

Dave Szplett Maybe if you I don't know if you guys are playing on the computer, but I didn't say ACHD and ITD. I said my friends on staff there. There's a difference.

Mayor Stear Okay, all right.

Dave Szplett You know, I worked for all those agencies. Thank you.

Mayor Stear Thank you.

Council President Bruce Mr. Szplett, you could have them reach out to us if you like.

Council Member Biggs I'd love names.

Dave Szplett Pardon me? Why would they do that?

Council Member Biggs You're saying that they're upset with us?

Dave Szplett I said the staff is upset. This is the third time, I said that.

Council President Bruce Right, we understand the staff, but if that's the problem and they're saying that they can't handle the flow of traffic.

Dave Szplett Well, any anybody who drives a car knows the roads can't handle the traffic, you don't have to tell... have staff or anybody tell you that.

Council President Bruce But they don't come down here and tell us when we have developments.

Dave Szplett Gee, I wonder why that is?

Council Member Biggs They sign off on every project.

Dave Szplett You guys keep approving subdivisions and all you got to do is look at the streets. Do you drive them at 7:30 in the morning?

Council Member McPherson We all do, but the staff report from ADHD says it's acceptable. That's what we base our decision on...

Dave Szplett Yeah.

Council Member McPherson So if it's not acceptable. Why are they saying it is but telling you something different?

Dave Szplett Because you asked... When you ask them they say Kuna signs the plat and the plat says "We have the public facilities to support this." And so they ACHD staff tell me "Kuna said it's fine."

Council Member McPherson We'll agree to disagree then because that's not right.

Dave Szplett I know it's not right. Have you driven those roads at 7:30?

Council Member McPherson Every morning, Sir. Every morning I drive those roads.

Dave Szplett Okay. How long...?

Council Member McPherson And if the staff had a problem with it, why don't they take that to their uppers to then say to us that road can't handle that, that would give us grounds to stop a subdivision development instead of approving it.

Dave Szplett Because, I do work for ACHD.

Council Member McPherson We've established that you've said it three times now.

Dave Szplett Right. But I figure you don't understand it, so.

Council Member McPherson I understand a lot more than anything Mr. Szplett.

Dave Szplett Thank you.

Mayor Stear Okay. Thank you.

Dave Szplett Do you want me to answer his question or not? Okay.

Mayor Stear Cindy Giesen.

Cindy Giesen Good evening, Cindy Giesen, for the record. Thanks. I had a couple questions. Oh, my address is 1363 S Ash Ave. I have a couple of questions. I'm wondering, *can you move that to about page 250? Okay, stop.* My first question was I tried to download that from the link. And, on several platforms, several web browsers, phone that, and I could not get anything from it till I got to about page 350. So I'm just wondering, I really... I've been to enough meetings, so I'm okay, you know, that I kind of know what's going on with it, but I think there's an issue with that document that you posted. So my question to the Attorney is, should we always have the package with the agenda or are you only required to have an agenda? So that's my first question because I didn't. I couldn't get the package. So anyway, excellent database system that they have there, where they've kept track of all this of all these hearings and public comments and stuff, I think that's very nice. There were a lot of comments about Indian Creek and whether when you

do this when you build this thing over it, can we still get our floaties into the Creek? Very important. And so I don't know if that is possible and I wonder if somebody could, since I couldn't see that, if they addressed that because it didn't seem that I've ever heard it addressed it. And the last two gentlemen that came to speak at the public hearing at Planning and Zoning talked about and it sounded like their lands on the Creek and we'll have a problem on the other side, we used to get in on Strobel and that was a big deal, actually, with a lot of people because we enjoy the Creek a lot. Okay, and those neighbors that showed up and I don't know if you read the minutes, but they asked about making a different... A little bit of a change on the curve and so unless you read the last planning and zoning minutes, you might not be aware of that. And it seemed like a simple thing that would free up him... His access to a shop and they were very kind, you know, they seemed like you guys covered all the neighbors. So that was nice. But they just want some minor adjustments that before you approve this, I hope you guys addressed that and there was one where there's some noise issues, as well. And let me see if there's anything else. I'm kind of curious about how much did this cost us total? I know JUB got kind of an initial payment and I never could figure out how much total did it cost for you to do this Meridian Jack? So I would like to know about that. Other than that, I think please don't do a roundabout, otherwise it's great. Thanks.

[Laughter]

Mayor Stear Thank you...Danielle.

Dannielle Horras, Kuna School District Good evening, Mayor, Councilman. My name is Danielle Horras, Director of Partnerships, Kuna School District, 711 E Porter. I am here and representing Kuna School District to speak in support of this. And there are folks who know far more than I do about roads and buses and safety and they've looked at this and just to be consistent, we want to be on the record again stating that we are in support. And the reason is that the students will be able to more safely transport to school in large school buses. So that's all I wanted to communicate. Thanks all.

Mayor Stear Thank you. And I believe this was one of the conditions in order for the ability to use the 100 acres at Thorntons, was that improvement at the intersection there. So hopefully it'll help the schools also...Mike.

Mike Losh My name is Mike Losh. I live at 1032 S Reeves Ave. Which this will be right behind my subdivision and I am 100% support of it. I think we've needed this for some time for safety of the school buses as well as all of our EMS. And I deal with sheriff's and fire both, know people on both circumstances and all of them have said this has been a great asset to access that side of the road, which is growing, we're growing everywhere, so. But I'm 100% in support of it and wanted to make that known. Thank you.

Mayor Stear Thank you very much. And that's all I had signed up to testify. Was anybody else who wishes to? You have to state your name for the for the record. Hi. All right. Okay. Thank you. Doug, did you want to comment any further?

Planning and Zoning Director Doug Hanson Yeah. For the record, Doug Hanson, Kuna, Planning and Zoning. I can say that the overpass would not impact floating the Indian Creek would still have to flow as it currently does. It would go up and over. And just to address the funding question, through fiscal year '23, City Council approved a budget of \$254,012.69. A contingency request was requested to the Council on November 21st, 2023, for \$108,033.31, which brought up to the total funds allocated for the project at \$362,046 dollars.

Mayor Stear Okay. Thank you.

Council Member Laraway Question.

Mayor Stear Question.

Council Member Laraway Doug have you... referring to our earlier guests, have you heard any feedback from ACHD about this displeasure of our not playing fair?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson, Kuna Planning and Zoning. No, I have not heard any of that and just for the record to add ACHD and ITD were both stakeholders and were involved in the entire planning process for this study.

Council Member Laraway Okay. Thank you.

Council Member Biggs So Doug, if I remember right...I'm trying to remember one of the details they had made it an agreement that if this were to go through that ITD would relinquish the part with the curve that goes ...Avalon, correct? And then 69 would continue on south?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson Kuna planning and zoning. So those were talks as a part of the overall study. But no jurisdictional determination has been determined at this point in time.

Council Member Biggs Until it's all probably official. Thank you

Council President Bruce Thank you. I have one more.

Mayor Stear Yes.

Council President Bruce And this site was decided over time with community members and both of those agencies as well, right?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson, Kuna Planning and Zoning. That's correct.

Council President Bruce And then, one more, sorry...

Mayor Stear You go ahead.

Council President Bruce And from here once this is done then ITD will pick it up and continue the engineering from there, or what's the plan though?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson. Yeah. For the record, Doug Hanson, Kuna Planning and Zoning at this point in time, we will, if approved this

evening, we'll have a formally adopted study. What happens from here on out? Nothing is concrete. But what I can say is, at the... *let me get the specific date here right for you.* At the March Regional Transportation Advisory Committee meeting, the COMPASS RTAC request, *sorry.* Yeah, so the Regional Transportation Advisory Committee voted to prioritize and recommend member agencies request for the fiscal year 2025 Unified Planning Work Program and budget, and the number one requested project was a study for the State Highway 69 Extension Union Pacific Railroad crossings and connectivity study. So, there is forward movement.

Council President Bruce Thank you.

Mayor Stear And Doug gave a very nice presentation at one of the COMPASS Board Meetings, a couple three months ago, and that went really well and got a lot of support from all the surrounding cities and agencies, so.

Council President Bruce I make a motion that we close the evidence presentation and move to deliberation.

Council Member Biggs Second.

Council Member Laraway Second.

Mayor Stear Motion is made and seconded, any further discussion? All those in favor say 'aye.'

All Council Members Aye.

Mayor Stear Any opposed? Motion carries.

(Timestamp 00:41:51)

Motion To: Close Evidence Presentation and Move to Deliberation

Motion By: Council President Bruce

Seconded By: Council Member Biggs

Further Discussion: None

Members Voting Aye: Council Members, Bruce, Biggs, McPherson, Laraway

Members Voting Nay: None

Members Absent: None

Approved Via: Voice Vote

4-0-0

Council President Bruce Questions, thoughts, concerns?

Council Member Biggs Southsider this makes me happy.

Council Member McPherson South sider.

Council President Bruce You just coined a phrase.

Council President Bruce I make a motion that we approve the Meridian Road Corridor Extension study.

Council Member McPherson Second.

Mayor Stear Motion is made and seconded. Is there any further discussion? All those in favor say 'aye.'

All Council Members Aye.

Mayor Stear Any opposed? That motion carries.

(Timestamp 00:42:26)

Motion To: Approve the Meridian Road Corridor Extension Study

Motion By: Council President Bruce

Seconded By: Council Member McPherson

Further Discussion: None

Members Voting Aye: Council Members, Bruce, Biggs, McPherson, Laraway

Members Voting Nay: None

Members Absent: None

Approved Via: Voice Vote

4-0-0

8. Business Items:

(Timestamp 00:42:48)

- A. Consideration to approve Case No. 24-01-TE (Time Extension) – Applicant requests Time Extension approval for the Madrone Heights Subdivision No. 3 Final Plat (APN: S1322438440) due to a downturn in the housing market and wishing to complete Phase No. 2 prior. The subject site is located on W Kuna Road, West of S Ten Mile Road. Doug Hanson, P&Z Director ACTION ITEM

Mayor Stear That brings us to item 8A, consideration to approve case number 24-01-TE, Time extension, Doug.

Planning and Zoning Director Doug Hanson Mayor and Council for the record, Doug Hanson, Kuna Planning and Zoning, 751 W 4th St. the applicant is requesting time extension approval for the Madrone Heights subdivision #3 final plat due to a downturn in the housing market and wishing to complete phase two prior to beginning phase three, the subject site is located at W Kuna Mora Rd. West, of S Ten Mile Rd. And with that, I will stand for any questions.

Council President Bruce Have we already extended this one, Doug?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson, Kuna Planning and zoning, this particular phase has not had a request for extension.

[Brief Silence]

Mayor Stear The good news is that means they're not building houses so fast.

Council President Bruce Anybody have anything?

Council Member Biggs So I guess the thought is with the downturn in the market, how long, I don't know how what their projection is? Doug, this is good for one year?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson Kuna Planning zone. Yes, the extension would be good for one year from the Council's approval.

Council Member Biggs I drive by the Madrone Heights every morning and every afternoon, and it wouldn't surprise me if we'd see them again in one year.

Council President Bruce Well.

Council Member Biggs It's been a very slow, slowly developing project.

Council President Bruce And so if we did, Doug, if we denied this time extension, what does what does that mean for them? Do they have to go back through the process?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson, Kuna Planning and Zoning. It's difficult as they've already completed 2 phases of the overall preliminary plat. Should this application be denied this evening, they would still have grounds to file a reconsideration request to Planning and Zoning, and that's a director level determination to just revise the preliminary plat that's just currently how code is written. So if it were denied this evening, they could request reconsideration on the plat and then we would just have to go through assess and then if there are any new conditions to be added to the overall preliminary plat that could be done; however, they are complying with all of the requirements listed in Kuna City code to request this extension.

Council President Bruce Thank you.

Council President Bruce Anything? I make a motion that we approve Case #24-01-TE.

Council Member Laraway Second.

Mayor Stear Motion is made and seconded for approval. Is there any further discussion?

Mayor Stear All those in favor say 'aye.'

All Council Members Aye.

Mayor Stear Any opposed? That motion carries.

(Timestamp 00:45:51)

Motion To: Approve Case #24-01-TE

Motion By: Council President Bruce

Seconded By: Council Member Laraway

Further Discussion: None

Members Voting Aye: Council Members, Bruce, Biggs, McPherson, Laraway

Members Voting Nay: None

Members Absent: None

Approved Via: Voice Vote

4-0-0

- B. Consideration to approve Case No. 24-02-TE (Time Extension) – Applicant requests Time Extension approval for the Gran Prado Subdivision No. 4 Final Plat (APN: R0967660165) due to a delay in construction of the water main located within Lake Hazel. The subject site is located near W Ballard Drive & S Memory Avenue; Section 34, Township 3 North, Range 1 West. Doug Hanson, P&Z Director ACTION ITEM

(Timestamp 00:46:11)

Mayor Stear Consideration to approve Case #24-02-TE, Time Extension, Doug Hanson.

Planning and Zoning Director Doug Hanson Mayor and Council for the record, Doug Hanson, Kuna Planning and Zoning. The applicant is requesting time extension approval for Grand Prado subdivision #4 final plat due to delays in construction on the water main located within Lake Hazel Rd. The subject site is located near West Ballard Drive and South Memory Ave. this application in particular is also experiencing delays because they have had to work in tandem with neighboring county subdivision, the Bitter Creek Subdivision, which is just on the north side of this phase line. They've had to establish the decommissioning of a pond for wastewater service and that was also related to this delays, the city is still working through some of those agreements, as well.

Council President Bruce This is the first time, also?

Planning and Zoning Director Doug Hanson For the record, Doug Hanson, Kuna Planning and Zoning, that's correct.

Council President Bruce John? I'll make a motion that we approve case #24-02-TE.

Council Member Biggs Second.

Mayor Stear Motion is made and seconded for approval. Is there any further discussion? All those in favor say 'aye.'

All Council Members Aye.

Mayor Stear Any opposed? And the motion carries.

(Timestamp 00:47:25)

Motion To: Approve Case #24-02-TE

Motion By: Council President Bruce

Seconded By: Council Member Biggs

Further Discussion: None

Members Voting Aye: Council Members, Bruce, Biggs, McPherson, Laraway

Members Voting Nay: None

Members Absent: None

Approved Via: Voice Vote

4-0-0

C. Budget Presentation – Jared Empey, City Treasurer

(Timestamp 00:47:44)

Mayor Stear Item 8C. Budget Presentation, Jared Empey.

City Treasurer Jared Empey Good evening, Mayor and Council, before you I have the budget results as of March 31st. So, we're halfway through the fiscal year on this report. This begins on page 146 of the packet. So before you we have the cash reconciled as of the end of March. As you can see, we have several operating accounts and also several investment accounts. The main operating account is out of U.S. bank. We also have an urban renewal account out of first Interstate then we have several investment accounts through the state investment pool. So that's denoted by LGIP in which we have about had about 22 million there. We also have about 21 million at ICCU in which we have certificates of deposit which mature in October. And then we also have bond trading account through Time Value Investments, which is based in Seattle and which specializes in local government trading, so with that, those bonds come have varying maturity, but the maximum maturity I believe is about 20 months. So relatively short-term investments there. And like I said, we have very we have a few different LGIP accounts just depending on which entity or which fund those belong to.

Then below you'll see that there are various funds that we have allocated the funds to. As you can see, the general fund is particularly strong as well as the sewer fund and honestly, nearly every fund is fairly strong at the current time.

Then you can see the next page we have the just a basic profit and loss statement for each for each fund. The General Fund is operating positively and we haven't received our July payment yet. So I assume that the General Fund will continue operating positively. The Grant Fund essentially is a zero net fund, meaning revenue is generally the same as expenses. However, we received a prepayment on our Project at Avalon and Orchard last year. And so now we're just spending those funds. The latecomer fund currently is positive; however, in August, we'll pay out our reimbursement agreements that are due this year. Then the water fund. This one is currently operating with expenses higher than revenue because we have two wells under construction; however, otherwise it would be positive. The sewer fund is operating very positively at 2.1 million so far this year, and we're halfway through the fiscal year. The Irrigation Fund is

essentially operating at a draw. The reason for that is because we paid for one pond this year and that cost about 900,000. So aside from that, the Irrigation Fund would be operating very positively. The solid Waste Fund is a fund that is essentially a net zero fund. It's essentially, we're managing the accounts receivable for J&M that the city has. And so that fund will always be pretty close to a net zero. The Capital Projects Fund, these are funds that are transferred in from various funds and the this is also a fund that's essentially a net zero. The reason for a small excess of expense over revenue is because we had one small amount of funds that was related to a prior year project that we transferred back to the General Fund in the amount of \$2175.

Then the Park impact fund that's doing well, especially since we raised the park Impact fund last year and we're building out Zamzow Park and one additional park, then the police impact fund that continues to accumulate funds to pay back the General Fund for its investment in the police station and so hopefully we can get that paid back within about 7 to 9 years just depends on how the economy does. Then the urban renewal districts, funds 52 and 53, those continue to accumulate funds. The one disappointment is the East Urban Renewal District, which was affected by legislation last year that specifically was put in to counteract data center allocation within urban renewal districts, so. That one will grow fairly slowly, but we have high hopes for it in the future.

Then as you continue, we have the detail, the income detail by account, the one that's probably the most, so I always think that revenue is more concerning than expenses, because revenue drives how much you can spend in the future, how much you can save for the future. The one item that that is a little bit concerning is the sales tax money that we received from the State in which we're behind schedule from where we were last year and we're behind where we had anticipated. The reason for that is that for 3 quarters we were in a slight consumer recession. There could be various reasons for that, but essentially that's the reason that people have pulled back on their consumer spending, which then decreases how much we get from the State in our State Tax allocation.

However, on the flip side, are building permits have been better than we anticipated, especially in the commercial realm. For instance, our plumbing and our electrical permits are much better than we expected because of META-related projects. That said, our contract services are much higher because they're related to those much higher revenues. So, I'll take the good with the bad, especially when the when the good is much better than the bad.

Then one item that we'll continue to keep an eye on is our professional services. Those don't necessarily pop in this report on each one, but I wanted to keep the Council aware that we may will likely exceed those this year, because, with outsourcing our engineering firm or our engineering department for a good part of this year, most likely those services and those expenses will grow. So however, we should save on our on our salaries while we're looking for replacement engineers.

Let's see than any other items. I think that that's about all. So overall, I think that the financial health of the city is good and we'll be coming before you next month with our budget, with our budget workshop for fiscal '25 in which we can delve into these projects and projections more

next month. But I wanted to see if you had any questions on the current results that I haven't presented tonight.

Mayor Stear Okay, questions for Jared?

Council President Bruce Thank you. I appreciate you putting it all together.

9. Ordinances:

(Timestamp 00:56:23)

A. Consideration to approve Ordinance 2024-07 ACTION ITEM

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KUNA:

- MAKING CERTAIN FINDINGS; AND
- ENLARGING THE BOUNDARIES OF THE KUNA MUNICIPAL IRRIGATION SYSTEM BY THE INCLUSION OF ADA COUNTY ASSESSOR'S DB DEVELOPMENT LLC.; AND
- DECLARING WATER RIGHTS APPURTENANT THERETO ARE POOLED FOR DELIVERY PURPOSES; AND
- DIRECTING THE CITY CLERK TO RECORD THIS ORDINANCE AS PROVIDED BY LAW; AND
- DIRECTING THE CITY ENGINEER TO PROVIDE NOTICE OF THIS ORDINANCE TO THE NEW YORK IRRIGATION DISTRICT, THE OWNERS AND UPDATE THE IRRIGATION SYSTEM MAP; AND PROVIDING AN EFFECTIVE DATE.

*Consideration to waive three readings.
Consideration to approve Ordinance.*

Mayor Stear All right. That leads us to consideration to approve Ordinance 2024-07.

An ordinance of the City Council, the City of Kuna making certain findings and enlarging the boundaries of the Kuna municipal irrigation system by the inclusion of Ada County Assessors, DB Development, LLC and declaring water rights appurtenant thereto are pooled for delivery purposes. And directing the City Clerk to record this ordinance as approved by law and directing the city engineer to provide notice of this ordinance to the New York Irrigation District, the owners, and update the Irrigation System Map and providing an effective date.

Council President Bruce I make a motion that we waive 3 readings of Ordinance 2024-07.

Council Member Laraway Second.

Mayor Stear Motion is made and seconded to waive the three readings. All in favor, say 'aye.'

All Council Members Aye.

Mayor Stear Any opposed? That motion carries.

(Timestamp 00:57:23)

Motion To: Waive Three (3) Readings of Ordinance 2024-07

Motion By: Council President Bruce

Seconded By: Council Member Laraway

Further Discussion: None

Members Voting Aye: Council Members, Bruce, Biggs, McPherson, Laraway

Members Voting Nay: None

Members Absent: None

Approved Via: Voice Vote

4-0-0

Council President Bruce I make a motion that we approve Ordinance 2024-07, as published.

Council Member McPherson Second.

Mayor Stear Motion is made and seconded for approval. Is there any further discussion?
Nathan, would you poll the Council?

City Clerk Nathan Stanley Council Member McPherson.

Council Member McPherson Yes.

City Clerk Nathan Stanley Council Member Biggs.

Council Member Biggs Yes.

City Clerk Nathan Stanley Council Member Laraway.

Council Member Laraway Yes.

City Clerk Nathan Stanley Council President Bruce.

Council President Bruce Yes.

Mayor Stear And that motion carries.

(Timestamp 00:57:39)

Motion To: Approve Ordinance 2024-07, as Published.

Motion By: Council President Bruce

Seconded By: Council Member McPherson

Further Discussion: None

Members Voting Aye: Council Members, Bruce, Biggs, McPherson, Laraway

Members Voting Nay: None

Members Absent: None

Approved Via: Roll Call Vote

4-0-0

10. Executive Session:

11. Mayor/Council Announcements:

(Timestamp 00:58:05)

Mayor Stear And that is all we had on the agenda for tonight. The Hometown Fair... Yeah. Chris, go ahead.

Council President Bruce Yeah, I was going to say thank you to Stacy. I tried to thank Bobby, but he put it on her. He said she did it all, so she did great with the fair, considering the wind blew a bunch of tents over. She moved people in the middle of the process and had them set up. I mean, it was she had an energy drink in both hands at one point so. Yeah, she did great.

Council Member McPherson She's a rock star.

Mayor Stear Yeah, a lot of a lot of staff gets all hands on deck there, but Stacy's pretty good at leading the charge.

Council President Bruce She was awesome. Well, when you hear people you know saying good things about her throughout the process, even when their whole thing blew away, that's always good.

Mayor Stear There were no Ruby red slippers.

[Unintelligible from Audience]

Mayor Stear What? Yes. Yeah, he made a motion to close the hearing, move on to deliberations.

Mayor Stear And then I just want to give a good shout out to all the staff. Particularly Doug and Mike Borzek and well pretty much everybody that's been helping us get through the transition of Public Works. I think we're coming up with some good policy changes and procedures to make everything run a bit smoother and I've been very, very pleased with staff that has been helping me out tremendously with keeping things straight so that I can concentrate on other things and.

It's been good for me to be there and learn what I've been learning about it and it's a lot of work but it's been good. So I think we're moving in the right direction, we're going to, we're going to have a good result when we get done. So and then the people out at Public Works say they really know their jobs, they do a really good job of keeping things running. We've had a couple of blow ups here and there on things. I mean, they get journey on the spot, get fixed and nobody even knows it ever happened. So I appreciate them beyond belief. So anyway, that's all I have for the evening. Anybody else have anything?

Council Member Laraway No, Sir.

Mayor Stear Okay.

12. Adjournment:

(Timestamp 01:00:48)

Mayor Stear Well then, with that meeting is adjourned.



Joe L. Stear, Mayor

ATTEST:



Nathan Stanley, City Clerk



Minutes prepared by Garrett Michaelson, Kuna City Clerk's Office

Date Approved: CCM 05.21.2024



CITY OF KUNA
751 W. 4th Street • Kuna, Idaho • 83634 • Phone (208) 922-5274
Fax: (208) 922-5989 • www.Kunacity.Id.gov

SIGN-UP SHEET

May 7th, 2024 – City Council Public Comment

The City of Kuna welcomes Public Questions and/or Comments during the Public Comment Session, as noted in the agenda. In accordance with Idaho State Code, Public Comments may NOT include specific land use issues or cases. All comments regarding specific land use issues or cases MUST be heard in their associated Public Hearing(s). Idaho State Code also requires all comments and/or complaints regarding City personnel to be heard in Executive Session.

In all instances The Mayor and City Council may determine if your comments are appropriate for the Open Comment Session, particularly if your comments are covered by Idaho Code § 74-206(1) and may notify you accordingly. If you are recognized to speak you may "have the floor" for up to three (3) minutes, unless a separate time duration is determined by The Mayor and/or City Council.

Public Comment Sign Up

Cindy Giesen
Print Name
1363 S. Ash
Print Address
Kuna ID
City State, Zip
Zoning
Topic

Print Name

Print Address

City State, Zip

Topic

Print Name

Print Address

City State, Zip

Topic

Print Name

Print Address

City State, Zip

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City State, Zip

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City State, Zip

Topic

Print Name

Print Address

City State, Zip

Topic



CITY OF KUNA
 751 W 4th Street • Kuna, ID 83634
 (208) 922-5274 • www.kunacity.id.gov

City Council Public Hearing Sign-In Sheet
 May 7, 2024

Case Name: Meridian Road Corridor Extension Study

Please print your name below & indicate if you would like to Testify or NOT Testify regarding this item.

IN FAVOR	NEUTRAL	IN OPPOSITION
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
<i>DANIEL HERAS</i>	<i>DAVE SZPETT</i>	
Name	Name	Name
<i>11 E. P. ST.</i>	<i>970 ASHWOOD DR</i>	
Address	Address	Address
<i>KUNA</i>	<i>KUNA</i>	
City, State, ZIP	City, State, ZIP	City, State, ZIP
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
<i>Mike Lopez</i>	<i>Cindy Giesen</i>	
Address	Address	Address
<i>1032 S. THREANE</i>	<i>1303 S. Ash</i>	
City, State, ZIP <i>KUNA 83634</i>	City, State, ZIP	City, State, ZIP
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP

★ SCHOOL ELECTION MAY 21, 2024 ★



On the May 21 Ballot

The Board of Trustees of Joint School District No. 3, Ada and Canyon Counties, State of Idaho, is seeking authorization to levy a Supplemental Levy for the following purposes and approximate amount of levy funds to be allocated to each use:

Purpose	Amount
Staffing and Operations Maintenance	\$2,500,000
Facility Maintenance	\$2,800,000
TOTAL ANNUAL LEVY AMOUNT:	\$5,300,000/year

QUESTION: Shall the Board of Trustees of Joint School District No. 3, Ada and Canyon Counties, State of Idaho, be authorized and empowered to levy a Supplemental Levy in the amount of Five Million Three Hundred Thousand Dollars (\$5,300,000) per year for two (2) years, commencing with the fiscal year beginning July 1, 2024 and ending June 30, 2026, for the purposes stated above; all as provided in the Resolution adopted by the Board of Trustees on March 12, 2024?

The estimated average annual cost to the taxpayer on the proposed levy is a tax of \$103.90 per \$100,000 of taxable assessed value, per year, based on current conditions.

Estimated Kuna School District Property Tax Impact per \$100,000 of assessed value per year

	2024	2025	Change
Tort (Insurance)	\$3.87	\$3.87	Same
Bond levy	\$161.74	\$91.38	Decrease
*Supplemental levy	\$0	\$103.90	Increase
State Property Tax Relief Funding	-\$42.00	-\$42.00	Same
Estimated total taxes per \$100,000 taxable value based on current conditions	\$123.61	\$157.20	\$33.50 Increase

*Tax increase for the supplemental levy if authorized, would be reduced by

- a decrease in taxes collected to pay off bonds
- state property tax relief funds allocated by the 2024 Idaho Legislature

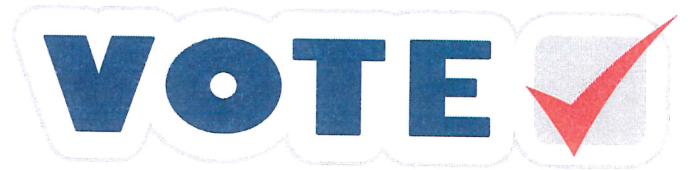
How would the levy be used to support Kuna students?

Staffing and Operations Maintenance

- **Maintain 15 teachers:**
 - 1 agriculture
 - 4 kindergarten
 - 10 teachers
- **Maintain existing curriculum/technology**
- **Maintain safety:**
 - School resource officers
 - Safety Aides
 - Behavior Specialist
 - Safety projects

Facilities Maintenance

- **Roof replacement** - Reed & Hubbard
- **Fire alarm replacement** - Hubbard, Indian Creek Kuna High, & Ross
- **Heating/Air Conditioning replacement** - Kuna High, Indian Creek & Ross
- **Technology infrastructure & replacements**
- **Three buses**



Ada County Early In-Person Voting

Weekdays, May 6 - 17 8 a.m. to 5 p.m.:

- Ada County Elections 400 N Benjamin Ln Boise, ID 83704
- Boise City Hall, 150 N Capitol Blvd Boise, ID 83702
- Meridian City Hall, 33 E Broadway Ave Meridian, ID 83642
- Eagle Public Library, 100 N Stierman Way Eagle

Mobile Voting Unit 10 a.m. to 5 p.m. dates, locations:

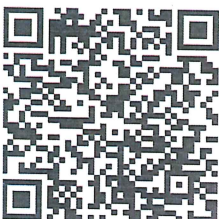
- May 6 Library! at Bown Crossing, 2153 E Riverwalk Dr, Boise,
- May 7 Library! at Bown Crossing, 2153 E Riverwalk Dr, Boise
- May 8 Star Library, 10706 W State Street, Star
- May 9 Star Library, 10706 W State Street, Star
- May 10 Garden City Library, 6015 N. Glenwood St, Garden City
- May 13 Garden City Library, 6015 N. Glenwood St, Garden City
- May 14 Kuna Library, 457 N. Locust Ave, Kuna
- May 15 Kuna Library, 457 N. Locust Ave, Kuna
- May 16 Lake Hazel Library, 10489 W Lake Hazel Rd, Boise
- May 17 Lake Hazel Library, 10489 W Lake Hazel Rd, Boise

Canyon County Early In-Person Voting

Weekdays, May 6 - 17, 8 a.m. to 5 p.m.

- Caldwell Elks Lodge – 1015 N. Kimball Ave. Caldwell
- Nampa Cultural Center – 315 Stampede Dr. Nampa

Scan code to request a mail-in ballot



Scan code to find where to vote May 21



APPENDIX B: EXISTING PLANS AND POLICIES



EXISTING PLANS AND POLICIES

SH-69/Meridian Road Corridor Study

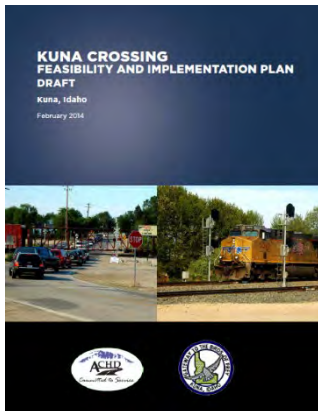
Envision Kuna: Kuna Comprehensive Plan (2019), COMPASS Communities in Motion 2050 and 2040 Long Range Functional Street Classification Map & ACHD Master Street Map



An overpass over the railroad and Indian Creek was the most requested transportation enhancement through the *Envision Kuna* process (pg. 86). Plans from transportation agencies identifying common goals and improvements informed the study process and alternatives as follows:

- Existing E Kuna Road – Minor Arterial
- Existing W King Road – Minor Arterial
- New Proposed Principal Arterial and Entryway Corridor Overlay area along Meridian Road extension
- New Proposed Major Collector on west side of Meridian Road extension on south side of the railroad tracks to Luker Road
- New Proposed Principal Arterial/frontage road on east side of Meridian Road extension along the north side/parallel of the railroad tracks to Stroebel Road
- New Proposed Major Collector in the mid-mile area for east-west connectivity
- Bike Route along Kuna Road and King Road
- Bike Route and Future Trails along Indian Creek

Kuna Crossing Feasibility and Implementation Plan (2014)



The Kuna Crossing Feasibility and Implementation Plan identifies the need, locations, and feasibility of crossing the Union Pacific Railroad (UPRR) tracks and Indian Creek in the City of Kuna, Idaho in various locations, including the Meridian Road extension.

The Plan serves as a policy document to aid in future decision-making for both the Ada County Highway District (ACHD) and City of Kuna. The Plan summarizes the feasibility of the options under consideration.

Rising Sun West Subdivision – Traffic Impact Study (2021)

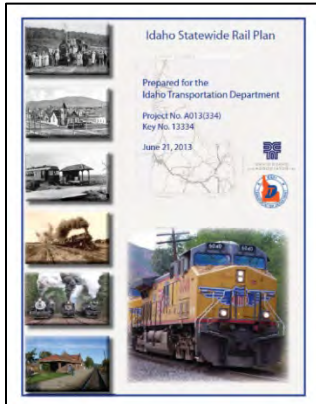


A Transportation Impact Study (TIS) was developed for the proposed Rising Sun West Subdivision development, located south of the Kuna Road/Meridian Road (SH-69)/Avalon Street intersection. The development was ultimately denied by the City of Kuna as of this writing and the land has been purchased by another land developer.

EXISTING PLANS AND POLICIES

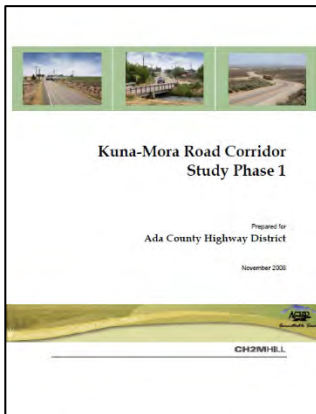
SH-69/Meridian Road Corridor Study

Idaho Statewide Rail Plan (2013)



The Idaho Transportation Department (ITD), in partnership with the Idaho Departments of Agriculture and Commerce, completed a Statewide Rail Plan with grant funding from the Federal Railroad Administration (FRA). The purpose of this plan was to identify, evaluate, and encourage the development and preservation of essential freight and passenger rail and multi-modal services. The Plan complies with federal and state rail planning requirements.

Kuna-Mora Road Corridor Study, Phase 1 (2008)



This study was developed in response to a substantial number of developments and planned communities proposed in the southwest Boise area and along the Kuna-Mora Road corridor. The study evaluates future transportation demand in this area and identifies right-of-way preservation needs for future transportation corridors to accommodate the long-term needs of Ada County. The study recommends a Principal Arterial designation for Kuna-Mora Road to accommodate up to six travel lanes (three per direction) with auxiliary turn lanes at intersections.

APPENDIX C: TRAFFIC INFORMATION



Appendix C: Traffic Information

Operations Methodology

Below is a description of the operations analysis methodology including the study area, proposed Measures of Effectiveness (MOE), data collection methods and time periods, analysis methods and assumptions, travel demand forecasting methods, assumptions, and documentation.

Study Area

The selected study area was established to identify future needs for new and modified intersections and roadway segments along the Meridian Road extension and to evaluate impact to downtown Kuna and other key intersections in the vicinity of the study. The following intersections and segments are included in the study area:

Intersections

- Meridian Road & Deer Flat Road
- Meridian Road & Kuna Road
- Meridian Road & King Road (future)
- Stroebel Road & King Road (east & west)
- Swan Falls Road & King Road
- Swan Falls Road & Stagecoach Way
- Locust Grove Road & King Road
- Eagle Road & King Road
- Cloverdale Road & King
- Cloverdale Road & Kuna-Mora Road

Segments

- Meridian Road, Deer Flat Road to Kuna Road
- Kuna Road (Avalon Road), west of Meridian Road
- Kuna Road, east of Meridian Road
- Swan Falls Road, north of Stagecoach Way
- Swan Falls Road, north of King Road
- Stagecoach Way, east of Swan Falls Road
- King Road, west of Stroebel Road
- King Road, Luker Road to Swan Falls Road
- King Road, Stroebel Road to Locust Grove Road
- King Road, Locust Grove Road to Eagle Road
- King Road, Eagle Road to Cloverdale Road
- Cloverdale Road, King Road to Kuna-Mora Road

Proposed Measures of Effectiveness (MOEs)

The traffic operations analysis documented the following MOEs at study intersections:

- Lane group delay times and Levels of Service (LOS)
- Lane group volume to capacity (v/c) ratios
- Intersection delay times and LOS

The traffic operations analysis documented the following MOEs for study segments:

- Two-way Average Daily Traffic (ADT)
- AM and PM peak hour peak directional volumes
- AM and PM peak hour directional volume standards based on Ada County Highway District (ACHD) Policy Manual 7106.4.1

Data Collection Methods and Time Periods

New 2022 turning movement counts were collected during the AM and PM peak periods of 7:00 – 9:00 AM and 4:00 – 6:00 PM at the following intersections:

- Meridian Road & Deer Flat Road
- Meridian Road & Kuna Road
- Stroebel Road & Kuna Road
- Stroebel Road & King Road (east & west)
- Locust Grove Road & King Road
- Eagle Road & King Road
- Cloverdale Road & King Road
- Cloverdale Road & Kuna-Mora Road

Swan Falls Road & King Road Historical turning movement counts collected in 2021 or more recently during the AM and PM peak periods of 7:00 – 9:00 AM and 4:00 – 6:00 PM were used for the following intersections:

- Swan Falls Road & Stagecoach Way
- Luker Road & King Road

New 2022 24-hour tube counts were collected for the following roadway segments:

- Swan Falls Road, King Road to Avalon Road
- Swan Falls Road, King Road to Kuna Mora Road
- King Road, Stroebel Road to Locust Grove Road
- King Road, Locust Grove Road to Eagle Road
- King Road, Eagle Road to Cloverdale Road
- King Road, Swan Falls Road to Luker Road
- King Road, Swan Falls Road to School Ave
- Cloverdale Road, Kuna Road to King Road
- Cloverdale Road, King Road to Kuna-Mora Road
- Cloverdale Road, Kuna-Mora Road to Barker Road
- Kuna Mora Road, Eagle Road to Cloverdale Road
- Kuna Mora Road, Cloverdale Road to Cole Road

Historical 24-hour tube counts collected in 2021 or more recently were used for the following segments:

- Meridian Road, Deer Flat Road to Kuna Road
- Kuna Road, east of Meridian Road
- Swan Falls Road, north of Stagecoach Way
- Stagecoach Way, east of Swan Falls Road
- King Road, west of Stroebel Road
- King Road, Luker Road to Swan Falls Road

ITD Automatic Traffic Recorder (ATR) counts were used for the following segment:

- Kuna Road (Avalon Road), west of Meridian Road (ATR #170)

Intersection and Roadway traffic data count sheets for both the AM and PM peak hour are included in Appendix B1.

Analysis Methods and Assumptions

A Synchro 11 network for the study area was be developed. Highway Capacity Manual (HCM) 6th Edition methodology was used to evaluate all study intersections for the AM and PM peak hours in accordance with ACHD and ITD standards. The study includes an evaluation of existing conditions and 2050 future conditions for both build and no build alternatives.

Sidra was used for analysis of roundabout intersections, following HCM 6th Edition methodologies.

Appendix C₁: Existing Traffic Count Data

**EXISTING 2022
INTERSECTION TURNING
MOVEMENT COUNTS**

L2 Data Collection

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

Study: KITT0230
Intersection: Meridian Rd / Deer Flat Rd
City, State: Kuna, Idaho
Control: Signalized

File Name : Meridian Rd & Deer Flat Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks - Turns

Start Time	Meridian Road From North					Deer Flat Road From East					Meridian Road From South					Deer Flat Road 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	42	34	0	0	76	10	15	1	0	26	5	127	9	0	141	5	26	101	0	132	375
07:15 AM	95	37	3	0	135	11	29	2	0	42	6	175	22	0	203	13	45	113	0	171	551
07:30 AM	78	55	4	0	137	11	21	0	1	33	10	136	23	0	169	15	47	130	0	192	531
07:45 AM	43	66	8	0	117	6	7	5	0	18	4	74	5	0	83	15	39	93	0	147	365
Total	258	192	15	0	465	38	72	8	1	119	25	512	59	0	596	48	157	437	0	642	1822
08:00 AM	31	48	9	0	88	16	5	3	0	24	7	89	7	0	103	13	12	70	0	95	310
08:15 AM	36	60	5	0	101	15	10	2	0	27	3	87	9	0	99	6	16	56	0	78	305
08:30 AM	28	56	4	0	88	10	8	0	0	18	6	104	9	0	119	12	16	102	0	130	355
08:45 AM	23	60	4	0	87	9	8	3	0	20	2	98	7	0	107	19	11	61	0	91	305
Total	118	224	22	0	364	50	31	8	0	89	18	378	32	0	428	50	55	289	0	394	1275

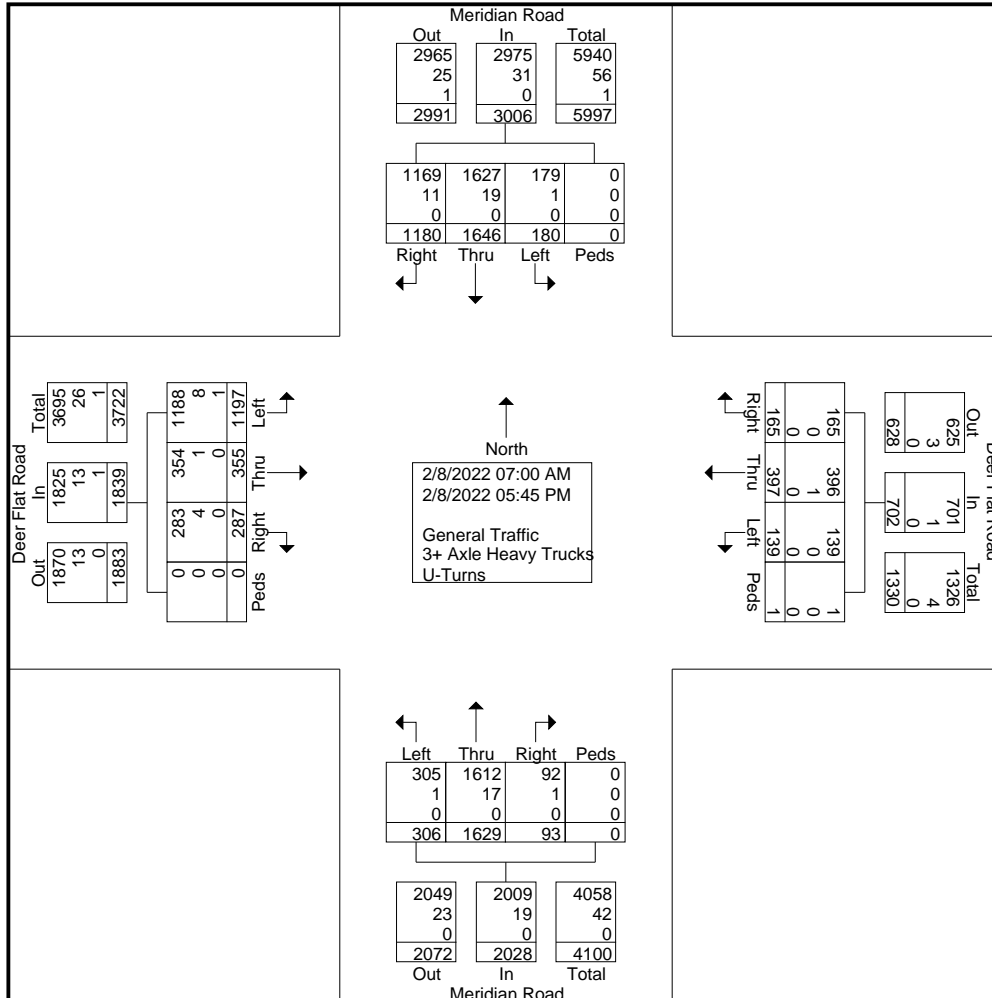
04:00 PM	82	114	15	0	211	12	25	16	0	53	8	102	16	0	126	13	17	81	0	111	501
04:15 PM	100	158	28	0	286	9	38	8	0	55	7	81	30	0	118	34	20	71	0	125	584
04:30 PM	89	124	12	0	225	9	30	21	0	60	8	98	26	0	132	31	12	62	0	105	522
04:45 PM	113	168	23	0	304	8	49	14	0	71	5	90	17	0	112	23	22	38	0	83	570
Total	384	564	78	0	1026	38	142	59	0	239	28	371	89	0	488	101	71	252	0	424	2177
05:00 PM	103	167	11	0	281	11	43	22	0	76	7	80	33	0	120	21	19	50	0	90	567
05:15 PM	95	168	21	0	284	11	28	12	0	51	7	90	29	0	126	22	15	61	0	98	559
05:30 PM	109	167	16	0	292	12	48	14	0	74	4	106	33	0	143	18	20	58	0	96	605
05:45 PM	113	164	17	0	294	5	33	16	0	54	4	92	31	0	127	27	18	50	0	95	570
Total	420	666	65	0	1151	39	152	64	0	255	22	368	126	0	516	88	72	219	0	379	2301
Grand Total	1180	1646	180	0	3006	165	397	139	1	702	93	1629	306	0	2028	287	355	1197	0	1839	7575
Apprch %	39.3	54.8	6	0		23.5	56.6	19.8	0.1		4.6	80.3	15.1	0		15.6	19.3	65.1	0		
Total %	15.6	21.7	2.4	0	39.7	2.2	5.2	1.8	0	9.3	1.2	21.5	4	0	26.8	3.8	4.7	15.8	0	24.3	
General Traffic	1169	1627	179	0	2975	165	396	139	1	701	92	1612	305	0	2009	283	354	1188	0	1825	7510
% General Traffic	99.1	98.8	99.4	0	99	100	99.7	100	100	99.9	98.9	99	99.7	0	99.1	98.6	99.7	99.2	0	99.2	99.1
3+ Axle Heavy Trucks	11	19	1	0	31	0	1	0	0	1	1	17	1	0	19	4	1	8	0	13	64
% 3+ Axle Heavy Trucks	0.9	1.2	0.6	0	1	0	0.3	0	0	0.1	1.1	1	0.3	0	0.9	1.4	0.3	0.7	0	0.7	0.8
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0

L2 Data Collection

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

Study: KITT0230
 Intersection: Meridian Rd / Deer Flat Rd
 City, State: Kuna, Idaho
 Control: Signalized

File Name : Meridian Rd & Deer Flat Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 2



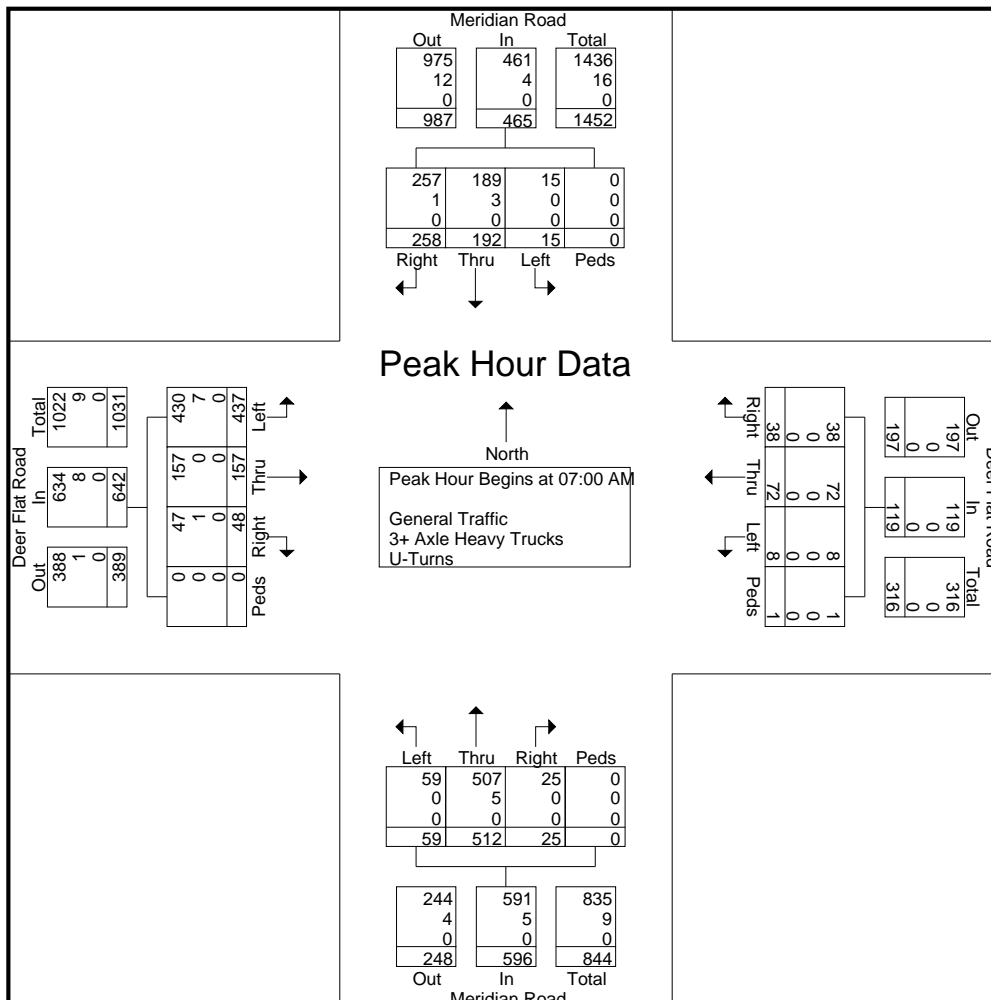
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Page No : 3

Start Time	Meridian Road From North					Deer Flat Road From East					Meridian Road From South					Deer Flat Road 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 Entire Intersection Begins at 07:00 AM																					
07:00 AM	42	34	0	0	76	10	15	1	0	26	5	127	9	0	141	5	26	101	0	132	375
07:15 AM	95	37	3	0	135	11	29	2	0	42	6	175	22	0	203	13	45	113	0	171	551
07:30 AM	78	55	4	0	137	11	21	0	1	33	10	136	23	0	169	15	47	130	0	192	531
07:45 AM	43	66	8	0	117	6	7	5	0	18	4	74	5	0	83	15	39	93	0	147	365
Total Volume	258	192	15	0	465	38	72	8	1	119	25	512	59	0	596	48	157	437	0	642	1822
% App. Total	55.5	41.3	3.2	0		31.9	60.5	6.7	0.8		4.2	85.9	9.9	0		7.5	24.5	68.1	0		
PHF	.679	.727	.469	.000	.849	.864	.621	.400	.250	.708	.625	.731	.641	.000	.734	.800	.835	.840	.000	.836	.827
General Traffic	257	189	15	0	461	38	72	8	1	119	25	507	59	0	591	47	157	430	0	634	1805
% General Traffic	99.6	98.4	100	0	99.1	100	100	100	100	100	100	99.0	100	0	99.2	97.9	100	98.4	0	98.8	99.1
3+ Axle Heavy Trucks	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	1	0	7	0	8	17
% 3+ Axle Heavy Trucks	0.4	1.6	0	0	0.9	0	0	0	0	0	0	1.0	0	0	0.8	2.1	0	1.6	0	1.2	0.9
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

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

Study: KITT0230
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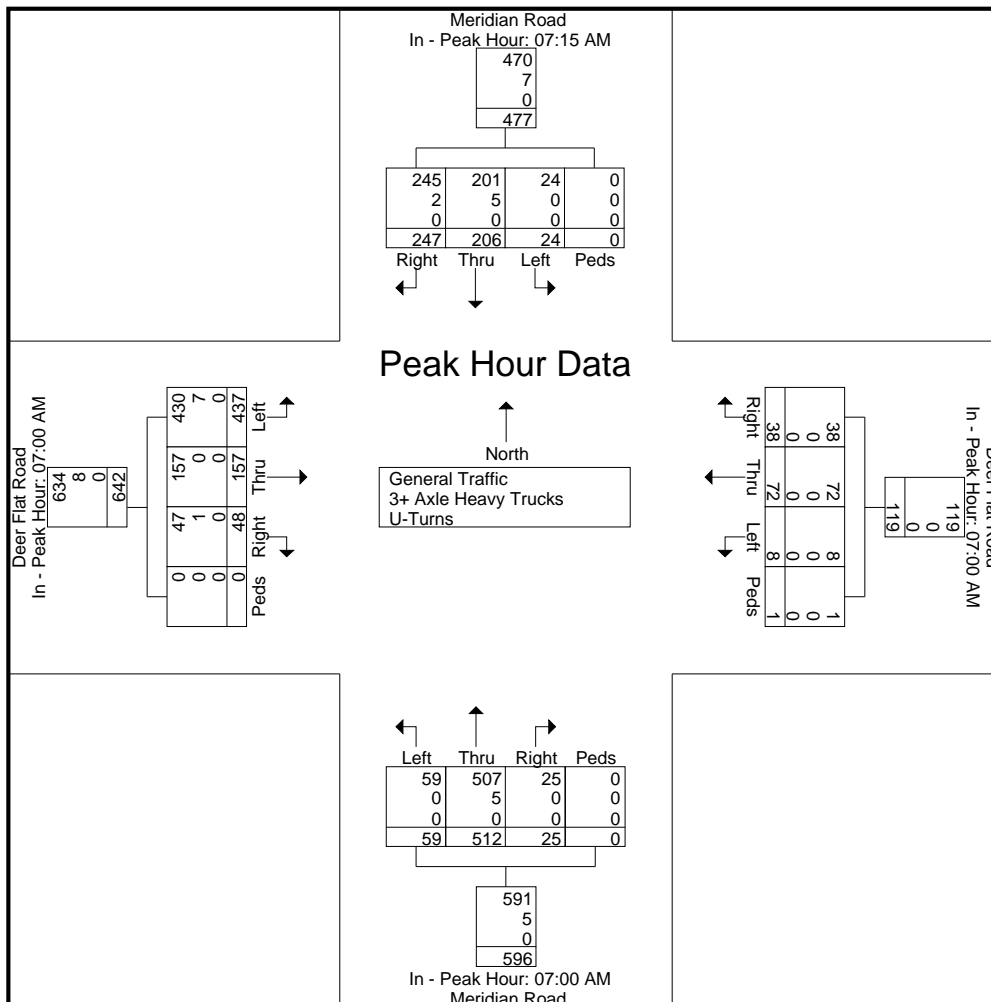
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Start Time	Meridian Road From North					Deer Flat Road From East					Meridian Road From South					Deer Flat Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	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					07:00 AM					07:00 AM				
+0 mins.	95	37	3	0	135	10	15	1	0	26	5	127	9	0	141	5	26	101	0	132
+15 mins.	78	55	4	0	137	11	29	2	0	42	6	175	22	0	203	13	45	113	0	171
+30 mins.	43	66	8	0	117	11	21	0	1	33	10	136	23	0	169	15	47	130	0	192
+45 mins.	31	48	9	0	88	6	7	5	0	18	4	74	5	0	83	15	39	93	0	147
Total Volume	247	206	24	0	477	38	72	8	1	119	25	512	59	0	596	48	157	437	0	642
% App. Total	51.8	43.2	5	0		31.9	60.5	6.7	0.8		4.2	85.9	9.9	0		7.5	24.5	68.1	0	
PHF	.650	.780	.667	.000	.870	.864	.621	.400	.250	.708	.625	.731	.641	.000	.734	.800	.835	.840	.000	.836
General Traffic	245	201	24	0	470	38	72	8	1	119	25	507	59	0	591	47	157	430	0	634
% General Traffic	99.	97.	100	0	98.5	100	100	100	100	100	100	99	100	0	99.2	97.	100	98.	0	98.8
3+ Axle Heavy Trucks	2	6	0	0	7	0	0	0	0	0	0	5	0	0	5	1	0	7	0	8
% 3+ Axle Heavy Trucks	0.8	2.4	0	0	1.5	0	0	0	0	0	0	1	0	0	0.8	2.1	0	1.6	0	1.2
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



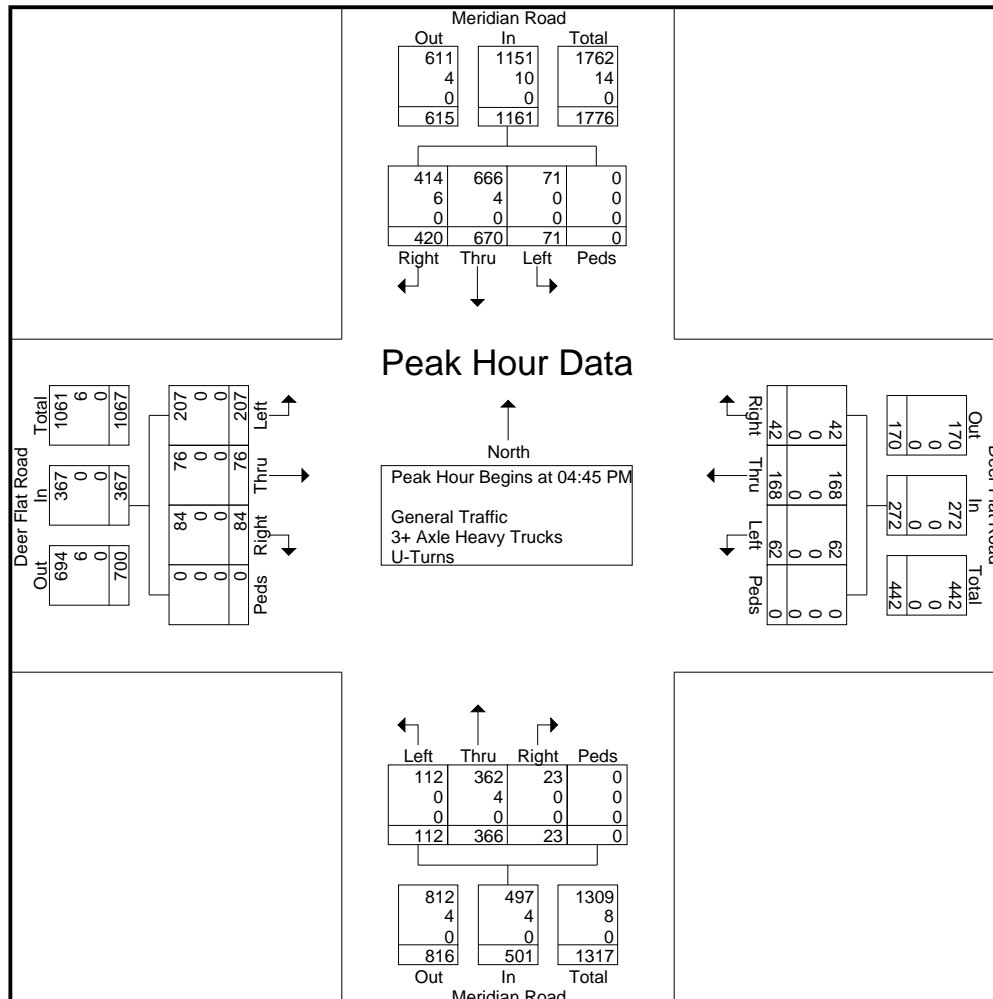
L2 Data Collection

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

Study: KITT0230
Intersection: Meridian Rd / Deer Flat Rd
City, State: Kuna, Idaho
Control: Signalized

File Name : Meridian Rd & Deer Flat Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 5

Start Time	Meridian Road From North					Deer Flat Road From East					Meridian Road From South					Deer Flat Road 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 04:45 PM																					
04:45 PM	113	168	23	0	304	8	49	14	0	71	5	90	17	0	112	23	22	38	0	83	570
05:00 PM	103	167	11	0	281	11	43	22	0	76	7	80	33	0	120	21	19	50	0	90	567
05:15 PM	95	168	21	0	284	11	28	12	0	51	7	90	29	0	126	22	15	61	0	98	559
05:30 PM	109	167	16	0	292	12	48	14	0	74	4	106	33	0	143	18	20	58	0	96	605
Total Volume	420	670	71	0	1161	42	168	62	0	272	23	366	112	0	501	84	76	207	0	367	2301
% App. Total	36.2	57.7	6.1	0		15.4	61.8	22.8	0		4.6	73.1	22.4	0		22.9	20.7	56.4	0		
PHF	.929	.997	.772	.000	.955	.875	.857	.705	.000	.895	.821	.863	.848	.000	.876	.913	.864	.848	.000	.936	.951
General Traffic	414	666	71	0	1151	42	168	62	0	272	23	362	112	0	497	84	76	207	0	367	2287
% General Traffic	98.6	99.4	100	0	99.1	100	100	100	0	100	100	98.9	100	0	99.2	100	100	100	0	100	99.4
3+ Axle Heavy Trucks	6	4	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
% 3+ Axle Heavy Trucks	1.4	0.6	0	0	0.9	0	0	0	0	0	0	1.1	0	0	0.8	0	0	0	0	0	0.6
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

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

Study: KITT0230
Intersection: Meridian Rd / Deer Flat Rd
City, State: Kuna, Idaho
Control: Signalized

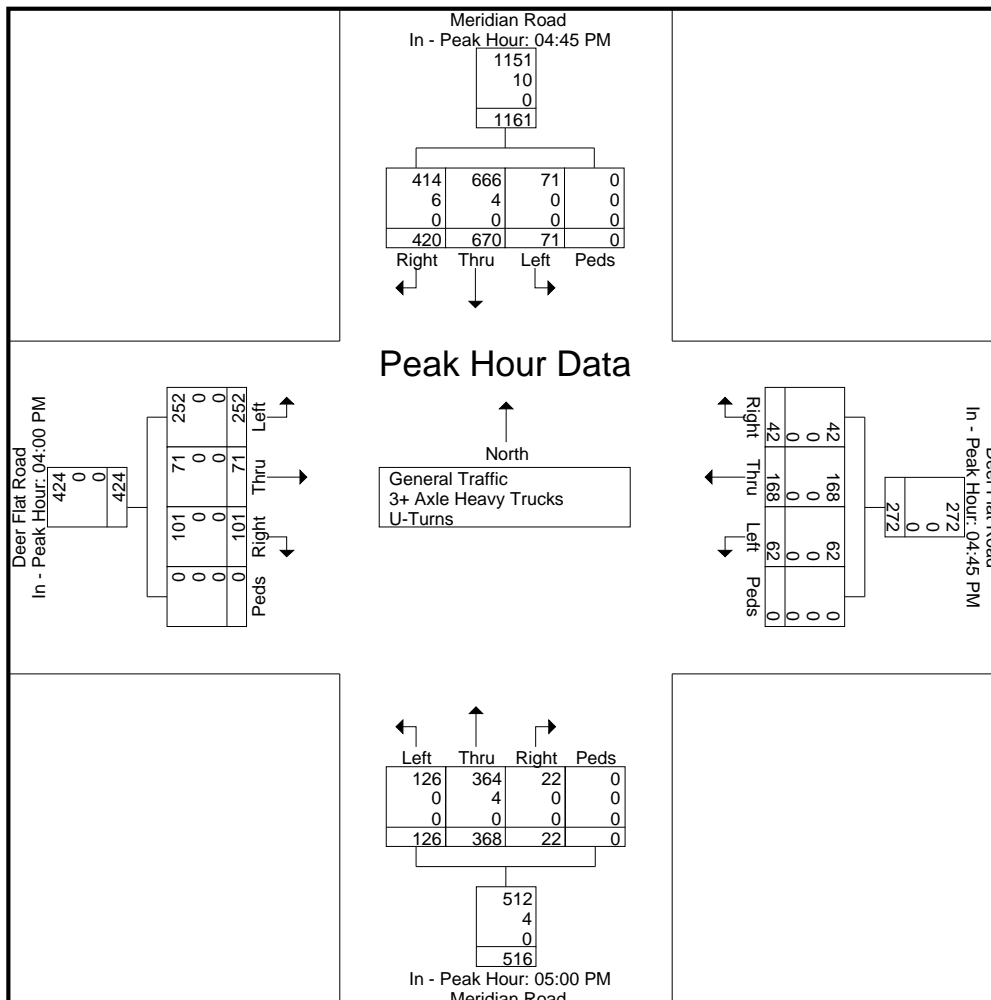
File Name : Meridian Rd & Deer Flat Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 6

Start Time	Meridian Road From North					Deer Flat Road From East					Meridian Road From South					Deer Flat Road 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:

	04:45 PM					04:45 PM					05:00 PM					04:00 PM				
+0 mins.	113	168	23	0	304	8	49	14	0	71	7	80	33	0	120	13	17	81	0	111
+15 mins.	103	167	11	0	281	11	43	22	0	76	7	90	29	0	126	34	20	71	0	125
+30 mins.	95	168	21	0	284	11	28	12	0	51	4	106	33	0	143	31	12	62	0	105
+45 mins.	109	167	16	0	292	12	48	14	0	74	4	92	31	0	127	23	22	38	0	83
Total Volume	420	670	71	0	1161	42	168	62	0	272	22	368	126	0	516	101	71	252	0	424
% App. Total	36.2	57.7	6.1	0		15.4	61.8	22.8	0		4.3	71.3	24.4	0		23.8	16.7	59.4	0	
PHF	.929	.997	.772	.000	.955	.875	.857	.705	.000	.895	.786	.868	.955	.000	.902	.743	.807	.778	.000	.848
General Traffic	414	666	71	0	1151	42	168	62	0	272	22	364	126	0	512	101	71	252	0	424
% General Traffic	98.	99.	100	0	99.1	100	100	100	0	100	100	98.	100	0	99.2	100	100	100	0	100
	6	4									9									
3+ Axle Heavy Trucks	6	4	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
% 3+ Axle Heavy Trucks	1.4	0.6	0	0	0.9	0	0	0	0	0	1.1	0	0	0.8	0	0	0	0	0	0
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

Intersection: Meridian Rd / Deer Flat Rd

City, State: Kuna, Idaho

Control: Signalized

File Name : Meridian Rd & Deer Flat Rd

Site Code : 00000000

Start Date : 2/8/2022

Page No : 7

Image 1



L2 Data Collection

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

Study: KITT0242
Intersection: SH-69 / Kuna Road
City, State: Kuns, Idaho
Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	SH-69 (Meridian Rd) From Northeast				Kuna Road From Southeast				SH-69 (Avalon St) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	22	8	0	30	12	13	0	25	8	134	0	142	197
07:15 AM	42	17	0	59	30	25	0	55	22	161	0	183	297
07:30 AM	58	16	0	74	18	9	0	27	32	118	0	150	251
07:45 AM	60	15	0	75	17	10	0	27	17	90	0	107	209
Total	182	56	0	238	77	57	0	134	79	503	0	582	954
08:00 AM	40	12	0	52	13	7	0	20	17	117	0	134	206
08:15 AM	41	9	0	50	7	8	0	15	12	93	0	105	170
08:30 AM	54	15	0	69	14	13	0	27	14	93	0	107	203
08:45 AM	66	15	0	81	19	10	0	29	13	97	0	110	220
Total	201	51	0	252	53	38	0	91	56	400	0	456	799

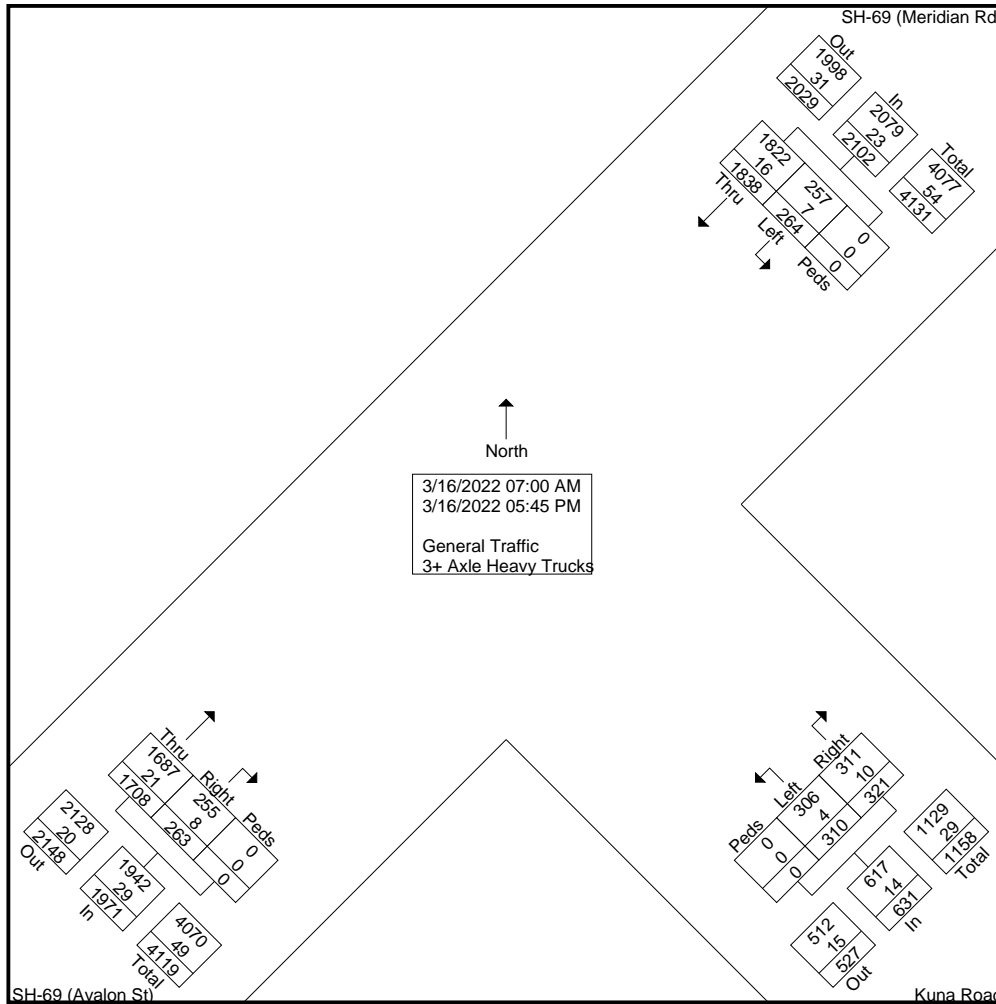
04:00 PM	151	18	0	169	11	10	0	21	25	79	0	104	294
04:15 PM	153	27	0	180	18	29	0	47	10	101	0	111	338
04:30 PM	190	21	0	211	17	23	0	40	19	118	0	137	388
04:45 PM	195	16	0	211	27	28	0	55	12	109	0	121	387
Total	689	82	0	771	73	90	0	163	66	407	0	473	1407
05:00 PM	203	18	0	221	33	34	0	67	10	84	0	94	382
05:15 PM	165	19	0	184	26	25	0	51	16	98	0	114	349
05:30 PM	199	26	0	225	35	26	0	61	20	110	0	130	416
05:45 PM	199	12	0	211	24	40	0	64	16	106	0	122	397
Total	766	75	0	841	118	125	0	243	62	398	0	460	1544
Grand Total	1838	264	0	2102	321	310	0	631	263	1708	0	1971	4704
Apprch %	87.4	12.6	0		50.9	49.1	0		13.3	86.7	0		
Total %	39.1	5.6	0	44.7	6.8	6.6	0	13.4	5.6	36.3	0	41.9	
General Traffic	1822	257	0	2079	311	306	0	617	255	1687	0	1942	4638
% General Traffic	99.1	97.3	0	98.9	96.9	98.7	0	97.8	97	98.8	0	98.5	98.6
3+ Axle Heavy Trucks	16	7	0	23	10	4	0	14	8	21	0	29	66
% 3+ Axle Heavy Trucks	0.9	2.7	0	1.1	3.1	1.3	0	2.2	3	1.2	0	1.5	1.4

L2 Data Collection

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

Study: KITT0242
 Intersection: SH-69 / Kuna Road
 City, State: Kuns, Idaho
 Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
 Site Code : 00000000
 Start Date : 3/16/2022
 Page No : 2



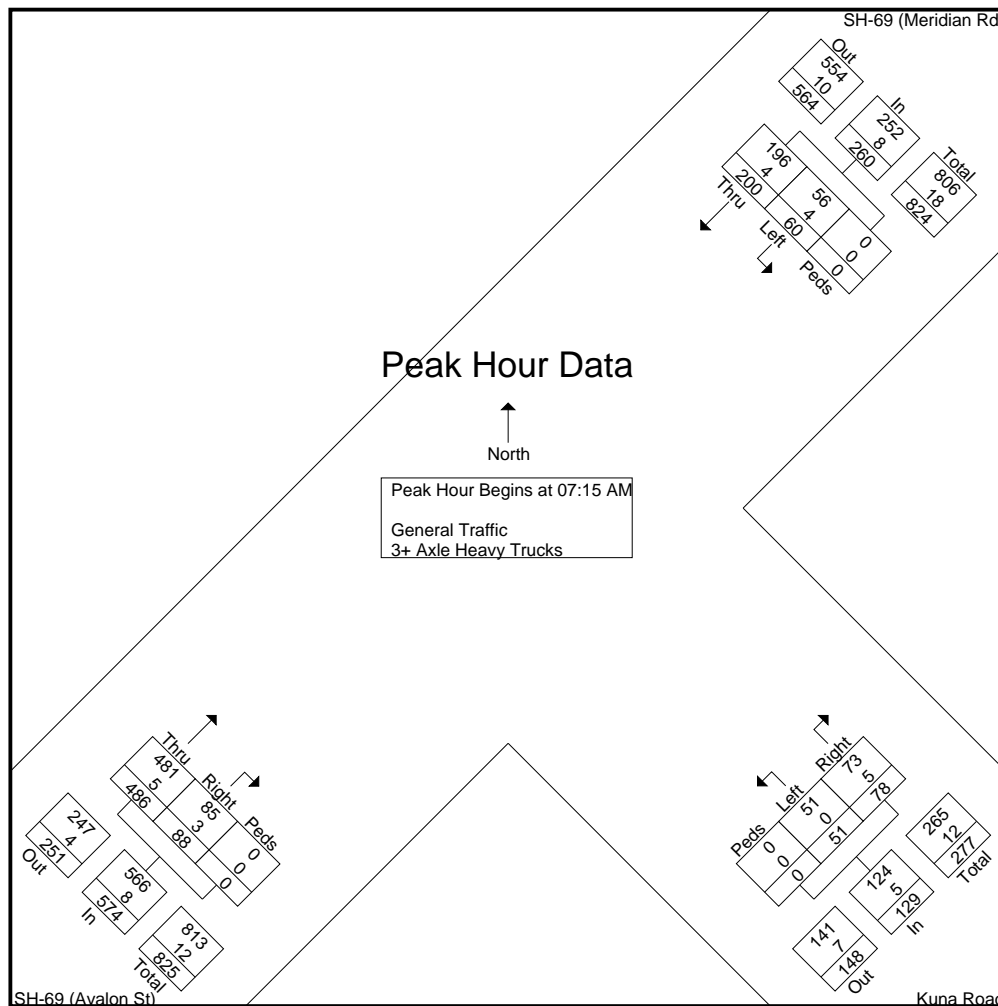
L2 Data Collection

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

Study: KITT0242
Intersection: SH-69 / Kuna Road
City, State: Kuns, Idaho
Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 3

Start Time	SH-69 (Meridian Rd) From Northeast				Kuna Road From Southeast				SH-69 (Avalon St) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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	42	17	0	59	30	25	0	55	22	161	0	183	297
07:30 AM	58	16	0	74	18	9	0	27	32	118	0	150	251
07:45 AM	60	15	0	75	17	10	0	27	17	90	0	107	209
08:00 AM	40	12	0	52	13	7	0	20	17	117	0	134	206
Total Volume	200	60	0	260	78	51	0	129	88	486	0	574	963
% App. Total	76.9	23.1	0		60.5	39.5	0		15.3	84.7	0		
PHF	.833	.882	.000	.867	.650	.510	.000	.586	.688	.755	.000	.784	.811
General Traffic	196	56	0	252	73	51	0	124	85	481	0	566	942
% General Traffic	98.0	93.3	0	96.9	93.6	100	0	96.1	96.6	99.0	0	98.6	97.8
3+ Axle Heavy Trucks	4	4	0	8	5	0	0	5	3	5	0	8	21
% 3+ Axle Heavy Trucks	2.0	6.7	0	3.1	6.4	0	0	3.9	3.4	1.0	0	1.4	2.2



L2 Data Collection

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

Study: KITT0242
Intersection: SH-69 / Kuna Road
City, State: Kuns, Idaho
Control: Stop Sign

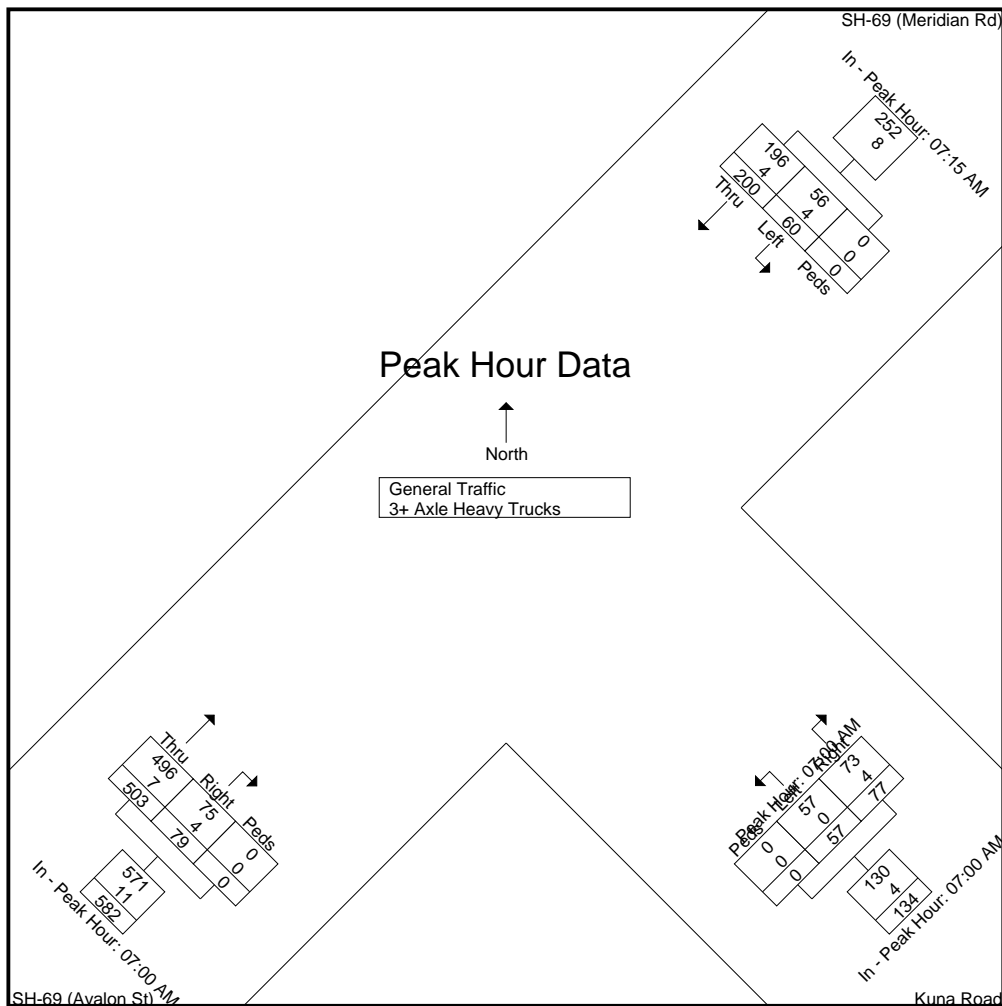
File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 4

Start Time	SH-69 (Meridian Rd) From Northeast				Kuna Road From Southeast				SH-69 (Avalon St) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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				07:00 AM			
+0 mins.	42	17	0	59	12	13	0	25	8	134	0	142
+15 mins.	58	16	0	74	30	25	0	55	22	161	0	183
+30 mins.	60	15	0	75	18	9	0	27	32	118	0	150
+45 mins.	40	12	0	52	17	10	0	27	17	90	0	107
Total Volume	200	60	0	260	77	57	0	134	79	503	0	582
% App. Total	76.9	23.1	0		57.5	42.5	0		13.6	86.4	0	
PHF	.833	.882	.000	.867	.642	.570	.000	.609	.617	.781	.000	.795
General Traffic	196	56	0	252	73	57	0	130	75	496	0	571
% General Traffic	98	93.3	0	96.9	94.8	100	0	97	94.9	98.6	0	98.1
3+ Axle Heavy Trucks	4	4	0	8	4	0	0	4	4	7	0	11
% 3+ Axle Heavy Trucks	2	6.7	0	3.1	5.2	0	0	3	5.1	1.4	0	1.9



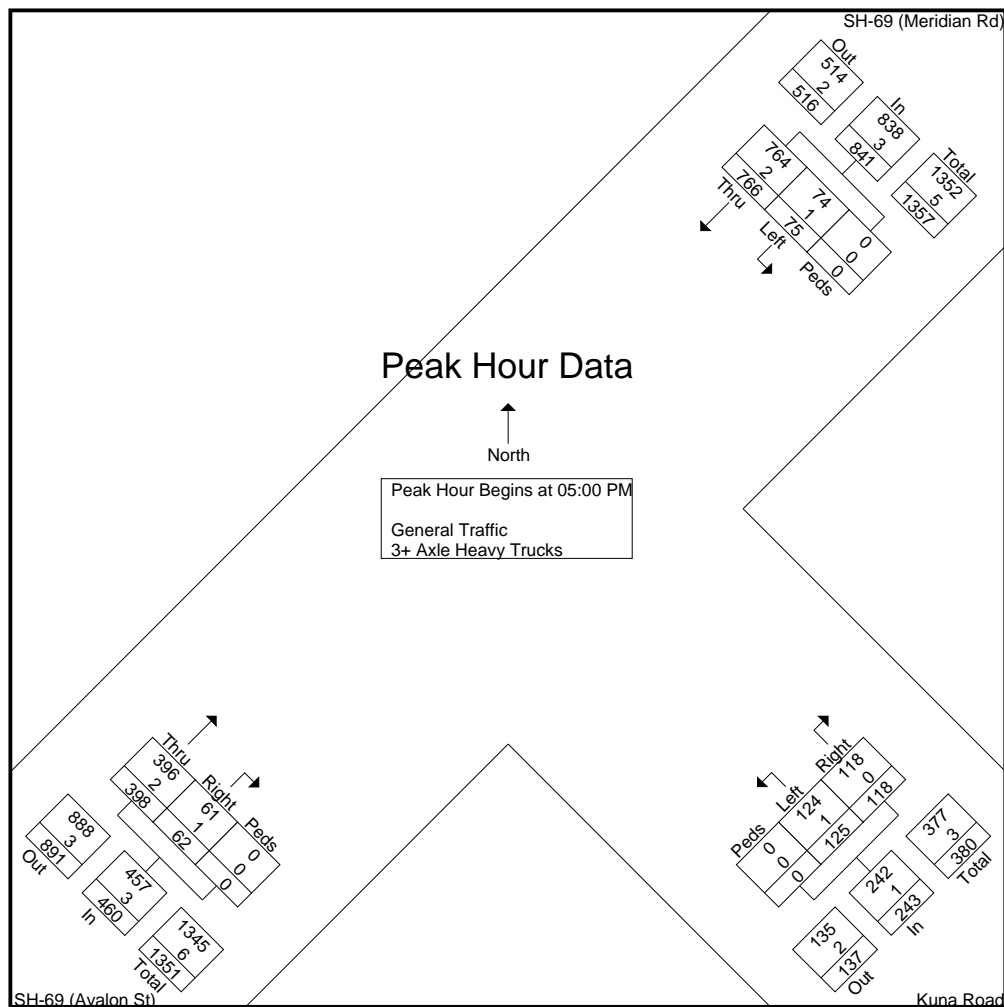
L2 Data Collection

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

Study: KITT0242
Intersection: SH-69 / Kuna Road
City, State: Kuns, Idaho
Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 5

Start Time	SH-69 (Meridian Rd) From Northeast				Kuna Road From Southeast				SH-69 (Avalon St) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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	203	18	0	221	33	34	0	67	10	84	0	94	382
05:15 PM	165	19	0	184	26	25	0	51	16	98	0	114	349
05:30 PM	199	26	0	225	35	26	0	61	20	110	0	130	416
05:45 PM	199	12	0	211	24	40	0	64	16	106	0	122	397
Total Volume	766	75	0	841	118	125	0	243	62	398	0	460	1544
% App. Total	91.1	8.9	0	99.6	48.6	51.4	0	99.6	13.5	86.5	0	99.3	99.5
PHF	.943	.721	.000	.934	.843	.781	.000	.907	.775	.905	.000	.885	.928
General Traffic	764	74	0	838	118	124	0	242	61	396	0	457	1537
% General Traffic	99.7	98.7	0	99.6	100	99.2	0	99.6	98.4	99.5	0	99.3	99.5
3+ Axle Heavy Trucks	2	1	0	3	0	1	0	1	1	2	0	3	7
% 3+ Axle Heavy Trucks	0.3	1.3	0	0.4	0	0.8	0	0.4	1.6	0.5	0	0.7	0.5



L2 Data Collection

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

Study: KITT0242
Intersection: SH-69 / Kuna Road
City, State: Kuns, Idaho
Control: Stop Sign

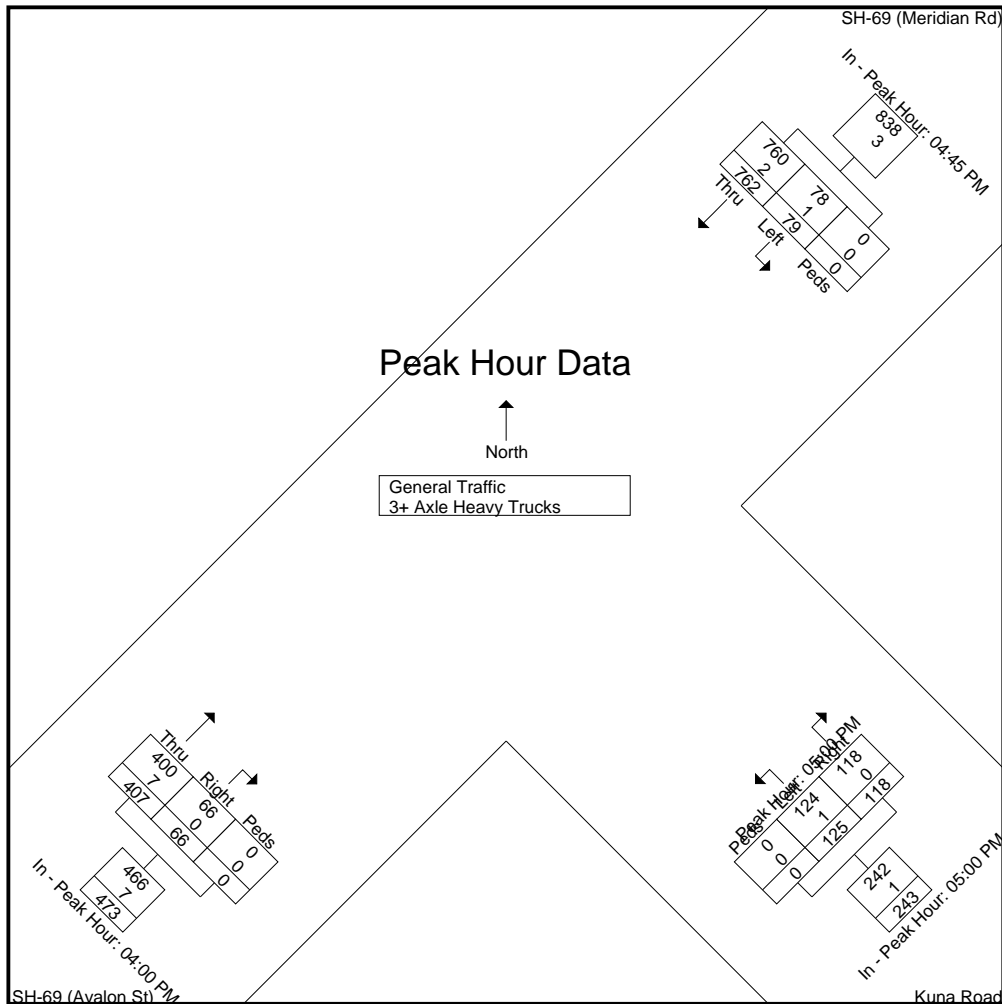
File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 6

Start Time	SH-69 (Meridian Rd) From Northeast				Kuna Road From Southeast				SH-69 (Avalon St) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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:

	04:45 PM				05:00 PM				04:00 PM			
+0 mins.	195	16	0	211	33	34	0	67	25	79	0	104
+15 mins.	203	18	0	221	26	25	0	51	10	101	0	111
+30 mins.	165	19	0	184	35	26	0	61	19	118	0	137
+45 mins.	199	26	0	225	24	40	0	64	12	109	0	121
Total Volume	762	79	0	841	118	125	0	243	66	407	0	473
% App. Total	90.6	9.4	0		48.6	51.4	0		14	86	0	
PHF	.938	.760	.000	.934	.843	.781	.000	.907	.660	.862	.000	.863
General Traffic	760	78	0	838	118	124	0	242	66	400	0	466
% General Traffic	99.7	98.7	0	99.6	100	99.2	0	99.6	100	98.3	0	98.5
3+ Axle Heavy Trucks	2	1	0	3	0	1	0	1	0	7	0	7
% 3+ Axle Heavy Trucks	0.3	1.3	0	0.4	0	0.8	0	0.4	0	1.7	0	1.5



L2 Data Collection

L2DataCollection.com

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

Study: KITT0242
Intersection: SH-69 / Kuna Road
City, State: Kuna, Idaho
Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 7

Image 1



L2 Data Collection

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

Study: KITT0242
Intersection: Stroebel Rd / Kuna Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Stroebel Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Kuna Road From East				Stroebel Road From South				Kuna Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	23	1	0	24	3	4	0	7	2	18	0	20	51
07:15 AM	41	0	0	41	1	15	0	16	2	30	0	32	89
07:30 AM	23	1	0	24	2	3	0	5	4	45	0	49	78
07:45 AM	20	0	0	20	1	9	0	10	4	29	0	33	63
Total	107	2	0	109	7	31	0	38	12	122	0	134	281
08:00 AM	12	1	0	13	1	5	0	6	3	25	0	28	47
08:15 AM	13	0	0	13	4	4	0	8	2	20	0	22	43
08:30 AM	21	3	0	24	2	10	0	12	2	26	0	28	64
08:45 AM	17	2	0	19	3	7	0	10	3	22	0	25	54
Total	63	6	0	69	10	26	0	36	10	93	0	103	208

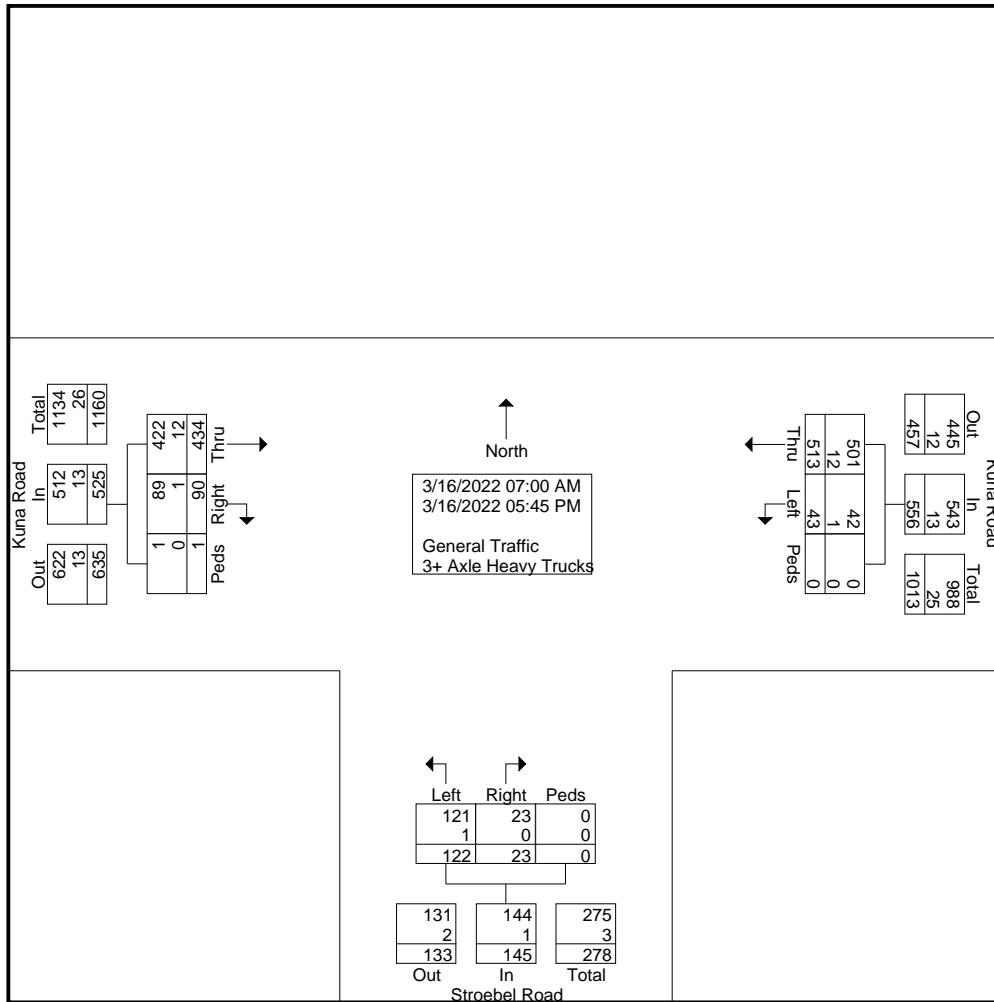
04:00 PM	16	2	0	18	1	6	0	7	9	32	0	41	66
04:15 PM	45	3	0	48	1	4	0	5	10	26	0	36	89
04:30 PM	32	4	0	36	0	6	0	6	6	37	1	44	86
04:45 PM	51	3	0	54	1	7	0	8	9	20	0	29	91
Total	144	12	0	156	3	23	0	26	34	115	1	150	332
05:00 PM	52	7	0	59	1	13	0	14	8	20	0	28	101
05:15 PM	45	4	0	49	0	5	0	5	7	27	0	34	88
05:30 PM	54	4	0	58	0	10	0	10	16	31	0	47	115
05:45 PM	48	8	0	56	2	14	0	16	3	26	0	29	101
Total	199	23	0	222	3	42	0	45	34	104	0	138	405
Grand Total	513	43	0	556	23	122	0	145	90	434	1	525	1226
Apprch %	92.3	7.7	0		15.9	84.1	0		17.1	82.7	0.2		
Total %	41.8	3.5	0	45.4	1.9	10	0	11.8	7.3	35.4	0.1	42.8	
General Traffic	501	42	0	543	23	121	0	144	89	422	1	512	1199
% General Traffic	97.7	97.7	0	97.7	100	99.2	0	99.3	98.9	97.2	100	97.5	97.8
3+ Axle Heavy Trucks	12	1	0	13	0	1	0	1	1	12	0	13	27
% 3+ Axle Heavy Trucks	2.3	2.3	0	2.3	0	0.8	0	0.7	1.1	2.8	0	2.5	2.2

L2 Data Collection

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

Study: KITT0242
 Intersection: Stroebel Rd / Kuna Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Stroebel Rd & Kuna Rd
 Site Code : 00000000
 Start Date : 3/16/2022
 Page No : 2



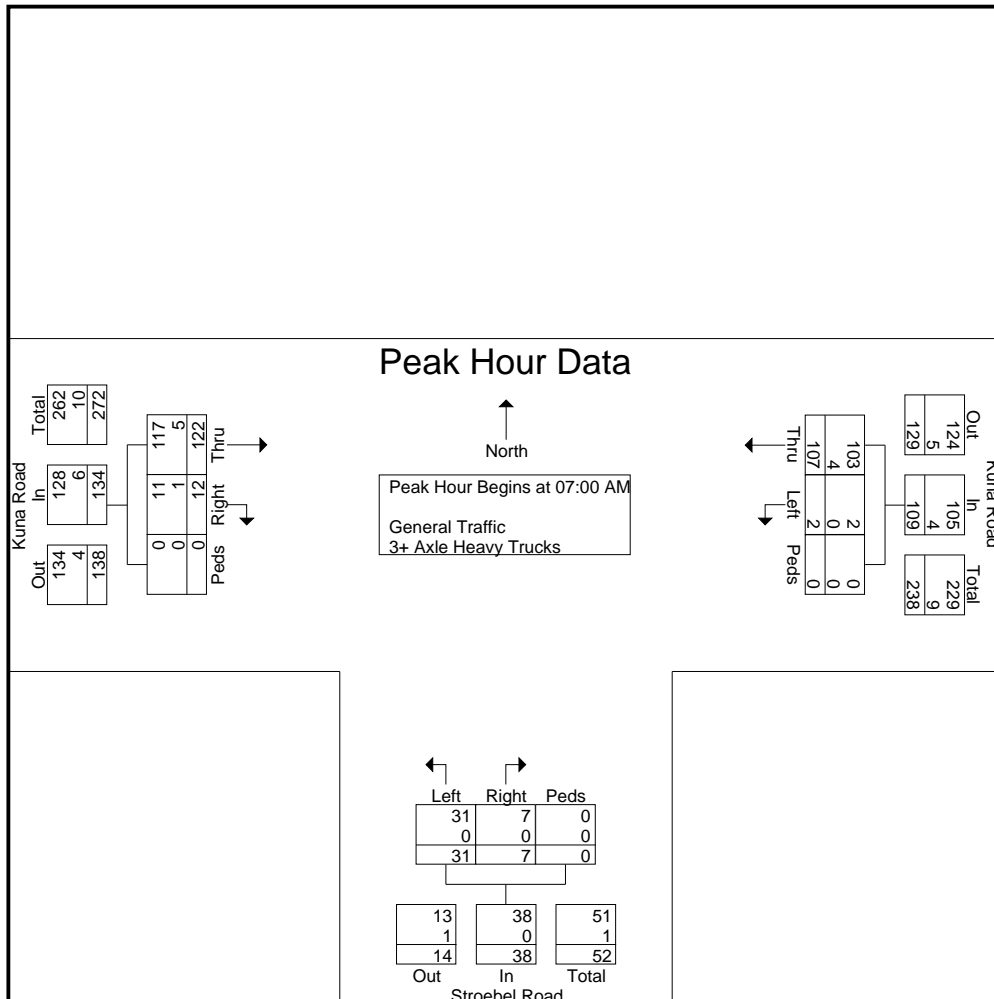
L2 Data Collection

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

Study: KITT0242
Intersection: Stroebel Rd / Kuna Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Stroebel Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 3

Start Time	Kuna Road From East				Stroebel Road From South				Kuna Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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 07:00 AM													
07:00 AM	23	1	0	24	3	4	0	7	2	18	0	20	51
07:15 AM	41	0	0	41	1	15	0	16	2	30	0	32	89
07:30 AM	23	1	0	24	2	3	0	5	4	45	0	49	78
07:45 AM	20	0	0	20	1	9	0	10	4	29	0	33	63
Total Volume	107	2	0	109	7	31	0	38	12	122	0	134	281
% App. Total	98.2	1.8	0		18.4	81.6	0		9	91	0		
PHF	.652	.500	.000	.665	.583	.517	.000	.594	.750	.678	.000	.684	.789
General Traffic	103	2	0	105	7	31	0	38	11	117	0	128	271
% General Traffic	96.3	100	0	96.3	100	100	0	100	91.7	95.9	0	95.5	96.4
3+ Axle Heavy Trucks	4	0	0	4	0	0	0	0	1	5	0	6	10
% 3+ Axle Heavy Trucks	3.7	0	0	3.7	0	0	0	0	8.3	4.1	0	4.5	3.6



L2 Data Collection

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

Study: KITT0242
Intersection: Stroebel Rd / Kuna Rd
City, State: Kuna, Idaho
Control: Stop Sign

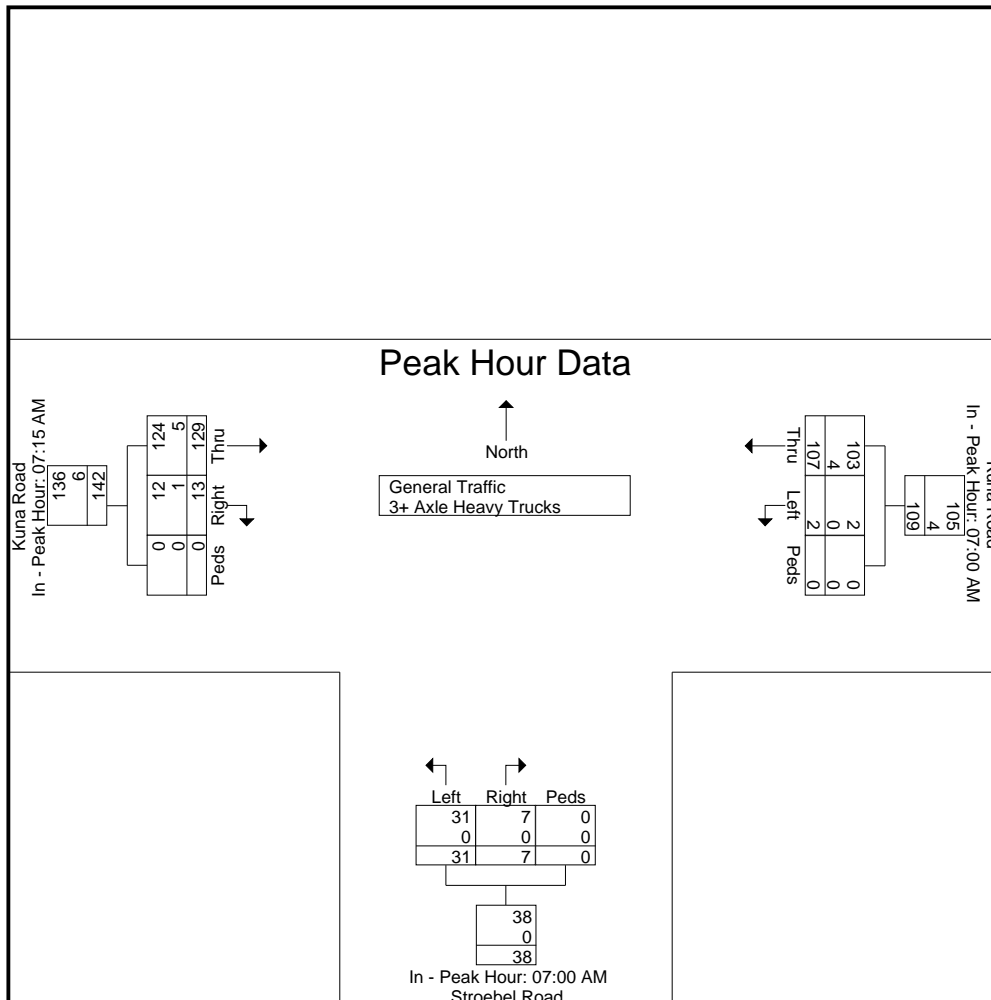
File Name : Stroebel Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 4

Start Time	Kuna Road From East				Stroebel Road From South				Kuna Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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				07:00 AM				07:15 AM			
+0 mins.	23	1	0	24	3	4	0	7	2	30	0	32
+15 mins.	41	0	0	41	1	15	0	16	4	45	0	49
+30 mins.	23	1	0	24	2	3	0	5	4	29	0	33
+45 mins.	20	0	0	20	1	9	0	10	3	25	0	28
Total Volume	107	2	0	109	7	31	0	38	13	129	0	142
% App. Total	98.2	1.8	0		18.4	81.6	0		9.2	90.8	0	
PHF	.652	.500	.000	.665	.583	.517	.000	.594	.813	.717	.000	.724
General Traffic	103	2	0	105	7	31	0	38	12	124	0	136
% General Traffic	96.3	100	0	96.3	100	100	0	100	92.3	96.1	0	95.8
3+ Axle Heavy Trucks	4	0	0	4	0	0	0	0	1	5	0	6
% 3+ Axle Heavy Trucks	3.7	0	0	3.7	0	0	0	0	7.7	3.9	0	4.2



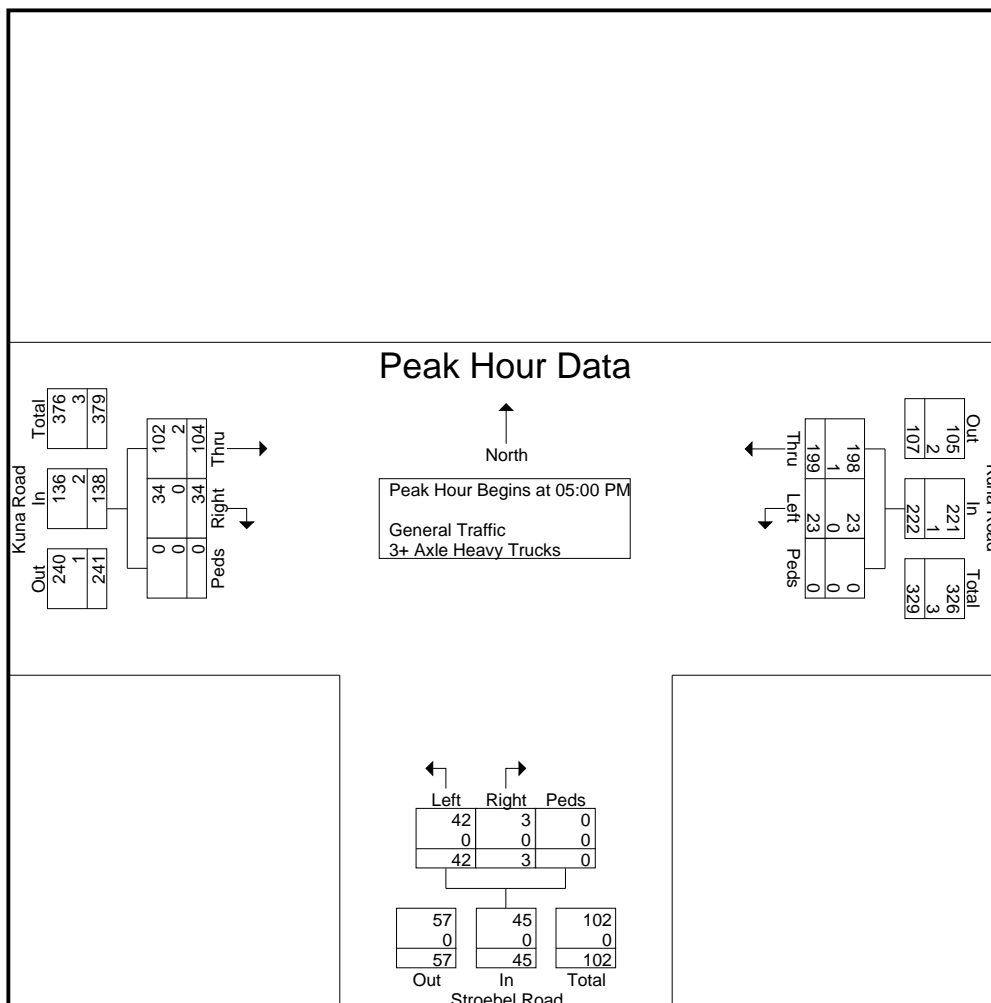
L2 Data Collection

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

Study: KITT0242
Intersection: Stroebel Rd / Kuna Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Stroebel Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 5

Start Time	Kuna Road From East				Stroebel Road From South				Kuna Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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	52	7	0	59	1	13	0	14	8	20	0	28	101
05:15 PM	45	4	0	49	0	5	0	5	7	27	0	34	88
05:30 PM	54	4	0	58	0	10	0	10	16	31	0	47	115
05:45 PM	48	8	0	56	2	14	0	16	3	26	0	29	101
Total Volume	199	23	0	222	3	42	0	45	34	104	0	138	405
% App. Total	89.6	10.4	0	99.5	6.7	93.3	0	100	24.6	75.4	0	98.6	99.3
PHF	.921	.719	.000	.941	.375	.750	.000	.703	.531	.839	.000	.734	.880
General Traffic	198	23	0	221	3	42	0	45	34	102	0	136	402
% General Traffic	99.5	100	0	99.5	100	100	0	100	100	98.1	0	98.6	99.3
3+ Axle Heavy Trucks	1	0	0	1	0	0	0	0	0	2	0	2	3
% 3+ Axle Heavy Trucks	0.5	0	0	0.5	0	0	0	0	0	1.9	0	1.4	0.7



L2 Data Collection

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

Study: KITT0242
Intersection: Stroebel Rd / Kuna Rd
City, State: Kuna, Idaho
Control: Stop Sign

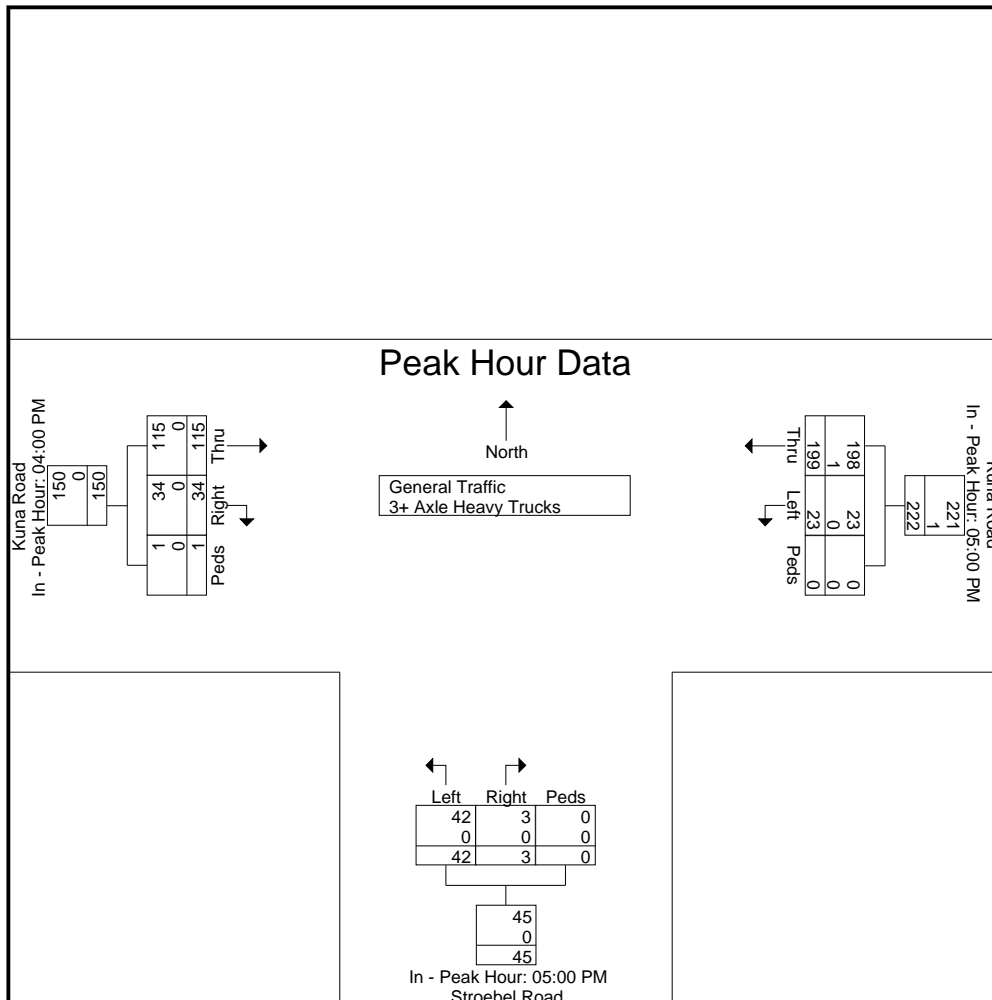
File Name : Stroebel Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 6

Start Time	Kuna Road From East				Stroebel Road From South				Kuna Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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:

	05:00 PM				05:00 PM				04:00 PM			
+0 mins.	52	7	0	59	1	13	0	14	9	32	0	41
+15 mins.	45	4	0	49	0	5	0	5	10	26	0	36
+30 mins.	54	4	0	58	0	10	0	10	6	37	1	44
+45 mins.	48	8	0	56	2	14	0	16	9	20	0	29
Total Volume	199	23	0	222	3	42	0	45	34	115	1	150
% App. Total	89.6	10.4	0		6.7	93.3	0		22.7	76.7	0.7	
PHF	.921	.719	.000	.941	.375	.750	.000	.703	.850	.777	.250	.852
General Traffic	198	23	0	221	3	42	0	45	34	115	1	150
% General Traffic	99.5	100	0	99.5	100	100	0	100	100	100	100	100
3+ Axle Heavy Trucks	1	0	0	1	0	0	0	0	0	0	0	0
% 3+ Axle Heavy Trucks	0.5	0	0	0.5	0	0	0	0	0	0	0	0



L2 Data Collection

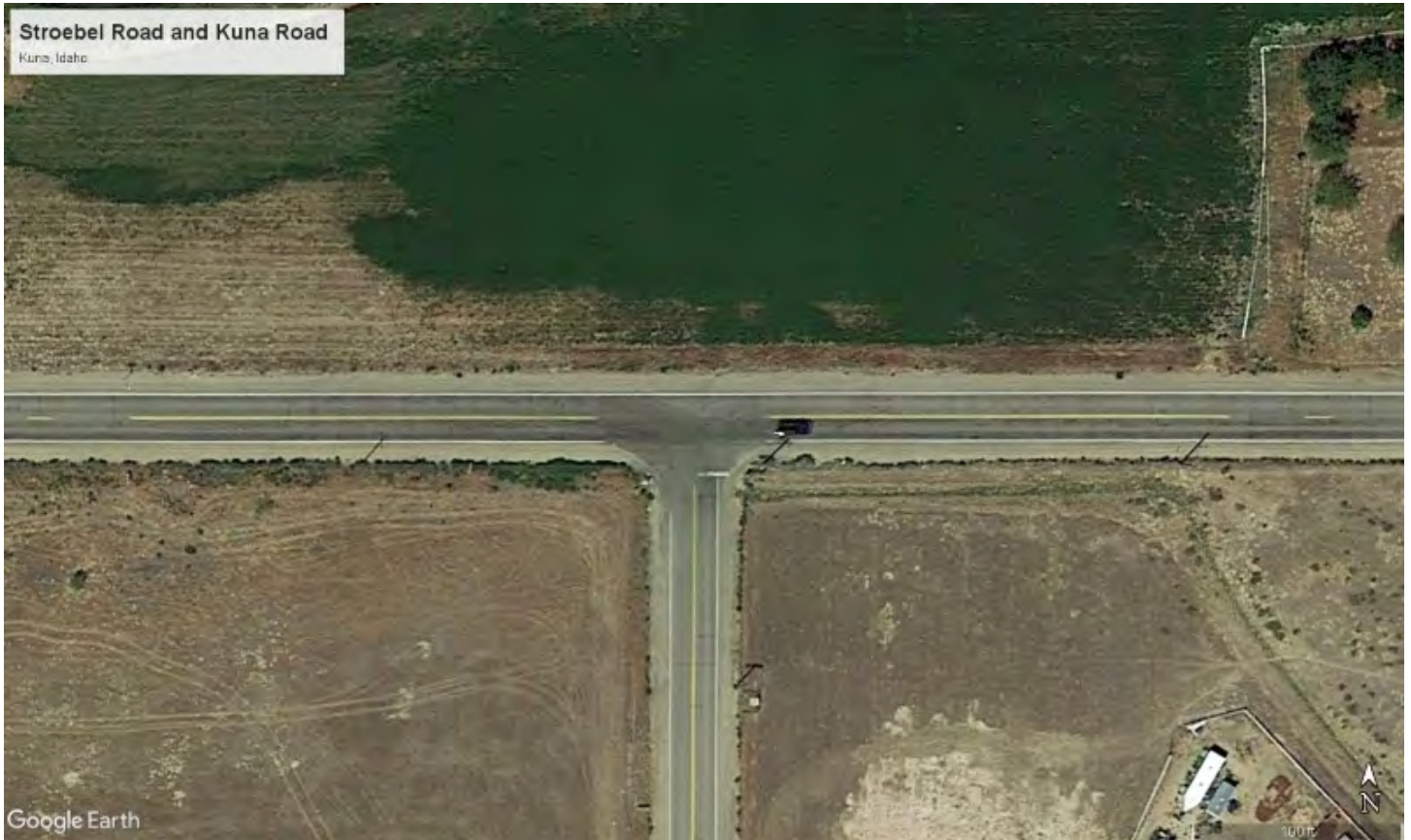
L2DataCollection.com

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

Study: KITT0242
Intersection: Stroebel Rd / Kuna Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Stroebel Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/16/2022
Page No : 7

Image 1



L2 Data Collection

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

Study: KITT0230
Intersection: Stroebel Rd (NE) / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Stroebel Rd (NE of RR Tracks) & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Stroebel Road From North				King Road From East				Stroebel Road From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	1	2	0	3	2	4	0	6	23	4	0	27	36
07:15 AM	0	0	0	0	4	5	0	9	25	8	0	33	42
07:30 AM	3	4	0	7	3	3	0	6	22	3	0	25	38
07:45 AM	2	4	0	6	3	8	0	11	20	0	0	20	37
Total	6	10	0	16	12	20	0	32	90	15	0	105	153
08:00 AM	3	0	0	3	3	5	0	8	13	3	0	16	27
08:15 AM	3	2	0	5	6	4	0	10	4	3	0	7	22
08:30 AM	6	2	0	8	6	1	0	7	11	2	0	13	28
08:45 AM	3	1	0	4	3	5	0	8	8	3	0	11	23
Total	15	5	0	20	18	15	0	33	36	11	0	47	100

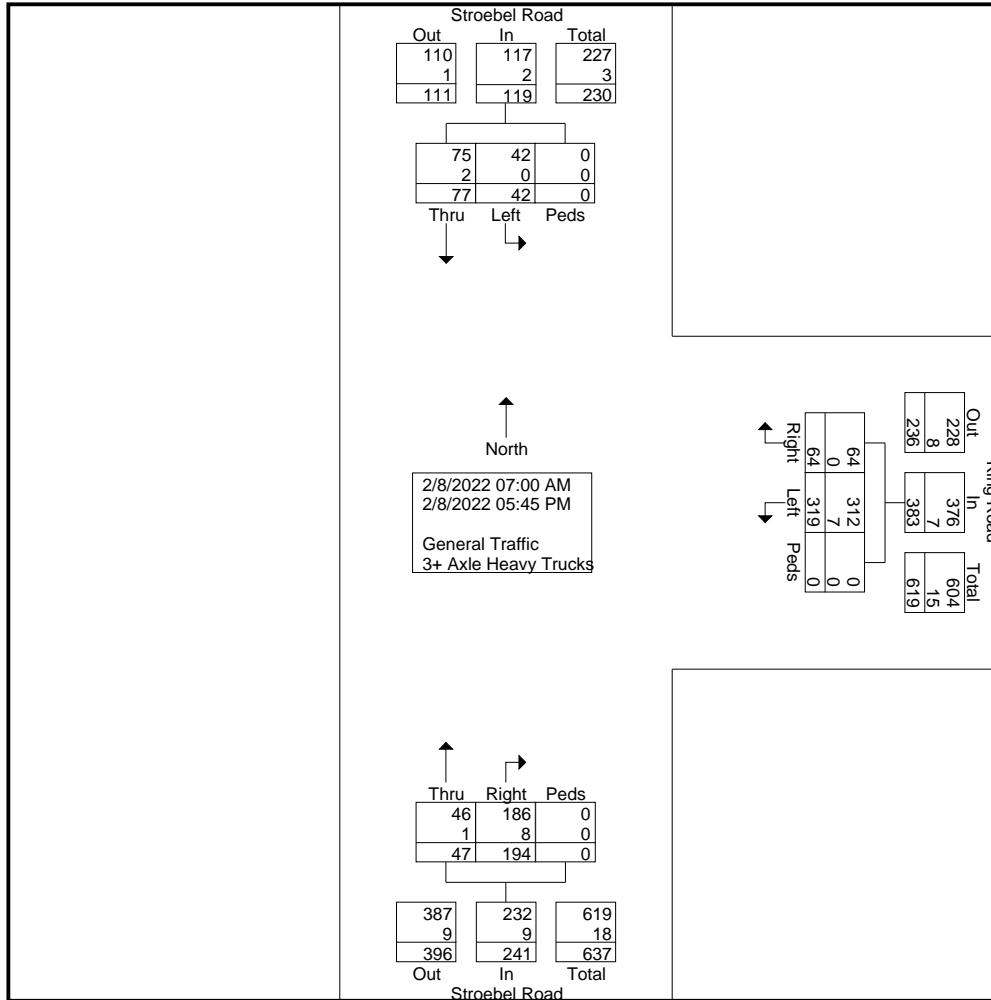
04:00 PM	7	5	0	12	3	18	0	21	10	5	0	15	48
04:15 PM	9	3	0	12	3	28	0	31	6	4	0	10	53
04:30 PM	5	2	0	7	5	35	0	40	12	3	0	15	62
04:45 PM	5	4	0	9	6	31	0	37	10	3	0	13	59
Total	26	14	0	40	17	112	0	129	38	15	0	53	222
05:00 PM	8	3	0	11	3	39	0	42	7	2	0	9	62
05:15 PM	7	4	0	11	6	46	0	52	7	1	0	8	71
05:30 PM	9	3	0	12	2	40	0	42	14	1	0	15	69
05:45 PM	6	3	0	9	6	47	0	53	2	2	0	4	66
Total	30	13	0	43	17	172	0	189	30	6	0	36	268
Grand Total	77	42	0	119	64	319	0	383	194	47	0	241	743
Apprch %	64.7	35.3	0		16.7	83.3	0		80.5	19.5	0		
Total %	10.4	5.7	0	16	8.6	42.9	0	51.5	26.1	6.3	0	32.4	
General Traffic	75	42	0	117	64	312	0	376	186	46	0	232	725
% General Traffic	97.4	100	0	98.3	100	97.8	0	98.2	95.9	97.9	0	96.3	97.6
3+ Axle Heavy Trucks	2	0	0	2	0	7	0	7	8	1	0	9	18
% 3+ Axle Heavy Trucks	2.6	0	0	1.7	0	2.2	0	1.8	4.1	2.1	0	3.7	2.4

L2 Data Collection

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

Study: KITT0230
 Intersection: Stroebel Rd (NE) / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Stroebel Rd (NE of RR Tracks) & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 2



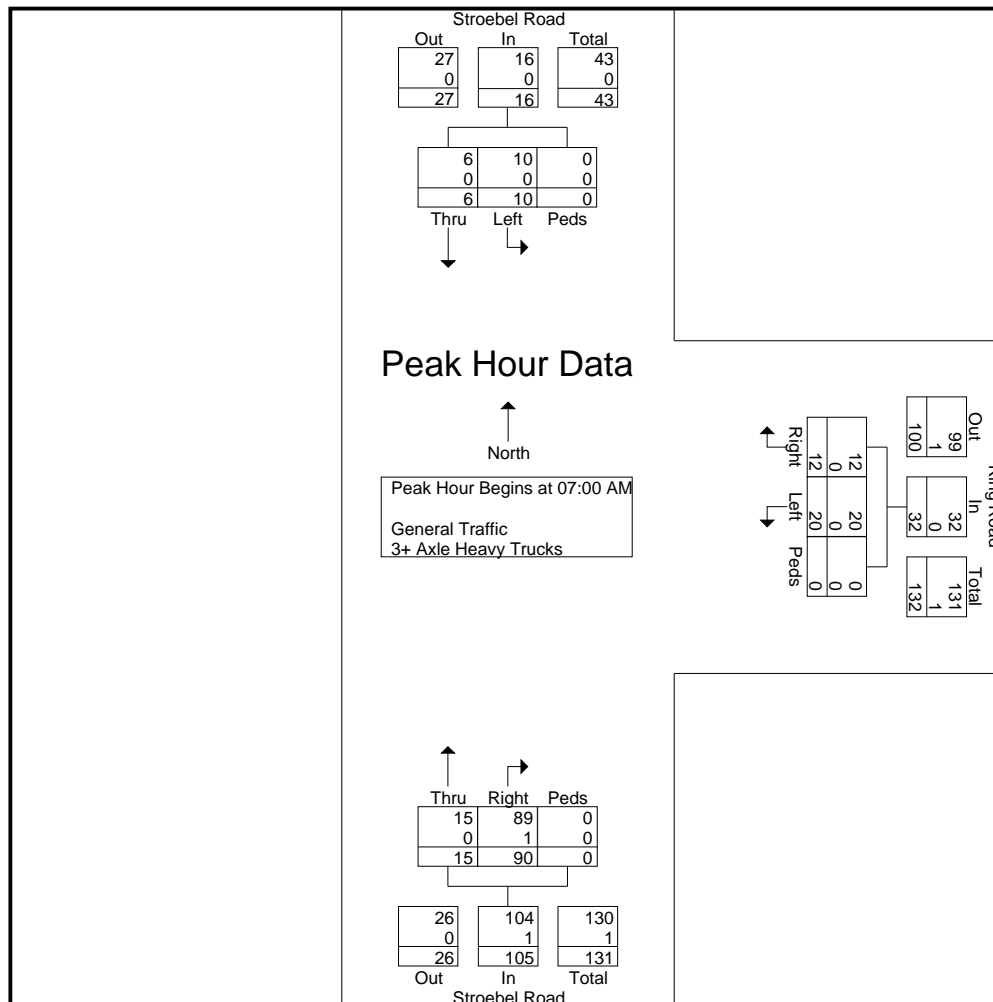
L2 Data Collection

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

Study: KITT0230
Intersection: Stroebel Rd (NE) / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Stroebel Rd (NE of RR Tracks) & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 3

Start Time	Stroebel Road From North				King Road From East				Stroebel Road From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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 07:00 AM													
07:00 AM	1	2	0	3	2	4	0	6	23	4	0	27	36
07:15 AM	0	0	0	0	4	5	0	9	25	8	0	33	42
07:30 AM	3	4	0	7	3	3	0	6	22	3	0	25	38
07:45 AM	2	4	0	6	3	8	0	11	20	0	0	20	37
Total Volume	6	10	0	16	12	20	0	32	90	15	0	105	153
% App. Total	37.5	62.5	0		37.5	62.5	0		85.7	14.3	0		
PHF	.500	.625	.000	.571	.750	.625	.000	.727	.900	.469	.000	.795	.911
General Traffic	6	10	0	16	12	20	0	32	89	15	0	104	152
% General Traffic	100	100	0	100	100	100	0	100	98.9	100	0	99.0	99.3
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	1.1	0	0	1.0	0.7



L2 Data Collection

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

Study: KITT0230
 Intersection: Stroebel Rd (NE) / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

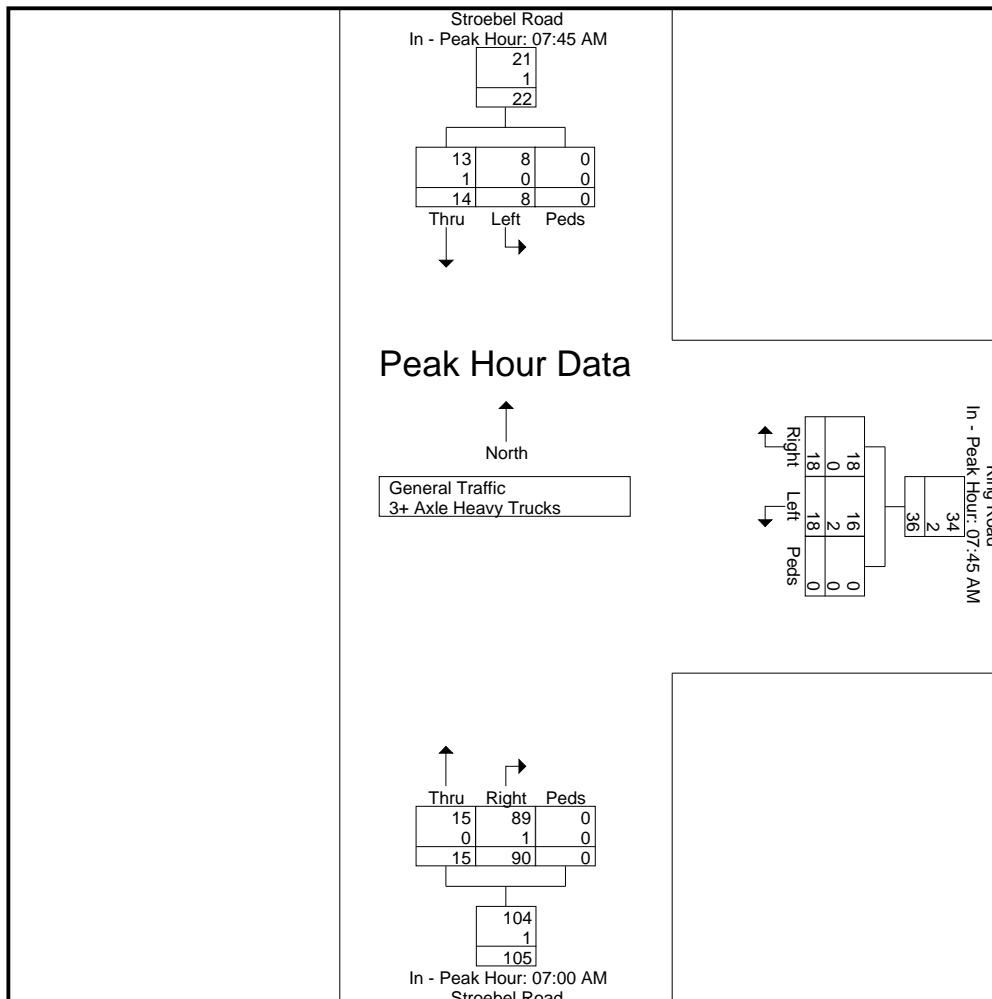
File Name : Stroebel Rd (NE of RR Tracks) & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 4

Start Time	Stroebel Road From North				King Road From East				Stroebel Road From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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:

	07:45 AM				07:45 AM				07:00 AM			
+0 mins.	2	4	0	6	3	8	0	11	23	4	0	27
+15 mins.	3	0	0	3	3	5	0	8	25	8	0	33
+30 mins.	3	2	0	5	6	4	0	10	22	3	0	25
+45 mins.	6	2	0	8	6	1	0	7	20	0	0	20
Total Volume	14	8	0	22	18	18	0	36	90	15	0	105
% App. Total	63.6	36.4	0		50	50	0		85.7	14.3	0	
PHF	.583	.500	.000	.688	.750	.563	.000	.818	.900	.469	.000	.795
General Traffic	13	8	0	21	18	16	0	34	89	15	0	104
% General Traffic	92.9	100	0	95.5	100	88.9	0	94.4	98.9	100	0	99
3+ Axle Heavy Trucks	1	0	0	1	0	2	0	2	1	0	0	1
% 3+ Axle Heavy Trucks	7.1	0	0	4.5	0	11.1	0	5.6	1.1	0	0	1



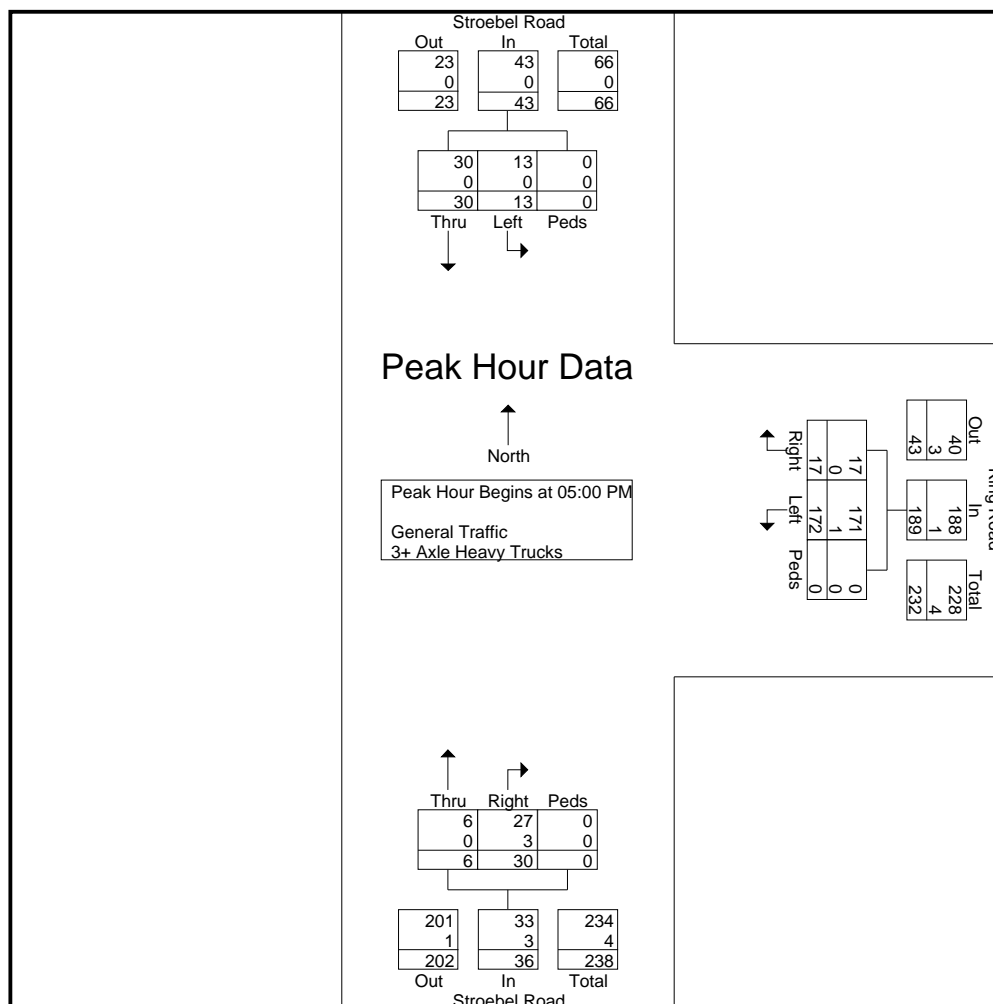
L2 Data Collection

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

Study: KITT0230
 Intersection: Stroebel Rd (NE) / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Stroebel Rd (NE of RR Tracks) & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 5

Start Time	Stroebel Road From North				King Road From East				Stroebel Road From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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	8	3	0	11	3	39	0	42	7	2	0	9	62
05:15 PM	7	4	0	11	6	46	0	52	7	1	0	8	71
05:30 PM	9	3	0	12	2	40	0	42	14	1	0	15	69
05:45 PM	6	3	0	9	6	47	0	53	2	2	0	4	66
Total Volume	30	13	0	43	17	172	0	189	30	6	0	36	268
% App. Total	69.8	30.2	0		9	91	0		83.3	16.7	0		
PHF	.833	.813	.000	.896	.708	.915	.000	.892	.536	.750	.000	.600	.944
General Traffic	30	13	0	43	17	171	0	188	27	6	0	33	264
% General Traffic	100	100	0	100	100	99.4	0	99.5	90.0	100	0	91.7	98.5
3+ Axle Heavy Trucks	0	0	0	0	0	1	0	1	3	0	0	3	4
% 3+ Axle Heavy Trucks	0	0	0	0	0	0.6	0	0.5	10.0	0	0	8.3	1.5



L2 Data Collection

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

Study: KITT0230
 Intersection: Stroebel Rd (NE) / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

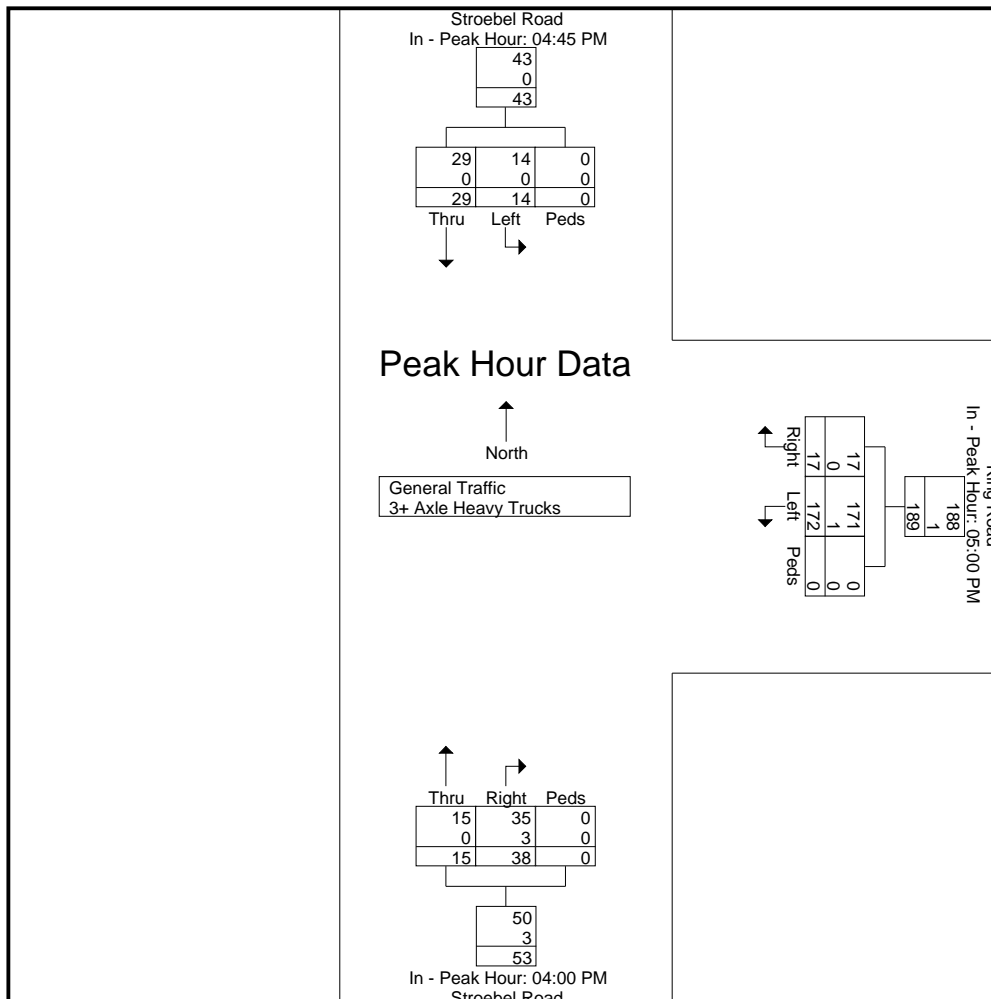
File Name : Stroebel Rd (NE of RR Tracks) & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 6

Start Time	Stroebel Road From North				King Road From East				Stroebel Road From South				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	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:

	04:45 PM				05:00 PM				04:00 PM			
+0 mins.	5	4	0	9	3	39	0	42	10	5	0	15
+15 mins.	8	3	0	11	6	46	0	52	6	4	0	10
+30 mins.	7	4	0	11	2	40	0	42	12	3	0	15
+45 mins.	9	3	0	12	6	47	0	53	10	3	0	13
Total Volume	29	14	0	43	17	172	0	189	38	15	0	53
% App. Total	67.4	32.6	0		9	91	0		71.7	28.3	0	
PHF	.806	.875	.000	.896	.708	.915	.000	.892	.792	.750	.000	.883
General Traffic	29	14	0	43	17	171	0	188	35	15	0	50
% General Traffic	100	100	0	100	100	99.4	0	99.5	92.1	100	0	94.3
3+ Axle Heavy Trucks	0	0	0	0	0	1	0	1	3	0	0	3
% 3+ Axle Heavy Trucks	0	0	0	0	0	0.6	0	0.5	7.9	0	0	5.7



L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

Intersection: Stroebel Rd (NE) / King Rd

City, State: Kuna, Idaho

Control: Stop Sign

File Name : Stroebel Rd (NE of RR Tracks) & King Rd

Site Code : 00000000

Start Date : 2/8/2022

Page No : 7

Image 1



L2 Data Collection

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

Study: KITT0230
Intersection: Stroebel Rd (SW) / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Stroebel Rd (SW of RR Tracks) & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Stroebel Road From North				Stroebel Road From South				King Road From Northwest				Int. Total
	Hard Right	Thru	Peds	App. Total	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	
07:00 AM	5	0	0	5	1	1	0	2	0	26	0	26	33
07:15 AM	5	0	0	5	2	0	0	2	0	32	0	32	39
07:30 AM	6	0	0	6	1	0	0	1	0	23	0	23	30
07:45 AM	10	0	0	10	0	1	0	1	0	20	0	20	31
Total	26	0	0	26	4	2	0	6	0	101	0	101	133
08:00 AM	8	0	0	8	1	0	0	1	0	15	0	15	24
08:15 AM	4	3	0	7	2	1	0	3	1	5	0	6	16
08:30 AM	7	1	0	8	0	0	0	0	2	14	0	16	24
08:45 AM	7	1	0	8	0	1	0	1	0	11	0	11	20
Total	26	5	0	31	3	2	0	5	3	45	0	48	84

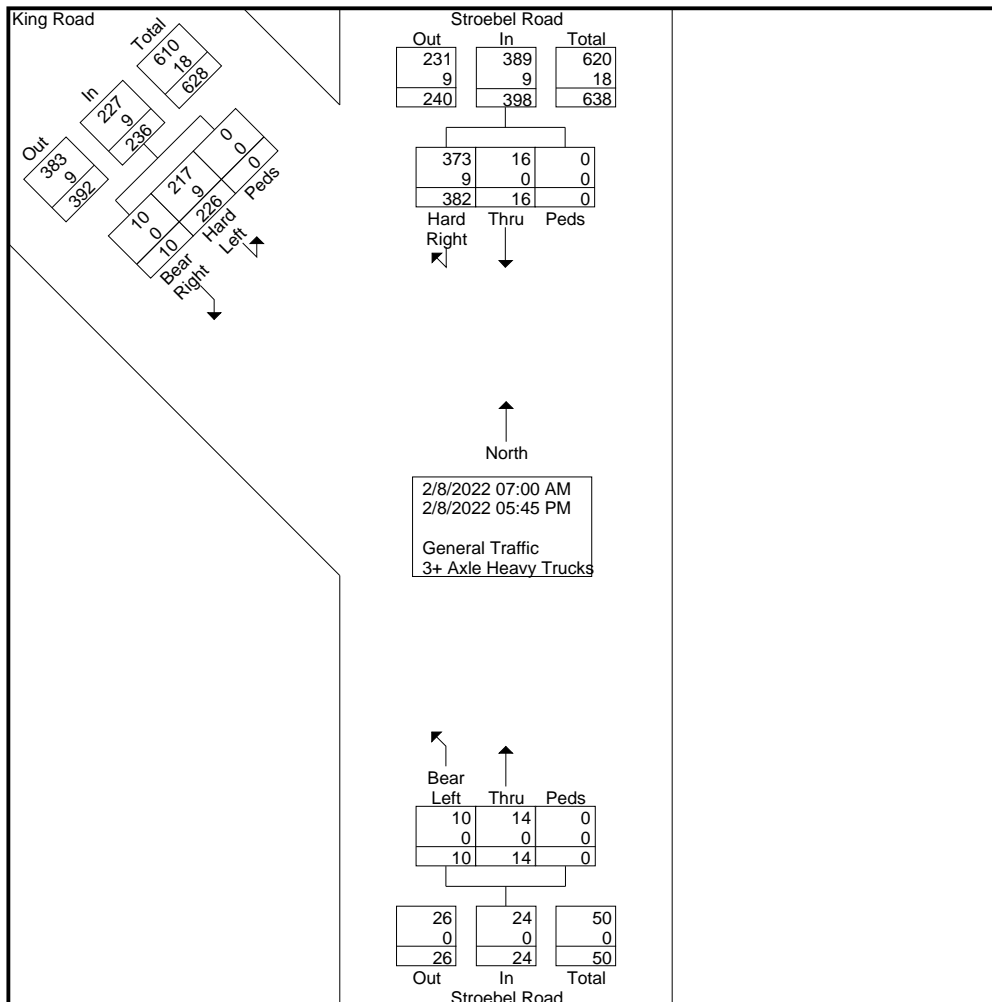
04:00 PM	24	1	0	25	1	0	0	1	0	13	0	13	39
04:15 PM	32	2	0	34	1	1	0	2	1	9	0	10	46
04:30 PM	42	1	0	43	1	1	0	2	1	14	0	15	60
04:45 PM	34	2	0	36	2	0	0	2	0	11	0	11	49
Total	132	6	0	138	5	2	0	7	2	47	0	49	194
05:00 PM	45	1	0	46	1	1	0	2	2	10	0	12	60
05:15 PM	55	1	0	56	0	1	0	1	2	7	0	9	66
05:30 PM	47	2	0	49	1	2	0	3	1	14	0	15	67
05:45 PM	51	1	0	52	0	0	0	0	0	2	0	2	54
Total	198	5	0	203	2	4	0	6	5	33	0	38	247
Grand Total	382	16	0	398	14	10	0	24	10	226	0	236	658
Apprch %	96	4	0		58.3	41.7	0		4.2	95.8	0		
Total %	58.1	2.4	0	60.5	2.1	1.5	0	3.6	1.5	34.3	0	35.9	
General Traffic	373	16	0	389	14	10	0	24	10	217	0	227	640
% General Traffic	97.6	100	0	97.7	100	100	0	100	100	96	0	96.2	97.3
3+ Axle Heavy Trucks	9	0	0	9	0	0	0	0	0	9	0	9	18
% 3+ Axle Heavy Trucks	2.4	0	0	2.3	0	0	0	0	0	4	0	3.8	2.7

L2 Data Collection

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

Study: KITT0230
 Intersection: Stroebel Rd (SW) / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Stroebel Rd (SW of RR Tracks) & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 2



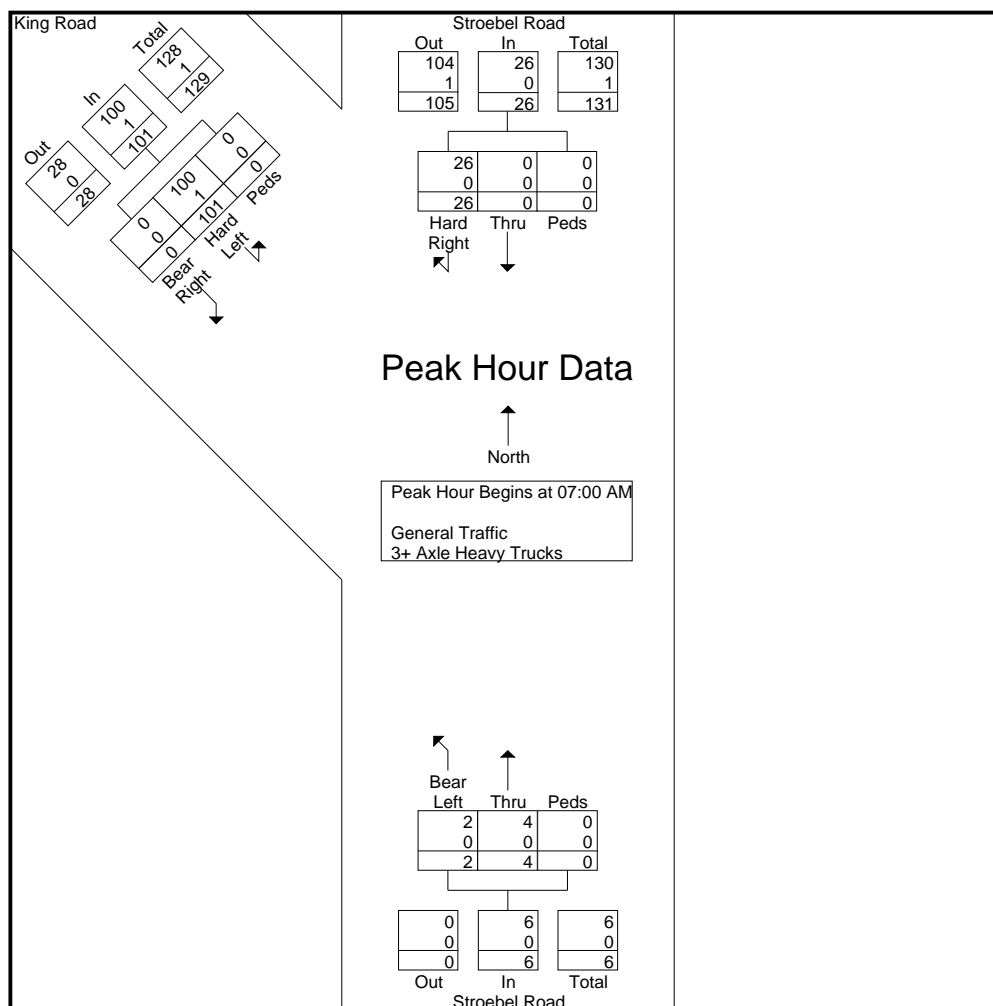
L2 Data Collection

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

Study: KITT0230
Intersection: Stroebel Rd (SW) / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Stroebel Rd (SW of RR Tracks) & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 3

Start Time	Stroebel Road From North				Stroebel Road From South				King Road From Northwest				Int. Total
	Hard Right	Thru	Peds	App. Total	Thru	Bear Left	Peds	App. Total	Bear Right	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 07:00 AM													
07:00 AM	5	0	0	5	1	1	0	2	0	26	0	26	33
07:15 AM	5	0	0	5	2	0	0	2	0	32	0	32	39
07:30 AM	6	0	0	6	1	0	0	1	0	23	0	23	30
07:45 AM	10	0	0	10	0	1	0	1	0	20	0	20	31
Total Volume	26	0	0	26	4	2	0	6	0	101	0	101	133
% App. Total	100	0	0		66.7	33.3	0		0	100	0		
PHF	.650	.000	.000	.650	.500	.500	.000	.750	.000	.789	.000	.789	.853
General Traffic	26	0	0	26	4	2	0	6	0	100	0	100	132
% General Traffic	100	0	0	100	100	100	0	100	0	99.0	0	99.0	99.2
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	1.0	0	1.0	0.8



L2 Data Collection

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

Study: KITT0230
Intersection: Stroebel Rd (SW) / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

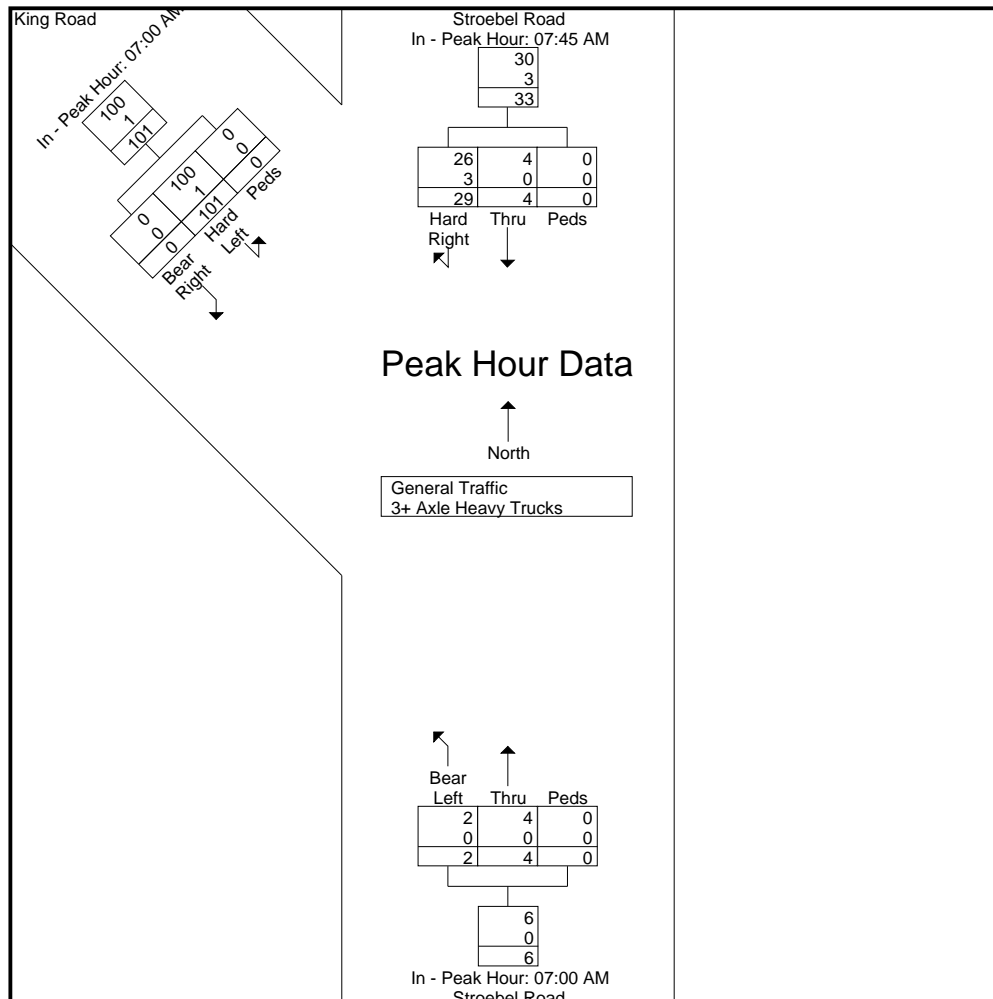
File Name : Stroebel Rd (SW of RR Tracks) & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 4

Start Time	Stroebel Road From North				Stroebel Road From South				King Road From Northwest				Int. Total
	Hard Right	Thru	Peds	App. Total	Thru	Bear Left	Peds	App. Total	Bear Right	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:

	07:45 AM				07:00 AM				07:00 AM			
+0 mins.	10	0	0	10	1	1	0	2	0	26	0	26
+15 mins.	8	0	0	8	2	0	0	2	0	32	0	32
+30 mins.	4	3	0	7	1	0	0	1	0	23	0	23
+45 mins.	7	1	0	8	0	1	0	1	0	20	0	20
Total Volume	29	4	0	33	4	2	0	6	0	101	0	101
% App. Total	87.9	12.1	0		66.7	33.3	0		0	100	0	
PHF	.725	.333	.000	.825	.500	.500	.000	.750	.000	.789	.000	.789
General Traffic	26	4	0	30	4	2	0	6	0	100	0	100
% General Traffic	89.7	100	0	90.9	100	100	0	100	0	99	0	99
3+ Axle Heavy Trucks	3	0	0	3	0	0	0	0	0	1	0	1
% 3+ Axle Heavy Trucks	10.3	0	0	9.1	0	0	0	0	0	1	0	1



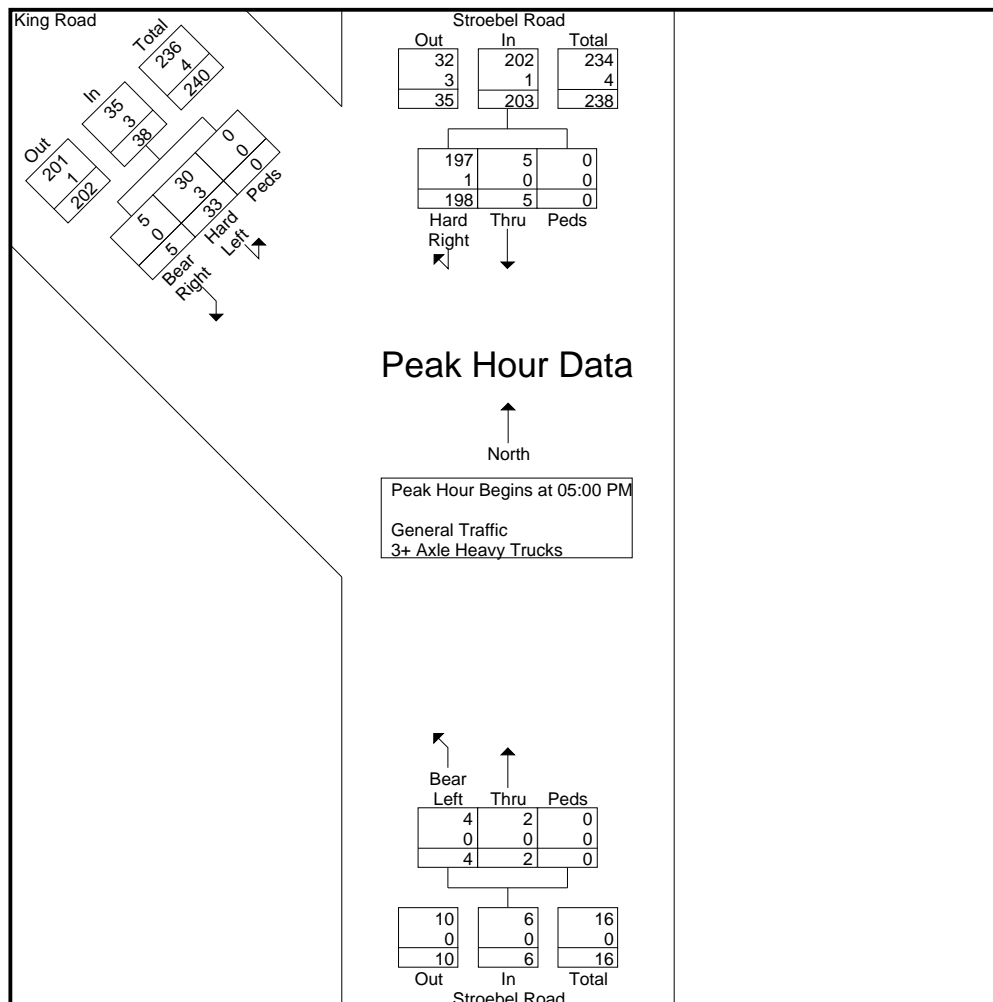
L2 Data Collection

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

Study: KITT0230
 Intersection: Stroebel Rd (SW) / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Stroebel Rd (SW of RR Tracks) & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 5

Start Time	Stroebel Road From North				Stroebel Road From South				King Road From Northwest				Int. Total
	Hard Right	Thru	Peds	App. Total	Thru	Bear Left	Peds	App. Total	Bear Right	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 05:00 PM													
05:00 PM	45	1	0	46	1	1	0	2	2	10	0	12	60
05:15 PM	55	1	0	56	0	1	0	1	2	7	0	9	66
05:30 PM	47	2	0	49	1	2	0	3	1	14	0	15	67
05:45 PM	51	1	0	52	0	0	0	0	0	2	0	2	54
Total Volume	198	5	0	203	2	4	0	6	5	33	0	38	247
% App. Total	97.5	2.5	0		33.3	66.7	0		13.2	86.8	0		
PHF	.900	.625	.000	.906	.500	.500	.000	.500	.625	.589	.000	.633	.922
General Traffic	197	5	0	202	2	4	0	6	5	30	0	35	243
% General Traffic	99.5	100	0	99.5	100	100	0	100	100	90.9	0	92.1	98.4
3+ Axle Heavy Trucks	1	0	0	1	0	0	0	0	0	3	0	3	4
% 3+ Axle Heavy Trucks	0.5	0	0	0.5	0	0	0	0	0	9.1	0	7.9	1.6



L2 Data Collection

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

Study: KITT0230
Intersection: Stroebel Rd (SW) / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

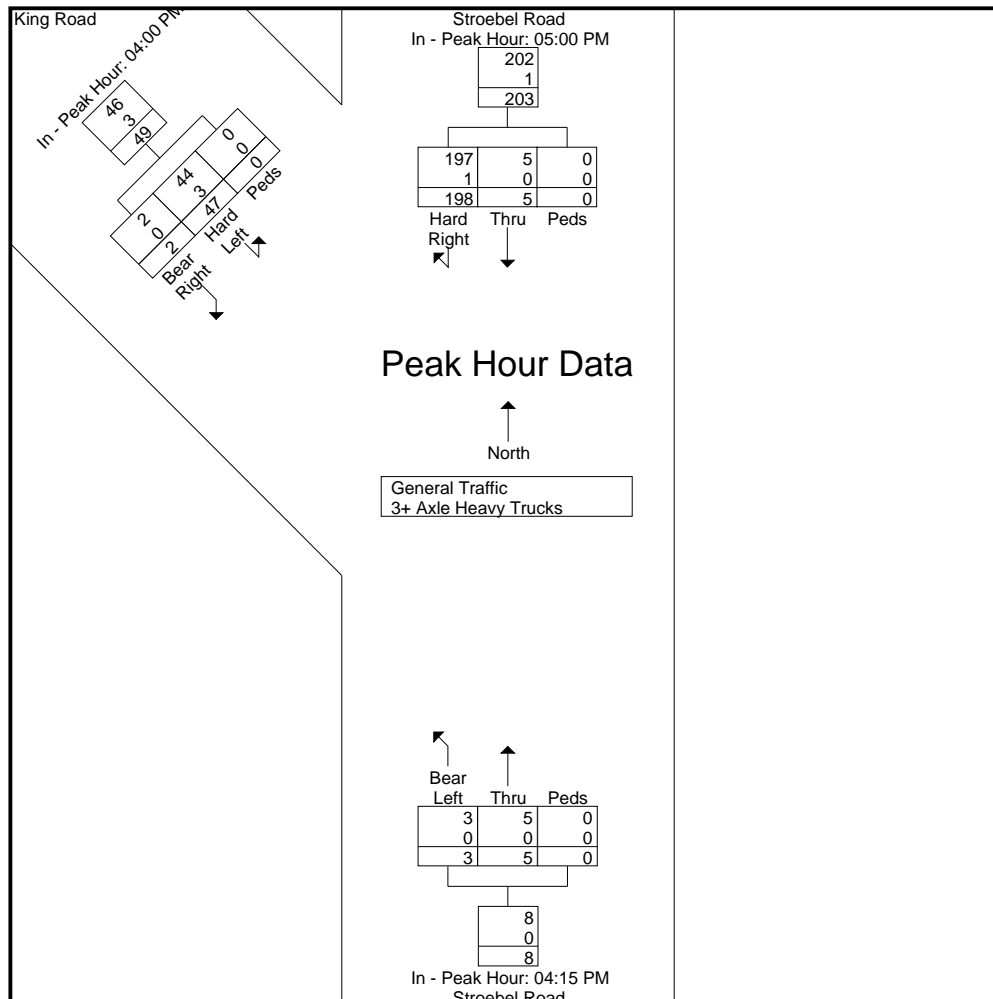
File Name : Stroebel Rd (SW of RR Tracks) & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 6

Start Time	Stroebel Road From North				Stroebel Road From South				King Road From Northwest				Int. Total
	Hard Right	Thru	Peds	App. Total	Thru	Bear Left	Peds	App. Total	Bear Right	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:

	05:00 PM				04:15 PM				04:00 PM			
+0 mins.	45	1	0	46	1	1	0	2	0	13	0	13
+15 mins.	55	1	0	56	1	1	0	2	1	9	0	10
+30 mins.	47	2	0	49	2	0	0	2	1	14	0	15
+45 mins.	51	1	0	52	1	1	0	2	0	11	0	11
Total Volume	198	5	0	203	5	3	0	8	2	47	0	49
% App. Total	97.5	2.5	0		62.5	37.5	0		4.1	95.9	0	
PHF	.900	.625	.000	.906	.625	.750	.000	1.000	.500	.839	.000	.817
General Traffic	197	5	0	202	5	3	0	8	2	44	0	46
% General Traffic	99.5	100	0	99.5	100	100	0	100	100	93.6	0	93.9
3+ Axle Heavy Trucks	1	0	0	1	0	0	0	0	0	3	0	3
% 3+ Axle Heavy Trucks	0.5	0	0	0.5	0	0	0	0	0	6.4	0	6.1



L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

Intersection: Stroebel Rd (SW) / King Rd

City, State: Kuna, Idaho

Control: Stop Sign

File Name : Stroebel Rd (SW of RR Tracks) & King Rd

Site Code : 00000000

Start Date : 2/8/2022

Page No : 7

Image 1



L2 Data Collection

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

Study: KITT0230
Intersection: Locust Grove Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Locust Grove Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Locust Grove Road From North					King Road From East					Locust Grove Road From South					King Road 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	0	0	0	0	0	4	1	0	5	1	0	1	0	2	0	23	1	0	24	31
07:15 AM	1	0	0	0	1	0	7	0	0	7	0	0	2	0	2	0	26	0	0	26	36
07:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	3	21	0	0	24	29
07:45 AM	1	0	2	0	3	0	7	0	0	7	0	0	2	0	2	3	19	0	0	22	34
Total	3	0	2	0	5	0	21	1	0	22	1	0	6	0	7	6	89	1	0	96	130
08:00 AM	1	0	1	0	2	0	5	1	0	6	0	0	2	0	2	1	14	0	0	15	25
08:15 AM	0	0	0	0	0	1	5	0	0	6	0	0	4	0	4	1	6	1	0	8	18
08:30 AM	2	0	0	0	2	0	4	0	0	4	0	0	3	0	3	0	11	0	0	11	20
08:45 AM	0	0	0	0	0	0	4	2	0	6	0	0	5	0	5	3	5	0	0	8	19
Total	3	0	1	0	4	1	18	3	0	22	0	0	14	0	14	5	36	1	0	42	82

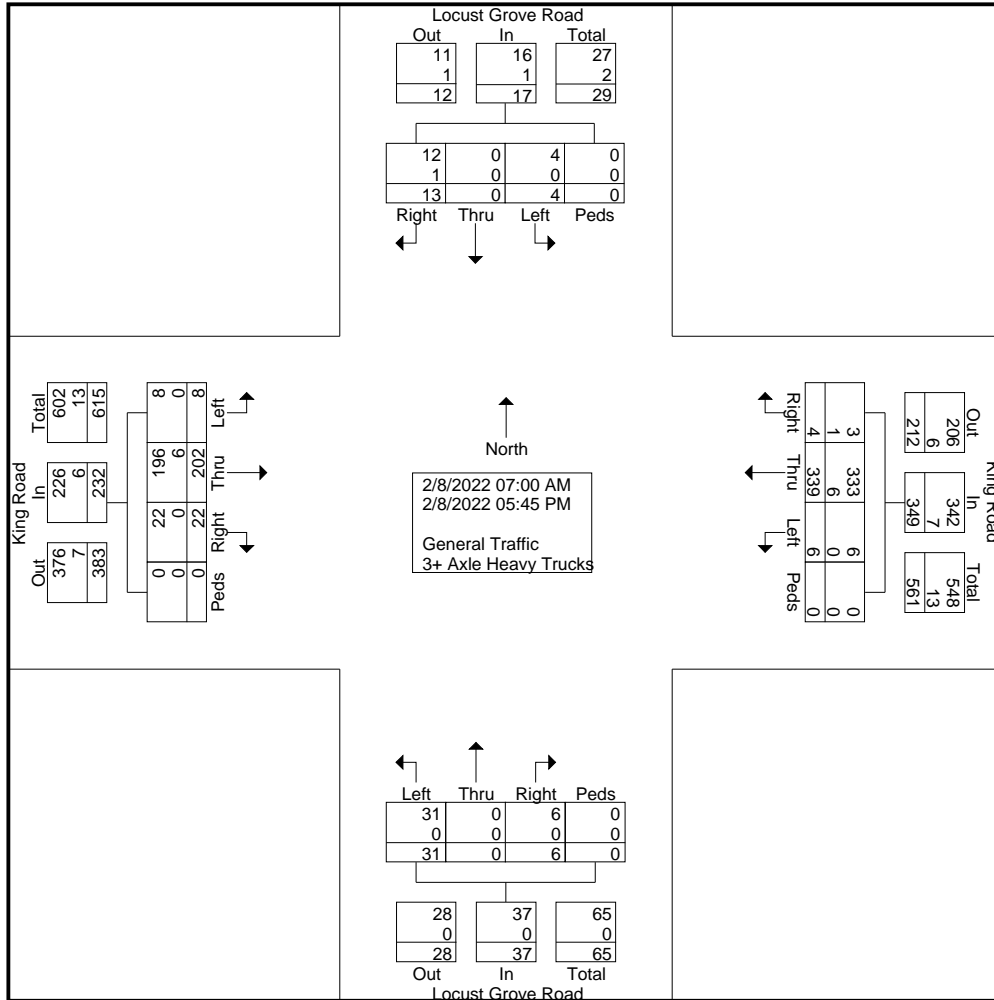
04:00 PM	1	0	0	0	1	1	18	0	0	19	3	0	2	0	5	1	12	0	0	13	38
04:15 PM	0	0	0	0	0	1	27	0	0	28	1	0	2	0	3	0	9	1	0	10	41
04:30 PM	2	0	0	0	2	0	39	0	0	39	1	0	1	0	2	1	13	0	0	14	57
04:45 PM	2	0	0	0	2	0	35	0	0	35	0	0	0	0	0	2	12	0	0	14	51
Total	5	0	0	0	5	2	119	0	0	121	5	0	5	0	10	4	46	1	0	51	187
05:00 PM	1	0	0	0	1	0	46	0	0	46	0	0	2	0	2	0	8	1	0	9	58
05:15 PM	0	0	0	0	0	0	43	1	0	44	0	0	2	0	2	4	7	1	0	12	58
05:30 PM	0	0	1	0	1	0	47	0	0	47	0	0	0	0	0	2	13	2	0	17	65
05:45 PM	1	0	0	0	1	1	45	1	0	47	0	0	2	0	2	1	3	1	0	5	55
Total	2	0	1	0	3	1	181	2	0	184	0	0	6	0	6	7	31	5	0	43	236
Grand Total	13	0	4	0	17	4	339	6	0	349	6	0	31	0	37	22	202	8	0	232	635
Apprch %	76.5	0	23.5	0		1.1	97.1	1.7	0		16.2	0	83.8	0		9.5	87.1	3.4	0		
Total %	2	0	0.6	0	2.7	0.6	53.4	0.9	0	55	0.9	0	4.9	0	5.8	3.5	31.8	1.3	0	36.5	
General Traffic	12	0	4	0	16	3	333	6	0	342	6	0	31	0	37	22	196	8	0	226	621
% General Traffic	92.3	0	100	0	94.1	75	98.2	100	0	98	100	0	100	0	100	100	97	100	0	97.4	97.8
3+ Axle Heavy Trucks	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	0	6	0	0	6	14
% 3+ Axle Heavy Trucks	7.7	0	0	0	5.9	25	1.8	0	0	2	0	0	0	0	0	0	3	0	0	2.6	2.2

L2 Data Collection

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

Study: KITT0230
 Intersection: Locust Grove Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Locust Grove Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 2



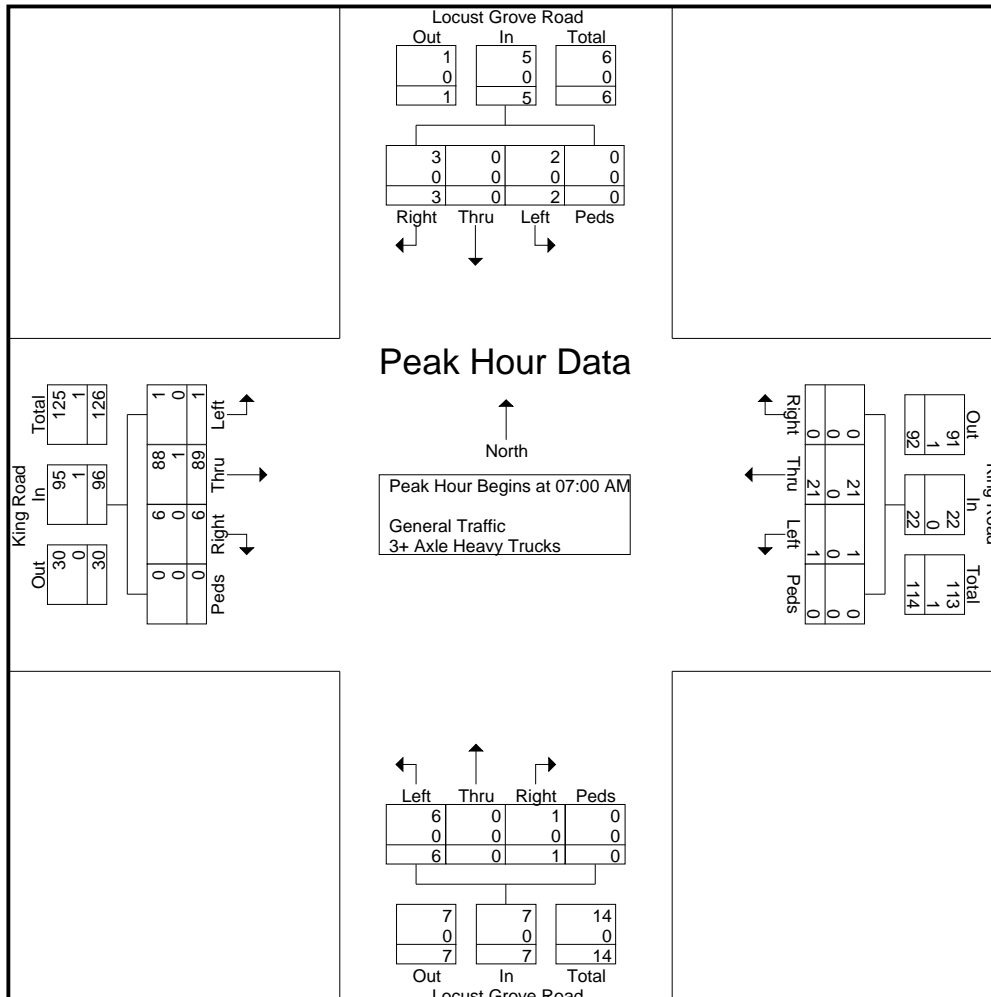
L2 Data Collection

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

Study: KITT0230
 Intersection: Locust Grove Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Locust Grove Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 3

Start Time	Locust Grove Road From North					King Road From East					Locust Grove Road From South					King Road 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	0	0	0	0	0	4	1	0	5	1	0	1	0	2	0	23	1	0	24	31
07:15 AM	1	0	0	0	1	0	7	0	0	7	0	0	2	0	2	0	26	0	0	26	36
07:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	3	21	0	0	24	29
07:45 AM	1	0	2	0	3	0	7	0	0	7	0	0	2	0	2	3	19	0	0	22	34
Total Volume	3	0	2	0	5	0	21	1	0	22	1	0	6	0	7	6	89	1	0	96	130
% App. Total	60	0	40	0		0	95.5	4.5	0		14.3	0	85.7	0		6.2	92.7	1	0		
PHF	.750	.000	.250	.000	.417	.000	.750	.250	.000	.786	.250	.000	.750	.000	.875	.500	.856	.250	.000	.923	.903
General Traffic	3	0	2	0	5	0	21	1	0	22	1	0	6	0	7	6	88	1	0	95	129
% General Traffic	100	0	100	0	100	0	100	100	0	100	100	0	100	0	100	100	98.9	100	0	99.0	99.2
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	1.0	0.8



L2 Data Collection

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Study: KITT0230
Intersection: Locust Grove Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

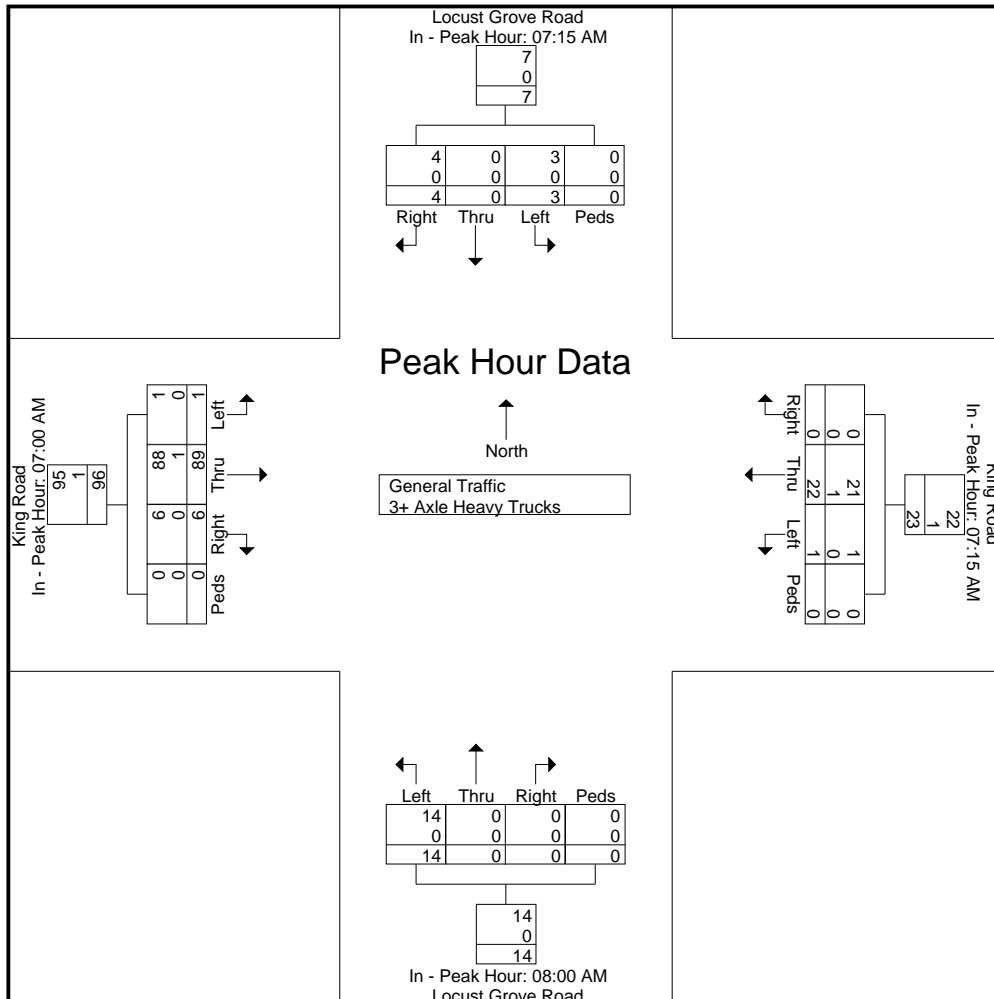
File Name : Locust Grove Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 4

Start Time	Locust Grove Road From North					King Road From East					Locust Grove Road From South					King Road 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					07:15 AM					08:00 AM					07:00 AM				
+0 mins.	1	0	0	0	1	0	7	0	0	7	0	0	2	0	2	0	23	1	0	24
+15 mins.	1	0	0	0	1	0	3	0	0	3	0	0	4	0	4	0	26	0	0	26
+30 mins.	1	0	2	0	3	0	7	0	0	7	0	0	3	0	3	3	21	0	0	24
+45 mins.	1	0	1	0	2	0	5	1	0	6	0	0	5	0	5	3	19	0	0	22
Total Volume	4	0	3	0	7	0	22	1	0	23	0	0	14	0	14	6	89	1	0	96
% App. Total	57.1	0	42.9	0		0	95.7	4.3	0		0	0	100	0		6.2	92.7	1	0	
PHF	1.000	.000	.375	.000	.583	.000	.786	.250	.000	.821	.000	.000	.700	.000	.700	.500	.856	.250	.000	.923
General Traffic	4	0	3	0	7	0	21	1	0	22	0	0	14	0	14	6	88	1	0	95
% General Traffic	100	0	100	0	100	0	95.5	100	0	95.7	0	0	100	0	100	100	98.9	100	0	99
3+ Axle Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	4.5	0	0	4.3	0	0	0	0	0	0	1.1	0	0	1



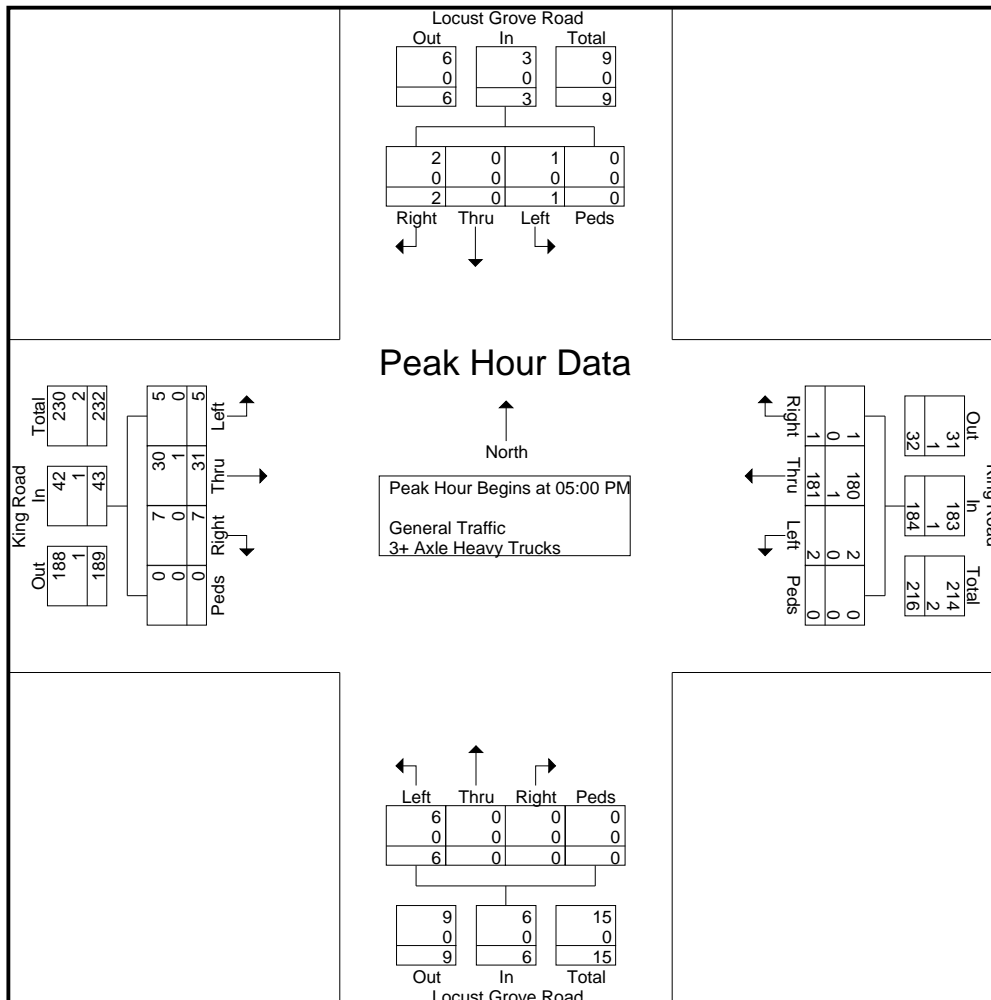
L2 Data Collection

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

Study: KITT0230
Intersection: Locust Grove Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Locust Grove Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 5

Start Time	Locust Grove Road From North					King Road From East					Locust Grove Road From South					King Road 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	1	0	0	0	1	0	46	0	0	46	0	0	2	0	2	0	8	1	0	9	58
05:15 PM	0	0	0	0	0	0	43	1	0	44	0	0	2	0	2	4	7	1	0	12	58
05:30 PM	0	0	1	0	1	0	47	0	0	47	0	0	0	0	0	2	13	2	0	17	65
05:45 PM	1	0	0	0	1	1	45	1	0	47	0	0	2	0	2	1	3	1	0	5	55
Total Volume	2	0	1	0	3	1	181	2	0	184	0	0	6	0	6	7	31	5	0	43	236
% App. Total	66.7	0	33.3	0		0.5	98.4	1.1	0		0	0	100	0		16.3	72.1	11.6	0		
PHF	.500	.000	.250	.000	.750	.250	.963	.500	.000	.979	.000	.000	.750	.000	.750	.438	.596	.625	.000	.632	.908
General Traffic	2	0	1	0	3	1	180	2	0	183	0	0	6	0	6	7	30	5	0	42	234
% General Traffic	100	0	100	0	100	100	99.4	100	0	99.5	0	0	100	0	100	100	96.8	100	0	97.7	99.2
3+ Axle Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	3.2	0	0	2.3	0.8



L2 Data Collection

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

Study: KITT0230
 Intersection: Locust Grove Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

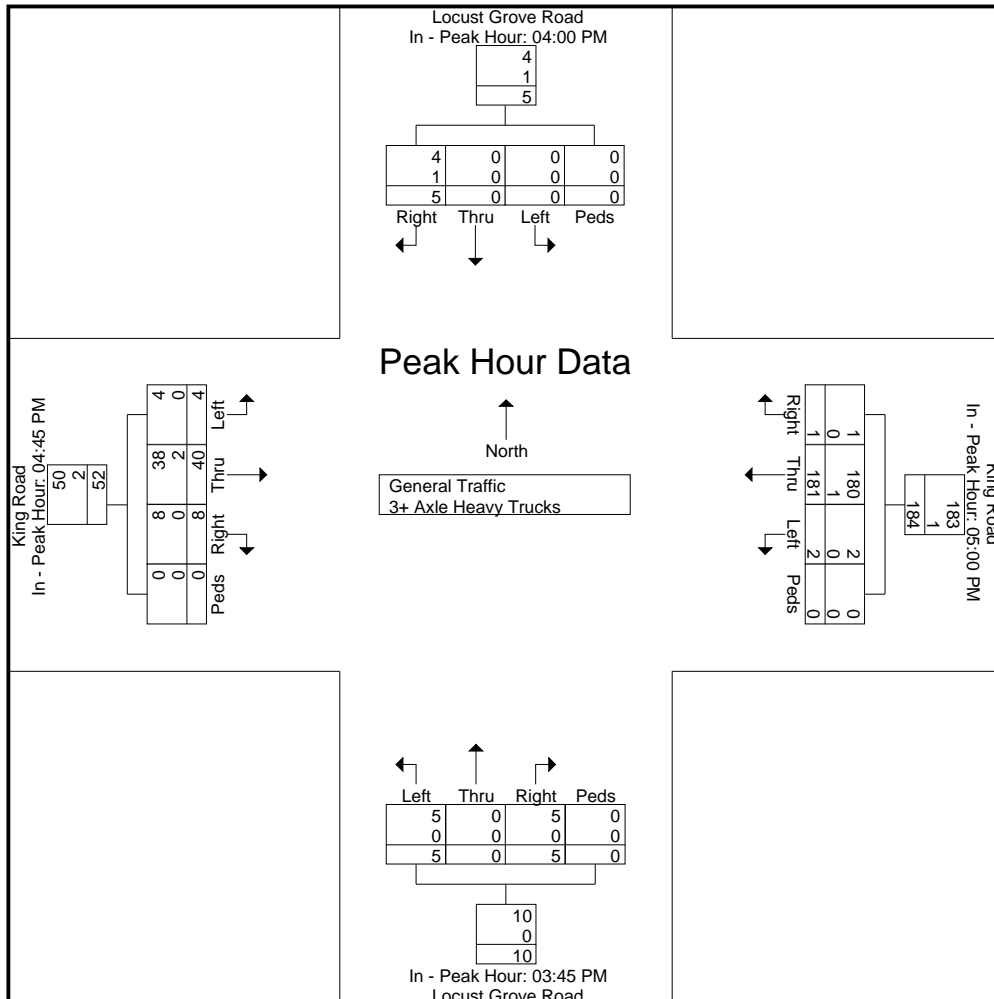
File Name : Locust Grove Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 6

Start Time	Locust Grove Road From North					King Road From East					Locust Grove Road From South					King Road 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					03:45 PM					04:45 PM				
+0 mins.	1	0	0	0	1	0	46	0	0	46	0	0	0	0	0	2	12	0	0	14
+15 mins.	0	0	0	0	0	0	43	1	0	44	3	0	2	0	5	0	8	1	0	9
+30 mins.	2	0	0	0	2	0	47	0	0	47	1	0	2	0	3	4	7	1	0	12
+45 mins.	2	0	0	0	2	1	45	1	0	47	1	0	1	0	2	2	13	2	0	17
Total Volume	5	0	0	0	5	1	181	2	0	184	5	0	5	0	10	8	40	4	0	52
% App. Total	100	0	0	0		0.5	98.4	1.1	0		50	0	50	0		15.4	76.9	7.7	0	
PHF	.625	.000	.000	.000	.625	.250	.963	.500	.000	.979	.417	.000	.625	.000	.500	.500	.769	.500	.000	.765
General Traffic	4	0	0	0	4	1	180	2	0	183	5	0	5	0	10	8	38	4	0	50
% General Traffic	80	0	0	0	80	100	99.4	100	0	99.5	100	0	100	0	100	100	95	100	0	96.2
3+ Axle Heavy Trucks	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2
% 3+ Axle Heavy Trucks	20	0	0	0	20	0	0.6	0	0	0.5	0	0	0	0	0	0	5	0	0	3.8



L2 Data Collection

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

Study: KITT0230
Intersection: Locust Grove Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Locust Grove Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 7

Image 1



L2 Data Collection

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

Study: KITT0230
Intersection: Eagle Rd / King Rd
City, State: Kuna, Idaho
Control: All Stop

File Name : Eagle Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Eagle Road From North					King Road From East					Eagle Road From South					King Road 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	3	0	0	3	1	2	0	0	3	0	5	2	0	7	15	11	0	0	26	39
07:15 AM	0	5	0	0	5	0	4	0	0	4	0	2	2	0	4	15	9	2	0	26	39
07:30 AM	0	5	1	0	6	1	0	0	0	1	0	4	3	0	7	16	8	0	0	24	38
07:45 AM	0	5	0	0	5	0	2	0	0	2	0	2	4	0	6	13	4	1	0	18	31
Total	0	18	1	0	19	2	8	0	0	10	0	13	11	0	24	59	32	3	0	94	147

08:00 AM	1	3	1	0	5	0	6	0	0	6	0	1	1	0	2	11	6	1	0	18	31
08:15 AM	0	6	0	0	6	0	1	0	0	1	0	2	1	0	3	2	3	0	0	5	15
08:30 AM	0	4	0	0	4	0	2	0	0	2	0	2	1	0	3	6	7	0	0	13	22
08:45 AM	0	0	0	0	0	1	5	0	0	6	0	4	1	0	5	4	2	0	0	6	17
Total	1	13	1	0	15	1	14	0	0	15	0	9	4	0	13	23	18	1	0	42	85

04:00 PM	0	5	1	0	6	2	9	0	0	11	0	11	12	0	23	6	5	2	0	13	53
04:15 PM	0	7	2	0	9	0	13	1	0	14	1	3	19	0	23	6	2	1	0	9	55
04:30 PM	0	4	1	0	5	1	10	0	0	11	0	8	29	0	37	4	10	0	0	14	67
04:45 PM	0	5	2	0	7	0	9	0	0	9	0	6	23	0	29	4	7	2	0	13	58
Total	0	21	6	0	27	3	41	1	0	45	1	28	83	0	112	20	24	5	0	49	233

05:00 PM	2	3	0	0	5	0	9	0	0	9	0	8	38	0	46	2	4	0	0	6	66
05:15 PM	0	2	1	0	3	0	12	0	0	12	0	12	32	0	44	4	0	2	0	6	65
05:30 PM	0	6	0	0	6	0	14	0	0	14	1	7	33	0	41	6	4	2	0	12	73
05:45 PM	0	1	3	0	4	1	12	0	0	13	0	9	34	0	43	0	1	0	0	1	61
Total	2	12	4	0	18	1	47	0	0	48	1	36	137	0	174	12	9	4	0	25	265

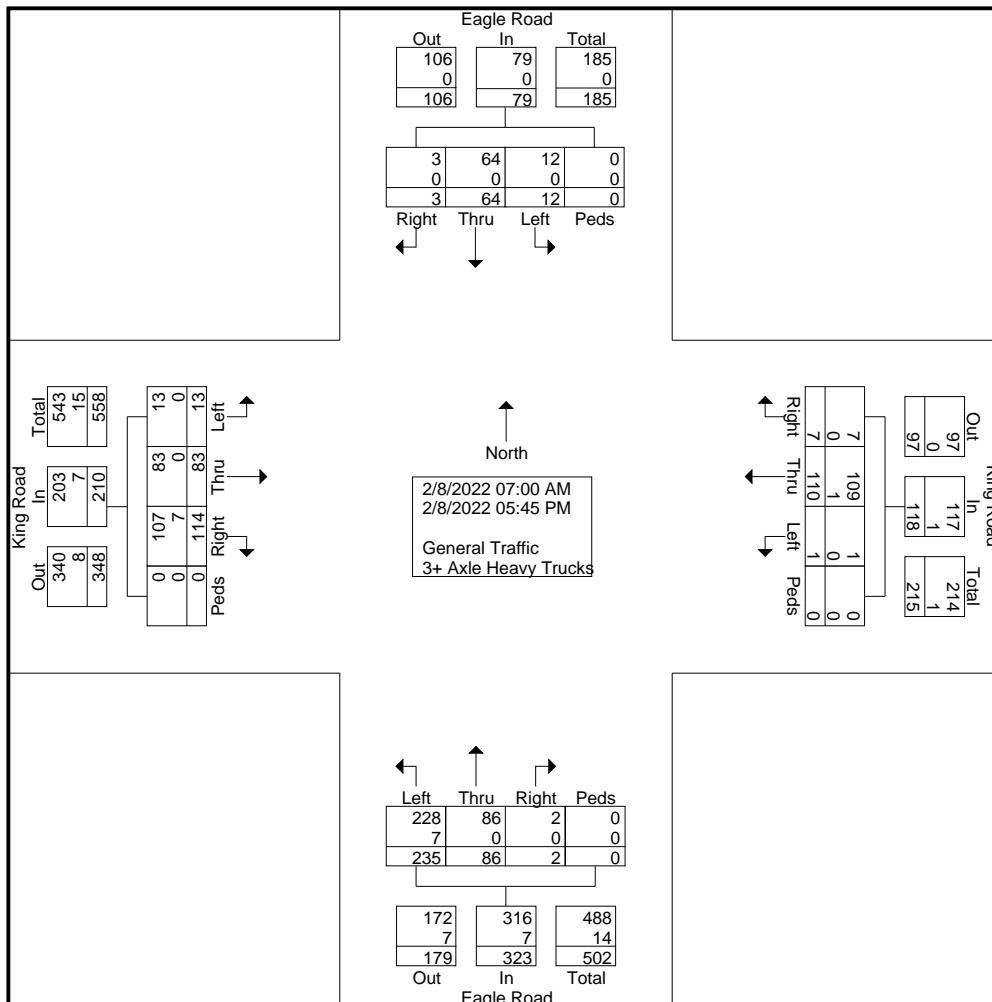
Grand Total	3	64	12	0	79	7	110	1	0	118	2	86	235	0	323	114	83	13	0	210	730
Apprch %	3.8	81	15.2	0		5.9	93.2	0.8	0		0.6	26.6	72.8	0		54.3	39.5	6.2	0		
Total %	0.4	8.8	1.6	0	10.8	1	15.1	0.1	0	16.2	0.3	11.8	32.2	0	44.2	15.6	11.4	1.8	0	28.8	
General Traffic	3	64	12	0	79	7	109	1	0	117	2	86	228	0	316	107	83	13	0	203	715
% General Traffic	100	100	100	0	100	100	99.1	100	0	99.2	100	100	97	0	97.8	93.9	100	100	0	96.7	97.9
3+ Axle Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	7	0	7	7	0	0	0	7	15
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0.9	0	0	0.8	0	0	3	0	2.2	6.1	0	0	0	3.3	2.1

L2 Data Collection

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

Study: KITT0230
 Intersection: Eagle Rd / King Rd
 City, State: Kuna, Idaho
 Control: All Stop

File Name : Eagle Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 2



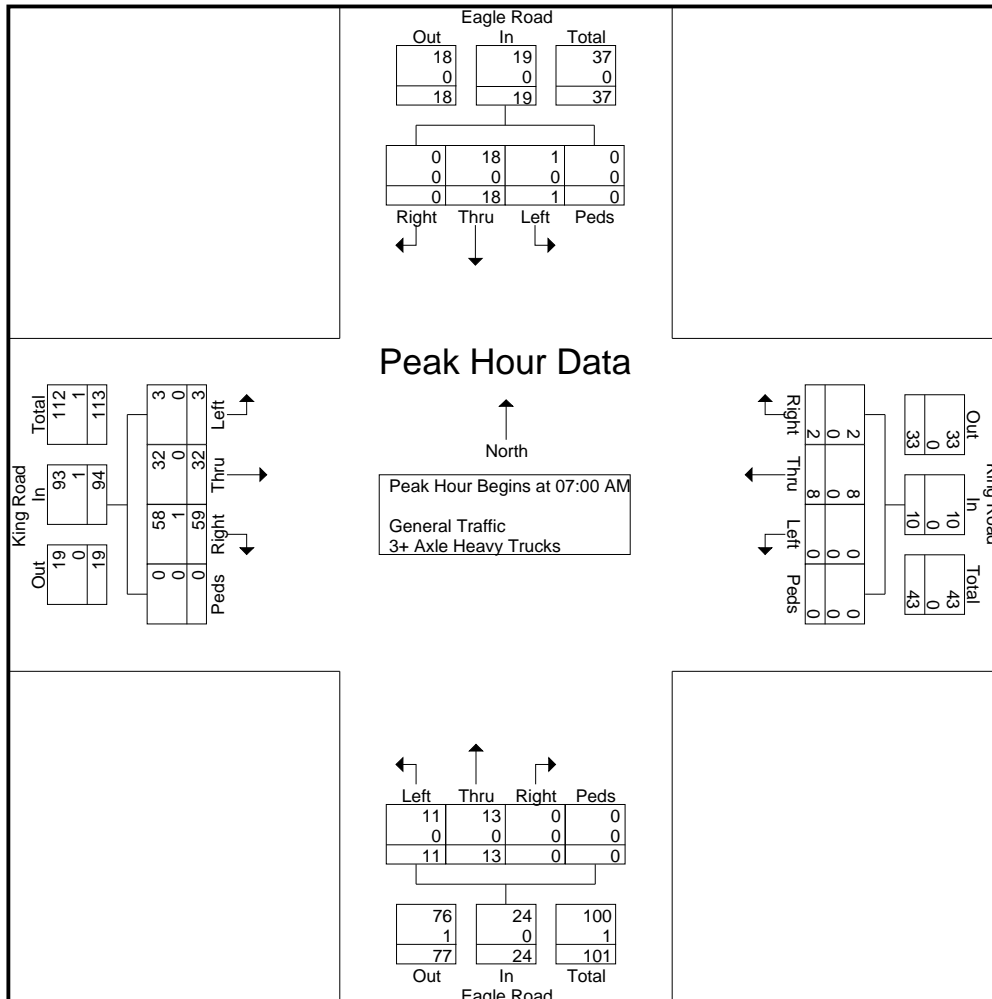
L2 Data Collection

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

Study: KITT0230
Intersection: Eagle Rd / King Rd
City, State: Kuna, Idaho
Control: All Stop

File Name : Eagle Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 3

Start Time	Eagle Road From North					King Road From East					Eagle Road From South					King Road 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 Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	3	0	0	3	1	2	0	0	3	0	5	2	0	7	15	11	0	0	26	39
07:15 AM	0	5	0	0	5	0	4	0	0	4	0	2	2	0	4	15	9	2	0	26	39
07:30 AM	0	5	1	0	6	1	0	0	0	1	0	4	3	0	7	16	8	0	0	24	38
07:45 AM	0	5	0	0	5	0	2	0	0	2	0	2	4	0	6	13	4	1	0	18	31
Total Volume	0	18	1	0	19	2	8	0	0	10	0	13	11	0	24	59	32	3	0	94	147
% App. Total	0	94.7	5.3	0		20	80	0	0		0	54.2	45.8	0		62.8	34	3.2	0		
PHF	.000	.900	.250	.000	.792	.500	.500	.000	.000	.625	.000	.650	.688	.000	.857	.922	.727	.375	.000	.904	.942
General Traffic	0	18	1	0	19	2	8	0	0	10	0	13	11	0	24	58	32	3	0	93	146
% General Traffic	0	100	100	0	100	100	100	0	0	100	0	100	100	0	100	98.3	100	100	0	98.9	99.3
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	0	1.1	0.7



L2 Data Collection

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

Study: KITT0230
 Intersection: Eagle Rd / King Rd
 City, State: Kuna, Idaho
 Control: All Stop

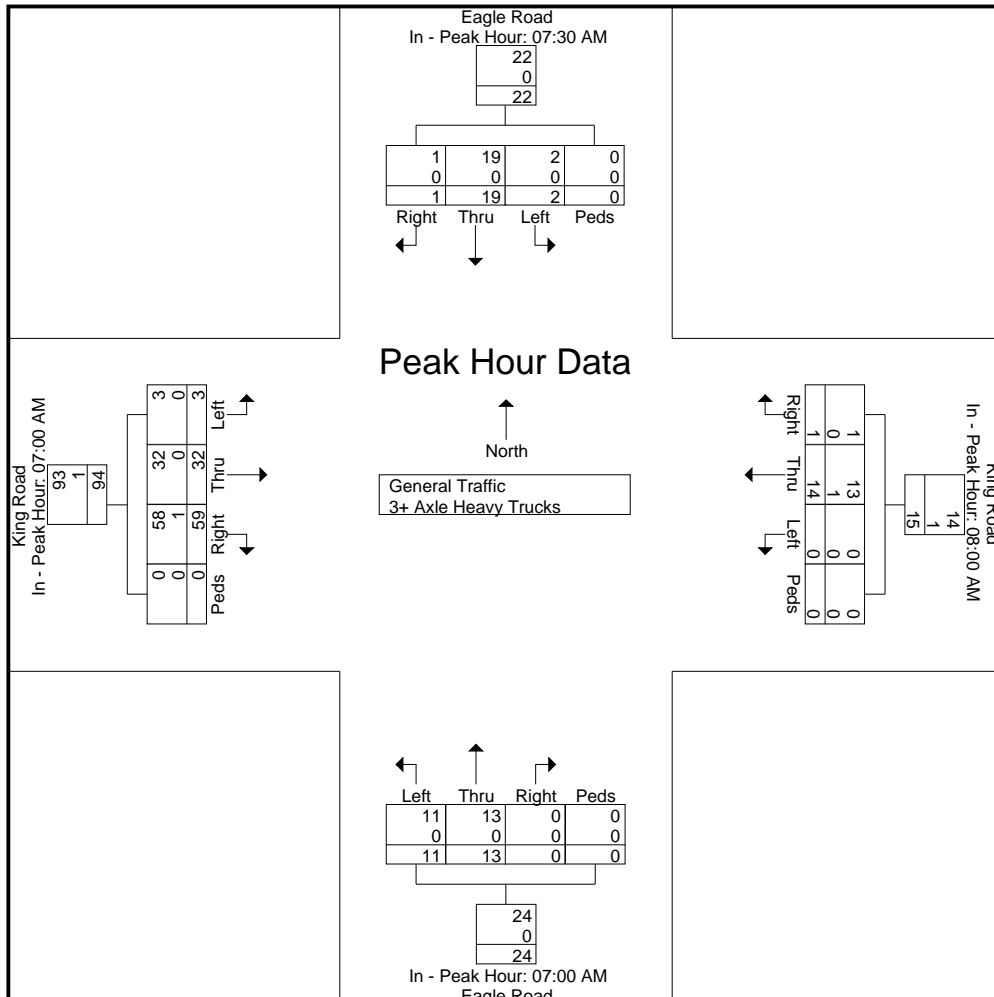
File Name : Eagle Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 4

Start Time	Eagle Road From North					King Road From East					Eagle Road From South					King Road 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:

	07:30 AM					08:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	5	1	0	6	0	6	0	0	6	0	5	2	0	7	15	11	0	0	26
+15 mins.	0	5	0	0	5	0	1	0	0	1	0	2	2	0	4	15	9	2	0	26
+30 mins.	1	3	1	0	5	0	2	0	0	2	0	4	3	0	7	16	8	0	0	24
+45 mins.	0	6	0	0	6	1	5	0	0	6	0	2	4	0	6	13	4	1	0	18
Total Volume	1	19	2	0	22	1	14	0	0	15	0	13	11	0	24	59	32	3	0	94
% App. Total	4.5	86.4	9.1	0		6.7	93.3	0	0		0	54.2	45.8	0		62.8	34	3.2	0	
PHF	.250	.792	.500	.000	.917	.250	.583	.000	.000	.625	.000	.650	.688	.000	.857	.922	.727	.375	.000	.904
General Traffic	1	19	2	0	22	1	13	0	0	14	0	13	11	0	24	58	32	3	0	93
% General Traffic	100	100	100	0	100	100	92.9	0	0	93.3	0	100	100	0	100	98.3	100	100	0	98.9
3+ Axle Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	7.1	0	0	6.7	0	0	0	0	0	1.7	0	0	0	1.1



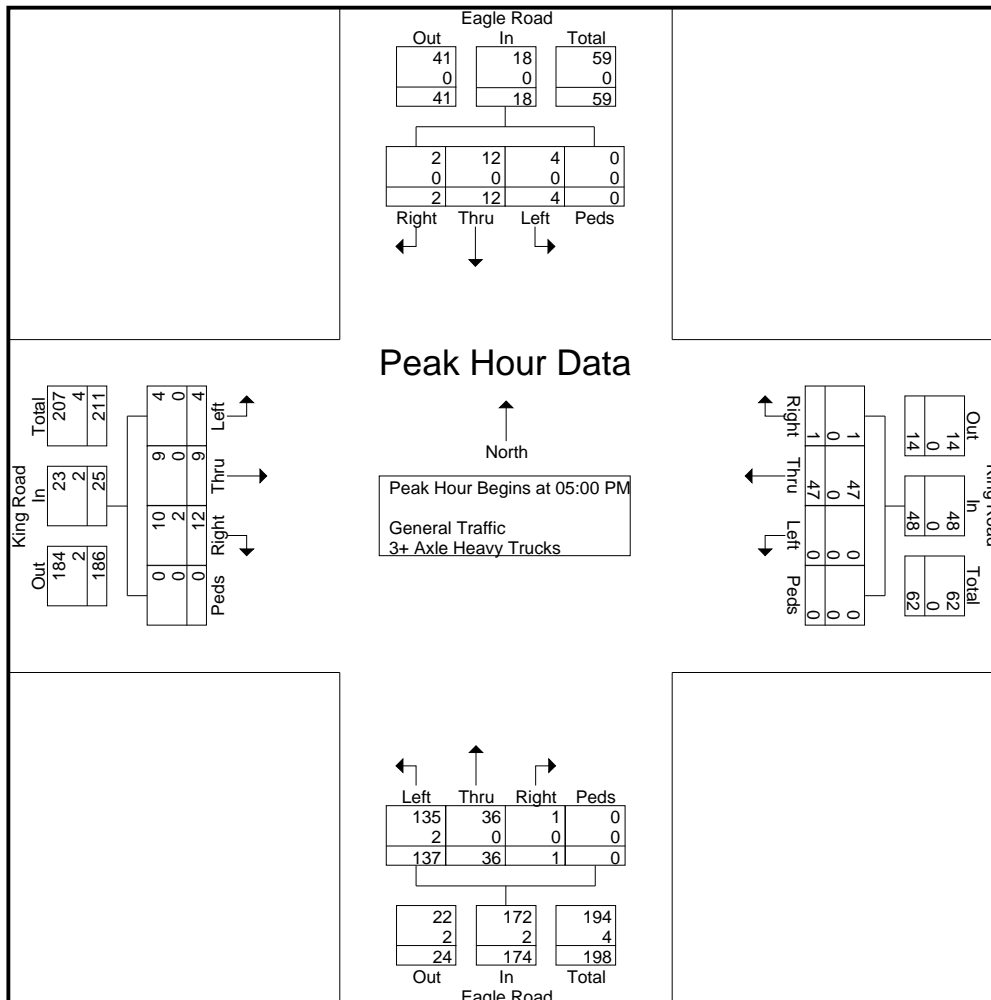
L2 Data Collection

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

Study: KITT0230
Intersection: Eagle Rd / King Rd
City, State: Kuna, Idaho
Control: All Stop

File Name : Eagle Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 5

Start Time	Eagle Road From North					King Road From East					Eagle Road From South					King Road 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	2	3	0	0	5	0	9	0	0	9	0	8	38	0	46	2	4	0	0	6	66
05:15 PM	0	2	1	0	3	0	12	0	0	12	0	12	32	0	44	4	0	2	0	6	65
05:30 PM	0	6	0	0	6	0	14	0	0	14	1	7	33	0	41	6	4	2	0	12	73
05:45 PM	0	1	3	0	4	1	12	0	0	13	0	9	34	0	43	0	1	0	0	1	61
Total Volume	2	12	4	0	18	1	47	0	0	48	1	36	137	0	174	12	9	4	0	25	265
% App. Total	11.1	66.7	22.2	0		2.1	97.9	0	0		0.6	20.7	78.7	0		48	36	16	0		
PHF	.250	.500	.333	.000	.750	.250	.839	.000	.000	.857	.250	.750	.901	.000	.946	.500	.563	.500	.000	.521	.908
General Traffic	2	12	4	0	18	1	47	0	0	48	1	36	135	0	172	10	9	4	0	23	261
% General Traffic	100	100	100	0	100	100	100	0	0	100	100	100	98.5	0	98.9	83.3	100	100	0	92.0	98.5
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	4
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0	1.1	16.7	0	0	0	8.0	1.5
Trucks																					



L2 Data Collection

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

Study: KITT0230
 Intersection: Eagle Rd / King Rd
 City, State: Kuna, Idaho
 Control: All Stop

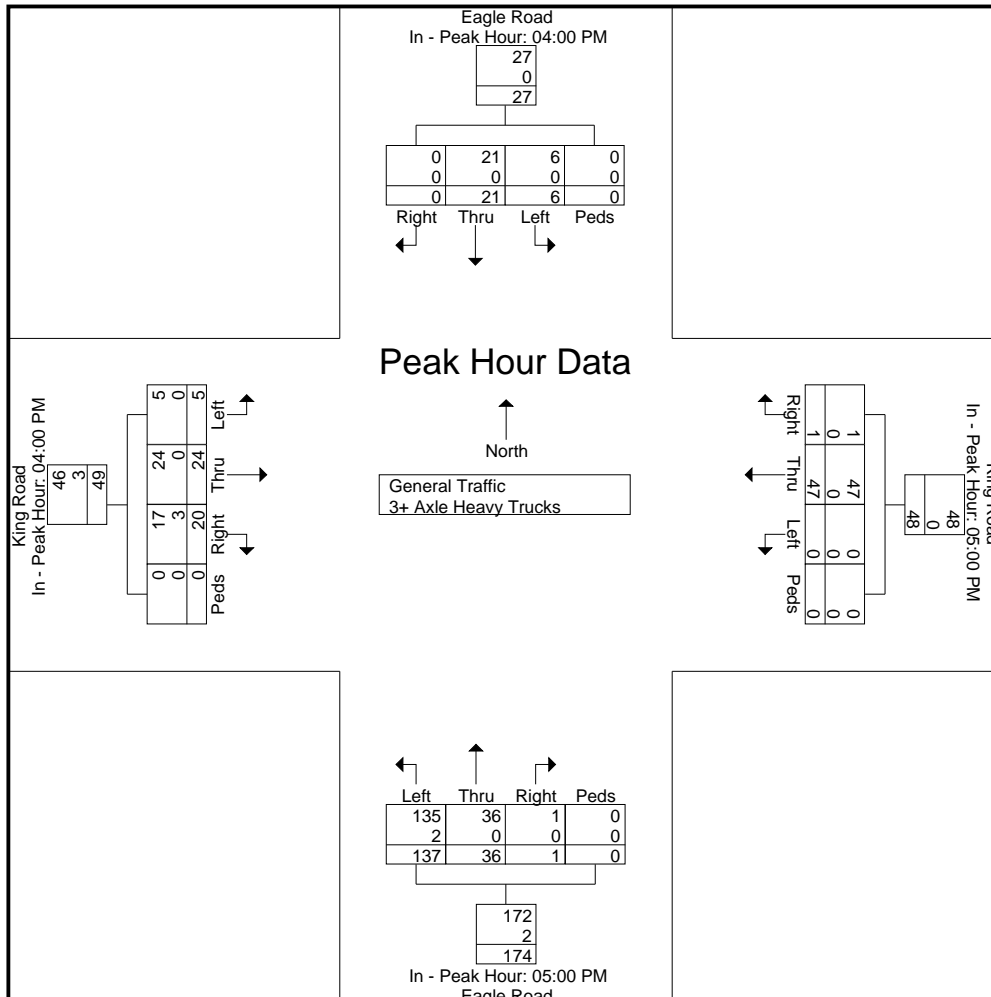
File Name : Eagle Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 6

Start Time	Eagle Road From North					King Road From East					Eagle Road From South					King Road 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					05:00 PM					04:00 PM				
+0 mins.	0	5	1	0	6	0	9	0	0	9	0	8	38	0	46	6	5	2	0	13
+15 mins.	0	7	2	0	9	0	12	0	0	12	0	12	32	0	44	6	2	1	0	9
+30 mins.	0	4	1	0	5	0	14	0	0	14	1	7	33	0	41	4	10	0	0	14
+45 mins.	0	5	2	0	7	1	12	0	0	13	0	9	34	0	43	4	7	2	0	13
Total Volume	0	21	6	0	27	1	47	0	0	48	1	36	137	0	174	20	24	5	0	49
% App. Total	0	77.8	22.2	0		2.1	97.9	0	0		0.6	20.7	78.7	0		40.8	49	10.2	0	
PHF	.000	.750	.750	.000	.750	.250	.839	.000	.000	.857	.250	.750	.901	.000	.946	.833	.600	.625	.000	.875
General Traffic	0	21	6	0	27	1	47	0	0	48	1	36	135	0	172	17	24	5	0	46
% General Traffic	0	100	100	0	100	100	100	0	0	100	100	100	98.5	0	98.9	85	100	100	0	93.9
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0	1.1	15	0	0	0	6.1



L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
Intersection: Eagle Rd / King Rd
City, State: Kuna, Idaho
Control: All Stop

File Name : Eagle Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 7

Image 1



L2 Data Collection

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

Study: KITT0230
Intersection: Cloverdale Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Cloverdale Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Cloverdale Road From North				Cloverdale Road From South				King Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	1	18	0	19	19	3	0	22	3	8	0	11	52
07:15 AM	3	19	0	22	27	0	0	27	2	7	0	9	58
07:30 AM	0	20	0	20	16	1	0	17	1	9	0	10	47
07:45 AM	2	19	0	21	14	0	0	14	3	1	0	4	39
Total	6	76	0	82	76	4	0	80	9	25	0	34	196
08:00 AM	4	12	0	16	12	3	0	15	3	4	0	7	38
08:15 AM	0	10	0	10	15	0	0	15	1	2	0	3	28
08:30 AM	1	9	0	10	11	1	0	12	1	8	0	9	31
08:45 AM	5	11	0	16	11	1	0	12	2	1	0	3	31
Total	10	42	0	52	49	5	0	54	7	15	0	22	128

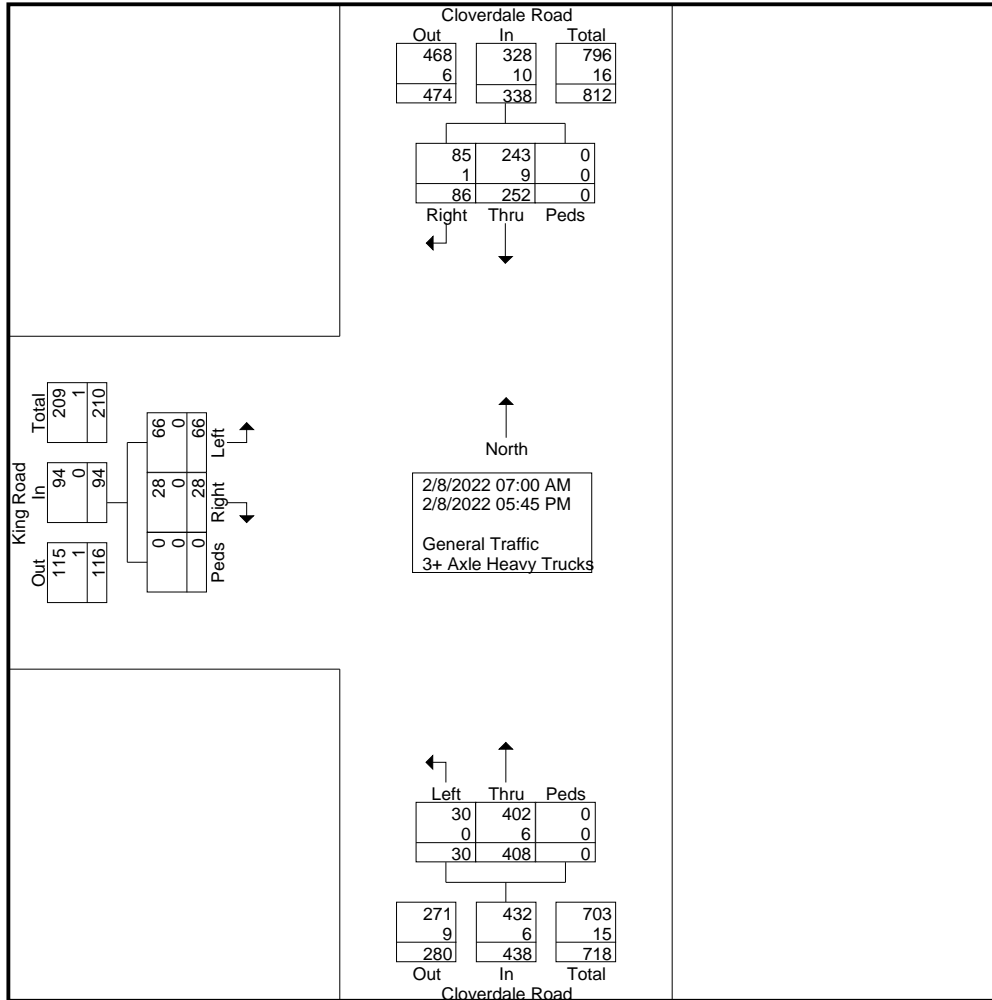
04:00 PM	9	13	0	22	26	2	0	28	1	1	0	2	52
04:15 PM	9	15	0	24	17	4	0	21	1	6	0	7	52
04:30 PM	8	12	0	20	31	3	0	34	3	7	0	10	64
04:45 PM	6	11	0	17	38	3	0	41	3	5	0	8	66
Total	32	51	0	83	112	12	0	124	8	19	0	27	234
05:00 PM	7	19	0	26	44	2	0	46	0	5	0	5	77
05:15 PM	11	18	0	29	56	1	0	57	0	0	0	0	86
05:30 PM	11	24	0	35	42	4	0	46	2	2	0	4	85
05:45 PM	9	22	0	31	29	2	0	31	2	0	0	2	64
Total	38	83	0	121	171	9	0	180	4	7	0	11	312
Grand Total	86	252	0	338	408	30	0	438	28	66	0	94	870
Apprch %	25.4	74.6	0		93.2	6.8	0		29.8	70.2	0		
Total %	9.9	29	0	38.9	46.9	3.4	0	50.3	3.2	7.6	0	10.8	
General Traffic	85	243	0	328	402	30	0	432	28	66	0	94	854
% General Traffic	98.8	96.4	0	97	98.5	100	0	98.6	100	100	0	100	98.2
3+ Axle Heavy Trucks	1	9	0	10	6	0	0	6	0	0	0	0	16
% 3+ Axle Heavy Trucks	1.2	3.6	0	3	1.5	0	0	1.4	0	0	0	0	1.8

L2 Data Collection

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

Study: KITT0230
 Intersection: Cloverdale Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Cloverdale Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 2



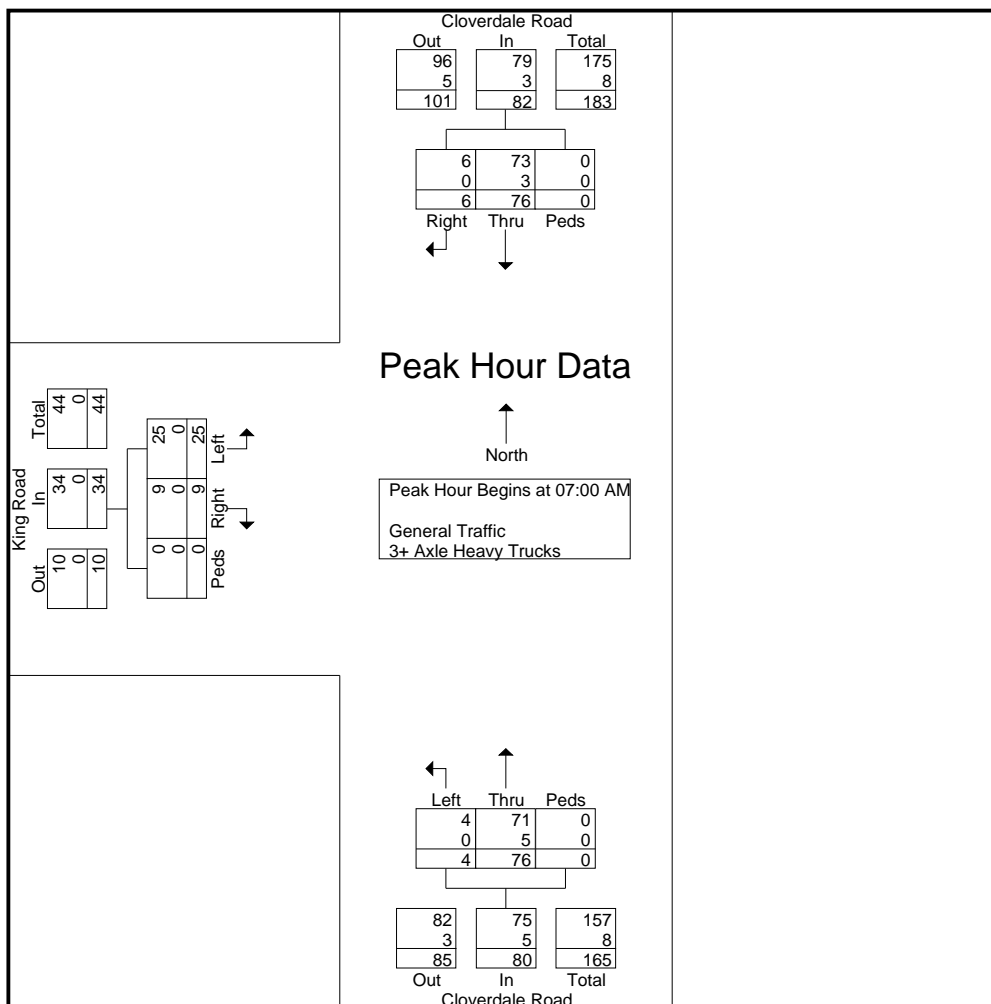
L2 Data Collection

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

Study: KITT0230
Intersection: Cloverdale Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Cloverdale Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 3

Start Time	Cloverdale Road From North				Cloverdale Road From South				King Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	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 07:00 AM													
07:00 AM	1	18	0	19	19	3	0	22	3	8	0	11	52
07:15 AM	3	19	0	22	27	0	0	27	2	7	0	9	58
07:30 AM	0	20	0	20	16	1	0	17	1	9	0	10	47
07:45 AM	2	19	0	21	14	0	0	14	3	1	0	4	39
Total Volume	6	76	0	82	76	4	0	80	9	25	0	34	196
% App. Total	7.3	92.7	0		95	5	0		26.5	73.5	0		
PHF	.500	.950	.000	.932	.704	.333	.000	.741	.750	.694	.000	.773	.845
General Traffic	6	73	0	79	71	4	0	75	9	25	0	34	188
% General Traffic	100	96.1	0	96.3	93.4	100	0	93.8	100	100	0	100	95.9
3+ Axle Heavy Trucks	0	3	0	3	5	0	0	5	0	0	0	0	8
% 3+ Axle Heavy Trucks	0	3.9	0	3.7	6.6	0	0	6.3	0	0	0	0	4.1



L2 Data Collection

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

Study: KITT0230
 Intersection: Cloverdale Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

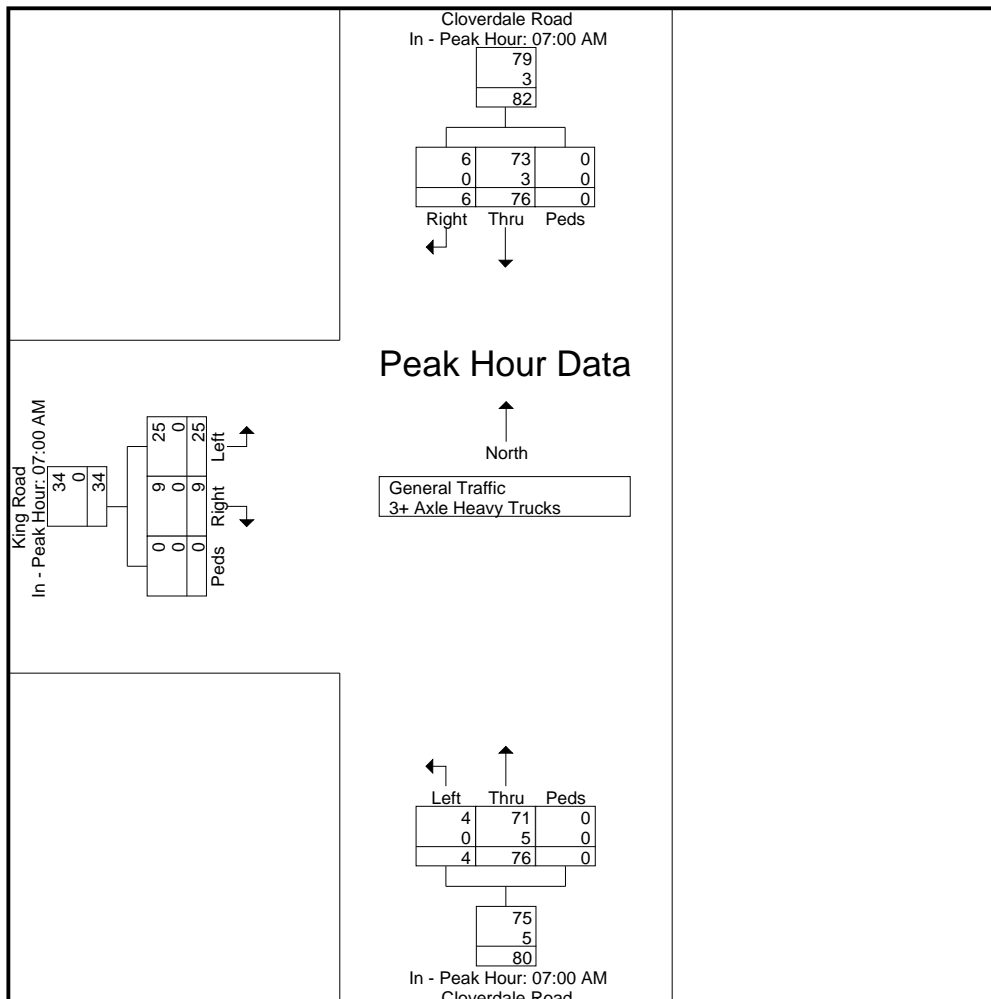
File Name : Cloverdale Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 4

Start Time	Cloverdale Road From North				Cloverdale Road From South				King Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	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				07:00 AM				07:00 AM			
+0 mins.	1	18	0	19	19	3	0	22	3	8	0	11
+15 mins.	3	19	0	22	27	0	0	27	2	7	0	9
+30 mins.	0	20	0	20	16	1	0	17	1	9	0	10
+45 mins.	2	19	0	21	14	0	0	14	3	1	0	4
Total Volume	6	76	0	82	76	4	0	80	9	25	0	34
% App. Total	7.3	92.7	0		95	5	0		26.5	73.5	0	
PHF	.500	.950	.000	.932	.704	.333	.000	.741	.750	.694	.000	.773
General Traffic	6	73	0	79	71	4	0	75	9	25	0	34
% General Traffic	100	96.1	0	96.3	93.4	100	0	93.8	100	100	0	100
3+ Axle Heavy Trucks	0	3	0	3	5	0	0	5	0	0	0	0
% 3+ Axle Heavy Trucks	0	3.9	0	3.7	6.6	0	0	6.2	0	0	0	0



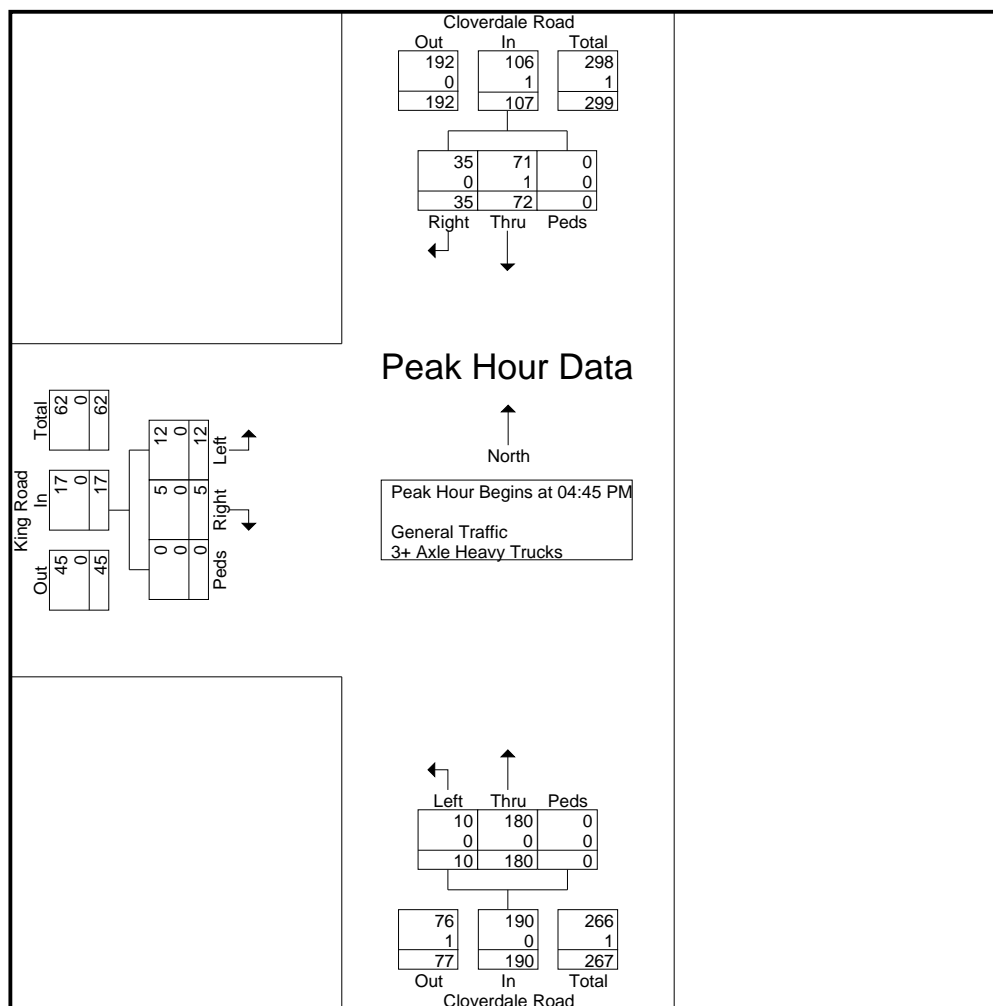
L2 Data Collection

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

Study: KITT0230
 Intersection: Cloverdale Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Cloverdale Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 5

Start Time	Cloverdale Road From North				Cloverdale Road From South				King Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	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 04:45 PM													
04:45 PM	6	11	0	17	38	3	0	41	3	5	0	8	66
05:00 PM	7	19	0	26	44	2	0	46	0	5	0	5	77
05:15 PM	11	18	0	29	56	1	0	57	0	0	0	0	86
05:30 PM	11	24	0	35	42	4	0	46	2	2	0	4	85
Total Volume	35	72	0	107	180	10	0	190	5	12	0	17	314
% App. Total	32.7	67.3	0		94.7	5.3	0		29.4	70.6	0		
PHF	.795	.750	.000	.764	.804	.625	.000	.833	.417	.600	.000	.531	.913
General Traffic	35	71	0	106	180	10	0	190	5	12	0	17	313
% General Traffic	100	98.6	0	99.1	100	100	0	100	100	100	0	100	99.7
3+ Axle Heavy Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
% 3+ Axle Heavy Trucks	0	1.4	0	0.9	0	0	0	0	0	0	0	0	0.3



L2 Data Collection

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

Study: KITT0230
Intersection: Cloverdale Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

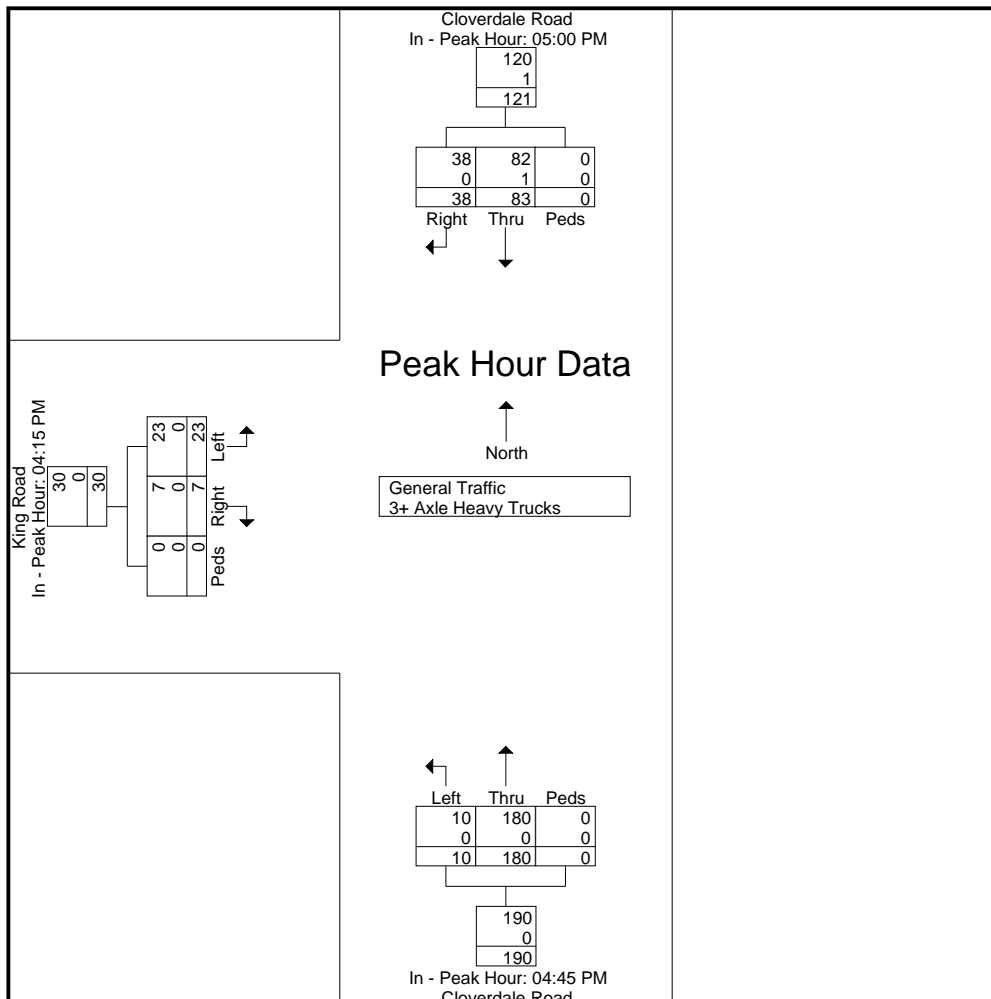
File Name : Cloverdale Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 6

Start Time	Cloverdale Road From North				Cloverdale Road From South				King Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	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:

	05:00 PM				04:45 PM				04:15 PM			
+0 mins.	7	19	0	26	38	3	0	41	1	6	0	7
+15 mins.	11	18	0	29	44	2	0	46	3	7	0	10
+30 mins.	11	24	0	35	56	1	0	57	3	5	0	8
+45 mins.	9	22	0	31	42	4	0	46	0	5	0	5
Total Volume	38	83	0	121	180	10	0	190	7	23	0	30
% App. Total	31.4	68.6	0		94.7	5.3	0		23.3	76.7	0	
PHF	.864	.865	.000	.864	.804	.625	.000	.833	.583	.821	.000	.750
General Traffic	38	82	0	120	180	10	0	190	7	23	0	30
% General Traffic	100	98.8	0	99.2	100	100	0	100	100	100	0	100
3+ Axle Heavy Trucks	0	1	0	1	0	0	0	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	1.2	0	0.8	0	0	0	0	0	0	0	0



L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

Intersection: Cloverdale Rd / King Rd

City, State: Kuna, Idaho

Control: Stop Sign

File Name : Cloverdale Rd & King Rd

Site Code : 00000000

Start Date : 2/8/2022

Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

Intersection: Cloverdale / Kuna Mora Rd

City, State: Kuna, Idaho

Control: All Stop

File Name : Cloverdale Rd & Kuna Mora Rd

Site Code : 00000000

Start Date : 2/8/2022

Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Cloverdale Road From North					Kuna Mora Road From East					Cloverdale Road From South					Kuna Mora Road 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	4	19	0	23	5	1	1	0	7	6	17	3	0	26	1	12	0	0	13	69
07:15 AM	0	1	21	0	22	6	1	1	0	8	4	21	2	0	27	2	21	0	0	23	80
07:30 AM	0	3	18	0	21	4	4	6	0	14	11	13	1	0	25	2	19	1	0	22	82
07:45 AM	0	8	14	0	22	4	3	1	0	8	10	6	0	0	16	1	20	0	0	21	67
Total	0	16	72	0	88	19	9	9	0	37	31	57	6	0	94	6	72	1	0	79	298
08:00 AM	0	1	12	0	13	7	3	3	0	13	7	7	1	0	15	2	11	1	0	14	55
08:15 AM	0	4	6	0	10	6	2	3	0	11	4	8	1	0	13	2	5	0	0	7	41
08:30 AM	0	3	5	0	8	3	1	0	0	4	1	10	1	0	12	2	12	0	0	14	38
08:45 AM	0	2	11	0	13	1	1	2	0	4	4	7	2	0	13	0	4	1	0	5	35
Total	0	10	34	0	44	17	7	8	0	32	16	32	5	0	53	6	32	2	0	40	169

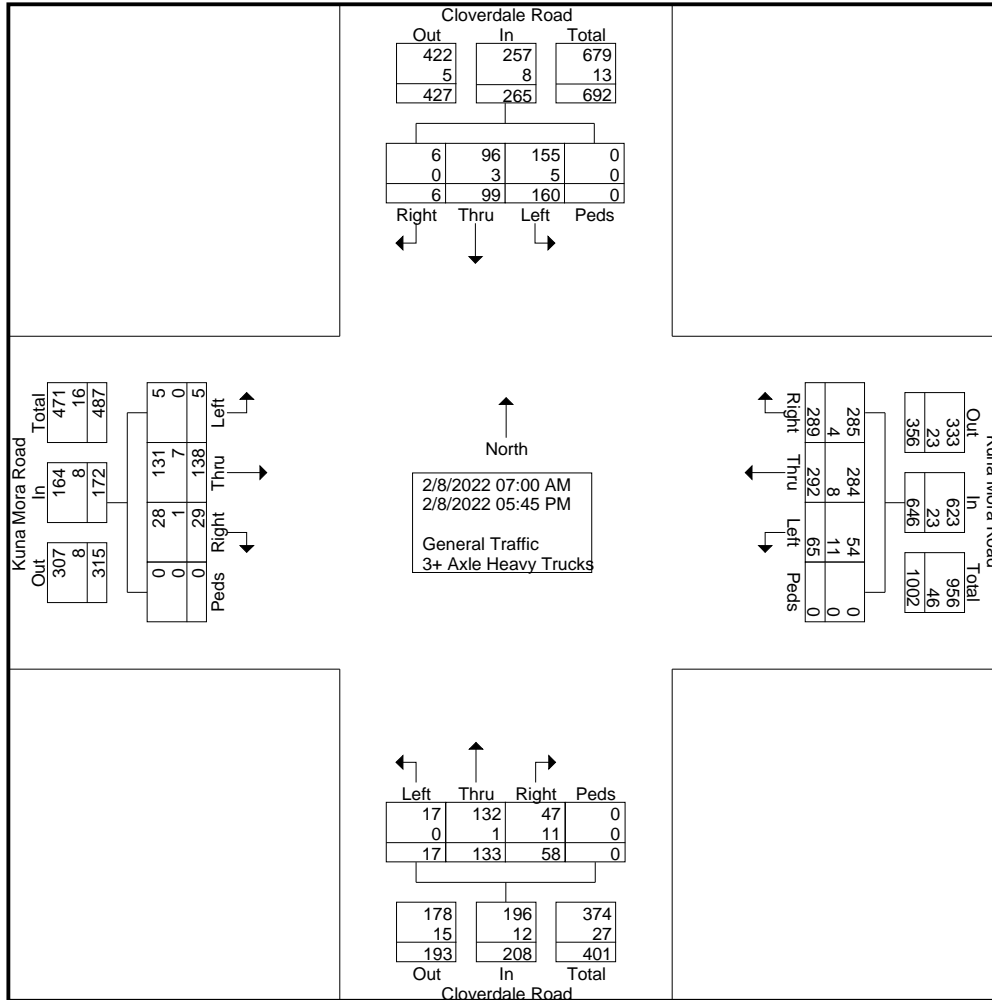
04:00 PM	0	6	6	0	12	14	19	5	0	38	1	6	0	0	7	2	5	0	0	7	64
04:15 PM	0	10	4	0	14	25	21	4	0	50	0	0	2	0	2	5	5	0	0	10	76
04:30 PM	0	6	9	0	15	21	38	5	0	64	0	11	0	0	11	2	5	0	0	7	97
04:45 PM	1	3	9	0	13	32	34	6	0	72	4	6	0	0	10	2	2	1	0	5	100
Total	1	25	28	0	54	92	112	20	0	224	5	23	2	0	30	11	17	1	0	29	337
05:00 PM	1	8	8	0	17	45	53	8	0	106	2	10	0	0	12	3	2	0	0	5	140
05:15 PM	1	11	4	0	16	51	35	6	0	92	2	5	1	0	8	0	5	0	0	5	121
05:30 PM	1	14	8	0	23	37	32	11	0	80	2	3	1	0	6	2	9	0	0	11	120
05:45 PM	2	15	6	0	23	28	44	3	0	75	0	3	2	0	5	1	1	1	0	3	106
Total	5	48	26	0	79	161	164	28	0	353	6	21	4	0	31	6	17	1	0	24	487
Grand Total	6	99	160	0	265	289	292	65	0	646	58	133	17	0	208	29	138	5	0	172	1291
Apprch %	2.3	37.4	60.4	0		44.7	45.2	10.1	0		27.9	63.9	8.2	0		16.9	80.2	2.9	0		
Total %	0.5	7.7	12.4	0	20.5	22.4	22.6	5	0	50	4.5	10.3	1.3	0	16.1	2.2	10.7	0.4	0	13.3	
General Traffic	6	96	155	0	257	285	284	54	0	623	47	132	17	0	196	28	131	5	0	164	1240
% General Traffic	100	97	96.9	0	97	98.6	97.3	83.1	0	96.4	81	99.2	100	0	94.2	96.6	94.9	100	0	95.3	96
3+ Axle Heavy Trucks	0	3	5	0	8	4	8	11	0	23	11	1	0	0	12	1	7	0	0	8	51
% 3+ Axle Heavy Trucks	0	3	3.1	0	3	1.4	2.7	16.9	0	3.6	19	0.8	0	0	5.8	3.4	5.1	0	0	4.7	4

L2 Data Collection

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

Study: KITT0230
 Intersection: Cloverdale / Kuna Mora Rd
 City, State: Kuna, Idaho
 Control: All Stop

File Name : Cloverdale Rd & Kuna Mora Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 2



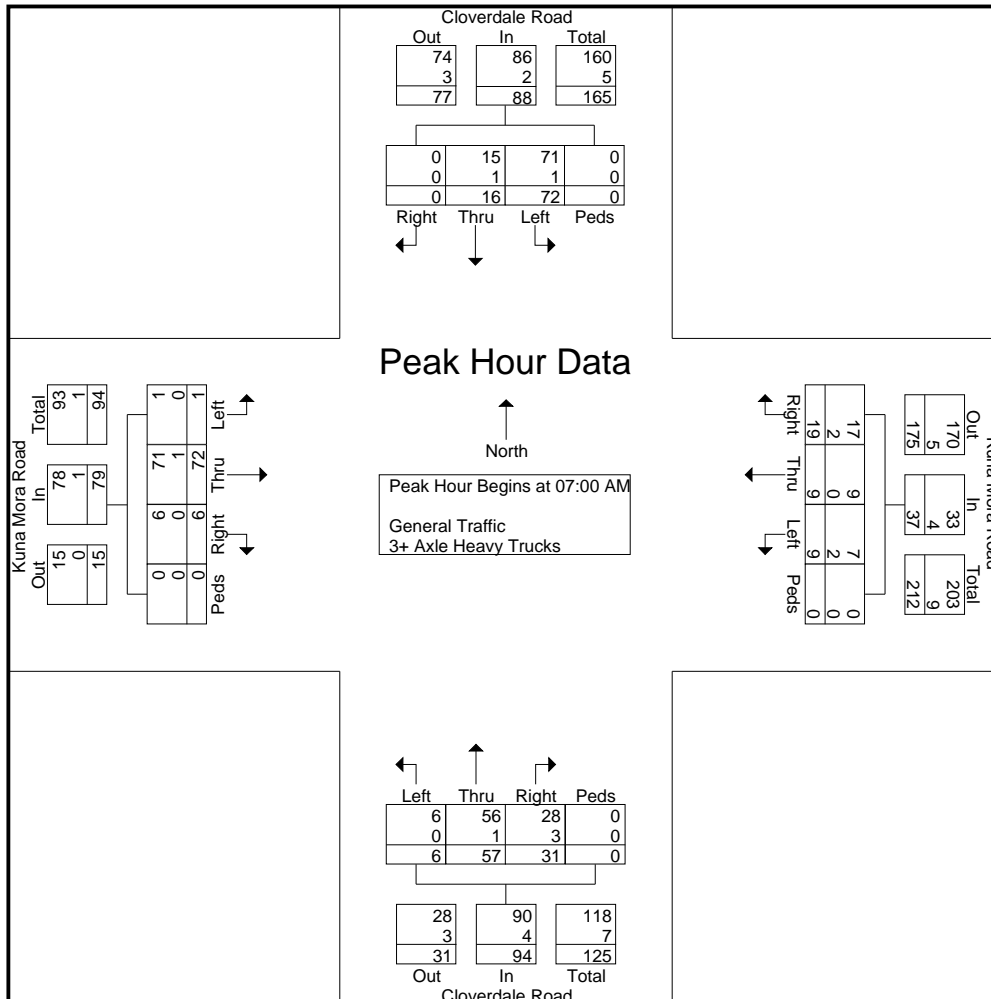
L2 Data Collection

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

Study: KITT0230
Intersection: Cloverdale / Kuna Mora Rd
City, State: Kuna, Idaho
Control: All Stop

File Name : Cloverdale Rd & Kuna Mora Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 3

Start Time	Cloverdale Road From North					Kuna Mora Road From East					Cloverdale Road From South					Kuna Mora Road 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 Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	4	19	0	23	5	1	1	0	7	6	17	3	0	26	1	12	0	0	13	69
07:15 AM	0	1	21	0	22	6	1	1	0	8	4	21	2	0	27	2	21	0	0	23	80
07:30 AM	0	3	18	0	21	4	4	6	0	14	11	13	1	0	25	2	19	1	0	22	82
07:45 AM	0	8	14	0	22	4	3	1	0	8	10	6	0	0	16	1	20	0	0	21	67
Total Volume	0	16	72	0	88	19	9	9	0	37	31	57	6	0	94	6	72	1	0	79	298
% App. Total	0	18.2	81.8	0		51.4	24.3	24.3	0		33	60.6	6.4	0		7.6	91.1	1.3	0		
PHF	.000	.500	.857	.000	.957	.792	.563	.375	.000	.661	.705	.679	.500	.000	.870	.750	.857	.250	.000	.859	.909
General Traffic	0	15	71	0	86	17	9	7	0	33	28	56	6	0	90	6	71	1	0	78	287
% General Traffic	0	93.8	98.6	0	97.7	89.5	100	77.8	0	89.2	90.3	98.2	100	0	95.7	100	98.6	100	0	98.7	96.3
3+ Axle Heavy Trucks	0	1	1	0	2	2	0	2	0	4	3	1	0	0	4	0	1	0	0	1	11
% 3+ Axle Heavy Trucks	0	6.3	1.4	0	2.3	10.5	0	22.2	0	10.8	9.7	1.8	0	0	4.3	0	1.4	0	0	1.3	3.7



L2 Data Collection

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

Study: KITT0230
Intersection: Cloverdale / Kuna Mora Rd
City, State: Kuna, Idaho
Control: All Stop

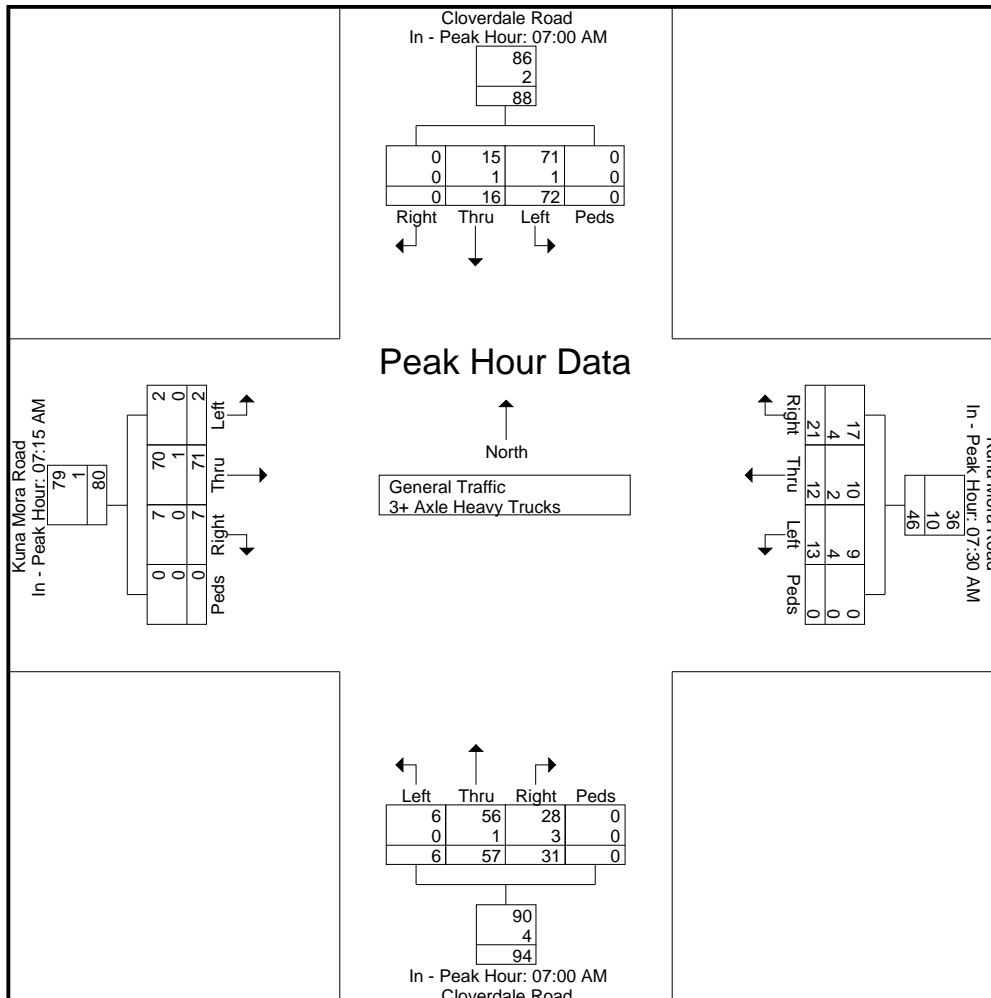
File Name : Cloverdale Rd & Kuna Mora Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 4

Start Time	Cloverdale Road From North					Kuna Mora Road From East					Cloverdale Road From South					Kuna Mora Road 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:

	07:00 AM					07:30 AM					07:00 AM					07:15 AM				
+0 mins.	0	4	19	0	23	4	4	6	0	14	6	17	3	0	26	2	21	0	0	23
+15 mins.	0	1	21	0	22	4	3	1	0	8	4	21	2	0	27	2	19	1	0	22
+30 mins.	0	3	18	0	21	7	3	3	0	13	11	13	1	0	25	1	20	0	0	21
+45 mins.	0	8	14	0	22	6	2	3	0	11	10	6	0	0	16	2	11	1	0	14
Total Volume	0	16	72	0	88	21	12	13	0	46	31	57	6	0	94	7	71	2	0	80
% App. Total	0	18.2	81.8	0		45.7	26.1	28.3	0		33	60.6	6.4	0		8.8	88.8	2.5	0	
PHF	.000	.500	.857	.000	.957	.750	.750	.542	.000	.821	.705	.679	.500	.000	.870	.875	.845	.500	.000	.870
General Traffic	0	15	71	0	86	17	10	9	0	36	28	56	6	0	90	7	70	2	0	79
% General Traffic	0	93.	98.	0	97.7	81	83.	69.	0	78.3	90.	98.	100	0	95.7	100	98.	100	0	98.8
3+ Axle Heavy Trucks	0	1	1	0	2	4	2	4	0	10	3	1	0	0	4	0	1	0	0	1
% 3+ Axle Heavy Trucks	0	6.2	1.4	0	2.3	19	16.	30.	0	21.7	9.7	1.8	0	0	4.3	0	1.4	0	0	1.2



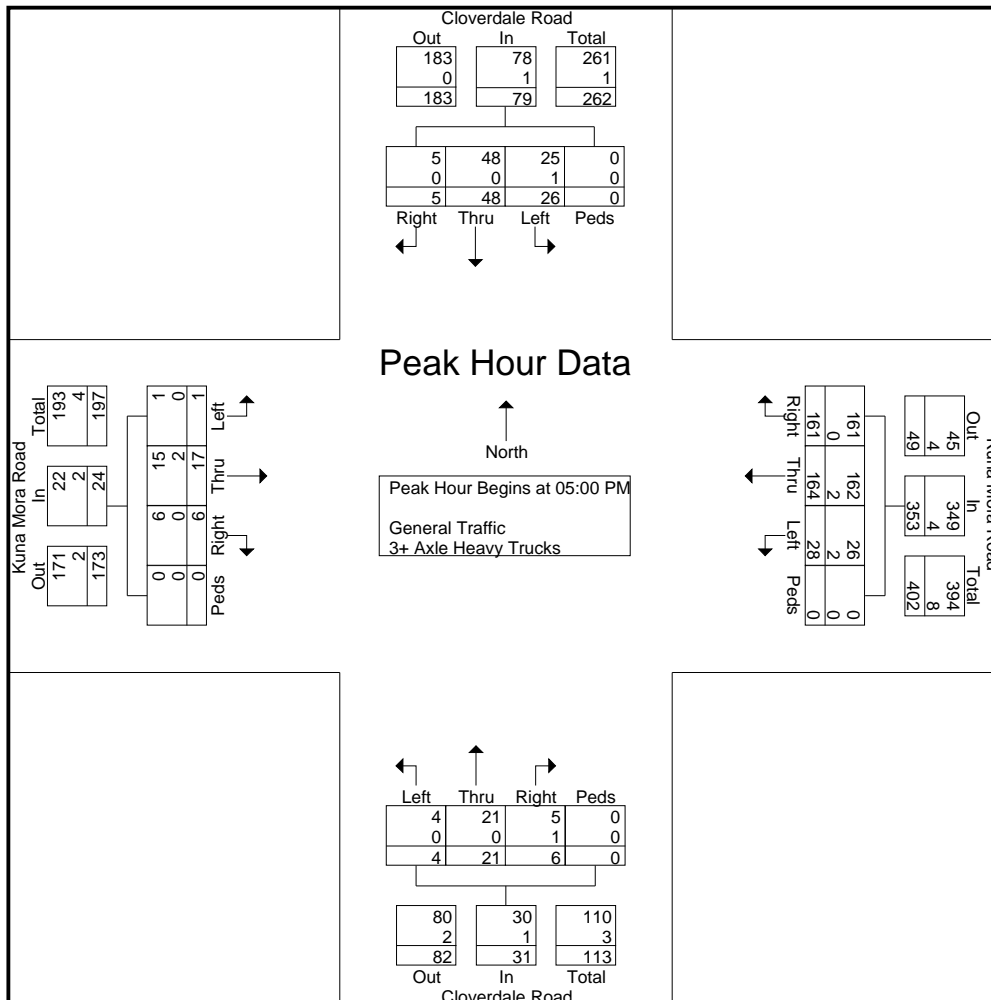
L2 Data Collection

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

Study: KITT0230
Intersection: Cloverdale / Kuna Mora Rd
City, State: Kuna, Idaho
Control: All Stop

File Name : Cloverdale Rd & Kuna Mora Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 5

Start Time	Cloverdale Road From North					Kuna Mora Road From East					Cloverdale Road From South					Kuna Mora Road 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	1	8	8	0	17	45	53	8	0	106	2	10	0	0	12	3	2	0	0	5	140
05:15 PM	1	11	4	0	16	51	35	6	0	92	2	5	1	0	8	0	5	0	0	5	121
05:30 PM	1	14	8	0	23	37	32	11	0	80	2	3	1	0	6	2	9	0	0	11	120
05:45 PM	2	15	6	0	23	28	44	3	0	75	0	3	2	0	5	1	1	1	0	3	106
Total Volume	5	48	26	0	79	161	164	28	0	353	6	21	4	0	31	6	17	1	0	24	487
% App. Total	6.3	60.8	32.9	0		45.6	46.5	7.9	0		19.4	67.7	12.9	0		25	70.8	4.2	0		
PHF	.625	.800	.813	.000	.859	.789	.774	.636	.000	.833	.750	.525	.500	.000	.646	.500	.472	.250	.000	.545	.870
General Traffic	5	48	25	0	78	161	162	26	0	349	5	21	4	0	30	6	15	1	0	22	479
% General Traffic	100	100	96.2	0	98.7	100	98.8	92.9	0	98.9	83.3	100	100	0	96.8	100	88.2	100	0	91.7	98.4
3+ Axle Heavy Trucks	0	0	1	0	1	0	2	2	0	4	1	0	0	0	1	0	2	0	0	2	8
% 3+ Axle Heavy Trucks	0	0	3.8	0	1.3	0	1.2	7.1	0	1.1	16.7	0	0	0	3.2	0	11.8	0	0	8.3	1.6



L2 Data Collection

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

Study: KITT0230
Intersection: Cloverdale / Kuna Mora Rd
City, State: Kuna, Idaho
Control: All Stop

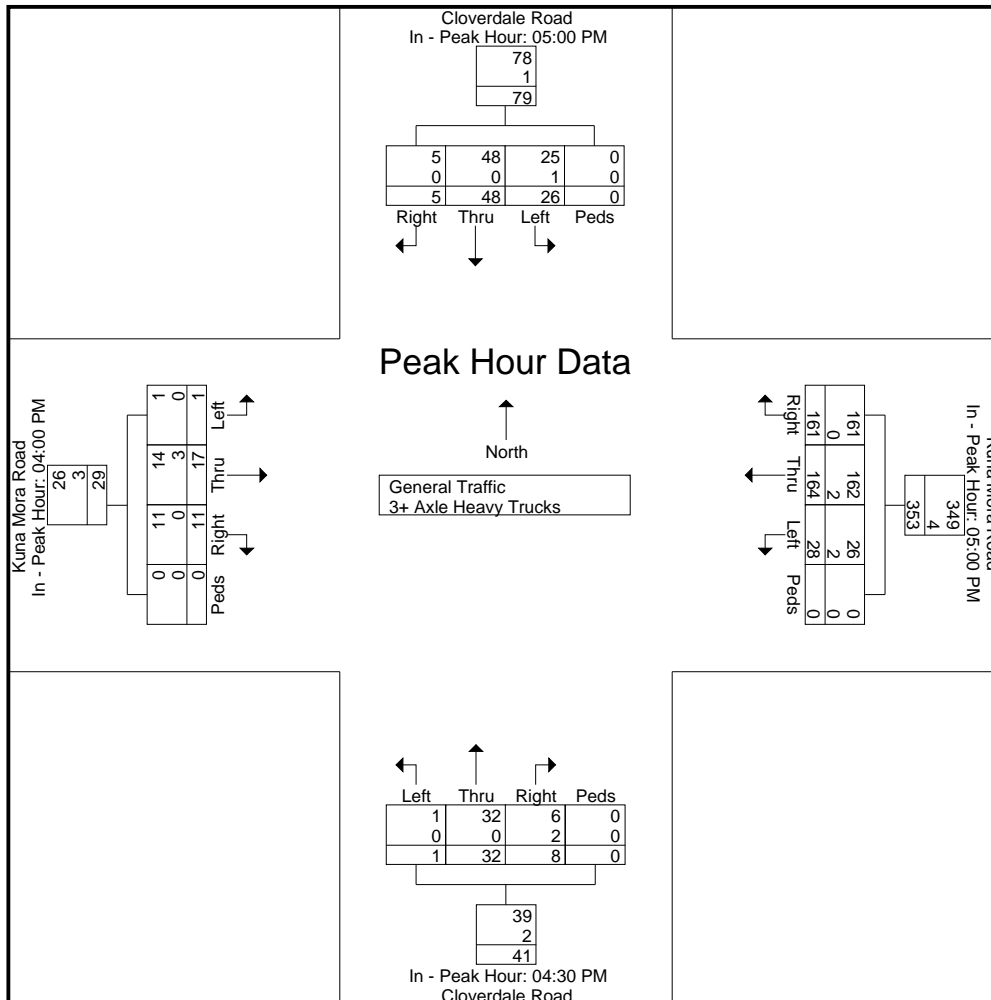
File Name : Cloverdale Rd & Kuna Mora Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 6

Start Time	Cloverdale Road From North					Kuna Mora Road From East					Cloverdale Road From South					Kuna Mora Road 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:

	05:00 PM					05:00 PM					04:30 PM					04:00 PM				
+0 mins.	1	8	8	0	17	45	53	8	0	106	0	11	0	0	11	2	5	0	0	7
+15 mins.	1	11	4	0	16	51	35	6	0	92	4	6	0	0	10	5	5	0	0	10
+30 mins.	1	14	8	0	23	37	32	11	0	80	2	10	0	0	12	2	5	0	0	7
+45 mins.	2	15	6	0	23	28	44	3	0	75	2	5	1	0	8	2	2	1	0	5
Total Volume	5	48	26	0	79	161	164	28	0	353	8	32	1	0	41	11	17	1	0	29
% App. Total	6.3	60.8	32.9	0		45.6	46.5	7.9	0		19.5	78	2.4	0		37.9	58.6	3.4	0	
PHF	.625	.800	.813	.000	.859	.789	.774	.636	.000	.833	.500	.727	.250	.000	.854	.550	.850	.250	.000	.725
General Traffic	5	48	25	0	78	161	162	26	0	349	6	32	1	0	39	11	14	1	0	26
% General Traffic	100	100	96.	0	98.7	100	98.	92.	0	98.9	75	100	100	0	95.1	100	82.	100	0	89.7
3+ Axle Heavy Trucks	0	0	1	0	1	0	2	2	0	4	2	0	0	0	2	0	3	0	0	3
% 3+ Axle Heavy Trucks	0	0	3.8	0	1.3	0	1.2	7.1	0	1.1	25	0	0	0	4.9	0	17.	0	0	10.3



L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

Intersection: Cloverdale / Kuna Mora Rd

City, State: Kuna, Idaho

Control: All Stop

File Name : Cloverdale Rd & Kuna Mora Rd

Site Code : 00000000

Start Date : 2/8/2022

Page No : 7

Image 1



L2 Data Collection

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

Study: KITT0230
Intersection: Swan Falls Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Swan Falls Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Swan Falls Road From North					King Road From East					Swan Falls Road From South					King Road 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	2	2	2	0	6	4	2	2	0	8	1	8	1	0	10	0	12	3	0	15	39
07:15 AM	1	4	7	0	12	8	3	1	0	12	1	13	2	0	16	0	24	3	0	27	67
07:30 AM	4	3	4	0	11	3	2	0	0	5	2	9	1	0	12	0	18	6	0	24	52
07:45 AM	3	7	5	0	15	2	14	0	0	16	1	5	2	0	8	1	13	3	0	17	56
Total	10	16	18	0	44	17	21	3	0	41	5	35	6	0	46	1	67	15	0	83	214
08:00 AM	3	5	7	0	15	3	1	0	0	4	2	6	0	0	8	3	10	3	0	16	43
08:15 AM	1	3	0	0	4	1	6	0	0	7	0	8	0	0	8	0	8	2	0	10	29
08:30 AM	3	6	1	0	10	4	2	0	0	6	0	6	0	0	6	0	12	4	0	16	38
08:45 AM	3	7	3	0	13	5	2	0	0	7	0	7	0	0	7	1	5	1	0	7	34
Total	10	21	11	0	42	13	11	0	0	24	2	27	0	0	29	4	35	10	0	49	144

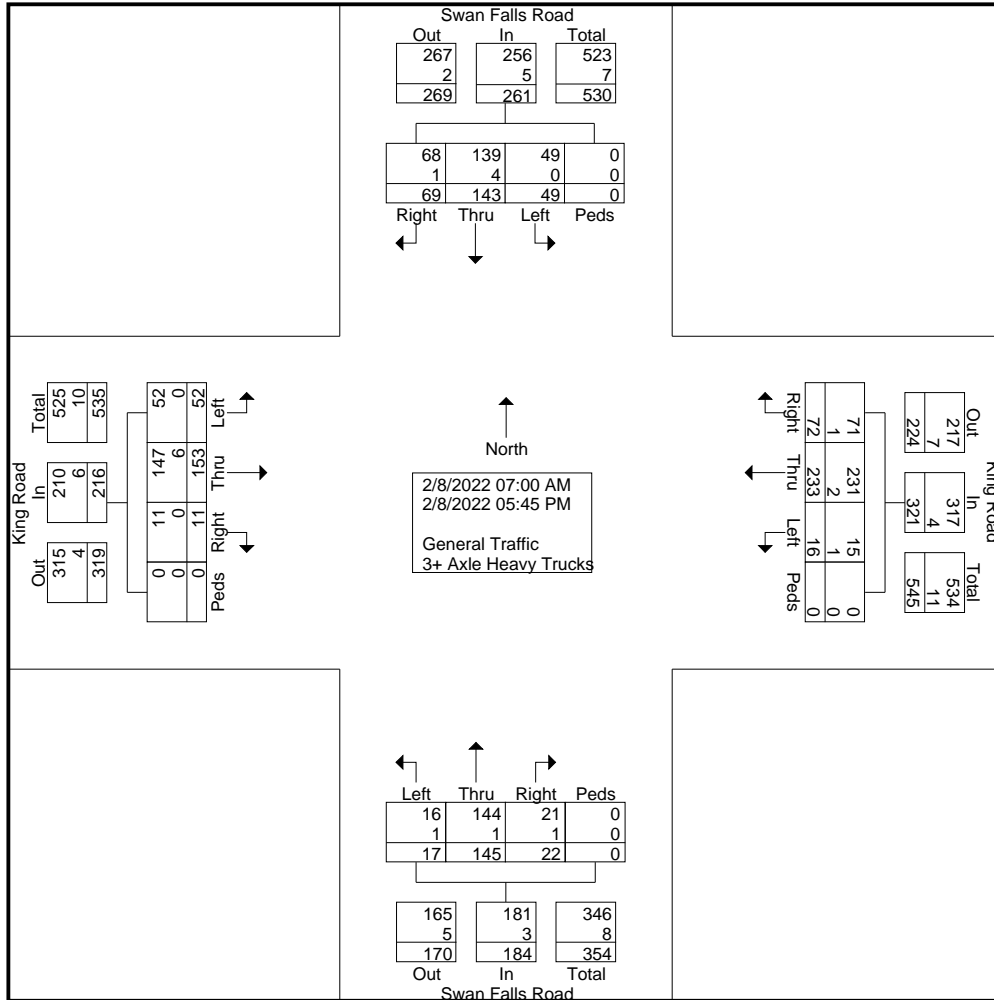
04:00 PM	4	8	2	0	14	2	11	3	0	16	3	7	1	0	11	1	8	2	0	11	52
04:15 PM	9	9	2	0	20	3	17	2	0	22	3	11	1	0	15	1	10	4	0	15	72
04:30 PM	5	10	2	0	17	4	22	1	0	27	1	5	3	0	9	0	6	4	0	10	63
04:45 PM	5	17	3	0	25	7	36	3	0	46	1	8	2	0	11	1	6	6	0	13	95
Total	23	44	9	0	76	16	86	9	0	111	8	31	7	0	46	3	30	16	0	49	282
05:00 PM	9	20	2	0	31	5	25	1	0	31	0	17	0	0	17	2	2	3	0	7	86
05:15 PM	7	14	3	0	24	8	34	2	0	44	3	14	0	0	17	0	9	2	0	11	96
05:30 PM	5	15	1	0	21	7	34	1	0	42	3	8	3	0	14	0	4	5	0	9	86
05:45 PM	5	13	5	0	23	6	22	0	0	28	1	13	1	0	15	1	6	1	0	8	74
Total	26	62	11	0	99	26	115	4	0	145	7	52	4	0	63	3	21	11	0	35	342
Grand Total	69	143	49	0	261	72	233	16	0	321	22	145	17	0	184	11	153	52	0	216	982
Apprch %	26.4	54.8	18.8	0		22.4	72.6	5	0		12	78.8	9.2	0		5.1	70.8	24.1	0		
Total %	7	14.6	5	0	26.6	7.3	23.7	1.6	0	32.7	2.2	14.8	1.7	0	18.7	1.1	15.6	5.3	0	22	
General Traffic	68	139	49	0	256	71	231	15	0	317	21	144	16	0	181	11	147	52	0	210	964
% General Traffic	98.6	97.2	100	0	98.1	98.6	99.1	93.8	0	98.8	95.5	99.3	94.1	0	98.4	100	96.1	100	0	97.2	98.2
3+ Axle Heavy Trucks	1	4	0	0	5	1	2	1	0	4	1	1	1	0	3	0	6	0	0	6	18
% 3+ Axle Heavy Trucks	1.4	2.8	0	0	1.9	1.4	0.9	6.2	0	1.2	4.5	0.7	5.9	0	1.6	0	3.9	0	0	2.8	1.8

L2 Data Collection

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

Study: KITT0230
 Intersection: Swan Falls Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Swan Falls Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 2



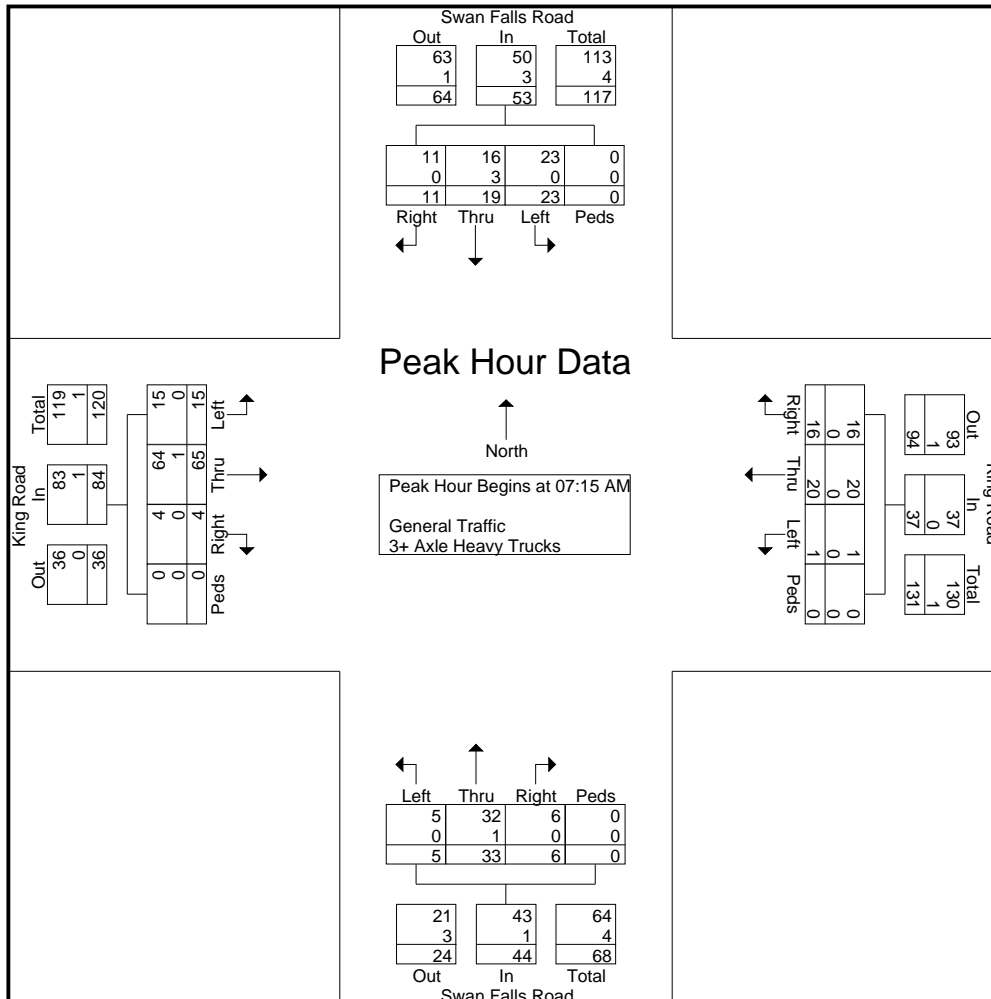
L2 Data Collection

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

Study: KITT0230
Intersection: Swan Falls Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Swan Falls Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 3

Start Time	Swan Falls Road From North					King Road From East					Swan Falls Road From South					King Road 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 Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	4	7	0	12	8	3	1	0	12	1	13	2	0	16	0	24	3	0	27	67
07:30 AM	4	3	4	0	11	3	2	0	0	5	2	9	1	0	12	0	18	6	0	24	52
07:45 AM	3	7	5	0	15	2	14	0	0	16	1	5	2	0	8	1	13	3	0	17	56
08:00 AM	3	5	7	0	15	3	1	0	0	4	2	6	0	0	8	3	10	3	0	16	43
Total Volume	11	19	23	0	53	16	20	1	0	37	6	33	5	0	44	4	65	15	0	84	218
% App. Total	20.8	35.8	43.4	0		43.2	54.1	2.7	0		13.6	75	11.4	0		4.8	77.4	17.9	0		
PHF	.688	.679	.821	.000	.883	.500	.357	.250	.000	.578	.750	.635	.625	.000	.688	.333	.677	.625	.000	.778	.813
General Traffic	11	16	23	0	50	16	20	1	0	37	6	32	5	0	43	4	64	15	0	83	213
% General Traffic	100	84.2	100	0	94.3	100	100	100	0	100	100	97.0	100	0	97.7	100	98.5	100	0	98.8	97.7
3+ Axle Heavy Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
% 3+ Axle Heavy Trucks	0	15.8	0	0	5.7	0	0	0	0	0	0	3.0	0	0	2.3	0	1.5	0	0	1.2	2.3



L2 Data Collection

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

Study: KITT0230
Intersection: Swan Falls Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

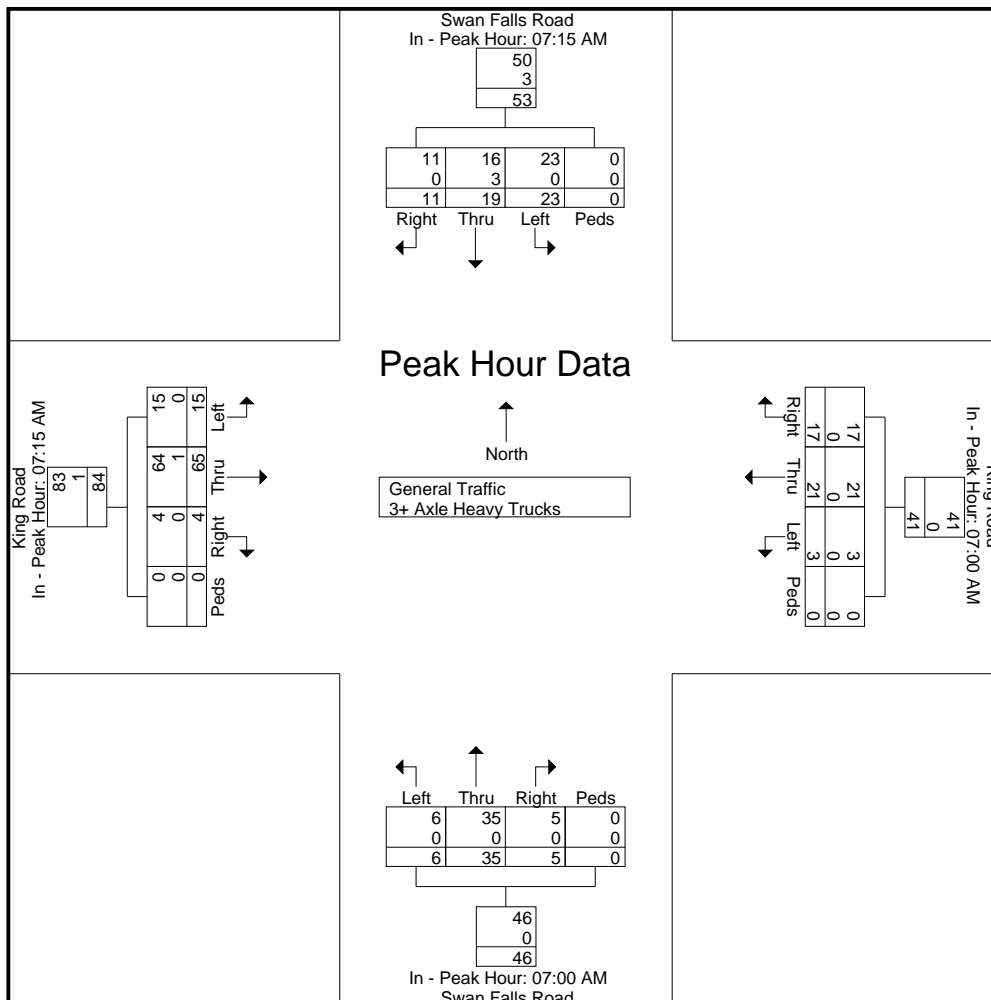
File Name : Swan Falls Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 4

Start Time	Swan Falls Road From North					King Road From East					Swan Falls Road From South					King Road 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					07:00 AM					07:15 AM				
+0 mins.	1	4	7	0	12	4	2	2	0	8	1	8	1	0	10	0	24	3	0	27
+15 mins.	4	3	4	0	11	8	3	1	0	12	1	13	2	0	16	0	18	6	0	24
+30 mins.	3	7	5	0	15	3	2	0	0	5	2	9	1	0	12	1	13	3	0	17
+45 mins.	3	5	7	0	15	2	14	0	0	16	1	5	2	0	8	3	10	3	0	16
Total Volume	11	19	23	0	53	17	21	3	0	41	5	35	6	0	46	4	65	15	0	84
% App. Total	20.8	35.8	43.4	0		41.5	51.2	7.3	0		10.9	76.1	13	0		4.8	77.4	17.9	0	
PHF	.688	.679	.821	.000	.883	.531	.375	.375	.000	.641	.625	.673	.750	.000	.719	.333	.677	.625	.000	.778
General Traffic	11	16	23	0	50	17	21	3	0	41	5	35	6	0	46	4	64	15	0	83
% General Traffic	100	84.	100	0	94.3	100	100	100	0	100	100	100	100	0	100	100	98.	100	0	98.8
3+ Axle Heavy Trucks	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% 3+ Axle Heavy Trucks	0	15.	0	0	5.7	0	0	0	0	0	0	0	0	0	0	0	1.5	0	0	1.2



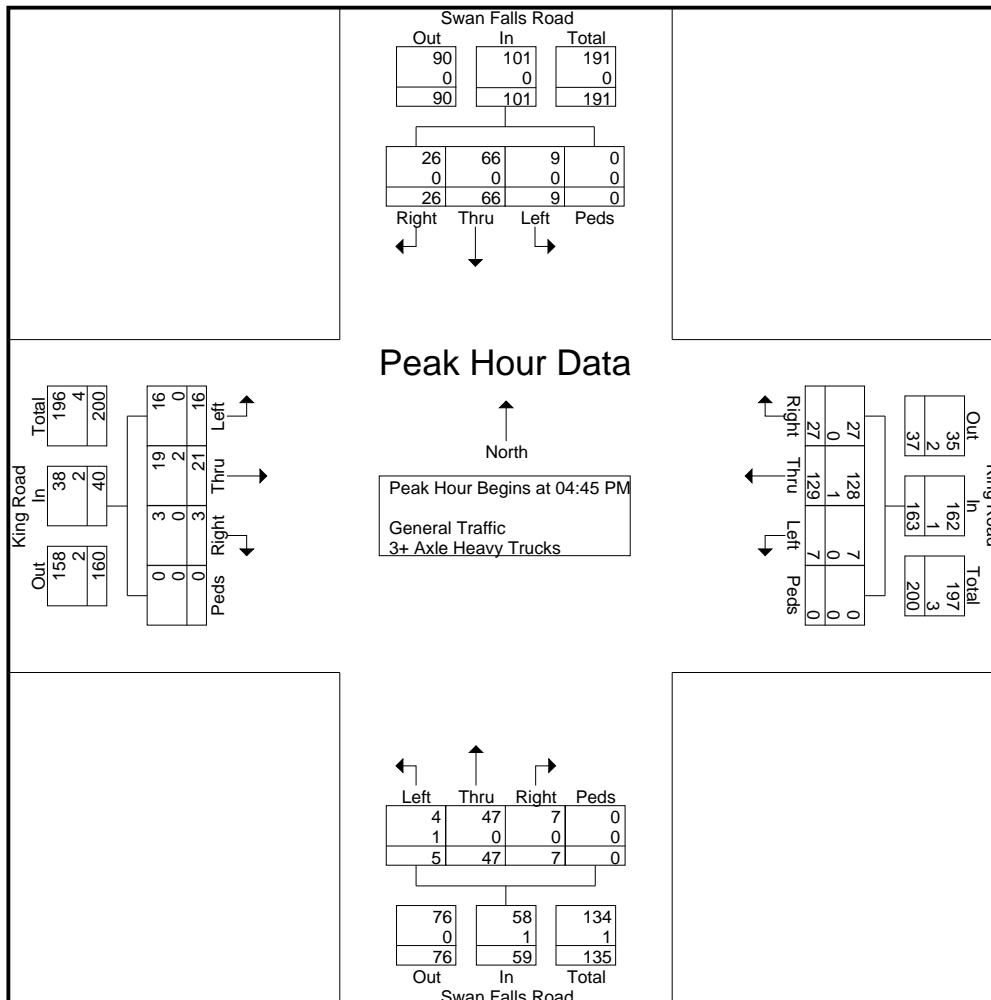
L2 Data Collection

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

Study: KITT0230
Intersection: Swan Falls Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Swan Falls Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 5

Start Time	Swan Falls Road From North					King Road From East					Swan Falls Road From South					King Road 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 04:45 PM																					
04:45 PM	5	17	3	0	25	7	36	3	0	46	1	8	2	0	11	1	6	6	0	13	95
05:00 PM	9	20	2	0	31	5	25	1	0	31	0	17	0	0	17	2	2	3	0	7	86
05:15 PM	7	14	3	0	24	8	34	2	0	44	3	14	0	0	17	0	9	2	0	11	96
05:30 PM	5	15	1	0	21	7	34	1	0	42	3	8	3	0	14	0	4	5	0	9	86
Total Volume	26	66	9	0	101	27	129	7	0	163	7	47	5	0	59	3	21	16	0	40	363
% App. Total	25.7	65.3	8.9	0		16.6	79.1	4.3	0		11.9	79.7	8.5	0		7.5	52.5	40	0		
PHF	.722	.825	.750	.000	.815	.844	.896	.583	.000	.886	.583	.691	.417	.000	.868	.375	.583	.667	.000	.769	.945
General Traffic	26	66	9	0	101	27	128	7	0	162	7	47	4	0	58	3	19	16	0	38	359
% General Traffic	100	100	100	0	100	100	99.2	100	0	99.4	100	100	80.0	0	98.3	100	90.5	100	0	95.0	98.9
3+ Axle Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0.8	0	0	0.6	0	0	20.0	0	1.7	0	9.5	0	0	5.0	1.1



L2 Data Collection

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

Study: KITT0230
 Intersection: Swan Falls Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

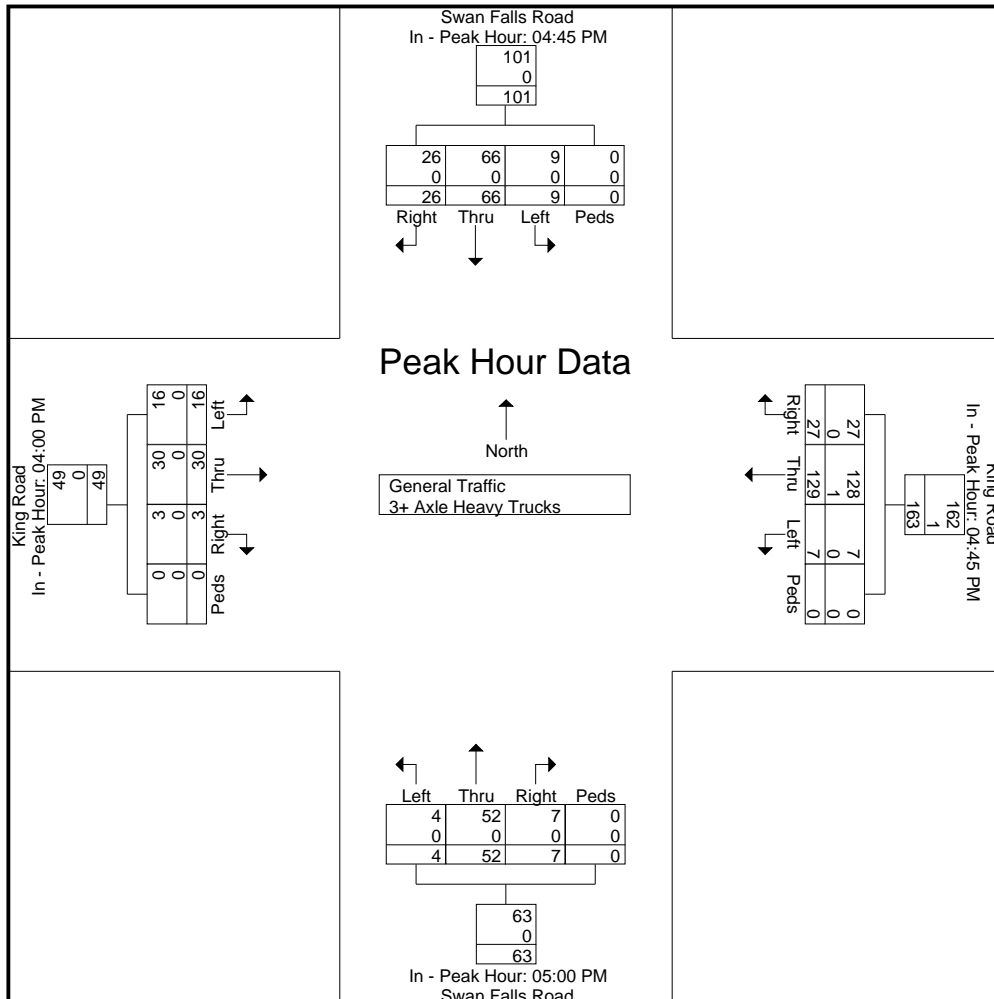
File Name : Swan Falls Rd & King Rd
 Site Code : 00000000
 Start Date : 2/8/2022
 Page No : 6

Start Time	Swan Falls Road From North					King Road From East					Swan Falls Road From South					King Road 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:

	04:45 PM					04:45 PM					05:00 PM					04:00 PM				
+0 mins.	5	17	3	0	25	7	36	3	0	46	0	17	0	0	17	1	8	2	0	11
+15 mins.	9	20	2	0	31	5	25	1	0	31	3	14	0	0	17	1	10	4	0	15
+30 mins.	7	14	3	0	24	8	34	2	0	44	3	8	3	0	14	0	6	4	0	10
+45 mins.	5	15	1	0	21	7	34	1	0	42	1	13	1	0	15	1	6	6	0	13
Total Volume	26	66	9	0	101	27	129	7	0	163	7	52	4	0	63	3	30	16	0	49
% App. Total	25.7	65.3	8.9	0		16.6	79.1	4.3	0		11.1	82.5	6.3	0		6.1	61.2	32.7	0	
PHF	.722	.825	.750	.000	.815	.844	.896	.583	.000	.886	.583	.765	.333	.000	.926	.750	.750	.667	.000	.817
General Traffic	26	66	9	0	101	27	128	7	0	162	7	52	4	0	63	3	30	16	0	49
% General Traffic	100	100	100	0	100	100	99.2	100	0	99.4	100	100	100	0	100	100	100	100	0	100
3+ Axle Heavy Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0.8	0	0	0.6	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
Intersection: Swan Falls Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Swan Falls Rd & King Rd
Site Code : 00000000
Start Date : 2/8/2022
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

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

Study: KITT0192

Intersection: Swan Falls Rd / Stagecoach

City, State: Kuna, Idaho

Control: Stop Sign

File Name : Swan Falls Rd & Stagecoach Way

Site Code : 00000000

Start Date : 4/21/2021

Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Swan Falls Road From North					Stagecoach Way From East					Swan Falls Road From South					Dirt Access 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	
06:00 AM	0	16	2	0	18	14	0	0	0	14	0	32	0	0	32	0	0	0	0	0	64
06:15 AM	0	13	7	0	20	22	0	0	0	22	0	26	0	0	26	0	0	0	0	0	68
06:30 AM	0	13	15	0	28	27	0	0	0	27	0	31	1	0	32	0	0	0	0	0	87
06:45 AM	0	13	21	0	34	25	0	0	0	25	0	40	0	0	40	0	0	0	0	0	99
Total	0	55	45	0	100	88	0	0	0	88	0	129	1	0	130	0	0	0	0	0	318
07:00 AM	0	8	19	0	27	38	0	0	0	38	0	55	0	0	55	0	0	0	0	0	120
07:15 AM	0	13	24	0	37	44	0	0	0	44	0	79	0	0	79	0	0	0	0	0	160
07:30 AM	0	25	17	0	42	51	0	0	0	51	1	33	0	0	34	0	0	0	0	0	127
07:45 AM	0	22	42	0	64	37	0	0	0	37	4	44	0	0	48	0	0	0	0	0	149
Total	0	68	102	0	170	170	0	0	0	170	5	211	0	0	216	0	0	0	0	0	556
08:00 AM	0	22	15	0	37	23	0	1	0	24	0	39	0	0	39	0	0	0	0	0	100
08:15 AM	0	18	11	0	29	28	0	0	0	28	0	48	0	0	48	0	0	0	0	0	105
08:30 AM	0	14	11	0	25	23	0	0	0	23	2	34	0	0	36	0	0	0	0	0	84
08:45 AM	0	28	29	0	57	17	1	1	0	19	0	32	0	0	32	0	0	0	0	0	108
Total	0	82	66	0	148	91	1	2	0	94	2	153	0	0	155	0	0	0	0	0	397

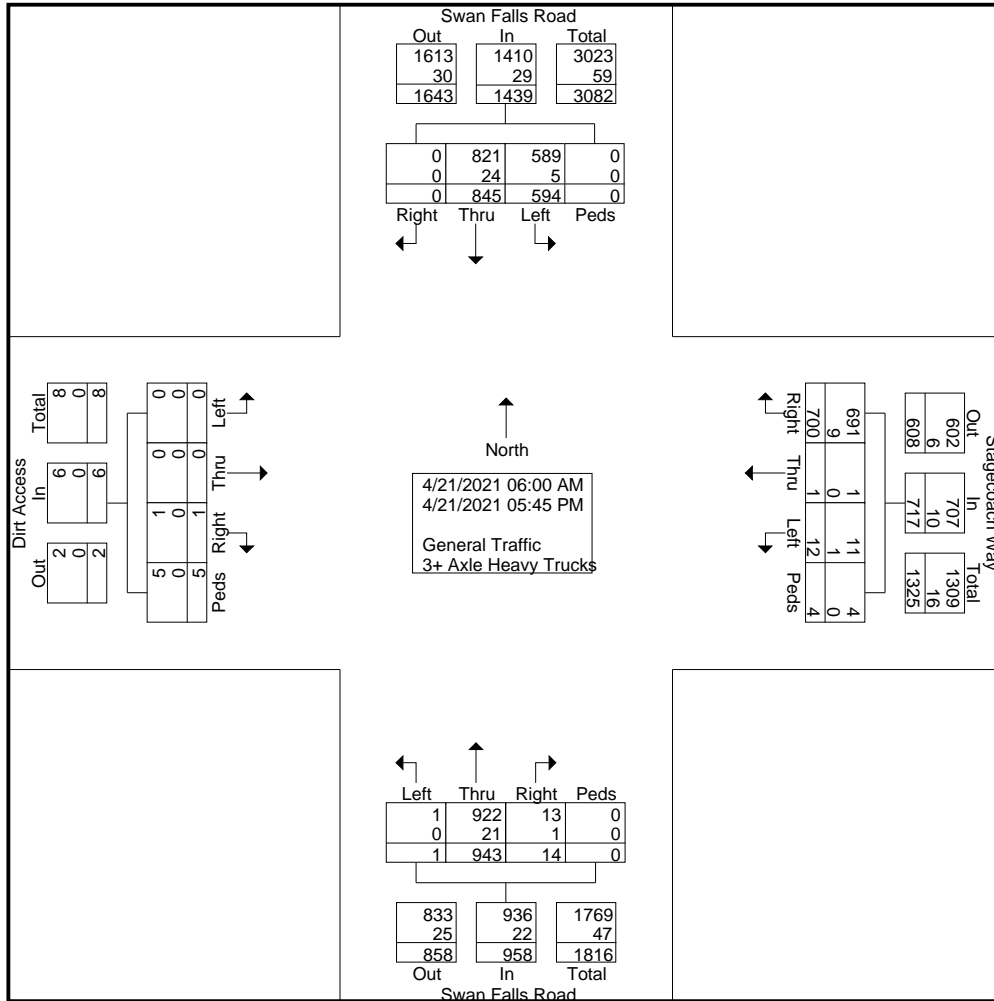
03:00 PM	0	46	31	0	77	23	0	1	0	24	0	31	0	0	31	0	0	0	0	0	132
03:15 PM	0	37	23	0	60	37	0	1	0	38	1	43	0	0	44	0	0	0	0	0	142
03:30 PM	0	38	29	0	67	32	0	2	0	34	0	28	0	0	28	0	0	0	0	0	129
03:45 PM	0	58	40	0	98	25	0	2	0	27	0	40	0	0	40	0	0	0	0	0	165
Total	0	179	123	0	302	117	0	6	0	123	1	142	0	0	143	0	0	0	0	0	568
04:00 PM	0	60	31	0	91	25	0	0	1	26	1	31	0	0	32	0	0	0	0	0	149
04:15 PM	0	54	33	0	87	22	0	1	0	23	0	39	0	0	39	0	0	0	0	0	149
04:30 PM	0	49	32	0	81	21	0	1	0	22	2	39	0	0	41	0	0	0	0	0	144
04:45 PM	0	49	26	0	75	29	0	1	0	30	1	40	0	0	41	0	0	0	3	3	149
Total	0	212	122	0	334	97	0	3	1	101	4	149	0	0	153	0	0	0	3	3	591
05:00 PM	0	62	40	0	102	38	0	0	0	38	1	31	0	0	32	0	0	0	0	0	172
05:15 PM	0	61	25	0	86	38	0	1	1	40	1	47	0	0	48	0	0	0	2	2	176
05:30 PM	0	60	30	0	90	38	0	0	2	40	0	37	0	0	37	0	0	0	0	0	167
05:45 PM	0	66	41	0	107	23	0	0	0	23	0	44	0	0	44	1	0	0	0	1	175
Total	0	249	136	0	385	137	0	1	3	141	2	159	0	0	161	1	0	0	2	3	690
Grand Total	0	845	594	0	1439	700	1	12	4	717	14	943	1	0	958	1	0	0	5	6	3120
Apprch %	0	58.7	41.3	0		97.6	0.1	1.7	0.6		1.5	98.4	0.1	0		16.7	0	0	83.3		
Total %	0	27.1	19	0	46.1	22.4	0	0.4	0.1	23	0.4	30.2	0	0	30.7	0	0	0	0.2	0.2	
% General Traffic	0	821	589	0	1410	691	1	11	4	707	13	922	1	0	936	1	0	0	5	6	3059
% General Traffic	0	97.2	99.2	0	98	98.7	100	91.7	100	98.6	92.9	97.8	100	0	97.7	100	0	0	100	100	98
3+ Axle Heavy Trucks	0	24	5	0	29	9	0	1	0	10	1	21	0	0	22	0	0	0	0	0	61
% 3+ Axle Heavy Trucks	0	2.8	0.8	0	2	1.3	0	8.3	0	1.4	7.1	2.2	0	0	2.3	0	0	0	0	0	2

L2 Data Collection

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

Study: KITT0192
 Intersection: Swan Falls Rd / Stagecoach
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Swan Falls Rd & Stagecoach Way
 Site Code : 00000000
 Start Date : 4/21/2021
 Page No : 2



L2 Data Collection

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

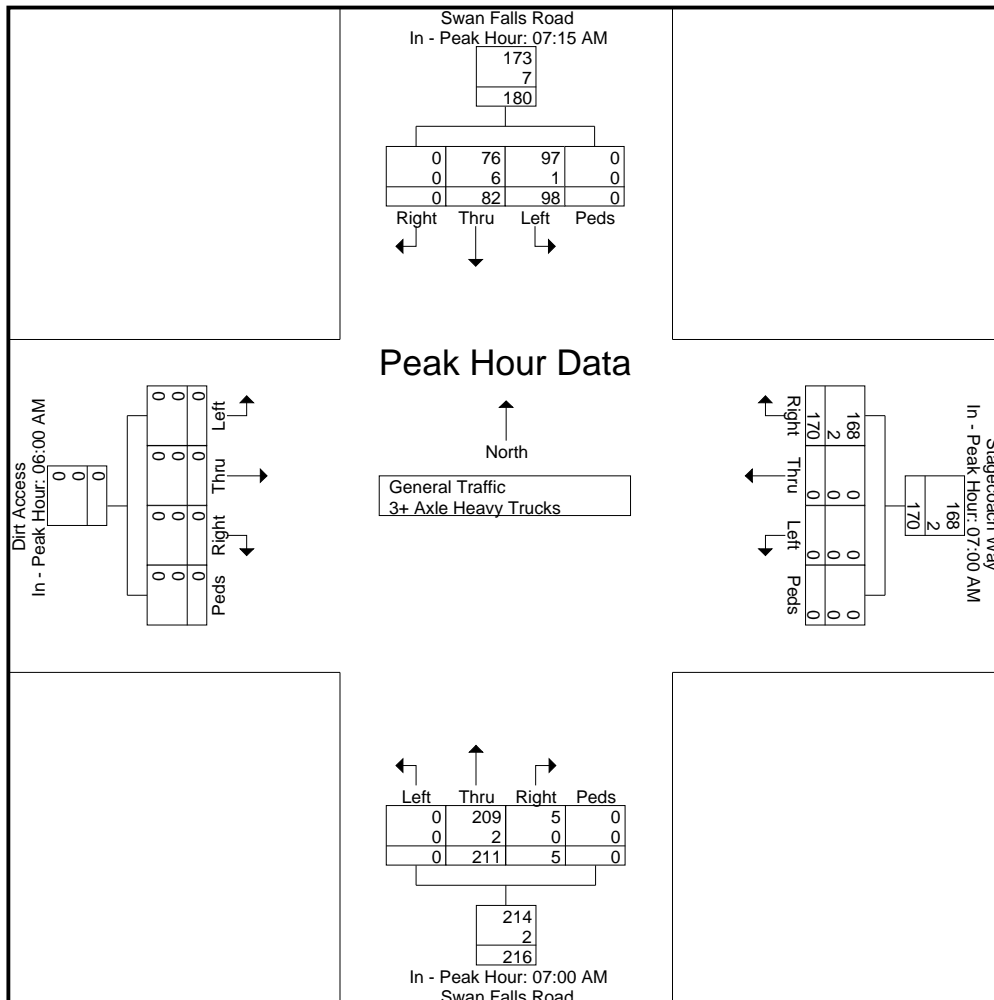
Study: KITT0192
Intersection: Swan Falls Rd / Stagecoach
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Swan Falls Rd & Stagecoach Way
Site Code : 00000000
Start Date : 4/21/2021
Page No : 4

Start Time	Swan Falls Road From North					Stagecoach Way From East					Swan Falls Road From South					Dirt Access 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 06:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:00 AM					06:00 AM				
+0 mins.	0	13	24	0	37	38	0	0	0	38	0	55	0	0	55	0	0	0	0	0
+15 mins.	0	25	17	0	42	44	0	0	0	44	0	79	0	0	79	0	0	0	0	0
+30 mins.	0	22	42	0	64	51	0	0	0	51	1	33	0	0	34	0	0	0	0	0
+45 mins.	0	22	15	0	37	37	0	0	0	37	4	44	0	0	48	0	0	0	0	0
Total Volume	0	82	98	0	180	170	0	0	0	170	5	211	0	0	216	0	0	0	0	0
% App. Total	0	45.6	54.4	0		100	0	0	0		2.3	97.7	0	0		0	0	0	0	
PHF	.000	.820	.583	.000	.703	.833	.000	.000	.000	.833	.313	.668	.000	.000	.684	.000	.000	.000	.000	.000
General Traffic	0	76	97	0	173	168	0	0	0	168	5	209	0	0	214	0	0	0	0	0
% General Traffic	0	92.	99	0	96.1	98.	0	0	0	98.8	100	99.	0	0	99.1	0	0	0	0	0
3+ Axle Heavy Trucks	0	6	1	0	7	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	7.3	1	0	3.9	1.2	0	0	0	1.2	0	0.9	0	0	0.9	0	0	0	0	0



L2 Data Collection

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

Study: KITT0192
Intersection: Swan Falls Rd / Stagecoach
City, State: Kuna, Idaho
Control: Stop Sign

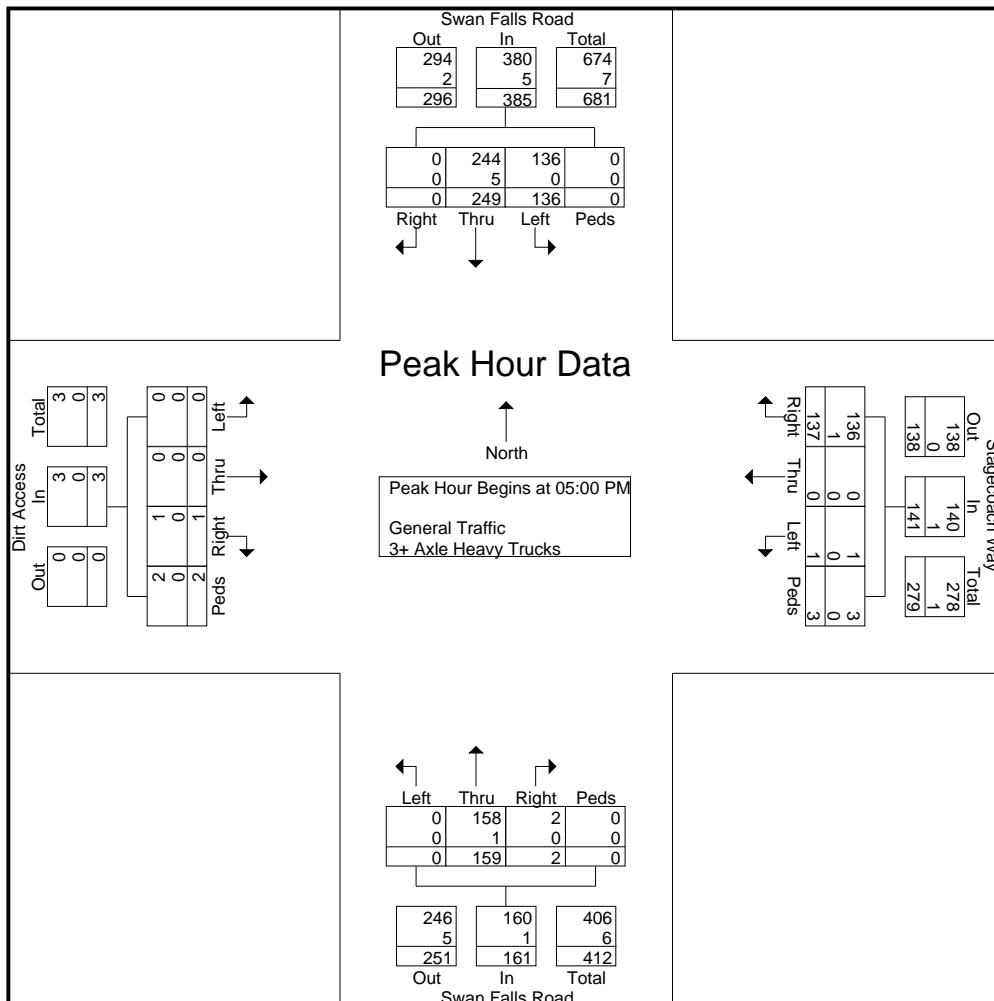
File Name : Swan Falls Rd & Stagecoach Way
Site Code : 00000000
Start Date : 4/21/2021
Page No : 5

Start Time	Swan Falls Road From North					Stagecoach Way From East					Swan Falls Road From South					Dirt Access 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	62	40	0	102	38	0	0	0	38	1	31	0	0	32	0	0	0	0	0	172
05:15 PM	0	61	25	0	86	38	0	1	1	40	1	47	0	0	48	0	0	0	2	2	176
05:30 PM	0	60	30	0	90	38	0	0	2	40	0	37	0	0	37	0	0	0	0	0	167
05:45 PM	0	66	41	0	107	23	0	0	0	23	0	44	0	0	44	1	0	0	0	0	175
Total Volume	0	249	136	0	385	137	0	1	3	141	2	159	0	0	161	1	0	0	2	3	690
% App. Total	0	64.7	35.3	0		97.2	0	0.7	2.1		1.2	98.8	0	0		33.3	0	0	66.7		
PHF	.000	.943	.829	.000	.900	.901	.000	.250	.375	.881	.500	.846	.000	.000	.839	.250	.000	.000	.250	.375	.980
General Traffic	0	244	136	0	380	136	0	1	3	140	2	158	0	0	160	1	0	0	2	3	683
% General Traffic	0	98.0	100	0	98.7	99.3	0	100	100	99.3	100	99.4	0	0	99.4	100	0	0	100	100	99.0
3+ Axle Heavy Trucks	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
% 3+ Axle Heavy Trucks	0	2.0	0	0	1.3	0.7	0	0	0	0.7	0	0.6	0	0	0.6	0	0	0	0	0	1.0



L2 Data Collection

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

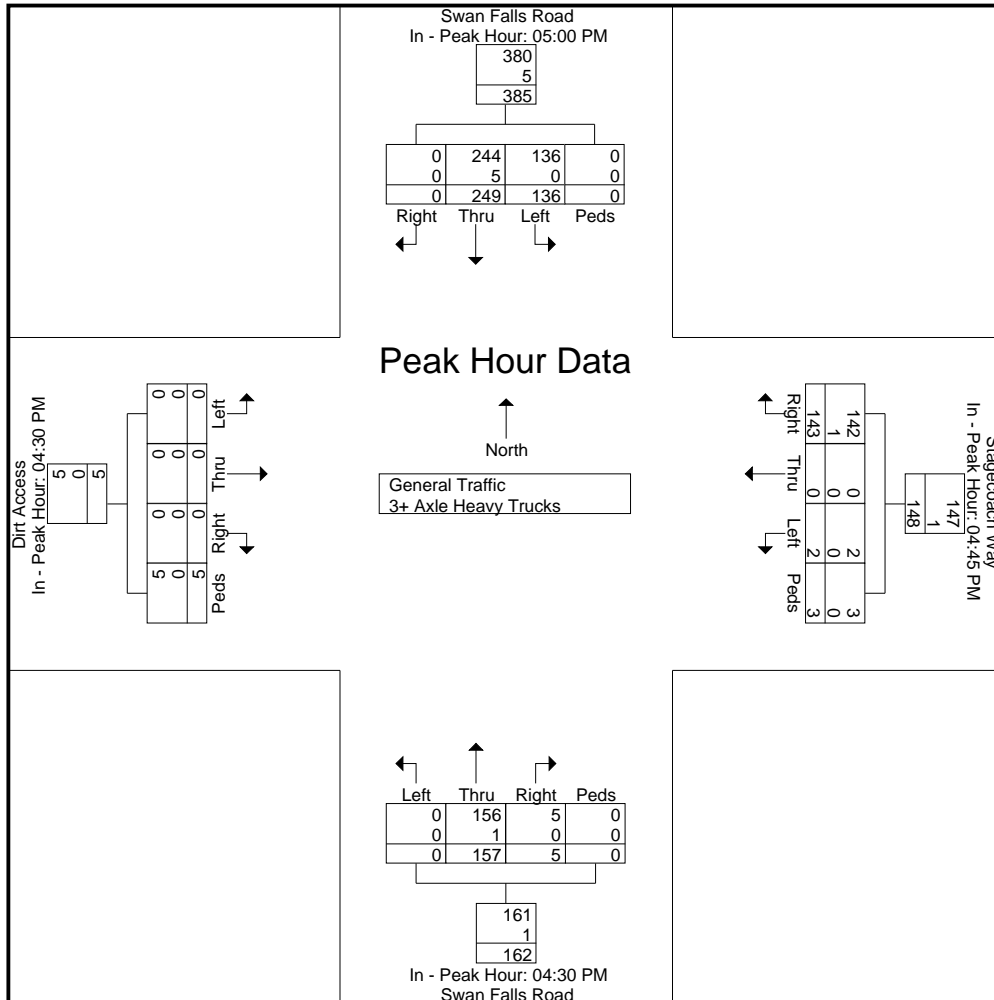
Study: KITT0192
Intersection: Swan Falls Rd / Stagecoach
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Swan Falls Rd & Stagecoach Way
Site Code : 00000000
Start Date : 4/21/2021
Page No : 6

Start Time	Swan Falls Road From North					Stagecoach Way From East					Swan Falls Road From South					Dirt Access 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:

	05:00 PM					04:45 PM					04:30 PM					04:30 PM				
+0 mins.	0	62	40	0	102	29	0	1	0	30	2	39	0	0	41	0	0	0	0	0
+15 mins.	0	61	25	0	86	38	0	0	0	38	1	40	0	0	41	0	0	0	3	3
+30 mins.	0	60	30	0	90	38	0	1	1	40	1	31	0	0	32	0	0	0	0	0
+45 mins.	0	66	41	0	107	38	0	0	2	40	1	47	0	0	48	0	0	0	2	2
Total Volume	0	249	136	0	385	143	0	2	3	148	5	157	0	0	162	0	0	0	5	5
% App. Total	0	64.7	35.3	0		96.6	0	1.4	2		3.1	96.9	0	0		0	0	0	100	
PHF	.000	.943	.829	.000	.900	.941	.000	.500	.375	.925	.625	.835	.000	.000	.844	.000	.000	.000	.417	.417
General Traffic	0	244	136	0	380	142	0	2	3	147	5	156	0	0	161	0	0	0	5	5
% General Traffic	0	98	100	0	98.7	99.3	0	100	100	99.3	100	99.4	0	0	99.4	0	0	0	100	100
3+ Axle Heavy Trucks	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	2	0	0	1.3	0.7	0	0	0	0.7	0	0.6	0	0	0.6	0	0	0	0	0



L2 Data Collection

L2DataCollection.com

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

Study: KITT0192
Intersection: Swan Falls Rd / Stagecoach
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Swan Falls Rd & Stagecoach Way
Site Code : 00000000
Start Date : 4/21/2021
Page No : 7

Image 1



L2 Data Collection

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

Study: KITT0192
Intersection: Luker Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Luker Rd & King Rd
Site Code : 00000000
Start Date : 4/21/2021
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks - Turns

Start Time	Luker Road From North					King Road From East					Luker Road From South					King Road 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	
06:00 AM	1	0	2	0	3	2	1	0	0	3	0	0	0	0	0	0	22	2	0	24	30
06:15 AM	0	0	5	0	5	0	6	0	0	6	0	0	0	0	0	0	32	0	0	32	43
06:30 AM	0	0	5	0	5	0	8	0	0	8	1	0	0	0	1	1	17	0	0	18	32
06:45 AM	0	0	6	0	6	3	3	0	0	6	0	0	0	0	0	0	18	0	0	18	30
Total	1	0	18	0	19	5	18	0	0	23	1	0	0	0	1	1	89	2	0	92	135
07:00 AM	1	0	4	0	5	1	11	0	0	12	0	0	0	0	0	0	19	2	0	21	38
07:15 AM	1	0	5	0	6	2	9	0	0	11	0	1	1	0	2	0	23	1	0	24	43
07:30 AM	3	0	5	0	8	0	6	0	0	6	0	1	0	0	1	0	25	0	0	25	40
07:45 AM	6	0	6	0	12	1	8	0	0	9	1	0	0	0	1	0	14	1	0	15	37
Total	11	0	20	0	31	4	34	0	0	38	1	2	1	0	4	0	81	4	0	85	158
08:00 AM	3	1	4	0	8	1	3	0	0	4	0	0	0	0	0	0	13	2	0	15	27
08:15 AM	0	0	3	0	3	0	6	0	0	6	0	0	1	0	1	0	12	1	0	13	23
08:30 AM	1	0	3	0	4	2	4	0	0	6	0	0	0	0	0	0	7	1	0	8	18
08:45 AM	0	0	1	0	1	1	9	0	0	10	0	0	1	0	1	0	4	3	1	8	20
Total	4	1	11	0	16	4	22	0	0	26	0	0	2	0	2	0	36	7	1	44	88

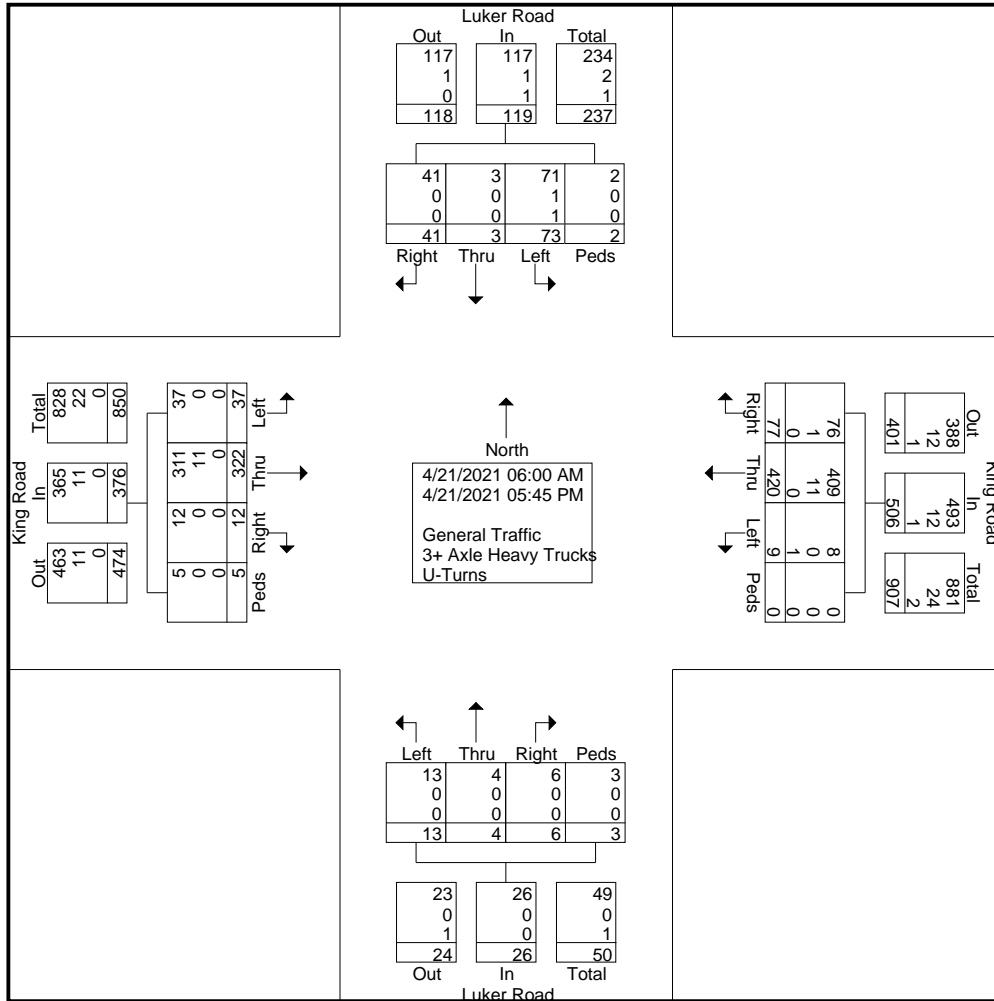
03:00 PM	1	0	0	0	1	3	7	1	0	11	0	0	3	0	3	0	10	1	0	11	26
03:15 PM	2	0	2	2	6	3	13	0	0	16	0	0	1	2	3	0	10	1	2	13	38
03:30 PM	3	1	1	0	5	2	16	1	0	19	2	0	0	0	2	2	7	0	0	9	35
03:45 PM	1	1	5	0	7	4	16	0	0	20	0	0	1	0	1	0	8	1	0	9	37
Total	7	2	8	2	19	12	52	2	0	66	2	0	5	2	9	2	35	3	2	42	136
04:00 PM	1	0	1	0	2	4	18	2	0	24	0	0	1	0	1	0	11	0	0	11	38
04:15 PM	1	0	1	0	2	5	27	1	0	33	0	0	0	0	0	1	18	2	2	23	58
04:30 PM	1	0	3	0	4	8	33	0	0	41	0	0	1	1	2	0	4	3	0	7	54
04:45 PM	2	0	1	0	3	6	28	2	0	36	0	1	0	0	1	3	9	2	0	14	54
Total	5	0	6	0	11	23	106	5	0	134	0	1	2	1	4	4	42	7	2	55	204
05:00 PM	2	0	2	0	4	8	48	0	0	56	0	0	0	0	0	3	12	4	0	19	79
05:15 PM	6	0	5	0	11	11	58	1	0	70	0	1	1	0	2	2	8	5	0	15	98
05:30 PM	2	0	2	0	4	6	41	0	0	47	1	0	0	0	1	0	10	4	0	14	66
05:45 PM	3	0	1	0	4	4	41	1	0	46	1	0	2	0	3	0	9	1	0	10	63
Total	13	0	10	0	23	29	188	2	0	219	2	1	3	0	6	5	39	14	0	58	306
Grand Total	41	3	73	2	119	77	420	9	0	506	6	4	13	3	26	12	322	37	5	376	1027
Apprch %	34.5	2.5	61.3	1.7		15.2	83	1.8	0		23.1	15.4	50	11.5		3.2	85.6	9.8	1.3		
Total %	4	0.3	7.1	0.2	11.6	7.5	40.9	0.9	0	49.3	0.6	0.4	1.3	0.3	2.5	1.2	31.4	3.6	0.5	36.6	
General Traffic	41	3	71	2	117	76	409	8	0	493	6	4	13	3	26	12	311	37	5	365	1001
% General Traffic	100	100	97.3	100	98.3	98.7	97.4	88.9	0	97.4	100	100	100	100	100	100	96.6	100	100	97.1	97.5
3+ Axle Heavy Trucks	0	0	1	0	1	1	11	0	0	12	0	0	0	0	0	0	11	0	0	11	24
% 3+ Axle Heavy Trucks	0	0	1.4	0	0.8	1.3	2.6	0	0	2.4	0	0	0	0	0	0	3.4	0	0	2.9	2.3
U-Turns	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
% U-Turns	0	0	1.4	0	0.8	0	0	11.1	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2

L2 Data Collection

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

Study: KITT0192
 Intersection: Luker Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Luker Rd & King Rd
 Site Code : 00000000
 Start Date : 4/21/2021
 Page No : 2



L2 Data Collection

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

Study: KITT0192
Intersection: Luker Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

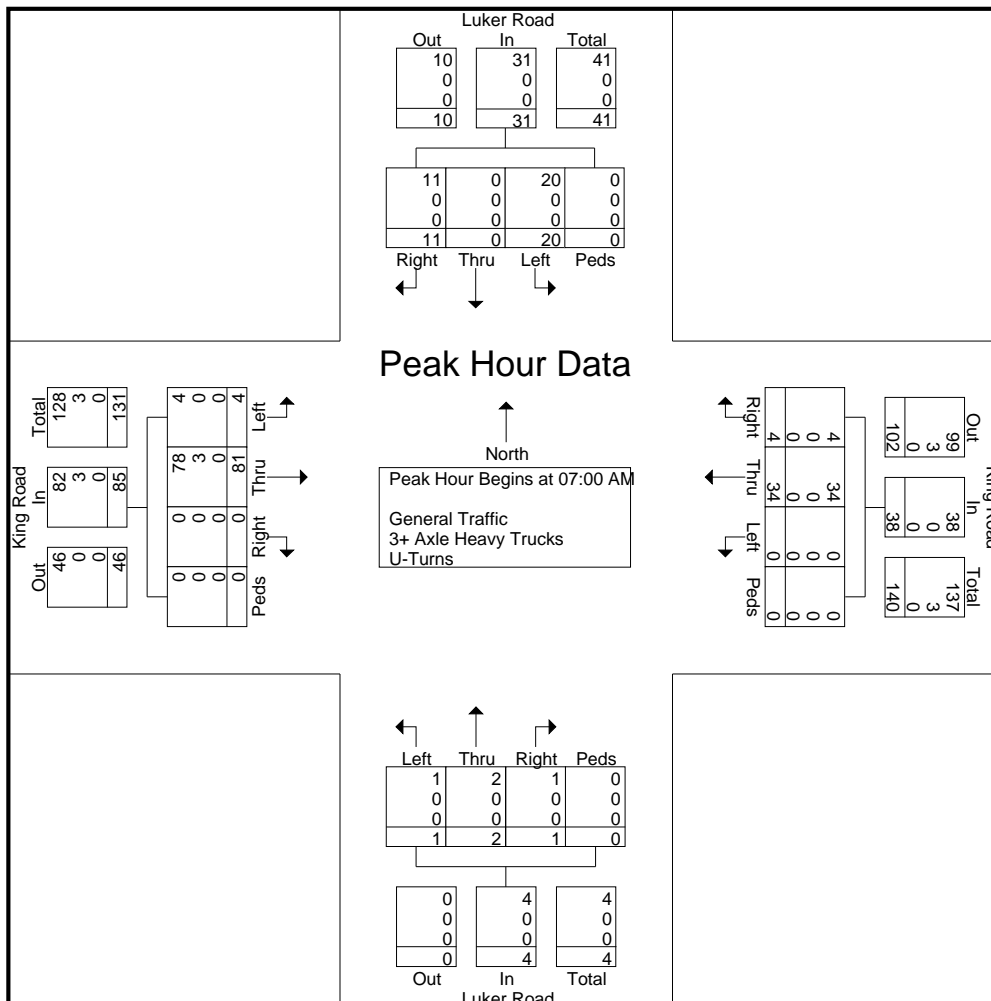
File Name : Luker Rd & King Rd
Site Code : 00000000
Start Date : 4/21/2021
Page No : 3

Start Time	Luker Road From North					King Road From East					Luker Road From South					King Road 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 06:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

07:00 AM	1	0	4	0	5	1	11	0	0	12	0	0	0	0	0	0	19	2	0	21	38
07:15 AM	1	0	5	0	6	2	9	0	0	11	0	1	1	0	2	0	23	1	0	24	43
07:30 AM	3	0	5	0	8	0	6	0	0	6	0	1	0	0	1	0	25	0	0	25	40
07:45 AM	6	0	6	0	12	1	8	0	0	9	1	0	0	0	1	0	14	1	0	15	37
Total Volume	11	0	20	0	31	4	34	0	0	38	1	2	1	0	4	0	81	4	0	85	158
% App. Total	35.5	0	64.5	0		10.5	89.5	0	0		25	50	25	0		0	95.3	4.7	0		
PHF	.458	.000	.833	.000	.646	.500	.773	.000	.000	.792	.250	.500	.250	.000	.500	.000	.810	.500	.000	.850	.919
General Traffic	11	0	20	0	31	4	34	0	0	38	1	2	1	0	4	0	78	4	0	82	155
% General Traffic	100	0	100	0	100	100	100	0	0	100	100	100	100	0	100	0	96.3	100	0	96.5	98.1
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.7	0	0	3.5	1.9
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

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

Study: KITT0192
Intersection: Luker Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

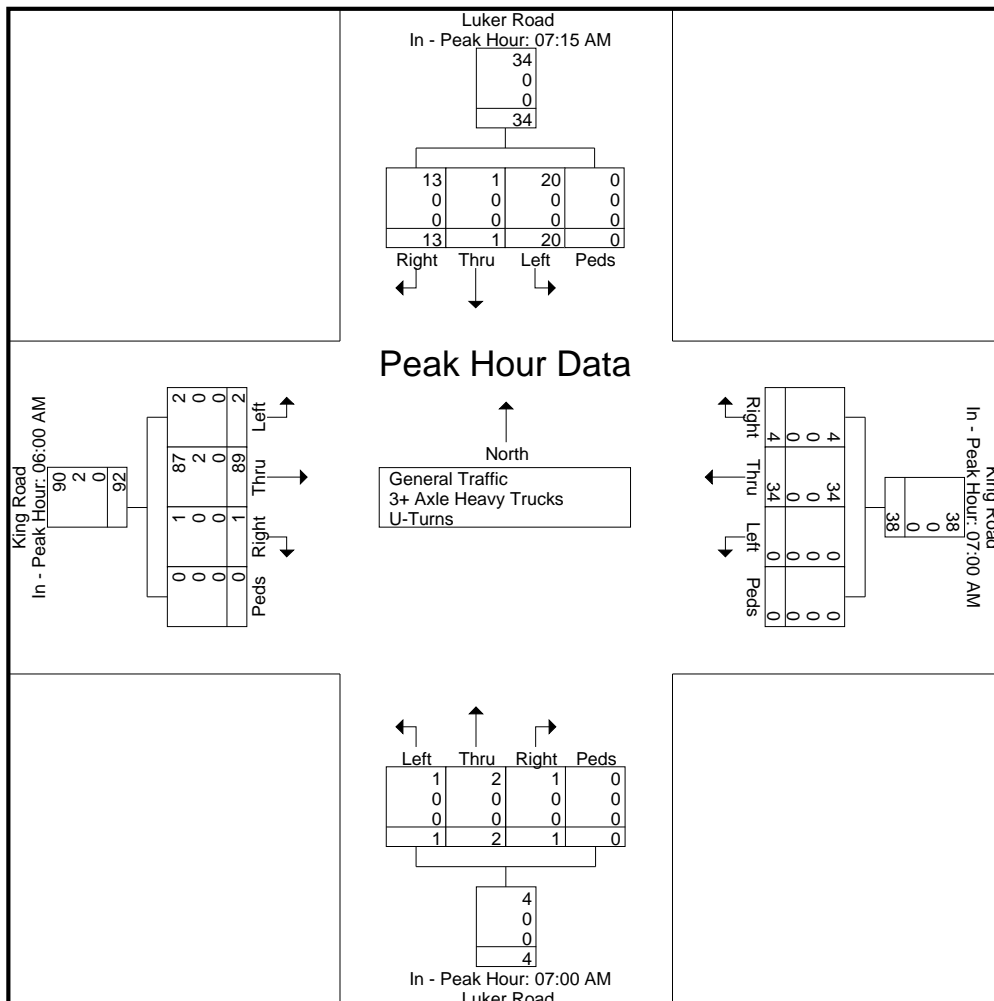
File Name : Luker Rd & King Rd
Site Code : 00000000
Start Date : 4/21/2021
Page No : 4

Start Time	Luker Road From North					King Road From East					Luker Road From South					King Road 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 06:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:00 AM					06:00 AM				
+0 mins.	1	0	5	0	6	1	11	0	0	12	0	0	0	0	0	0	22	2	0	24
+15 mins.	3	0	5	0	8	2	9	0	0	11	0	1	1	0	2	0	32	0	0	32
+30 mins.	6	0	6	0	12	0	6	0	0	6	0	1	0	0	1	1	17	0	0	18
+45 mins.	3	1	4	0	8	1	8	0	0	9	1	0	0	0	1	0	18	0	0	18
Total Volume	13	1	20	0	34	4	34	0	0	38	1	2	1	0	4	1	89	2	0	92
% App. Total	38.2	2.9	58.8	0		10.5	89.5	0	0		25	50	25	0		1.1	96.7	2.2	0	
PHF	.542	.250	.833	.000	.708	.500	.773	.000	.000	.792	.250	.500	.250	.000	.500	.250	.695	.250	.000	.719
General Traffic	13	1	20	0	34	4	34	0	0	38	1	2	1	0	4	1	87	2	0	90
% General Traffic	100	100	100	0	100	100	100	0	0	100	100	100	100	0	100	100	97.8	100	0	97.8
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	2.2
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

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

Study: KITT0192
 Intersection: Luker Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

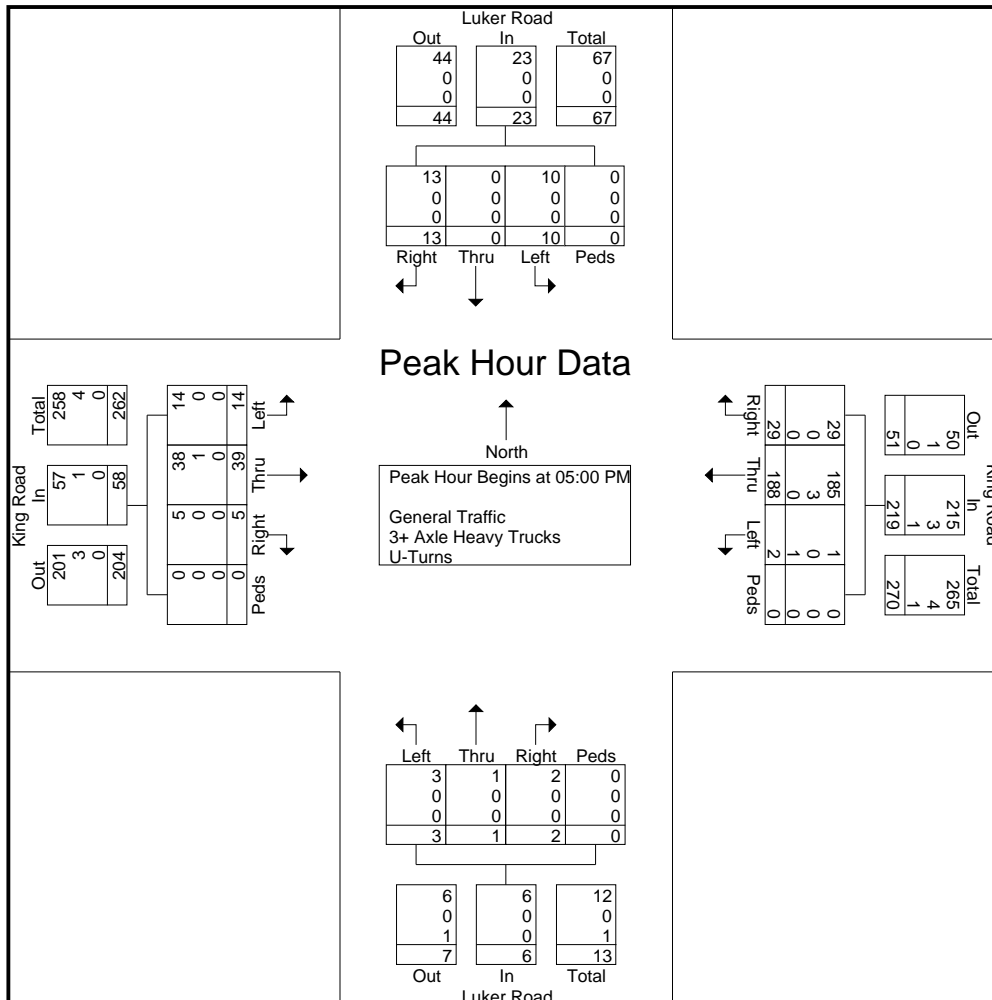
File Name : Luker Rd & King Rd
 Site Code : 00000000
 Start Date : 4/21/2021
 Page No : 5

Start Time	Luker Road From North					King Road From East					Luker Road From South					King Road 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	2	0	2	0	4	8	48	0	0	56	0	0	0	0	0	3	12	4	0	19	79
05:15 PM	6	0	5	0	11	11	58	1	0	70	0	1	1	0	2	2	8	5	0	15	98
05:30 PM	2	0	2	0	4	6	41	0	0	47	1	0	0	0	1	0	10	4	0	14	66
05:45 PM	3	0	1	0	4	4	41	1	0	46	1	0	2	0	3	0	9	1	0	10	63
Total Volume	13	0	10	0	23	29	188	2	0	219	2	1	3	0	6	5	39	14	0	58	306
% App. Total	56.5	0	43.5	0		13.2	85.8	0.9	0		33.3	16.7	50	0		8.6	67.2	24.1	0		
PHF	.542	.000	.500	.000	.523	.659	.810	.500	.000	.782	.500	.250	.375	.000	.500	.417	.813	.700	.000	.763	.781
General Traffic	13	0	10	0	23	29	185	1	0	215	2	1	3	0	6	5	38	14	0	57	301
% General Traffic	100	0	100	0	100	100	98.4	50.0	0	98.2	100	100	100	0	100	100	97.4	100	0	98.3	98.4
3+ Axle Heavy Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	1.6	0	0	1.4	0	0	0	0	0	0	2.6	0	0	1.7	1.3
U-Turns	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% U-Turns	0	0	0	0	0	0	0	50.0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.3



L2 Data Collection

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

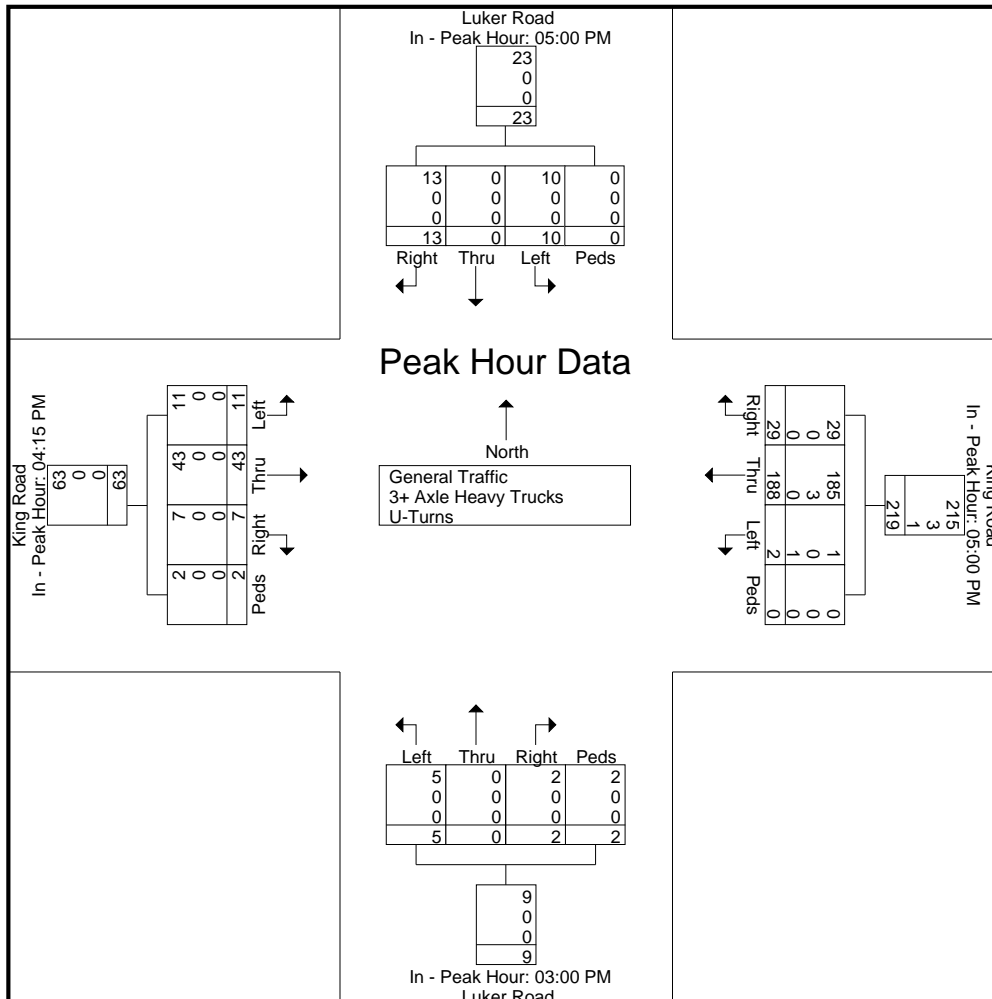
Study: KITT0192
 Intersection: Luker Rd / King Rd
 City, State: Kuna, Idaho
 Control: Stop Sign

File Name : Luker Rd & King Rd
 Site Code : 00000000
 Start Date : 4/21/2021
 Page No : 6

Start Time	Luker Road From North					King Road From East					Luker Road From South					King Road 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:

	05:00 PM					05:00 PM					03:00 PM					04:15 PM				
+0 mins.	2	0	2	0	4	8	48	0	0	56	0	0	3	0	3	1	18	2	2	23
+15 mins.	6	0	5	0	11	11	58	1	0	70	0	0	1	2	3	0	4	3	0	7
+30 mins.	2	0	2	0	4	6	41	0	0	47	2	0	0	0	2	3	9	2	0	14
+45 mins.	3	0	1	0	4	4	41	1	0	46	0	0	1	0	1	3	12	4	0	19
Total Volume	13	0	10	0	23	29	188	2	0	219	2	0	5	2	9	7	43	11	2	63
% App. Total	56.5	0	43.5	0		13.2	85.8	0.9	0		22.2	0	55.6	22.2		11.1	68.3	17.5	3.2	
PHF	.542	.000	.500	.000	.523	.659	.810	.500	.000	.782	.250	.000	.417	.250	.750	.583	.597	.688	.250	.685
General Traffic	13	0	10	0	23	29	185	1	0	215	2	0	5	2	9	7	43	11	2	63
% General Traffic	100	0	100	0	100	100	98.4	50	0	98.2	100	0	100	100	100	100	100	100	100	100
3+ Axle Heavy Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	1.6	0	0	1.4	0	0	0	0	0	0	0	0	0	0
U-Turns	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	50	0	0.5	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

L2DataCollection.com

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

Study: KITT0192
Intersection: Luker Rd / King Rd
City, State: Kuna, Idaho
Control: Stop Sign

File Name : Luker Rd & King Rd
Site Code : 00000000
Start Date : 4/21/2021
Page No : 7

Image 1



**EXISTING 2022 TUBE
COUNTS**

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd N of King Rd
 Start Date: 2/2/2022
 End Date: 2/2/2022
 Swan Falls Road north of King Road
 Kuna, Idaho

Direction: Southbound

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
2:00	0	1	0	0	1	0	0	0	0	0	0	0	0	1	3
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
5:00	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
6:00	0	17	7	1	4	0	0	0	0	0	0	0	0	1	30
7:00	0	22	10	5	6	0	0	0	1	1	0	0	0	0	45
8:00	0	15	10	1	12	1	0	1	0	0	0	0	0	1	41
9:00	0	10	15	2	9	0	0	0	0	0	0	0	0	0	36
10:00	1	22	7	0	8	0	0	1	0	0	0	0	0	3	42
11:00	1	34	17	0	11	1	1	2	0	1	0	0	0	2	70
12:00 PM	1	29	20	2	5	1	0	0	0	0	0	0	0	0	58
1:00	0	32	11	3	6	0	0	2	0	0	0	0	0	2	56
2:00	0	43	18	6	6	2	0	2	1	0	0	0	0	0	78
3:00	0	48	16	2	9	0	0	1	0	0	0	0	0	0	76
4:00	0	49	15	0	11	0	0	1	0	0	0	0	0	0	76
5:00	0	60	23	0	19	0	0	0	0	0	0	0	0	0	102
6:00	0	44	12	2	7	0	0	0	1	0	0	0	0	0	66
7:00	0	26	15	0	7	0	0	0	0	0	0	0	0	0	48
8:00	0	18	6	0	2	0	0	0	0	0	0	0	0	0	26
9:00	0	14	4	0	2	0	0	0	0	0	0	0	0	0	20
10:00	0	14	3	0	1	0	0	0	0	0	0	0	0	1	19
11:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
Total	3	517	220	24	130	5	1	10	3	2	0	0	0	11	926
Percent	0.3%	55.8%	23.8%	2.6%	14.0%	0.5%	0.1%	1.1%	0.3%	0.2%	0.0%	0.0%	0.0%	1.2%	
AM Peak	10:00	11:00	11:00	7:00	8:00	8:00	11:00	11:00	7:00	7:00				10:00	11:00
	1	34	17	5	12	1	1	2	1	1	*	*	*	3	70
PM Peak	12:00 PM	5:00	5:00	2:00	5:00	2:00		1:00	2:00					1:00	5:00
	1	60	23	6	19	2	*	2	1	*	*	*	*	2	102

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd N of King Rd
 Start Date: 2/2/2022
 End Date: 2/2/2022
 Swan Falls Road north of King Road
 Kuna, Idaho

Direction: Southbound

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM			12:00 AM										12:00 AM
PM Peak	*	1	*	*	1	*	*	*	*	*	*	*	*	*	2
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	3	518	220	24	131	5	1	10	3	2	0	0	0	11	928
Percent	0.3%	55.8%	23.7%	2.6%	14.1%	0.5%	0.1%	1.1%	0.3%	0.2%	0.0%	0.0%	0.0%	1.2%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd N of King Rd
 Start Date: 2/2/2022
 End Date: 2/2/2022
 Swan Falls Road north of King Road
 Kuna, Idaho

Direction: Northbound

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
5:00	0	11	6	0	3	0	0	0	0	0	0	0	0	1	21
6:00	0	26	13	2	8	0	0	0	0	0	0	0	0	0	49
7:00	0	46	9	3	9	0	0	1	0	0	0	0	0	0	68
8:00	0	29	11	4	7	0	0	0	1	1	0	0	0	0	53
9:00	0	21	6	1	11	1	0	0	0	0	0	0	0	1	41
10:00	0	29	22	0	12	0	0	0	0	1	0	0	0	0	64
11:00	0	27	14	1	13	1	0	1	1	0	0	0	0	0	58
12:00 PM	0	29	17	0	17	0	0	1	0	1	0	0	0	2	67
1:00	0	24	14	1	13	0	0	0	0	0	0	0	0	0	52
2:00	0	28	19	3	10	0	0	1	0	1	0	0	0	0	62
3:00	0	35	12	4	8	0	0	1	0	0	0	0	0	1	61
4:00	0	34	16	0	11	0	0	2	0	0	0	0	0	0	63
5:00	0	58	20	0	11	0	0	2	0	0	0	0	0	0	91
6:00	0	33	17	0	6	0	0	0	0	0	0	0	0	0	56
7:00	0	13	7	0	1	0	0	0	0	0	0	0	0	1	22
8:00	0	5	4	0	4	0	0	0	0	0	0	0	0	0	13
9:00	0	5	8	0	0	0	0	0	0	0	0	0	0	0	13
10:00	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	477	223	19	147	2	0	9	2	4	0	0	0	6	889
Percent	0.0%	53.7%	25.1%	2.1%	16.5%	0.2%	0.0%	1.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.7%	
AM Peak		7:00	10:00	8:00	11:00	9:00		7:00	8:00	8:00				5:00	7:00
	*	46	22	4	13	1	*	1	1	1	*	*	*	1	68
PM Peak		5:00	5:00	3:00	12:00 PM			4:00		12:00 PM				12:00 PM	5:00
	*	58	20	4	17	*	*	2	*	1	*	*	*	2	91

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd N of King Rd
 Start Date: 2/2/2022
 End Date: 2/2/2022
 Swan Falls Road north of King Road
 Kuna, Idaho

Direction: Northbound

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
Percent	0.0%	25.0%	25.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	12:00 AM		12:00 AM										12:00 AM
PM Peak	*	1	1	*	2	*	*	*	*	*	*	*	*	*	4
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	0	478	224	19	149	2	0	9	2	4	0	0	0	6	893
Percent	0.0%	53.5%	25.1%	2.1%	16.7%	0.2%	0.0%	1.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.7%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd N of King Rd
 Start Date: 2/2/2022
 End Date: 2/2/2022
 Swan Falls Road north of King Road
 Kuna, Idaho

Direction: Combined

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
2:00	0	3	1	0	1	0	0	0	0	0	0	0	0	1	6
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	7	6	0	2	0	0	0	0	0	0	0	0	0	15
5:00	0	22	9	0	5	0	0	0	0	0	0	0	0	1	37
6:00	0	43	20	3	12	0	0	0	0	0	0	0	0	1	79
7:00	0	68	19	8	15	0	0	1	1	1	0	0	0	0	113
8:00	0	44	21	5	19	1	0	1	1	1	0	0	0	1	94
9:00	0	31	21	3	20	1	0	0	0	0	0	0	0	1	77
10:00	1	51	29	0	20	0	0	1	0	1	0	0	0	3	106
11:00	1	61	31	1	24	2	1	3	1	1	0	0	0	2	128
12:00 PM	1	58	37	2	22	1	0	1	0	1	0	0	0	2	125
1:00	0	56	25	4	19	0	0	2	0	0	0	0	0	2	108
2:00	0	71	37	9	16	2	0	3	1	1	0	0	0	0	140
3:00	0	83	28	6	17	0	0	2	0	0	0	0	0	1	137
4:00	0	83	31	0	22	0	0	3	0	0	0	0	0	0	139
5:00	0	118	43	0	30	0	0	2	0	0	0	0	0	0	193
6:00	0	77	29	2	13	0	0	0	1	0	0	0	0	0	122
7:00	0	39	22	0	8	0	0	0	0	0	0	0	0	1	70
8:00	0	23	10	0	6	0	0	0	0	0	0	0	0	0	39
9:00	0	19	12	0	2	0	0	0	0	0	0	0	0	0	33
10:00	0	25	5	0	2	0	0	0	0	0	0	0	0	1	33
11:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
Total	3	994	443	43	277	7	1	19	5	6	0	0	0	17	1815
Percent	0.2%	54.8%	24.4%	2.4%	15.3%	0.4%	0.1%	1.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.9%	
AM Peak	10:00	7:00	11:00	7:00	11:00	11:00	11:00	11:00	7:00	7:00				10:00	11:00
	1	68	31	8	24	2	1	3	1	1	*	*	*	3	128
PM Peak	12:00 PM	5:00	5:00	2:00	5:00	2:00		2:00	2:00	12:00 PM				12:00 PM	5:00
	1	118	43	9	30	2	*	3	1	1	*	*	*	2	193

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd N of King Rd
 Start Date: 2/2/2022
 End Date: 2/2/2022
 Swan Falls Road north of King Road
 Kuna, Idaho

Direction: Combined

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	6
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	2	1	0	3	0	0	0	0	0	0	0	0	0	6
Percent	0.0%	33.3%	16.7%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	12:00 AM		12:00 AM										12:00 AM
PM Peak	*	2	1	*	3	*	*	*	*	*	*	*	*	*	6
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	3	996	444	43	280	7	1	19	5	6	0	0	0	17	1821
Percent	0.2%	54.7%	24.4%	2.4%	15.4%	0.4%	0.1%	1.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.9%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Swan Falls Rd N of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road north of King Road
 Kuna, Idaho

2/2/2022	Southbound	Northbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	1	0	1
1:15	2	2	4
1:30	2	3	5
1:45	0	1	1
2:00	1	0	1
2:15	0	0	0
2:30	0	2	2
2:45	2	1	3
3:00	0	1	1
3:15	0	1	1
3:30	1	0	1
3:45	0	0	0
4:00	2	1	3
4:15	2	2	4
4:30	2	1	3
4:45	1	4	5
5:00	1	3	4
5:15	3	4	7
5:30	2	7	9
5:45	10	7	17
6:00	8	8	16
6:15	11	14	25
6:30	3	9	12
6:45	8	18	26
7:00	6	16	22
7:15	14	24	38
7:30	10	17	27
7:45	15	11	26
8:00	14	12	26
8:15	4	11	15
8:30	10	15	25
8:45	13	15	28
9:00	15	13	28
9:15	7	9	16
9:30	7	7	14
9:45	7	12	19
10:00	16	13	29
10:15	8	21	29
10:30	8	19	27
10:45	10	11	21
11:00	10	17	27
11:15	12	14	26
11:30	24	17	41
11:45	24	10	34
Total	296	373	669
Percent	44.2%	55.8%	
Peak	11:00	6:45	11:00
Volume	70	75	128
Peak Factor	0.729	0.781	0.780

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Swan Falls Rd N of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road north of King Road
 Kuna, Idaho

2/2/2022	Southbound	Northbound	Total
Time			
12:00 PM	15	21	36
12:15	17	14	31
12:30	14	22	36
12:45	12	10	22
1:00	13	13	26
1:15	7	12	19
1:30	17	17	34
1:45	19	10	29
2:00	25	13	38
2:15	14	18	32
2:30	16	14	30
2:45	23	17	40
3:00	19	15	34
3:15	20	15	35
3:30	19	11	30
3:45	18	20	38
4:00	14	11	25
4:15	21	19	40
4:30	17	13	30
4:45	24	20	44
5:00	31	25	56
5:15	25	25	50
5:30	22	20	42
5:45	24	21	45
6:00	20	16	36
6:15	21	11	32
6:30	13	13	26
6:45	12	16	28
7:00	23	9	32
7:15	13	7	20
7:30	3	3	6
7:45	9	3	12
8:00	6	2	8
8:15	6	5	11
8:30	8	4	12
8:45	6	2	8
9:00	4	2	6
9:15	5	6	11
9:30	8	3	11
9:45	3	2	5
10:00	8	6	14
10:15	5	3	8
10:30	2	2	4
10:45	4	3	7
11:00	0	1	1
11:15	3	0	3
11:30	2	1	3
11:45	0	0	0
Total	630	516	1146
Percent	55.0%	45.0%	
Peak	4:45	5:00	5:00
Volume	102	91	193
Peak Factor	0.823	0.910	0.862

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Swan Falls Rd N of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road north of King Road
 Kuna, Idaho

2/3/2022	Southbound	Northbound	Total
Time			
12:00 AM	1	1	2
12:15	0	2	2
12:30	1	1	2
12:45	0	0	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	2	4	6
Percent	33.3%	66.7%	
Peak	12:00 AM	12:00 AM	12:00 AM
Volume	2	4	6
Peak Factor	0.500	0.500	0.750
Grand Total	928	893	1821
Percent	51.0%	49.0%	
AADT		ADT: 910	AADT: 910

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd S of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road south of King Road
 Kuna, Idaho

Direction: Southbound

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	1	1	0	1	0	0	0	0	0	0	0	0	1	4
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
5:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
6:00	0	10	7	2	2	0	0	0	0	0	0	0	0	0	21
7:00	0	10	2	2	5	0	0	0	1	1	0	0	0	0	21
8:00	0	8	3	1	11	0	0	1	0	0	0	0	0	1	25
9:00	0	4	7	1	14	0	0	1	0	0	0	0	0	0	27
10:00	0	13	6	0	11	0	0	1	0	0	0	0	2	0	33
11:00	1	14	13	0	19	0	0	2	0	1	0	0	0	0	50
12:00 PM	0	14	11	0	12	1	0	1	0	0	0	0	1	0	40
1:00	0	21	8	0	9	0	0	1	0	0	0	0	0	0	39
2:00	0	27	14	2	6	0	0	3	0	0	0	0	0	0	52
3:00	0	21	10	2	10	0	0	1	0	0	0	0	0	0	44
4:00	0	38	7	0	9	0	0	1	0	0	0	0	0	1	56
5:00	0	36	18	0	15	0	0	0	0	0	0	0	0	1	70
6:00	0	29	8	0	6	0	0	0	0	1	0	0	0	0	44
7:00	0	12	11	0	9	0	0	0	0	0	0	0	0	0	32
8:00	0	10	9	0	4	0	0	0	0	0	0	0	0	0	23
9:00	0	9	3	0	3	0	0	0	0	0	0	0	0	0	15
10:00	0	8	2	0	1	0	0	0	0	0	0	0	0	1	12
11:00	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
Total	1	291	144	10	152	1	0	12	1	3	0	0	3	5	623
Percent	0.2%	46.7%	23.1%	1.6%	24.4%	0.2%	0.0%	1.9%	0.2%	0.5%	0.0%	0.0%	0.5%	0.8%	
AM Peak	11:00	11:00	11:00	6:00	11:00			11:00	7:00	7:00			10:00	2:00	11:00
	1	14	13	2	19	*	*	2	1	1	*	*	2	1	50
PM Peak		4:00	5:00	2:00	5:00	12:00 PM		2:00		6:00			12:00 PM	4:00	5:00
	*	38	18	2	15	1	*	3	*	1	*	*	1	1	70

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd S of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road south of King Road
 Kuna, Idaho

Direction: Southbound

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
Percent	0.0%	33.3%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM			12:00 AM										12:00 AM
PM Peak	*	1	*	*	1	*	*	*	*	*	*	*	*	*	2
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	1	292	144	10	154	1	0	12	1	3	0	0	3	5	626
Percent	0.2%	46.6%	23.0%	1.6%	24.6%	0.2%	0.0%	1.9%	0.2%	0.5%	0.0%	0.0%	0.5%	0.8%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd S of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road south of King Road
 Kuna, Idaho

Direction: Northbound

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
5:00	0	7	5	0	2	0	0	0	0	0	0	0	0	1	15
6:00	0	24	6	0	6	0	0	0	0	0	0	0	0	0	36
7:00	0	33	7	1	4	0	0	1	0	0	0	0	0	0	46
8:00	0	19	8	1	2	0	0	0	1	0	0	0	0	0	31
9:00	0	13	5	1	5	1	0	1	0	0	0	0	0	0	26
10:00	0	12	17	0	9	0	0	0	0	1	0	0	0	1	40
11:00	0	15	13	0	6	0	0	1	1	0	0	0	0	0	36
12:00 PM	0	27	13	0	9	1	0	1	0	0	0	0	0	0	51
1:00	0	19	11	0	9	0	0	0	0	0	0	0	0	0	39
2:00	0	23	14	2	6	0	0	1	0	0	0	0	0	0	46
3:00	0	26	10	2	2	0	0	1	0	0	0	0	0	0	41
4:00	0	27	9	0	6	0	1	2	1	0	0	0	0	0	46
5:00	0	42	14	0	4	0	0	3	0	0	0	0	0	0	63
6:00	0	24	10	0	6	0	0	0	0	0	0	0	0	0	40
7:00	0	6	2	0	1	0	0	0	0	0	0	0	0	1	10
8:00	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
9:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
10:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	339	153	7	81	2	1	11	3	1	0	0	0	3	601
Percent	0.0%	56.4%	25.5%	1.2%	13.5%	0.3%	0.2%	1.8%	0.5%	0.2%	0.0%	0.0%	0.0%	0.5%	
AM Peak		7:00	10:00	7:00	10:00	9:00		7:00	8:00	10:00				5:00	7:00
	*	33	17	1	9	1	*	1	1	1	*	*	*	1	46
PM Peak		5:00	2:00	2:00	12:00 PM	12:00 PM		4:00	5:00	4:00				7:00	5:00
	*	42	14	2	9	1	1	3	1	*	*	*	*	1	63

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd S of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road south of King Road
 Kuna, Idaho

Direction: Northbound

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
1:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
Percent	0.0%	40.0%	20.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	12:00 AM		12:00 AM										12:00 AM
PM Peak	*	1	1	*	1	*	*	*	*	*	*	*	*	*	3
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	0	341	154	7	83	2	1	11	3	1	0	0	0	3	606
Percent	0.0%	56.3%	25.4%	1.2%	13.7%	0.3%	0.2%	1.8%	0.5%	0.2%	0.0%	0.0%	0.0%	0.5%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd S of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road south of King Road
 Kuna, Idaho

Direction: Combined

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	1	1	0	1	0	0	0	0	0	0	0	0	1	4
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
5:00	0	9	7	0	4	0	0	0	0	0	0	0	0	1	21
6:00	0	34	13	2	8	0	0	0	0	0	0	0	0	0	57
7:00	0	43	9	3	9	0	0	1	1	1	0	0	0	0	67
8:00	0	27	11	2	13	0	0	1	1	0	0	0	0	1	56
9:00	0	17	12	2	19	1	0	2	0	0	0	0	0	0	53
10:00	0	25	23	0	20	0	0	1	0	1	0	0	2	1	73
11:00	1	29	26	0	25	0	0	3	1	1	0	0	0	0	86
12:00 PM	0	41	24	0	21	2	0	2	0	0	0	0	1	0	91
1:00	0	40	19	0	18	0	0	1	0	0	0	0	0	0	78
2:00	0	50	28	4	12	0	0	4	0	0	0	0	0	0	98
3:00	0	47	20	4	12	0	0	2	0	0	0	0	0	0	85
4:00	0	65	16	0	15	0	1	3	1	0	0	0	0	1	102
5:00	0	78	32	0	19	0	0	3	0	0	0	0	0	1	133
6:00	0	53	18	0	12	0	0	0	0	1	0	0	0	0	84
7:00	0	18	13	0	10	0	0	0	0	0	0	0	0	1	42
8:00	0	11	10	0	7	0	0	0	0	0	0	0	0	0	28
9:00	0	14	7	0	3	0	0	0	0	0	0	0	0	0	24
10:00	0	14	3	0	1	0	0	0	0	0	0	0	0	1	19
11:00	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
Total	1	630	297	17	233	3	1	23	4	4	0	0	3	8	1224
Percent	0.1%	51.5%	24.3%	1.4%	19.0%	0.2%	0.1%	1.9%	0.3%	0.3%	0.0%	0.0%	0.2%	0.7%	
AM Peak	11:00	7:00	11:00	7:00	11:00	9:00		11:00	7:00	7:00			10:00	2:00	11:00
	1	43	26	3	25	1	*	3	1	1	*	*	2	1	86
PM Peak		5:00	5:00	2:00	12:00 PM	12:00 PM	4:00	2:00	4:00	6:00			12:00 PM	4:00	5:00
	*	78	32	4	21	2	1	4	1	1	*	*	1	1	133

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Swan Falls Rd S of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road south of King Road
 Kuna, Idaho

Direction: Combined

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
1:00	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	3	1	0	4	0	0	0	0	0	0	0	0	0	8
Percent	0.0%	37.5%	12.5%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	12:00 AM		12:00 AM										12:00 AM
PM Peak	*	2	1	*	2	*	*	*	*	*	*	*	*	*	5
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	1	633	298	17	237	3	1	23	4	4	0	0	3	8	1232
Percent	0.1%	51.4%	24.2%	1.4%	19.2%	0.2%	0.1%	1.9%	0.3%	0.3%	0.0%	0.0%	0.2%	0.6%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Swan Falls Rd S of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road south of King Road
 Kuna, Idaho

2/2/2022	Southbound	Northbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	0	0	0
2:15	3	0	3
2:30	0	0	0
2:45	1	0	1
3:00	0	0	0
3:15	0	1	1
3:30	1	0	1
3:45	0	0	0
4:00	0	3	3
4:15	1	2	3
4:30	2	0	2
4:45	0	4	4
5:00	1	0	1
5:15	1	4	5
5:30	0	5	5
5:45	4	6	10
6:00	4	6	10
6:15	5	10	15
6:30	5	8	13
6:45	7	12	19
7:00	4	10	14
7:15	6	16	22
7:30	3	12	15
7:45	8	8	16
8:00	8	8	16
8:15	3	8	11
8:30	6	7	13
8:45	8	8	16
9:00	11	5	16
9:15	5	10	15
9:30	5	2	7
9:45	6	9	15
10:00	15	10	25
10:15	7	12	19
10:30	4	13	17
10:45	7	5	12
11:00	10	12	22
11:15	10	9	19
11:30	15	8	23
11:45	15	7	22
Total	191	240	431
Percent	44.3%	55.7%	
Peak	11:00	6:45	11:00
Volume	50	50	86
Peak Factor	0.833	0.781	0.935

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Swan Falls Rd S of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road south of King Road
 Kuna, Idaho

2/2/2022	Southbound	Northbound	Total
Time			
12:00 PM	7	19	26
12:15	15	13	28
12:30	8	12	20
12:45	10	7	17
1:00	9	6	15
1:15	6	10	16
1:30	9	14	23
1:45	15	9	24
2:00	18	9	27
2:15	10	12	22
2:30	10	12	22
2:45	14	13	27
3:00	15	9	24
3:15	11	10	21
3:30	9	10	19
3:45	9	12	21
4:00	11	11	22
4:15	13	16	29
4:30	12	8	20
4:45	20	11	31
5:00	22	17	39
5:15	18	17	35
5:30	16	13	29
5:45	14	16	30
6:00	17	12	29
6:15	16	9	25
6:30	6	7	13
6:45	5	12	17
7:00	12	2	14
7:15	13	4	17
7:30	1	1	2
7:45	6	3	9
8:00	4	0	4
8:15	5	0	5
8:30	10	3	13
8:45	4	2	6
9:00	3	2	5
9:15	5	3	8
9:30	5	2	7
9:45	2	2	4
10:00	6	3	9
10:15	2	2	4
10:30	2	1	3
10:45	2	1	3
11:00	0	1	1
11:15	3	0	3
11:30	2	2	4
11:45	0	1	1
Total	432	361	793
Percent	54.5%	45.5%	
Peak	4:45	5:00	4:45
Volume	76	63	134
Peak Factor	0.864	0.926	0.859

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Swan Falls Rd S of King Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 Swan Falls Road south of King Road
 Kuna, Idaho

2/3/2022	Southbound	Northbound	Total
Time			
12:00 AM	1	0	1
12:15	0	2	2
12:30	1	1	2
12:45	0	0	0
1:00	0	0	0
1:15	0	1	1
1:30	1	1	2
1:45	0	0	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	3	5	8
Percent	37.5%	62.5%	
Peak	12:00 AM	12:00 AM	12:00 AM
Volume	2	3	5
Peak Factor	0.500	0.375	0.625
Grand Total	626	606	1232
Percent	50.8%	49.2%	
AADT		ADT: 616	AADT: 616

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd b Stroebel Rd & Locust Grove Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Rd between Stroebel Rd & Locust Grove Rd
 Kuna, Idaho

Direction: Westbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
2:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
4:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
5:00	0	0	3	0	2	0	0	1	0	0	0	0	0	0	6
6:00	0	9	14	0	9	0	0	1	0	0	0	0	0	0	33
7:00	0	8	16	1	7	0	0	0	0	0	0	0	0	0	32
8:00	0	6	15	2	10	0	0	0	1	1	0	0	0	1	36
9:00	0	4	10	0	6	0	0	0	1	0	0	0	0	1	22
10:00	0	2	10	1	7	0	0	4	0	0	0	0	0	1	25
11:00	0	6	10	0	13	0	0	1	1	1	0	0	0	1	33
12:00 PM	0	6	13	2	6	0	0	0	1	1	0	0	1	0	30
1:00	0	7	16	1	16	0	0	2	1	1	0	0	1	0	45
2:00	0	13	21	0	13	1	0	0	2	1	0	0	1	0	52
3:00	0	11	32	0	21	0	0	2	1	0	0	0	0	1	68
4:00	0	32	50	0	41	0	0	3	4	0	0	0	0	0	130
5:00	0	52	75	1	60	1	0	1	0	0	0	0	0	0	190
6:00	0	37	29	0	35	0	0	2	0	0	0	0	0	0	103
7:00	0	9	17	0	10	0	0	1	0	0	0	0	0	1	38
8:00	0	8	10	0	5	0	0	1	0	0	0	0	0	0	24
9:00	0	2	4	0	7	0	0	0	0	0	0	0	0	0	13
10:00	0	3	3	0	3	0	0	0	0	0	0	0	0	0	9
11:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
Total	0	222	357	8	277	2	0	19	12	5	0	0	3	6	911
Percent	0.0%	24.4%	39.2%	0.9%	30.4%	0.2%	0.0%	2.1%	1.3%	0.5%	0.0%	0.0%	0.3%	0.7%	
AM Peak		6:00	7:00	8:00	11:00			10:00	8:00	8:00				8:00	8:00
	*	9	16	2	13	*	*	4	1	1	*	*	*	1	36
PM Peak		5:00	5:00	12:00 PM	5:00	2:00		4:00	4:00	12:00 PM			12:00 PM	3:00	5:00
	*	52	75	2	60	1	*	3	4	1	*	*	1	1	190
Grand Total	0	222	357	8	277	2	0	19	12	5	0	0	3	6	911
Percent	0.0%	24.4%	39.2%	0.9%	30.4%	0.2%	0.0%	2.1%	1.3%	0.5%	0.0%	0.0%	0.3%	0.7%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd b Stroebel Rd & Locust Grove Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Rd between Stroebel Rd & Locust Grove Rd
 Kuna, Idaho

Direction: Eastbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	23	9	0	0	0	0	0	0	0	0	0	0	0	32
5:00	0	63	25	0	2	0	0	0	0	0	0	0	0	0	90
6:00	0	66	24	0	2	0	0	0	0	0	0	0	1	0	93
7:00	0	61	28	1	7	0	0	2	1	0	0	0	0	0	100
8:00	0	25	13	0	2	1	0	0	0	0	0	0	0	0	41
9:00	0	20	14	0	6	0	0	0	0	0	0	0	1	0	41
10:00	0	23	9	0	3	0	0	2	1	0	0	0	2	1	41
11:00	0	21	4	0	2	0	0	0	1	1	0	0	1	0	30
12:00 PM	0	19	7	0	1	1	0	0	0	0	0	0	1	0	29
1:00	0	12	12	0	4	1	0	0	2	0	0	0	1	0	32
2:00	0	22	9	0	1	0	0	1	2	0	0	0	1	0	36
3:00	0	26	6	1	2	2	0	0	1	0	0	0	1	0	39
4:00	0	33	9	1	4	1	1	1	1	0	0	0	0	0	51
5:00	0	24	11	1	4	1	0	0	0	0	0	0	0	0	41
6:00	0	28	8	0	3	0	0	0	0	0	0	0	0	0	39
7:00	0	12	5	0	0	0	0	2	0	0	0	0	0	0	19
8:00	0	17	6	0	1	0	0	0	0	0	0	0	0	0	24
9:00	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
10:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	516	209	4	47	7	1	8	9	1	0	0	9	1	812
Percent	0.0%	63.5%	25.7%	0.5%	5.8%	0.9%	0.1%	1.0%	1.1%	0.1%	0.0%	0.0%	1.1%	0.1%	
AM Peak		6:00	7:00	7:00	7:00	8:00		7:00	7:00	11:00			10:00	10:00	7:00
	*	66	28	1	7	1	*	2	1	1	*	*	2	1	100
PM Peak		4:00	1:00	3:00	1:00	3:00	4:00	7:00	1:00				12:00 PM		4:00
	*	33	12	1	4	2	1	2	2	*	*	*	1	*	51
Grand Total	0	516	209	4	47	7	1	8	9	1	0	0	9	1	812
Percent	0.0%	63.5%	25.7%	0.5%	5.8%	0.9%	0.1%	1.0%	1.1%	0.1%	0.0%	0.0%	1.1%	0.1%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd b Stroebel Rd & Locust Grove Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Rd between Stroebel Rd & Locust Grove Rd
 Kuna, Idaho

Direction: Combined

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
1:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
2:00	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
4:00	0	24	11	0	1	0	0	0	0	0	0	0	0	0	36
5:00	0	63	28	0	4	0	0	1	0	0	0	0	0	0	96
6:00	0	75	38	0	11	0	0	1	0	0	0	0	1	0	126
7:00	0	69	44	2	14	0	0	2	1	0	0	0	0	0	132
8:00	0	31	28	2	12	1	0	0	1	1	0	0	0	1	77
9:00	0	24	24	0	12	0	0	0	1	0	0	0	1	1	63
10:00	0	25	19	1	10	0	0	6	1	0	0	0	2	2	66
11:00	0	27	14	0	15	0	0	1	2	2	0	0	1	1	63
12:00 PM	0	25	20	2	7	1	0	0	1	1	0	0	2	0	59
1:00	0	19	28	1	20	1	0	2	3	1	0	0	2	0	77
2:00	0	35	30	0	14	1	0	1	4	1	0	0	2	0	88
3:00	0	37	38	1	23	2	0	2	2	0	0	0	1	1	107
4:00	0	65	59	1	45	1	1	4	5	0	0	0	0	0	181
5:00	0	76	86	2	64	2	0	1	0	0	0	0	0	0	231
6:00	0	65	37	0	38	0	0	2	0	0	0	0	0	0	142
7:00	0	21	22	0	10	0	0	3	0	0	0	0	0	1	57
8:00	0	25	16	0	6	0	0	1	0	0	0	0	0	0	48
9:00	0	10	7	0	8	0	0	0	0	0	0	0	0	0	25
10:00	0	7	6	0	3	0	0	0	0	0	0	0	0	0	16
11:00	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
Total	0	738	566	12	324	9	1	27	21	6	0	0	12	7	1723
Percent	0.0%	42.8%	32.8%	0.7%	18.8%	0.5%	0.1%	1.6%	1.2%	0.3%	0.0%	0.0%	0.7%	0.4%	
AM Peak		6:00	7:00	7:00	11:00	8:00		10:00	11:00	11:00			10:00	10:00	7:00
	*	75	44	2	15	1	*	6	2	2	*	*	2	2	132
PM Peak		5:00	5:00	12:00 PM	5:00	3:00	4:00	4:00	4:00	12:00 PM			12:00 PM	3:00	5:00
	*	76	86	2	64	2	1	4	5	1	*	*	2	1	231
Grand Total	0	738	566	12	324	9	1	27	21	6	0	0	12	7	1723
Percent	0.0%	42.8%	32.8%	0.7%	18.8%	0.5%	0.1%	1.6%	1.2%	0.3%	0.0%	0.0%	0.7%	0.4%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

King Rd b Stroebel Rd & Locust
Grove Rd
Start Date: 2/8/2022
End Date: 2/8/2022
King Rd between Stroebel Rd &
Locust Grove Rd
Kuna, Idaho

Type: Volume /Direction
Tech: Judd / Klaren / Macomb
Count: Vehicle Volume

2/8/2022 Time	Westbound	Eastbound	Total
12:00 AM	0	1	1
12:15	0	0	0
12:30	1	2	3
12:45	0	1	1
1:00	2	2	4
1:15	0	0	0
1:30	1	0	1
1:45	0	0	0
2:00	2	2	4
2:15	0	1	1
2:30	1	0	1
2:45	0	1	1
3:00	0	0	0
3:15	2	0	2
3:30	1	1	2
3:45	1	2	3
4:00	2	3	5
4:15	1	5	6
4:30	1	10	11
4:45	0	14	14
5:00	0	15	15
5:15	1	20	21
5:30	1	30	31
5:45	4	25	29
6:00	9	21	30
6:15	7	25	32
6:30	6	29	35
6:45	11	18	29
7:00	6	26	32
7:15	10	25	35
7:30	5	26	31
7:45	11	23	34
8:00	8	14	22
8:15	10	6	16
8:30	9	13	22
8:45	9	8	17
9:00	10	11	21
9:15	3	13	16
9:30	5	13	18
9:45	4	4	8
10:00	3	5	8
10:15	10	10	20
10:30	5	12	17
10:45	7	14	21
11:00	9	4	13
11:15	9	5	14
11:30	6	9	15
11:45	9	12	21
Total	202	481	683
Percent	29.6%	70.4%	
Peak	7:45	5:30	7:00
Volume	38	101	132
Peak Factor	0.864	0.842	0.943

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

King Rd b Stroebel Rd & Locust
Grove Rd
Start Date: 2/8/2022
End Date: 2/8/2022
King Rd between Stroebel Rd &
Locust Grove Rd
Kuna, Idaho

Type: Volume /Direction
Tech: Judd / Klaren / Macomb
Count: Vehicle Volume

2/8/2022 Time	Westbound	Eastbound	Total
12:00 PM	10	5	15
12:15	8	8	16
12:30	6	6	12
12:45	6	10	16
1:00	8	12	20
1:15	12	12	24
1:30	13	5	18
1:45	12	3	15
2:00	12	10	22
2:15	13	5	18
2:30	18	7	25
2:45	9	14	23
3:00	8	12	20
3:15	25	5	30
3:30	21	4	25
3:45	14	18	32
4:00	21	14	35
4:15	30	9	39
4:30	42	14	56
4:45	37	14	51
5:00	51	9	60
5:15	44	11	55
5:30	45	16	61
5:45	50	5	55
6:00	41	9	50
6:15	38	6	44
6:30	16	13	29
6:45	8	11	19
7:00	11	5	16
7:15	14	7	21
7:30	8	6	14
7:45	5	1	6
8:00	4	7	11
8:15	7	2	9
8:30	11	7	18
8:45	2	8	10
9:00	3	2	5
9:15	5	3	8
9:30	2	3	5
9:45	3	4	7
10:00	1	2	3
10:15	4	1	5
10:30	1	3	4
10:45	3	1	4
11:00	3	0	3
11:15	1	2	3
11:30	1	0	1
11:45	2	0	2
Total	709	331	1040
Percent	68.2%	31.8%	
Peak	5:00	3:45	5:00
Volume	190	55	231
Peak Factor	0.931	0.764	0.947
Grand Total	911	812	1723
Percent	52.9%	47.1%	
AADT		AADT: 1,723	AADT: 1,723

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd b Locust Grove Rd & Eagle Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Road between Locust Grove Road & Eagle
 Road
 Kuna, Idaho

Direction: Westbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
4:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
5:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
6:00	0	18	5	1	6	0	0	1	0	0	0	0	0	0	31
7:00	0	8	10	2	2	0	0	0	0	0	0	0	0	0	22
8:00	0	6	8	1	2	0	0	2	1	1	0	0	1	0	22
9:00	0	5	4	0	2	0	0	0	1	0	0	0	0	1	13
10:00	0	5	9	1	5	0	0	2	0	0	0	0	0	1	23
11:00	0	7	4	0	8	0	0	1	1	1	0	0	1	0	23
12:00 PM	0	8	10	2	4	0	0	0	1	1	0	0	1	0	27
1:00	0	15	5	0	11	1	0	2	1	1	0	0	2	0	38
2:00	0	21	6	0	8	1	0	0	2	1	0	0	0	0	39
3:00	0	33	8	2	17	0	0	2	2	1	0	0	0	0	65
4:00	0	55	24	0	37	0	0	3	4	0	0	0	0	0	123
5:00	0	92	41	1	51	1	0	1	0	0	0	0	0	0	187
6:00	0	49	12	0	24	0	0	2	0	0	0	0	0	0	87
7:00	0	14	6	0	7	0	0	0	0	0	0	0	0	1	28
8:00	0	11	6	0	3	0	0	1	0	0	0	0	0	0	21
9:00	0	3	4	0	6	0	0	0	0	0	0	0	0	0	13
10:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
11:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
Total	0	368	170	10	201	3	0	17	13	6	0	0	5	3	796
Percent	0.0%	46.2%	21.4%	1.3%	25.3%	0.4%	0.0%	2.1%	1.6%	0.8%	0.0%	0.0%	0.6%	0.4%	
AM Peak		6:00	7:00	7:00	11:00			8:00	8:00	8:00			8:00	9:00	6:00
	*	18	10	2	8	*	*	2	1	1	*	*	1	1	31
PM Peak		5:00	5:00	12:00 PM	5:00	1:00		4:00	4:00	12:00 PM			1:00	7:00	5:00
	*	92	41	2	51	1	*	3	4	1	*	*	2	1	187
Grand Total	0	368	170	10	201	3	0	17	13	6	0	0	5	3	796
Percent	0.0%	46.2%	21.4%	1.3%	25.3%	0.4%	0.0%	2.1%	1.6%	0.8%	0.0%	0.0%	0.6%	0.4%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd b Locust Grove Rd & Eagle Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Road between Locust Grove Road & Eagle
 Road
 Kuna, Idaho

Direction: Eastbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	20	10	0	2	0	0	0	0	0	0	0	0	0	32
5:00	0	58	24	0	7	0	0	0	0	0	0	0	0	0	89
6:00	0	64	22	0	9	0	0	0	0	0	0	0	1	0	96
7:00	0	58	15	0	17	0	0	2	1	0	0	0	0	0	93
8:00	0	21	13	1	3	1	0	0	0	0	0	0	0	0	39
9:00	0	20	10	0	9	0	0	0	0	1	0	0	0	0	40
10:00	0	18	8	1	3	0	0	2	0	0	0	0	1	1	34
11:00	0	12	6	0	4	0	0	0	1	1	0	0	2	0	26
12:00 PM	0	11	7	0	2	1	0	0	0	1	0	0	0	0	22
1:00	0	5	5	2	4	0	0	0	1	0	0	0	1	0	18
2:00	0	18	5	0	3	0	0	1	2	0	0	0	1	0	30
3:00	0	14	1	0	2	1	0	1	2	0	0	0	1	0	22
4:00	0	30	11	1	5	1	1	2	1	0	0	0	0	0	52
5:00	0	16	7	1	3	1	0	0	0	0	0	0	0	0	28
6:00	0	16	6	0	2	0	0	0	0	0	0	0	0	0	24
7:00	0	7	2	0	1	0	0	1	0	0	0	0	0	0	11
8:00	0	12	5	0	2	0	0	0	0	0	0	0	0	0	19
9:00	0	5	1	0	2	0	0	1	0	0	0	0	0	0	9
10:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	418	162	6	83	5	1	10	8	3	0	0	7	1	704
Percent	0.0%	59.4%	23.0%	0.9%	11.8%	0.7%	0.1%	1.4%	1.1%	0.4%	0.0%	0.0%	1.0%	0.1%	
AM Peak		6:00	5:00	8:00	7:00	8:00		7:00	7:00	9:00			11:00	10:00	6:00
	*	64	24	1	17	1	*	2	1	1	*	*	2	1	96
PM Peak		4:00	4:00	1:00	4:00	12:00 PM	4:00	4:00	2:00	12:00 PM			1:00		4:00
	*	30	11	2	5	1	1	2	2	1	*	*	1	*	52
Grand Total	0	418	162	6	83	5	1	10	8	3	0	0	7	1	704
Percent	0.0%	59.4%	23.0%	0.9%	11.8%	0.7%	0.1%	1.4%	1.1%	0.4%	0.0%	0.0%	1.0%	0.1%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd b Locust Grove Rd & Eagle Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Road between Locust Grove Road & Eagle
 Road
 Kuna, Idaho

Direction: Combined

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
1:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
2:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
4:00	0	23	10	0	3	0	0	0	0	0	0	0	0	0	36
5:00	0	60	26	0	9	0	0	0	0	0	0	0	0	0	95
6:00	0	82	27	1	15	0	0	1	0	0	0	0	1	0	127
7:00	0	66	25	2	19	0	0	2	1	0	0	0	0	0	115
8:00	0	27	21	2	5	1	0	2	1	1	0	0	1	0	61
9:00	0	25	14	0	11	0	0	0	1	1	0	0	0	1	53
10:00	0	23	17	2	8	0	0	4	0	0	0	0	1	2	57
11:00	0	19	10	0	12	0	0	1	2	2	0	0	3	0	49
12:00 PM	0	19	17	2	6	1	0	0	1	2	0	0	1	0	49
1:00	0	20	10	2	15	1	0	2	2	1	0	0	3	0	56
2:00	0	39	11	0	11	1	0	1	4	1	0	0	1	0	69
3:00	0	47	9	2	19	1	0	3	4	1	0	0	1	0	87
4:00	0	85	35	1	42	1	1	5	5	0	0	0	0	0	175
5:00	0	108	48	2	54	2	0	1	0	0	0	0	0	0	215
6:00	0	65	18	0	26	0	0	2	0	0	0	0	0	0	111
7:00	0	21	8	0	8	0	0	1	0	0	0	0	0	1	39
8:00	0	23	11	0	5	0	0	1	0	0	0	0	0	0	40
9:00	0	8	5	0	8	0	0	1	0	0	0	0	0	0	22
10:00	0	9	3	0	2	0	0	0	0	0	0	0	0	0	14
11:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
Total	0	786	332	16	284	8	1	27	21	9	0	0	12	4	1500
Percent	0.0%	52.4%	22.1%	1.1%	18.9%	0.5%	0.1%	1.8%	1.4%	0.6%	0.0%	0.0%	0.8%	0.3%	
AM Peak		6:00	6:00	7:00	7:00	8:00		10:00	11:00	11:00			11:00	10:00	6:00
	*	82	27	2	19	1	*	4	2	2	*	*	3	2	127
PM Peak		5:00	5:00	12:00 PM	5:00	5:00	4:00	4:00	4:00	12:00 PM			1:00	7:00	5:00
	*	108	48	2	54	2	1	5	5	2	*	*	3	1	215
Grand Total	0	786	332	16	284	8	1	27	21	9	0	0	12	4	1500
Percent	0.0%	52.4%	22.1%	1.1%	18.9%	0.5%	0.1%	1.8%	1.4%	0.6%	0.0%	0.0%	0.8%	0.3%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

King Rd b Locust Grove Rd & Eagle Rd

Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Start Date: 2/8/2022

End Date: 2/8/2022

King Road between Locust Grove Road & Eagle Road
 Kuna, Idaho

2/8/2022 Time	Westbound	Eastbound	Total
12:00 AM	0	1	1
12:15	0	0	0
12:30	1	2	3
12:45	0	1	1
1:00	2	1	3
1:15	1	1	2
1:30	0	0	0
1:45	0	0	0
2:00	2	2	4
2:15	0	1	1
2:30	1	0	1
2:45	0	1	1
3:00	0	0	0
3:15	1	0	1
3:30	1	1	2
3:45	1	2	3
4:00	2	3	5
4:15	1	5	6
4:30	1	9	10
4:45	0	15	15
5:00	0	14	14
5:15	1	21	22
5:30	1	29	30
5:45	4	25	29
6:00	10	22	32
6:15	3	26	29
6:30	5	29	34
6:45	13	19	32
7:00	5	26	31
7:15	7	25	32
7:30	1	22	23
7:45	9	20	29
8:00	5	16	21
8:15	7	5	12
8:30	4	13	17
8:45	6	5	11
9:00	6	11	17
9:15	1	13	14
9:30	4	12	16
9:45	2	4	6
10:00	3	6	9
10:15	9	7	16
10:30	6	13	19
10:45	5	8	13
11:00	8	3	11
11:15	6	6	12
11:30	5	9	14
11:45	4	8	12
Total	154	462	616
Percent	25.0%	75.0%	
Peak	6:00	5:30	6:30
Volume	31	102	129
Peak Factor	0.596	0.879	0.949

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230

King Rd b Locust Grove Rd & Eagle Rd

Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Start Date: 2/8/2022

End Date: 2/8/2022

King Road between Locust Grove Road & Eagle Road
 Kuna, Idaho

2/8/2022 Time	Westbound	Eastbound	Total
12:00 PM	9	3	12
12:15	6	6	12
12:30	5	5	10
12:45	7	8	15
1:00	7	8	15
1:15	10	6	16
1:30	11	3	14
1:45	10	1	11
2:00	8	12	20
2:15	12	3	15
2:30	13	6	19
2:45	6	9	15
3:00	12	8	20
3:15	18	3	21
3:30	19	3	22
3:45	16	8	24
4:00	19	15	34
4:15	30	10	40
4:30	39	14	53
4:45	35	13	48
5:00	47	8	55
5:15	45	6	51
5:30	48	13	61
5:45	47	1	48
6:00	41	7	48
6:15	26	3	29
6:30	12	7	19
6:45	8	7	15
7:00	9	2	11
7:15	9	4	13
7:30	7	4	11
7:45	3	1	4
8:00	4	5	9
8:15	6	1	7
8:30	9	5	14
8:45	2	8	10
9:00	2	2	4
9:15	5	2	7
9:30	2	3	5
9:45	4	2	6
10:00	1	1	2
10:15	3	1	4
10:30	2	1	3
10:45	2	3	5
11:00	3	0	3
11:15	0	0	0
11:30	1	1	2
11:45	2	0	2
Total	642	242	884
Percent	72.6%	27.4%	
Peak	5:00	4:00	4:45
Volume	187	52	215
Peak Factor	0.974	0.867	0.881
Grand Total	796	704	1500
Percent	53.1%	46.9%	
AADT		AADT: 1,500	AADT: 1,500

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd b Eagle Rd & Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Road between Eagle Road & Cloverdale
 Road
 Kuna, Idaho

Direction: Westbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	6	1	2	3	0	0	1	0	0	0	0	0	0	13
7:00	0	3	5	1	1	0	0	0	0	0	0	0	0	0	10
8:00	0	4	7	1	1	0	0	2	0	0	0	0	0	1	16
9:00	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
10:00	0	1	7	0	1	0	0	0	0	0	0	0	0	0	9
11:00	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
12:00 PM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
1:00	3	13	3	0	3	1	0	2	0	0	0	0	0	0	25
2:00	0	8	5	0	5	1	0	0	0	0	0	0	0	0	19
3:00	0	10	2	2	7	0	0	2	0	0	0	0	0	0	23
4:00	0	25	8	0	10	0	0	2	0	0	0	0	0	0	45
5:00	0	30	9	0	9	0	0	0	0	0	0	0	0	0	48
6:00	0	11	6	0	10	0	0	1	0	0	0	0	0	0	28
7:00	0	11	2	0	2	0	0	0	0	0	0	0	0	0	15
8:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
9:00	0	6	2	0	3	0	0	0	0	0	0	0	0	0	11
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	3	155	67	6	61	2	0	10	1	0	0	0	0	1	306
Percent	1.0%	50.7%	21.9%	2.0%	19.9%	0.7%	0.0%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	
AM Peak		6:00	8:00	6:00	6:00			8:00	9:00					8:00	8:00
	*	6	7	2	3	*	*	2	1	*	*	*	*	1	16
PM Peak	1:00	5:00	5:00	3:00	4:00	1:00		1:00							5:00
	3	30	9	2	10	1	*	2	*	*	*	*	*	*	48
Grand Total	3	155	67	6	61	2	0	10	1	0	0	0	0	1	306
Percent	1.0%	50.7%	21.9%	2.0%	19.9%	0.7%	0.0%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd b Eagle Rd & Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Road between Eagle Road & Cloverdale
 Road
 Kuna, Idaho

Direction: Eastbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	3	3	0	1	0	0	0	1	0	0	0	0	0	8
5:00	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
6:00	0	19	6	0	4	0	0	0	0	0	0	0	0	0	29
7:00	0	18	7	1	6	0	0	1	0	0	0	0	0	0	33
8:00	0	14	2	1	2	0	0	0	0	0	0	0	0	0	19
9:00	0	9	3	0	5	0	0	0	0	0	0	0	0	0	17
10:00	0	7	3	0	0	0	0	1	0	0	0	0	0	0	11
11:00	0	10	3	0	1	0	0	1	0	0	0	0	0	0	15
12:00 PM	0	4	3	0	3	0	0	0	0	0	0	0	0	0	10
1:00	0	3	4	0	4	0	0	0	1	0	0	0	0	0	12
2:00	0	7	3	0	5	0	0	1	0	0	0	0	0	0	16
3:00	0	12	0	0	1	0	0	0	2	0	0	0	0	0	15
4:00	0	18	4	2	5	0	0	2	0	0	0	0	0	0	31
5:00	0	5	7	0	2	0	0	0	0	0	0	0	0	0	14
6:00	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
7:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
8:00	0	5	0	0	3	0	0	0	0	0	0	0	0	0	8
9:00	0	4	1	0	1	0	0	1	0	0	0	0	0	0	7
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	166	59	4	48	0	0	7	4	0	0	0	0	0	288
Percent	0.0%	57.6%	20.5%	1.4%	16.7%	0.0%	0.0%	2.4%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		6:00	7:00	7:00	7:00			7:00	4:00						7:00
	*	19	7	1	6	*	*	1	1	*	*	*	*	*	33
PM Peak		4:00	5:00	4:00	2:00			4:00	3:00						4:00
	*	18	7	2	5	*	*	2	2	*	*	*	*	*	31
Grand Total	0	166	59	4	48	0	0	7	4	0	0	0	0	0	288
Percent	0.0%	57.6%	20.5%	1.4%	16.7%	0.0%	0.0%	2.4%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd b Eagle Rd & Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Road between Eagle Road & Cloverdale
 Road
 Kuna, Idaho

Direction: Combined

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
4:00	0	4	3	0	1	0	0	0	1	0	0	0	0	0	9
5:00	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
6:00	0	25	7	2	7	0	0	1	0	0	0	0	0	0	42
7:00	0	21	12	2	7	0	0	1	0	0	0	0	0	0	43
8:00	0	18	9	2	3	0	0	2	0	0	0	0	0	1	35
9:00	0	11	6	0	5	0	0	0	1	0	0	0	0	0	23
10:00	0	8	10	0	1	0	0	1	0	0	0	0	0	0	20
11:00	0	14	5	0	3	0	0	1	0	0	0	0	0	0	23
12:00 PM	0	10	5	0	4	0	0	0	0	0	0	0	0	0	19
1:00	3	16	7	0	7	1	0	2	1	0	0	0	0	0	37
2:00	0	15	8	0	10	1	0	1	0	0	0	0	0	0	35
3:00	0	22	2	2	8	0	0	2	2	0	0	0	0	0	38
4:00	0	43	12	2	15	0	0	4	0	0	0	0	0	0	76
5:00	0	35	16	0	11	0	0	0	0	0	0	0	0	0	62
6:00	0	18	10	0	11	0	0	1	0	0	0	0	0	0	40
7:00	0	16	4	0	3	0	0	0	0	0	0	0	0	0	23
8:00	0	15	1	0	3	0	0	0	0	0	0	0	0	0	19
9:00	0	10	3	0	4	0	0	1	0	0	0	0	0	0	18
10:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	3	321	126	10	109	2	0	17	5	0	0	0	0	1	594
Percent	0.5%	54.0%	21.2%	1.7%	18.4%	0.3%	0.0%	2.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	*	6:00	7:00	6:00	6:00	*	*	8:00	4:00	*	*	*	*	8:00	7:00
		25	12	2	7			2	1					1	43
PM Peak	1:00	4:00	5:00	3:00	4:00	1:00		4:00	3:00						4:00
	3	43	16	2	15	1	*	4	2	*	*	*	*	*	76
Grand Total	3	321	126	10	109	2	0	17	5	0	0	0	0	1	594
Percent	0.5%	54.0%	21.2%	1.7%	18.4%	0.3%	0.0%	2.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.2%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

King Rd b Eagle Rd & Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Road between Eagle Road &
 Cloverdale Road
 Kuna, Idaho

2/8/2022 Time	Westbound	Eastbound	Total
12:00 AM	0	1	1
12:15	0	0	0
12:30	1	0	1
12:45	0	2	2
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	1	0	1
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	2	1	3
3:45	0	1	1
4:00	1	2	3
4:15	0	3	3
4:30	0	2	2
4:45	0	1	1
5:00	0	4	4
5:15	0	5	5
5:30	0	5	5
5:45	0	2	2
6:00	0	2	2
6:15	1	5	6
6:30	3	12	15
6:45	9	10	19
7:00	4	11	15
7:15	3	9	12
7:30	1	9	10
7:45	2	4	6
8:00	7	7	14
8:15	1	3	4
8:30	2	7	9
8:45	6	2	8
9:00	2	6	8
9:15	1	6	7
9:30	3	3	6
9:45	0	2	2
10:00	0	1	1
10:15	4	1	5
10:30	0	6	6
10:45	5	3	8
11:00	3	2	5
11:15	2	5	7
11:30	1	4	5
11:45	2	4	6
Total	67	153	220
Percent	30.5%	69.5%	
Peak	6:30	6:30	6:30
Volume	19	42	61
Peak Factor	0.528	0.875	0.803

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

King Rd b Eagle Rd & Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 King Road between Eagle Road &
 Cloverdale Road
 Kuna, Idaho

2/8/2022 Time	Westbound	Eastbound	Total
12:00 PM	4	2	6
12:15	0	2	2
12:30	1	2	3
12:45	4	4	8
1:00	7	4	11
1:15	8	5	13
1:30	5	2	7
1:45	5	1	6
2:00	5	5	10
2:15	5	4	9
2:30	5	3	8
2:45	4	4	8
3:00	6	5	11
3:15	6	3	9
3:30	8	0	8
3:45	3	7	10
4:00	11	6	17
4:15	14	5	19
4:30	11	11	22
4:45	9	9	18
5:00	9	4	13
5:15	13	1	14
5:30	13	5	18
5:45	13	4	17
6:00	13	3	16
6:15	8	0	8
6:30	4	4	8
6:45	3	5	8
7:00	5	4	9
7:15	5	3	8
7:30	3	0	3
7:45	2	1	3
8:00	1	2	3
8:15	3	1	4
8:30	6	3	9
8:45	1	2	3
9:00	4	2	6
9:15	2	1	3
9:30	2	2	4
9:45	3	2	5
10:00	0	0	0
10:15	2	0	2
10:30	0	0	0
10:45	0	1	1
11:00	1	0	1
11:15	1	0	1
11:30	0	1	1
11:45	1	0	1
Total	239	135	374
Percent	63.9%	36.1%	
Peak	5:15	4:00	4:00
Volume	52	31	76
Peak Factor	1.000	0.705	0.864
Grand Total	306	288	594
Percent	51.5%	48.5%	
AADT		AADT: 594	AADT: 594

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd E of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road east of Swan Falls Road
 Kuna, Idaho

Direction: Westbound

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
6:00	0	12	6	1	3	0	0	0	0	0	0	0	0	0	22
7:00	0	26	7	2	4	0	0	0	0	0	0	0	0	0	39
8:00	0	8	8	2	3	0	0	0	1	1	0	0	0	0	23
9:00	0	9	5	0	7	0	0	1	0	0	0	0	0	0	22
10:00	0	8	6	0	6	0	0	0	0	0	0	0	0	1	21
11:00	0	18	4	1	5	0	0	1	0	0	0	0	0	0	29
12:00 PM	0	11	5	1	6	1	0	2	1	1	0	0	1	1	30
1:00	0	12	9	2	10	1	1	2	0	1	0	0	0	0	38
2:00	0	16	17	2	13	1	0	1	1	1	0	0	0	0	52
3:00	0	24	11	2	19	1	0	2	2	0	0	0	0	1	62
4:00	0	59	22	0	27	0	0	3	0	0	0	0	0	1	112
5:00	0	91	39	1	14	0	0	0	1	0	0	0	0	0	146
6:00	0	54	15	0	7	0	0	0	0	0	0	0	0	0	76
7:00	0	16	5	0	3	0	0	0	0	0	0	0	0	0	24
8:00	0	14	3	0	4	0	0	0	0	0	0	0	0	0	21
9:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
10:00	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
11:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
Total	0	398	172	14	137	4	1	12	6	4	0	0	1	4	753
Percent	0.0%	52.9%	22.8%	1.9%	18.2%	0.5%	0.1%	1.6%	0.8%	0.5%	0.0%	0.0%	0.1%	0.5%	
AM Peak		7:00	8:00	7:00	9:00			9:00	8:00	8:00				10:00	7:00
	*	26	8	2	7	*	*	1	1	1	*	*	*	1	39
PM Peak		5:00	5:00	1:00	4:00	12:00 PM	1:00	4:00	3:00	12:00 PM			12:00 PM	12:00 PM	5:00
	*	91	39	2	27	1	1	3	2	1	*	*	1	1	146

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd E of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road east of Swan Falls Road
 Kuna, Idaho

Direction: Westbound

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
Percent	0.0%	57.1%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	1:00												1:00
	*	2	2	*	*	*	*	*	*	*	*	*	*	*	4
PM Peak															
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	0	402	175	14	137	4	1	12	6	4	0	0	1	4	760
Percent	0.0%	52.9%	23.0%	1.8%	18.0%	0.5%	0.1%	1.6%	0.8%	0.5%	0.0%	0.0%	0.1%	0.5%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd E of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road east of Swan Falls Road
 Kuna, Idaho

Direction: Eastbound

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	21	10	0	3	0	0	0	0	0	0	0	0	0	34
5:00	0	57	14	0	5	0	0	0	0	0	0	0	0	0	76
6:00	0	47	21	0	10	2	0	1	0	1	0	0	1	1	84
7:00	0	50	23	1	11	1	0	0	1	1	1	0	0	0	88
8:00	0	25	12	0	9	0	0	1	1	0	0	0	0	1	49
9:00	0	11	10	0	4	0	0	1	0	0	0	0	0	0	26
10:00	0	8	5	0	2	0	0	0	1	0	0	0	0	0	16
11:00	0	15	3	1	3	0	1	2	0	0	0	0	0	1	26
12:00 PM	0	12	8	2	3	2	0	1	1	0	0	0	0	0	29
1:00	0	5	6	3	6	0	0	1	1	0	0	0	0	1	23
2:00	0	4	15	4	7	1	0	1	2	0	0	0	0	0	34
3:00	0	4	15	1	13	0	0	0	1	0	0	0	0	0	34
4:00	0	6	26	1	13	0	0	1	0	0	0	0	0	0	47
5:00	0	13	5	1	18	0	0	1	0	0	0	0	0	0	38
6:00	0	5	13	0	9	0	0	0	0	0	0	0	0	0	27
7:00	0	8	9	0	2	0	0	0	0	0	0	0	0	0	19
8:00	0	2	5	0	2	0	0	0	0	0	0	0	0	0	9
9:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
10:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
11:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
Total	0	297	205	14	123	6	1	10	8	2	0	0	1	5	672
Percent	0.0%	44.2%	30.5%	2.1%	18.3%	0.9%	0.1%	1.5%	1.2%	0.3%	0.0%	0.0%	0.1%	0.7%	
AM Peak		5:00	7:00	7:00	7:00	6:00	11:00	11:00	7:00	6:00			6:00	2:00	7:00
	*	57	23	1	11	2	1	2	1	1	*	*	1	1	88
PM Peak		5:00	4:00	2:00	5:00	12:00 PM		12:00 PM	2:00					1:00	4:00
	*	13	26	4	18	2	*	1	2	*	*	*	*	1	47

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd E of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road east of Swan Falls Road
 Kuna, Idaho

Direction: Eastbound

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
1:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	1	4	0	0	0	0	0	0	1	0	0	0	0	6
Percent	0.0%	16.7%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	1:00							12:00 AM					1:00
PM Peak	*	1	4	*	*	*	*	*	*	1	*	*	*	*	4
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	0	298	209	14	123	6	1	10	8	3	0	0	1	5	678
Percent	0.0%	44.0%	30.8%	2.1%	18.1%	0.9%	0.1%	1.5%	1.2%	0.4%	0.0%	0.0%	0.1%	0.7%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd E of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road east of Swan Falls Road
 Kuna, Idaho

Direction: Combined

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	22	11	0	3	0	0	0	0	0	0	0	0	0	36
5:00	0	59	16	0	6	0	0	0	0	0	0	0	0	0	81
6:00	0	59	27	1	13	2	0	1	0	1	0	0	1	1	106
7:00	0	76	30	3	15	1	0	0	1	1	0	0	0	0	127
8:00	0	33	20	2	12	0	0	1	2	1	0	0	0	1	72
9:00	0	20	15	0	11	0	0	2	0	0	0	0	0	0	48
10:00	0	16	11	0	8	0	0	0	1	0	0	0	0	1	37
11:00	0	33	7	2	8	0	1	3	0	0	0	0	0	1	55
12:00 PM	0	23	13	3	9	3	0	3	2	1	0	0	1	1	59
1:00	0	17	15	5	16	1	1	3	1	1	0	0	0	1	61
2:00	0	20	32	6	20	2	0	2	3	1	0	0	0	0	86
3:00	0	28	26	3	32	1	0	2	3	0	0	0	0	1	96
4:00	0	65	48	1	40	0	0	4	0	0	0	0	0	1	159
5:00	0	104	44	2	32	0	0	1	1	0	0	0	0	0	184
6:00	0	59	28	0	16	0	0	0	0	0	0	0	0	0	103
7:00	0	24	14	0	5	0	0	0	0	0	0	0	0	0	43
8:00	0	16	8	0	6	0	0	0	0	0	0	0	0	0	30
9:00	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
10:00	0	8	4	0	3	0	0	0	0	0	0	0	0	0	15
11:00	0	2	3	0	3	0	0	0	0	0	0	0	0	0	8
Total	0	695	377	28	260	10	2	22	14	6	0	0	2	9	1425
Percent	0.0%	48.8%	26.5%	2.0%	18.2%	0.7%	0.1%	1.5%	1.0%	0.4%	0.0%	0.0%	0.1%	0.6%	
AM Peak	*	7:00	7:00	7:00	7:00	6:00	11:00	11:00	8:00	6:00			6:00	2:00	7:00
	*	76	30	3	15	2	1	3	2	1	*	*	1	1	127
PM Peak		5:00	4:00	2:00	4:00	12:00 PM	1:00	4:00	2:00	12:00 PM			12:00 PM	12:00 PM	5:00
	*	104	48	6	40	3	1	4	3	1	*	*	1	1	184

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd E of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road east of Swan Falls Road
 Kuna, Idaho

Direction: Combined

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	3	1	0	0	0	0	0	0	1	0	0	0	0	5
1:00	0	2	6	0	0	0	0	0	0	0	0	0	0	0	8
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	5	7	0	0	0	0	0	0	1	0	0	0	0	13
Percent	0.0%	38.5%	53.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	1:00							12:00 AM					1:00
	*	3	6	*	*	*	*	*	*	1	*	*	*	*	8
PM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	0	700	384	28	260	10	2	22	14	7	0	0	2	9	1438
Percent	0.0%	48.7%	26.7%	1.9%	18.1%	0.7%	0.1%	1.5%	1.0%	0.5%	0.0%	0.0%	0.1%	0.6%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

King Rd E of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road east of Swan Falls Road
 Kuna, Idaho

2/2/2022	Westbound	Eastbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	0	0	0
2:15	0	0	0
2:30	2	1	3
2:45	1	1	2
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	1	0	1
4:00	1	5	6
4:15	0	8	8
4:30	0	9	9
4:45	1	12	13
5:00	0	11	11
5:15	0	22	22
5:30	1	22	23
5:45	4	21	25
6:00	6	21	27
6:15	4	28	32
6:30	7	19	26
6:45	5	16	21
7:00	8	13	21
7:15	12	32	44
7:30	4	24	28
7:45	15	19	34
8:00	4	20	24
8:15	6	8	14
8:30	6	13	19
8:45	7	8	15
9:00	9	6	15
9:15	4	9	13
9:30	6	5	11
9:45	3	6	9
10:00	8	5	13
10:15	2	4	6
10:30	4	5	9
10:45	7	2	9
11:00	8	6	14
11:15	12	5	17
11:30	6	7	13
11:45	3	8	11
Total	167	401	568
Percent	29.4%	70.6%	
Peak	7:00	7:15	7:15
Volume	39	95	130
Peak Factor	0.650	0.742	0.739

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

King Rd E of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road east of Swan Falls Road
 Kuna, Idaho

2/2/2022 Time	Westbound	Eastbound	Total
12:00 PM	7	9	16
12:15	8	5	13
12:30	7	9	16
12:45	8	6	14
1:00	11	3	14
1:15	10	6	16
1:30	9	7	16
1:45	8	7	15
2:00	10	9	19
2:15	15	9	24
2:30	9	5	14
2:45	18	11	29
3:00	11	8	19
3:15	18	11	29
3:30	12	3	15
3:45	21	12	33
4:00	17	13	30
4:15	22	15	37
4:30	27	9	36
4:45	46	10	56
5:00	31	3	34
5:15	44	16	60
5:30	43	8	51
5:45	28	11	39
6:00	28	8	36
6:15	19	5	24
6:30	17	5	22
6:45	12	9	21
7:00	11	10	21
7:15	5	1	6
7:30	4	4	8
7:45	4	4	8
8:00	3	4	7
8:15	11	3	14
8:30	6	0	6
8:45	1	2	3
9:00	4	2	6
9:15	1	1	2
9:30	3	1	4
9:45	1	0	1
10:00	1	0	1
10:15	2	2	4
10:30	4	0	4
10:45	4	2	6
11:00	1	0	1
11:15	2	0	2
11:30	2	1	3
11:45	0	2	2
Total	586	271	857
Percent	68.4%	31.6%	
Peak	4:45	3:45	4:45
Volume	164	49	201
Peak Factor	0.891	0.817	0.838

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

King Rd E of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road east of Swan Falls Road
 Kuna, Idaho

2/3/2022	Westbound	Eastbound	Total
Time			
12:00 AM	1	0	1
12:15	0	0	0
12:30	2	1	3
12:45	0	1	1
1:00	0	1	1
1:15	0	1	1
1:30	1	1	2
1:45	3	1	4
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	7	6	13
Percent	53.8%	46.2%	
Peak	1:00	12:30	1:00
Volume	4	4	8
Peak Factor	0.333	1.000	0.500
Grand Total	760	678	1438
Percent	52.9%	47.1%	
AADT		ADT: 719	AADT: 719

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd W of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road west of Swan Falls Road
 Kuna, Idaho

Direction: Westbound

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
6:00	0	9	4	0	2	0	0	0	0	0	0	0	0	0	15
7:00	0	23	6	3	4	0	0	0	0	0	0	0	0	0	36
8:00	0	10	8	1	1	0	0	0	1	0	0	0	0	0	21
9:00	0	7	5	0	3	0	0	2	0	0	0	0	0	0	17
10:00	0	9	6	0	3	0	0	0	0	0	0	0	0	2	20
11:00	0	24	6	0	3	1	0	2	0	0	0	0	0	0	36
12:00 PM	0	15	5	1	3	2	0	2	1	0	0	0	0	0	29
1:00	0	17	9	1	4	1	1	2	0	1	0	0	0	0	36
2:00	0	33	15	2	10	3	0	1	1	0	0	0	0	0	65
3:00	0	41	19	1	8	1	0	1	2	0	0	0	0	0	73
4:00	0	63	29	1	21	0	0	2	0	0	0	0	0	0	116
5:00	0	87	41	1	13	0	0	1	1	0	0	0	0	0	144
6:00	0	52	16	0	11	0	0	0	1	0	0	0	0	0	80
7:00	0	14	4	0	3	0	0	0	0	0	0	0	0	0	21
8:00	0	12	1	0	2	0	0	0	0	0	0	0	0	0	15
9:00	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
10:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
11:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
Total	0	439	185	11	93	8	1	13	7	1	0	0	0	2	760
Percent	0.0%	57.8%	24.3%	1.4%	12.2%	1.1%	0.1%	1.7%	0.9%	0.1%	0.0%	0.0%	0.0%	0.3%	
AM Peak		11:00	8:00	7:00	7:00	11:00		9:00	8:00					10:00	7:00
	*	24	8	3	4	1	*	2	1	*	*	*	*	2	36
PM Peak		5:00	5:00	2:00	4:00	2:00	1:00	12:00 PM	3:00	1:00					5:00
	*	87	41	2	21	3	1	2	2	1	*	*	*	*	144

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd W of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road west of Swan Falls Road
 Kuna, Idaho

Direction: Westbound

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Percent	0.0%	75.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	1:00												12:00 AM
PM Peak	*	2	1	*	*	*	*	*	*	*	*	*	*	*	2
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	0	442	186	11	93	8	1	13	7	1	0	0	0	2	764
Percent	0.0%	57.9%	24.3%	1.4%	12.2%	1.0%	0.1%	1.7%	0.9%	0.1%	0.0%	0.0%	0.0%	0.3%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd W of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road west of Swan Falls Road
 Kuna, Idaho

Direction: Eastbound

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	18	7	0	4	0	0	0	0	0	0	0	0	0	29
5:00	0	50	14	0	6	0	0	0	0	0	0	0	0	0	70
6:00	0	43	19	2	13	2	0	1	0	1	0	0	1	0	82
7:00	0	41	22	3	14	1	0	0	0	1	0	0	0	1	83
8:00	0	28	13	1	6	0	0	1	1	0	0	0	0	0	50
9:00	0	13	9	0	3	0	0	2	0	0	0	0	0	0	27
10:00	0	19	10	0	2	0	0	0	1	0	0	0	0	0	32
11:00	0	15	7	0	7	1	0	2	0	0	0	0	0	0	32
12:00 PM	0	9	7	0	5	2	0	1	1	0	0	0	0	0	25
1:00	0	8	6	0	5	0	0	0	1	0	0	0	0	0	20
2:00	0	18	10	1	2	2	0	2	0	0	0	0	0	1	36
3:00	0	18	4	1	8	0	0	0	1	0	0	0	0	0	32
4:00	0	26	14	0	8	0	0	1	0	0	0	0	0	0	49
5:00	0	15	10	1	9	0	0	0	0	0	0	0	0	0	35
6:00	0	15	5	0	5	0	0	0	0	0	0	0	0	0	25
7:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
8:00	0	6	1	0	1	1	0	0	0	0	0	0	0	0	9
9:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	359	163	9	99	9	0	10	5	2	0	0	1	3	660
Percent	0.0%	54.4%	24.7%	1.4%	15.0%	1.4%	0.0%	1.5%	0.8%	0.3%	0.0%	0.0%	0.2%	0.5%	
AM Peak		5:00	7:00	7:00	7:00	6:00		9:00	8:00	6:00			6:00	2:00	7:00
	*	50	22	3	14	2	*	2	1	1	*	*	1	1	83
PM Peak		4:00	4:00	2:00	5:00	12:00 PM		2:00	12:00 PM					2:00	4:00
	*	26	14	1	9	2	*	2	1	*	*	*	*	1	49

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd W of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road west of Swan Falls Road
 Kuna, Idaho

Direction: Eastbound

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	4	1	0	0	0	0	0	0	1	0	0	0	0	6
Percent	0.0%	66.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak		1:00	1:00							12:00 AM					1:00
PM Peak	*	3	1	*	*	*	*	*	*	1	*	*	*	*	4
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	0	363	164	9	99	9	0	10	5	3	0	0	1	3	666
Percent	0.0%	54.5%	24.6%	1.4%	14.9%	1.4%	0.0%	1.5%	0.8%	0.5%	0.0%	0.0%	0.2%	0.5%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd W of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road west of Swan Falls Road
 Kuna, Idaho

Direction: Combined

2/2/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	19	7	0	4	0	0	0	0	0	0	0	0	0	30
5:00	0	51	17	0	6	0	0	0	0	0	0	0	0	0	74
6:00	0	52	23	2	15	2	0	1	0	1	0	0	1	0	97
7:00	0	64	28	6	18	1	0	0	0	1	0	0	0	1	119
8:00	0	38	21	2	7	0	0	1	2	0	0	0	0	0	71
9:00	0	20	14	0	6	0	0	4	0	0	0	0	0	0	44
10:00	0	28	16	0	5	0	0	0	1	0	0	0	0	2	52
11:00	0	39	13	0	10	2	0	4	0	0	0	0	0	0	68
12:00 PM	0	24	12	1	8	4	0	3	2	0	0	0	0	0	54
1:00	0	25	15	1	9	1	1	2	1	1	0	0	0	0	56
2:00	0	51	25	3	12	5	0	3	1	0	0	0	0	1	101
3:00	0	59	23	2	16	1	0	1	3	0	0	0	0	0	105
4:00	0	89	43	1	29	0	0	3	0	0	0	0	0	0	165
5:00	0	102	51	2	22	0	0	1	1	0	0	0	0	0	179
6:00	0	67	21	0	16	0	0	0	1	0	0	0	0	0	105
7:00	0	22	5	0	4	0	0	0	0	0	0	0	0	0	31
8:00	0	18	2	0	3	1	0	0	0	0	0	0	0	0	24
9:00	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
10:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
11:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
Total	0	798	348	20	192	17	1	23	12	3	0	0	1	5	1420
Percent	0.0%	56.2%	24.5%	1.4%	13.5%	1.2%	0.1%	1.6%	0.8%	0.2%	0.0%	0.0%	0.1%	0.4%	
AM Peak		7:00	7:00	7:00	7:00	6:00		9:00	8:00	6:00			6:00	10:00	7:00
	*	64	28	6	18	2	*	4	2	1	*	*	1	2	119
PM Peak		5:00	5:00	2:00	4:00	2:00	1:00	12:00 PM	3:00	1:00				2:00	5:00
	*	102	51	3	29	5	1	3	3	1	*	*	*	1	179

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

King Rd W of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road west of Swan Falls Road
 Kuna, Idaho

Direction: Combined

2/3/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	4
1:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	7	2	0	0	0	0	0	0	1	0	0	0	0	10
Percent	0.0%	70.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		1:00	1:00							12:00 AM					1:00
PM Peak	*	4	2	*	*	*	*	*	*	1	*	*	*	*	6
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	0	805	350	20	192	17	1	23	12	4	0	0	1	5	1430
Percent	0.0%	56.3%	24.5%	1.4%	13.4%	1.2%	0.1%	1.6%	0.8%	0.3%	0.0%	0.0%	0.1%	0.3%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

King Rd W of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road west of Swan Falls Road
 Kuna, Idaho

2/2/2022	Westbound	Eastbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	0	0	0
2:15	0	0	0
2:30	1	1	2
2:45	0	0	0
3:00	0	1	1
3:15	0	0	0
3:30	0	0	0
3:45	1	0	1
4:00	1	2	3
4:15	0	6	6
4:30	0	11	11
4:45	0	10	10
5:00	0	13	13
5:15	1	21	22
5:30	1	22	23
5:45	2	14	16
6:00	5	20	25
6:15	2	22	24
6:30	4	20	24
6:45	4	20	24
7:00	5	15	20
7:15	6	26	32
7:30	7	24	31
7:45	18	18	36
8:00	3	16	19
8:15	8	10	18
8:30	5	16	21
8:45	5	8	13
9:00	6	8	14
9:15	5	7	12
9:30	4	4	8
9:45	2	8	10
10:00	8	7	15
10:15	2	10	12
10:30	6	9	15
10:45	4	6	10
11:00	8	9	17
11:15	9	6	15
11:30	10	10	20
11:45	9	7	16
Total	152	407	559
Percent	27.2%	72.8%	
Peak	7:00	6:45	7:00
Volume	36	85	119
Peak Factor	0.500	0.817	0.826

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

King Rd W of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road west of Swan Falls Road
 Kuna, Idaho

2/2/2022 Time	Westbound	Eastbound	Total
12:00 PM	9	6	15
12:15	6	5	11
12:30	7	10	17
12:45	7	4	11
1:00	9	5	14
1:15	6	5	11
1:30	9	4	13
1:45	12	6	18
2:00	13	7	20
2:15	14	11	25
2:30	15	7	22
2:45	23	11	34
3:00	9	8	17
3:15	20	13	33
3:30	22	1	23
3:45	22	10	32
4:00	15	11	26
4:15	28	16	44
4:30	29	9	38
4:45	44	13	57
5:00	34	7	41
5:15	40	11	51
5:30	42	10	52
5:45	28	7	35
6:00	28	8	36
6:15	26	7	33
6:30	18	6	24
6:45	8	4	12
7:00	7	0	7
7:15	5	4	9
7:30	4	4	8
7:45	5	2	7
8:00	2	4	6
8:15	7	2	9
8:30	2	1	3
8:45	4	2	6
9:00	4	1	5
9:15	0	4	4
9:30	4	0	4
9:45	5	2	7
10:00	2	2	4
10:15	3	1	4
10:30	3	0	3
10:45	2	0	2
11:00	1	0	1
11:15	3	1	4
11:30	2	1	3
11:45	0	0	0
Total	608	253	861
Percent	70.6%	29.4%	
Peak	4:45	4:00	4:45
Volume	160	49	209
Peak Factor	0.909	0.766	0.882

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

King Rd W of Swan Falls Rd
 Start Date: 2/2/2022
 End Date: 2/3/2022
 King Road west of Swan Falls Road
 Kuna, Idaho

2/3/2022	Westbound	Eastbound	Total
Time			
12:00 AM	0	0	0
12:15	0	0	0
12:30	2	1	3
12:45	0	1	1
1:00	0	1	1
1:15	0	1	1
1:30	1	1	2
1:45	1	1	2
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	4	6	10
Percent	40.0%	60.0%	
Peak	12:00 AM	12:30	12:30
Volume	2	4	6
Peak Factor	0.250	1.000	0.500
Grand Total	764	666	1430
Percent	53.4%	46.6%	
AADT		ADT: 715	AADT: 715

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd N of King Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road north of King Road
 Kuna, Idaho

Direction: Southbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	5	4	0	6	0	0	0	0	0	0	0	1	0	16
4:00	0	21	7	1	9	0	0	0	0	0	0	0	0	0	38
5:00	0	84	31	0	24	1	0	1	0	0	0	0	0	1	142
6:00	0	57	24	4	14	1	0	1	1	0	0	0	0	0	102
7:00	0	37	20	2	17	0	0	2	0	2	0	0	0	0	80
8:00	0	25	11	0	9	0	0	3	4	0	0	0	0	1	53
9:00	0	19	13	0	13	0	0	4	0	1	0	0	0	0	50
10:00	0	12	15	2	15	0	0	2	2	0	0	0	0	0	48
11:00	0	18	10	0	12	0	0	4	0	0	0	0	0	0	44
12:00 PM	1	18	6	2	9	1	0	0	1	1	0	0	0	0	39
1:00	5	24	8	1	9	3	0	4	0	0	0	0	0	0	54
2:00	4	39	8	1	1	1	0	0	0	1	0	0	0	0	55
3:00	0	43	13	0	4	0	0	1	0	0	0	0	0	0	61
4:00	0	55	22	1	5	0	0	0	1	0	0	0	0	0	84
5:00	0	85	24	0	7	1	0	3	0	0	0	0	0	0	120
6:00	0	39	25	0	10	0	0	0	0	1	0	0	0	0	75
7:00	0	23	14	0	8	1	0	1	0	0	0	0	0	0	47
8:00	0	24	8	0	1	0	0	0	1	0	0	0	0	0	34
9:00	0	5	14	0	14	0	0	1	0	0	0	0	0	0	34
10:00	0	1	3	0	2	0	0	0	0	0	0	0	0	0	6
11:00	0	1	8	0	0	0	0	0	0	0	0	0	1	0	10
Total	10	642	291	14	190	9	0	27	10	6	0	0	2	2	1203
Percent	0.8%	53.4%	24.2%	1.2%	15.8%	0.7%	0.0%	2.2%	0.8%	0.5%	0.0%	0.0%	0.2%	0.2%	
AM Peak		5:00	5:00	6:00	5:00	5:00		9:00	8:00	7:00			3:00	5:00	5:00
	*	84	31	4	24	1	*	4	4	2	*	*	1	1	142
PM Peak	1:00	5:00	6:00	12:00 PM	9:00	1:00		1:00	12:00 PM	12:00 PM			11:00		5:00
	5	85	25	2	14	3	*	4	1	1	*	*	1	*	120
Grand Total	10	642	291	14	190	9	0	27	10	6	0	0	2	2	1203
Percent	0.8%	53.4%	24.2%	1.2%	15.8%	0.7%	0.0%	2.2%	0.8%	0.5%	0.0%	0.0%	0.2%	0.2%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd N of King Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road north of King Road
 Kuna, Idaho

Direction: Northbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1:00	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	2	1	0	0	0	0	0	0	2	0	0	0	0	5
4:00	0	5	1	2	2	0	0	0	0	1	0	0	0	0	11
5:00	0	14	7	0	4	0	0	1	0	2	0	0	0	0	28
6:00	0	35	19	1	10	0	0	2	0	0	0	0	0	0	67
7:00	0	61	19	4	13	0	0	2	3	0	0	0	0	0	102
8:00	0	40	14	2	6	0	0	1	0	0	0	0	0	0	63
9:00	0	22	8	0	12	0	0	0	2	0	0	0	0	0	44
10:00	0	15	10	1	8	1	0	3	0	0	0	0	0	0	38
11:00	0	23	14	0	13	1	0	4	2	0	0	0	0	0	57
12:00 PM	0	17	11	1	11	0	0	1	2	0	0	0	0	0	43
1:00	0	17	14	0	10	2	1	0	2	0	0	0	0	0	46
2:00	0	33	20	1	11	3	0	2	0	1	0	0	0	0	71
3:00	0	37	15	4	17	0	0	1	2	0	0	0	0	0	76
4:00	0	64	37	1	24	0	0	5	0	0	0	0	0	0	131
5:00	0	86	54	0	39	0	0	1	0	0	0	0	0	0	180
6:00	0	62	27	0	11	0	0	0	0	0	0	0	0	0	100
7:00	0	10	7	0	12	0	0	0	0	0	0	0	0	0	29
8:00	0	14	13	0	3	1	0	0	0	0	0	0	0	0	31
9:00	0	3	7	3	9	0	0	0	0	0	0	0	0	0	22
10:00	0	2	2	0	4	0	0	1	1	0	0	0	0	0	10
11:00	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5
Total	0	570	306	20	222	8	1	24	14	6	0	0	0	0	1171
Percent	0.0%	48.7%	26.1%	1.7%	19.0%	0.7%	0.1%	2.0%	1.2%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak		7:00	6:00	7:00	7:00	10:00		11:00	7:00	3:00					7:00
	*	61	19	4	13	1	*	4	3	2	*	*	*	*	102
PM Peak		5:00	5:00	3:00	5:00	2:00	1:00	4:00	12:00 PM	2:00					5:00
	*	86	54	4	39	3	1	5	2	1	*	*	*	*	180
Grand Total	0	570	306	20	222	8	1	24	14	6	0	0	0	0	1171
Percent	0.0%	48.7%	26.1%	1.7%	19.0%	0.7%	0.1%	2.0%	1.2%	0.5%	0.0%	0.0%	0.0%	0.0%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd N of King Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road north of King Road
 Kuna, Idaho

Direction: Combined

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
1:00	0	8	2	0	3	0	0	0	0	0	0	0	0	0	13
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	7	5	0	6	0	0	0	0	2	0	0	1	0	21
4:00	0	26	8	3	11	0	0	0	0	1	0	0	0	0	49
5:00	0	98	38	0	28	1	0	2	0	2	0	0	0	1	170
6:00	0	92	43	5	24	1	0	3	1	0	0	0	0	0	169
7:00	0	98	39	6	30	0	0	4	3	2	0	0	0	0	182
8:00	0	65	25	2	15	0	0	4	4	0	0	0	0	1	116
9:00	0	41	21	0	25	0	0	4	2	1	0	0	0	0	94
10:00	0	27	25	3	23	1	0	5	2	0	0	0	0	0	86
11:00	0	41	24	0	25	1	0	8	2	0	0	0	0	0	101
12:00 PM	1	35	17	3	20	1	0	1	3	1	0	0	0	0	82
1:00	5	41	22	1	19	5	1	4	2	0	0	0	0	0	100
2:00	4	72	28	2	12	4	0	2	0	2	0	0	0	0	126
3:00	0	80	28	4	21	0	0	2	2	0	0	0	0	0	137
4:00	0	119	59	2	29	0	0	5	1	0	0	0	0	0	215
5:00	0	171	78	0	46	1	0	4	0	0	0	0	0	0	300
6:00	0	101	52	0	21	0	0	0	0	1	0	0	0	0	175
7:00	0	33	21	0	20	1	0	1	0	0	0	0	0	0	76
8:00	0	38	21	0	4	1	0	0	1	0	0	0	0	0	65
9:00	0	8	21	3	23	0	0	1	0	0	0	0	0	0	56
10:00	0	3	5	0	6	0	0	1	1	0	0	0	0	0	16
11:00	0	1	12	0	1	0	0	0	0	0	0	0	1	0	15
Total	10	1212	597	34	412	17	1	51	24	12	0	0	2	2	2374
Percent	0.4%	51.1%	25.1%	1.4%	17.4%	0.7%	0.0%	2.1%	1.0%	0.5%	0.0%	0.0%	0.1%	0.1%	
AM Peak		5:00	6:00	7:00	7:00	5:00		11:00	8:00	3:00			3:00	5:00	7:00
	*	98	43	6	30	1	*	8	4	2	*	*	1	1	182
PM Peak	1:00	5:00	5:00	3:00	5:00	1:00	1:00	4:00	12:00 PM	2:00			11:00		5:00
	5	171	78	4	46	5	1	5	3	2	*	*	1	*	300
Grand Total	10	1212	597	34	412	17	1	51	24	12	0	0	2	2	2374
Percent	0.4%	51.1%	25.1%	1.4%	17.4%	0.7%	0.0%	2.1%	1.0%	0.5%	0.0%	0.0%	0.1%	0.1%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Cloverdale Rd N of King Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road north of King Road
 Kuna, Idaho

2/8/2022	Southbound	Northbound	Total
Time			
12:00 AM	0	3	3
12:15	2	0	2
12:30	0	2	2
12:45	0	1	1
1:00	2	2	4
1:15	0	2	2
1:30	3	1	4
1:45	2	1	3
2:00	1	0	1
2:15	0	0	0
2:30	0	0	0
2:45	1	0	1
3:00	2	2	4
3:15	4	1	5
3:30	7	0	7
3:45	3	2	5
4:00	5	2	7
4:15	6	3	9
4:30	9	2	11
4:45	18	4	22
5:00	16	4	20
5:15	26	7	33
5:30	54	8	62
5:45	46	9	55
6:00	28	9	37
6:15	32	13	45
6:30	25	25	50
6:45	17	20	37
7:00	18	27	45
7:15	21	35	56
7:30	20	25	45
7:45	21	15	36
8:00	16	16	32
8:15	11	17	28
8:30	10	19	29
8:45	16	11	27
9:00	9	5	14
9:15	12	10	22
9:30	15	18	33
9:45	14	11	25
10:00	8	8	16
10:15	15	7	22
10:30	12	13	25
10:45	13	10	23
11:00	10	9	19
11:15	14	17	31
11:30	9	14	23
11:45	11	17	28
Total	584	427	1011
Percent	57.8%	42.2%	
Peak	5:30	6:30	5:30
Volume	160	107	199
Peak Factor	0.741	0.764	0.802

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Cloverdale Rd N of King Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road north of King Road
 Kuna, Idaho

2/8/2022	Southbound	Northbound	Total
Time			
12:00 PM	10	9	19
12:15	4	14	18
12:30	15	11	26
12:45	10	9	19
1:00	10	15	25
1:15	22	11	33
1:30	11	12	23
1:45	11	8	19
2:00	10	25	35
2:15	17	13	30
2:30	8	10	18
2:45	20	23	43
3:00	10	21	31
3:15	14	9	23
3:30	26	16	42
3:45	11	30	41
4:00	22	27	49
4:15	25	23	48
4:30	20	38	58
4:45	17	43	60
5:00	28	49	77
5:15	28	57	85
5:30	32	45	77
5:45	32	29	61
6:00	25	27	52
6:15	25	34	59
6:30	10	24	34
6:45	15	15	30
7:00	13	11	24
7:15	18	10	28
7:30	10	3	13
7:45	6	5	11
8:00	9	4	13
8:15	7	6	13
8:30	9	10	19
8:45	9	11	20
9:00	5	7	12
9:15	11	7	18
9:30	10	3	13
9:45	8	5	13
10:00	1	3	4
10:15	3	1	4
10:30	2	1	3
10:45	0	5	5
11:00	4	0	4
11:15	1	0	1
11:30	3	3	6
11:45	2	2	4
Total	619	744	1363
Percent	45.4%	54.6%	
Peak	5:00	4:45	5:00
Volume	120	194	300
Peak Factor	0.938	0.851	0.882
Grand Total	1203	1171	2374
Percent	50.7%	49.3%	
AADT		AADT: 2,374	AADT: 2,374

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd N of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Cloverdale Road north of Kuna Mora Road
 Kuna, Idaho

Direction: Southbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	5	6	0	3	0	0	0	0	0	0	0	1	0	15
4:00	0	22	12	1	4	0	0	0	1	0	0	0	0	0	40
5:00	0	91	46	0	9	1	0	0	0	0	0	0	0	0	147
6:00	0	61	30	2	11	1	0	0	1	0	0	0	0	1	107
7:00	0	45	24	3	12	0	0	2	0	2	0	0	0	0	88
8:00	0	26	7	1	6	0	0	1	4	0	0	0	0	0	45
9:00	1	23	13	0	10	0	0	2	1	1	0	0	0	0	51
10:00	0	11	15	1	9	0	0	3	2	0	0	0	0	0	41
11:00	0	15	8	0	8	0	0	4	0	0	0	0	0	0	35
12:00 PM	0	14	5	2	12	1	0	0	1	1	0	0	0	0	36
1:00	0	11	16	2	8	3	0	1	1	0	0	0	0	0	42
2:00	0	26	11	1	7	1	0	1	1	0	0	0	0	0	48
3:00	0	25	10	0	7	0	0	3	1	0	0	0	0	0	46
4:00	0	26	13	3	11	0	0	2	1	0	0	0	0	0	56
5:00	0	44	21	1	7	1	0	2	0	0	0	0	0	1	77
6:00	0	31	12	0	6	0	0	1	0	1	0	0	0	0	51
7:00	0	28	7	0	5	1	0	0	0	0	0	0	0	0	41
8:00	0	16	6	0	1	0	0	0	1	0	0	0	0	0	24
9:00	0	16	7	0	5	0	0	1	0	0	0	0	0	0	29
10:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
11:00	0	5	0	0	0	0	0	0	0	0	0	0	1	0	6
Total	1	546	270	17	142	9	0	23	15	5	0	0	2	2	1032
Percent	0.1%	52.9%	26.2%	1.6%	13.8%	0.9%	0.0%	2.2%	1.5%	0.5%	0.0%	0.0%	0.2%	0.2%	
AM Peak	9:00	5:00	5:00	7:00	7:00	5:00		11:00	8:00	7:00			3:00	6:00	5:00
	1	91	46	3	12	1	*	4	4	2	*	*	1	1	147
PM Peak		5:00	5:00	4:00	12:00 PM	1:00		3:00	12:00 PM	12:00 PM			11:00	5:00	5:00
	*	44	21	3	12	3	*	3	1	1	*	*	1	1	77

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 Count: Vehicle Classification

Cloverdale Rd N of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Cloverdale Road north of Kuna Mora Road
 Kuna, Idaho

Direction: Southbound

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
Percent	0.0%	55.6%	33.3%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		1:00	1:00		1:00										1:00
PM Peak	*	3	2	*	1	*	*	*	*	*	*	*	*	*	6
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	1	551	273	17	143	9	0	23	15	5	0	0	2	2	1041
Percent	0.1%	52.9%	26.2%	1.6%	13.7%	0.9%	0.0%	2.2%	1.4%	0.5%	0.0%	0.0%	0.2%	0.2%	

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 Count: Vehicle Classification

Cloverdale Rd N of Kuna Mora Rd
 Start Date: 2/8/2022
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 Cloverdale Road north of Kuna Mora Road
 Kuna, Idaho

Direction: Northbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	1	0	0	0	0	0	0	2	0	0	0	0	4
4:00	0	4	0	2	1	0	0	0	0	1	0	0	0	0	8
5:00	0	9	6	0	2	0	0	0	0	2	0	0	0	0	19
6:00	0	20	11	2	14	0	0	2	0	0	0	0	0	0	49
7:00	0	39	20	5	10	0	0	1	2	0	0	0	0	0	77
8:00	0	20	16	3	11	0	0	1	0	0	0	0	0	0	51
9:00	1	12	5	2	9	0	0	0	2	0	0	0	0	0	31
10:00	0	9	10	1	9	1	0	2	0	0	0	0	0	0	32
11:00	0	15	10	1	14	1	0	3	1	0	0	0	0	0	45
12:00 PM	0	17	8	1	11	0	0	1	2	1	0	0	0	0	41
1:00	0	22	3	2	10	3	0	0	1	0	0	0	0	0	41
2:00	0	23	15	1	19	4	0	2	0	1	0	0	0	0	65
3:00	0	29	11	5	24	0	0	2	0	0	0	0	0	0	71
4:00	0	70	22	0	27	0	0	3	0	0	0	0	0	0	122
5:00	0	104	37	0	39	0	0	1	0	0	0	0	0	1	182
6:00	0	49	28	0	14	0	0	0	0	0	0	0	0	0	91
7:00	0	14	6	0	7	0	0	0	0	0	0	0	0	0	27
8:00	0	13	9	0	2	1	0	0	0	0	0	0	0	0	25
9:00	0	14	7	0	3	0	0	0	0	0	0	0	0	0	24
10:00	0	6	1	0	0	0	0	1	1	0	0	0	0	0	9
11:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
Total	1	491	229	25	227	10	0	19	9	7	0	0	0	1	1019
Percent	0.1%	48.2%	22.5%	2.5%	22.3%	1.0%	0.0%	1.9%	0.9%	0.7%	0.0%	0.0%	0.0%	0.1%	
AM Peak	9:00	7:00	7:00	7:00	6:00	10:00		11:00	7:00	3:00					7:00
	1	39	20	5	14	1	*	3	2	2	*	*	*	*	77
PM Peak		5:00	5:00	3:00	5:00	2:00		4:00	12:00 PM	12:00 PM				5:00	5:00
	*	104	37	5	39	4	*	3	2	1	*	*	*	1	182

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Cloverdale Rd N of Kuna Mora Rd
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2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
Percent	0.0%	25.0%	50.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		1:00	12:00 AM		1:00		*	*	*	*	*	*	*	*	1:00
PM Peak		2	2		2		*	*	*	*	*	*	*	*	6
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	1	493	233	25	229	10	0	19	9	7	0	0	0	1	1027
Percent	0.1%	48.0%	22.7%	2.4%	22.3%	1.0%	0.0%	1.9%	0.9%	0.7%	0.0%	0.0%	0.0%	0.1%	

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Cloverdale Rd N of Kuna Mora Rd
 Start Date: 2/8/2022
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 Cloverdale Road north of Kuna Mora Road
 Kuna, Idaho

Direction: Combined

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	6	7	0	3	0	0	0	0	2	0	0	1	0	19
4:00	0	26	12	3	5	0	0	0	1	1	0	0	0	0	48
5:00	0	100	52	0	11	1	0	0	0	2	0	0	0	0	166
6:00	0	81	41	4	25	1	0	2	1	0	0	0	0	1	156
7:00	0	84	44	8	22	0	0	3	2	2	0	0	0	0	165
8:00	0	46	23	4	17	0	0	2	4	0	0	0	0	0	96
9:00	2	35	18	2	19	0	0	2	3	1	0	0	0	0	82
10:00	0	20	25	2	18	1	0	5	2	0	0	0	0	0	73
11:00	0	30	18	1	22	1	0	7	1	0	0	0	0	0	80
12:00 PM	0	31	13	3	23	1	0	1	3	2	0	0	0	0	77
1:00	0	33	19	4	18	6	0	1	2	0	0	0	0	0	83
2:00	0	49	26	2	26	5	0	3	1	1	0	0	0	0	113
3:00	0	54	21	5	31	0	0	5	1	0	0	0	0	0	117
4:00	0	96	35	3	38	0	0	5	1	0	0	0	0	0	178
5:00	0	148	58	1	46	1	0	3	0	0	0	0	0	2	259
6:00	0	80	40	0	20	0	0	1	0	1	0	0	0	0	142
7:00	0	42	13	0	12	1	0	0	0	0	0	0	0	0	68
8:00	0	29	15	0	3	1	0	0	1	0	0	0	0	0	49
9:00	0	30	14	0	8	0	0	1	0	0	0	0	0	0	53
10:00	0	10	1	0	1	0	0	1	1	0	0	0	0	0	14
11:00	0	6	2	0	1	0	0	0	0	0	0	0	1	0	10
Total	2	1037	499	42	369	19	0	42	24	12	0	0	2	3	2051
Percent	0.1%	50.6%	24.3%	2.0%	18.0%	0.9%	0.0%	2.0%	1.2%	0.6%	0.0%	0.0%	0.1%	0.1%	
AM Peak	9:00	5:00	5:00	7:00	6:00	5:00	*	11:00	8:00	3:00	*	*	3:00	6:00	5:00
	2	100	52	8	25	1	*	7	4	2	*	*	1	1	166
PM Peak		5:00	5:00	3:00	5:00	1:00		3:00	12:00 PM	12:00 PM			11:00	5:00	5:00
	*	148	58	5	46	6	*	5	3	2	*	*	1	2	259

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Direction: Combined

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
1:00	0	5	4	0	3	0	0	0	0	0	0	0	0	0	12
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	7	7	0	3	0	0	0	0	0	0	0	0	0	17
Percent	0.0%	41.2%	41.2%	0.0%	17.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		1:00	1:00		1:00										1:00
PM Peak	*	5	4	*	3	*	*	*	*	*	*	*	*	*	12
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	2	1044	506	42	372	19	0	42	24	12	0	0	2	3	2068
Percent	0.1%	50.5%	24.5%	2.0%	18.0%	0.9%	0.0%	2.0%	1.2%	0.6%	0.0%	0.0%	0.1%	0.1%	

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Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Cloverdale Rd N of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Cloverdale Road north of Kuna Mora
 Road
 Kuna, Idaho

2/8/2022 Time	Southbound	Northbound	Total
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	1	1	2
2:15	0	0	0
2:30	0	0	0
2:45	1	0	1
3:00	2	2	4
3:15	4	1	5
3:30	6	0	6
3:45	3	1	4
4:00	4	1	5
4:15	8	3	11
4:30	11	1	12
4:45	17	3	20
5:00	16	1	17
5:15	29	4	33
5:30	58	6	64
5:45	44	8	52
6:00	33	7	40
6:15	32	8	40
6:30	20	18	38
6:45	22	16	38
7:00	23	21	44
7:15	22	27	49
7:30	21	17	38
7:45	22	12	34
8:00	13	13	26
8:15	11	15	26
8:30	8	13	21
8:45	13	10	23
9:00	11	1	12
9:15	10	6	16
9:30	15	15	30
9:45	15	9	24
10:00	8	8	16
10:15	9	7	16
10:30	15	9	24
10:45	9	8	17
11:00	8	7	15
11:15	10	14	24
11:30	10	11	21
11:45	7	13	20
Total	571	317	888
Percent	64.3%	35.7%	
Peak	5:30	6:30	5:30
Volume	167	82	196
Peak Factor	0.720	0.759	0.766

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Cloverdale Rd N of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Cloverdale Road north of Kuna Mora
 Road
 Kuna, Idaho

2/8/2022 Time	Southbound	Northbound	Total
12:00 PM	7	7	14
12:15	4	11	15
12:30	13	9	22
12:45	12	14	26
1:00	7	9	16
1:15	15	10	25
1:30	12	16	28
1:45	8	6	14
2:00	11	22	33
2:15	12	13	25
2:30	8	12	20
2:45	17	18	35
3:00	12	20	32
3:15	10	8	18
3:30	14	17	31
3:45	10	26	36
4:00	13	28	41
4:15	14	20	34
4:30	16	35	51
4:45	13	39	52
5:00	16	50	66
5:15	16	56	72
5:30	22	44	66
5:45	23	32	55
6:00	14	26	40
6:15	20	33	53
6:30	7	19	26
6:45	10	13	23
7:00	13	10	23
7:15	13	9	22
7:30	10	3	13
7:45	5	5	10
8:00	5	3	8
8:15	4	6	10
8:30	5	6	11
8:45	10	10	20
9:00	4	10	14
9:15	9	5	14
9:30	9	4	13
9:45	7	5	12
10:00	1	3	4
10:15	3	1	4
10:30	1	1	2
10:45	0	4	4
11:00	3	0	3
11:15	0	0	0
11:30	3	2	5
11:45	0	2	2
Total	461	702	1163
Percent	39.6%	60.4%	
Peak	5:30	4:45	5:00
Volume	79	189	259
Peak Factor	0.859	0.844	0.899

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Cloverdale Rd N of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Cloverdale Road north of Kuna Mora
 Road
 Kuna, Idaho

2/9/2022 Time	Southbound	Northbound	Total
12:00 AM	2	0	2
12:15	0	1	1
12:30	0	0	0
12:45	1	1	2
1:00	1	2	3
1:15	1	1	2
1:30	1	1	2
1:45	3	2	5
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	9	8	17
Percent	52.9%	47.1%	
Peak	1:00	1:00	1:00
Volume	6	6	12
Peak Factor	0.500	0.750	0.600
Grand Total	1041	1027	2068
Percent	50.3%	49.7%	
AADT	ADT: 1,034	ADT: 1,034	AADT: 1,034

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd S of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road south of Kuna Mora Road
 Kuna, Idaho

Direction: Southbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	0	2	1	0	0	0	0	0	0	0	0	0	1	0	4
2:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
3:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
4:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
5:00	0	2	0	0	3	0	0	0	0	0	0	0	0	0	5
6:00	0	4	1	1	3	0	0	0	3	0	0	0	0	0	12
7:00	0	5	5	5	7	0	0	2	0	1	0	0	1	0	26
8:00	0	7	7	0	4	2	0	1	1	0	0	0	1	1	24
9:00	0	4	2	0	5	0	0	0	4	0	0	0	1	1	17
10:00	0	7	2	0	9	2	0	1	4	0	0	0	1	1	27
11:00	0	13	3	0	6	0	0	3	3	0	0	0	1	2	31
12:00 PM	0	4	5	0	5	2	0	0	5	0	0	0	0	0	21
1:00	0	8	2	1	7	3	0	0	2	0	0	0	1	0	24
2:00	0	7	7	1	5	0	0	2	3	0	0	0	1	0	26
3:00	0	6	11	1	8	0	0	1	3	1	0	0	1	1	33
4:00	0	21	6	3	4	0	0	2	2	0	0	0	2	0	40
5:00	0	33	13	0	9	0	0	1	1	1	0	0	0	0	58
6:00	0	16	7	0	5	0	0	1	0	1	0	0	0	0	30
7:00	0	14	2	0	8	0	0	1	0	0	0	0	0	0	25
8:00	0	8	5	0	2	1	0	0	0	0	0	0	0	0	16
9:00	0	5	2	0	5	0	0	1	1	0	0	0	0	0	14
10:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
11:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
Total	0	172	83	12	98	10	0	16	34	6	0	0	11	6	448
Percent	0.0%	38.4%	18.5%	2.7%	21.9%	2.2%	0.0%	3.6%	7.6%	1.3%	0.0%	0.0%	2.5%	1.3%	
AM Peak		11:00	8:00	7:00	10:00	8:00		11:00	9:00	2:00			1:00	11:00	11:00
	*	13	7	5	9	2	*	3	4	2	*	*	1	2	31
PM Peak		5:00	5:00	4:00	5:00	1:00		2:00	12:00 PM	3:00			4:00	3:00	5:00
	*	33	13	3	9	3	*	2	5	1	*	*	2	1	58

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd S of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road south of Kuna Mora Road
 Kuna, Idaho

Direction: Southbound

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	12:00 AM												12:00 AM
PM Peak	*	1	1	*	*	*	*	*	*	*	*	*	*	*	2
Grand Total	0	173	84	12	98	10	0	16	34	6	0	0	11	6	450
Percent	0.0%	38.4%	18.7%	2.7%	21.8%	2.2%	0.0%	3.6%	7.6%	1.3%	0.0%	0.0%	2.4%	1.3%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd S of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road south of Kuna Mora Road
 Kuna, Idaho

Direction: Northbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6
5:00	0	10	2	0	3	0	0	0	1	2	0	0	1	1	20
6:00	0	17	11	1	7	0	0	0	1	0	0	0	0	1	38
7:00	0	35	13	4	5	0	0	1	2	1	0	0	0	1	62
8:00	0	20	11	1	1	0	0	2	2	1	0	0	1	1	40
9:00	0	6	2	1	9	1	0	0	5	1	0	0	4	0	29
10:00	0	5	4	2	3	1	0	0	4	1	0	0	0	0	20
11:00	0	4	6	0	5	1	0	1	5	0	0	0	0	0	22
12:00 PM	0	9	4	1	2	0	0	1	2	1	0	0	1	1	22
1:00	0	6	5	0	2	2	0	0	4	1	0	0	0	0	20
2:00	0	5	5	0	5	3	0	0	2	1	0	0	0	0	21
3:00	0	12	2	1	4	0	0	1	4	1	0	0	0	0	25
4:00	0	7	8	2	3	0	0	1	1	0	0	0	0	0	22
5:00	0	12	6	0	5	0	0	1	0	1	0	0	0	0	25
6:00	0	11	4	0	3	0	0	0	1	0	0	0	0	0	19
7:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
8:00	0	5	1	0	1	0	0	0	1	0	0	0	0	0	8
9:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
10:00	0	1	0	1	0	0	0	1	0	0	0	0	1	0	4
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	178	87	14	62	8	0	9	36	12	0	0	8	5	419
Percent	0.0%	42.5%	20.8%	3.3%	14.8%	1.9%	0.0%	2.1%	8.6%	2.9%	0.0%	0.0%	1.9%	1.2%	
AM Peak		7:00	7:00	7:00	9:00	9:00		8:00	9:00	5:00			9:00	5:00	7:00
	*	35	13	4	9	1	*	2	5	2	*	*	4	1	62
PM Peak		3:00	4:00	4:00	2:00	2:00		12:00 PM	1:00	12:00 PM			12:00 PM	12:00 PM	3:00
	*	12	8	2	5	3	*	1	4	1	*	*	1	1	25

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd S of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road south of Kuna Mora Road
 Kuna, Idaho

Direction: Northbound

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			12:00 AM												12:00 AM
PM Peak	*	*	1	*	*	*	*	*	*	*	*	*	*	*	1
Grand Total	0	178	88	14	62	8	0	9	36	12	0	0	8	5	420
Percent	0.0%	42.4%	21.0%	3.3%	14.8%	1.9%	0.0%	2.1%	8.6%	2.9%	0.0%	0.0%	1.9%	1.2%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd S of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road south of Kuna Mora Road
 Kuna, Idaho

Direction: Combined

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	0	2	2	0	1	0	0	0	0	0	0	0	1	0	6
2:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
3:00	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
4:00	0	6	0	0	1	0	0	0	2	0	0	0	0	0	9
5:00	0	12	2	0	6	0	0	0	1	2	0	0	1	1	25
6:00	0	21	12	2	10	0	0	0	4	0	0	0	0	1	50
7:00	0	40	18	9	12	0	0	3	2	2	0	0	1	1	88
8:00	0	27	18	1	5	2	0	3	3	1	0	0	2	2	64
9:00	0	10	4	1	14	1	0	0	9	1	0	0	5	1	46
10:00	0	12	6	2	12	3	0	1	8	1	0	0	1	1	47
11:00	0	17	9	0	11	1	0	4	8	0	0	0	1	2	53
12:00 PM	0	13	9	1	7	2	0	1	7	1	0	0	1	1	43
1:00	0	14	7	1	9	5	0	0	6	1	0	0	1	0	44
2:00	0	12	12	1	10	3	0	2	5	1	0	0	1	0	47
3:00	0	18	13	2	12	0	0	2	7	2	0	0	1	1	58
4:00	0	28	14	5	7	0	0	3	3	0	0	0	2	0	62
5:00	0	45	19	0	14	0	0	2	1	2	0	0	0	0	83
6:00	0	27	11	0	8	0	0	1	1	1	0	0	0	0	49
7:00	0	19	2	0	9	0	0	1	0	0	0	0	0	0	31
8:00	0	13	6	0	3	1	0	0	1	0	0	0	0	0	24
9:00	0	9	2	0	6	0	0	1	1	0	0	0	0	0	19
10:00	0	2	1	1	1	0	0	1	0	0	0	0	1	0	7
11:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
Total	0	350	170	26	160	18	0	25	70	18	0	0	19	11	867
Percent	0.0%	40.4%	19.6%	3.0%	18.5%	2.1%	0.0%	2.9%	8.1%	2.1%	0.0%	0.0%	2.2%	1.3%	
AM Peak	*	7:00	7:00	7:00	9:00	10:00	*	11:00	9:00	2:00	*	*	9:00	8:00	7:00
		40	18	9	14	3		4	9	3			5	2	88
PM Peak	*	5:00	5:00	4:00	5:00	1:00		4:00	12:00 PM	3:00			4:00	12:00 PM	5:00
		45	19	5	14	5	*	3	7	2	*	*	2	1	83

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Cloverdale Rd S of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Cloverdale Road south of Kuna Mora Road
 Kuna, Idaho

Direction: Combined

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Percent	0.0%	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	12:00 AM												12:00 AM
PM Peak	*	1	2	*	*	*	*	*	*	*	*	*	*	*	3
Grand Total	0	351	172	26	160	18	0	25	70	18	0	0	19	11	870
Percent	0.0%	40.3%	19.8%	3.0%	18.4%	2.1%	0.0%	2.9%	8.0%	2.1%	0.0%	0.0%	2.2%	1.3%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Cloverdale Rd S of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Cloverdale Road south of Kuna
 Mora Road
 Kuna, Idaho

2/8/2022 Time	Southbound	Northbound	Total
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	1	0	1
1:15	2	0	2
1:30	0	1	1
1:45	1	1	2
2:00	0	0	0
2:15	1	0	1
2:30	1	0	1
2:45	0	1	1
3:00	0	0	0
3:15	1	1	2
3:30	0	0	0
3:45	1	0	1
4:00	0	2	2
4:15	1	2	3
4:30	1	0	1
4:45	1	2	3
5:00	0	4	4
5:15	2	10	12
5:30	2	4	6
5:45	1	2	3
6:00	3	5	8
6:15	4	9	13
6:30	2	12	14
6:45	3	12	15
7:00	5	18	23
7:15	4	17	21
7:30	10	15	25
7:45	7	12	19
8:00	7	13	20
8:15	8	10	18
8:30	5	9	14
8:45	4	8	12
9:00	5	7	12
9:15	3	9	12
9:30	7	6	13
9:45	2	7	9
10:00	9	3	12
10:15	8	6	14
10:30	8	6	14
10:45	2	5	7
11:00	10	5	15
11:15	7	6	13
11:30	8	5	13
11:45	6	6	12
Total	153	241	394
Percent	38.8%	61.2%	
Peak	7:30	6:45	7:00
Volume	32	62	88
Peak Factor	0.800	0.861	0.880

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Cloverdale Rd S of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Cloverdale Road south of Kuna
 Mora Road
 Kuna, Idaho

2/8/2022 Time	Southbound	Northbound	Total
12:00 PM	4	7	11
12:15	4	7	11
12:30	6	5	11
12:45	7	3	10
1:00	3	4	7
1:15	8	5	13
1:30	9	9	18
1:45	4	2	6
2:00	7	6	13
2:15	4	6	10
2:30	1	7	8
2:45	14	2	16
3:00	5	5	10
3:15	11	3	14
3:30	10	9	19
3:45	7	8	15
4:00	10	6	16
4:15	11	2	13
4:30	10	8	18
4:45	9	6	15
5:00	13	11	24
5:15	11	6	17
5:30	23	5	28
5:45	11	3	14
6:00	8	3	11
6:15	9	9	18
6:30	5	6	11
6:45	8	1	9
7:00	8	2	10
7:15	4	1	5
7:30	10	1	11
7:45	3	2	5
8:00	4	2	6
8:15	3	2	5
8:30	4	1	5
8:45	5	3	8
9:00	3	1	4
9:15	5	2	7
9:30	1	1	2
9:45	5	1	6
10:00	0	0	0
10:15	3	1	4
10:30	0	2	2
10:45	0	1	1
11:00	0	0	0
11:15	0	0	0
11:30	4	1	5
11:45	1	0	1
Total	295	178	473
Percent	62.4%	37.6%	
Peak	5:00	4:30	4:45
Volume	58	31	84
Peak Factor	0.630	0.705	0.750

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Cloverdale Rd S of Kuna Mora Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Cloverdale Road south of Kuna
 Mora Road
 Kuna, Idaho

2/9/2022 Time	Southbound	Northbound	Total
12:00 AM	2	0	2
12:15	0	1	1
12:30	0	0	0
12:45	0	0	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	2	1	3
Percent	66.7%	33.3%	
Peak	12:00 AM	12:00 AM	12:00 AM
Volume	2	1	3
Peak Factor	0.250	0.250	0.375
Grand Total	450	420	870
Percent	51.7%	48.3%	
AADT		AADT: 435	AADT: 435

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd W of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road west of Cloverdale Road
 Kuna, Idaho

Direction: Westbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
5:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
6:00	0	13	2	0	4	0	0	0	0	0	0	0	0	0	19
7:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
8:00	0	3	3	1	1	1	0	0	1	1	0	0	0	0	11
9:00	0	2	3	0	1	0	0	0	0	0	0	0	0	1	7
10:00	0	6	4	1	2	0	0	0	1	0	0	0	0	1	15
11:00	0	3	8	0	6	1	0	1	1	1	0	0	0	1	22
12:00 PM	1	11	7	2	3	0	0	0	1	1	0	0	1	1	28
1:00	0	8	6	0	9	0	0	0	1	1	0	0	2	0	27
2:00	0	18	4	0	4	1	0	0	2	1	0	0	0	0	30
3:00	0	37	19	0	7	0	0	1	2	2	0	0	0	0	68
4:00	0	59	36	2	15	0	0	0	3	0	0	0	0	0	115
5:00	1	98	50	0	24	1	0	1	1	0	0	0	0	0	176
6:00	0	56	11	0	13	0	0	1	0	0	0	0	0	0	81
7:00	0	9	5	0	5	1	0	0	0	0	0	0	0	1	21
8:00	0	9	3	0	2	0	0	1	0	0	0	0	0	0	15
9:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
10:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
Total	2	363	173	6	99	5	0	5	14	7	0	0	3	5	682
Percent	0.3%	53.2%	25.4%	0.9%	14.5%	0.7%	0.0%	0.7%	2.1%	1.0%	0.0%	0.0%	0.4%	0.7%	
AM Peak		6:00	11:00	8:00	11:00	8:00		11:00	4:00	8:00				9:00	11:00
	*	13	8	1	6	1	*	1	1	1	*	*	*	1	22
PM Peak	12:00 PM	5:00	5:00	12:00 PM	5:00	2:00		3:00	4:00	3:00			1:00	12:00 PM	5:00
	1	98	50	2	24	1	*	1	3	2	*	*	2	1	176

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd W of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road west of Cloverdale Road
 Kuna, Idaho

Direction: Westbound

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
1:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	5	0	0	3	0	0	0	0	0	0	0	0	0	8
Percent	0.0%	62.5%	0.0%	0.0%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM			1:00										12:00 AM
	*	3	*	*	2	*	*	*	*	*	*	*	*	*	4
PM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	2	368	173	6	102	5	0	5	14	7	0	0	3	5	690
Percent	0.3%	53.3%	25.1%	0.9%	14.8%	0.7%	0.0%	0.7%	2.0%	1.0%	0.0%	0.0%	0.4%	0.7%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd W of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road west of Cloverdale Road
 Kuna, Idaho

Direction: Eastbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	16	7	0	3	0	0	0	0	0	0	0	0	0	26
5:00	0	67	23	0	17	0	0	0	0	0	0	0	0	0	107
6:00	0	67	13	1	20	0	0	0	0	0	0	0	1	0	102
7:00	0	52	8	1	16	0	0	1	1	0	0	0	0	0	79
8:00	0	16	15	0	6	2	0	0	0	0	0	0	0	0	39
9:00	0	13	2	0	10	0	0	0	0	0	0	0	0	0	25
10:00	0	5	7	1	5	0	0	2	0	0	0	0	2	1	23
11:00	0	8	5	0	6	0	0	0	1	1	0	0	1	0	22
12:00 PM	0	10	3	1	5	0	0	0	2	0	0	0	2	1	24
1:00	0	10	5	3	4	0	0	0	0	1	0	0	1	0	24
2:00	0	8	5	0	0	0	0	0	3	0	0	0	0	0	16
3:00	0	9	4	1	1	0	0	0	1	0	0	0	2	0	18
4:00	0	17	7	2	2	1	0	0	1	0	0	0	0	0	30
5:00	0	14	7	1	2	1	0	0	0	0	0	0	0	0	25
6:00	0	9	3	0	0	0	0	1	0	0	0	0	0	0	13
7:00	0	5	2	0	2	0	0	1	0	0	0	0	0	0	10
8:00	0	10	6	0	1	0	0	0	0	0	0	0	0	0	17
9:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
10:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	351	126	11	102	4	0	5	9	2	0	0	9	2	621
Percent	0.0%	56.5%	20.3%	1.8%	16.4%	0.6%	0.0%	0.8%	1.4%	0.3%	0.0%	0.0%	1.4%	0.3%	
AM Peak		5:00	5:00	6:00	6:00	8:00		10:00	7:00	11:00			10:00	10:00	5:00
	*	67	23	1	20	2	*	2	1	1	*	*	2	1	107
PM Peak		4:00	4:00	1:00	12:00 PM	4:00		6:00	2:00	1:00			12:00 PM	12:00 PM	4:00
	*	17	7	3	5	1	*	1	3	1	*	*	2	1	30

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd W of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road west of Cloverdale Road
 Kuna, Idaho

Direction: Eastbound

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
Percent	0.0%	25.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		1:00	1:00												1:00
PM Peak		1	3												4
Grand Total	0	352	129	11	102	4	0	5	9	2	0	0	9	2	625
Percent	0.0%	56.3%	20.6%	1.8%	16.3%	0.6%	0.0%	0.8%	1.4%	0.3%	0.0%	0.0%	1.4%	0.3%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd W of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road west of Cloverdale Road
 Kuna, Idaho

Direction: Combined

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	19	8	0	3	0	0	0	1	0	0	0	0	0	31
5:00	0	71	27	0	17	0	0	0	0	0	0	0	0	0	115
6:00	0	80	15	1	24	0	0	0	0	0	0	0	1	0	121
7:00	0	64	11	1	16	0	0	1	1	1	0	0	0	0	94
8:00	0	19	18	1	7	3	0	0	1	1	0	0	0	0	50
9:00	0	15	5	0	11	0	0	0	0	0	0	0	0	1	32
10:00	0	11	11	2	7	0	0	2	1	0	0	0	2	2	38
11:00	0	11	13	0	12	1	0	1	2	2	0	0	1	1	44
12:00 PM	1	21	10	3	8	0	0	0	3	1	0	0	3	2	52
1:00	0	18	11	3	13	0	0	0	1	2	0	0	3	0	51
2:00	0	26	9	0	4	1	0	0	5	1	0	0	0	0	46
3:00	0	46	23	1	8	0	0	1	3	2	0	0	2	0	86
4:00	0	76	43	4	17	1	0	0	4	0	0	0	0	0	145
5:00	1	112	57	1	26	2	0	1	1	0	0	0	0	0	201
6:00	0	65	14	0	13	0	0	2	0	0	0	0	0	0	94
7:00	0	14	7	0	7	1	0	1	0	0	0	0	0	1	31
8:00	0	19	9	0	3	0	0	1	0	0	0	0	0	0	32
9:00	0	11	4	0	2	0	0	0	0	0	0	0	0	0	17
10:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
11:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
Total	2	714	299	17	201	9	0	10	23	9	0	0	12	7	1303
Percent	0.2%	54.8%	22.9%	1.3%	15.4%	0.7%	0.0%	0.8%	1.8%	0.7%	0.0%	0.0%	0.9%	0.5%	
AM Peak		6:00	5:00	10:00	6:00	8:00		10:00	11:00	11:00			10:00	10:00	6:00
	*	80	27	2	24	3	*	2	2	2	*	*	2	2	121
PM Peak	12:00 PM	5:00	5:00	4:00	5:00	5:00		6:00	2:00	1:00			12:00 PM	12:00 PM	5:00
	1	112	57	4	26	2	*	2	5	2	*	*	3	2	201

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd W of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road west of Cloverdale Road
 Kuna, Idaho

Direction: Combined

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
1:00	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	6	3	0	3	0	0	0	0	0	0	0	0	0	12
Percent	0.0%	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	1:00		1:00										1:00
	*	3	3	*	2	*	*	*	*	*	*	*	*	*	8
PM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	2	720	302	17	204	9	0	10	23	9	0	0	12	7	1315
Percent	0.2%	54.8%	23.0%	1.3%	15.5%	0.7%	0.0%	0.8%	1.7%	0.7%	0.0%	0.0%	0.9%	0.5%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Kuna Mora Rd W of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road west of Cloverdale
 Road
 Kuna, Idaho

2/8/2022 Time	Westbound	Eastbound	Total
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	1	1	2
2:15	0	1	1
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	1	0	1
3:30	0	1	1
3:45	0	1	1
4:00	3	2	5
4:15	0	3	3
4:30	1	7	8
4:45	1	14	15
5:00	0	15	15
5:15	2	21	23
5:30	1	35	36
5:45	5	36	41
6:00	8	24	32
6:15	3	27	30
6:30	1	26	27
6:45	7	25	32
7:00	4	13	17
7:15	3	23	26
7:30	5	22	27
7:45	3	21	24
8:00	3	13	16
8:15	3	7	10
8:30	1	14	15
8:45	4	5	9
9:00	3	6	9
9:15	1	9	10
9:30	0	6	6
9:45	3	4	7
10:00	2	5	7
10:15	6	3	9
10:30	4	10	14
10:45	3	5	8
11:00	5	3	8
11:15	8	4	12
11:30	4	7	11
11:45	5	8	13
Total	104	428	532
Percent	19.5%	80.5%	
Peak	11:00	5:30	5:30
Volume	22	122	139
Peak Factor	0.688	0.847	0.848

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Kuna Mora Rd W of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road west of Cloverdale
 Road
 Kuna, Idaho

2/8/2022 Time	Westbound	Eastbound	Total
12:00 PM	12	7	19
12:15	5	6	11
12:30	7	4	11
12:45	4	7	11
1:00	4	12	16
1:15	9	7	16
1:30	7	1	8
1:45	7	4	11
2:00	7	2	9
2:15	8	4	12
2:30	8	4	12
2:45	7	6	13
3:00	12	10	22
3:15	19	1	20
3:30	19	5	24
3:45	18	2	20
4:00	22	7	29
4:15	22	10	32
4:30	40	7	47
4:45	31	6	37
5:00	51	5	56
5:15	40	5	45
5:30	39	11	50
5:45	46	4	50
6:00	38	2	40
6:15	21	2	23
6:30	11	4	15
6:45	11	5	16
7:00	11	2	13
7:15	3	2	5
7:30	6	4	10
7:45	1	2	3
8:00	6	3	9
8:15	3	5	8
8:30	3	4	7
8:45	3	5	8
9:00	3	4	7
9:15	2	4	6
9:30	2	2	4
9:45	0	0	0
10:00	1	1	2
10:15	0	2	2
10:30	2	1	3
10:45	2	2	4
11:00	4	0	4
11:15	0	0	0
11:30	1	0	1
11:45	0	0	0
Total	578	193	771
Percent	75.0%	25.0%	
Peak	5:00	12:30	5:00
Volume	176	30	201
Peak Factor	0.863	0.625	0.897

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Kuna Mora Rd W of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road west of Cloverdale
 Road
 Kuna, Idaho

2/9/2022 Time	Westbound	Eastbound	Total
12:00 AM	1	0	1
12:15	3	0	3
12:30	0	0	0
12:45	0	0	0
1:00	0	1	1
1:15	1	0	1
1:30	1	2	3
1:45	2	1	3
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	8	4	12
Percent	66.7%	33.3%	
Peak	12:00 AM	1:00	1:00
Volume	4	4	8
Peak Factor	0.333	0.500	0.667
Grand Total	690	625	1315
Percent	52.5%	47.5%	
AADT		AADT: 658	AADT: 658

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd E of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Kuna Mora Road east of Cloverdale Road
 Kuna, Idaho

Direction: Westbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	0	3	3	0	1	0	0	0	0	0	0	0	1	0	8
2:00	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
3:00	0	1	1	0	0	0	0	0	1	2	0	0	0	0	5
4:00	0	6	1	1	0	0	0	0	2	1	0	0	0	0	11
5:00	0	10	7	0	2	0	0	0	0	0	0	0	0	0	19
6:00	0	24	10	0	6	0	0	0	2	0	0	0	0	0	42
7:00	0	19	6	1	5	0	0	1	1	2	0	0	1	0	36
8:00	0	8	6	3	8	2	0	1	1	1	0	0	1	1	32
9:00	0	6	7	0	5	0	0	0	6	0	0	0	1	2	27
10:00	0	11	7	1	7	2	0	2	5	0	0	0	1	2	38
11:00	1	14	12	0	13	1	0	6	4	1	0	0	0	4	56
12:00 PM	0	23	16	2	7	1	0	2	6	2	0	0	1	2	62
1:00	0	26	10	2	10	1	0	2	4	0	0	0	3	1	59
2:00	0	37	17	0	15	2	0	1	4	2	0	0	0	2	80
3:00	0	57	28	3	27	0	0	3	4	3	0	0	1	3	129
4:00	0	129	54	1	31	1	0	3	4	0	0	0	2	1	226
5:00	1	198	103	0	46	1	0	1	1	1	0	0	0	2	354
6:00	0	102	29	0	21	0	0	2	0	1	0	0	0	0	155
7:00	0	17	13	0	10	1	0	0	0	0	0	0	0	1	42
8:00	0	19	8	0	3	2	0	1	0	0	0	0	0	0	33
9:00	0	4	9	0	2	0	0	0	1	0	0	0	0	0	16
10:00	0	8	4	0	0	0	0	0	1	0	0	0	0	0	13
11:00	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
Total	2	728	354	14	221	14	0	25	47	18	0	0	12	21	1456
Percent	0.1%	50.0%	24.3%	1.0%	15.2%	1.0%	0.0%	1.7%	3.2%	1.2%	0.0%	0.0%	0.8%	1.4%	
AM Peak	11:00	6:00	11:00	8:00	11:00	8:00	*	11:00	9:00	2:00	*	*	1:00	11:00	11:00
	1	24	12	3	13	2	*	6	6	2	*	*	1	4	56
PM Peak	5:00	5:00	5:00	3:00	5:00	2:00	*	3:00	12:00 PM	3:00	*	*	1:00	3:00	5:00
	1	198	103	3	46	2	*	3	6	3	*	*	3	3	354

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd E of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Kuna Mora Road east of Cloverdale Road
 Kuna, Idaho

Direction: Westbound

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
Percent	0.0%	42.9%	42.9%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	12:00 AM		12:00 AM										12:00 AM
PM Peak	*	3	3	*	1	*	*	*	*	*	*	*	*	*	7
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	2	731	357	14	222	14	0	25	47	18	0	0	12	21	1463
Percent	0.1%	50.0%	24.4%	1.0%	15.2%	1.0%	0.0%	1.7%	3.2%	1.2%	0.0%	0.0%	0.8%	1.4%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd E of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Kuna Mora Road east of Cloverdale Road
 Kuna, Idaho

Direction: Eastbound

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	1	3	0	0	0	0	0	0	1	0	0	0	0	5
3:00	0	8	7	0	4	0	0	0	0	0	0	0	1	0	20
4:00	0	38	17	1	8	0	0	0	1	0	0	0	0	0	65
5:00	0	156	69	1	29	1	0	0	1	0	0	0	0	3	260
6:00	0	137	53	1	30	1	0	0	0	0	0	0	1	2	225
7:00	0	95	38	1	29	0	0	4	2	2	0	0	0	1	172
8:00	0	38	20	1	11	1	0	2	6	1	0	0	1	1	82
9:00	0	27	14	1	19	1	0	2	5	2	0	0	4	0	75
10:00	0	11	16	4	9	0	0	3	4	1	0	0	2	1	51
11:00	0	8	13	0	10	0	0	4	5	1	0	0	1	0	42
12:00 PM	0	18	6	4	8	0	0	0	5	2	0	0	3	1	47
1:00	0	15	11	4	5	0	0	1	4	2	0	0	1	0	43
2:00	0	20	9	0	9	1	0	0	5	1	0	0	0	0	45
3:00	0	17	7	0	8	0	0	3	6	1	0	0	2	0	44
4:00	0	18	16	3	9	1	0	0	2	0	0	0	0	0	49
5:00	0	24	19	3	3	1	0	1	0	0	0	0	0	1	52
6:00	0	14	10	0	3	0	0	1	1	1	0	0	0	0	30
7:00	0	10	2	0	3	0	0	1	0	0	0	0	0	0	16
8:00	0	11	8	0	1	0	0	0	2	0	0	0	0	0	22
9:00	0	9	3	0	2	0	0	0	0	0	0	0	0	0	14
10:00	0	4	0	1	1	0	0	0	0	0	0	0	1	0	7
11:00	0	1	1	0	0	0	0	0	0	0	0	0	1	0	3
Total	0	683	345	25	201	7	0	22	49	15	0	0	18	10	1375
Percent	0.0%	49.7%	25.1%	1.8%	14.6%	0.5%	0.0%	1.6%	3.6%	1.1%	0.0%	0.0%	1.3%	0.7%	
AM Peak		5:00	5:00	10:00	6:00	5:00		7:00	8:00	7:00			9:00	5:00	5:00
	*	156	69	4	30	1	*	4	6	2	*	*	4	3	260
PM Peak		5:00	5:00	12:00 PM	2:00	2:00		3:00	3:00	12:00 PM			12:00 PM	12:00 PM	5:00
	*	24	19	4	9	1	*	3	6	2	*	*	3	1	52

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd E of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Kuna Mora Road east of Cloverdale Road
 Kuna, Idaho

Direction: Eastbound

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	12:00 AM												12:00 AM
PM Peak	*	1	1	*	*	*	*	*	*	*	*	*	*	*	2
Grand Total	0	684	346	25	201	7	0	22	49	15	0	0	18	10	1377
Percent	0.0%	49.7%	25.1%	1.8%	14.6%	0.5%	0.0%	1.6%	3.6%	1.1%	0.0%	0.0%	1.3%	0.7%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd E of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Kuna Mora Road east of Cloverdale Road
 Kuna, Idaho

Direction: Combined

2/8/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	0	6	6	0	1	0	0	0	0	0	0	0	1	0	14
2:00	0	2	3	0	0	0	0	0	0	3	0	0	0	0	8
3:00	0	9	8	0	4	0	0	0	1	2	0	0	1	0	25
4:00	0	44	18	2	8	0	0	0	3	1	0	0	0	0	76
5:00	0	166	76	1	31	1	0	0	1	0	0	0	0	3	279
6:00	0	161	63	1	36	1	0	0	2	0	0	0	1	2	267
7:00	0	114	44	2	34	0	0	5	3	4	0	0	1	1	208
8:00	0	46	26	4	19	3	0	3	7	2	0	0	2	2	114
9:00	0	33	21	1	24	1	0	2	11	2	0	0	5	2	102
10:00	0	22	23	5	16	2	0	5	9	1	0	0	3	3	89
11:00	1	22	25	0	23	1	0	10	9	2	0	0	1	4	98
12:00 PM	0	41	22	6	15	1	0	2	11	4	0	0	4	3	109
1:00	0	41	21	6	15	1	0	3	8	2	0	0	4	1	102
2:00	0	57	26	0	24	3	0	1	9	3	0	0	0	2	125
3:00	0	74	35	3	35	0	0	6	10	4	0	0	3	3	173
4:00	0	147	70	4	40	2	0	3	6	0	0	0	2	1	275
5:00	1	222	122	3	49	2	0	2	1	1	0	0	0	3	406
6:00	0	116	39	0	24	0	0	3	1	2	0	0	0	0	185
7:00	0	27	15	0	13	1	0	1	0	0	0	0	0	1	58
8:00	0	30	16	0	4	2	0	1	2	0	0	0	0	0	55
9:00	0	13	12	0	4	0	0	0	1	0	0	0	0	0	30
10:00	0	12	4	1	1	0	0	0	1	0	0	0	1	0	20
11:00	0	6	4	0	2	0	0	0	0	0	0	0	1	0	13
Total	2	1411	699	39	422	21	0	47	96	33	0	0	30	31	2831
Percent	0.1%	49.8%	24.7%	1.4%	14.9%	0.7%	0.0%	1.7%	3.4%	1.2%	0.0%	0.0%	1.1%	1.1%	
AM Peak	11:00	5:00	5:00	10:00	6:00	8:00		11:00	9:00	7:00			9:00	11:00	5:00
	1	166	76	5	36	3	*	10	11	4	*	*	5	4	279
PM Peak	5:00	5:00	5:00	12:00 PM	5:00	2:00		3:00	12:00 PM	12:00 PM			12:00 PM	12:00 PM	5:00
	1	222	122	6	49	3	*	6	11	4	*	*	4	3	406

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume /Direction / Class
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Classification

Kuna Mora Rd E of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/8/2022
 Kuna Mora Road east of Cloverdale Road
 Kuna, Idaho

Direction: Combined

2/9/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
Percent	0.0%	44.4%	44.4%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		12:00 AM	12:00 AM		12:00 AM										12:00 AM
PM Peak	*	4	4	*	1	*	*	*	*	*	*	*	*	*	9
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	2	1415	703	39	423	21	0	47	96	33	0	0	30	31	2840
Percent	0.1%	49.8%	24.8%	1.4%	14.9%	0.7%	0.0%	1.7%	3.4%	1.2%	0.0%	0.0%	1.1%	1.1%	

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Kuna Mora Rd E of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road east of Cloverdale
 Road
 Kuna, Idaho

2/8/2022 Time	Westbound	Eastbound	Total
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	1	1	2
1:15	4	1	5
1:30	1	2	3
1:45	2	2	4
2:00	2	2	4
2:15	0	1	1
2:30	1	0	1
2:45	0	2	2
3:00	1	3	4
3:15	2	3	5
3:30	0	8	8
3:45	2	6	8
4:00	3	3	6
4:15	4	16	20
4:30	2	18	20
4:45	2	28	30
5:00	0	34	34
5:15	3	56	59
5:30	6	91	97
5:45	10	79	89
6:00	13	64	77
6:15	7	57	64
6:30	10	52	62
6:45	12	52	64
7:00	7	36	43
7:15	7	46	53
7:30	14	47	61
7:45	8	43	51
8:00	13	30	43
8:15	10	15	25
8:30	5	19	24
8:45	4	18	22
9:00	6	19	25
9:15	3	19	22
9:30	10	18	28
9:45	8	19	27
10:00	7	7	14
10:15	13	10	23
10:30	8	23	31
10:45	10	11	21
11:00	8	6	14
11:15	16	9	25
11:30	17	14	31
11:45	15	13	28
Total	277	1003	1280
Percent	21.6%	78.4%	
Peak	11:00	5:30	5:30
Volume	56	291	327
Peak Factor	0.824	0.799	0.843

L2 Data Collection

L2DataCollection.com

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

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Kuna Mora Rd E of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road east of Cloverdale
 Road
 Kuna, Idaho

2/8/2022 Time	Westbound	Eastbound	Total
12:00 PM	17	10	27
12:15	13	12	25
12:30	11	9	20
12:45	21	16	37
1:00	10	14	24
1:15	19	13	32
1:30	18	8	26
1:45	12	8	20
2:00	23	8	31
2:15	18	15	33
2:30	17	14	31
2:45	22	8	30
3:00	24	15	39
3:15	27	5	32
3:30	35	14	49
3:45	43	10	53
4:00	42	12	54
4:15	48	10	58
4:30	65	13	78
4:45	71	14	85
5:00	103	15	118
5:15	94	10	104
5:30	82	19	101
5:45	75	8	83
6:00	64	7	71
6:15	38	8	46
6:30	31	8	39
6:45	22	7	29
7:00	18	4	22
7:15	10	6	16
7:30	8	1	9
7:45	6	5	11
8:00	7	6	13
8:15	7	5	12
8:30	9	5	14
8:45	10	6	16
9:00	8	1	9
9:15	2	4	6
9:30	3	5	8
9:45	3	4	7
10:00	4	1	5
10:15	2	2	4
10:30	2	2	4
10:45	5	2	7
11:00	3	2	5
11:15	0	0	0
11:30	5	1	6
11:45	2	0	2
Total	1179	372	1551
Percent	76.0%	24.0%	
Peak	5:00	4:45	4:45
Volume	354	58	408
Peak Factor	0.859	0.763	0.864

L2 Data Collection

L2DataCollection.com

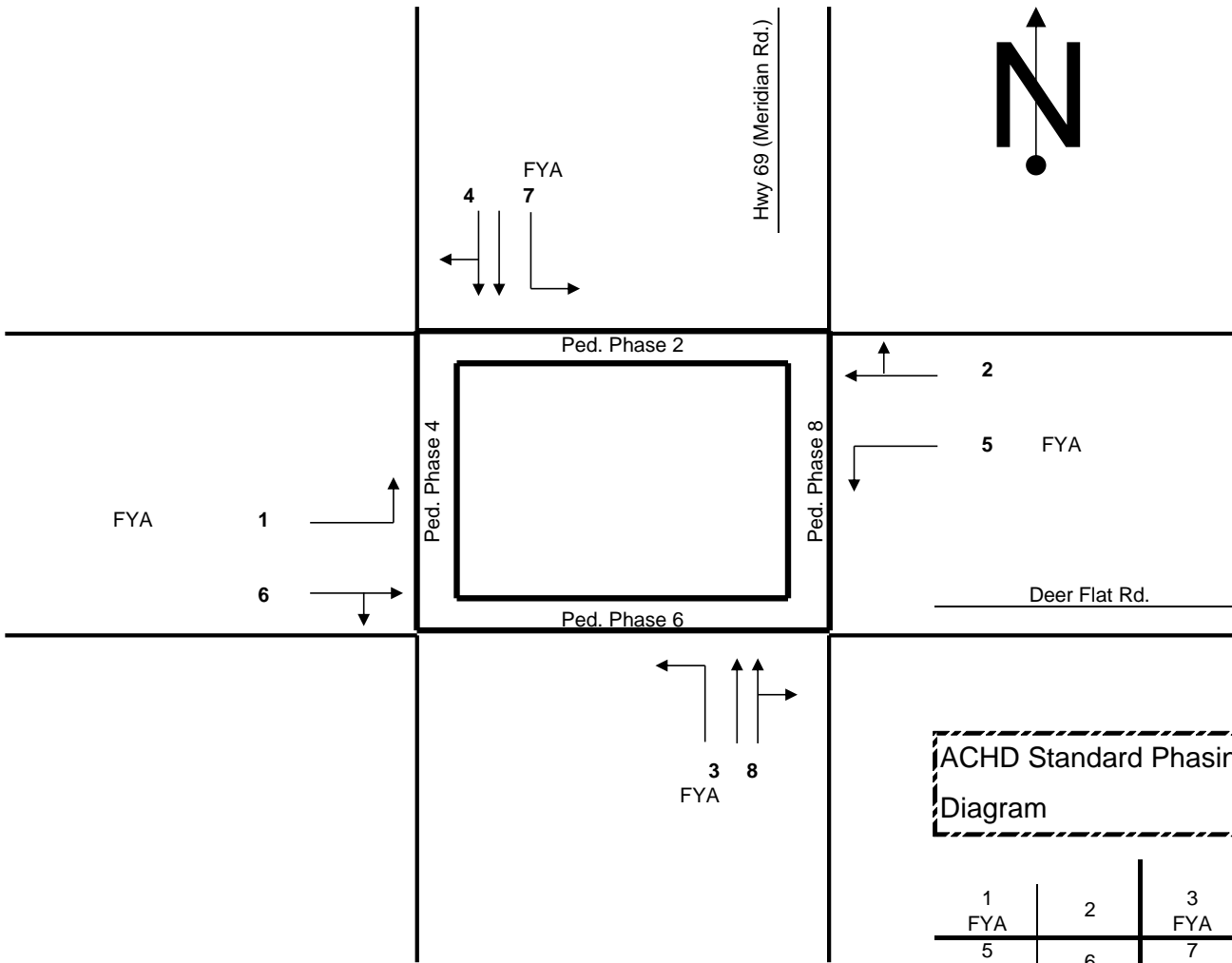
Idaho (208)860-7554 Utah (801) 413-2993

Study: KITT0230
 Type: Volume / Direction
 Tech: Judd / Klaren / Macomb
 Count: Vehicle Volume

Kuna Mora Rd E of Cloverdale Rd
 Start Date: 2/8/2022
 End Date: 2/9/2022
 Kuna Mora Road east of Cloverdale
 Road
 Kuna, Idaho

2/9/2022 Time	Westbound	Eastbound	Total
12:00 AM	2	1	3
12:15	4	1	5
12:30	0	0	0
12:45	1	0	1
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	7	2	9
Percent	77.8%	22.2%	
Peak	12:00 AM	12:00 AM	12:00 AM
Volume	7	2	9
Peak Factor	0.438	0.500	0.450
Grand Total	1463	1377	2840
Percent	51.5%	48.5%	
AADT	ADT: 1,420	ADT: 1,420	AADT: 1,420

Appendix C2: Existing 2021 Signal Timing and Traffic Operations Results



ACHD Standard Phasing
Diagram

1 FYA	2	3 FYA	4	Ring 1
5 FYA	6	7 FYA	8	Ring 2

Location: Hwy 69 & Deer Flat Rd. (#369)

Controller Database Timing Sheet



Station: 369 - Meridian & Deer Flat (Standard-12/14/2021 4:54:20 PM)

Type: Scout Ethernet v85.2

Firmware:

Created By: NTDomain\mboydstu
n

Modified By:

Reviewed By:

Phase Times and Options(1.1.1/1.1.2/1.1.4)								
	1	2	3	4	5	6	7	8
Table - 1								
MIN GRN	5	10	5	10	5	10	5	10
Gap Ext	2	3.3	2	5	2	3.3	2	5
MAX 1	40	40	25	60	25	40	25	60
Max 2	30	50	30	50	30	50	30	50
Yel Clr	5	5	5	5	5	5	5	5
Red Clr	1.5	1.5	2	2	1.5	1.5	2	2
Walk	0	5	0	5	0	5	0	5
Ped Clr	0	32	0	27	0	28	0	24
Red Revt	0	0	0	0	0	0	0	0
Add Init	0	0	0	0	0	0	0	0
Max Init	0	0	0	0	0	0	0	0
Gap Reduce Time B4	0	0	0	0	0	0	0	0
Gap Reduce Cars B4 Reduce	0	0	0	0	0	0	0	0
Gap Reduce Time To	0	0	0	0	0	0	0	0
Gap Reduce ReduceBy	0	0	0	0	0	0	0	0
Gap Reduce Min Gap	0	0	0	0	0	0	0	0
DyMaxLim	0	0	0	0	0	0	0	0
Max Step	0	0	0	0	0	0	0	0
Enable P	X	X	X	X	X	X	X	X
Min Recall	.	.	.	X	.	.	.	X
Max Recall	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.
Lock Calls	.	.	.	.	.	.	.	.

Phase Times and Options(1.1.1/1.1.2/1.1.4)								
	1	2	3	4	5	6	7	8
Auto Flash Entry	.	.	.	X	.	.	.	X
Auto Flash Exit	.	.	.	X	.	.	.	X
Dual Entry	.	X	.	X	.	X	.	X
Enable Simul Gap	X	X	X	X	X	X	X	X
Guarantd Passage	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.
Condit'l Service	.	.	.	.	.	.	.	.
Non-Actuated 1	.	.	.	.	.	.	.	.
Non-Actuated 2	.	.	.	.	.	.	.	.
Added Init Calc	S	S	S	S	S	S	S	S
Hold to Max	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	2	2
Startup	RED	RED	RED	WALK	RED	RED	RED	WALK
C 1	5	5	7	7	1	1	3	3
C 2	6	6	8	8	2	2	4	4
C 3	0	0	0	0	0	0	0	0
C 4	0	0	0	0	0	0	0	0
C 5	0	0	0	0	0	0	0	0
C 6	0	0	0	0	0	0	0	0
C 7	0	0	0	0	0	0	0	0
C 8	0	0	0	0	0	0	0	0
C 9	0	0	0	0	0	0	0	0
C 10	0	0	0	0	0	0	0	0
C 11	0	0	0	0	0	0	0	0
C 12	0	0	0	0	0	0	0	0
C 13	0	0	0	0	0	0	0	0
C 14	0	0	0	0	0	0	0	0
C 15	0	0	0	0	0	0	0	0
C 16	0	0	0	0	0	0	0	0
C 17	0	0	0	0	0	0	0	0
C 18	0	0	0	0	0	0	0	0
C 19	0	0	0	0	0	0	0	0
C 20	0	0	0	0	0	0	0	0
C 21	0	0	0	0	0	0	0	0
C 22	0	0	0	0	0	0	0	0
C 23	0	0	0	0	0	0	0	0

Phase Times and Options(1.1.1/1.1.2/1.1.4)								
	1	2	3	4	5	6	7	8
C 24	0	0	0	0	0	0	0	0
C 25	0	0	0	0	0	0	0	0
C 26	0	0	0	0	0	0	0	0
C 27	0	0	0	0	0	0	0	0
C 28	0	0	0	0	0	0	0	0
C 29	0	0	0	0	0	0	0	0
C 30	0	0	0	0	0	0	0	0
C 31	0	0	0	0	0	0	0	0
C 32	0	0	0	0	0	0	0	0

Ring Sequences(1.2.4)

	1	2
Table - 1		
1	1	5
2	2	6
3	3	7
4	4	8
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 2		
1	1	6
2	2	5

Ring Sequences(1.2.4)		
	1	2
3	3	7
4	4	8
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 3		
1	2	5
2	1	6
3	3	7
4	4	8
5	0	0

Ring Sequences(1.2.4)		
	1	2
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 4		
1	2	6
2	1	5
3	3	7
4	4	8
5	0	0
6	0	0
7	0	0
8	0	0

Ring Sequences(1.2.4)		
	1	2
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 5		
1	1	5
2	2	6
3	3	8
4	4	7
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0

Ring Sequences(1.2.4)		
	1	2
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 6		
1	1	6
2	2	5
3	3	8
4	4	7
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0

Ring Sequences(1.2.4)		
	1	2
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 7		
1	2	5
2	1	6
3	3	8
4	4	7
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0

Ring Sequences(1.2.4)		
	1	2
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0

Table - 8

1	2	6
2	1	5
3	3	8
4	4	7
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0

Ring Sequences(1.2.4)		
	1	2
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 9		
1	1	5
2	2	6
3	4	7
4	3	8
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0

Ring Sequences(1.2.4)		
	1	2
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 10		
1	1	6
2	2	5
3	4	7
4	3	8
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0

Ring Sequences(1.2.4)		
	1	2
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 11		
1	2	5
2	1	6
3	4	7
4	3	8
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0

Ring Sequences(1.2.4)		
	1	2
30	0	0
31	0	0
32	0	0
Table - 12		
1	2	6
2	1	5
3	4	7
4	3	8
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0

Ring Sequences(1.2.4)		
	1	2
Table - 13		
1	1	5
2	2	6
3	4	8
4	3	7
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 14		
1	1	6
2	2	5

Ring Sequences(1.2.4)		
	1	2
3	4	8
4	3	7
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 15		
1	2	5
2	1	6
3	4	8
4	3	7
5	0	0

Ring Sequences(1.2.4)		
	1	2
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
Table - 16		
1	2	6
2	1	5
3	4	8
4	3	7
5	0	0
6	0	0
7	0	0
8	0	0

Ring Sequences(1.2.4)		
	1	2
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0
20	0	0
21	0	0
22	0	0
23	0	0
24	0	0
25	0	0
26	0	0
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0

Patterns(2.4)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
--	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

Table - 1																																		
Cycle	140	120	150	0	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offset	23	57	136	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32		
seqnc	15	11	11	1	7	15	11	11	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	

Splits Expanded(2.7.X.1)

	1	2	3	4	5	6	7	8
--	---	---	---	---	---	---	---	---

Table - 1

Time	30	45	22	43	22	53	22	43
Coord Phase	.	.	.	.	.	.	.	X
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX

Table - 2

Time	16	46	19	39	22	40	22	36
Coord Phase	.	.	.	.	.	.	.	X
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX

Table - 3

Time	21	45	22	62	22	44	22	62
Coord Phase	.	.	.	.	.	.	.	X
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX

Table - 4

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 5

Time	31	44	22	53	22	53	22	53
Coord Phase	.	.	.	X	.	.	.	.
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX

Table - 6

Time	31	44	22	43	22	53	22	43
Coord Phase	.	.	.	.	.	.	.	X
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX

Table - 7

Time	18	44	19	39	22	40	22	36
Coord Phase	.	.	.	.	.	.	.	X
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX

Table - 8

Time	22	44	22	62	22	44	22	62
Coord Phase	.	.	.	.	.	.	.	X
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX

Table - 9

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 10

Splits Expanded(2.7.X.1)

	1	2	3	4	5	6	7	8
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 11

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 12

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 13

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 14

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 15

Time	40	40	25	60	25	40	25	60
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	MIN	NON	NON	NON	MIN

Table - 16

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 17

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 18

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 19

Time	0	0	0	0	0	0	0	0
------	---	---	---	---	---	---	---	---

Splits Expanded(2.7.X.1)

	1	2	3	4	5	6	7	8
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON
Table - 20								
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON
Table - 21								
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON
Table - 22								
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON
Table - 23								
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON
Table - 24								
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NON	NON	NON	NON	NON	NON	NON	NON
Table - 25								
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Table - 26								
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Table - 27								
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Table - 28								
Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.

Splits Expanded(2.7.X.1)

	1	2	3	4	5	6	7	8
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD

Table - 29

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD

Table - 30

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	.
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD

Table - 31

Time	0	0	0	0	0	0	0	0
Coord Phase	.	.	.	.	.	.	.	X
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Table - 32

Time	30	20	25	40	20	30	40	60
Coord Phase	.	.	.	.	.	.	.	.
Mode	MAX	MAX	NON	NON	MAX	MAX	NON	NON

Adv Schedule(4.3)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
--	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----

Table - 1

Sun	.	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mon	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Tue	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Wed	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Thu	X	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Fri	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sat	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Jan	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Feb	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mar	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Apr	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
May	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Jun	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Jul	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Aug	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sep	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Adv Schedule(4.3)																				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Oct	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Nov	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dec	X	X	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
18	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
19	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
20	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
21	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
22	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
23	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
24	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
25	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
26	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
27	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
28	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
29	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
30	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
31	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Plan	1	2	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Day Plan(4.4)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Table - 1																				
Hour	0	6	6	8	10	10	15	15	18	18	19	0	0	0	0	0	0	0	0	0
Minute	0	40	45	30	25	30	25	30	25	30	15	0	0	0	0	0	0	0	0	0
Action	33	6	1	33	7	2	8	3	7	2	33	0	0	0	0	0	0	0	0	0
Table - 2																				
Hour	0	9	9	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	25	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	33	7	2	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 3																				
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 4																				
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 5																				
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 6																				
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 7																				
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 8																				
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 9																				
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Table - 10																				
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

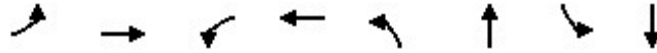
Day Plan(4.4)																				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Actions(4.5)																																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33

Table - 1																																				
Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	254			
Aux 1	
Aux 2	
Aux 3	
Special 1	
Special 2	
Special 3
Special 4
Special 5
Special 6
Special 7
Special 8
Pre1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pre2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Queues
1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
Existing 2022 AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	527	247	10	133	71	647	18	542
v/c Ratio	0.81	0.30	0.04	0.47	0.28	0.65	0.09	0.65
Control Delay	30.7	18.3	18.1	37.9	22.4	31.8	20.1	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.7	18.3	18.1	37.9	22.4	31.8	20.1	23.8
Queue Length 50th (ft)	200	72	3	59	26	148	6	90
Queue Length 95th (ft)	#413	180	13	121	54	241	20	138
Internal Link Dist (ft)		1222		1343		982		1050
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	653	872	624	850	502	1681	511	1652
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.28	0.02	0.16	0.14	0.38	0.04	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
Existing 2022 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	437	157	48	8	72	38	59	512	25	15	192	258
Future Volume (vph)	437	157	48	8	72	38	59	512	25	15	192	258
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.95		1.00	0.99		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1676	1728		1710	1707		1710	3364		1710	3099	
Flt Permitted	0.50	1.00		0.61	1.00		0.24	1.00		0.29	1.00	
Satd. Flow (perm)	881	1728		1090	1707		434	3364		523	3099	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	527	189	58	10	87	46	71	617	30	18	231	311
RTOR Reduction (vph)	0	5	0	0	13	0	0	2	0	0	162	0
Lane Group Flow (vph)	527	242	0	10	120	0	71	645	0	18	380	0
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	50.8	42.9		21.1	20.2		32.5	26.3		24.1	22.1	
Effective Green, g (s)	50.8	42.9		21.1	20.2		32.5	26.3		24.1	22.1	
Actuated g/C Ratio	0.51	0.43		0.21	0.20		0.33	0.27		0.24	0.22	
Clearance Time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	3.3		2.0	3.3	
Lane Grp Cap (vph)	640	748		237	347		222	892		151	691	
v/s Ratio Prot	c0.20	0.14		0.00	0.07		c0.02	c0.19		0.00	0.12	
v/s Ratio Perm	c0.23			0.01			0.08			0.03		
v/c Ratio	0.82	0.32		0.04	0.35		0.32	0.72		0.12	0.55	
Uniform Delay, d1	17.6	18.5		30.9	33.8		24.2	33.1		28.9	34.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.1	0.5		0.0	1.3		0.3	3.0		0.1	1.0	
Delay (s)	25.7	19.1		30.9	35.1		24.5	36.1		29.0	35.0	
Level of Service	C	B		C	D		C	D		C	D	
Approach Delay (s)		23.6			34.8			34.9			34.9	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.9	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			99.1	Sum of lost time (s)				27.0				
Intersection Capacity Utilization			68.8%	ICU Level of Service				C				
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary
 1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
 Existing 2022 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	437	157	48	8	72	38	59	512	25	15	192	258
Future Volume (veh/h)	437	157	48	8	72	38	59	512	25	15	192	258
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1800	1772	1800	1800	1800	1800	1786	1800	1800	1772	1800
Adj Flow Rate, veh/h	527	189	58	10	87	46	71	617	30	18	231	311
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	0	2	0	0	0	0	1	0	0	2	0
Cap, veh/h	585	490	150	238	129	68	220	934	45	213	432	385
Arrive On Green	0.27	0.37	0.37	0.01	0.12	0.12	0.05	0.28	0.28	0.02	0.26	0.26
Sat Flow, veh/h	1688	1321	406	1714	1108	586	1714	3294	160	1714	1683	1502
Grp Volume(v), veh/h	527	0	247	10	0	133	71	318	329	18	231	311
Grp Sat Flow(s),veh/h/ln	1688	0	1727	1714	0	1695	1714	1697	1757	1714	1683	1502
Q Serve(g_s), s	23.0	0.0	9.1	0.4	0.0	6.5	2.6	14.2	14.2	0.7	10.2	16.7
Cycle Q Clear(g_c), s	23.0	0.0	9.1	0.4	0.0	6.5	2.6	14.2	14.2	0.7	10.2	16.7
Prop In Lane	1.00		0.23	1.00		0.35	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	585	0	640	238	0	197	220	481	498	213	432	385
V/C Ratio(X)	0.90	0.00	0.39	0.04	0.00	0.68	0.32	0.66	0.66	0.08	0.53	0.81
Avail Cap(c_a), veh/h	585	0	862	674	0	845	606	856	887	645	849	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	19.9	32.9	0.0	36.5	23.6	27.2	27.2	23.6	27.6	30.0
Incr Delay (d2), s/veh	16.7	0.0	0.8	0.0	0.0	8.4	0.3	1.7	1.7	0.1	1.2	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	3.5	0.2	0.0	3.0	1.0	5.4	5.6	0.2	3.8	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	0.0	20.7	33.0	0.0	44.9	23.9	29.0	28.9	23.7	28.8	34.6
LnGrp LOS	D	A	C	C	A	D	C	C	C	C	C	C
Approach Vol, veh/h		774			143			718				560
Approach Delay, s/veh		33.5			44.1			28.4				31.8
Approach LOS		C			D			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	30.9	8.1	38.9	10.6	28.6	30.0	17.0				
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0				
Max Green Setting (Gmax), s	23.5	43.5	23.0	43.0	23.5	43.5	23.0	43.0				
Max Q Clear Time (g_c+I1), s	2.7	16.2	2.4	11.1	4.6	18.7	25.0	8.5				
Green Ext Time (p_c), s	0.0	3.9	0.0	2.7	0.1	3.4	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↕↕	↖	↖	↕↕
Traffic Vol, veh/h	51	78	486	88	60	200
Future Vol, veh/h	51	78	486	88	60	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	125	-	250	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	6	1	3	7	2
Mvmt Flow	63	96	600	109	74	247

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	872	300	0	-	600
Stage 1	600	-	-	-	-
Stage 2	272	-	-	-	-
Critical Hdwy	6.8	7.02	-	-	4.24
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.36	-	-	2.27
Pot Cap-1 Maneuver	294	684	-	0	940
Stage 1	516	-	-	0	-
Stage 2	755	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	271	684	-	-	940
Mov Cap-2 Maneuver	389	-	-	-	-
Stage 1	516	-	-	-	-
Stage 2	695	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	389	684	940
HCM Lane V/C Ratio	-	0.162	0.141	0.079
HCM Control Delay (s)	-	16	11.1	9.2
HCM Lane LOS	-	C	B	A
HCM 95th %tile Q(veh)	-	0.6	0.5	0.3

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	12	2	107	31	7
Future Vol, veh/h	122	12	2	107	31	7
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	79	79	79	79	79	79
Heavy Vehicles, %	4	8	0	4	0	0
Mvmt Flow	154	15	3	135	39	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	169	0	303
Stage 1	-	-	-	-	162
Stage 2	-	-	-	-	141
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1421	-	693
Stage 1	-	-	-	-	872
Stage 2	-	-	-	-	891
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1421	-	692
Mov Cap-2 Maneuver	-	-	-	-	692
Stage 1	-	-	-	-	872
Stage 2	-	-	-	-	889

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	721	-	-	1421	-
HCM Lane V/C Ratio	0.067	-	-	0.002	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	0	170	211	5	102	68
Future Vol, veh/h	0	170	211	5	102	68
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	1	0	1	7
Mvmt Flow	0	195	243	6	117	78

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	558	246	0	0	249	0
Stage 1	246	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	494	795	-	-	1323	-
Stage 1	800	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	451	795	-	-	1323	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	795	1323
HCM Lane V/C Ratio	-	-	0.246	0.089
HCM Control Delay (s)	-	-	11	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0.3

HCM 6th TWSC
5: Swan Falls Road & King Road

Kuna PEL
Existing 2022 AM Peak Hour

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	65	4	1	20	16	5	33	6	23	19	11
Future Vol, veh/h	15	65	4	1	20	16	5	33	6	23	19	11
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	2	0	0	0	0	0	3	0	0	16	0
Mvmt Flow	19	80	5	1	25	20	6	41	7	28	23	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	165	146	30	186	150	45	37	0	0	48	0	0
Stage 1	86	86	-	57	57	-	-	-	-	-	-	-
Stage 2	79	60	-	129	93	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	804	745	1050	779	745	1031	1587	-	-	1572	-	-
Stage 1	927	824	-	960	851	-	-	-	-	-	-	-
Stage 2	935	845	-	880	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	756	729	1050	698	729	1031	1587	-	-	1572	-	-
Mov Cap-2 Maneuver	756	729	-	698	729	-	-	-	-	-	-	-
Stage 1	923	809	-	956	848	-	-	-	-	-	-	-
Stage 2	887	842	-	775	807	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		9.6		0.8		3.2	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	745	834	1572	-	-
HCM Lane V/C Ratio	0.004	-	-	0.139	0.055	0.018	-	-
HCM Control Delay (s)	7.3	0	-	10.6	9.6	7.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	81	0	0	34	4	1	2	1	20	0	11
Future Vol, veh/h	4	81	0	0	34	4	1	2	1	20	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	88	0	0	37	4	1	2	1	22	0	12

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	41	0	0	88	0	0	141	137	88	137	135	39
Stage 1	-	-	-	-	-	-	96	96	-	39	39	-
Stage 2	-	-	-	-	-	-	45	41	-	98	96	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1581	-	-	1520	-	-	833	758	976	838	760	1038
Stage 1	-	-	-	-	-	-	916	819	-	981	866	-
Stage 2	-	-	-	-	-	-	974	865	-	913	819	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1581	-	-	1520	-	-	821	756	976	833	758	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	821	756	-	833	758	-
Stage 1	-	-	-	-	-	-	913	817	-	978	866	-
Stage 2	-	-	-	-	-	-	963	865	-	907	817	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	9.4	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	818	1581	-	-	1520	-	-	896
HCM Lane V/C Ratio	0.005	0.003	-	-	-	-	-	0.038
HCM Control Delay (s)	9.4	7.3	0	-	0	-	-	9.2
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM Unsignalized Intersection Capacity Analysis

7: Stroebel Road & King Road - West of RR Tracks

Kuna PEL
Existing 2022 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Traffic Volume (veh/h)	101	0	2	4	0	26
Future Volume (Veh/h)	101	0	2	4	0	26
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	119	0	2	5	0	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	24	16	31			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	24	16	31			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	100	100			
cM capacity (veh/h)	993	1070	1595			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	119	7	31			
Volume Left	119	2	0			
Volume Right	0	0	31			
cSH	993	1595	1700			
Volume to Capacity	0.12	0.00	0.02			
Queue Length 95th (ft)	10	0	0			
Control Delay (s)	9.1	2.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	2.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			7.0			
Intersection Capacity Utilization			15.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 6th TWSC
 8: Stroebel Road & King Road - East of RR Tracks

Kuna PEL
 Existing 2022 AM Peak Hour

Intersection						
Int Delay, s/veh	7.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	12	15	90	10	6
Future Vol, veh/h	20	12	15	90	10	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	22	13	16	99	11	7

Major/Minor	Minor2	Major2		
Conflicting Flow All	29	7	0	0
Stage 1	29	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.21	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.309	2.2	-
Pot Cap-1 Maneuver	868	1078	-	-
Stage 1	875	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1078	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	8.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1078	-	-
HCM Lane V/C Ratio	0.107	-	-
HCM Control Delay (s)	8.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	89	6	1	21	0	6	0	1	2	0	3
Future Vol, veh/h	1	89	6	1	21	0	6	0	1	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	99	7	1	23	0	7	0	1	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	106	0	0	132	130	103	130	133	23
Stage 1	-	-	-	-	-	-	105	105	-	25	25	-
Stage 2	-	-	-	-	-	-	27	25	-	105	108	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1605	-	-	1498	-	-	845	764	957	847	761	1060
Stage 1	-	-	-	-	-	-	906	812	-	998	878	-
Stage 2	-	-	-	-	-	-	996	878	-	906	810	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1605	-	-	1498	-	-	841	762	957	844	759	1060
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	762	-	844	759	-
Stage 1	-	-	-	-	-	-	905	811	-	997	877	-
Stage 2	-	-	-	-	-	-	992	877	-	904	809	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			9.2			8.8		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	856	1605	-	-	1498	-	-	962
HCM Lane V/C Ratio	0.009	0.001	-	-	0.001	-	-	0.006
HCM Control Delay (s)	9.2	7.2	0	-	7.4	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	32	59	0	8	2	11	13	0	1	18	0
Future Vol, veh/h	3	32	59	0	8	2	11	13	0	1	18	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	34	63	0	9	2	12	14	0	1	19	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	3%	0%	5%
Vol Thru, %	54%	34%	80%	95%
Vol Right, %	0%	63%	20%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	94	10	19
LT Vol	11	3	0	1
Through Vol	13	32	8	18
RT Vol	0	59	2	0
Lane Flow Rate	26	100	11	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.1	0.012	0.023
Departure Headway (Hd)	4.199	3.617	3.936	4.122
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	851	990	907	867
Service Time	2.231	1.643	1.969	2.156
HCM Lane V/C Ratio	0.031	0.101	0.012	0.023
HCM Control Delay	7.4	7	7	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	9	4	76	76	6
Future Vol, veh/h	25	9	4	76	76	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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	7	4	0
Mvmt Flow	30	11	5	90	90	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	194	94	97	0	0
Stage 1	94	-	-	-	-
Stage 2	100	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	799	968	1509	-	-
Stage 1	935	-	-	-	-
Stage 2	929	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	797	968	1509	-	-
Mov Cap-2 Maneuver	797	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	929	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	836	-	-
HCM Lane V/C Ratio	0.003	-	0.048	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

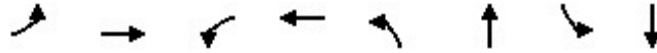
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	72	6	9	9	19	6	57	31	72	16	0
Future Vol, veh/h	1	72	6	9	9	19	6	57	31	72	16	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	1	0	22	0	11	0	2	10	1	6	0
Mvmt Flow	1	79	7	10	10	21	7	63	34	79	18	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.8	7.7	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	1%	24%	82%
Vol Thru, %	61%	91%	24%	18%
Vol Right, %	33%	8%	51%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	79	37	88
LT Vol	6	1	9	72
Through Vol	57	72	9	16
RT Vol	31	6	19	0
Lane Flow Rate	103	87	41	97
Geometry Grp	1	1	1	1
Degree of Util (X)	0.118	0.105	0.051	0.121
Departure Headway (Hd)	4.115	4.351	4.559	4.49
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	826	788	804
Service Time	2.126	2.364	2.574	2.49
HCM Lane V/C Ratio	0.118	0.105	0.052	0.121
HCM Control Delay	7.7	7.9	7.8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.2	0.4

Queues
1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
Existing 2022 PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	218	168	65	221	118	409	75	1147
v/c Ratio	0.57	0.34	0.21	0.70	0.54	0.29	0.17	0.95
Control Delay	32.9	30.8	27.2	58.7	31.1	26.8	19.2	53.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	30.8	27.2	58.7	31.1	26.8	19.2	53.1
Queue Length 50th (ft)	119	85	32	158	47	113	29	429
Queue Length 95th (ft)	194	159	67	267	118	190	68	#745
Internal Link Dist (ft)		1222		1343		982		1050
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	437	615	522	628	378	1402	622	1205
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.27	0.12	0.35	0.31	0.29	0.12	0.95

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
 Existing 2022 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	76	84	62	168	42	112	366	23	71	670	420
Future Volume (vph)	207	76	84	62	168	42	112	366	23	71	670	420
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.97		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1710	1659		1710	1746		1710	3358		1710	3190	
Flt Permitted	0.33	1.00		0.65	1.00		0.08	1.00		0.51	1.00	
Satd. Flow (perm)	591	1659		1172	1746		142	3358		921	3190	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	218	80	88	65	177	44	118	385	24	75	705	442
RTOR Reduction (vph)	0	25	0	0	7	0	0	2	0	0	53	0
Lane Group Flow (vph)	218	143	0	65	214	0	118	407	0	75	1094	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	47.7	34.5		29.4	23.2		62.3	50.8		51.7	45.5	
Effective Green, g (s)	47.7	34.5		29.4	23.2		62.3	50.8		51.7	45.5	
Actuated g/C Ratio	0.38	0.28		0.24	0.19		0.50	0.41		0.41	0.36	
Clearance Time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	3.3		2.0	3.3	
Lane Grp Cap (vph)	383	458		303	324		215	1367		421	1163	
v/s Ratio Prot	c0.08	0.09		0.01	c0.12		c0.05	0.12		0.01	c0.34	
v/s Ratio Perm	0.14			0.04			0.22			0.06		
v/c Ratio	0.57	0.31		0.21	0.66		0.55	0.30		0.18	0.94	
Uniform Delay, d1	28.3	35.7		37.9	47.1		24.3	24.9		22.3	38.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.8		0.1	6.6		1.5	0.1		0.1	14.5	
Delay (s)	29.4	36.5		38.0	53.7		25.8	25.1		22.4	52.7	
Level of Service	C	D		D	D		C	C		C	D	
Approach Delay (s)		32.5			50.1			25.2			50.9	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			42.3				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			124.7				Sum of lost time (s)			27.0		
Intersection Capacity Utilization			86.9%				ICU Level of Service				E	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM 6th Signalized Intersection Summary
 1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
 Existing 2022 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	207	76	84	62	168	42	112	366	23	71	670	420
Future Volume (veh/h)	207	76	84	62	168	42	112	366	23	71	670	420
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1786	1800	1800	1786	1786
Adj Flow Rate, veh/h	218	80	88	65	177	44	118	385	24	75	705	442
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	1
Cap, veh/h	329	190	209	338	227	57	201	1323	82	469	785	491
Arrive On Green	0.12	0.24	0.24	0.04	0.16	0.16	0.06	0.41	0.41	0.04	0.39	0.39
Sat Flow, veh/h	1714	783	862	1714	1392	346	1714	3245	202	1714	2005	1253
Grp Volume(v), veh/h	218	0	168	65	0	221	118	201	208	75	596	551
Grp Sat Flow(s),veh/h/ln	1714	0	1645	1714	0	1738	1714	1697	1750	1714	1697	1561
Q Serve(g_s), s	10.4	0.0	8.8	3.2	0.0	12.5	4.2	8.1	8.2	2.7	33.8	34.0
Cycle Q Clear(g_c), s	10.4	0.0	8.8	3.2	0.0	12.5	4.2	8.1	8.2	2.7	33.8	34.0
Prop In Lane	1.00		0.52	1.00		0.20	1.00		0.12	1.00		0.80
Lane Grp Cap(c), veh/h	329	0	399	338	0	284	201	692	714	469	665	611
V/C Ratio(X)	0.66	0.00	0.42	0.19	0.00	0.78	0.59	0.29	0.29	0.16	0.90	0.90
Avail Cap(c_a), veh/h	504	0	690	648	0	729	493	720	742	788	720	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	32.8	33.5	0.0	41.1	23.7	20.4	20.4	17.4	29.2	29.3
Incr Delay (d2), s/veh	0.9	0.0	1.5	0.1	0.0	9.4	1.0	0.3	0.3	0.1	13.5	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	3.5	1.3	0.0	5.8	1.5	3.0	3.1	1.0	14.7	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	0.0	34.3	33.7	0.0	50.5	24.7	20.6	20.7	17.4	42.8	44.2
LnGrp LOS	C	A	C	C	A	D	C	C	C	B	D	D
Approach Vol, veh/h		386			286			527			1222	
Approach Delay, s/veh		32.1			46.7			21.6			41.9	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	48.3	11.4	31.9	12.6	46.7	19.6	23.8				
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0				
Max Green Setting (Gmax), s	23.5	43.5	23.0	43.0	23.5	43.5	23.0	43.0				
Max Q Clear Time (g_c+I1), s	4.7	10.2	5.2	10.8	6.2	36.0	12.4	14.5				
Green Ext Time (p_c), s	0.1	2.4	0.1	1.8	0.1	4.2	0.2	2.3				

Intersection Summary												
HCM 6th Ctrl Delay				36.5								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	125	118	398	62	75	766
Future Vol, veh/h	125	118	398	62	75	766
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	125	-	250	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	1	2	1	0
Mvmt Flow	134	127	428	67	81	824

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1002	214	0	-	428
Stage 1	428	-	-	-	-
Stage 2	574	-	-	-	-
Critical Hdwy	6.82	6.9	-	-	4.12
Critical Hdwy Stg 1	5.82	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-
Follow-up Hdwy	3.51	3.3	-	-	2.21
Pot Cap-1 Maneuver	241	797	-	0	1135
Stage 1	628	-	-	0	-
Stage 2	529	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	224	797	-	-	1135
Mov Cap-2 Maneuver	351	-	-	-	-
Stage 1	628	-	-	-	-
Stage 2	491	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	351	797	1135
HCM Lane V/C Ratio	-	0.383	0.159	0.071
HCM Control Delay (s)	-	21.5	10.4	8.4
HCM Lane LOS	-	C	B	A
HCM 95th %tile Q(veh)	-	1.7	0.6	0.2

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	104	34	23	199	42	3
Future Vol, veh/h	104	34	23	199	42	3
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	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	118	39	26	226	48	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	157	0	416
Stage 1	-	-	-	-	138
Stage 2	-	-	-	-	278
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1435	-	597
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	774
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1435	-	584
Mov Cap-2 Maneuver	-	-	-	-	584
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	758

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	598	-	-	1435	-
HCM Lane V/C Ratio	0.086	-	-	0.018	-
HCM Control Delay (s)	11.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	1	137	159	2	136	249
Future Vol, veh/h	1	137	159	2	136	249
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	0	2
Mvmt Flow	1	140	162	2	139	254

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	695	163	0	0	164	0
Stage 1	163	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	411	884	-	-	1427	-
Stage 1	871	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	371	884	-	-	1427	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	875	1427
HCM Lane V/C Ratio	-	-	0.161	0.097
HCM Control Delay (s)	-	-	9.9	7.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.3

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	21	3	7	129	27	5	47	7	9	66	26
Future Vol, veh/h	16	21	3	7	129	27	5	47	7	9	66	26
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	1	0	20	0	0	0	0	0
Mvmt Flow	17	22	3	7	137	29	5	50	7	10	70	28

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	251	171	84	181	182	54	98	0	0	57	0	0
Stage 1	104	104	-	64	64	-	-	-	-	-	-	-
Stage 2	147	67	-	117	118	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.51	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4.009	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	707	708	981	785	714	1019	1390	-	-	1560	-	-
Stage 1	907	794	-	952	844	-	-	-	-	-	-	-
Stage 2	860	824	-	892	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	580	700	981	757	706	1019	1390	-	-	1560	-	-
Mov Cap-2 Maneuver	580	700	-	757	706	-	-	-	-	-	-	-
Stage 1	903	788	-	948	841	-	-	-	-	-	-	-
Stage 2	697	821	-	858	794	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		11.3		0.6		0.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1390	-	-	660	746	1560	-	-
HCM Lane V/C Ratio	0.004	-	-	0.064	0.232	0.006	-	-
HCM Control Delay (s)	7.6	0	-	10.8	11.3	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.9	0	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	39	5	2	188	29	3	1	2	10	0	13
Future Vol, veh/h	14	39	5	2	188	29	3	1	2	10	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	15	42	5	2	204	32	3	1	2	11	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	236	0	0	47	0	0	306	315	45	300	301	220
Stage 1	-	-	-	-	-	-	75	75	-	224	224	-
Stage 2	-	-	-	-	-	-	231	240	-	76	77	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1343	-	-	1573	-	-	650	604	1031	656	615	825
Stage 1	-	-	-	-	-	-	939	836	-	783	722	-
Stage 2	-	-	-	-	-	-	776	711	-	938	835	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1343	-	-	1573	-	-	633	597	1031	647	608	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	597	-	647	608	-
Stage 1	-	-	-	-	-	-	929	827	-	774	721	-
Stage 2	-	-	-	-	-	-	762	710	-	925	826	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.1			10.1			10.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	718	1343	-	-	1573	-	-	737
HCM Lane V/C Ratio	0.009	0.011	-	-	0.001	-	-	0.034
HCM Control Delay (s)	10.1	7.7	0	-	7.3	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM Unsignalized Intersection Capacity Analysis

7: Stroebel Road & King Road - West of RR Tracks

Kuna PEL
Existing 2022 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	5	4	2	5	198
Future Volume (Veh/h)	33	5	4	2	5	198
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	5	4	2	5	215
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	122	112	220			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122	112	220			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	96	99	100			
cM capacity (veh/h)	854	946	1361			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	41	6	220			
Volume Left	36	4	0			
Volume Right	5	0	215			
cSH	864	1361	1700			
Volume to Capacity	0.05	0.00	0.13			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	9.4	5.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	5.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			23.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 6th TWSC
 8: Stroebel Road & King Road - East of RR Tracks

Kuna PEL
 Existing 2022 PM Peak Hour

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	172	17	6	30	13	30
Future Vol, veh/h	172	17	6	30	13	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	10	0	0
Mvmt Flow	189	19	7	33	14	33

Major/Minor	Minor2	Major2		
Conflicting Flow All	61	33	0	0
Stage 1	61	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.3	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.39	2.2	-
Pot Cap-1 Maneuver	834	1018	-	-
Stage 1	848	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1018	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	8.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1018	-	-
HCM Lane V/C Ratio	0.039	-	-
HCM Control Delay (s)	8.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	31	7	2	181	1	6	0	0	1	0	2
Future Vol, veh/h	5	31	7	2	181	1	6	0	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	5	34	8	2	199	1	7	0	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	42	0	0	253	252	38	252	256	200
Stage 1	-	-	-	-	-	-	48	48	-	204	204	-
Stage 2	-	-	-	-	-	-	205	204	-	48	52	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1384	-	-	1580	-	-	704	655	1040	706	651	846
Stage 1	-	-	-	-	-	-	971	859	-	803	737	-
Stage 2	-	-	-	-	-	-	802	737	-	971	856	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1384	-	-	1580	-	-	700	652	1040	703	648	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	652	-	703	648	-
Stage 1	-	-	-	-	-	-	967	856	-	800	736	-
Stage 2	-	-	-	-	-	-	799	736	-	967	853	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			10.2			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	700	1384	-	-	1580	-	-	792
HCM Lane V/C Ratio	0.009	0.004	-	-	0.001	-	-	0.004
HCM Control Delay (s)	10.2	7.6	0	-	7.3	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	9	12	0	47	1	135	36	1	4	12	2
Future Vol, veh/h	4	9	12	0	47	1	135	36	1	4	12	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	17	0	0	0	1	0	0	0	0	0
Mvmt Flow	4	10	13	0	52	1	148	40	1	4	13	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.7	8.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	78%	16%	0%	22%
Vol Thru, %	21%	36%	98%	67%
Vol Right, %	1%	48%	2%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	25	48	18
LT Vol	135	4	0	4
Through Vol	36	9	47	12
RT Vol	1	12	1	2
Lane Flow Rate	189	27	53	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.222	0.032	0.064	0.023
Departure Headway (Hd)	4.225	4.179	4.393	4.161
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	845	862	820	846
Service Time	2.278	2.18	2.394	2.259
HCM Lane V/C Ratio	0.224	0.031	0.065	0.024
HCM Control Delay	8.5	7.3	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0.2	0.1

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	5	10	180	72	35
Future Vol, veh/h	12	5	10	180	72	35
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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	13	5	11	198	79	38

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	318	98	117	0	0
Stage 1	98	-	-	-	-
Stage 2	220	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	679	963	1484	-	-
Stage 1	931	-	-	-	-
Stage 2	821	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	674	963	1484	-	-
Mov Cap-2 Maneuver	674	-	-	-	-
Stage 1	924	-	-	-	-
Stage 2	821	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	739	-	-
HCM Lane V/C Ratio	0.007	-	0.025	-	-
HCM Control Delay (s)	7.4	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

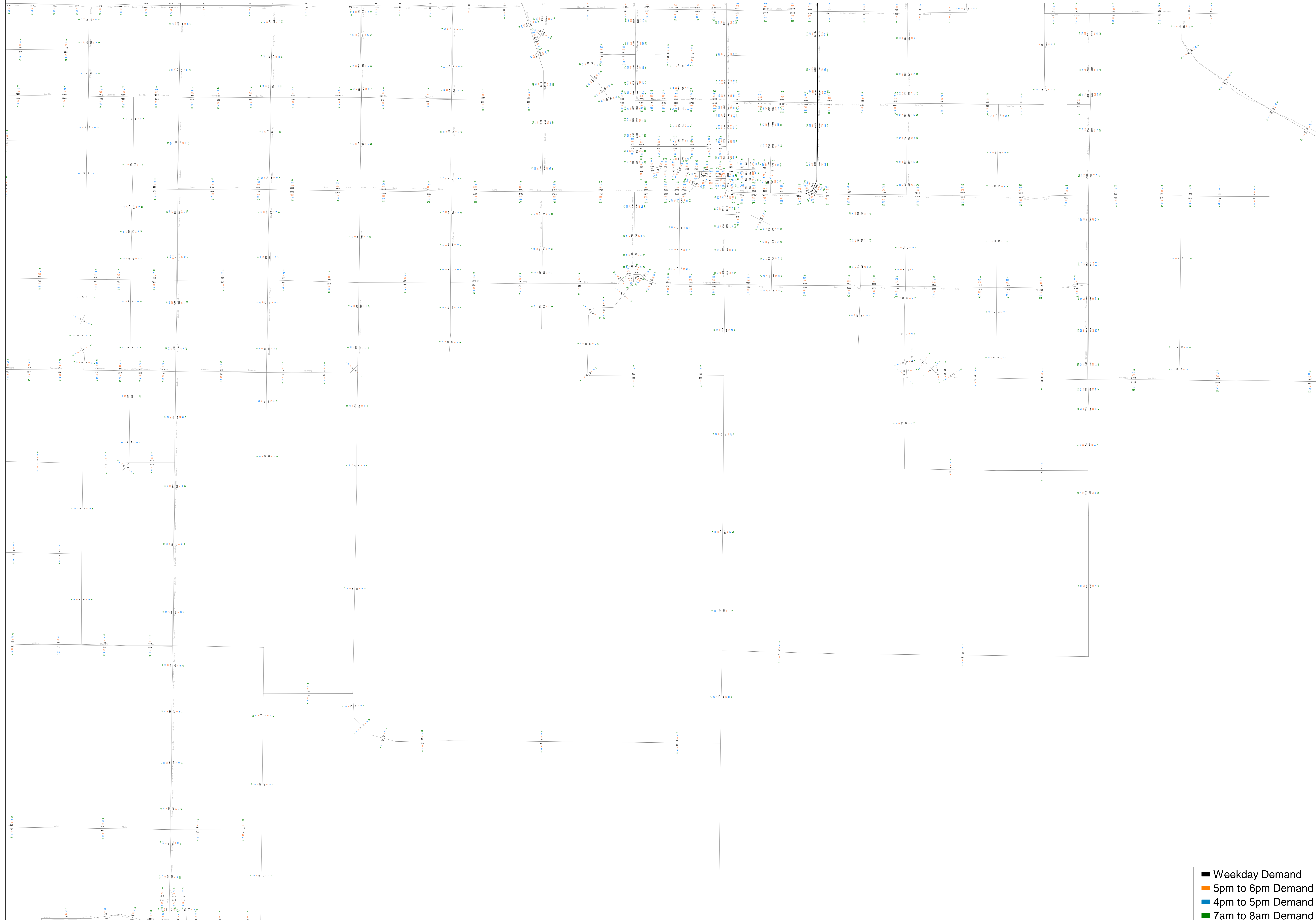
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	17	6	28	164	161	4	21	6	26	48	5
Future Vol, veh/h	1	17	6	28	164	161	4	21	6	26	48	5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	12	0	7	1	0	0	0	17	4	0	0
Mvmt Flow	1	20	7	32	189	185	5	24	7	30	55	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	10.7	8.2	8.7
HCM LOS	A	B	A	A

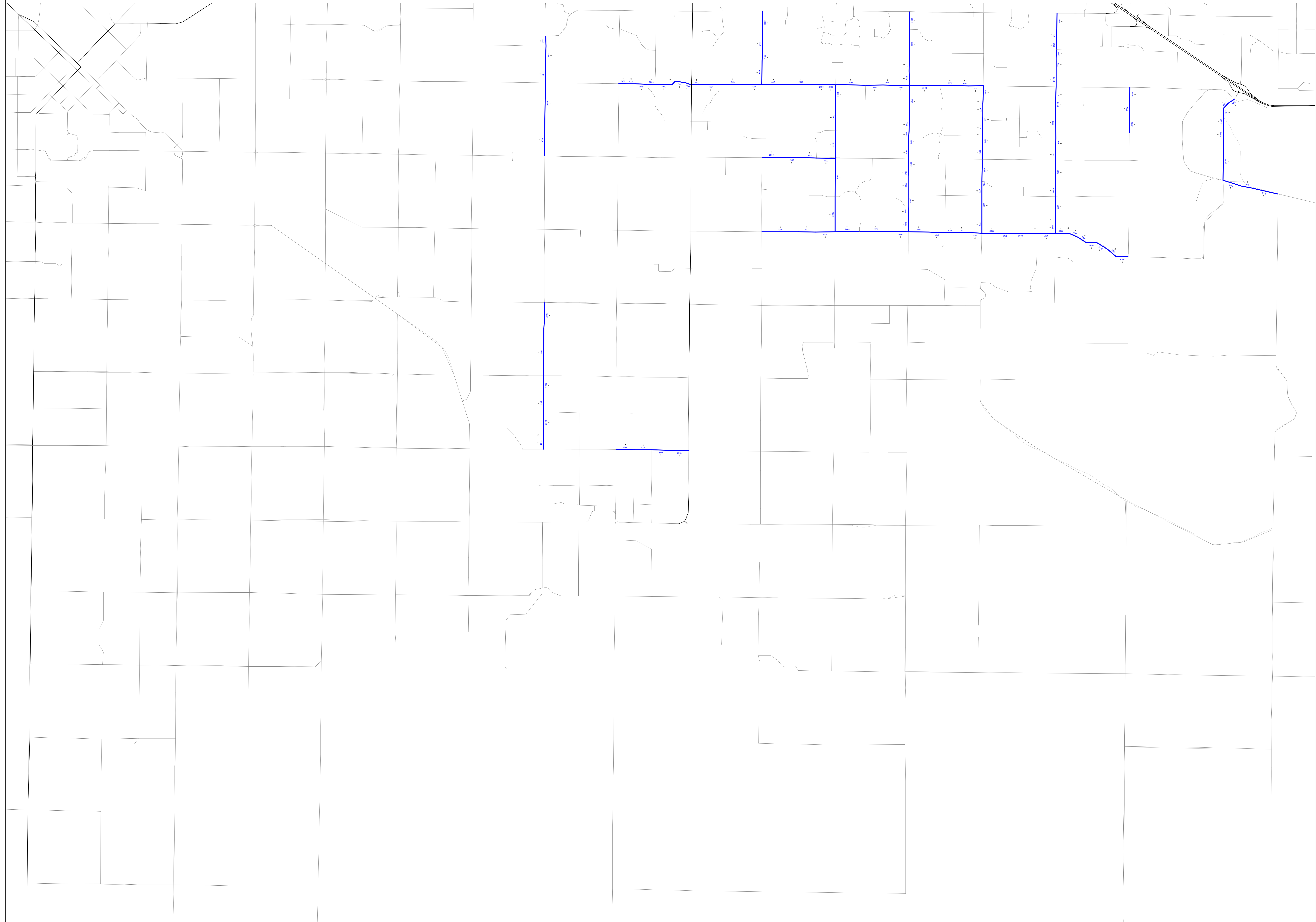
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	4%	8%	33%
Vol Thru, %	68%	71%	46%	61%
Vol Right, %	19%	25%	46%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	24	353	79
LT Vol	4	1	28	26
Through Vol	21	17	164	48
RT Vol	6	6	161	5
Lane Flow Rate	36	28	406	91
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.034	0.464	0.126
Departure Headway (Hd)	4.875	4.492	4.114	4.984
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	797	876	719
Service Time	2.908	2.518	2.129	3.013
HCM Lane V/C Ratio	0.049	0.035	0.463	0.127
HCM Control Delay	8.2	7.7	10.7	8.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.2	0.1	2.5	0.4

Appendix C₃: COMPASS Model Run and City of Kuna Materials

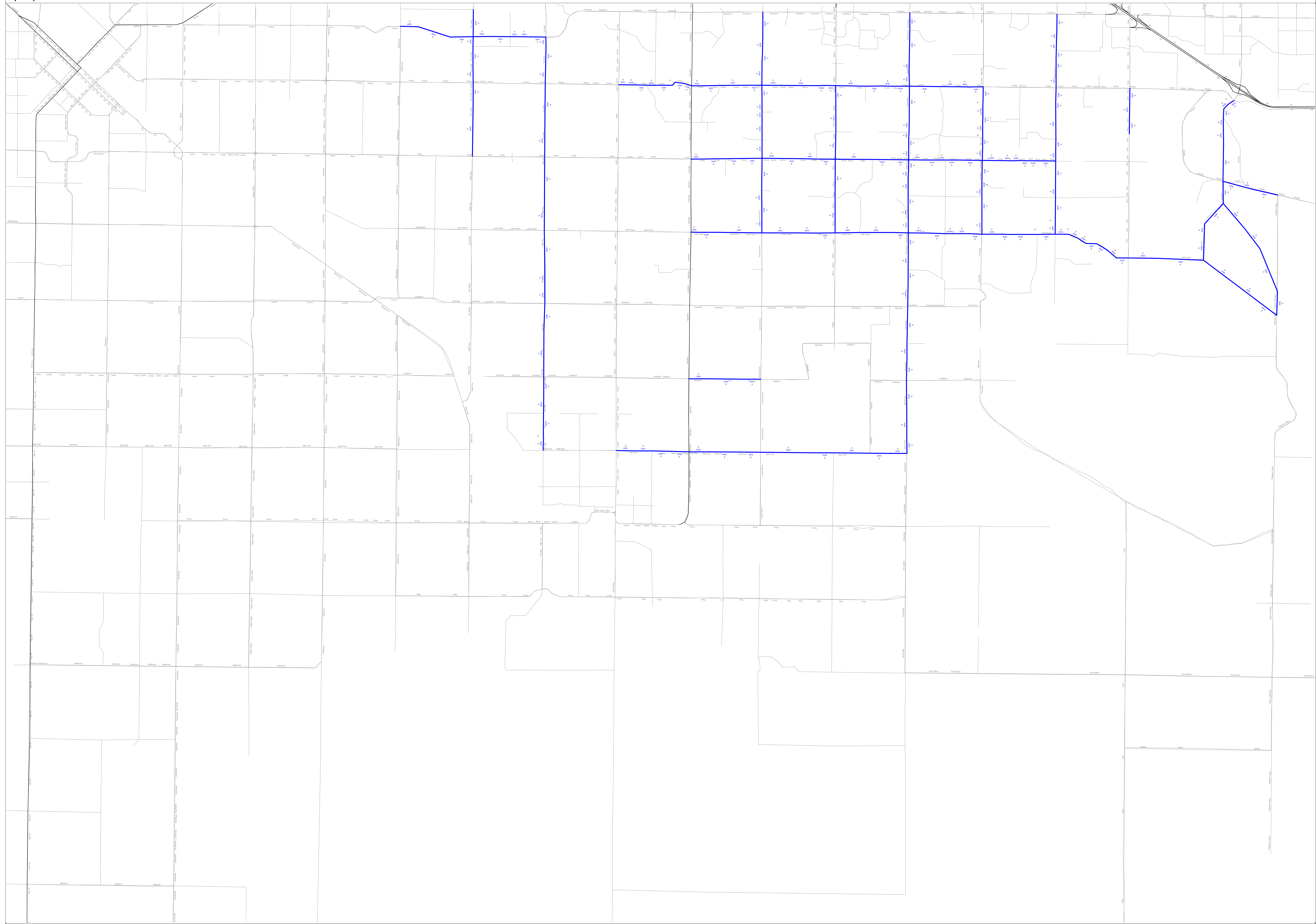
2021 Demand: 2021 Demographics and 2021 Funded Network
Kuna PEL No-Build Scenario
2/26/2022



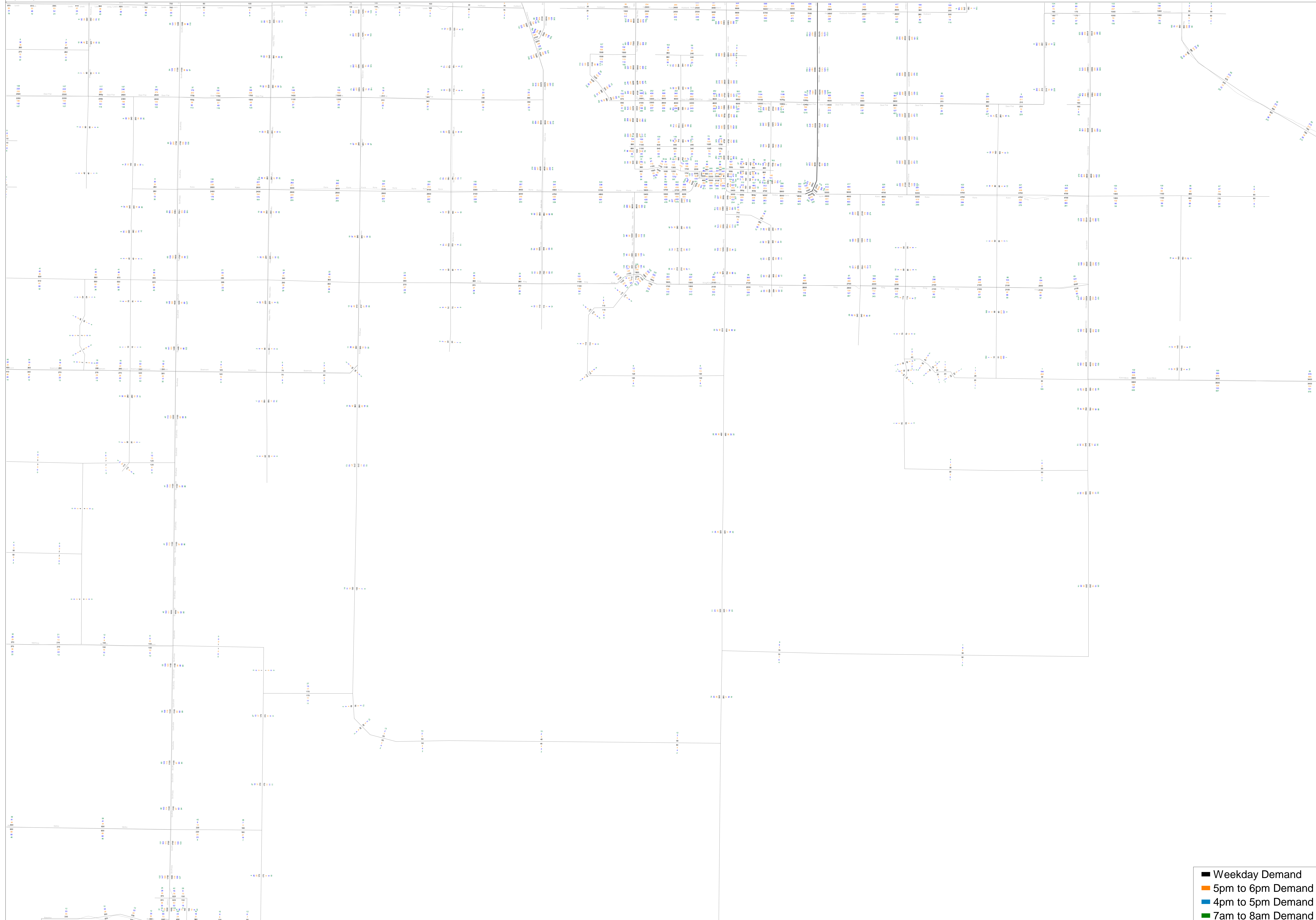
- Weekday Demand
- 5pm to 6pm Demand
- 4pm to 5pm Demand
- 7am to 8am Demand



Projects Assumed to be Completed by 2050
 Project Year and Total Lanes Posted
 2/26/2022



2035 Demand: 2035 Demographics and 2035 Funded Network
Kuna PEL No-Build Scenario
2/26/2022

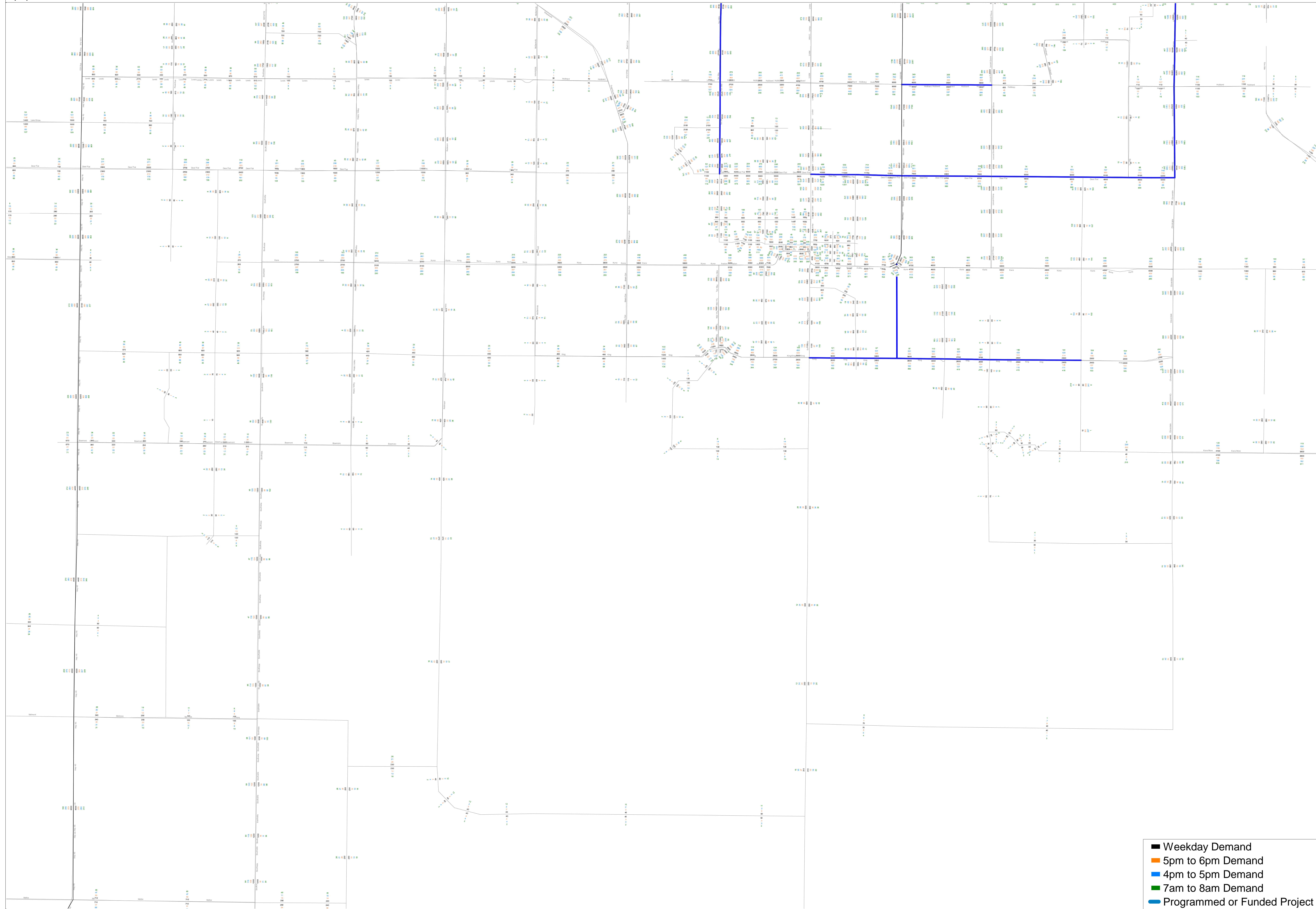


- Weekday Demand
- 5pm to 6pm Demand
- 4pm to 5pm Demand
- 7am to 8am Demand

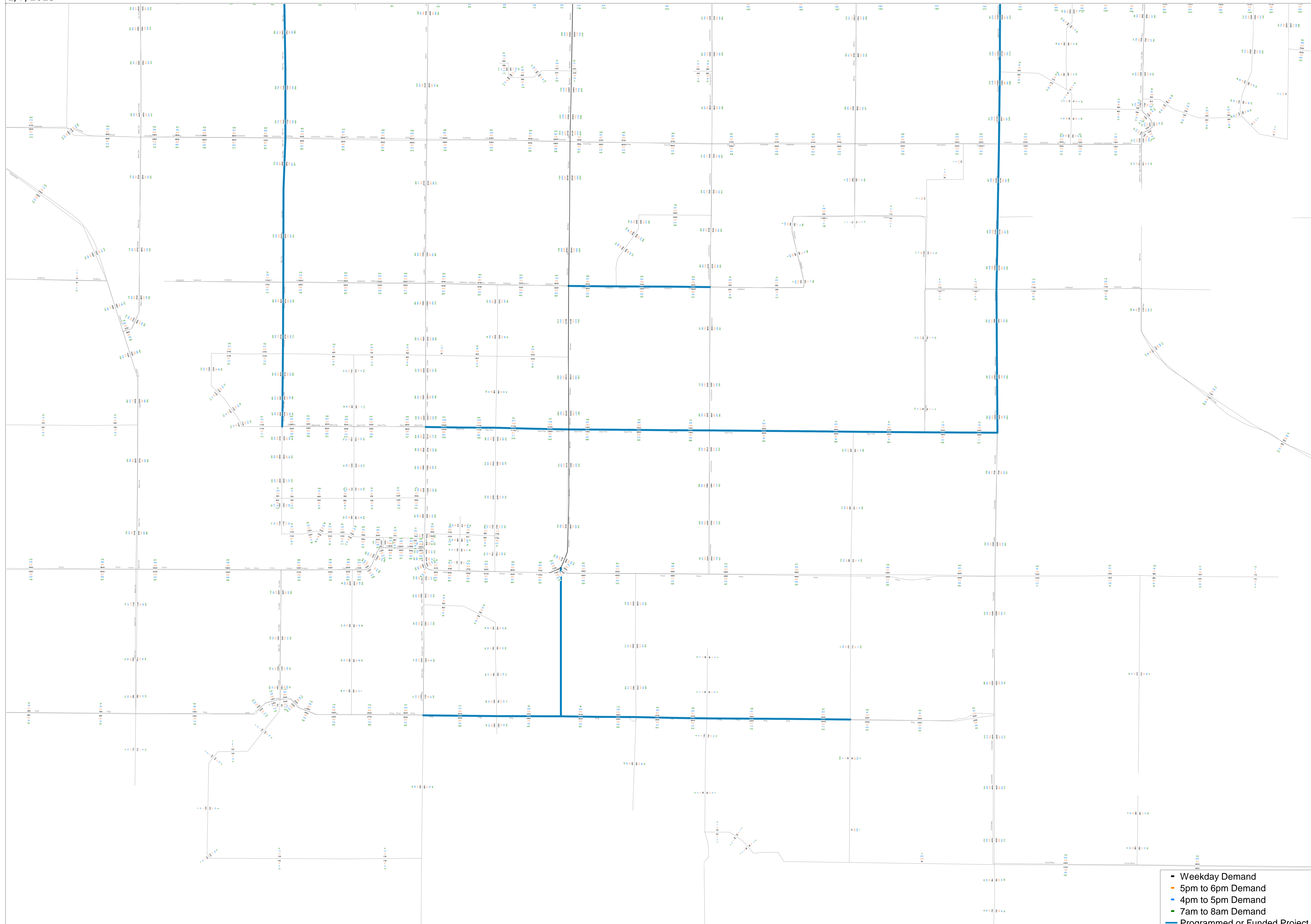
2050 Demand

Kuna PEL No-Build Scenario: Meridian Rd Extension (King Rd to Kuna Rd) removed for this scenario
Based on 2050 Unofficial Network (CIM 2050 Foundation and 2050 Demographics)

3/1/2022

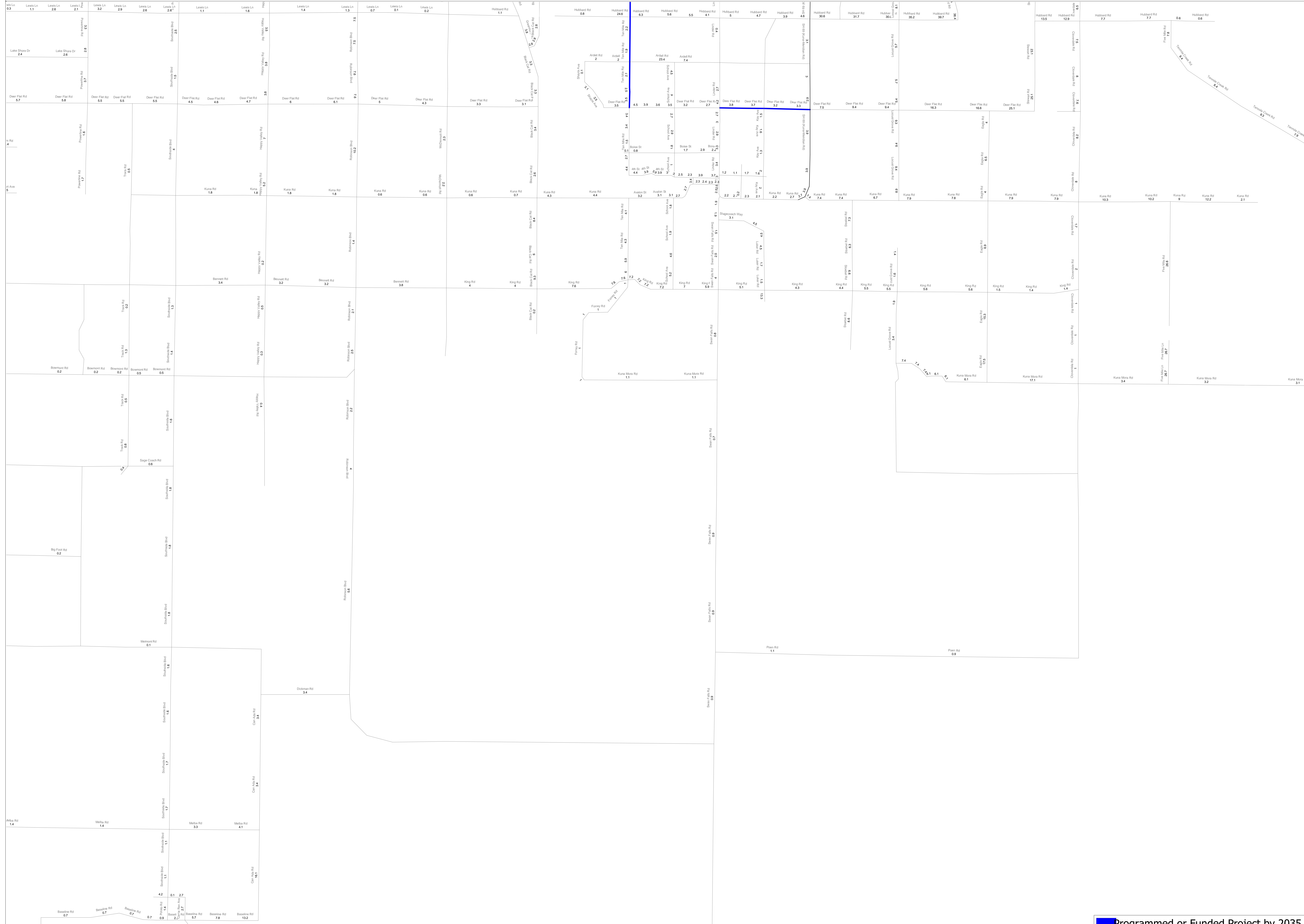



- Weekday Demand
- 5pm to 6pm Demand
- 4pm to 5pm Demand
- 7am to 8am Demand
- Programmed or Funded Project



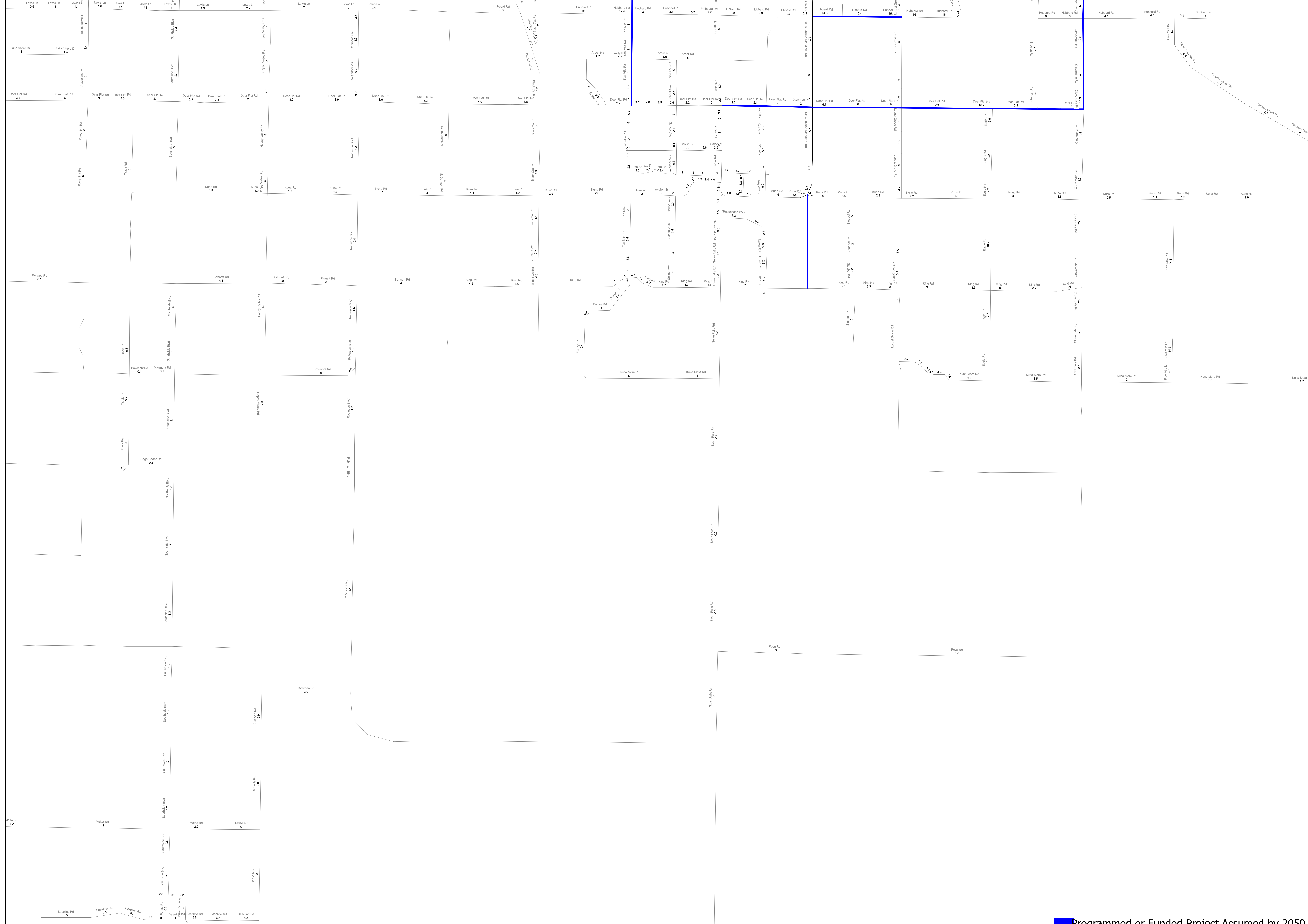
- Weekday Demand
- 5pm to 6pm Demand
- 4pm to 5pm Demand
- 7am to 8am Demand
- Programmed or Funded Project

2021 Peak Hour to 2035 Peak Hour Compounded Annual Growth Rates 2/26/2022



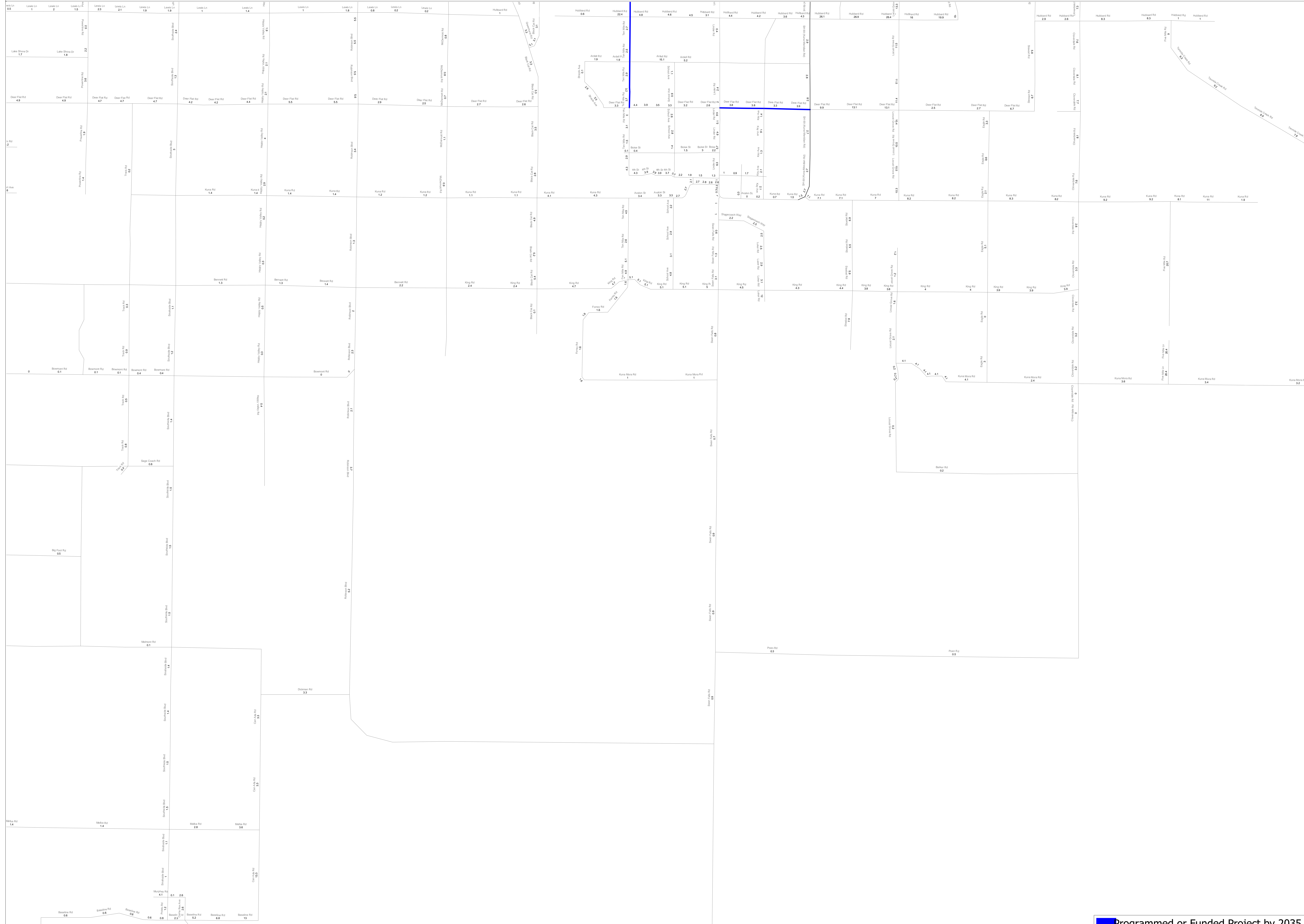
 Programmed or Funded Project by 2035


2021 Peak Hour to 2050 Peak Hour Compounded Annual Growth Rates
2/26/2022



 Programmed or Funded Project Assumed by 2050

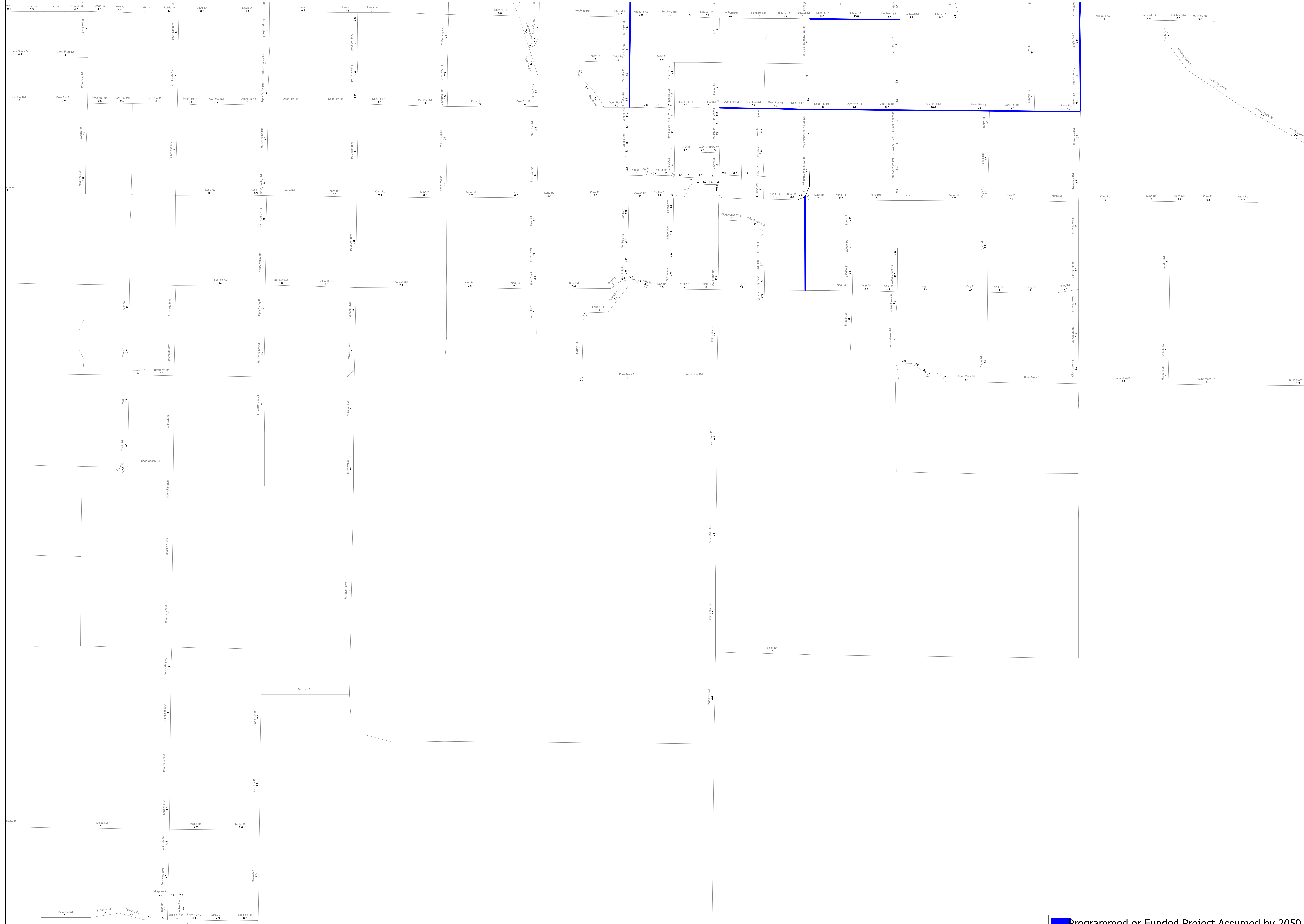
2021 to 2035 Daily Compounded Annual Growth Rates 2/26/2022



 Programmed or Funded Project by 2035

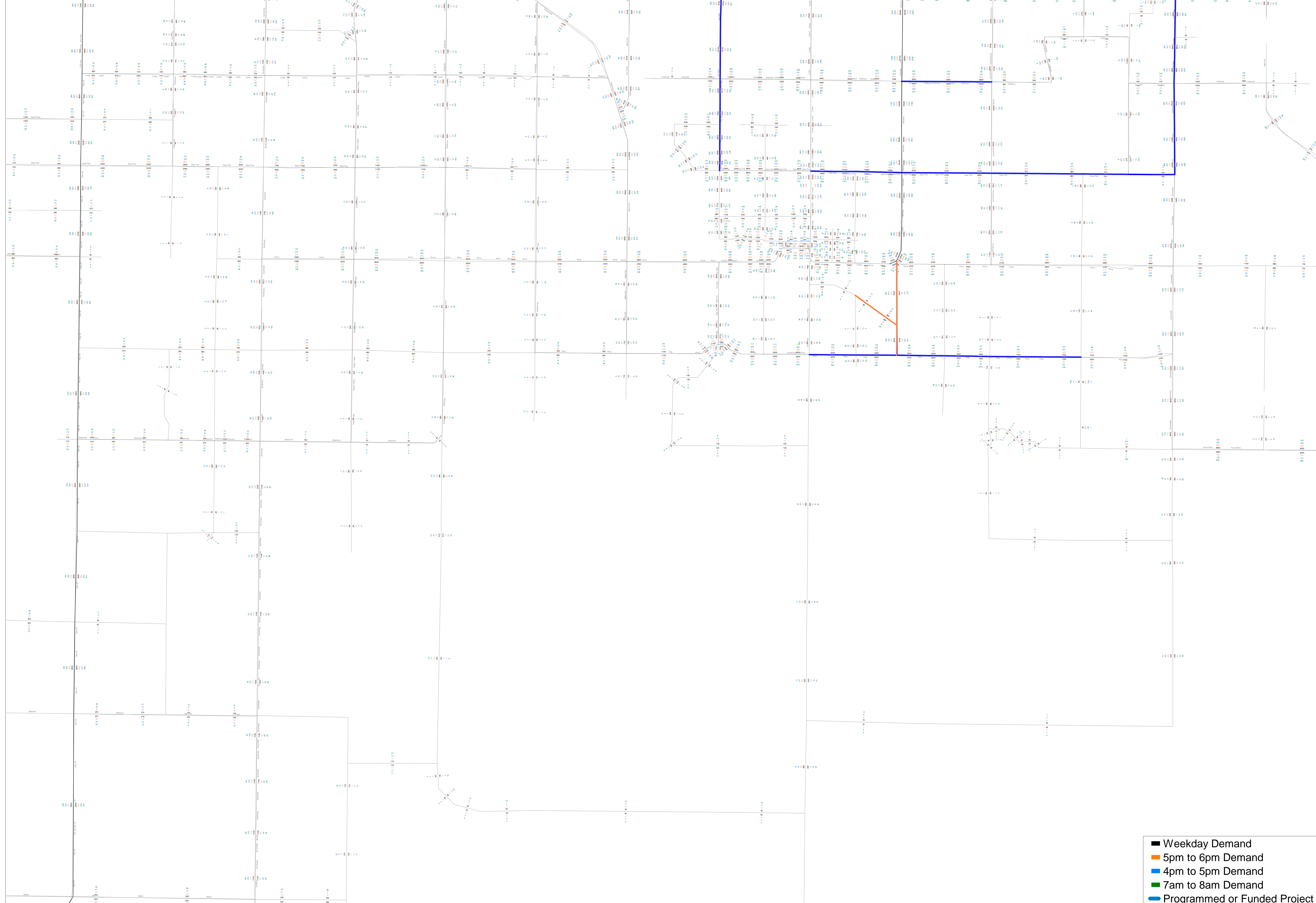
2021 to 2050 Daily Compounded Annual Growth Rates

2/26/2022



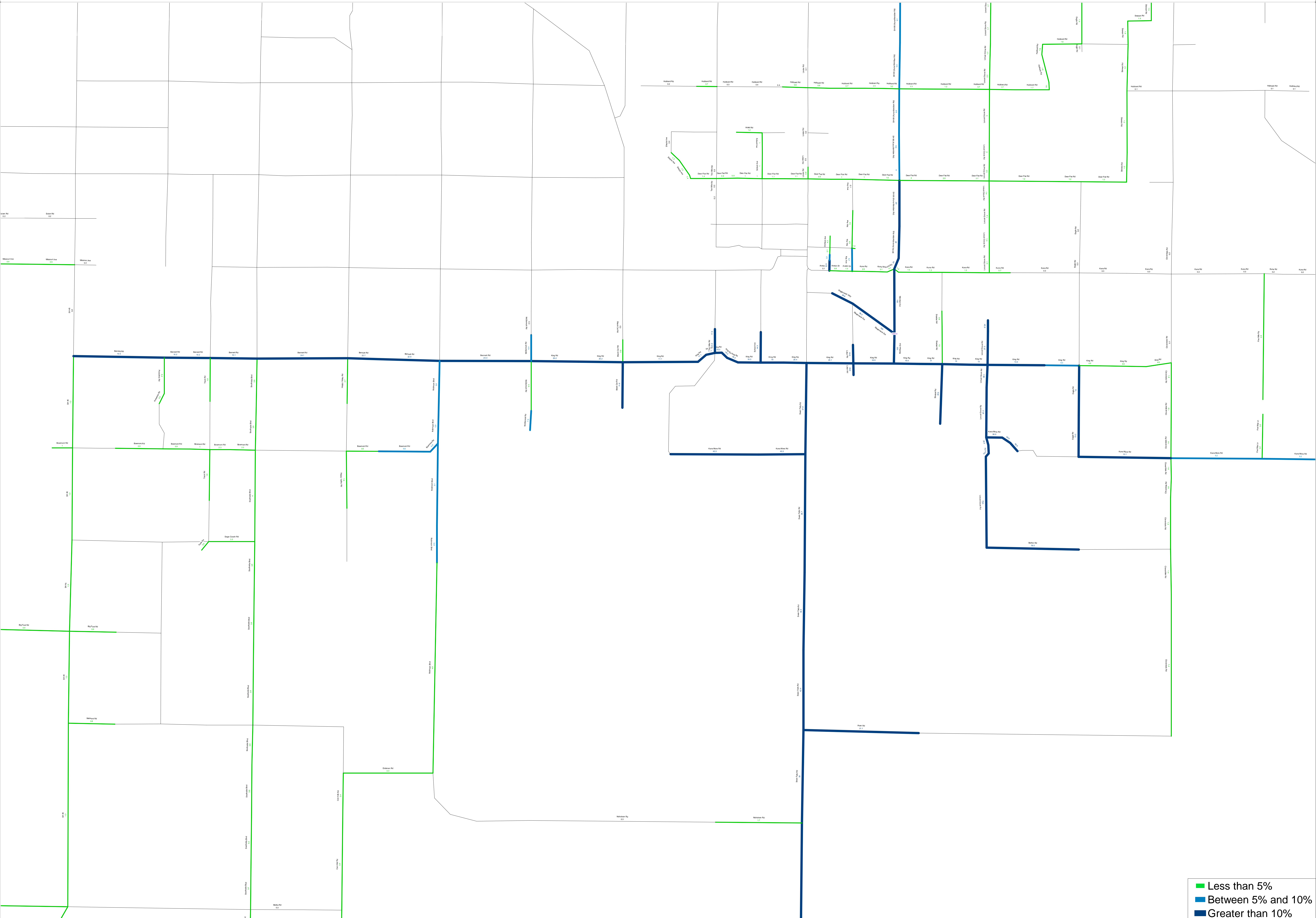
 Programmed or Funded Project Assumed by 2050

2035 Demand
Kuna PEL Interim Build Scenario: Meridian Rd Ext (King Rd to Kuna Rd) and Stagecoach Way Extension
Based on 2035 Official Network (Funded 2035 Network and 2035 Demographics)
3/1/2022



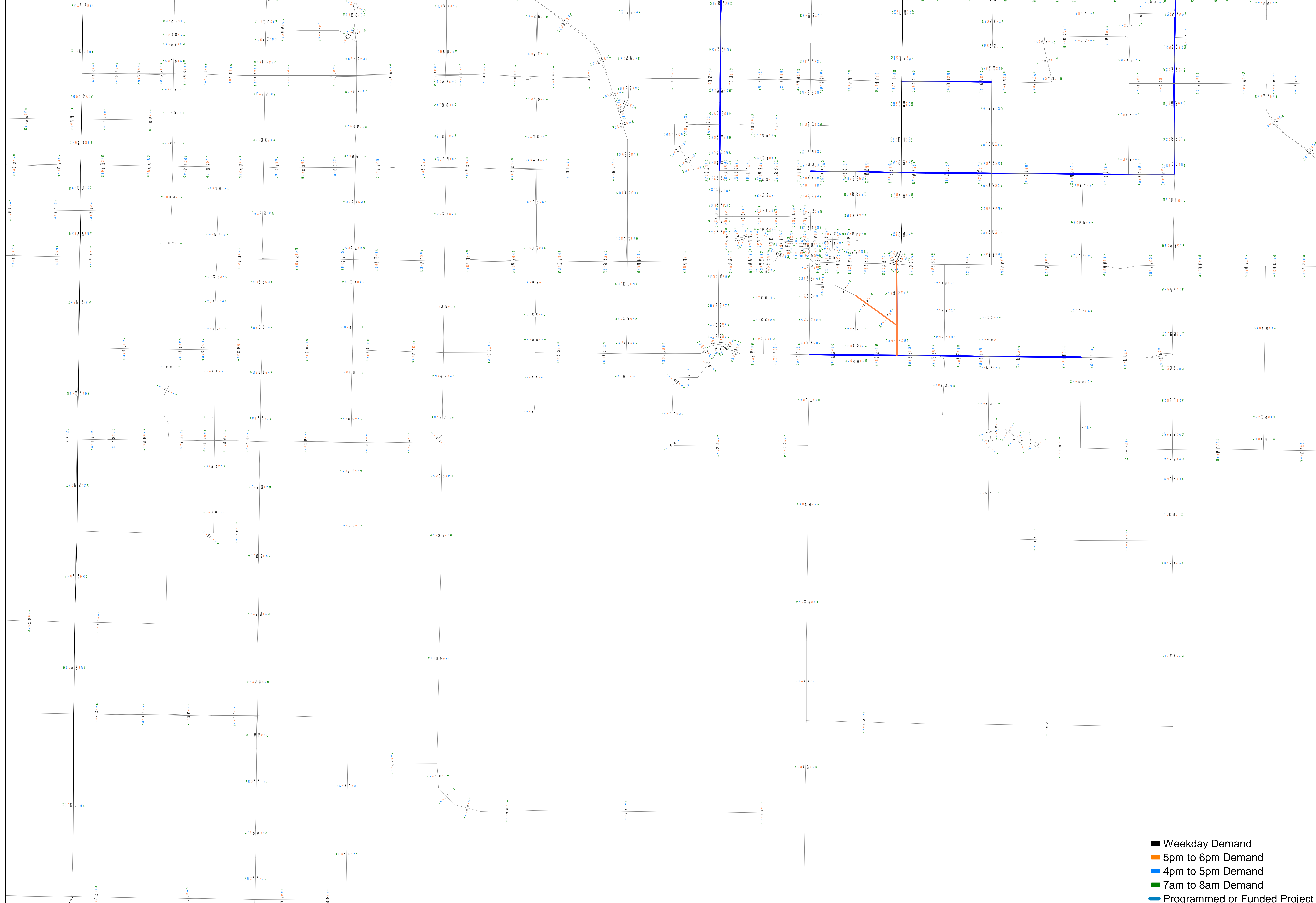
- Weekday Demand
- 5pm to 6pm Demand
- 4pm to 5pm Demand
- 7am to 8am Demand
- Programmed or Funded Project

Total Percent of 2035 Peak Hour Demand Traversing Meridian Rd Extension, King Rd to Kuna Rd (Select Node12513)
Kuna PEL Interim Build Scenario: Meridian Rd Ext (King Rd to Kuna Rd) and Stagecoach Way Extension
Based on 2035 Official Network (Funded 2035 Network and 2035 Demographics)
3/1/2022



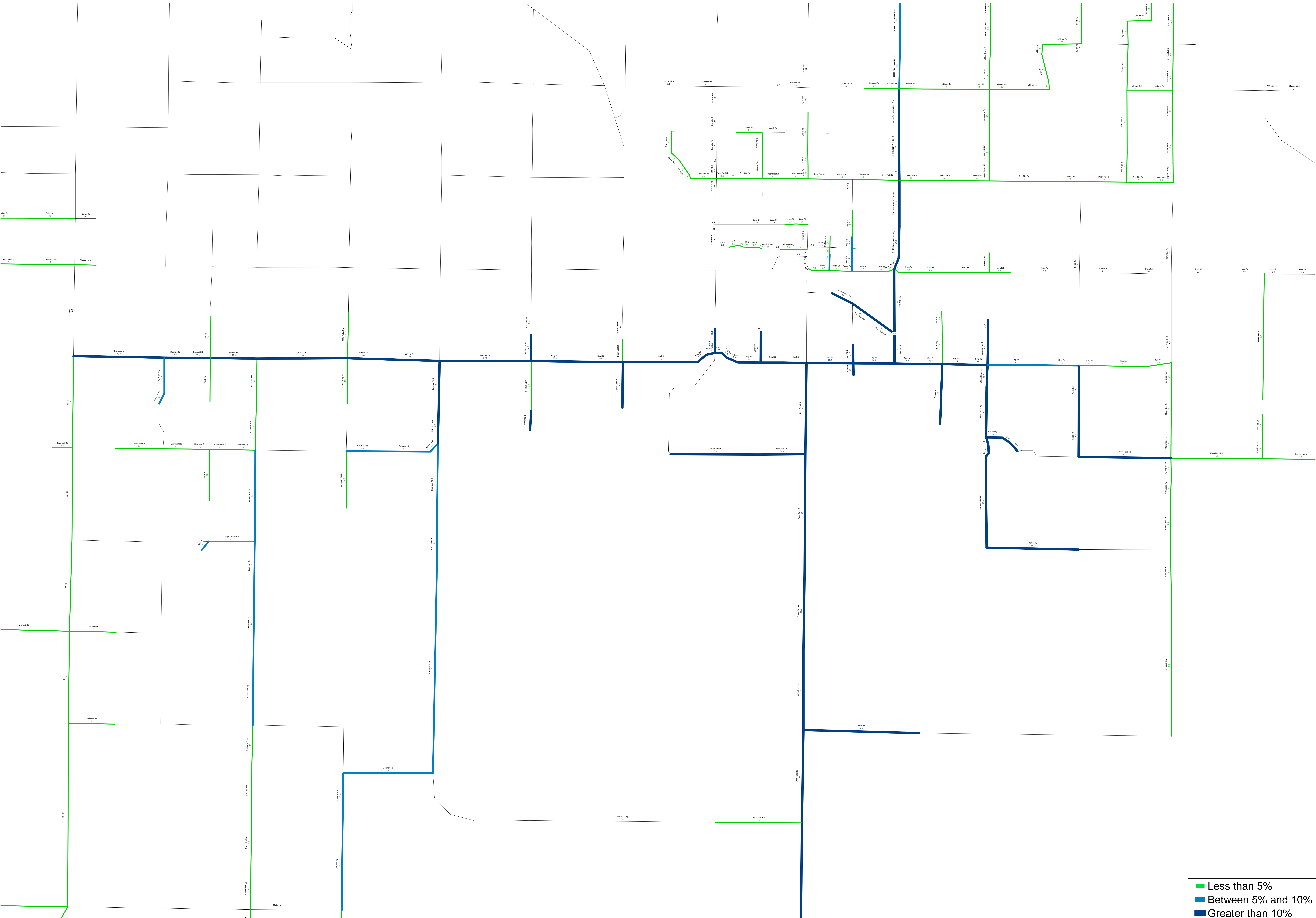
- Less than 5%
- Between 5% and 10%
- Greater than 10%

2050 Demand
Kuna PEL Interim Build Scenario: Meridian Rd Ext (King Rd to Kuna Rd) and Stagecoach Way Extension
Based on 2050 Unofficial Network (CIM 2050 Foundation and 2050 Demographics)
3/1/2022



- Weekday Demand
- 5pm to 6pm Demand
- 4pm to 5pm Demand
- 7am to 8am Demand
- Programmed or Funded Project

Total Percent of 2050 Peak Hour Demand Traversing Meridian Rd Extension, King Rd to Kuna Rd (Select Node 12513)
Kuna PEL Interim Build Scenario: Meridian Rd Ext (King Rd to Kuna Rd) and Stagecoach Way Extension
Based on 2050 Unofficial Network (CIM 2050 Foundation and 2050 Demographics)
3/1/2022

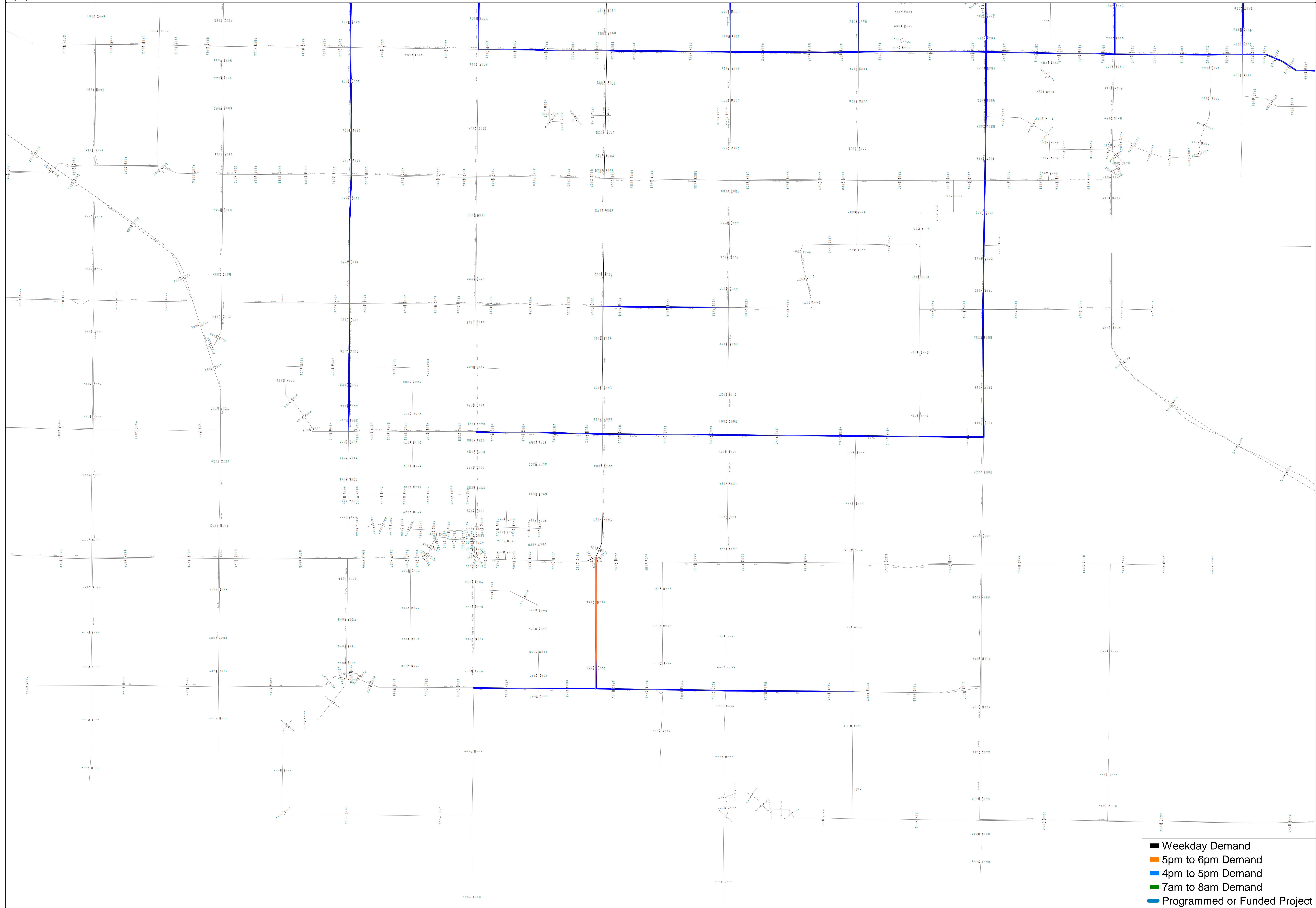


- Less than 5%
- Between 5% and 10%
- Greater than 10%

2035 Demand

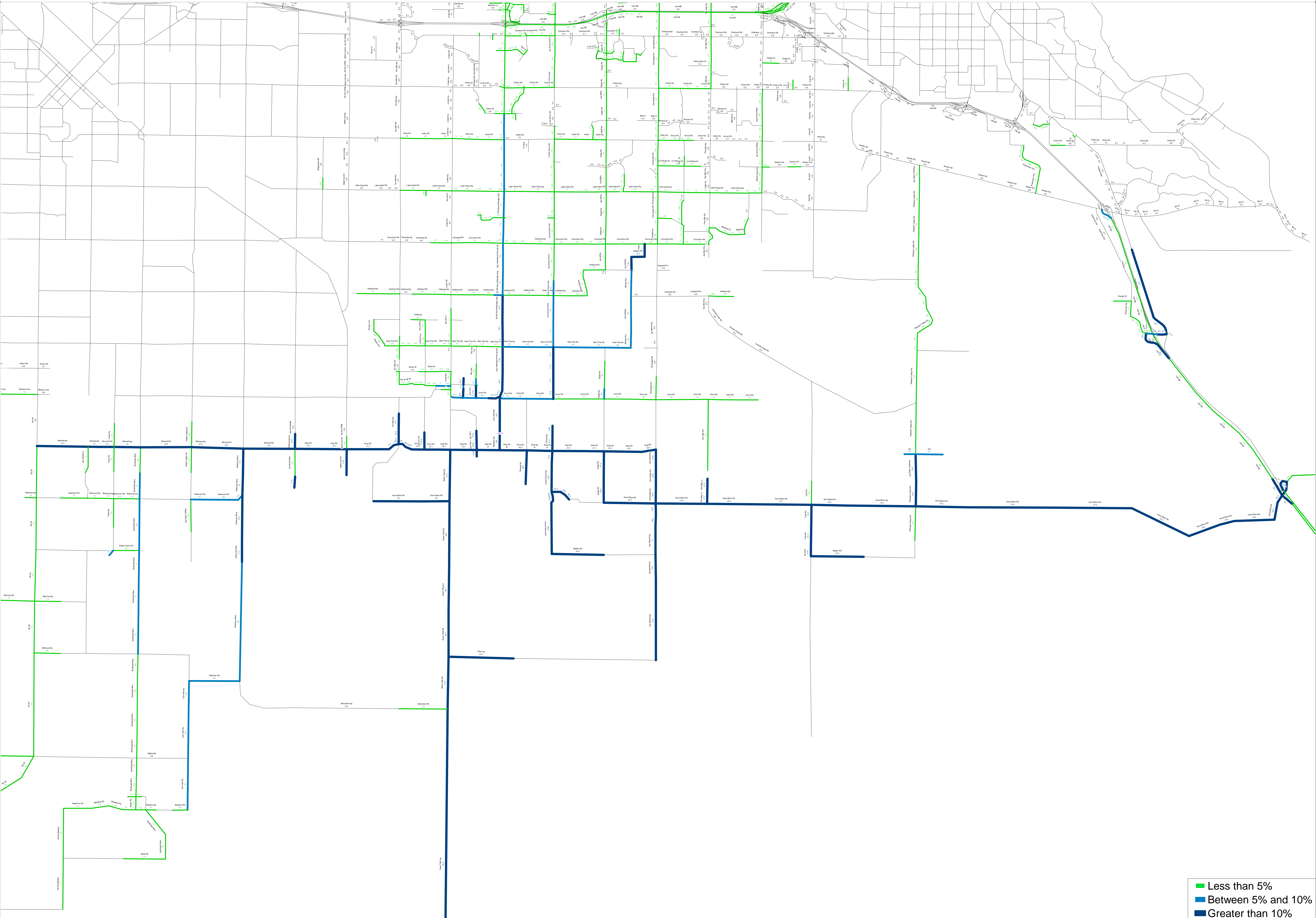
Kuna PEL Interim Build Scenario: Meridian Rd Ext (King Rd to Kuna Rd) as 55 mph State Highway
Based on 2035 Official Network (Funded 2035 Network and 2035 Demographics)

6/1/2022



- Weekday Demand
- 5pm to 6pm Demand
- 4pm to 5pm Demand
- 7am to 8am Demand
- Programmed or Funded Project

Total Percent of 2035 Peak Hour Demand Traversing Meridian Rd Extension, King Rd to Kuna Rd (Select Node12513)
Kuna PEL Interim Build Scenario: Meridian Rd Ext (King Rd to Kuna Rd) as 55 mph State Highway
Based on 2035 Official Network (Funded 2035 Network and 2035 Demographics)
6/1/2022

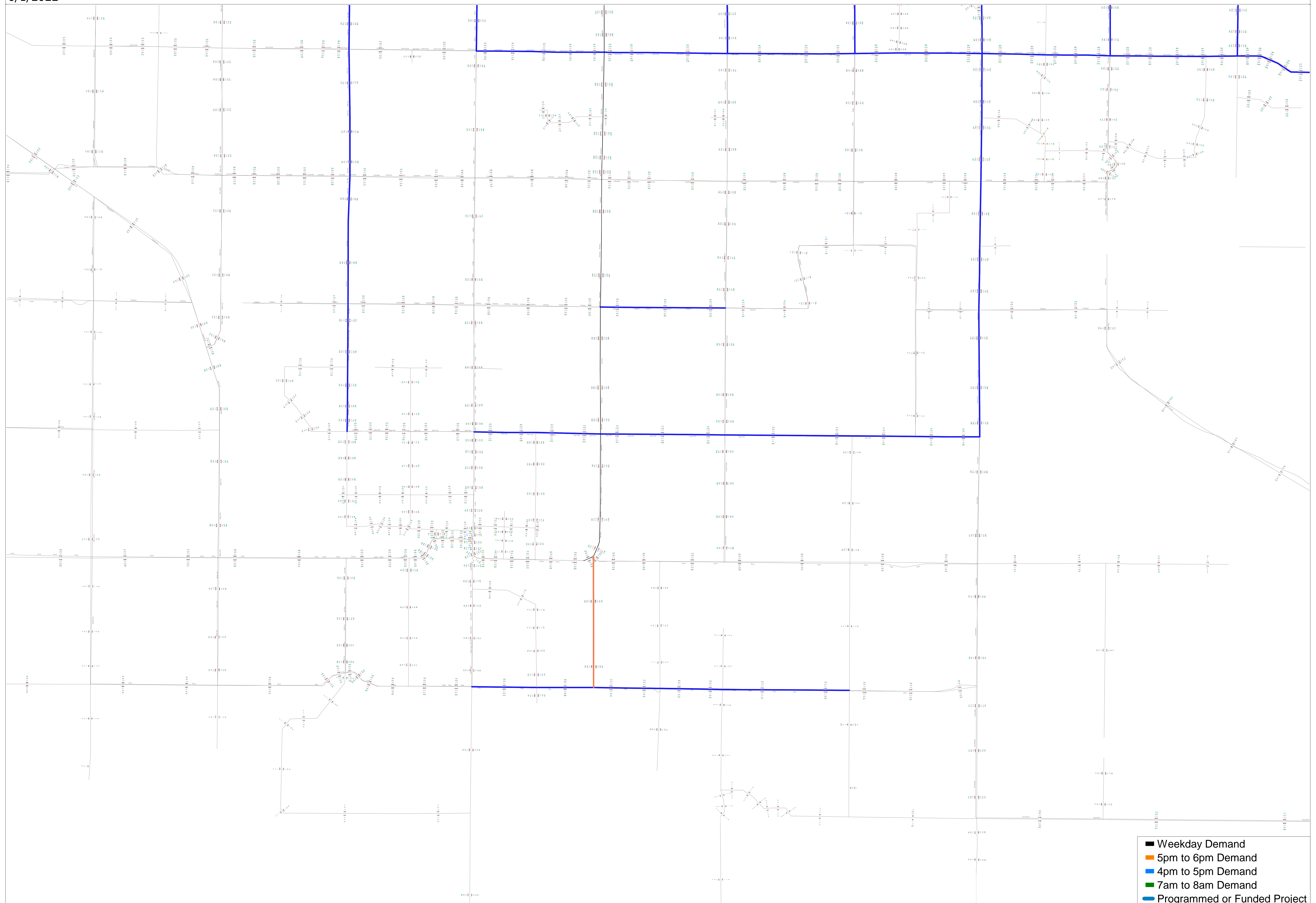


- Less than 5%
- Between 5% and 10%
- Greater than 10%

2050 Demand

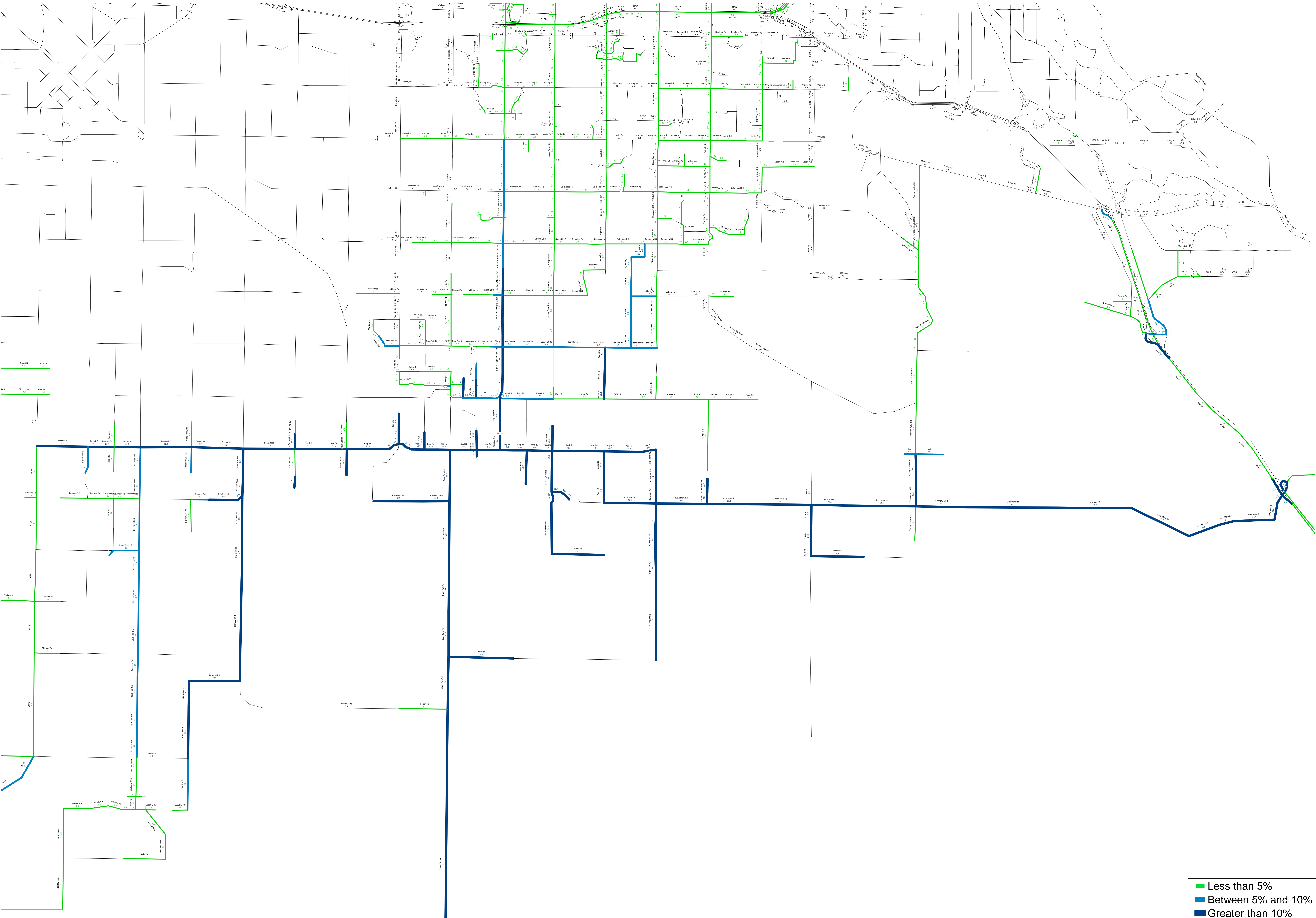
Kuna PEL Interim Build Scenario: Meridian Rd Ext (King Rd to Kuna Rd) as 55 mph State Highway
Based on 2050 Unofficial Network (CIM 2050 Foundation and 2050 Demographics)

6/1/2022



- Weekday Demand
- 5pm to 6pm Demand
- 4pm to 5pm Demand
- 7am to 8am Demand
- Programmed or Funded Project

Total Percent of 2050 Peak Hour Demand Traversing Meridian Rd Extension, King Rd to Kuna Rd (Select Node 12513)
Kuna PEL Interim Build Scenario: Meridian Rd Ext (King Rd to Kuna Rd) as 55 mph State Highway
Based on 2050 Unofficial Network (CIM 2050 Foundation and 2050 Demographics)
6/1/2022



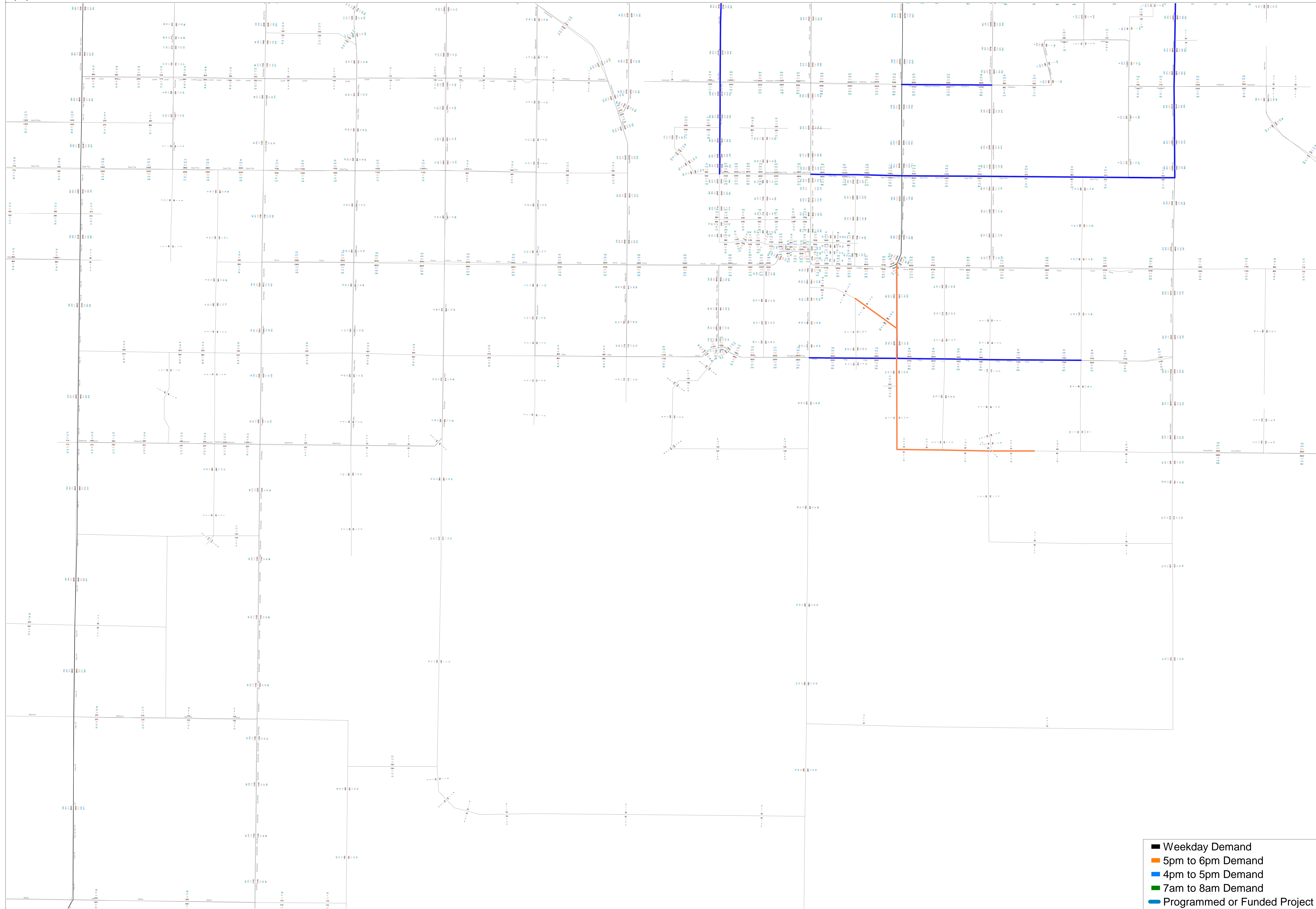
- Less than 5%
- Between 5% and 10%
- Greater than 10%

2035 Demand

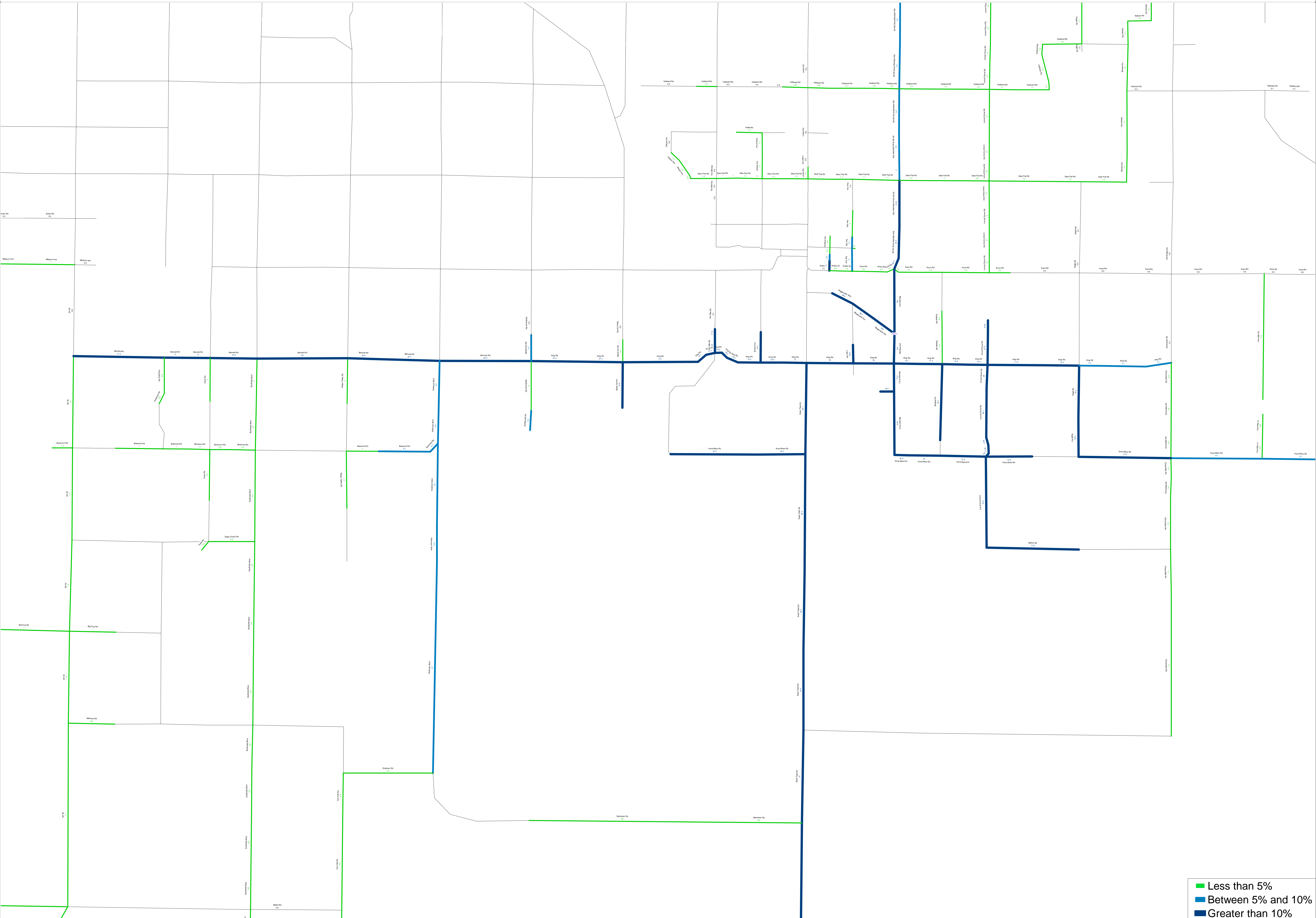
Kuna PEL Ultimate Build Scenario: Meridian Rd Ext (Kuna-Mora to King Rd), new Kuna-Mora connection, and Stagecoach Way Extension

Based on 2035 Official Network (Funded 2035 Network and 2035 Demographics)

3/1/2022



Total Percent of 2035 Peak Hour Demand Traversing Meridian Rd Extension, King Rd to Kuna Rd (Select Node12513)
Kuna PEL Ultimate Build Scenario: Meridian Rd Ext (Kuna-Mora to Kuna Rd), new Kuna-Mora Connection, and Stagecoach Way Extension
Based on 2035 Official Network (Funded 2035 Network and 2035 Demographics)
3/1/2022

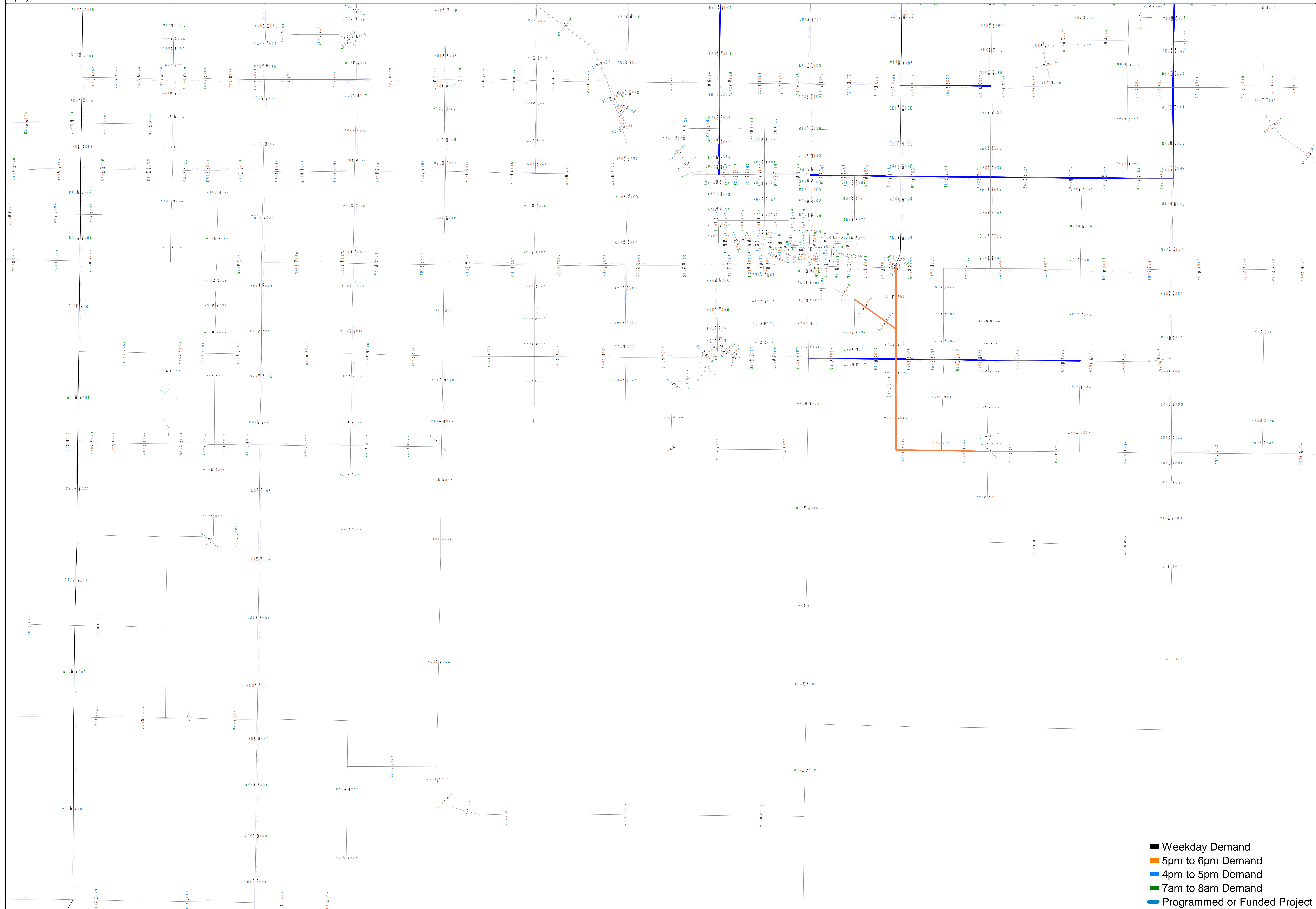


2050 Demand

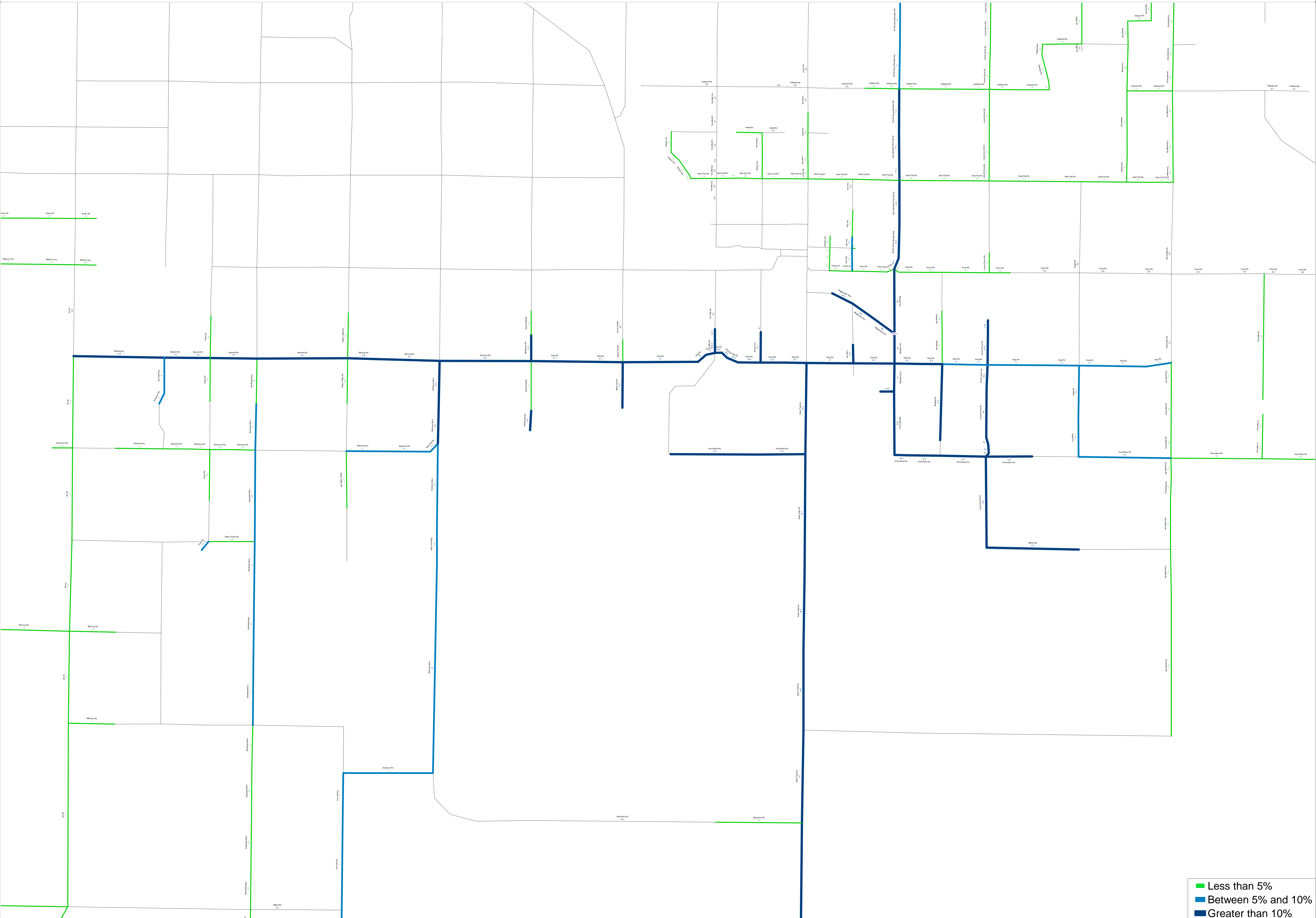
Kuna PEL Ultimate Build Scenario: Meridian Rd Ext (Kuna-Mora to King Rd), new Kuna-Mora connection, and Stagecoach Way Extension

Based on 2050 Unofficial Network (CIM 2050 Foundation and 2050 Demographics)

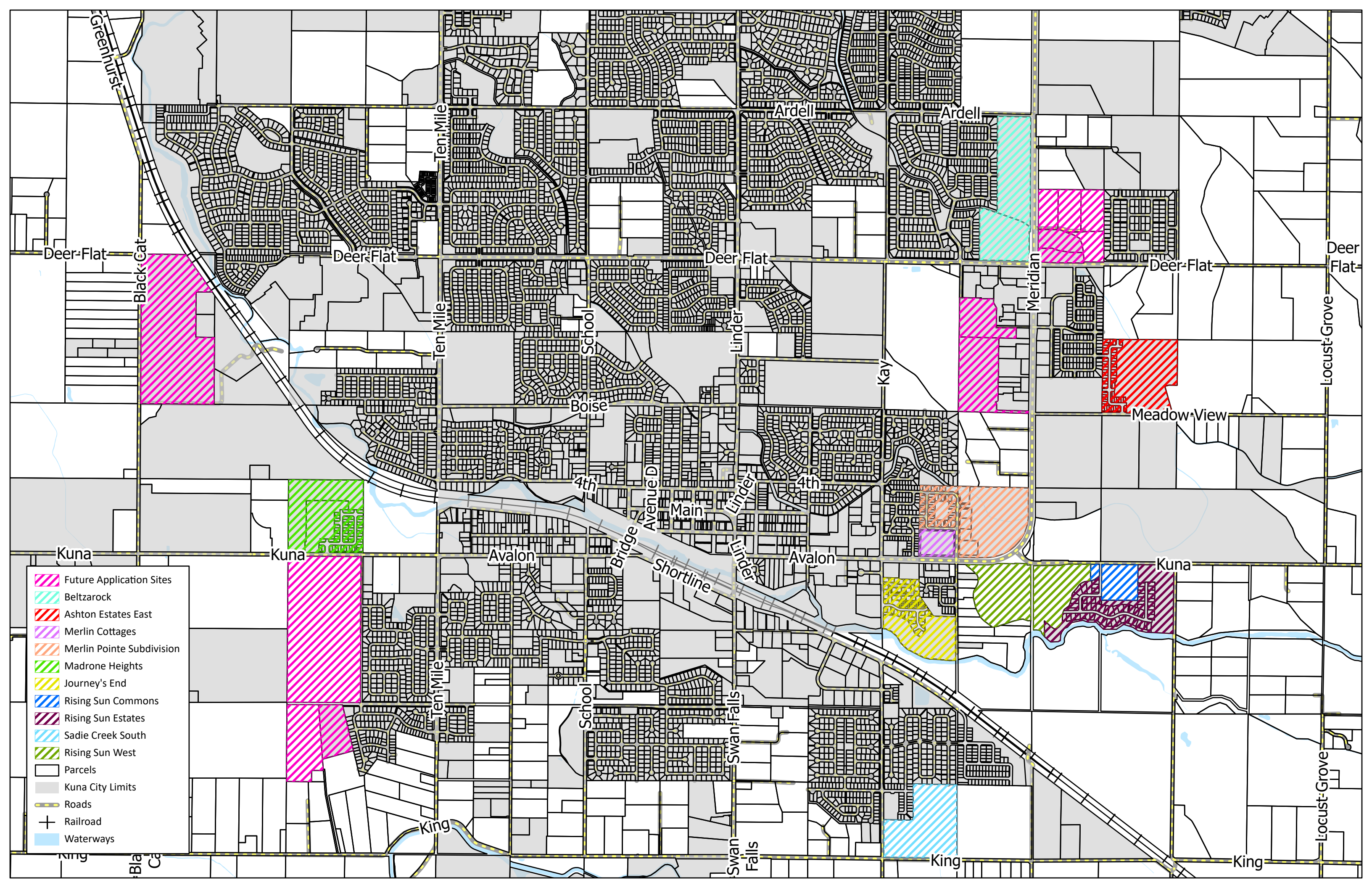
3/1/2022



Total Percent of 2050 Peak Hour Demand Traversing Meridian Rd Extension, King Rd to Kuna Rd (Select Node 12513)
Kuna PEL Ultimate Build Scenario: Meridian Rd Ext (Kuna-Mora to Kuna Rd), new Kuna-Mora Connection, and Stagecoach Way Extension
Based on 2050 Unofficial Network (CIM 2050 Foundation and 2050 Demographics)
3/1/2022



- Less than 5%
- Between 5% and 10%
- Greater than 10%



Active or Recently Approved Preliminary Plat Applications

Along Meridian Road, as far north as Deer Flat Road

Beltzarock (Active Application)

- R-20 and C-2 Zone (Proposed)
- 53 single family lots, 10 commercial lots

Ashton Estates East (Approved)

- R-8 Zone
- 5 Phases with 175 single family lots, phase 1 final plat has recorded with 51 single family lots

Along Kuna Road

Merlin Cottages Subdivision (Active Application)

- C-1 and R-12 Zone proposed
- 54 single family lots, 6 commercial lots

Merlin Pointe Subdivision (Approved)

- C-1 Zone
- 20 commercial Lots, 56 residential lots, phase 1 final plat has recorded with 6 commercial lots and 56 residential lots

Madrone Heights (Approved)

- R-6 Zone
- 206 buildable lots, phase 1 final plat has recorded with 55 buildable lots

Journey's End (Approved)

- R-6 and C-1 Zone
- 87 single family lots, 20 townhome lots, 25 4-plex lots

Rising Sun Commons (Approved)

- R-6 Zone
- 43 single family lots

Rising Sun Estates (Approved)

- R-4 Zone
- 91 single family lots, phase 1 final plat has recorded with 61 single family lots

Along King Road, as far east as Cloverdale Road

Sadie Creek South (Active Application)

- R-8 Zone proposed
- 170 buildable lots

Along the proposed extension of Meridian Road down to Kuna-Mora Road

Rising Sun West (Active Application)

- R-8, R-20, C-1 Zone proposed
- 90 single family lots, 13.15 acre of multi-family, 14 commercial lots

In the area of the Kuna-Mora Road / Cloverdale Road Intersection

None

Appendix C4: Future 2050 Traffic Operations Results Worksheets

HCM 6th TWSC
2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 AM Peak Hour

Intersection												
Int Delay, s/veh	5962.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↕	
Traffic Vol, veh/h	562	170	35	23	56	195	92	162	23	341	128	285
Future Vol, veh/h	562	170	35	23	56	195	92	162	23	341	128	285
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	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	6	0	1	3	7	2	0
Mvmt Flow	624	189	39	26	62	217	102	180	26	379	142	317

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1384	1469	230	1321	1614	103	459	0	0	206	0	0
Stage 1	1059	1059	-	397	397	-	-	-	-	-	-	-
Stage 2	325	410	-	924	1217	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.02	4.1	-	-	4.24	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.36	2.2	-	-	2.27	-	-
Pot Cap-1 Maneuver	~ 105	~ 129	779	117	105	919	1113	-	-	1327	-	-
Stage 1	~ 243	304	-	605	607	-	-	-	-	-	-	-
Stage 2	667	599	-	294	256	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 13	~ 84	779	-	68	919	1113	-	-	1327	-	-
Mov Cap-2 Maneuver	~ 13	~ 84	-	-	68	-	-	-	-	-	-	-
Stage 1	~ 221	217	-	549	551	-	-	-	-	-	-	-
Stage 2	~ 411	544	-	26	183	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	6102.6		2.8	4
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1113	-	-	13	99	-	242	1327	-	-
HCM Lane V/C Ratio	0.092	-	-	48.034	2.301	-	1.152	0.286	-	-
HCM Control Delay (s)	8.6	-	-	21726.4	685.2	-	148.5	8.8	-	-
HCM Lane LOS	A	-	-	F	F	-	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	79.4	20.3	-	12.8	1.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	161	385	92	115	69	115
Future Vol, veh/h	161	385	92	115	69	115
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	418	100	125	75	125

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	225	0	-	0	931
Stage 1	-	-	-	-	163
Stage 2	-	-	-	-	768
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	1344	-	-	-	296
Stage 1	-	-	-	-	866
Stage 2	-	-	-	-	458
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1344	-	-	-	246
Mov Cap-2 Maneuver	-	-	-	-	246
Stage 1	-	-	-	-	719
Stage 2	-	-	-	-	458

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1344	-	-	-	246	882
HCM Lane V/C Ratio	0.13	-	-	-	0.305	0.142
HCM Control Delay (s)	8.1	0	-	-	25.9	9.8
HCM Lane LOS	A	A	-	-	D	A
HCM 95th %tile Q(veh)	0.4	-	-	-	1.2	0.5

Queues

1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
Year 2050 AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	668	1047	71	242	261	928	104	1452
v/c Ratio	1.65	1.95	0.48	0.68	0.86	0.73	0.46	1.35
Control Delay	331.8	461.5	39.8	60.6	66.0	42.1	28.6	195.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	331.8	461.5	39.8	60.6	66.0	42.1	28.6	195.7
Queue Length 50th (ft)	~795	~1552	42	204	188	375	51	~877
Queue Length 95th (ft)	#1058	#1880	75	300	#354	523	94	#1085
Internal Link Dist (ft)		1222		1343		982		1050
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	404	537	323	523	327	1269	388	1079
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.65	1.95	0.22	0.46	0.80	0.73	0.27	1.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
 Year 2050 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	601	804	139	64	151	67	235	653	182	94	568	739
Future Volume (vph)	601	804	139	64	151	67	235	653	182	94	568	739
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.95		1.00	0.97		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1676	1755		1710	1717		1710	3283		1710	3103	
Flt Permitted	0.31	1.00		0.14	1.00		0.08	1.00		0.20	1.00	
Satd. Flow (perm)	543	1755		247	1717		144	3283		363	3103	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	668	893	154	71	168	74	261	726	202	104	631	821
RTOR Reduction (vph)	0	3	0	0	11	0	0	14	0	0	140	0
Lane Group Flow (vph)	668	1044	0	71	231	0	261	914	0	104	1312	0
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	59.1	43.8		37.4	29.1		71.3	55.1		53.3	43.6	
Effective Green, g (s)	59.1	43.8		37.4	29.1		71.3	55.1		53.3	43.6	
Actuated g/C Ratio	0.41	0.30		0.26	0.20		0.50	0.38		0.37	0.30	
Clearance Time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	3.3		2.0	3.3	
Lane Grp Cap (vph)	404	534		148	347		302	1257		225	940	
v/s Ratio Prot	c0.26	c0.59		0.03	0.13		c0.13	0.28		0.03	c0.42	
v/s Ratio Perm	0.41			0.10			0.30			0.14		
v/c Ratio	1.65	1.95		0.48	0.67		0.86	0.73		0.46	1.40	
Uniform Delay, d1	37.3	50.1		43.4	52.9		43.7	38.0		31.3	50.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	304.9	436.2		0.9	6.3		21.1	2.2		0.5	184.6	
Delay (s)	342.2	486.2		44.3	59.2		64.8	40.2		31.9	234.7	
Level of Service	F	F		D	E		E	D		C	F	
Approach Delay (s)		430.1			55.8			45.6			221.1	
Approach LOS		F			E			D			F	

Intersection Summary			
HCM 2000 Control Delay	241.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.59		
Actuated Cycle Length (s)	143.9	Sum of lost time (s)	27.0
Intersection Capacity Utilization	135.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
 1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
 Year 2050 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	601	804	139	64	151	67	235	653	182	94	568	739
Future Volume (veh/h)	601	804	139	64	151	67	235	653	182	94	568	739
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1800	1772	1800	1800	1800	1800	1786	1800	1800	1772	1800
Adj Flow Rate, veh/h	668	893	154	71	168	74	261	726	202	104	631	821
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	2	0	0	0	0	1	0	0	2	0
Cap, veh/h	395	465	80	129	224	99	284	1035	288	246	529	472
Arrive On Green	0.17	0.31	0.31	0.04	0.19	0.19	0.14	0.39	0.39	0.05	0.31	0.31
Sat Flow, veh/h	1688	1496	258	1714	1184	522	1714	2622	729	1714	1683	1502
Grp Volume(v), veh/h	668	0	1047	71	0	242	261	470	458	104	631	821
Grp Sat Flow(s),veh/h/ln	1688	0	1754	1714	0	1706	1714	1697	1655	1714	1683	1502
Q Serve(g_s), s	23.0	0.0	43.0	4.6	0.0	18.5	16.5	32.1	32.1	5.6	43.5	43.5
Cycle Q Clear(g_c), s	23.0	0.0	43.0	4.6	0.0	18.5	16.5	32.1	32.1	5.6	43.5	43.5
Prop In Lane	1.00		0.15	1.00		0.31	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	395	0	545	129	0	323	284	670	653	246	529	472
V/C Ratio(X)	1.69	0.00	1.92	0.55	0.00	0.75	0.92	0.70	0.70	0.42	1.19	1.74
Avail Cap(c_a), veh/h	395	0	545	337	0	530	343	670	653	443	529	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	47.7	44.8	0.0	53.0	42.5	35.1	35.1	31.2	47.5	47.5
Incr Delay (d2), s/veh	321.0	0.0	421.6	1.4	0.0	7.2	24.4	3.4	3.5	0.4	104.2	341.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.9	0.0	81.9	1.9	0.0	8.4	7.0	13.1	12.8	2.3	32.6	60.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	361.5	0.0	469.3	46.2	0.0	60.2	66.8	38.5	38.5	31.7	151.7	389.0
LnGrp LOS	F	A	F	D	A	E	E	D	D	C	F	F
Approach Vol, veh/h		1715			313			1189			1556	
Approach Delay, s/veh		427.3			57.1			44.7			268.9	
Approach LOS		F			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	61.1	13.2	50.0	25.2	50.0	30.0	33.2				
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0				
Max Green Setting (Gmax), s	23.5	43.5	23.0	43.0	23.5	43.5	23.0	43.0				
Max Q Clear Time (g_c+I1), s	7.6	34.1	6.6	45.0	18.5	45.5	25.0	20.5				
Green Ext Time (p_c), s	0.1	3.9	0.1	0.0	0.2	0.0	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	256.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Intersection						
Int Delay, s/veh	7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	413	99	11	102	180	71
Future Vol, veh/h	413	99	11	102	180	71
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	90	90	90	90	90	90
Heavy Vehicles, %	4	8	0	4	0	0
Mvmt Flow	459	110	12	113	200	79

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	569	0	651
Stage 1	-	-	-	-	514
Stage 2	-	-	-	-	137
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1013	-	436
Stage 1	-	-	-	-	605
Stage 2	-	-	-	-	895
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1013	-	430
Mov Cap-2 Maneuver	-	-	-	-	430
Stage 1	-	-	-	-	605
Stage 2	-	-	-	-	883

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	24.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	1013	-
HCM Lane V/C Ratio	0.605	-	-	0.012	-
HCM Control Delay (s)	24.1	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	3.9	-	-	0	-

HCM 6th TWSC
4: Swan Falls Road & Stagecoach Way

Kuna PEL
Year 2050 AM Peak Hour

Intersection						
Int Delay, s/veh	5.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	5	214	197	7	126	94
Future Vol, veh/h	5	214	197	7	126	94
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	1	0	1	7
Mvmt Flow	6	238	219	8	140	104

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	607	223	0	0	227
Stage 1	223	-	-	-	-
Stage 2	384	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.209
Pot Cap-1 Maneuver	463	819	-	-	1347
Stage 1	819	-	-	-	-
Stage 2	693	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	415	819	-	-	1347
Mov Cap-2 Maneuver	415	-	-	-	-
Stage 1	819	-	-	-	-
Stage 2	621	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	801	1347
HCM Lane V/C Ratio	-	-	0.304	0.104
HCM Control Delay (s)	-	-	11.4	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.3	0.3

Intersection												
Int Delay, s/veh	16.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	379	9	35	122	72	6	5	51	31	18	27
Future Vol, veh/h	52	379	9	35	122	72	6	5	51	31	18	27
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	0	0	0	3	0	0	16	0
Mvmt Flow	58	421	10	39	136	80	7	6	57	34	20	30

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	260	180	35	368	167	35	50	0	0	63	0	0
Stage 1	103	103	-	49	49	-	-	-	-	-	-	-
Stage 2	157	77	-	319	118	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	697	714	1044	592	729	1044	1570	-	-	1553	-	-
Stage 1	908	810	-	969	858	-	-	-	-	-	-	-
Stage 2	850	831	-	697	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	537	694	1044	297	709	1044	1570	-	-	1553	-	-
Mov Cap-2 Maneuver	537	694	-	297	709	-	-	-	-	-	-	-
Stage 1	903	791	-	964	854	-	-	-	-	-	-	-
Stage 2	657	827	-	315	784	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23	14.3	0.7	3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1570	-	-	675	638	1553	-
HCM Lane V/C Ratio	0.004	-	-	0.724	0.399	0.022	-
HCM Control Delay (s)	7.3	0	-	23	14.3	7.4	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	6.2	1.9	0.1	-

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	1	419	0	0	198	2	30	11	81	46	0	9
Future Vol, veh/h	1	419	0	0	198	2	30	11	81	46	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	455	0	0	215	2	33	12	88	50	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	455	0	0	678	674	455	723	673	216
Stage 1	-	-	-	-	-	-	457	457	-	216	216	-
Stage 2	-	-	-	-	-	-	221	217	-	507	457	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1365	-	-	1116	-	-	369	379	609	344	379	829
Stage 1	-	-	-	-	-	-	587	571	-	791	728	-
Stage 2	-	-	-	-	-	-	786	727	-	552	571	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1365	-	-	1116	-	-	364	379	609	287	379	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	364	379	-	287	379	-
Stage 1	-	-	-	-	-	-	586	570	-	790	728	-
Stage 2	-	-	-	-	-	-	777	727	-	462	570	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			14.8			18.8		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	499	1365	-	-	1116	-	-	321
HCM Lane V/C Ratio	0.266	0.001	-	-	-	-	-	0.186
HCM Control Delay (s)	14.8	7.6	0	-	0	-	-	18.8
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0.7

HCM Unsignalized Intersection Capacity Analysis

7: Stroebel Road & King Road - West of RR Tracks

Kuna PEL
Year 2050 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	298	0	13	2	0	194
Future Volume (Veh/h)	298	0	13	2	0	194
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	331	0	14	2	0	216
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	138	108	216			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	138	108	216			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	61	100	99			
cM capacity (veh/h)	849	951	1366			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	331	16	216			
Volume Left	331	14	0			
Volume Right	0	0	216			
cSH	849	1366	1700			
Volume to Capacity	0.39	0.01	0.13			
Queue Length 95th (ft)	47	1	0			
Control Delay (s)	11.9	6.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.9	6.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			7.2			
Intersection Capacity Utilization			36.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 6th TWSC
 8: Stroebel Road & King Road - East of RR Tracks

Kuna PEL
 Year 2050 AM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	170	178	10	227	182	6
Future Vol, veh/h	170	178	10	227	182	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	187	196	11	249	200	7

Major/Minor	Minor2	Major2		
Conflicting Flow All	407	7	0	0
Stage 1	407	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.21	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.309	2.2	-
Pot Cap-1 Maneuver	537	1078	-	-
Stage 1	601	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1078	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1078	-	-
HCM Lane V/C Ratio	0.242	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	393	5	1	256	0	6	0	1	3	0	5
Future Vol, veh/h	2	393	5	1	256	0	6	0	1	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	437	6	1	284	0	7	0	1	3	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	284	0	0	443	0	0	733	730	440	731	733	284
Stage 1	-	-	-	-	-	-	444	444	-	286	286	-
Stage 2	-	-	-	-	-	-	289	286	-	445	447	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1290	-	-	1128	-	-	339	352	621	340	350	760
Stage 1	-	-	-	-	-	-	597	579	-	726	679	-
Stage 2	-	-	-	-	-	-	723	679	-	596	577	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1290	-	-	1128	-	-	336	351	621	339	349	760
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	351	-	339	349	-
Stage 1	-	-	-	-	-	-	596	578	-	725	678	-
Stage 2	-	-	-	-	-	-	717	678	-	594	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.2	12.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	360	1290	-	-	1128	-	-	519
HCM Lane V/C Ratio	0.022	0.002	-	-	0.001	-	-	0.017
HCM Control Delay (s)	15.2	7.8	0	-	8.2	0	-	12.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	49	275	0	216	28	37	5	0	0	21	0
Future Vol, veh/h	50	49	275	0	216	28	37	5	0	0	21	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	53	52	293	0	230	30	39	5	0	0	22	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.4	8.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	88%	13%	0%	0%
Vol Thru, %	12%	13%	89%	100%
Vol Right, %	0%	74%	11%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	374	244	21
LT Vol	37	50	0	0
Through Vol	5	49	216	21
RT Vol	0	275	28	0
Lane Flow Rate	45	398	260	22
Geometry Grp	1	1	1	1
Degree of Util (X)	0.068	0.435	0.316	0.033
Departure Headway (Hd)	5.454	3.937	4.383	5.317
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	655	915	820	671
Service Time	3.498	1.958	2.409	3.365
HCM Lane V/C Ratio	0.069	0.435	0.317	0.033
HCM Control Delay	8.9	10	9.4	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	2.2	1.4	0.1

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	44	172	5	53	47
Future Vol, veh/h	3	44	172	5	53	47
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	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	4	0
Mvmt Flow	3	49	191	6	59	52

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	473	85	111	0	-
Stage 1	85	-	-	-	-
Stage 2	388	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	553	980	1492	-	-
Stage 1	943	-	-	-	-
Stage 2	690	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	482	980	1492	-	-
Mov Cap-2 Maneuver	482	-	-	-	-
Stage 1	822	-	-	-	-
Stage 2	690	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	7.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1492	-	919	-	-
HCM Lane V/C Ratio	0.128	-	0.057	-	-
HCM Control Delay (s)	7.8	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	281	7	10	14	66	3	53	31	110	5	0
Future Vol, veh/h	4	281	7	10	14	66	3	53	31	110	5	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	1	0	22	0	11	0	2	10	1	6	0
Mvmt Flow	4	309	8	11	15	73	3	58	34	121	5	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	8.6	8.6	9.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	1%	11%	96%
Vol Thru, %	61%	96%	16%	4%
Vol Right, %	36%	2%	73%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	292	90	115
LT Vol	3	4	10	110
Through Vol	53	281	14	5
RT Vol	31	7	66	0
Lane Flow Rate	96	321	99	126
Geometry Grp	1	1	1	1
Degree of Util (X)	0.129	0.407	0.132	0.183
Departure Headway (Hd)	4.851	4.568	4.794	5.213
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	786	743	685
Service Time	2.915	2.614	2.855	3.274
HCM Lane V/C Ratio	0.131	0.408	0.133	0.184
HCM Control Delay	8.6	10.7	8.6	9.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	2	0.5	0.7

Queues
1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
Year 2050 PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	345	303	302	1018	273	666	177	1571
v/c Ratio	1.19	0.62	0.73	2.15	0.94	0.61	0.59	1.67
Control Delay	155.7	52.6	41.1	551.9	85.3	47.9	35.5	337.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	155.7	52.6	41.1	551.9	85.3	47.9	35.5	337.0
Queue Length 50th (ft)	~389	261	206	~1699	235	302	110	~1218
Queue Length 95th (ft)	#599	373	288	#1967	#421	391	166	#1358
Internal Link Dist (ft)		1222		1343		982		1050
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	291	492	434	473	296	1087	398	943
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.62	0.70	2.15	0.92	0.61	0.44	1.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
Year 2050 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	328	162	125	287	702	265	259	532	101	168	884	608
Future Volume (vph)	328	162	125	287	702	265	259	532	101	168	884	608
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.93		1.00	0.96		1.00	0.98		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1710	1682		1710	1726		1710	3311		1710	3179	
Flt Permitted	0.09	1.00		0.39	1.00		0.08	1.00		0.30	1.00	
Satd. Flow (perm)	160	1682		697	1726		144	3311		538	3179	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	345	171	132	302	739	279	273	560	106	177	931	640
RTOR Reduction (vph)	0	17	0	0	9	0	0	9	0	0	77	0
Lane Group Flow (vph)	345	286	0	302	1009	0	273	657	0	177	1494	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	68.1	45.1		63.9	43.0		73.1	52.1		58.0	43.5	
Effective Green, g (s)	68.1	45.1		63.9	43.0		73.1	52.1		58.0	43.5	
Actuated g/C Ratio	0.43	0.28		0.40	0.27		0.46	0.33		0.36	0.27	
Clearance Time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	3.3		2.0	3.3	
Lane Grp Cap (vph)	291	475		411	465		292	1080		301	866	
v/s Ratio Prot	c0.17	0.17		0.10	c0.58		c0.14	0.20		0.05	c0.47	
v/s Ratio Perm	0.34			0.20			0.29			0.16		
v/c Ratio	1.19	0.60		0.73	2.17		0.93	0.61		0.59	1.73	
Uniform Delay, d1	52.0	49.5		35.7	58.3		51.0	45.2		36.6	58.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	112.8	3.1		5.8	533.8		35.2	1.0		1.9	331.1	
Delay (s)	164.8	52.6		41.5	592.1		86.1	46.2		38.5	389.2	
Level of Service	F	D		D	F		F	D		D	F	
Approach Delay (s)		112.3			466.1			57.8			353.7	
Approach LOS		F			F			E			F	
Intersection Summary												
HCM 2000 Control Delay			292.3			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.64									
Actuated Cycle Length (s)			159.6			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			159.2%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary
 1: Meridian Road (SH-69) & Deer Flat Road

Kuna PEL
 Year 2050 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↘	
Traffic Volume (veh/h)	328	162	125	287	702	265	259	532	101	168	884	608
Future Volume (veh/h)	328	162	125	287	702	265	259	532	101	168	884	608
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1786	1800	1800	1786	1786
Adj Flow Rate, veh/h	345	171	132	302	739	279	273	560	106	177	931	640
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	1
Cap, veh/h	293	259	200	409	336	127	291	938	177	323	535	352
Arrive On Green	0.14	0.27	0.27	0.14	0.27	0.27	0.14	0.33	0.33	0.09	0.27	0.27
Sat Flow, veh/h	1714	942	727	1714	1245	470	1714	2848	537	1714	1960	1290
Grp Volume(v), veh/h	345	0	303	302	0	1018	273	333	333	177	800	771
Grp Sat Flow(s),veh/h/ln	1714	0	1669	1714	0	1715	1714	1697	1689	1714	1697	1554
Q Serve(g_s), s	23.0	0.0	25.6	20.1	0.0	43.0	20.9	26.1	26.3	11.7	43.5	43.5
Cycle Q Clear(g_c), s	23.0	0.0	25.6	20.1	0.0	43.0	20.9	26.1	26.3	11.7	43.5	43.5
Prop In Lane	1.00		0.44	1.00		0.27	1.00		0.32	1.00		0.83
Lane Grp Cap(c), veh/h	293	0	459	409	0	463	291	559	556	323	463	424
V/C Ratio(X)	1.18	0.00	0.66	0.74	0.00	2.20	0.94	0.60	0.60	0.55	1.73	1.82
Avail Cap(c_a), veh/h	293	0	459	417	0	463	298	559	556	427	463	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	0.0	51.2	36.5	0.0	58.2	50.6	44.6	44.6	37.6	57.9	57.9
Incr Delay (d2), s/veh	110.3	0.0	4.7	5.9	0.0	546.9	34.9	1.8	1.9	0.5	336.7	377.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	0.0	11.2	8.8	0.0	88.4	9.7	10.9	11.0	4.8	61.3	60.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.3	0.0	55.9	42.3	0.0	605.1	85.5	46.4	46.5	38.1	394.7	435.1
LnGrp LOS	F	A	E	D	A	F	F	D	D	D	F	F
Approach Vol, veh/h		648			1320			939			1748	
Approach Delay, s/veh		112.5			476.4			57.8			376.4	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	59.0	29.2	50.8	29.4	50.0	30.0	50.0				
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0				
Max Green Setting (Gmax), s	23.5	43.5	23.0	43.0	23.5	43.5	23.0	43.0				
Max Q Clear Time (g_c+I1), s	13.7	28.3	22.1	27.6	22.9	45.5	25.0	45.0				
Green Ext Time (p_c), s	0.1	3.4	0.0	2.6	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			303.7									
HCM 6th LOS			F									

Intersection						
Int Delay, s/veh	20.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	295	101	116	308	194	41
Future Vol, veh/h	295	101	116	308	194	41
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	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	328	112	129	342	216	46

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	440	0	984
Stage 1	-	-	-	-	384
Stage 2	-	-	-	-	600
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1131	-	278
Stage 1	-	-	-	-	693
Stage 2	-	-	-	-	552
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1131	-	239
Mov Cap-2 Maneuver	-	-	-	-	239
Stage 1	-	-	-	-	693
Stage 2	-	-	-	-	474

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	88.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	269	-	-	1131	-
HCM Lane V/C Ratio	0.971	-	-	0.114	-
HCM Control Delay (s)	88.5	-	-	8.6	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	9.4	-	-	0.4	-

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	5	187	69	2	165	392
Future Vol, veh/h	5	187	69	2	165	392
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	1	0	0	2
Mvmt Flow	5	191	70	2	168	400

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	807	71	0	0	72	0
Stage 1	71	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	354	994	-	-	1541	-
Stage 1	957	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	994	-	-	1541	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	2.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	941	1541
HCM Lane V/C Ratio	-	-	0.208	0.109
HCM Control Delay (s)	-	-	9.8	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.4

Intersection												
Int Delay, s/veh	38											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	219	5	43	453	55	12	5	63	21	73	133
Future Vol, veh/h	11	219	5	43	453	55	12	5	63	21	73	133
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	10	0	0	1	0	20	0	0	0	0	0
Mvmt Flow	12	233	5	46	482	59	13	5	67	22	78	141

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	528	291	149	377	328	39	219	0	0	72	0	0
Stage 1	193	193	-	65	65	-	-	-	-	-	-	-
Stage 2	335	98	-	312	263	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.1	6.51	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.1	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.1	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.09	3.3	3.5	4.009	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	464	606	903	584	592	1038	1251	-	-	1541	-	-
Stage 1	813	726	-	951	843	-	-	-	-	-	-	-
Stage 2	683	799	-	703	693	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	127	589	903	394	575	1038	1251	-	-	1541	-	-
Mov Cap-2 Maneuver	127	589	-	394	575	-	-	-	-	-	-	-
Stage 1	804	714	-	941	834	-	-	-	-	-	-	-
Stage 2	269	790	-	463	681	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.8		66.8		1.2		0.7	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1251	-	-	507	580	1541	-	-
HCM Lane V/C Ratio	0.01	-	-	0.493	1.011	0.014	-	-
HCM Control Delay (s)	7.9	0	-	18.8	66.8	7.4	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.7	15.2	0	-	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	243	72	51	554	47	26	6	36	22	0	14
Future Vol, veh/h	13	243	72	51	554	47	26	6	36	22	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	14	264	78	55	602	51	28	7	39	24	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	653	0	0	342	0	0	1076	1094	303	1092	1108	628
Stage 1	-	-	-	-	-	-	331	331	-	738	738	-
Stage 2	-	-	-	-	-	-	745	763	-	354	370	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	943	-	-	1228	-	-	199	216	741	194	212	487
Stage 1	-	-	-	-	-	-	687	649	-	413	427	-
Stage 2	-	-	-	-	-	-	409	416	-	667	624	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	943	-	-	1228	-	-	180	197	741	167	193	487
Mov Cap-2 Maneuver	-	-	-	-	-	-	180	197	-	167	193	-
Stage 1	-	-	-	-	-	-	674	637	-	405	397	-
Stage 2	-	-	-	-	-	-	368	386	-	613	612	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.6			20.6			24.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	943	-	-	1228	-	-	224
HCM Lane V/C Ratio	0.243	0.015	-	-	0.045	-	-	0.175
HCM Control Delay (s)	20.6	8.9	0	-	8.1	0	-	24.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.6

HCM Unsignalized Intersection Capacity Analysis

7: Stroebel Road & King Road - West of RR Tracks

Kuna PEL
Year 2050 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	22	58	16	4	581
Future Volume (Veh/h)	240	22	58	16	4	581
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	261	24	63	17	4	632
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	463	320	636			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	463	320	636			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	49	97	93			
cM capacity (veh/h)	509	725	957			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	285	80	636			
Volume Left	261	63	0			
Volume Right	24	0	632			
cSH	522	957	1700			
Volume to Capacity	0.55	0.07	0.37			
Queue Length 95th (ft)	81	5	0			
Control Delay (s)	19.9	7.2	0.0			
Lane LOS	C	A				
Approach Delay (s)	19.9	7.2	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			67.9%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM 6th TWSC
 8: Stroebel Road & King Road - East of RR Tracks

Kuna PEL
 Year 2050 PM Peak Hour

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	316	192	14	87	90	30
Future Vol, veh/h	316	192	14	87	90	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	10	0	0
Mvmt Flow	347	211	15	96	99	33

Major/Minor	Minor2	Major2		
Conflicting Flow All	231	33	0	0
Stage 1	231	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.3	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.39	2.2	-
Pot Cap-1 Maneuver	672	1018	-	-
Stage 1	717	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1018	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	1018	-	-
HCM Lane V/C Ratio	0.109	-	-
HCM Control Delay (s)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	161	9	2	621	1	13	0	0	2	0	2
Future Vol, veh/h	8	161	9	2	621	1	13	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	177	10	2	682	1	14	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	683	0	0	187	0	0	888	887	182	887	892	683
Stage 1	-	-	-	-	-	-	200	200	-	687	687	-
Stage 2	-	-	-	-	-	-	688	687	-	200	205	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	919	-	-	1399	-	-	267	285	866	267	283	453
Stage 1	-	-	-	-	-	-	806	739	-	440	450	-
Stage 2	-	-	-	-	-	-	440	450	-	806	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	919	-	-	1399	-	-	263	281	866	264	279	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	281	-	264	279	-
Stage 1	-	-	-	-	-	-	797	731	-	435	449	-
Stage 2	-	-	-	-	-	-	437	449	-	797	728	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			19.5			15.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	263	919	-	-	1399	-	-	334
HCM Lane V/C Ratio	0.054	0.01	-	-	0.002	-	-	0.013
HCM Control Delay (s)	19.5	9	0	-	7.6	0	-	15.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	15.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	100	20	0	135	0	442	8	1	33	12	47
Future Vol, veh/h	27	100	20	0	135	0	442	8	1	33	12	47
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	17	0	0	0	1	0	0	0	0	0
Mvmt Flow	30	110	22	0	148	0	486	9	1	36	13	52
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	10.7	20.1	9.3
HCM LOS	B	B	C	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	98%	18%	0%	36%
Vol Thru, %	2%	68%	100%	13%
Vol Right, %	0%	14%	0%	51%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	451	147	135	92
LT Vol	442	27	0	33
Through Vol	8	100	135	12
RT Vol	1	20	0	47
Lane Flow Rate	496	162	148	101
Geometry Grp	1	1	1	1
Degree of Util (X)	0.713	0.258	0.239	0.15
Departure Headway (Hd)	5.182	5.739	5.808	5.337
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	699	625	617	670
Service Time	3.212	3.786	3.856	3.383
HCM Lane V/C Ratio	0.71	0.259	0.24	0.151
HCM Control Delay	20.1	10.8	10.7	9.3
HCM Lane LOS	C	B	B	A
HCM 95th-tile Q	6	1	0.9	0.5

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	90	107	137	5	22
Future Vol, veh/h	47	90	107	137	5	22
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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	52	99	118	151	5	24

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	404	17	29	0	0
Stage 1	17	-	-	-	-
Stage 2	387	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	606	1068	1597	-	-
Stage 1	1011	-	-	-	-
Stage 2	691	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	557	1068	1597	-	-
Mov Cap-2 Maneuver	557	-	-	-	-
Stage 1	929	-	-	-	-
Stage 2	691	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	3.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1597	-	812	-	-
HCM Lane V/C Ratio	0.074	-	0.185	-	-
HCM Control Delay (s)	7.4	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	24.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	25	2	24	423	219	5	15	10	36	28	15
Future Vol, veh/h	1	25	2	24	423	219	5	15	10	36	28	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	12	0	7	1	0	0	0	17	4	0	0
Mvmt Flow	1	28	2	27	470	243	6	17	11	40	31	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	27.6	9	9.7
HCM LOS	A	D	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	4%	4%	46%
Vol Thru, %	50%	89%	64%	35%
Vol Right, %	33%	7%	33%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	28	666	79
LT Vol	5	1	24	36
Through Vol	15	25	423	28
RT Vol	10	2	219	15
Lane Flow Rate	33	31	740	88
Geometry Grp	1	1	1	1
Degree of Util (X)	0.052	0.043	0.865	0.139
Departure Headway (Hd)	5.585	4.973	4.21	5.698
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	637	716	858	626
Service Time	3.66	3.031	2.238	3.766
HCM Lane V/C Ratio	0.052	0.043	0.862	0.141
HCM Control Delay	9	8.3	27.6	9.7
HCM Lane LOS	A	A	D	A
HCM 95th-tile Q	0.2	0.1	10.9	0.5

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↕	
Traffic Vol, veh/h	482	170	38	25	249	246	102	178	25	182	140	970
Future Vol, veh/h	482	170	38	25	249	246	102	178	25	182	140	970
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	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	0	0	0	1	2	1	0	0
Mvmt Flow	518	183	41	27	268	265	110	191	27	196	151	1043

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1515	1503	597	984	2011	109	1194	0	0	218	0	0
Stage 1	1065	1065	-	425	425	-	-	-	-	-	-	-
Stage 2	450	438	-	559	1586	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.52	6.5	6.9	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.52	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.52	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.51	4	3.3	2.2	-	-	2.21	-	-
Pot Cap-1 Maneuver	~ 84	~ 123	451	204	~ 60	930	592	-	-	1356	-	-
Stage 1	~ 241	302	-	580	590	-	-	-	-	-	-	-
Stage 2	564	582	-	483	~ 170	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 86	451	-	~ 42	930	592	-	-	1356	-	-
Mov Cap-2 Maneuver	-	~ 86	-	-	~ 42	-	-	-	-	-	-	-
Stage 1	~ 196	258	-	472	480	-	-	-	-	-	-	-
Stage 2	~ 145	474	-	110	~ 145	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			4.2	1.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	592	-	-	-	101	-	80	1356	-	-
HCM Lane V/C Ratio	0.185	-	-	-	2.214	-	6.653	0.144	-	-
HCM Control Delay (s)	12.5	-	-	-	\$ 645.8	-	\$ 2645.9	8.1	-	-
HCM Lane LOS	B	-	-	-	F	-	F	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-	19.6	-	59.9	0.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	↕
Traffic Vol, veh/h	178	122	512	127	76	127
Future Vol, veh/h	178	122	512	127	76	127
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	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	133	557	138	83	138

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	695	0	-	0	1145 626
Stage 1	-	-	-	-	626 -
Stage 2	-	-	-	-	519 -
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	901	-	-	-	221 484
Stage 1	-	-	-	-	533 -
Stage 2	-	-	-	-	597 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	901	-	-	-	170 484
Mov Cap-2 Maneuver	-	-	-	-	170 -
Stage 1	-	-	-	-	410 -
Stage 2	-	-	-	-	597 -

Approach	EB	WB	SB
HCM Control Delay, s	6	0	26.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	901	-	-	-	170	484
HCM Lane V/C Ratio	0.215	-	-	-	0.486	0.285
HCM Control Delay (s)	10.1	0	-	-	44.7	15.4
HCM Lane LOS	B	A	-	-	E	C
HCM 95th %tile Q(veh)	0.8	-	-	-	2.3	1.2

HCM 6th AWSC
2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 AM Peak Hour

Intersection	
Intersection Delay, s/veh	157.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	562	170	35	23	56	195	92	162	23	341	128	285
Future Vol, veh/h	562	170	35	23	56	195	92	162	23	341	128	285
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	6	0	1	3	7	2	0
Mvmt Flow	624	189	39	26	62	217	102	180	26	379	142	317
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	316.7	49.4	22.1	83.8
HCM LOS	F	E	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	70%	0%	83%	0%	22%	0%	100%	13%
Vol Right, %	0%	0%	30%	0%	17%	0%	78%	0%	0%	87%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	108	77	562	205	23	251	341	85	328
LT Vol	92	0	0	562	0	23	0	341	0	0
Through Vol	0	108	54	0	170	0	56	0	85	43
RT Vol	0	0	23	0	35	0	195	0	0	285
Lane Flow Rate	102	120	86	624	228	26	279	379	95	364
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.334	0.376	0.264	1.856	0.638	0.083	0.823	1.1	0.26	0.933
Departure Headway (Hd)	13.411	12.895	12.708	10.976	10.341	13.032	11.951	11.872	11.253	10.573
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	270	281	285	337	351	277	307	311	321	346
Service Time	11.111	10.595	10.408	8.676	8.041	10.732	9.651	9.572	8.953	8.273
HCM Lane V/C Ratio	0.378	0.427	0.302	1.852	0.65	0.094	0.909	1.219	0.296	1.052
HCM Control Delay	22.7	23.2	19.9	421.4	29.6	16.9	52.4	117	17.9	66.5
HCM Lane LOS	C	C	C	F	D	C	F	F	C	F
HCM 95th-tile Q	1.4	1.7	1	40.7	4.2	0.3	6.9	13.2	1	9.6

Intersection

Intersection Delay, s/veh 18.3

Intersection LOS C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	161	385	92	115	69	115
Future Vol, veh/h	161	385	92	115	69	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	418	100	125	75	125
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	24.1	10.2	10.4
HCM LOS	C	B	B

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	29%	0%	100%	0%
Vol Thru, %	71%	44%	0%	0%
Vol Right, %	0%	56%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	546	207	69	115
LT Vol	161	0	69	0
Through Vol	385	92	0	0
RT Vol	0	115	0	115
Lane Flow Rate	593	225	75	125
Geometry Grp	2	2	7	7
Degree of Util (X)	0.795	0.311	0.147	0.202
Departure Headway (Hd)	4.823	4.98	7.036	5.816
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	725	512	620
Service Time	2.92	2.995	4.745	3.524
HCM Lane V/C Ratio	0.799	0.31	0.146	0.202
HCM Control Delay	24.1	10.2	11	10
HCM Lane LOS	C	B	B	A
HCM 95th-tile Q	8.1	1.3	0.5	0.8

Intersection	
Intersection Delay, s/veh	436.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	482	170	38	25	249	246	102	178	25	182	140	970
Future Vol, veh/h	482	170	38	25	249	246	102	178	25	182	140	970
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	1	0	0	0	1	2	1	0	0
Mvmt Flow	518	183	41	27	268	265	110	191	27	196	151	1043
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	224.9	286.9	27.6	706.2
HCM LOS	F	F	D	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	70%	0%	82%	0%	50%	0%	100%	5%
Vol Right, %	0%	0%	30%	0%	18%	0%	50%	0%	0%	95%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	119	84	482	208	25	495	182	93	1017
LT Vol	102	0	0	482	0	25	0	182	0	0
Through Vol	0	119	59	0	170	0	249	0	93	47
RT Vol	0	0	25	0	38	0	246	0	0	970
Lane Flow Rate	110	128	91	518	224	27	532	196	100	1093
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.359	0.401	0.28	1.563	0.636	0.085	1.554	0.584	0.285	2.907
Departure Headway (Hd)	16.57	16.035	15.824	14.437	13.775	14.879	13.974	12.91	12.355	11.638
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	219	226	229	259	264	242	266	282	293	328
Service Time	14.27	13.735	13.524	12.137	11.475	12.579	11.674	10.61	10.055	9.338
HCM Lane V/C Ratio	0.502	0.566	0.397	2	0.848	0.112	2	0.695	0.341	3.332
HCM Control Delay	28.3	29.1	24.6	305.7	37.8	19	300.4	32.3	19.9	889.9
HCM Lane LOS	D	D	C	F	E	C	F	D	C	F
HCM 95th-tile Q	1.5	1.8	1.1	23.7	3.9	0.3	24.1	3.4	1.1	78.1

Intersection

Intersection Delay, s/veh 33.1
Intersection LOS D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	178	122	512	127	76	127
Future Vol, veh/h	178	122	512	127	76	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	133	557	138	83	138
Number of Lanes	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	14.8	48.6	11.4
HCM LOS	B	E	B

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	59%	0%	100%	0%
Vol Thru, %	41%	80%	0%	0%
Vol Right, %	0%	20%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	300	639	76	127
LT Vol	178	0	76	0
Through Vol	122	512	0	0
RT Vol	0	127	0	127
Lane Flow Rate	326	695	83	138
Geometry Grp	2	2	7	7
Degree of Util (X)	0.517	0.969	0.174	0.243
Departure Headway (Hd)	5.709	5.024	7.563	6.336
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	629	722	473	565
Service Time	3.757	3.062	5.32	4.092
HCM Lane V/C Ratio	0.518	0.963	0.175	0.244
HCM Control Delay	14.8	48.6	11.9	11.1
HCM Lane LOS	B	E	B	B
HCM 95th-tile Q	3	14.8	0.6	0.9

Queues
2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	624	228	26	279	102	206	379	459
v/c Ratio	0.89	0.24	0.09	0.78	0.53	0.55	1.20	0.57
Control Delay	38.0	16.3	18.5	43.4	44.6	53.1	150.5	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	16.3	18.5	43.4	44.6	53.1	150.5	16.7
Queue Length 50th (ft)	332	93	8	126	57	74	~255	48
Queue Length 95th (ft)	#613	153	21	233	110	121	#583	107
Internal Link Dist (ft)		1205		618		933		881
Turn Bay Length (ft)	100		100		100		100	
Base Capacity (vph)	705	979	274	460	196	1137	316	1427
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.23	0.09	0.61	0.52	0.18	1.20	0.32

Intersection Summary























~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	562	170	35	23	56	195	92	162	23	341	128	285
Future Volume (vph)	562	170	35	23	56	195	92	162	23	341	128	285
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.88		1.00	0.98		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1710	1754		1710	1519		1710	3314		1598	3047	
Flt Permitted	0.26	1.00		0.62	1.00		0.46	1.00		0.40	1.00	
Satd. Flow (perm)	465	1754		1109	1519		822	3314		679	3047	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	624	189	39	26	62	217	102	180	26	379	142	317
RTOR Reduction (vph)	0	4	0	0	83	0	0	9	0	0	262	0
Lane Group Flow (vph)	624	224	0	26	196	0	102	197	0	379	197	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	1%	3%	7%	2%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	71.2	61.3		26.9	24.0		19.7	12.8		34.1	20.7	
Effective Green, g (s)	71.2	61.3		26.9	24.0		19.7	12.8		34.1	20.7	
Actuated g/C Ratio	0.60	0.52		0.23	0.20		0.17	0.11		0.29	0.17	
Clearance Time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	3.3		2.0	3.3	
Lane Grp Cap (vph)	699	905		265	306		187	357		309	530	
v/s Ratio Prot	c0.30	0.13		0.00	0.13		0.03	0.06		c0.15	0.06	
v/s Ratio Perm	c0.23			0.02			0.06			c0.20		
v/c Ratio	0.89	0.25		0.10	0.64		0.55	0.55		1.23	0.37	
Uniform Delay, d1	22.9	15.9		36.1	43.4		44.0	50.3		40.0	43.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.4	0.3		0.1	6.1		1.7	2.0		127.2	0.5	
Delay (s)	36.3	16.2		36.2	49.6		45.7	52.2		167.2	43.8	
Level of Service	D	B		D	D		D	D		F	D	
Approach Delay (s)		30.9			48.4			50.1			99.6	
Approach LOS		C			D			D			F	
Intersection Summary												
HCM 2000 Control Delay			60.8			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			1.08									
Actuated Cycle Length (s)			118.8			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			99.4%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary

2: Meridian Road (SH-69) & Kuna Road

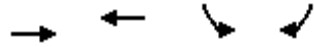
Kuna PEL
Year 2050 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↘	
Traffic Volume (veh/h)	562	170	35	23	56	195	92	162	23	341	128	285
Future Volume (veh/h)	562	170	35	23	56	195	92	162	23	341	128	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1716	1800	1786	1758	1702	1772	1800
Adj Flow Rate, veh/h	624	189	39	26	62	217	102	180	26	379	142	317
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	6	0	1	3	7	2	0
Cap, veh/h	604	691	143	324	69	240	181	539	77	381	402	359
Arrive On Green	0.31	0.48	0.48	0.02	0.20	0.20	0.05	0.18	0.18	0.11	0.24	0.24
Sat Flow, veh/h	1714	1448	299	1714	351	1228	1714	2982	424	1621	1683	1502
Grp Volume(v), veh/h	624	0	228	26	0	279	102	101	105	379	142	317
Grp Sat Flow(s),veh/h/ln	1714	0	1746	1714	0	1579	1714	1697	1710	1621	1683	1502
Q Serve(g_s), s	40.0	0.0	10.3	1.6	0.0	22.6	6.3	6.8	7.0	14.7	9.2	26.7
Cycle Q Clear(g_c), s	40.0	0.0	10.3	1.6	0.0	22.6	6.3	6.8	7.0	14.7	9.2	26.7
Prop In Lane	1.00		0.17	1.00		0.78	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	604	0	834	324	0	308	181	307	309	381	402	359
V/C Ratio(X)	1.03	0.00	0.27	0.08	0.00	0.90	0.56	0.33	0.34	1.00	0.35	0.88
Avail Cap(c_a), veh/h	604	0	853	349	0	350	181	509	513	381	603	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	0.0	20.6	40.6	0.0	51.5	42.3	46.7	46.8	46.5	41.4	48.1
Incr Delay (d2), s/veh	45.5	0.0	0.4	0.0	0.0	26.7	2.5	0.7	0.7	44.8	0.6	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.4	0.0	4.1	0.7	0.0	10.9	2.7	2.8	2.9	10.4	3.7	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.8	0.0	20.9	40.6	0.0	78.2	44.8	47.4	47.5	91.3	42.0	59.9
LnGrp LOS	F	A	C	D	A	E	D	D	D	F	D	E
Approach Vol, veh/h		852			305			308				838
Approach Delay, s/veh		64.1			75.0			46.6				71.0
Approach LOS		E			E			D				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.2	30.2	10.1	69.5	13.6	37.8	47.0	32.6				
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0				
Max Green Setting (Gmax), s	14.7	39.3	5.0	64.0	7.1	46.9	40.0	29.0				
Max Q Clear Time (g_c+I1), s	16.7	9.0	3.6	12.3	8.3	28.7	42.0	24.6				
Green Ext Time (p_c), s	0.0	1.1	0.0	2.7	0.0	2.6	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay				65.7								
HCM 6th LOS				E								

Queues
 32: King Road - West of RR Tracks/King Road

Kuna PEL
 Year 2050 AM Peak Hour



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	593	225	75	125
v/c Ratio	0.67	0.20	0.13	0.21
Control Delay	10.1	2.3	15.2	5.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.1	2.3	15.2	5.5
Queue Length 50th (ft)	69	7	12	0
Queue Length 95th (ft)	152	24	45	33
Internal Link Dist (ft)	2564	2488	451	
Turn Bay Length (ft)				
Base Capacity (vph)	1207	1371	528	558
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.49	0.16	0.14	0.22
Intersection Summary				

HCM Signalized Intersection Capacity Analysis
 32: King Road - West of RR Tracks/King Road

Kuna PEL
 Year 2050 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (vph)	161	385	92	115	69	115
Future Volume (vph)	161	385	92	115	69	115
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		1.00	1.00		1.00	1.00
Frt		1.00	0.93		1.00	0.85
Flt Protected		0.99	1.00		0.95	1.00
Satd. Flow (prot)		1739	1632		1676	1500
Flt Permitted		0.83	1.00		0.95	1.00
Satd. Flow (perm)		1459	1632		1676	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	175	418	100	125	75	125
RTOR Reduction (vph)	0	0	61	0	0	104
Lane Group Flow (vph)	0	593	164	0	75	21
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		4	8		1	1
Permitted Phases	4					
Actuated Green, G (s)		14.4	14.4		4.8	4.8
Effective Green, g (s)		14.4	14.4		4.8	4.8
Actuated g/C Ratio		0.51	0.51		0.17	0.17
Clearance Time (s)		4.5	4.5		4.5	4.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		745	833		285	255
v/s Ratio Prot			0.10		c0.04	0.01
v/s Ratio Perm		c0.41				
v/c Ratio		0.80	0.20		0.26	0.08
Uniform Delay, d1		5.7	3.8		10.2	9.8
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		5.9	0.1		0.5	0.1
Delay (s)		11.6	3.9		10.7	10.0
Level of Service		B	A		B	A
Approach Delay (s)		11.6	3.9		10.2	
Approach LOS		B	A		B	

Intersection Summary			
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	28.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 32: King Road - West of RR Tracks/King Road

Kuna PEL
 Year 2050 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	↕
Traffic Volume (veh/h)	161	385	92	115	69	115
Future Volume (veh/h)	161	385	92	115	69	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	175	418	100	125	75	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	359	616	359	448	250	222
Arrive On Green	0.50	0.50	0.50	0.50	0.15	0.15
Sat Flow, veh/h	354	1229	716	895	1688	1502
Grp Volume(v), veh/h	593	0	0	225	75	125
Grp Sat Flow(s),veh/h/ln	1583	0	0	1611	1688	1502
Q Serve(g_s), s	4.6	0.0	0.0	2.1	1.0	2.0
Cycle Q Clear(g_c), s	7.4	0.0	0.0	2.1	1.0	2.0
Prop In Lane	0.30			0.56	1.00	1.00
Lane Grp Cap(c), veh/h	975	0	0	807	250	222
V/C Ratio(X)	0.61	0.00	0.00	0.28	0.30	0.56
Avail Cap(c_a), veh/h	1910	0	0	1791	494	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.9	0.0	0.0	3.7	9.7	10.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.2	0.7	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.6	0.0	0.0	3.9	10.4	12.4
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h		593	225		200	
Approach Delay, s/veh		5.6	3.9		11.6	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				17.3	8.3	17.3
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				28.5	7.5	28.5
Max Q Clear Time (g_c+I1), s				9.4	4.0	4.1
Green Ext Time (p_c), s				3.5	0.2	1.2
Intersection Summary						
HCM 6th Ctrl Delay			6.4			
HCM 6th LOS			A			

Queues
2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	518	224	27	533	110	218	196	1194
v/c Ratio	1.14	0.25	0.08	1.11	0.89	0.24	0.56	1.24dr
Control Delay	127.6	21.4	20.3	121.7	93.1	41.7	47.6	48.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.6	21.4	20.3	121.7	93.1	41.7	47.6	48.9
Queue Length 50th (ft)	~543	122	11	~572	75	84	141	362
Queue Length 95th (ft)	#775	183	27	#806	#180	122	212	#526
Internal Link Dist (ft)		1205		618		933		881
Turn Bay Length (ft)	100		100		100		100	
Base Capacity (vph)	455	901	357	479	124	898	350	1217
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.25	0.08	1.11	0.89	0.24	0.56	0.98

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

HCM Signalized Intersection Capacity Analysis

2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↘	
Traffic Volume (vph)	482	170	38	25	249	246	102	178	25	182	140	970
Future Volume (vph)	482	170	38	25	249	246	102	178	25	182	140	970
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.93		1.00	0.98		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1710	1751		1693	1666		1710	3319		1693	2972	
Flt Permitted	0.08	1.00		0.62	1.00		0.10	1.00		0.61	1.00	
Satd. Flow (perm)	142	1751		1102	1666		179	3319		1092	2972	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	518	183	41	27	268	265	110	191	27	196	151	1043
RTOR Reduction (vph)	0	5	0	0	24	0	0	7	0	0	441	0
Lane Group Flow (vph)	518	219	0	27	509	0	110	211	0	196	753	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	2%	1%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	86.8	76.8		46.8	43.8		47.0	40.3		45.0	39.3	
Effective Green, g (s)	86.8	76.8		46.8	43.8		47.0	40.3		45.0	39.3	
Actuated g/C Ratio	0.57	0.50		0.31	0.29		0.31	0.26		0.29	0.26	
Clearance Time (s)	7.0	7.0		7.0	7.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	450	880		349	477		122	875		344	764	
v/s Ratio Prot	c0.27	0.13		0.00	0.31		c0.04	0.06		0.02	c0.25	
v/s Ratio Perm	c0.38			0.02			0.24			0.15		
v/c Ratio	1.15	0.25		0.08	1.07		0.90	0.24		0.57	1.24dr	
Uniform Delay, d1	49.3	21.6		37.4	54.5		45.8	44.2		44.3	56.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	90.8	0.1		0.1	60.6		52.2	0.1		2.2	28.7	
Delay (s)	140.2	21.8		37.5	115.1		98.0	44.4		46.4	85.1	
Level of Service	F	C		D	F		F	D		D	F	
Approach Delay (s)		104.4			111.3			62.4			79.7	
Approach LOS		F			F			E			E	

Intersection Summary

HCM 2000 Control Delay	89.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	152.8	Sum of lost time (s)	27.0
Intersection Capacity Utilization	123.6%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM 6th Signalized Intersection Summary

2: Meridian Road (SH-69) & Kuna Road

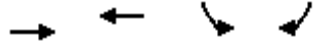
Kuna PEL
Year 2050 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	482	170	38	25	249	246	102	178	25	182	140	970
Future Volume (veh/h)	482	170	38	25	249	246	102	178	25	182	140	970
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1786	1800	1800	1800	1786	1772	1786	1800	1800
Adj Flow Rate, veh/h	518	183	41	27	268	265	110	191	27	196	151	1043
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	2	1	0	0
Cap, veh/h	459	699	157	405	227	225	125	804	112	368	448	400
Arrive On Green	0.24	0.49	0.49	0.02	0.27	0.27	0.04	0.27	0.27	0.04	0.26	0.26
Sat Flow, veh/h	1714	1424	319	1701	831	821	1714	2991	417	1701	1710	1525
Grp Volume(v), veh/h	518	0	224	27	0	533	110	107	111	196	151	1043
Grp Sat Flow(s),veh/h/ln	1714	0	1743	1701	0	1652	1714	1697	1711	1701	1710	1525
Q Serve(g_s), s	36.0	0.0	11.3	1.7	0.0	41.0	6.7	7.4	7.6	5.7	10.7	39.3
Cycle Q Clear(g_c), s	36.0	0.0	11.3	1.7	0.0	41.0	6.7	7.4	7.6	5.7	10.7	39.3
Prop In Lane	1.00		0.18	1.00		0.50	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	459	0	855	405	0	452	125	456	460	368	448	400
V/C Ratio(X)	1.13	0.00	0.26	0.07	0.00	1.18	0.88	0.24	0.24	0.53	0.34	2.61
Avail Cap(c_a), veh/h	459	0	855	423	0	452	125	456	460	368	448	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	22.3	37.8	0.0	54.5	45.3	42.8	42.9	45.8	44.8	55.4
Incr Delay (d2), s/veh	81.7	0.0	0.2	0.1	0.0	101.9	47.0	0.3	0.3	1.5	0.4	731.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	0.0	4.6	0.7	0.0	29.2	4.7	3.2	3.3	3.7	4.6	95.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.4	0.0	22.5	37.9	0.0	156.4	92.3	43.1	43.2	47.3	45.2	786.9
LnGrp LOS	F	A	C	D	A	F	F	D	D	D	D	F
Approach Vol, veh/h		742			560			328			1390	
Approach Delay, s/veh		97.1			150.7			59.6			602.1	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	46.8	10.4	80.6	13.2	45.8	43.0	48.0				
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0				
Max Green Setting (Gmax), s	5.7	40.3	5.0	72.0	6.7	39.3	36.0	41.0				
Max Q Clear Time (g_c+I1), s	7.7	9.6	3.7	13.3	8.7	41.3	38.0	43.0				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			335.4									
HCM 6th LOS			F									

Queues
 32: King Road - West of RR Tracks/King Road

Kuna PEL
 Year 2050 PM Peak Hour



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	326	695	83	138
v/c Ratio	0.67	0.64	0.29	0.37
Control Delay	13.4	8.3	23.8	8.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.4	8.3	23.8	8.4
Queue Length 50th (ft)	43	85	21	0
Queue Length 95th (ft)	134	189	62	40
Internal Link Dist (ft)	2564	2488	451	
Turn Bay Length (ft)				
Base Capacity (vph)	669	1465	700	707
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.49	0.47	0.12	0.20
Intersection Summary				

HCM Signalized Intersection Capacity Analysis
 32: King Road - West of RR Tracks/King Road

Kuna PEL
 Year 2050 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Volume (vph)	178	122	512	127	76	127
Future Volume (vph)	178	122	512	127	76	127
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		1.00	1.00		1.00	1.00
Frt		1.00	0.97		1.00	0.85
Flt Protected		0.97	1.00		0.95	1.00
Satd. Flow (prot)		1714	1717		1676	1500
Flt Permitted		0.45	1.00		0.95	1.00
Satd. Flow (perm)		787	1717		1676	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	133	557	138	83	138
RTOR Reduction (vph)	0	0	12	0	0	114
Lane Group Flow (vph)	0	326	683	0	83	24
Turn Type	Perm	NA	NA		Prot	Prot
Protected Phases		4	8		6	6
Permitted Phases	4					
Actuated Green, G (s)		29.9	29.9		8.3	8.3
Effective Green, g (s)		29.9	29.9		8.3	8.3
Actuated g/C Ratio		0.63	0.63		0.18	0.18
Clearance Time (s)		4.5	4.5		4.5	4.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		498	1087		294	263
v/s Ratio Prot			0.40		0.05	0.02
v/s Ratio Perm		0.41				
v/c Ratio		0.65	0.63		0.28	0.09
Uniform Delay, d1		5.4	5.3		16.9	16.3
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		3.1	1.1		0.5	0.2
Delay (s)		8.5	6.4		17.4	16.4
Level of Service		A	A		B	B
Approach Delay (s)		8.5	6.4		16.8	
Approach LOS		A	A		B	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	47.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 32: King Road - West of RR Tracks/King Road

Kuna PEL
 Year 2050 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Volume (veh/h)	178	122	512	127	76	127
Future Volume (veh/h)	178	122	512	127	76	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	193	133	557	138	83	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	353	205	845	209	255	227
Arrive On Green	0.62	0.62	0.62	0.62	0.15	0.15
Sat Flow, veh/h	333	332	1371	340	1688	1502
Grp Volume(v), veh/h	326	0	0	695	83	138
Grp Sat Flow(s),veh/h/ln	665	0	0	1711	1688	1502
Q Serve(g_s), s	8.7	0.0	0.0	10.2	1.7	3.3
Cycle Q Clear(g_c), s	18.9	0.0	0.0	10.2	1.7	3.3
Prop In Lane	0.59			0.20	1.00	1.00
Lane Grp Cap(c), veh/h	558	0	0	1054	255	227
V/C Ratio(X)	0.58	0.00	0.00	0.66	0.32	0.61
Avail Cap(c_a), veh/h	1029	0	0	1877	806	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	4.8	14.7	15.4
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.7	0.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.7	0.6	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	0.0	0.0	5.5	15.4	18.0
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h		326	695		221	
Approach Delay, s/veh		9.2	5.5		17.0	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				28.4	10.4	28.4
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				42.5	18.5	42.5
Max Q Clear Time (g_c+I1), s				20.9	5.3	12.2
Green Ext Time (p_c), s				3.0	0.5	5.7
Intersection Summary						
HCM 6th Ctrl Delay			8.5			
HCM 6th LOS			A			

Queues
2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	624	228	26	62	217	102	206	379	142	317
v/c Ratio	0.77	0.35	0.12	0.28	0.58	0.38	0.48	0.78	0.15	0.32
Control Delay	41.3	24.8	21.3	44.8	12.5	27.1	42.9	35.8	27.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	24.8	21.3	44.8	12.5	27.1	42.9	35.8	27.6	4.3
Queue Length 50th (ft)	185	107	9	36	0	37	60	169	33	0
Queue Length 95th (ft)	273	179	25	83	66	85	109	#311	66	36
Internal Link Dist (ft)		1205		618			933		881	
Turn Bay Length (ft)	100		100			100		100		
Base Capacity (vph)	1122	1041	226	552	596	268	1355	510	1967	1711
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.22	0.12	0.11	0.36	0.38	0.15	0.74	0.07	0.19



























Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	 							 			 	 	
Traffic Volume (vph)	562	170	35	23	56	195	92	162	23	341	128	285	
Future Volume (vph)	562	170	35	23	56	195	92	162	23	341	128	285	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	6.5	6.5		6.5	6.5	6.5	
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	0.88	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	3317	1754		1710	1800	1443	1710	3314		1598	3353	2693	
Flt Permitted	0.95	1.00		0.62	1.00	1.00	0.66	1.00		0.41	1.00	1.00	
Satd. Flow (perm)	3317	1754		1109	1800	1443	1191	3314		683	3353	2693	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	624	189	39	26	62	217	102	180	26	379	142	317	
RTOR Reduction (vph)	0	5	0	0	0	184	0	9	0	0	0	231	
Lane Group Flow (vph)	624	223	0	26	62	33	102	197	0	379	142	86	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	1%	3%	7%	2%	0%	
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases				8		8	2			6		6	
Actuated Green, G (s)	23.5	35.8		17.9	15.1	15.1	18.7	12.2		39.8	26.8	26.8	
Effective Green, g (s)	23.5	35.8		17.9	15.1	15.1	18.7	12.2		39.8	26.8	26.8	
Actuated g/C Ratio	0.24	0.36		0.18	0.15	0.15	0.19	0.12		0.40	0.27	0.27	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	6.5	6.5		6.5	6.5	6.5	
Vehicle Extension (s)	2.0	5.0		2.0	5.0	5.0	2.0	3.3		2.0	3.3	3.3	
Lane Grp Cap (vph)	788	634		217	274	220	259	408		470	908	729	
v/s Ratio Prot	c0.19	c0.13		0.00	0.03		0.03	0.06		c0.17	0.04		
v/s Ratio Perm				0.02		0.02	0.05			c0.15		0.03	
v/c Ratio	0.79	0.35		0.12	0.23	0.15	0.39	0.48		0.81	0.16	0.12	
Uniform Delay, d1	35.4	23.1		33.7	36.8	36.3	34.6	40.4		23.5	27.4	27.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	5.1	0.7		0.1	0.9	0.7	0.4	1.0		9.2	0.1	0.1	
Delay (s)	40.5	23.8		33.8	37.7	37.0	34.9	41.4		32.7	27.5	27.2	
Level of Service	D	C		C	D	D	C	D		C	C	C	
Approach Delay (s)		36.0			36.9			39.3			29.8		
Approach LOS		D			D			D			C		
Intersection Summary													
HCM 2000 Control Delay			34.3		HCM 2000 Level of Service						C		
HCM 2000 Volume to Capacity ratio			0.77										
Actuated Cycle Length (s)			98.9		Sum of lost time (s)					27.0			
Intersection Capacity Utilization			68.5%		ICU Level of Service					C			
Analysis Period (min)			15										
c Critical Lane Group													

HCM 6th Signalized Intersection Summary

2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↑	↔	↔	↔↔		↔	↔↔	↔↔
Traffic Volume (veh/h)	562	170	35	23	56	195	92	162	23	341	128	285
Future Volume (veh/h)	562	170	35	23	56	195	92	162	23	341	128	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1716	1800	1786	1758	1702	1772	1800
Adj Flow Rate, veh/h	624	189	39	26	62	217	102	180	26	379	142	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	6	0	1	3	7	2	0
Cap, veh/h	709	534	110	332	327	264	321	309	44	485	869	
Arrive On Green	0.21	0.37	0.37	0.03	0.18	0.18	0.07	0.10	0.10	0.22	0.26	0.00
Sat Flow, veh/h	3326	1448	299	1714	1800	1454	1714	2982	424	1621	3367	2685
Grp Volume(v), veh/h	624	0	228	26	62	217	102	101	105	379	142	0
Grp Sat Flow(s),veh/h/ln	1663	0	1746	1714	1800	1454	1714	1697	1710	1621	1683	1342
Q Serve(g_s), s	17.5	0.0	9.1	1.2	2.8	13.9	5.1	5.5	5.6	19.3	3.2	0.0
Cycle Q Clear(g_c), s	17.5	0.0	9.1	1.2	2.8	13.9	5.1	5.5	5.6	19.3	3.2	0.0
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	709	0	644	332	327	264	321	176	177	485	869	
V/C Ratio(X)	0.88	0.00	0.35	0.08	0.19	0.82	0.32	0.58	0.59	0.78	0.16	
Avail Cap(c_a), veh/h	1103	0	1014	376	541	437	321	677	682	520	1937	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	0.0	22.1	30.8	33.5	38.0	35.2	41.2	41.3	27.4	27.7	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.7	0.0	0.6	12.6	0.2	3.3	3.5	6.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	3.6	0.5	1.2	5.6	2.0	2.3	2.4	7.5	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	22.8	30.8	34.1	50.6	35.5	44.5	44.8	33.6	27.8	0.0
LnGrp LOS	D	A	C	C	C	D	D	D	D	C	C	
Approach Vol, veh/h		852			305			308			521	A
Approach Delay, s/veh		35.6			45.5			41.6			32.0	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.9	16.5	9.5	42.6	13.0	31.4	27.6	24.5				
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	7.0	7.0				
Max Green Setting (Gmax), s	23.5	38.5	5.0	56.0	6.5	55.5	32.0	29.0				
Max Q Clear Time (g_c+I1), s	21.3	7.6	3.2	11.1	7.1	5.2	19.5	15.9				
Green Ext Time (p_c), s	0.2	1.1	0.0	2.7	0.0	0.9	1.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Queues
 32: King Road - West of RR Tracks/King Road

Kuna PEL
 Year 2050 AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	175	418	100	125	75	125
v/c Ratio	0.25	0.42	0.10	0.14	0.16	0.24
Control Delay	5.4	6.2	4.3	1.6	10.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	6.2	4.3	1.6	10.9	4.6
Queue Length 50th (ft)	14	37	7	0	8	0
Queue Length 95th (ft)	35	78	19	12	34	25
Internal Link Dist (ft)		2564	2488		451	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	1152	1665	1665	1422	564	587
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.25	0.06	0.09	0.13	0.21
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

32: King Road - West of RR Tracks/King Road

Kuna PEL
Year 2050 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
Traffic Volume (vph)	161	385	92	115	69	115
Future Volume (vph)	161	385	92	115	69	115
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1676	1765	1765	1500	1676	1500
Flt Permitted	0.69	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1222	1765	1765	1500	1676	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	175	418	100	125	75	125
RTOR Reduction (vph)	0	0	0	62	0	108
Lane Group Flow (vph)	175	418	100	63	75	17
Turn Type	Perm	NA	NA	Perm	Prot	Prot
Protected Phases		4	8		1	1
Permitted Phases	4			8		
Actuated Green, G (s)	12.7	12.7	12.7	12.7	3.5	3.5
Effective Green, g (s)	12.7	12.7	12.7	12.7	3.5	3.5
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.14	0.14
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	615	889	889	755	232	208
v/s Ratio Prot		c0.24	0.06		c0.04	0.01
v/s Ratio Perm	0.14			0.04		
v/c Ratio	0.28	0.47	0.11	0.08	0.32	0.08
Uniform Delay, d1	3.6	4.1	3.3	3.2	9.8	9.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.4	0.1	0.0	0.8	0.2
Delay (s)	3.9	4.5	3.3	3.3	10.6	9.6
Level of Service	A	A	A	A	B	A
Approach Delay (s)		4.3	3.3		10.0	
Approach LOS		A	A		A	

Intersection Summary

HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	25.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 32: King Road - West of RR Tracks/King Road

Kuna PEL
 Year 2050 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
Traffic Volume (veh/h)	161	385	92	115	69	115
Future Volume (veh/h)	161	385	92	115	69	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	175	418	100	125	75	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	774	726	726	616	276	246
Arrive On Green	0.41	0.41	0.41	0.41	0.16	0.16
Sat Flow, veh/h	1156	1772	1772	1502	1688	1502
Grp Volume(v), veh/h	175	418	100	125	75	125
Grp Sat Flow(s),veh/h/ln	1156	1772	1772	1502	1688	1502
Q Serve(g_s), s	2.4	3.8	0.7	1.1	0.8	1.6
Cycle Q Clear(g_c), s	3.1	3.8	0.7	1.1	0.8	1.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	774	726	726	616	276	246
V/C Ratio(X)	0.23	0.58	0.14	0.20	0.27	0.51
Avail Cap(c_a), veh/h	1861	2393	2393	2028	600	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.9	4.8	3.9	4.0	7.7	8.1
Incr Delay (d2), s/veh	0.1	0.7	0.1	0.2	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	5.5	4.0	4.2	8.3	9.7
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		593	225		200	
Approach Delay, s/veh		5.4	4.1		9.1	
Approach LOS		A	A		A	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				13.2	8.0	13.2
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				28.5	7.5	28.5
Max Q Clear Time (g_c+I1), s				5.8	3.6	3.1
Green Ext Time (p_c), s				2.9	0.2	0.8
Intersection Summary						
HCM 6th Ctrl Delay			5.8			
HCM 6th LOS			A			

Queues
2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 PM Peak Hour






























Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	518	224	27	268	265	110	218	196	151	1043
v/c Ratio	0.70	0.30	0.08	0.67	0.49	0.37	0.45	0.51	0.22	0.76
Control Delay	39.1	19.3	15.3	42.8	7.4	29.3	39.4	29.4	33.1	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	19.3	15.3	42.8	7.4	29.3	39.4	29.4	33.1	6.4
Queue Length 50th (ft)	137	86	7	138	0	42	57	79	37	0
Queue Length 95th (ft)	240	159	23	266	65	104	113	176	78	57
Internal Link Dist (ft)		1205		618			933		881	
Turn Bay Length (ft)	100		100			100		100		
Base Capacity (vph)	1259	1213	340	713	766	294	1662	403	1956	1987
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.18	0.08	0.38	0.35	0.37	0.13	0.49	0.08	0.52

Intersection Summary

HCM Signalized Intersection Capacity Analysis

2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 PM Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	 			 				 			 	 		
Traffic Volume (vph)	482	170	38	25	249	246	102	178	25	182	140	970		
Future Volume (vph)	482	170	38	25	249	246	102	178	25	182	140	970		
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800		
Total Lost time (s)	4.5	7.0		7.0	7.0	7.0	6.5	6.5		6.5	6.5	6.5		
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	0.88		
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85		
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		
Satd. Flow (prot)	3317	1751		1693	1800	1530	1710	3319		1693	3420	2693		
Flt Permitted	0.95	1.00		0.62	1.00	1.00	0.66	1.00		0.43	1.00	1.00		
Satd. Flow (perm)	3317	1751		1102	1800	1530	1181	3319		771	3420	2693		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Adj. Flow (vph)	518	183	41	27	268	265	110	191	27	196	151	1043		
RTOR Reduction (vph)	0	5	0	0	0	198	0	9	0	0	0	837		
Lane Group Flow (vph)	518	219	0	27	268	67	110	209	0	196	151	206		
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	1%	2%	1%	0%	0%		
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm		
Protected Phases	7	4		3	8		5	2		1	6			
Permitted Phases				8		8	2			6		6		
Actuated Green, G (s)	20.4	38.7		26.2	23.5	23.5	19.7	13.0		30.7	18.5	18.5		
Effective Green, g (s)	20.4	38.7		26.2	23.5	23.5	19.7	13.0		30.7	18.5	18.5		
Actuated g/C Ratio	0.22	0.41		0.28	0.25	0.25	0.21	0.14		0.33	0.20	0.20		
Clearance Time (s)	4.5	7.0		7.0	7.0	7.0	6.5	6.5		6.5	6.5	6.5		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	722	723		325	451	384	286	460		373	675	532		
v/s Ratio Prot	c0.16	0.12		0.00	c0.15		0.03	0.06		c0.07	0.04			
v/s Ratio Perm				0.02		0.04	0.05			c0.10		0.08		
v/c Ratio	0.72	0.30		0.08	0.59	0.17	0.38	0.46		0.53	0.22	0.39		
Uniform Delay, d1	33.9	18.4		24.7	30.9	27.4	31.2	37.0		24.1	31.5	32.6		
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		
Incremental Delay, d2	3.4	0.2		0.1	2.1	0.2	0.9	0.7		1.3	0.2	0.5		
Delay (s)	37.3	18.6		24.8	33.0	27.7	32.0	37.8		25.4	31.7	33.1		
Level of Service	D	B		C	C	C	C	D		C	C	C		
Approach Delay (s)		31.7			30.1			35.8			31.9			
Approach LOS		C			C			D			C			
Intersection Summary														
HCM 2000 Control Delay			31.9									HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio			0.66											
Actuated Cycle Length (s)			93.6								27.0			
Intersection Capacity Utilization			72.3%										ICU Level of Service	C
Analysis Period (min)			15											
c	Critical Lane Group													

HCM 6th Signalized Intersection Summary

2: Meridian Road (SH-69) & Kuna Road

Kuna PEL
Year 2050 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↑	↔	↔	↔↔		↔	↔↔	↔↔
Traffic Volume (veh/h)	482	170	38	25	249	246	102	178	25	182	140	970
Future Volume (veh/h)	482	170	38	25	249	246	102	178	25	182	140	970
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1786	1800	1800	1800	1786	1772	1786	1800	1800
Adj Flow Rate, veh/h	518	183	41	27	268	265	110	191	27	196	151	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	2	1	0	0
Cap, veh/h	658	506	113	400	395	335	388	398	55	392	628	
Arrive On Green	0.20	0.36	0.36	0.03	0.22	0.22	0.07	0.13	0.13	0.12	0.18	0.00
Sat Flow, veh/h	3326	1424	319	1701	1800	1525	1714	2991	417	1701	3420	2685
Grp Volume(v), veh/h	518	0	224	27	268	265	110	107	111	196	151	0
Grp Sat Flow(s),veh/h/ln	1663	0	1743	1701	1800	1525	1714	1697	1711	1701	1710	1342
Q Serve(g_s), s	11.1	0.0	7.1	0.9	10.3	12.3	4.1	4.4	4.5	7.3	2.8	0.0
Cycle Q Clear(g_c), s	11.1	0.0	7.1	0.9	10.3	12.3	4.1	4.4	4.5	7.3	2.8	0.0
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	658	0	619	400	395	335	388	226	228	392	628	
V/C Ratio(X)	0.79	0.00	0.36	0.07	0.68	0.79	0.28	0.47	0.49	0.50	0.24	
Avail Cap(c_a), veh/h	1483	0	1415	465	838	711	411	996	1004	473	2299	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.6	0.0	17.9	21.6	26.9	27.7	25.3	30.1	30.2	23.6	26.2	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.4	0.1	2.1	4.2	0.4	1.5	1.6	1.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	2.6	0.3	4.2	4.4	1.6	1.8	1.9	2.8	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.0	18.3	21.7	28.9	31.9	25.7	31.7	31.8	24.6	26.4	0.0
LnGrp LOS	C	A	B	C	C	C	C	C	C	C	C	
Approach Vol, veh/h		742			560			328			347	A
Approach Delay, s/veh		27.0			30.0			29.7			25.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	16.5	9.2	33.7	12.0	20.3	19.4	23.5				
Change Period (Y+Rc), s	6.5	6.5	7.0	7.0	6.5	6.5	4.5	7.0				
Max Green Setting (Gmax), s	12.9	44.1	5.0	61.0	6.5	50.5	33.5	35.0				
Max Q Clear Time (g_c+I1), s	9.3	6.5	2.9	9.1	6.1	4.8	13.1	14.3				
Green Ext Time (p_c), s	0.2	1.3	0.0	1.3	0.0	0.9	1.8	2.2				

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Queues
32: King Road - West of RR Tracks/King Road

Kuna PEL
Year 2050 PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	193	133	557	138	83	138
v/c Ratio	0.52	0.14	0.59	0.16	0.24	0.33
Control Delay	11.0	4.3	8.3	1.3	19.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	4.3	8.3	1.3	19.2	7.3
Queue Length 50th (ft)	20	10	59	0	14	0
Queue Length 95th (ft)	64	29	135	13	62	40
Internal Link Dist (ft)		2564	2488		451	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	629	1625	1625	1392	876	850
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.08	0.34	0.10	0.09	0.16
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

32: King Road - West of RR Tracks/King Road

Kuna PEL
Year 2050 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	178	122	512	127	76	127
Future Volume (vph)	178	122	512	127	76	127
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1676	1765	1765	1500	1676	1500
Flt Permitted	0.39	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	683	1765	1765	1500	1676	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	133	557	138	83	138
RTOR Reduction (vph)	0	0	0	62	0	109
Lane Group Flow (vph)	193	133	557	76	83	29
Turn Type	Perm	NA	NA	Perm	Prot	Prot
Protected Phases		4	8		6	6
Permitted Phases	4			8		
Actuated Green, G (s)	21.3	21.3	21.3	21.3	8.2	8.2
Effective Green, g (s)	21.3	21.3	21.3	21.3	8.2	8.2
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.21	0.21
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	377	976	976	829	356	319
v/s Ratio Prot		0.08	c0.32		c0.05	0.02
v/s Ratio Perm	0.28			0.05		
v/c Ratio	0.51	0.14	0.57	0.09	0.23	0.09
Uniform Delay, d1	5.4	4.2	5.6	4.0	12.5	12.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.1	0.8	0.0	0.3	0.1
Delay (s)	6.5	4.2	6.4	4.1	12.9	12.3
Level of Service	A	A	A	A	B	B
Approach Delay (s)		5.6	6.0		12.5	
Approach LOS		A	A		B	

Intersection Summary

HCM 2000 Control Delay	7.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	38.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
 32: King Road - West of RR Tracks/King Road

Kuna PEL
 Year 2050 PM Peak Hour



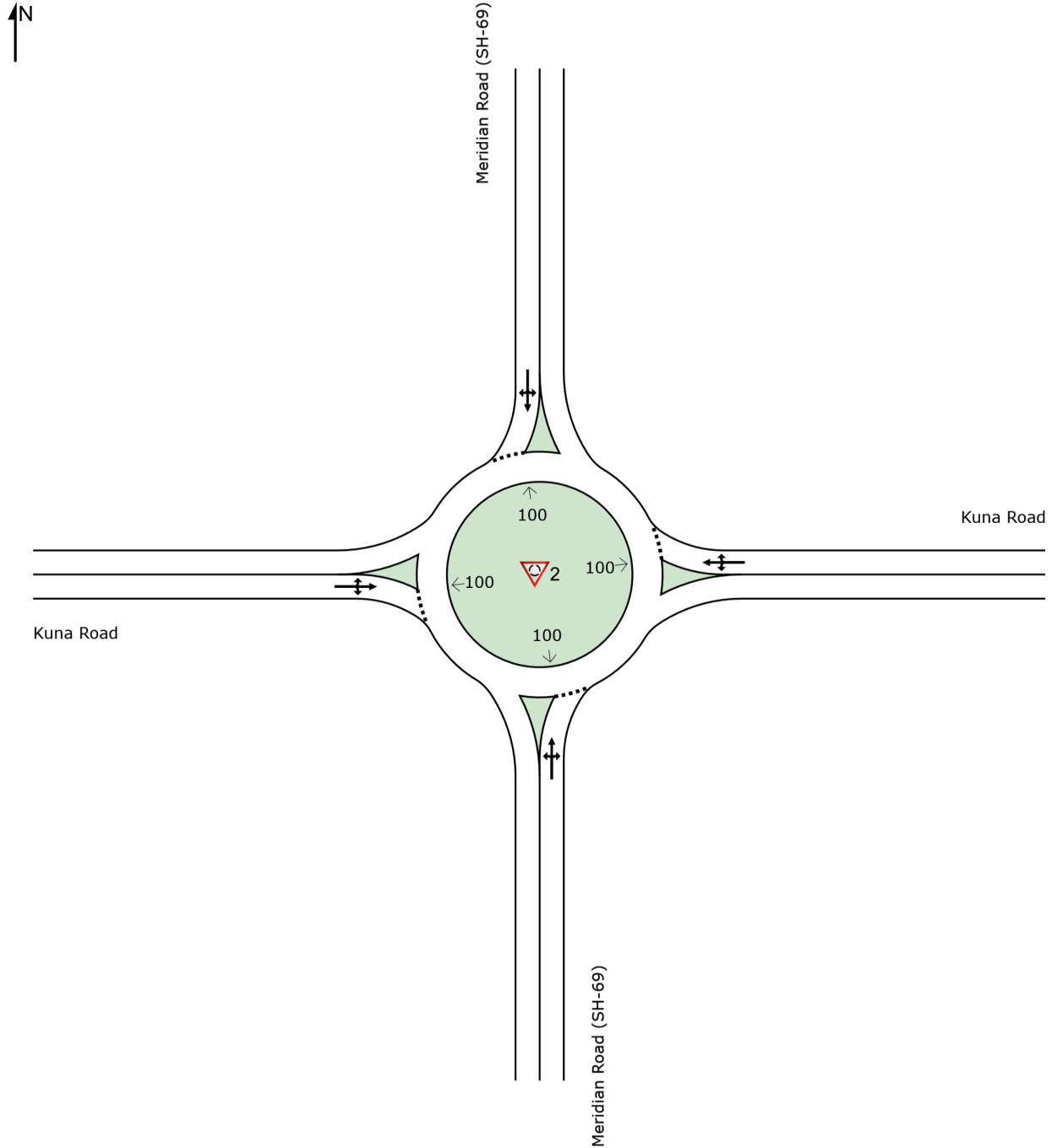
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑	↑	↕	↕	↕
Traffic Volume (veh/h)	178	122	512	127	76	127
Future Volume (veh/h)	178	122	512	127	76	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	193	133	557	138	83	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	514	956	956	810	282	251
Arrive On Green	0.54	0.54	0.54	0.54	0.17	0.17
Sat Flow, veh/h	852	1772	1772	1502	1688	1502
Grp Volume(v), veh/h	193	133	557	138	83	138
Grp Sat Flow(s),veh/h/ln	852	1772	1772	1502	1688	1502
Q Serve(g_s), s	6.0	1.1	6.5	1.4	1.3	2.6
Cycle Q Clear(g_c), s	12.5	1.1	6.5	1.4	1.3	2.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	514	956	956	810	282	251
V/C Ratio(X)	0.38	0.14	0.58	0.17	0.29	0.55
Avail Cap(c_a), veh/h	1235	2455	2455	2080	1018	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	3.5	4.7	3.6	11.2	11.7
Incr Delay (d2), s/veh	0.5	0.1	0.6	0.1	0.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	1.0	0.2	0.4	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	3.6	5.3	3.7	11.8	13.6
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h		326	695		221	
Approach Delay, s/veh		7.0	5.0		12.9	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				21.0	9.6	21.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				42.5	18.5	42.5
Max Q Clear Time (g_c+I1), s				14.5	4.6	8.5
Green Ext Time (p_c), s				2.0	0.5	4.6
Intersection Summary						
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			A			

SITE LAYOUT

Site: 2 [Meridian (SH-69) / Kuna Road Single AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [Meridian (SH-69) / Kuna Road Single AM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Meridian Road (SH-69)														
3	L2	92	3.0	102	3.0	0.733	32.3	LOS D	5.2	132.7	0.88	1.17	1.90	24.3
8	T1	162	3.0	180	3.0	0.733	32.3	LOS D	5.2	132.7	0.88	1.17	1.90	24.3
18	R2	23	3.0	26	3.0	0.733	32.3	LOS D	5.2	132.7	0.88	1.17	1.90	23.8
Approach		277	3.0	308	3.0	0.733	32.3	LOS D	5.2	132.7	0.88	1.17	1.90	24.3
East: Kuna Road														
1	L2	23	3.0	26	3.0	0.549	16.8	LOS C	3.4	86.9	0.79	0.94	1.28	29.5
6	T1	56	3.0	62	3.0	0.549	16.8	LOS C	3.4	86.9	0.79	0.94	1.28	29.5
16	R2	195	3.0	217	3.0	0.549	16.8	LOS C	3.4	86.9	0.79	0.94	1.28	28.7
Approach		274	3.0	304	3.0	0.549	16.8	LOS C	3.4	86.9	0.79	0.94	1.28	29.0
North: Meridian Road (SH-69)														
7	L2	341	3.0	379	3.0	0.763	16.8	LOS C	16.0	410.7	0.81	0.84	1.26	28.9
4	T1	128	3.0	142	3.0	0.763	16.8	LOS C	16.0	410.7	0.81	0.84	1.26	28.8
14	R2	285	3.0	317	3.0	0.763	16.8	LOS C	16.0	410.7	0.81	0.84	1.26	28.1
Approach		754	3.0	838	3.0	0.763	16.8	LOS C	16.0	410.7	0.81	0.84	1.26	28.6
West: Kuna Road														
5	L2	562	3.0	624	3.0	1.130	96.2	LOS F	55.1	1411.2	1.00	3.00	6.55	14.4
2	T1	170	3.0	189	3.0	1.130	96.2	LOS F	55.1	1411.2	1.00	3.00	6.55	14.4
12	R2	35	3.0	39	3.0	1.130	96.2	LOS F	55.1	1411.2	1.00	3.00	6.55	14.2
Approach		767	3.0	852	3.0	1.130	96.2	LOS F	55.1	1411.2	1.00	3.00	6.55	14.4
All Vehicles		2072	3.0	2302	3.0	1.130	48.3	LOS E	55.1	1411.2	0.89	1.70	3.30	20.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

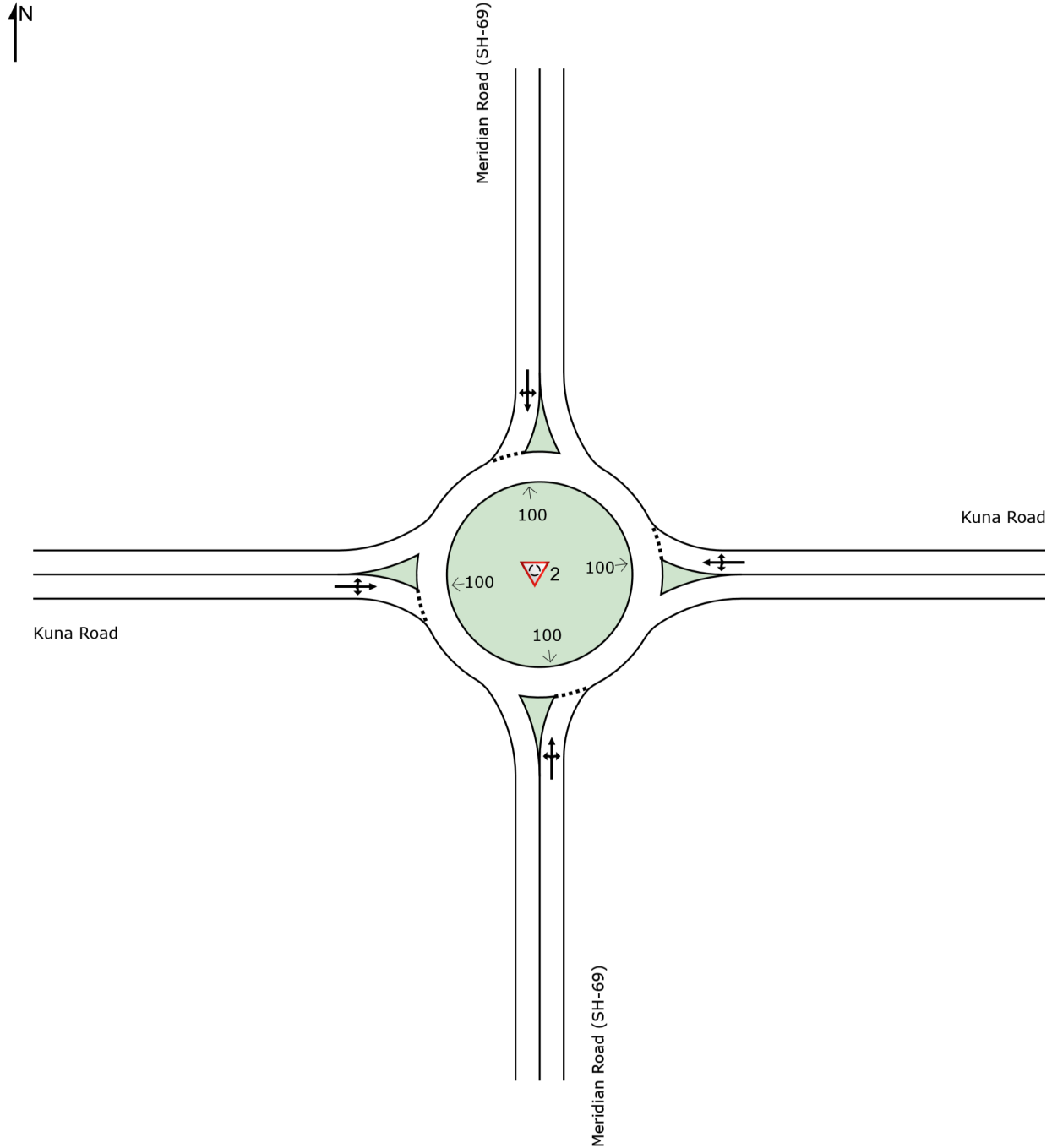
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 2 [Meridian (SH-69) / Kuna Road Single PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [Meridian (SH-69) / Kuna Road Single PM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Meridian Road (SH-69)														
3	L2	102	3.0	110	3.0	0.585	18.0	LOS C	3.9	99.0	0.80	0.98	1.36	28.7
8	T1	178	3.0	191	3.0	0.585	18.0	LOS C	3.9	99.0	0.80	0.98	1.36	28.7
18	R2	25	3.0	27	3.0	0.585	18.0	LOS C	3.9	99.0	0.80	0.98	1.36	28.0
Approach		305	3.0	328	3.0	0.585	18.0	LOS C	3.9	99.0	0.80	0.98	1.36	28.6
East: Kuna Road														
1	L2	25	3.0	27	3.0	0.987	61.6	LOS F	20.6	526.5	1.00	1.99	4.16	18.7
6	T1	249	3.0	268	3.0	0.987	61.6	LOS F	20.6	526.5	1.00	1.99	4.16	18.6
16	R2	246	3.0	265	3.0	0.987	61.6	LOS F	20.6	526.5	1.00	1.99	4.16	18.3
Approach		520	3.0	559	3.0	0.987	61.6	LOS F	20.6	526.5	1.00	1.99	4.16	18.5
North: Meridian Road (SH-69)														
7	L2	182	3.0	196	3.0	1.586	283.3	LOS F	189.1	4841.3	1.00	5.63	12.53	6.5
4	T1	140	3.0	151	3.0	1.586	283.3	LOS F	189.1	4841.3	1.00	5.63	12.53	6.5
14	R2	970	3.0	1043	3.0	1.586	283.3	LOS F	189.1	4841.3	1.00	5.63	12.53	6.5
Approach		1292	3.0	1389	3.0	1.586	283.3	LOS F	189.1	4841.3	1.00	5.63	12.53	6.5
West: Kuna Road														
5	L2	482	3.0	518	3.0	0.722	15.6	LOS C	12.3	314.4	0.78	0.88	1.28	28.9
2	T1	170	3.0	183	3.0	0.722	15.6	LOS C	12.3	314.4	0.78	0.88	1.28	28.8
12	R2	38	3.0	41	3.0	0.722	15.6	LOS C	12.3	314.4	0.78	0.88	1.28	28.1
Approach		690	3.0	742	3.0	0.722	15.6	LOS C	12.3	314.4	0.78	0.88	1.28	28.8
All Vehicles		2807	3.0	3018	3.0	1.586	147.6	LOS F	189.1	4841.3	0.93	3.28	7.00	10.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

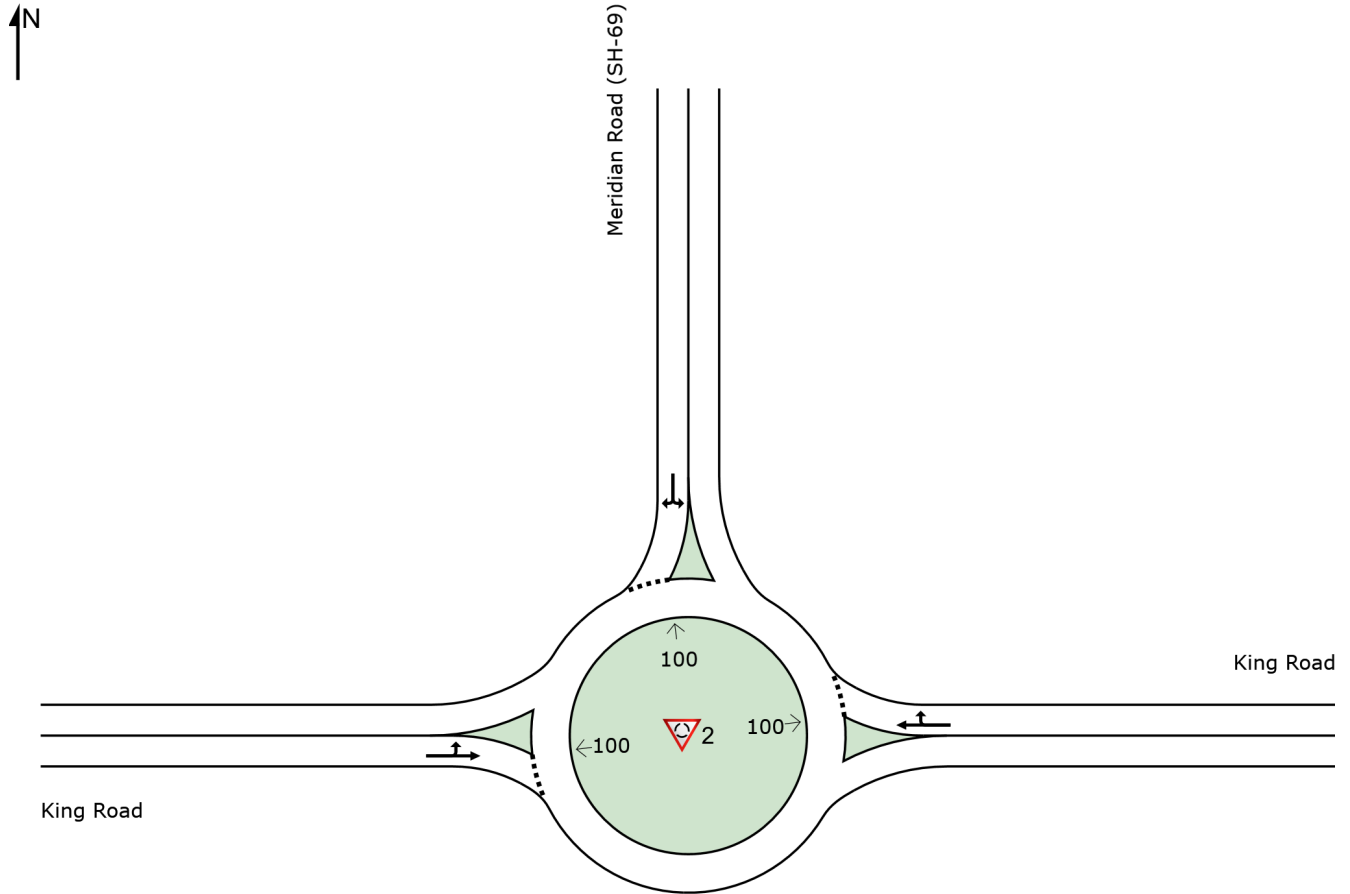
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 2 [Meridian (SH-69) / King Road Single AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

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MOVEMENT SUMMARY

Site: 2 [Meridian (SH-69) / King Road Single AM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist ft				
East: King Road														
6	T1	92	3.0	102	3.0	0.207	5.1	LOS A	1.0	25.2	0.37	0.24	0.37	35.1
16	R2	115	3.0	128	3.0	0.207	5.1	LOS A	1.0	25.2	0.37	0.24	0.37	34.1
Approach		207	3.0	230	3.0	0.207	5.1	LOS A	1.0	25.2	0.37	0.24	0.37	34.5
North: Meridian Road (SH-69)														
7	L2	69	3.0	77	3.0	0.170	4.5	LOS A	0.8	20.5	0.26	0.13	0.26	34.4
14	R2	115	3.0	128	3.0	0.170	4.5	LOS A	0.8	20.5	0.26	0.13	0.26	33.3
Approach		184	3.0	204	3.0	0.170	4.5	LOS A	0.8	20.5	0.26	0.13	0.26	33.7
West: King Road														
5	L2	161	3.0	179	3.0	0.491	8.1	LOS A	3.5	90.3	0.34	0.17	0.34	32.9
2	T1	385	3.0	428	3.0	0.491	8.1	LOS A	3.5	90.3	0.34	0.17	0.34	32.8
Approach		546	3.0	607	3.0	0.491	8.1	LOS A	3.5	90.3	0.34	0.17	0.34	32.8
All Vehicles		937	3.0	1041	3.0	0.491	6.7	LOS A	3.5	90.3	0.33	0.18	0.33	33.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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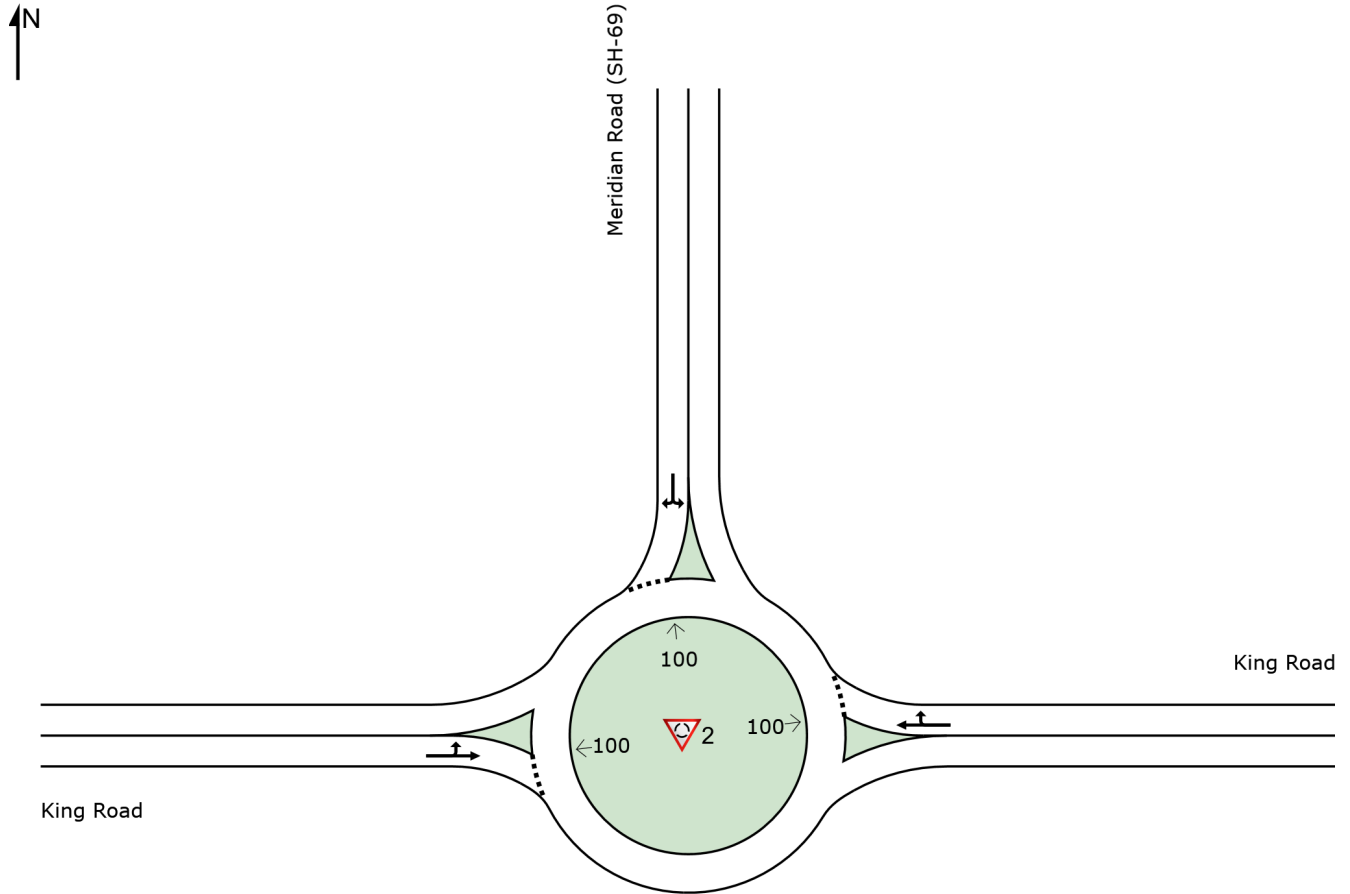
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SITE LAYOUT

Site: 2 [Meridian (SH-69) / King Road Single PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

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MOVEMENT SUMMARY

Site: 2 [Meridian (SH-69) / King Road Single PM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist ft				
East: King Road														
6	T1	512	3.0	569	3.0	0.652	12.5	LOS B	7.4	189.4	0.67	0.57	0.81	31.5
16	R2	127	3.0	141	3.0	0.652	12.5	LOS B	7.4	189.4	0.67	0.57	0.81	30.7
Approach		639	3.0	710	3.0	0.652	12.5	LOS B	7.4	189.4	0.67	0.57	0.81	31.4
North: Meridian Road (SH-69)														
7	L2	76	3.0	84	3.0	0.442	10.9	LOS B	2.6	66.6	0.70	0.77	0.90	31.6
14	R2	217	3.0	241	3.0	0.442	10.9	LOS B	2.6	66.6	0.70	0.77	0.90	30.7
Approach		293	3.0	326	3.0	0.442	10.9	LOS B	2.6	66.6	0.70	0.77	0.90	30.9
West: King Road														
5	L2	178	3.0	198	3.0	0.272	5.4	LOS A	1.4	36.9	0.27	0.13	0.27	33.4
2	T1	122	3.0	136	3.0	0.272	5.4	LOS A	1.4	36.9	0.27	0.13	0.27	33.3
Approach		300	3.0	333	3.0	0.272	5.4	LOS A	1.4	36.9	0.27	0.13	0.27	33.4
All Vehicles		1232	3.0	1369	3.0	0.652	10.4	LOS B	7.4	189.4	0.58	0.51	0.70	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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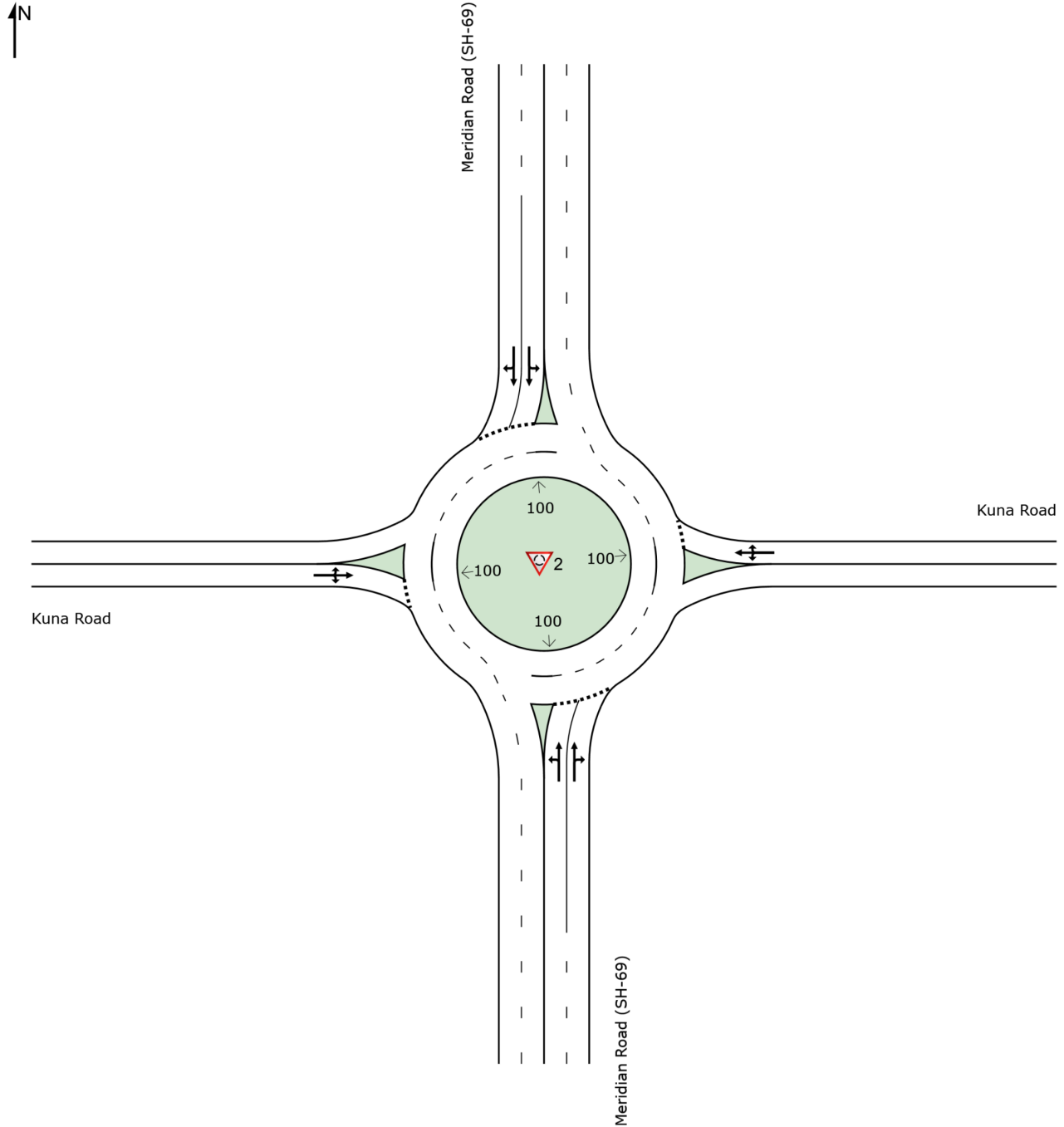
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SITE LAYOUT

Site: 2 [Meridian (SH-69) / Kuna Road Multi AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [Meridian (SH-69) / Kuna Road Multi AM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Meridian Road (SH-69)														
3	L2	92	3.0	102	3.0	0.339	14.5	LOS B	1.3	33.4	0.76	0.81	0.95	29.4
8	T1	162	3.0	180	3.0	0.339	13.2	LOS B	1.3	33.6	0.74	0.79	0.93	30.9
18	R2	23	3.0	26	3.0	0.339	12.9	LOS B	1.3	33.6	0.73	0.79	0.92	30.5
Approach		277	3.0	308	3.0	0.339	13.6	LOS B	1.3	33.6	0.74	0.80	0.94	30.4
East: Kuna Road														
1	L2	23	3.0	26	3.0	0.488	13.6	LOS B	2.6	66.3	0.72	0.84	1.11	31.0
6	T1	56	3.0	62	3.0	0.488	13.6	LOS B	2.6	66.3	0.72	0.84	1.11	30.9
16	R2	195	3.0	217	3.0	0.488	13.6	LOS B	2.6	66.3	0.72	0.84	1.11	30.0
Approach		274	3.0	304	3.0	0.488	13.6	LOS B	2.6	66.3	0.72	0.84	1.11	30.3
North: Meridian Road (SH-69)														
7	L2	341	3.0	379	3.0	0.370	7.1	LOS A	1.9	47.8	0.41	0.29	0.41	31.9
4	T1	128	3.0	142	3.0	0.370	6.8	LOS A	1.9	47.8	0.39	0.27	0.39	33.8
14	R2	285	3.0	317	3.0	0.370	6.7	LOS A	1.8	46.9	0.39	0.27	0.39	33.2
Approach		754	3.0	838	3.0	0.370	6.9	LOS A	1.9	47.8	0.40	0.28	0.40	32.7
West: Kuna Road														
5	L2	562	3.0	624	3.0	0.998	52.2	LOS F	33.6	860.0	1.00	2.22	4.35	19.9
2	T1	170	3.0	189	3.0	0.998	52.2	LOS F	33.6	860.0	1.00	2.22	4.35	19.9
12	R2	35	3.0	39	3.0	0.998	52.2	LOS F	33.6	860.0	1.00	2.22	4.35	19.5
Approach		767	3.0	852	3.0	0.998	52.2	LOS F	33.6	860.0	1.00	2.22	4.35	19.9
All Vehicles		2072	3.0	2302	3.0	0.998	25.4	LOS D	33.6	860.0	0.71	1.14	2.03	25.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

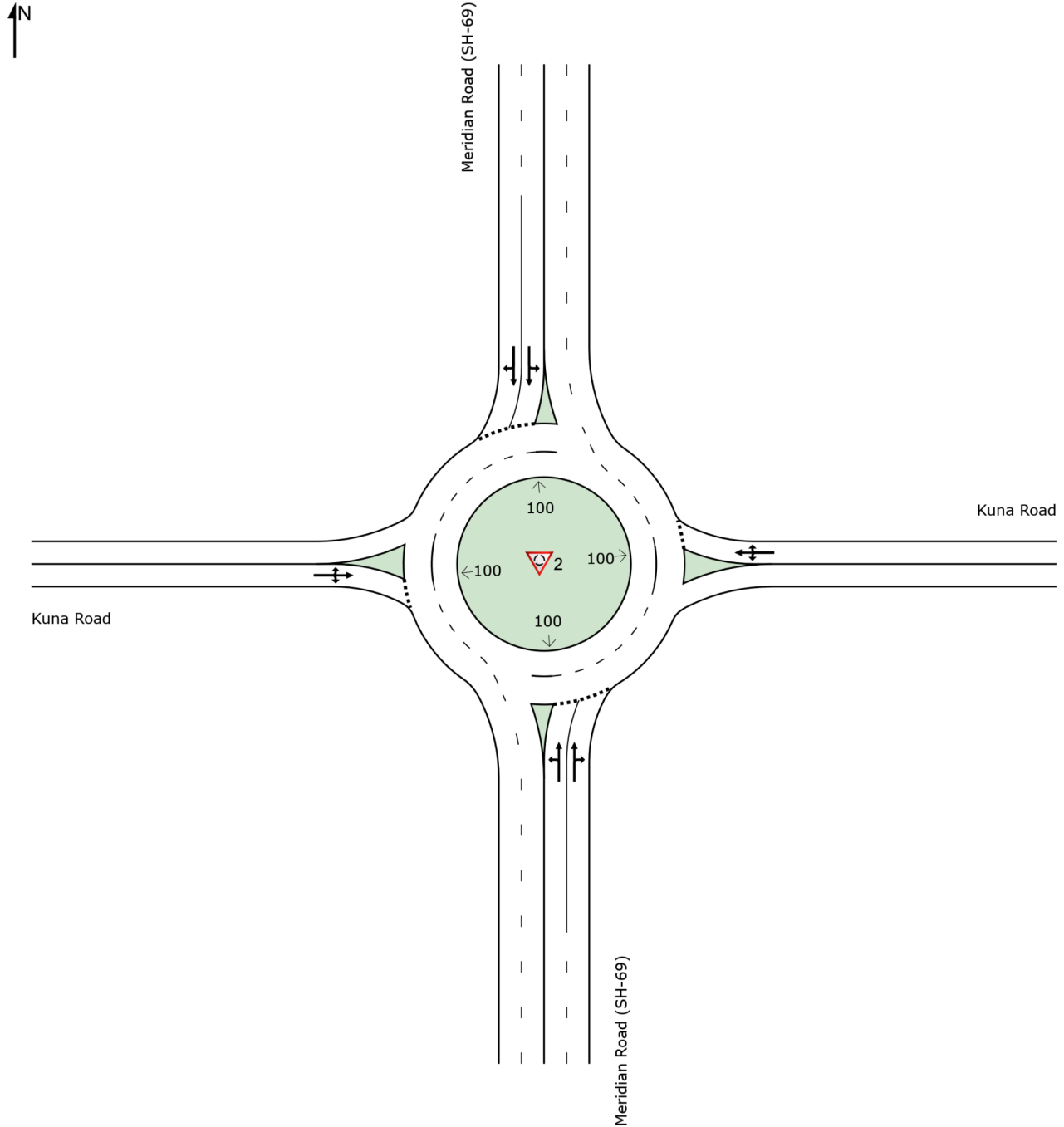
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 2 [Meridian (SH-69) / Kuna Road Multi PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [Meridian (SH-69) / Kuna Road Multi PM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Meridian Road (SH-69)														
3	L2	102	3.0	110	3.0	0.276	10.2	LOS B	1.0	26.2	0.66	0.66	0.67	31.1
8	T1	178	3.0	191	3.0	0.276	9.5	LOS A	1.0	26.2	0.65	0.65	0.65	32.5
18	R2	25	3.0	27	3.0	0.276	9.3	LOS A	1.0	25.8	0.64	0.64	0.64	32.1
Approach		305	3.0	328	3.0	0.276	9.7	LOS A	1.0	26.2	0.65	0.65	0.66	32.0
East: Kuna Road														
1	L2	25	3.0	27	3.0	0.831	30.2	LOS D	10.1	258.5	0.90	1.38	2.41	25.3
6	T1	249	3.0	268	3.0	0.831	30.2	LOS D	10.1	258.5	0.90	1.38	2.41	25.2
16	R2	246	3.0	265	3.0	0.831	30.2	LOS D	10.1	258.5	0.90	1.38	2.41	24.7
Approach		520	3.0	559	3.0	0.831	30.2	LOS D	10.1	258.5	0.90	1.38	2.41	25.0
North: Meridian Road (SH-69)														
7	L2	182	3.0	196	3.0	0.387	8.5	LOS A	1.8	46.0	0.57	0.52	0.57	32.1
4	T1	140	3.0	151	3.0	0.387	8.5	LOS A	1.8	46.0	0.57	0.52	0.57	32.0
14	R2	970	3.0	1043	3.0	1.078	72.2	LOS F	60.4	1545.9	1.00	2.79	5.41	16.8
Approach		1292	3.0	1389	3.0	1.078	56.3	LOS F	60.4	1545.9	0.89	2.22	4.20	19.1
West: Kuna Road														
5	L2	482	3.0	518	3.0	0.746	17.1	LOS C	11.9	305.5	0.81	1.10	1.61	28.4
2	T1	170	3.0	183	3.0	0.746	17.1	LOS C	11.9	305.5	0.81	1.10	1.61	28.4
12	R2	38	3.0	41	3.0	0.746	17.1	LOS C	11.9	305.5	0.81	1.10	1.61	27.7
Approach		690	3.0	742	3.0	0.746	17.1	LOS C	11.9	305.5	0.81	1.10	1.61	28.4
All Vehicles		2807	3.0	3018	3.0	1.078	36.8	LOS E	60.4	1545.9	0.85	1.62	2.85	23.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

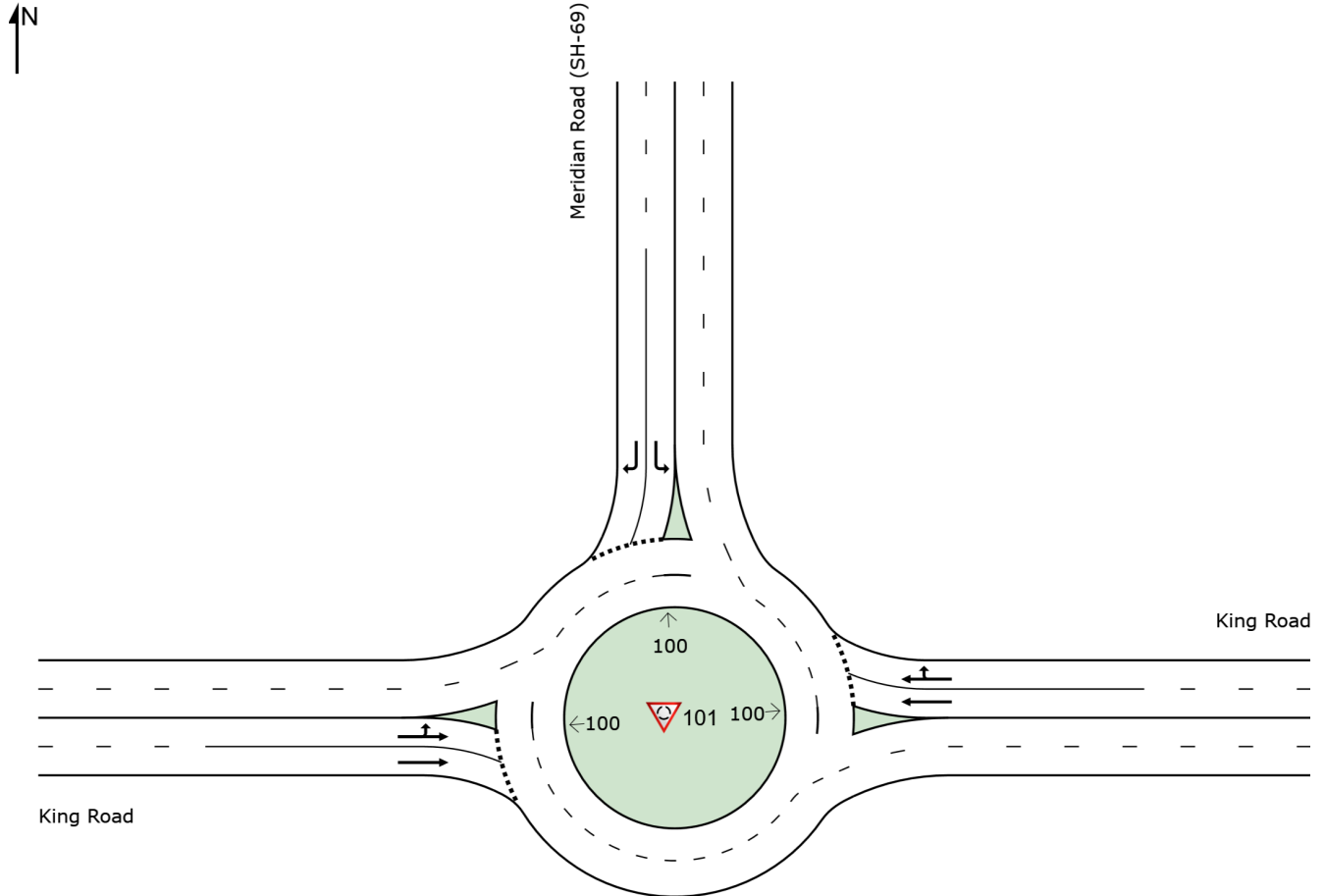
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Meridian (SH-69) / King Road Multi AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Meridian (SH-69) / King Road Multi AM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
East: King Road														
6	T1	92	3.0	102	3.0	0.092	4.0	LOS A	0.4	9.0	0.30	0.18	0.30	35.8
16	R2	115	3.0	128	3.0	0.108	4.0	LOS A	0.4	10.5	0.29	0.17	0.29	34.6
Approach		207	3.0	230	3.0	0.108	4.0	LOS A	0.4	10.5	0.29	0.17	0.29	35.1
North: Meridian Road (SH-69)														
7	L2	69	3.0	77	3.0	0.064	3.6	LOS A	0.2	6.2	0.22	0.10	0.22	33.3
14	R2	115	3.0	128	3.0	0.101	3.7	LOS A	0.4	9.9	0.21	0.10	0.21	34.7
Approach		184	3.0	204	3.0	0.101	3.6	LOS A	0.4	9.9	0.21	0.10	0.21	34.2
West: King Road														
5	L2	161	3.0	179	3.0	0.242	5.1	LOS A	1.1	28.3	0.22	0.10	0.22	33.6
2	T1	385	3.0	428	3.0	0.242	4.9	LOS A	1.1	28.3	0.21	0.10	0.21	34.8
Approach		546	3.0	607	3.0	0.242	5.0	LOS A	1.1	28.3	0.21	0.10	0.21	34.4
All Vehicles		937	3.0	1041	3.0	0.242	4.5	LOS A	1.1	28.3	0.23	0.12	0.23	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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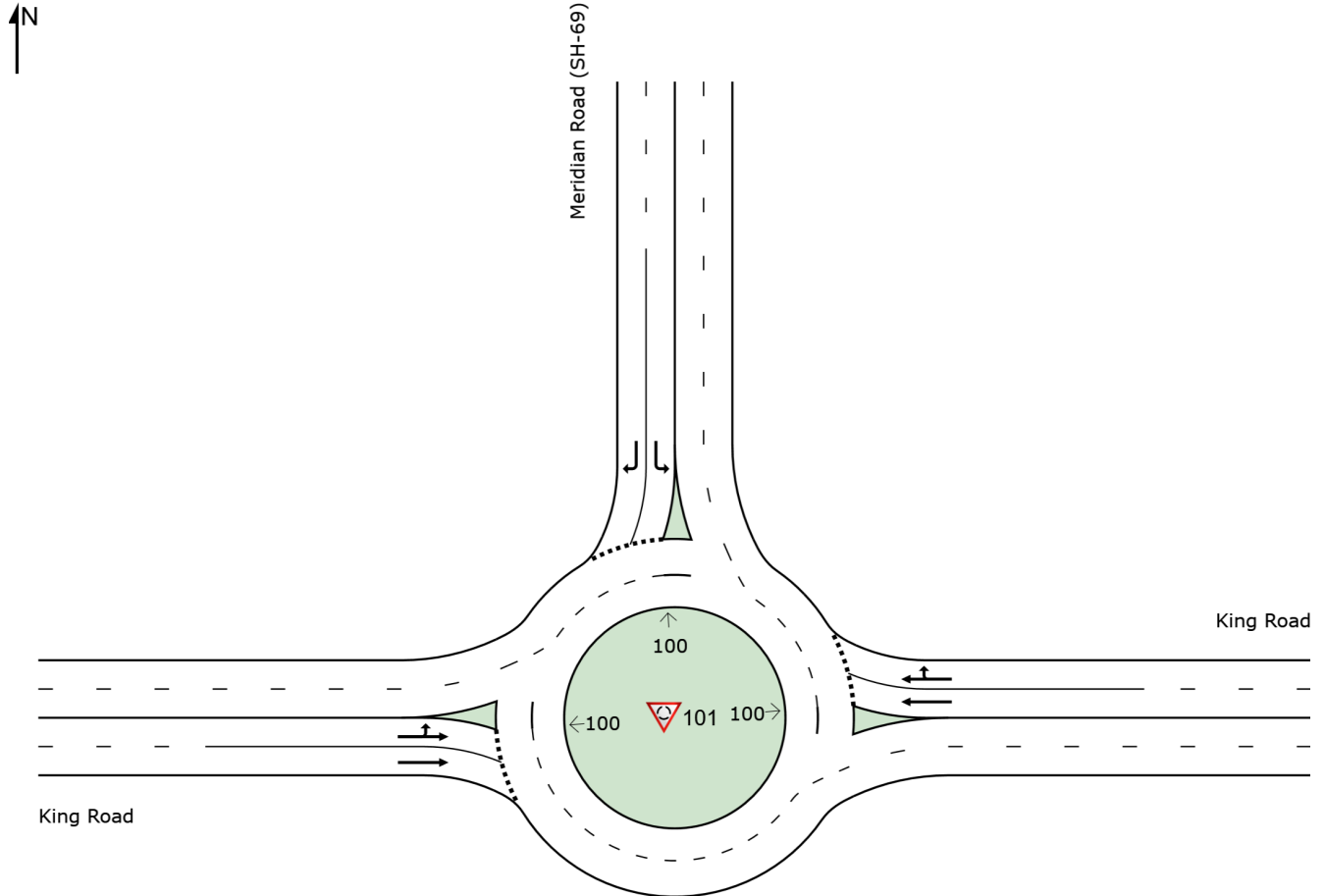
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SITE LAYOUT

Site: 101 [Meridian (SH-69) / King Road Multi PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 101 [Meridian (SH-69) / King Road Multi PM (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist ft				
East: King Road														
6	T1	512	3.0	569	3.0	0.316	6.3	LOS A	1.5	38.3	0.38	0.27	0.38	34.6
16	R2	127	3.0	141	3.0	0.316	6.1	LOS A	1.5	37.5	0.37	0.26	0.37	33.5
Approach		639	3.0	710	3.0	0.316	6.3	LOS A	1.5	38.3	0.38	0.26	0.38	34.4
North: Meridian Road (SH-69)														
7	L2	76	3.0	84	3.0	0.110	5.8	LOS A	0.4	10.2	0.52	0.48	0.52	32.3
14	R2	127	3.0	141	3.0	0.168	6.0	LOS A	0.6	15.9	0.52	0.49	0.52	33.5
Approach		203	3.0	226	3.0	0.168	5.9	LOS A	0.6	15.9	0.52	0.49	0.52	33.0
West: King Road														
5	L2	178	3.0	198	3.0	0.154	4.1	LOS A	0.6	16.0	0.20	0.09	0.20	33.1
2	T1	122	3.0	136	3.0	0.112	3.9	LOS A	0.4	11.4	0.20	0.09	0.20	35.9
Approach		300	3.0	333	3.0	0.154	4.0	LOS A	0.6	16.0	0.20	0.09	0.20	34.1
All Vehicles		1142	3.0	1269	3.0	0.316	5.6	LOS A	1.5	38.3	0.36	0.26	0.36	34.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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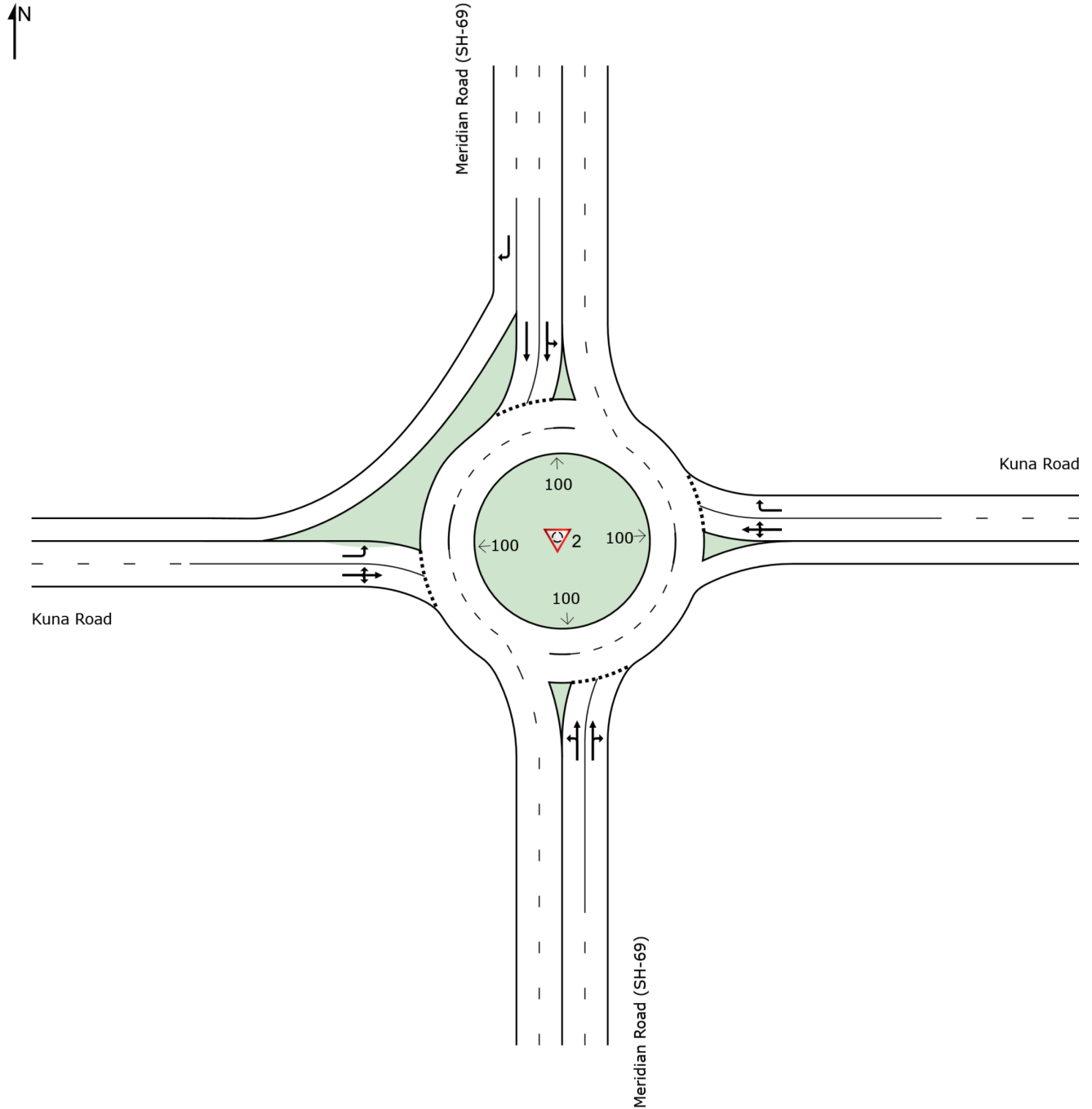
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SITE LAYOUT

Site: 2 [Meridian (SH-69) / Kuna Road Multi AM - Mitigated (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [Meridian (SH-69) / Kuna Road Multi AM - Mitigated (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Meridian Road (SH-69)														
3	L2	92	3.0	102	3.0	0.339	14.5	LOS B	1.3	33.4	0.76	0.81	0.95	29.4
8	T1	162	3.0	180	3.0	0.339	13.2	LOS B	1.3	33.6	0.74	0.79	0.93	30.9
18	R2	23	3.0	26	3.0	0.339	12.9	LOS B	1.3	33.6	0.73	0.79	0.92	30.5
Approach		277	3.0	308	3.0	0.339	13.6	LOS B	1.3	33.6	0.74	0.80	0.94	30.4
East: Kuna Road														
1	L2	23	3.0	26	3.0	0.258	10.0	LOS B	0.9	24.0	0.66	0.66	0.66	32.3
6	T1	56	3.0	62	3.0	0.258	10.0	LOS B	0.9	24.0	0.66	0.66	0.66	32.2
16	R2	195	3.0	217	3.0	0.258	9.3	LOS A	0.9	24.0	0.64	0.64	0.64	31.8
Approach		274	3.0	304	3.0	0.258	9.5	LOS A	0.9	24.0	0.65	0.65	0.65	31.9
North: Meridian Road (SH-69)														
7	L2	341	3.0	379	3.0	0.325	6.2	LOS A	1.5	39.0	0.37	0.25	0.37	32.1
4	T1	128	3.0	142	3.0	0.130	4.4	LOS A	0.5	13.1	0.32	0.20	0.32	35.6
14	R2	285	3.0	317	3.0	0.195	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.1
Approach		754	3.0	838	3.0	0.325	3.6	LOS A	1.5	39.0	0.22	0.15	0.22	34.4
West: Kuna Road														
5	L2	562	3.0	624	3.0	0.521	11.8	LOS B	3.6	91.5	0.68	0.81	1.03	30.2
2	T1	170	3.0	189	3.0	0.521	11.3	LOS B	3.6	91.5	0.67	0.79	1.00	31.0
12	R2	35	3.0	39	3.0	0.521	11.3	LOS B	3.6	91.5	0.67	0.79	1.00	30.1
Approach		767	3.0	852	3.0	0.521	11.7	LOS B	3.6	91.5	0.68	0.80	1.02	30.3
All Vehicles		2072	3.0	2302	3.0	0.521	8.7	LOS A	3.6	91.5	0.52	0.54	0.67	31.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

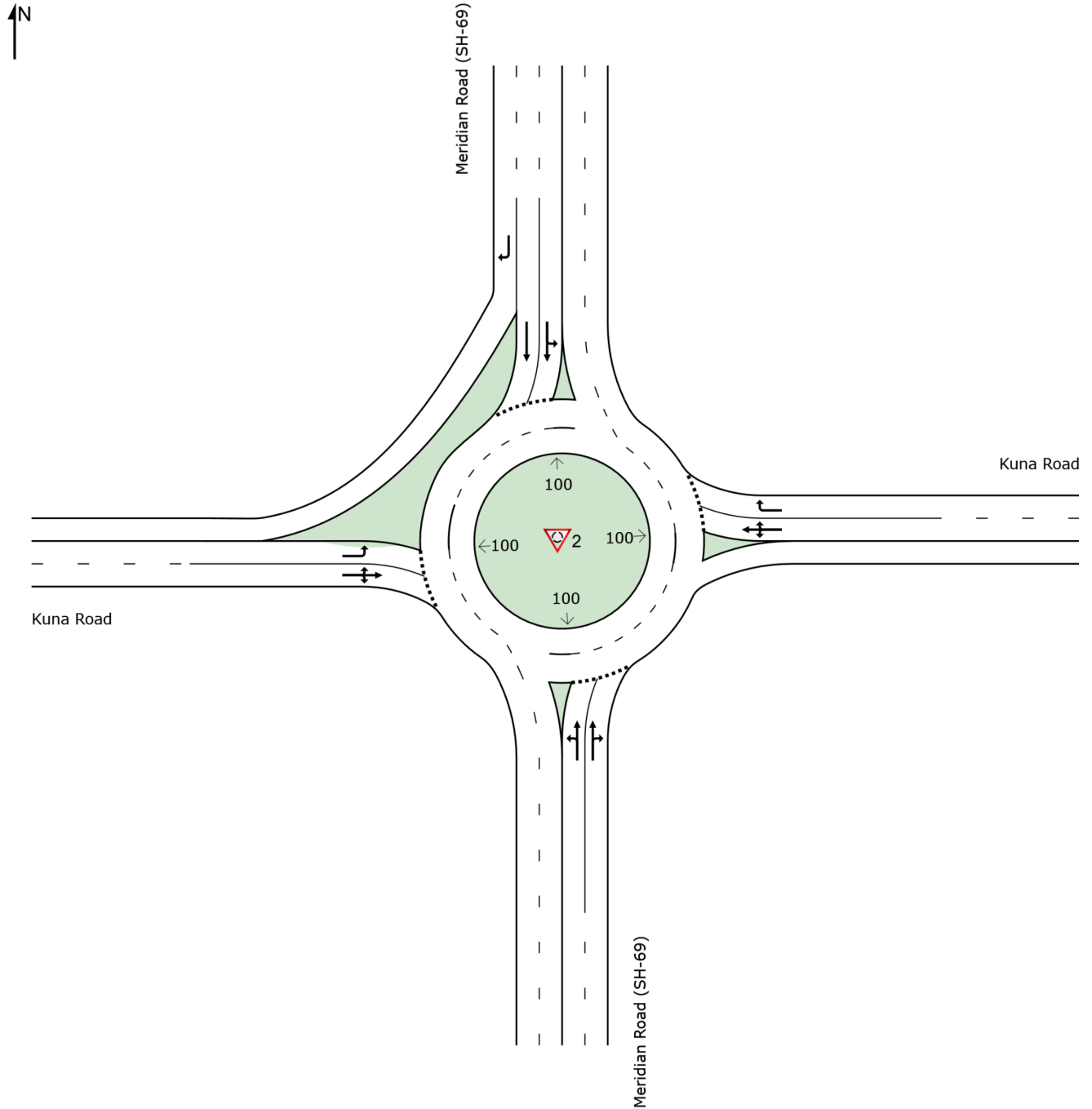
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 2 [Meridian (SH-69) / Kuna Road Multi PM - Mitigated (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [Meridian (SH-69) / Kuna Road Multi PM - Mitigated (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Meridian Road (SH-69)														
3	L2	102	3.0	110	3.0	0.276	10.2	LOS B	1.0	26.2	0.66	0.66	0.67	31.1
8	T1	178	3.0	191	3.0	0.276	9.5	LOS A	1.0	26.2	0.65	0.65	0.65	32.5
18	R2	25	3.0	27	3.0	0.276	9.3	LOS A	1.0	25.8	0.64	0.64	0.64	32.1
Approach		305	3.0	328	3.0	0.276	9.7	LOS A	1.0	26.2	0.65	0.65	0.66	32.0
East: Kuna Road														
1	L2	25	3.0	27	3.0	0.438	11.6	LOS B	2.2	56.6	0.69	0.78	0.97	31.9
6	T1	249	3.0	268	3.0	0.438	11.6	LOS B	2.2	56.6	0.69	0.78	0.97	31.8
16	R2	246	3.0	265	3.0	0.438	12.7	LOS B	2.2	56.6	0.70	0.80	1.00	30.4
Approach		520	3.0	559	3.0	0.438	12.2	LOS B	2.2	56.6	0.70	0.79	0.98	31.1
North: Meridian Road (SH-69)														
7	L2	182	3.0	196	3.0	0.202	5.7	LOS A	0.8	20.3	0.47	0.40	0.47	32.3
4	T1	140	3.0	151	3.0	0.168	5.7	LOS A	0.7	16.7	0.47	0.40	0.47	34.9
14	R2	970	3.0	1043	3.0	0.642	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	36.8
Approach		1292	3.0	1389	3.0	0.642	1.7	LOS A	0.8	20.3	0.12	0.10	0.12	35.8
West: Kuna Road														
5	L2	482	3.0	518	3.0	0.387	8.2	LOS A	1.8	46.6	0.54	0.49	0.54	31.7
2	T1	170	3.0	183	3.0	0.387	7.8	LOS A	1.8	46.1	0.53	0.47	0.53	32.7
12	R2	38	3.0	41	3.0	0.387	7.8	LOS A	1.8	46.1	0.53	0.47	0.53	31.7
Approach		690	3.0	742	3.0	0.387	8.1	LOS A	1.8	46.6	0.54	0.48	0.54	31.9
All Vehicles		2807	3.0	3018	3.0	0.642	5.9	LOS A	2.2	56.6	0.39	0.38	0.44	33.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

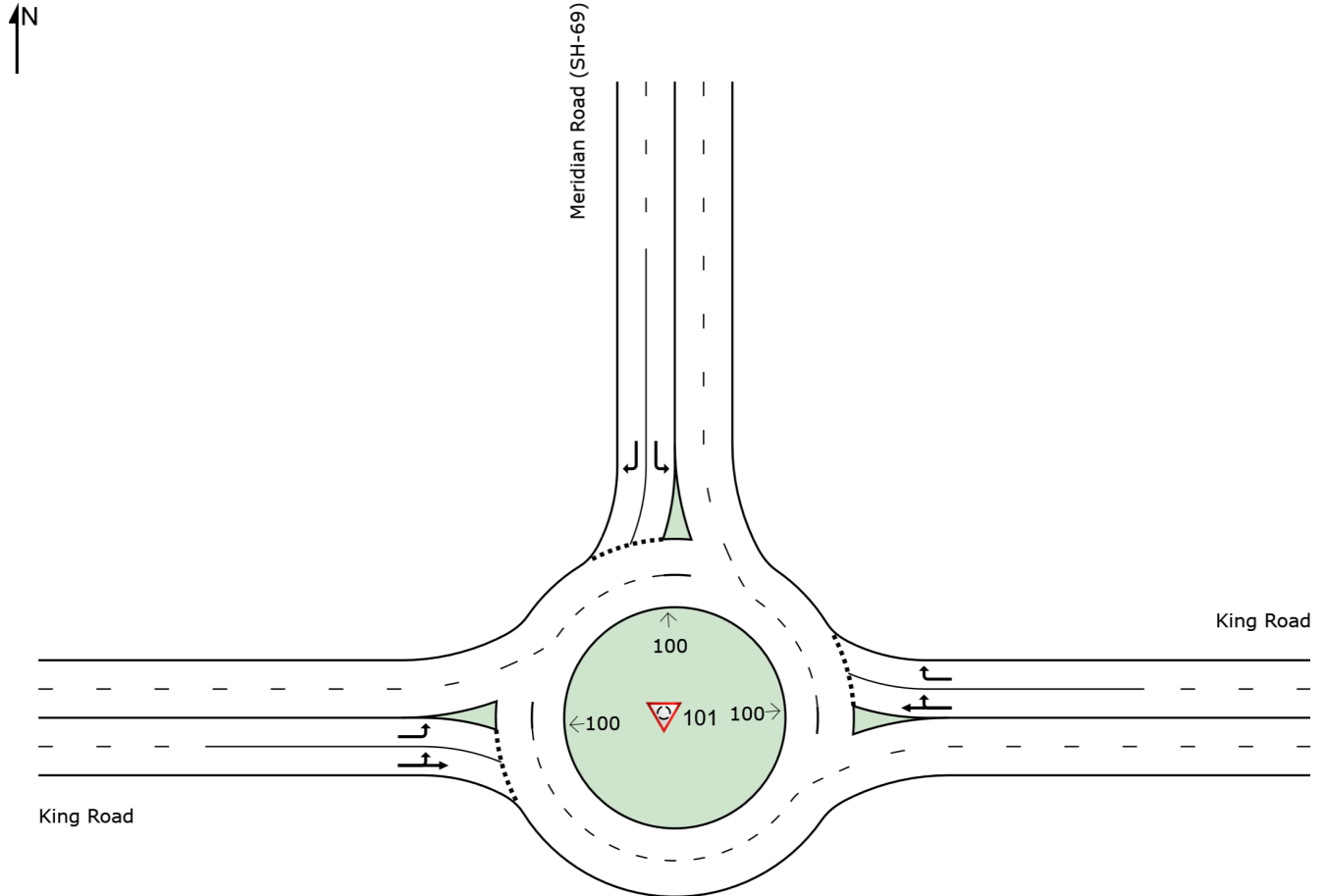
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 101 [Meridian (SH-69) / King Road Multi AM - Mitigated
(Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

**Site: 101 [Meridian (SH-69) / King Road Multi AM - Mitigated
(Site Folder: General)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist ft				
East: King Road														
6	T1	92	3.0	102	3.0	0.101	4.1	LOS A	0.4	9.9	0.30	0.18	0.30	35.8
16	R2	115	3.0	128	3.0	0.101	3.9	LOS A	0.4	9.9	0.29	0.17	0.29	34.6
Approach		207	3.0	230	3.0	0.101	4.0	LOS A	0.4	9.9	0.29	0.17	0.29	35.1
North: Meridian Road (SH-69)														
7	L2	69	3.0	77	3.0	0.064	3.6	LOS A	0.2	6.2	0.22	0.10	0.22	33.3
14	R2	115	3.0	128	3.0	0.101	3.7	LOS A	0.4	9.9	0.21	0.10	0.21	34.7
Approach		184	3.0	204	3.0	0.101	3.6	LOS A	0.4	9.9	0.21	0.10	0.21	34.2
West: King Road														
5	L2	161	3.0	179	3.0	0.147	4.2	LOS A	0.6	15.5	0.20	0.09	0.20	33.0
2	T1	385	3.0	428	3.0	0.332	5.8	LOS A	1.6	42.2	0.23	0.11	0.23	34.8
Approach		546	3.0	607	3.0	0.332	5.3	LOS A	1.6	42.2	0.22	0.11	0.22	34.3
All Vehicles		937	3.0	1041	3.0	0.332	4.7	LOS A	1.6	42.2	0.24	0.12	0.24	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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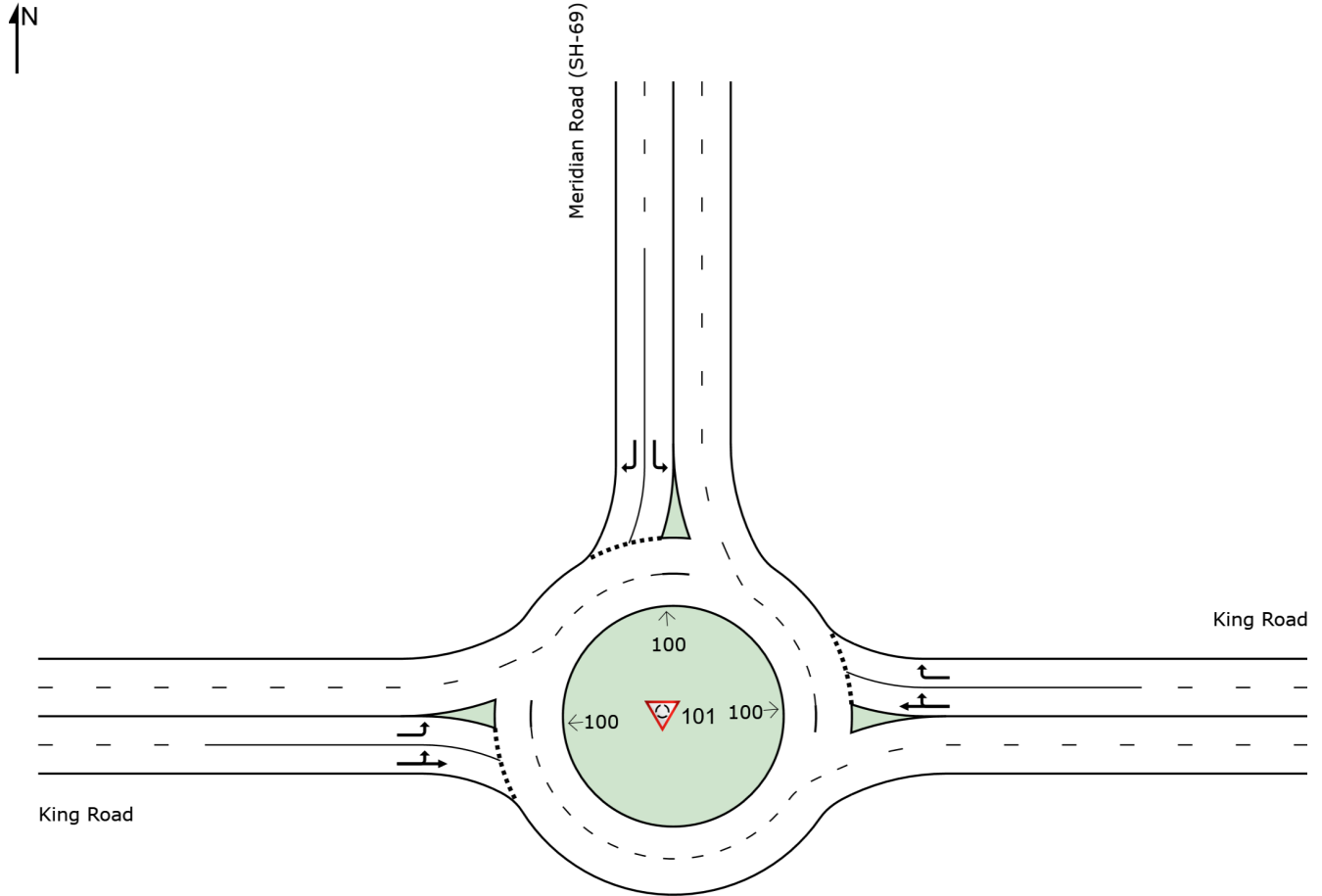
Project: H:\27\27028 - Kuna PEL Study\analysis\sidra\27028_Build 2050 AM PM_single and multi.sip9

SITE LAYOUT

Site: 101 [Meridian (SH-69) / King Road Multi PM - Mitigated
(Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

**Site: 101 [Meridian (SH-69) / King Road Multi PM - Mitigated
(Site Folder: General)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
East: King Road														
6	T1	512	3.0	569	3.0	0.491	8.5	LOS A	2.8	72.1	0.46	0.33	0.46	33.5
16	R2	127	3.0	141	3.0	0.130	4.5	LOS A	0.5	13.1	0.33	0.21	0.33	34.3
Approach		639	3.0	710	3.0	0.491	7.7	LOS A	2.8	72.1	0.44	0.31	0.44	33.6
North: Meridian Road (SH-69)														
7	L2	76	3.0	84	3.0	0.110	5.8	LOS A	0.4	10.2	0.52	0.48	0.52	32.3
14	R2	127	3.0	141	3.0	0.168	6.0	LOS A	0.6	15.9	0.52	0.49	0.52	33.5
Approach		203	3.0	226	3.0	0.168	5.9	LOS A	0.6	15.9	0.52	0.49	0.52	33.0
West: King Road														
5	L2	178	3.0	198	3.0	0.134	4.1	LOS A	0.5	13.9	0.20	0.09	0.20	33.4
2	T1	122	3.0	136	3.0	0.134	3.9	LOS A	0.5	13.5	0.20	0.09	0.20	35.2
Approach		300	3.0	333	3.0	0.134	4.0	LOS A	0.5	13.9	0.20	0.09	0.20	34.1
All Vehicles		1142	3.0	1269	3.0	0.491	6.4	LOS A	2.8	72.1	0.39	0.28	0.39	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: H:\27\27028 - Kuna PEL Study\analysis\sidra\27028_Build 2050 AM PM_single and multi.sip9

APPENDIX D: ITD FORM 0654



Project Description

Purpose and Need - _____

Project Description - _____

Right of Way and Easements

- No new ROW or **permanent** easement is required for construction of this project.
- New ROW or **permanent** easement is required for construction of this project. _____

Changes in Access or Access Control

- No changes
- Project will involve the following **permanent** access changes: _____
- Project will involve the following **permanent** access control changes: _____

Changes in Traffic/Travel Patterns

- No changes
- Project will involve the following **permanent** changes in vehicular travel patterns: _____
- Project will involve the following **permanent** changes in area pedestrian or bicycle travel patterns: _____

INSERT MAPS HERE

(Save to pdf and replace this page with map)

INSERT PROJECT PHOTOS HERE

(Save to pdf and replace this page with photos)

Environmental Summary

Lands – Tribes and Management Agencies

	Yes	No	Comment
Tribal – Reservation, Areas of Interest	<input type="checkbox"/>	<input type="checkbox"/>	_____
Federal	<input type="checkbox"/>	<input type="checkbox"/>	_____
State	<input type="checkbox"/>	<input type="checkbox"/>	_____
County/Local	<input type="checkbox"/>	<input type="checkbox"/>	_____

Human and Physical Environment

	Yes	No	Comment
Cultural Resources - Historic Properties/Sites - Effect? - Mitigation Required?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Programmatic Agreement <input type="checkbox"/> Emergency Response <input type="checkbox"/> Cultural Resources Review <input type="checkbox"/> 800.3(a)(1) <input type="checkbox"/> Section 106 Interstate Exemption <input type="checkbox"/> ACHP Post-1945 Bridge Comment <input type="checkbox"/> Archaeological and Historic Survey Report <input type="checkbox"/> Determination of Adverse Effect (e106) <input type="checkbox"/> MOA _____
Sec 4(f) Resources - Use?	<input type="checkbox"/>	<input type="checkbox"/>	Resource Name(s): _____
Sec 6(f) Resources - Conversion?	<input type="checkbox"/>	<input type="checkbox"/>	Resource Name(s): _____
Prime, Unique or Important Farmland	<input type="checkbox"/>	<input type="checkbox"/>	All work w/in ROW <input type="checkbox"/> Yes _____ Exempt? <input type="checkbox"/> Yes <u>Choose land type.</u>
Hazardous Materials - Project area risks observed? - Sites present in vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> No ground disturbance Windshield survey date: _____ <input type="checkbox"/> Asbestos survey: _____ <input type="checkbox"/> RCRA metals survey: _____ <input type="checkbox"/> Other surveys: _____
FAA Facilities and Airspace - Notification or coordination required?	<input type="checkbox"/>	<input type="checkbox"/>	Airport Name: _____ No impact: _____
Noise - Type 1 Project? - Abatement required? - Local noise ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Best Estimate Memo <input type="checkbox"/> Noise Screening Analysis <input type="checkbox"/> Traffic Noise Report _____
Air Quality - CO - Non-Attainment/Maintenance Area - PM - Non-Attainment/Maintenance Area - Local air quality ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	Exempt Project Type? Yes <input type="checkbox"/> CO - LOS C or better? Yes <input type="checkbox"/> PM – Not of Concern = Exempt Yes <input type="checkbox"/> _____
Visual Resources and Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	_____
Community/Social and Economic Resources - Temporary Impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> No impact: _____ <input type="checkbox"/> Temporary changes to access, traffic controls <input type="checkbox"/> Detours or closures (temporary changes in travel patterns) <input type="checkbox"/> Temporary impacts to services <input type="checkbox"/> Temporary easements <input type="checkbox"/> Other special conditions _____
Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> The project does not disproportionately adversely affect minority or low-income populations. The project meets the conditions set forth in the 2021/2025 FHWA/ITD Programmatic Finding on Environmental Justice.

Environmental Summary

Natural Environment

Natural Environment			
	Yes	No	Comment
Aquatic Resources			
Waters and Waters of the U.S./Wetlands - Permits - Mitigation required?	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	No impact: _____ <input type="checkbox"/> 404 Nationwide Permit <input type="checkbox"/> 404 Individual Permit <input type="checkbox"/> USACE Levee <input type="checkbox"/> Section 10 (Navigable Waters) Permit <input type="checkbox"/> Idaho Stream Channel Alteration Permit <input type="checkbox"/> USCG Bridge Permit <input type="checkbox"/> Construction General Permit (CGP) _____
Wetlands (non-jurisdictional) - Mitigation Required?	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	No impact: _____ Approved Jurisdictional Determination Date: _____
Floodplains and Regulatory Floodways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> The project will not substantially modify the floodplain topography in the project area, therefore no impact to floodplains are anticipated.
Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<u>Choose a WSR</u> or list study river or NRI: _____ Section 4(f) Resource? <input type="checkbox"/> Yes <input type="checkbox"/> Project repairs or rehabilitates existing structures and would not result in the significant expansion of the facility therefore would not have a negative impact on the NRI resource.
Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<u>Choose SSA</u> EPA No impact determination: _____ <input type="checkbox"/> Finding: Project activities are limited to minimal grading and/or excavation and no activities that will involve penetrating deeply into the ground. Project activities have little potential to affect water quality in the sole source aquifer. Therefore, no EPA review was requested.
Biological Resources			
Threatened/Endangered Species and Critical Habitat - Conservation Measures required?	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	IPaC date accessed: _____ <input type="checkbox"/> No Effect Determination <input type="checkbox"/> Programmatic Biological Assessment/Letter of Concurrence <input type="checkbox"/> Biological Assessment/Letter of Concurrence <input type="checkbox"/> Biological Assessment/Biological Opinion
Essential Fish Habitat - Conservation Measures required?	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	NOAA Protected Resources App date accessed: _____ <input type="checkbox"/> No Effect Determination <input type="checkbox"/> Programmatic Biological Assessment <input type="checkbox"/> Letter of Concurrence <input type="checkbox"/> Biological Assessment/Biological Opinion
Species of Greatest Conservation Need - Conservation Measures incorporated?	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	Conservation Planning Tool or IFWIS date accessed: _____
Federal Sensitive Species/Habitat - Conservation Measures required?	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	_____
Migratory Birds	<input type="checkbox"/>	<input type="checkbox"/>	_____
Bald and Golden Eagles	<input type="checkbox"/>	<input type="checkbox"/>	_____

Agency, Tribal and other Organizational Coordination

Tribe	Date contacted	Purpose	Outcome
Agency	Date contacted	Purpose	Outcome

Public Coordination and Outreach

Public Outreach Planner (POP) Level: _____

- POP not accessed: _____
- Public meeting not held _____

Outreach	Date	Location	Outcomes and/or Archived Information
- Method(s) of notification:			
- Method(s) of notification:			

- Were additional specific outreach and methods of notification required to reach specific persons or populations within the community of interest? _____

Archaeological Resources and Historic Properties Analysis Sheet

REPLACE THIS PAGE WITH A COMPLETED DETERMINATION OF SIGNIFICANCE AND EFFECT (ITD FORM 1502)

Section 4(f) Resources Analysis Sheet

Use of Section 4(f) Properties

Section 4(f) Property (name)	Type	Location	Owner/Admin	Evaluation
	Choose resource type			Select Evaluation Type
	Choose resource type			Select Evaluation Type
	Choose resource type			Select Evaluation Type

Exceptions

23 CFR 774.13 exception applies to ____: Choose an item.

Constructive Use

The use has been determined to be a constructive use, involving no actual physical use of the Section 4(f) property. The proximity impacts of the project adjacent to, or nearby, a Section 4(f) property result in substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f). ____

Public Involvement: ____

Section 6(f) of the Land and Water Conservation Funds Act Analysis Sheet

Section 6(f) Resource

Section 6(f) Property (name)	Location	Ownership/Administration

- Property **acquired** with Section 6(f) funds. _____
- Property **developed** with Section 6(f) funds. _____

Conclusion

- Conversion of Section 6(f) property lands to a non-recreational purpose.
 - Is the political jurisdiction in question willing to relinquish the property and accept the proposed replacement property? _____
 - The political jurisdiction and the NPS have provided written approval of the land transfer. _____

Hazardous Materials Evaluation Analysis Sheet – Administrative Review Form

No sites are present in the project vicinity.

Acquisitions and Easements

- Sites are present.
- Project will not involve right-of-way acquisition or construction easements.
 - Project will involve right-of-way acquisition or construction easements.

Area Characteristics

- Sites present; however, available area characteristic data demonstrates that the project will pose little to no risk.
- Topographical characteristics are such that the project location is higher in elevation (> 20 feet) than all identified sites.
 - Groundwater levels in the area are deeper (> 20 feet) than the depth of ground disturbance.
 - Groundwater flows that have the potential to intersect a site in the general vicinity of the project flow away from the project area.

Radius Search Date of Radius Search: _____

Site Findings

Site Type	Findings
NPL	
CERCLIS	
CERC-NFRAP	
CORRACTS RCRA-TSD	
CORRACTS RCRA non-TSD	
RCRA	
ERNS	
SWF/LF	
UST	
LUST	
Other	

Agency Contacts

Agency	Contact Name	Date	Summary
<input type="checkbox"/> DEQ			
<input type="checkbox"/> EPA			
<input type="checkbox"/> Health Department			

Windshield Survey Findings: _____
 Conducted By: _____ Company: _____ Date: _____

Conclusion of hazardous materials assessment: _____

Noise Analysis Sheet

Documentation Type

- Best Estimate Memo _____
- Noise Screening Analysis _____
- Traffic Noise Report _____

Findings: _____

- Abatement Required. Statement of Likelihood:** [Description of preliminarily feasible and reasonable barriers (including the preliminary location and physical description)]: _____
- Final Decisions regarding noise abatement design and construction will be made based on the project's final design and completion of the public involvement process.

Date of FHWA Approval: _____

Air Quality Analysis Sheet

Quantitative Analysis

Summary of results: _____

Conclusion statement: _____

Mitigation considerations: _____

Agency Consultation and Review

Agency	Name and Title	Comments and Outcomes

Visual Resources Analysis Sheet

Project Activities:

- | | |
|---|--|
| <input type="checkbox"/> Cut or fill slopes substantial change
<input type="checkbox"/> New alignment
<input type="checkbox"/> New overpass | <input type="checkbox"/> New interchange
<input type="checkbox"/> New grade separation
<input type="checkbox"/> Removal of vegetative screen |
|---|--|

Project and Viewshed Characteristics

- | | |
|--|--|
| <input type="checkbox"/> National Scenic Byways or Areas; state or locally-designated scenic routes
<input type="checkbox"/> Wild and scenic rivers, agency-designated or managed scenic rivers
<input type="checkbox"/> National Trail System and National Monuments
<input type="checkbox"/> Historic Resources (per Section 106 determination)
<input type="checkbox"/> Section 4(f) Resources
<input type="checkbox"/> Section 6(f) Lands
<input type="checkbox"/> Special roadside classification | <input type="checkbox"/> Known concerns or substantial changes in visual aspects such as aesthetics, light, glare or night sky
<input type="checkbox"/> Public comment
<input type="checkbox"/> State and Local Government managed lands
<input type="checkbox"/> State Lands (managed through Resource Conservation and Protection Plans)
<input type="checkbox"/> Federal Lands (managed through Public Land Management Plans) |
|--|--|

Effect

- Project will have **no effect** on its visual setting because there will be no noticeable visible changes to visual resources, viewers, or visual quality. _____
- Project has **potential to affect** its visual setting. The potential for the subject project to cause adverse or beneficial impacts to visual resources, viewers, or visual quality is negligible due to _____.

Agency Consultation and Review

Agency	Name and Title	Comments and Outcomes

Community, Social, and Economic Impacts Analysis Sheet

Temporary Effects

- The following **temporary** impacts to the community and/or social resources are expected: _____. Due to the nature and scope of the project, the impact is not "significant" because: _____
- The following **temporary** impacts to the local economy or to businesses are expected: _____. Due to the nature and scope of the project, the impact is not "significant" because: _____

Permanent Effects

- The following **permanent** impacts on the community and/or to social resources are proposed: _____. Analysis does not indicate potential for significant adverse impact because: _____
- The following **permanent** impacts to businesses and/or to economic resources are proposed: _____. Analysis does not indicate potential for significant adverse impact. _____

Relocations and Displacements

- The following business and residential **displacements and/or relocations** are proposed: _____.

Community Impact Assessment

Summary and Conclusion: _____

Environmental Justice Analysis Sheet

The project type is such that the ITD/FHWA Programmatic Finding on Environmental Justice (June 2021) cannot be invoked. The project involves the following: Choose an item.

Analysis

- Available data has been accessed and saved to ProjectWise.
- Affected Minority Populations or Low-Income Populations: _____

Conclusion

- Identified effects are proportionate to those experienced by the general population. _____
- Identified effects are disproportionately high and adverse on protected populations. _____

Aquatic Resources Analysis Sheet

Waters of the U.S. (including wetlands) in the project area:

List waters and wetland types, areas delineated: _____

Non-jurisdictional wetlands in the project area:

List non-jurisdictional wetland types, areas delineated: _____

Summary of Impacts _____

Area	Type	Acres	|	Area	Type	Acres
TOTAL				TOTAL		

Programmatic Wetland Finding

The above listed wetland areas are subject to permanent impacts. Further details on impacts, wetland type, function and value, and drawings are included in the report: _____ (incorporated here by reference and maintained in the project record).

All practicable measures to minimize wetland impacts have been considered and incorporated into the project design. All avoidance alternatives, including the “Do Nothing” alternative, have been found to be not practicable because they do not meet the project purpose and need.

Wetland Mitigation

- Mitigation required by USACE
 - Mitigation Bank credits _____
 - Advanced PRM _____
 - Permittee-Responsible Mitigation (PRM) _____ Select mitigation type
- Mitigation required by FHWA in accordance with 23 CFR 777
 - Mitigation Bank credits _____
 - Advanced PRM _____
 - Permittee-Responsible Mitigation (PRM) _____ Select mitigation type

Provide justification for the decision to mitigate as indicated above. _____

(Justification includes reasonability and feasibility of mitigating on-site or not; opportunities or lack of in the immediate watershed vs the broader watershed; long-term site protection; and whether there are options to perform mitigation through partnerships with other agencies and NGOs.)

FHWA coordination (for 11990 mitigation) _____

(Note: approvals, concurrence and all coordination must be saved to the project file; provide approval date and other applicable information)

Wild and Scenic Rivers Analysis Sheet

Name: Select river.

Designation: Select designation **Managed by:** _____.

The Management Plan identifies this river segment as managed for _____.

WSRA Section 7 Determination – within bed/banks of a designated or congressionally-authorized study river corridor:

- Finding:** The river-administering agency has determined that the project will not have a “direct and adverse effect”. Agency official name: _____ Date of consultation: _____ .
- Finding:** The river-administering agency initially determined that the project will have a “direct and adverse effect”. The work for this project involves the following: _____. Minimization techniques include: _____. With design modification, the river-administering agency has rescinded the determination and the project can now proceed. Agency concurrence date: _____

WSRA Section 7 Determination – within bed/banks upstream, downstream or on a stream tributary to a congressionally-authorized study river corridor:

- Finding:** The river-administering agency has determined that the project will not “invade or diminish”. Agency official name: _____ Date of consultation: _____
- Finding:** The river-administering agency initially determined that the project will “invade or diminish”. The work for this project involves the following: _____. Minimization techniques include: _____. With design modification, the river-administering agency has rescinded the determination and the project can now proceed. Agency concurrence date: _____

NRI Effect Determination – in or near an NRI river segment:

- Finding:** ITD has determined that the project will have no effect on the NRI river segment. _____
- Finding:** ITD has determined that the project will effect adversely effect the NRI river segment. The work for this project includes the following: _____ that could have an effect/adverse effect on one or more of the NRI river segments “outstandingly remarkable values”. _____
 - Finding:** ITD has determined that the project would not “foreclose the option” to classify the NRI river segment as a Wild & Scenic River. The project includes the following avoidance and minimization techniques: _____ Because the work will not result in a destruction or alteration of all or part of the free flowing nature of the river; introduce visual, audible, or other sensory intrusions which are out of character with the river or its setting; result in the deterioration of water quality; or require a transfer or sale of property adjacent to the river, the work will not negatively affect or downgrade the natural, cultural, and recreational values associated with the suitability of this segment for inclusion in the WSR System.

See also: Section 4(f) Analysis Sheet and Visual Resources Analysis Sheet.

Sole Source Aquifer and Groundwater Analysis Sheet

Located within: Choose SSA

- Safe Drinking Water Act Section 1424(e) review by the EPA has been requested or is required.
 - Project involves the addition of drainage wells, detention or retention basins or new wetland areas.
 - Project involves extensive grading and/or blasting.
 - Project includes rest areas or scenic outlooks that include a sewage disposal station.
 - Project involves the use of any pesticides, herbicides, or fertilizers in excess of the labeling requirements for application methods and rates.
 - Project involves clean-up or containment facilities for trucks leaking substances that are or may be hazardous materials or petroleum products, or
 - Project involves the opening of a new material source which could result in a potential contamination or in the use of mine tailings or aggregates containing radon gas.

SSA Finding: The activities associated with this project are subject to EPA review. A formal review of the project was requested on the following date: _____.

EPA response: _____.

Floodplains and Floodways Analysis Sheet

FIRM Map No(s) and date(s): _____

- The project will impact a 100-year floodplain. _____
- The project will impact a regulatory floodway. _____ **If the project will result in an increase to the base (100-yr) floodplain in a regulatory floodway that will require a flood map revision the CE is non-programmatic.**

Hydraulics Report _____

- Measures to minimize floodplain impacts have been included in the project planning and design and include:
 - A higher vertical profile for the bridge will be constructed to facilitate the Q100 spatial event (i.e. 100-year flood).
 - 2-feet of freeboard above the Q50 (i.e. 50-year flood).
 - A new structure width and height that effectively spans from top of bank to top of bank on the main channel.
 - Other: _____

Coordination and Permitting. The IDWR state floodplain manager and/or the local entity with jurisdiction has been apprised of the project and a permit will be obtained for performing work in the floodplain. _____

Finding. Construction in the floodplain could result in some encroachment but is unlikely to be significant. The project will not:

- Interrupt or terminate a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route.
- Risk public safety (i.e. loss of property or life).
- Create an adverse impact on natural and beneficial flood plain values.

Therefore, it is determined that there is no practicable alternative to the proposed construction in floodplains, and that the proposed action includes all practicable measures to minimize harm to floodplains.

Biological Resources Analysis Sheet

Threatened and Endangered Species

- There are no species listed in the project area.
- The project will have no effect on listed, threatened, endangered, proposed, or candidate species or designated critical habitat.

Species analyzed in detail	Reason for "no effect"
Choose a species	Choose a reason
Choose a species	Choose a reason
Choose a species	Choose a reason
Choose a species	Choose a reason
Choose a species	Choose a reason
Choose a species	Choose a reason

- The project **may affect but is not likely to adversely affect**; is not likely to jeopardize the continued existence of the species or its habitat; or may impact individuals of species, but is not likely to result in a trend toward federal listing or loss of viability for the following listed, threatened, endangered, proposed, or candidate species or designated critical habitat.

Species analyzed in detail
Choose a species
Choose a species
Choose a species
Choose a species

Date of USFWS concurrence letter: _____ Programmatic BA invoked
 Date of NOAA/NMFS concurrence letter: _____ Other PBA invoked _____

- The project may affect and is **likely to adversely affect**; is likely to jeopardize the continued existence of species; or is likely to result in the destruction or adverse modification of habitat; or is likely to result in a trend toward federal listing or loss of viability for the following listed, threatened, endangered, proposed, or candidate species or designated critical habitat.

Species analyzed in detail
Choose a species
Choose a species

Date of USFWS Biological Opinion: _____ Date of NOAA/NMFS Biological Opinion: _____
 Date of Essential Fish Habitat NOAA/NMFS Conservation Recommendation Acceptance Letter: _____

Non-ESA Sensitive Species and Habitat

Sensitive species listed by (federal land managing agency): Select an agency.

Species analyzed in detail	Anticipated effects/Determination and reason

Idaho Species of Greatest Conservation Need, including candidate species

Tier 1 Species	IDFG Recommendation

The above list of species have been identified in the Idaho State Wildlife Action Plan (2016) as at-risk for declining populations. BMPs developed to assist in their recovery are provided in the *Environmental Commitments*.

Migratory Birds, Bald and Golden Eagles, and Other Wildlife and Habitat Concerns

Environmental and Engineering Commitments/Mitigation Measures Sheet

The following commitments, contractor's mitigation measures, and guidelines (as applicable) shall be included in the project special provisions. The permits listed have been or will be obtained prior to the start of construction.

Agency Internal Commitments	<input type="checkbox"/> CGP permit
Contractor Commitments	<input type="checkbox"/> Pollution Prevention Plan required <input type="checkbox"/> CGP permit
Mitigation Measures to be Installed	
Permits	<input type="checkbox"/> Section 404 Nationwide permit <input type="checkbox"/> Section 404 Individual permit (<i>CE is non-programmatic</i>) <input type="checkbox"/> Section 401 Water Quality Certification <input type="checkbox"/> Section 10 Navigable Waters permit (<i>CE is non-programmatic</i>) <input type="checkbox"/> Idaho Stream Channel Alteration permit <input type="checkbox"/> USCG Sec 9 bridge permit (<i>CE is non-programmatic</i>) <input type="checkbox"/> Section 408 Levee (Corps jurisdiction) permit (<i>CE is non-programmatic</i>) <input type="checkbox"/> Floodplain Development or Encroachment permit (<i>CE may be non-programmatic</i>) <input type="checkbox"/> IDL Encroachment permit <input type="checkbox"/> BLM permit <input type="checkbox"/> IDFG fish handling permit <input type="checkbox"/> other permits required:

APPENDIX E: STRATEGIC FUNDING PLAN



STRATEGIC FUNDING PLAN

KUNA MERIDIAN ROAD / STATE HIGHWAY 69 CORRIDOR STUDY

Updated November 29, 2023

Funding Program	Program Information	Eligibility Criteria	Application Date	Minimum/Maximum Funding	Minimum Match	Action Steps/Notes	Link
U.S. Department of Transportation: R.A.I.S.E. Grant	The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, is for capital investments in surface transportation that will have a significant local or regional impact. This program provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. At least 40% of funding is expected to go to disadvantaged, underserved, or overburdened communities, but in 2023, they gave 70% of the funding to disadvantaged, underserved, or overburdened communities.	RAISE allows project sponsors at the State and local levels to obtain funding for multi-modal, multijurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can fund port and freight rail projects, for example, which play a critical role in our ability to move freight but have limited sources of Federal funds. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others, unlike traditional Federal programs, which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).	The anticipated due date is February 2024, but the funding opportunity has not been released.	Varies depending on funding source. BIL funding minimum award amount of \$5M in urban areas, \$1M in rural areas, and a maximum of \$25M. Appropriations Act funding award size restrictions vary yearly	20 percent unless located in a rural area (less than 200,000 pop in the census-designated area), disadvantaged community, or area of persistent poverty	<ul style="list-style-type: none"> This is a very difficult grant. Last year, they had 1,100 applications and only gave out 162 awards. In 2023, DOT received \$15 billion in requests for the \$2.26 billion available. Seventy percent of the grants are going to projects in regions defined as an Area of Persistent Poverty or a Historically Disadvantaged Community. Major work for this application will be required before applying. 	https://www.transportation.gov/RAISEgrants
U.S. Department of Transportation: Rural Surface Transportation Program	<p>New Program</p> <p>Projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability for the movement of people and freight, generate regional economic growth, and improve quality of life. NOFO is combined with the FY24 Multi-modal Project Discretionary Grant Opportunity. At least 40% of funding will go to disadvantaged, underserved, or overburdened communities. A rural area is defined as an urban area with a population under 200,000.</p> <p>This grant is made available under the MPDG combined Notice of Funding Opportunity (NOFO) that will allow applicants to use one application to apply for up to three separate discretionary grant opportunities:</p> <ul style="list-style-type: none"> Mega Grants INFRA Grants Rural Surface Transportation Grant 	<p>Eligible entities: Regional transportation planning organizations and local governments.</p> <ul style="list-style-type: none"> Eligible Project: Highway, bridge, or tunnel projects eligible under the National Highway Performance Program, Surface Transportation Block Grant Program; highway freight projects eligible under the National Highway Performance Program Highway safety improvement project Project on a publicly owned highway or bridge improving access to certain facilities that support the economy of a rural area 	TBA This year, applications were Open in June 2023 and due August 2023. We anticipate that it will be the same for 2024.	Varies. In 2023, this program had \$650M to \$675M available	Non-Federal Cost Share: up to 80% in urban areas. Up to 100% Federal Cost Share if Project area is: <ul style="list-style-type: none"> Area of Persistent Poverty Historically Disadvantaged Communities 	<ul style="list-style-type: none"> Get registered with SAM.gov and prepare a plan to be ready to apply for funding in 2024 	https://www.transportation.gov/grants/rural-surface-transportation-grant
U.S. Department of Transportation: INFRA Grants Program	Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements. Part of the FY24 Multi-modal Project Discretionary Grant Opportunity (MPDG). The INFRA grant program is made available under the MPDG combined Notice of Funding Opportunity (NOFO) that will allow	<ol style="list-style-type: none"> A State or a group of States. A metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals. A unit of local government or a group of local governments. A political subdivision of a State or local government. A special purpose district or public authority with a transportation function, including a port authority. 	TBA This year, applications were Open in June 2023 and due August 2023. We anticipate that it	Varies. In 2023, this program had \$3 Billion to \$3.1 Billion available	40 Percent non-INFRA share is required. Total Federal assistance may not exceed 80 percent of the total eligible project costs.		https://www.transportation.gov/grants/infra-grants-program

Funding Program	Program Information	Eligibility Criteria	Application Date	Minimum/Maximum Funding	Minimum Match	Action Steps/Notes	Link
	<p>applicants to use one application to apply for up to three separate discretionary grant opportunities:</p> <ul style="list-style-type: none"> • Mega Grants • INFRA Grants • Rural Surface Transportation Grant 	<p>6. A Federal land management agency that applies jointly with a State or group of States.</p> <p>7. A Tribal government or a consortium of Tribal governments.</p> <p>8. A multistate corridor organization.</p> <p>9. A multistate or multijurisdictional group of entities described in this paragraph.</p>	will be the same for 2024.				
U.S. Department of Transportation: Safe Streets For All Program	<p>The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2024 (FY24), up to \$1 billion will be available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.</p> <p>The following activities are eligible for the SS4A program: There are two types of SS4A grants: Action Plan Grants and Implementation Grants.</p> <ul style="list-style-type: none"> – Develop or update a comprehensive safety action plan (Action Plan). – Conduct planning, design, and development activities supporting an Action Plan. – Carry out projects and strategies identified in an Action Plan. 	<p>Who is eligible to apply for grant funding?</p> <p>Metropolitan planning organizations.</p> <p>Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State; Federally recognized Tribal governments and Multijurisdictional groups comprised of the above entities.</p> <p>Eligible activities</p>	Funding Opportunity should open in February 2024.	<p>Action Plan Grants a minimum of \$200,000 and a maximum of \$1M. If it is regional in scope, up to \$5M</p> <p>Implementation Grants minimum award will be \$5M and maximum \$30M</p>	<p>The Federal share of an SS4A grant may not exceed 80% of total eligible activity costs.</p> <p>Required to contribute a local matching share of no less than 20% of costs. All matching funds must be from non-Federal sources.</p>	<ul style="list-style-type: none"> • Projects must be listed in an SS4A Action Plan developed by your MPO or Highway District. COMPASS is developing a Regional Safety Action Plan meeting the needed criteria. • This funding will not build new roads but will allow for safety aspects for existing roads and pedestrian access. 	https://www.transportation.gov/grants/SS4A#:~:text=The%20SS4A%20program%20funds%20regional%2C%20local%2C%20and%20Tribal,deaths%20and%20serious%20injuries%20on%20our%20nation%E2%80%99s%20roadways
U.S. Department of Transportation: Railroad Crossing Elimination Grant Program	<p>This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. The program is interested in promoting grade separations, closing crossings through track relocation, and corridor-wide grade crossing improvements that maximize the safety and efficiency of the U.S. rail network.</p> <p>Eligible Projects:</p> <ul style="list-style-type: none"> – Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof – Track relocation – Improvement or installation of protective devices, signals, signs, or other – Measures to improve safety related to a separation, closure, or track relocation project – Other means to improve safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions) – The planning, environmental review, and design of an eligible project type 	<p>Eligible Recipients:</p> <p>States, including the District of Columbia, Puerto Rico, and other United States territories and possessions</p> <p>Political subdivision of a state</p> <p>Federally recognized Indian Tribe</p> <p>A unit of local government or a group of local governments</p> <p>A public port authority</p> <p>A metropolitan planning organization</p> <p>A group of the entities described above.</p>	Grants were due in October 2022 and have been awarded. Funding for 2023 has not come out. We expect they will come out in Spring 2024 and award two years of grants in this round.	Will not award grants for less than \$1,000,000 except for a planning project. There are no predetermined maximum dollar thresholds for individual awards, but no more than 20% of the grant funds available (\$114,652,800) will be awarded for projects in any single State.	<p>Federal funding shall not exceed 80 percent.</p> <p>A minimum 20 percent non-Federal share may be comprised of public sector funding (e.g., state or local) or private sector funding. FRA will not consider any Federal financial assistance or any non-Federal funds already expended (or otherwise encumbered) toward the matching requirement.</p>	<ul style="list-style-type: none"> • ITD received an award from the 2022 round of funding for \$36M to do a highway-rail grade separation project. • 209 applications were submitted, only 153 were eligible, and 63 were selected for funding. • Work closely with ITD to make sure they are in full support of your project. 	https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program
COMPASS: STP-TMA	Projects that support "alternative" (nonmotorized) transportation options in urbanized areas of 200,000 or greater population.	Generally, jurisdictions in the Boise Urbanized Area	Phase I Applications Due December	\$1,093,000		Requires COMPASS Phase I and Phase II Applications	<p>Call for Projects expected October</p> <p>https://compassidah.org/wp-content/uploads/III_FederalFundingSources.pdf</p>

Funding Program	Program Information	Eligibility Criteria	Application Date	Minimum/Maximum Funding	Minimum Match	Action Steps/Notes	Link
COMPASS: TAP-TMA Transportation Alternatives Program	For pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects	The Boise Urbanized Area, a designated Transportation Management Area, gets priority	Phase I Applications Due December	\$450,000 total available	7.34%	<ul style="list-style-type: none"> Requires COMPASS Phase I and Phase II Applications 	Call for Projects expected October
COMPASS: CIM Implementation Grant	For member agency projects that implement the goals of <i>Communities in Motion 2050</i> , the region's long-range plan. It can be construction, area plans, regulatory tools, market analysis, concepts/designs, or phases of larger projects.	COMPASS member agencies only	Phase I Applications Due December	\$100,000 total available; 2 projects funded annually	7.34% In-kind labor/staff time is eligible to match	<ul style="list-style-type: none"> Requires COMPASS Phase I Application 	Call for Projects expected October. 2 nd Call expected April. https://compassidaho.org/cim/
COMPASS: Project Development Program	COMPASS hires consultants to transform member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plans	COMPASS member agencies only	Phase I Applications Due December	\$150,000 total available; 3 projects funded annually	None	<ul style="list-style-type: none"> Requires COMPASS Phase I Application 	Call for Projects expected October. 2 nd Call expected April. https://compassidaho.org/pdp/
ITD & LHTAC: Transportation Alternatives Program (TAP)	Advance ITD's strategic goals of Mobility, Safety, and Economic Opportunity by eliminating gaps in a transportation network, removing barriers to active transportation mobility, or addressing an existing unsafe condition.	Local governments, Tribal governments, regional transportation authorities, transit agencies, natural resources, school districts, and any local or regional government entity with oversight of transportation are eligible to apply.	Due December	Maximum \$500,000	7.34%	<ul style="list-style-type: none"> This grant is an excellent fit for sidewalks, trails, ADA access, bicycle facilities, and alternative modes of transportation mobility improvements. 	http://itd.idaho.gov/all-programs/
Idaho State Parks & Recreation: Recreational Trails Program (RTP)	Maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; purchase and lease of recreational trail construction and maintenance equipment; and construction of new recreational trails.	Incorporated cities, counties, recreation districts, state agencies, and school districts.	January Funding available July	FY 15 total \$1.5 million	20% At least 5% of overall project costs must be non-federal	<ul style="list-style-type: none"> Grant funds can be used for pathway extensions and trailside improvements. Contact staff at Idaho Parks and Rec with ideas for proposed improvements. 	http://parksand recreation.idaho.gov/about-parks-recreation
Ada County Highway District: Integrated Five-Year Work Program & Capital Improvement Program	The IFYWP and CIP identify funding and timing of projects within ACHD's jurisdiction.	Partner agency	Annual	N/A – depends on the project scope and cost	N/A	<ul style="list-style-type: none"> Submit/rank the project on the ACHD IFYWP annual prioritization list Reach out to ACHD Commissioners 	https://engage.achd.idaho.org/integrated-five-year-work-plan-ifywp
Union Pacific Railroad: Community Ties Giving Program	Local grants to achieve UP's mission for safety, workforce development, community spaces, and local needs.	All grant recipients must be non-profit, charitable organizations tax-exempt under section 501(c)(3) of the Internal Revenue Code and, further, be classified as an organization described in sections 509(a)(1) or 509(a)(2) under 170 (b)(1)(A)(vii) of the code. As of 2018, the Community Ties Giving Program no longer funds governmental entities without the IRS's 501(c)(3) public charity designation.					https://www.up.com/aboutup/community/foundation-backup/grant-program/index.htm

Other Potential Funding Sources – Potential Grant Match Funds	Action Steps/Notes	Link
Earmark	Earmarks typically need to be sent to U.S. Congress representatives in March or April – Contact your representative long before to discuss the project.	
Sales Tax Anticipated Revenue (STAR): Idaho Statute 63-3641	Review eligibility and research possible retail and/or commercial entities willing to host/sponsor STAR project.	https://legislature.idaho.gov/statutesrules/idstat/title63/t63ch36/sect63-3641/

Notes & Contacts

- Freight Funding with ITD – need to include in the Idaho Freight Plan (est. n-s/e-w, get rid of a bottleneck for truck drivers)
- Connect to Broadband?
- RAISE – multi-modal section – trails, sidewalks, biking, etc. (bike/ped counts, usage data – Indian Creek). You have to have the backing/letter of support from ITD; some states won't do it and might be applying for the same grant. \$7.5 billion in the program over the next four years. This amount of money is significantly more than in years past. Probably the best funding source. Try to be ready to submit next year.
- INFRA - Have to have the backing/letter of support from ITD; some states won't do it and might be applying for the same grant.
- Need a benefit-cost analysis, specifically for economics – impact, connections, opportunities.

Agencies

COMPASS

- Toni Tisdale & Matt Carlson

ITD

- Mark Wasdahl
- Aaron Bauges
- ITD District 3 Board member: Bill Moad, Chairman (Caldwell) + Julie DeLorenzo, Member (Boise)

ACHD

- Edinson Bautista
- Kent Goldthorpe, ACHD Commissioner, District 4 (Kuna area)

UPRR

- Lisa Burnside

State Elected Officials – Kuna, District 22

- Lori Den Hartog, LDenHartog@senate.idaho.gov, Idaho State Senate, Transportation, Ag Affairs, Education
- John Vander Woude, JVanderWoude@house.idaho.gov, House Seat A, Health welfare, Environment, Energy, Tech, Resources & Conservation
- Jason Monks, JMonks@house.idaho.gov, House Seat B, Assistant Majority Leader, State Affairs, Transportation & Defense, Ways & Means

Federal – Kuna, District 1

- Mike Crapo, U.S. Senate
- Jim Risch, U.S. Senate
- Russ Fulcher, U.S. House District 1
- Mike Simpson, U.S. House District 2