

TRAFFIC IMPACT STUDY

GROVELAND SUBDIVISION SINGLE-FAMILY RESIDENTIAL

EMMETT, IDAHO

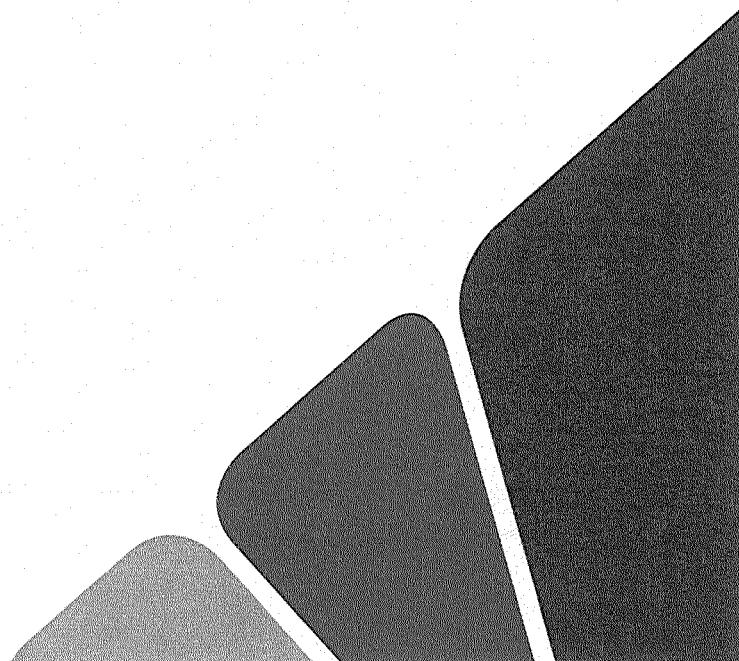
Prepared for:

KB Home
1414 West Bannock
Boise, ID 83702

Prepared by:

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May 2022
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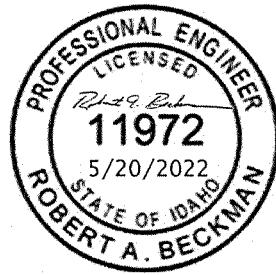
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Boise, ID 83702



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1. INTRODUCTION AND SUMMARY

Kimley-Horn and Associates, Inc. was retained by KB Home to prepare a traffic impact study (TIS) for a proposed single-family residential development located on the southwest corner of the intersection of 4th Street and Substation Road in the City of Emmett, Gem County, Idaho.

The purpose of this TIS is to identify trip generation characteristics of the proposed development, evaluate traffic related impacts on the adjacent street system, and recommend measures to mitigate impacts, if needed.

The study area and requirements for a TIS are based on coordination with the City of Emmett and Idaho Transportation Department (ITD) staff. The TIS was prepared in accordance with guidelines found in Section 6.3 of the City of Emmett Access Management Guidelines (2017) and ITD *IDAPA 39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way*.

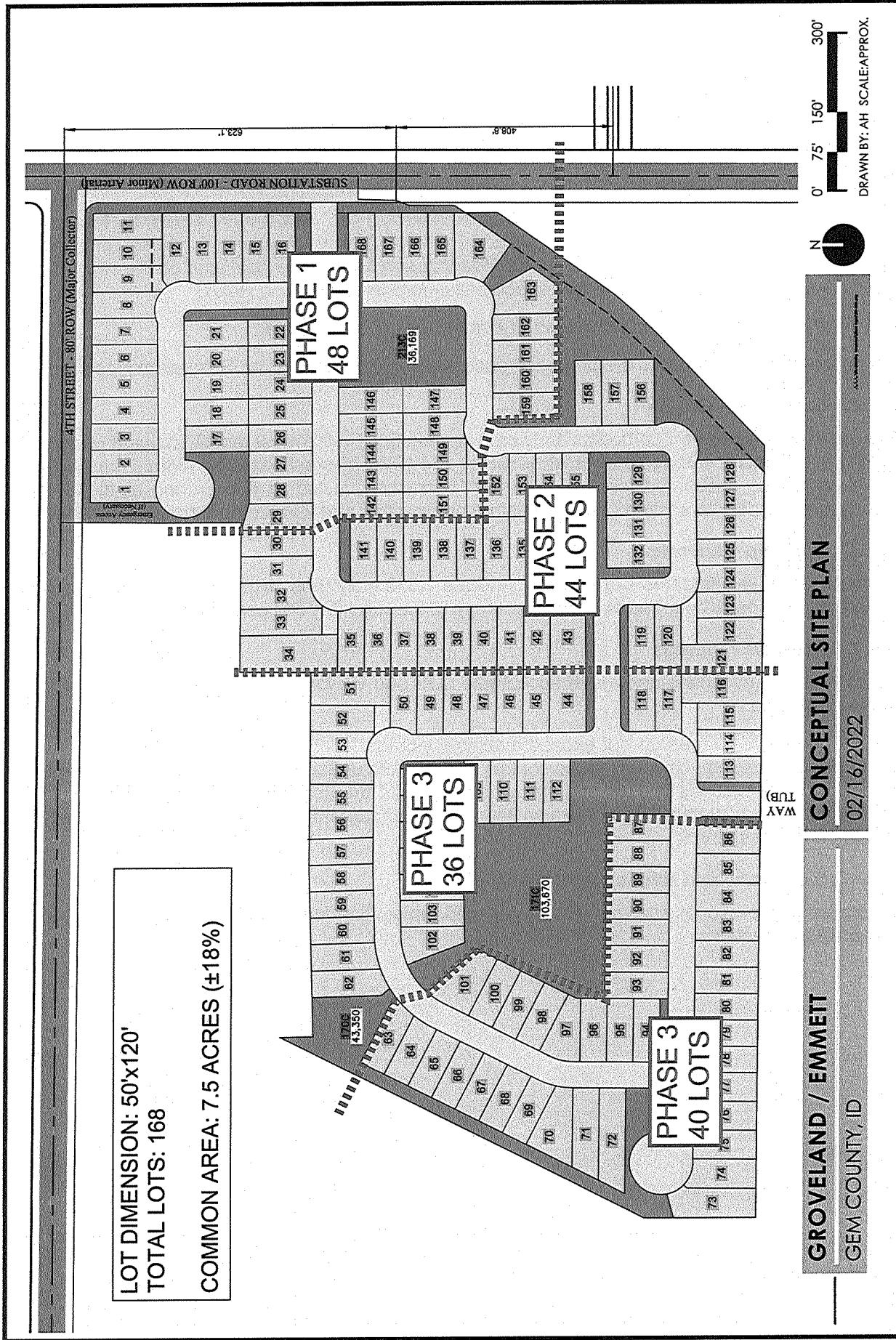
The proposed development is considered a Category 1 TIS per Section 6.3.2 in the City of Emmett Access Management Guidelines.

1.1. Site Location, Study Area, and Development Description

The property is located on parcel RP06N01W087202, near the southwest corner of the intersection of 4th Street and Substation Road in the City of Emmett, Gem County, Idaho.

The proposed Groveland Subdivision single-family residential development consists of 168 single-family housing units. The project is anticipated to be completed in 2026. A conceptual site plan of the development is shown in **Figure 1**.

Access to the site is proposed with a full movement access on Substation Road (Project Access A) as well as a connection to an existing stub road to the south (Gem Stone Way).



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Figure 1
Conceptual Site Plan

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1.2. Executive Summary

1.2.1. Findings

1.2.1.1. Proposed Access

The proposed development access (Project Access A) on Substation Road is located approximately 500 feet south of the Substation Road/4th Street unsignalized intersection and approximately 500 feet north of the Substation Road/Queen Anne Drive local road on the opposite side of the street – meeting the 215 feet spacing standard for Substation Road.

Sight distance for the proposed access on Substation Road is adequate.

No turn lanes are warranted at the proposed access (Project Access A) on Substation Road.

1.2.1.2. Crash Data Review

A total of 16 crashes were recorded at study area intersections in the most recent five-year period, resulting in 6 property damage only crashes (38%) and 10 injury crashes (62%) (0 fatal crashes). Rear-end crashes accounted for 7 of the total 16 crashes, including 6 occurring at the SH-16/Substation Road intersection (3 in the eastbound direction and 2 in the northbound direction).

1.2.1.3. Site Trip Generation

The proposed development is expected to generate 1,626 daily trips, with 119 trips occurring in the weekday AM peak hour and 162 trips occurring in the weekday PM peak hour.

1.2.1.4. Analysis Findings

All study area intersections operate at acceptable LOS and v/c for each AM and PM peak hour scenario analyzed.

The 95th percentile queues do not exceed available storage length for study area intersections turning movements with exception of the southbound left-turn at Substation Road/SH-16. The 95th percentile queue exceeds the existing striped storage, but the usable effective storage for this movement is approximately 170 feet, which would accommodate the resulting peak hour queues evaluated in each scenario.

1.2.2. Conclusions and Recommendations

Based on the operational analysis results, no traffic mitigation improvements are proposed at study area intersections.

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2. PROPOSED DEVELOPMENT

2.1. Proposed Development Details

The location of the Groveland Subdivision single-family residential development within the City of Emmett is shown in **Figure 2**.

The proposed Groveland Subdivision single-family residential development includes 168 single-family residential housing units. The project is anticipated to be completed in 2026. A site plan of the project is found in **Figure 1**.

2.1.1. Proposed Access

The proposed development has one full movement access on Substation Road (Project Access A). The development is also proposed to connect to Gem Stone Way, an existing local stub road to the south.

2.1.2. Access Spacing

Section 4.2 in the City of Emmett Access Management Guidelines outlines the unsignalized access spacing guidelines for driveways. Substation Road is considered a Minor Arterial roadway with a posted speed limit of 35 mph. The proposed development is considered a minor generator per Table 3 in the guidelines. The minimum driveway spacing for Substation Road is 175 - 215 feet.

The proposed development access (Project Access A) on Substation Road is located approximately 500 feet south of the Substation Road/4th Street unsignalized intersection and approximately 500 feet north of the Substation Road/Queen Anne Drive local road on the opposite side of the street.

2.1.3. Development Phasing

The development is proposed to be developed in 4 phases, as depicted on the site plan. This study analyzes and makes recommendations for full buildout of the development with all units constructed.

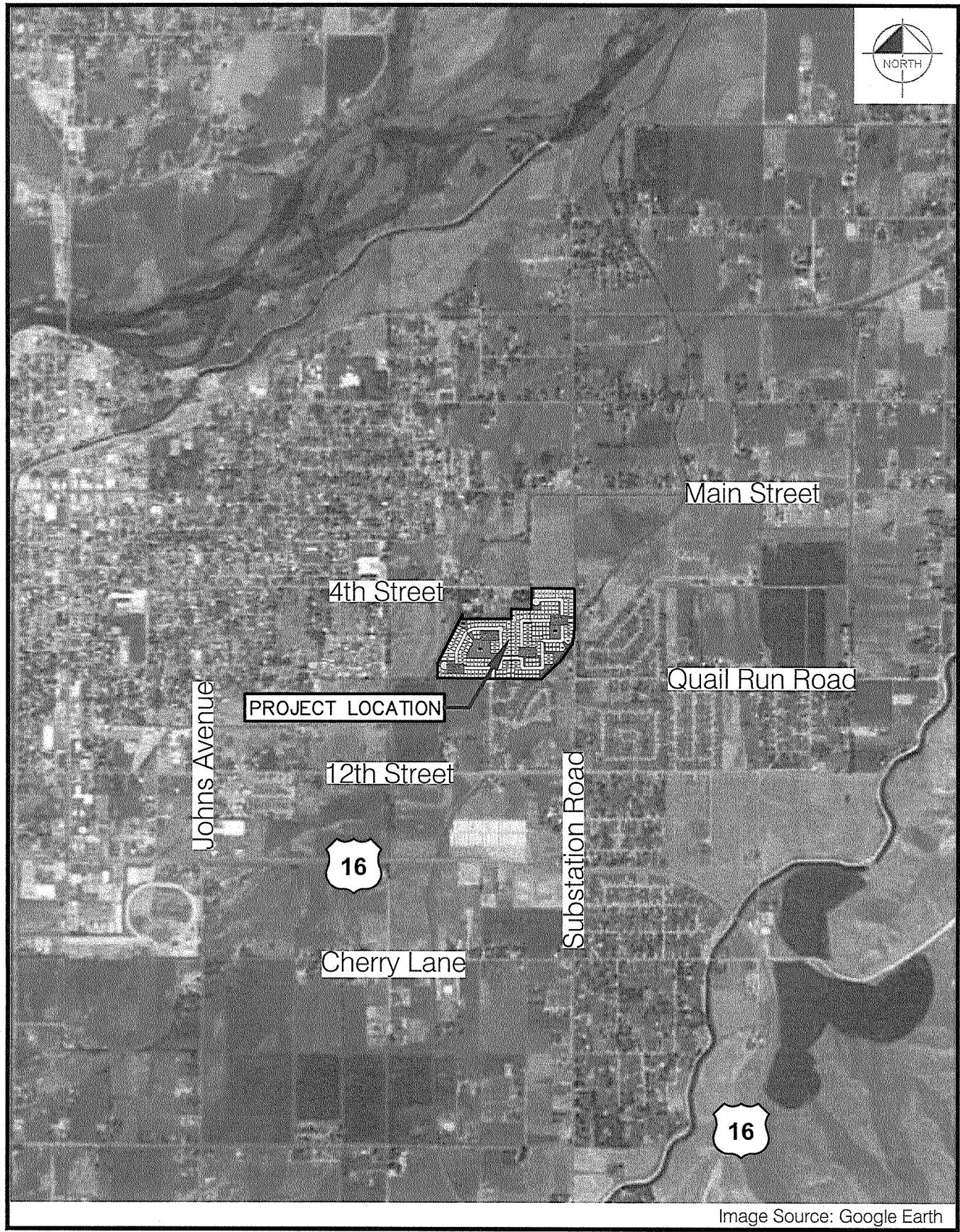


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**Figure 2
Vicinity Map**

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3. STUDY AREA CONDITIONS

3.1. Study Area Intersections

Scoping discussions identified the following intersections for analysis:

Study area intersections include the following (see **Figure 3**):

1. Substation Road and Main Street
2. Substation Road and 4th Street
3. Substation Road and Quail Run Road
4. Substation Road and 12th Street
5. Substation Road and SH-16
6. 12th Street and Gem Stone Way
- A. Substation Road and Project Access A

3.2. Existing Land Uses

The site is currently undeveloped vacant land. Land use south and east of the property is residential. Land use north and west of the property is undeveloped.

3.3. Planned Improvements

There are no planned improvements to roadways or intersections in the study area that are anticipated to be constructed before the buildup of the development.

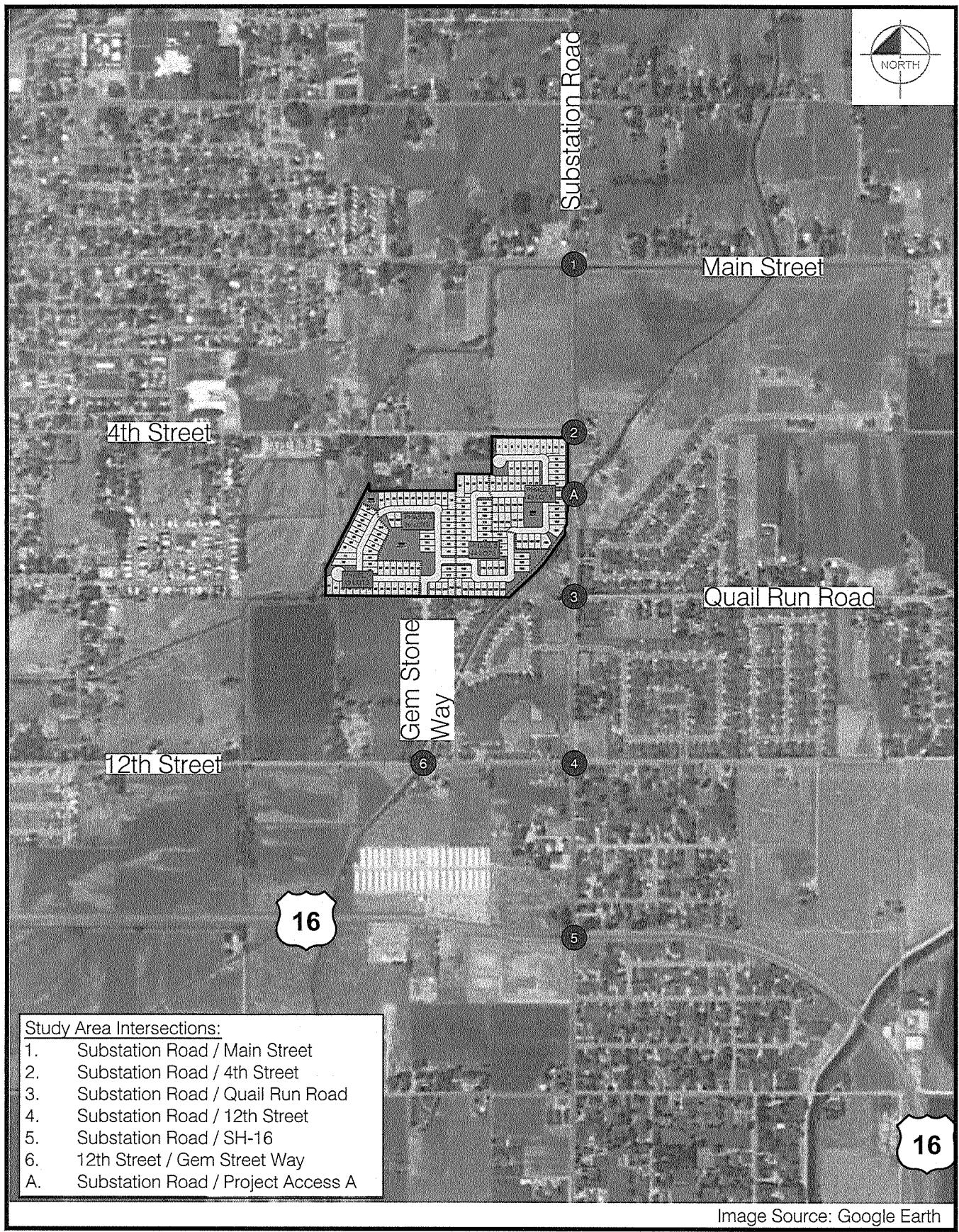


Figure 3
Study Area Intersections

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4. ANALYSIS OF EXISTING CONDITIONS

4.1. Existing Lane Configurations and Control

Regional access to the Groveland Subdivision single-family residential development will be provided by SH-16. Primary access to the development will be provided by Substation Road, 4th Street, and 12th Street. Direct access will be provided by the proposed full movement access on Substation Road (Project Access A).

SH-16 runs east-west in the study area with generally one lane in each direction and two lanes in each direction near the Substation Road intersection with left-turn lanes. SH-16 is under the jurisdiction of ITD. A two-way left-turn lane (TWLTL) extends approximately 1500 ft. west of the intersection with Substation Road. The roadway is classified as a Principal Arterial in the City of Emmett Transportation Plan (2018). The posted speed limit is 55 miles per hour (mph).

Substation Road is a north-south roadway with one lane in each direction. The roadway is classified as a Minor Arterial from SH-16 to Main Street in the City of Emmett Transportation Plan (2018). North of Main Street, Substation Road is classified as a Major Collector roadway. Curb, gutter, and sidewalk are present for stretches of Substation Road north of SH-16. The posted speed limit is 35 mph.

Main Street is an east-west roadway with one lane in each direction. The roadway is classified as a Minor Arterial west of Substation Road and a Major Collector east of Substation Road in the City of Emmett Transportation Plan (2018r). No curb and gutter or sidewalk are present in the study area. The posted speed limit is 35 mph west of Substation Road and 45 mph east of Substation Road.

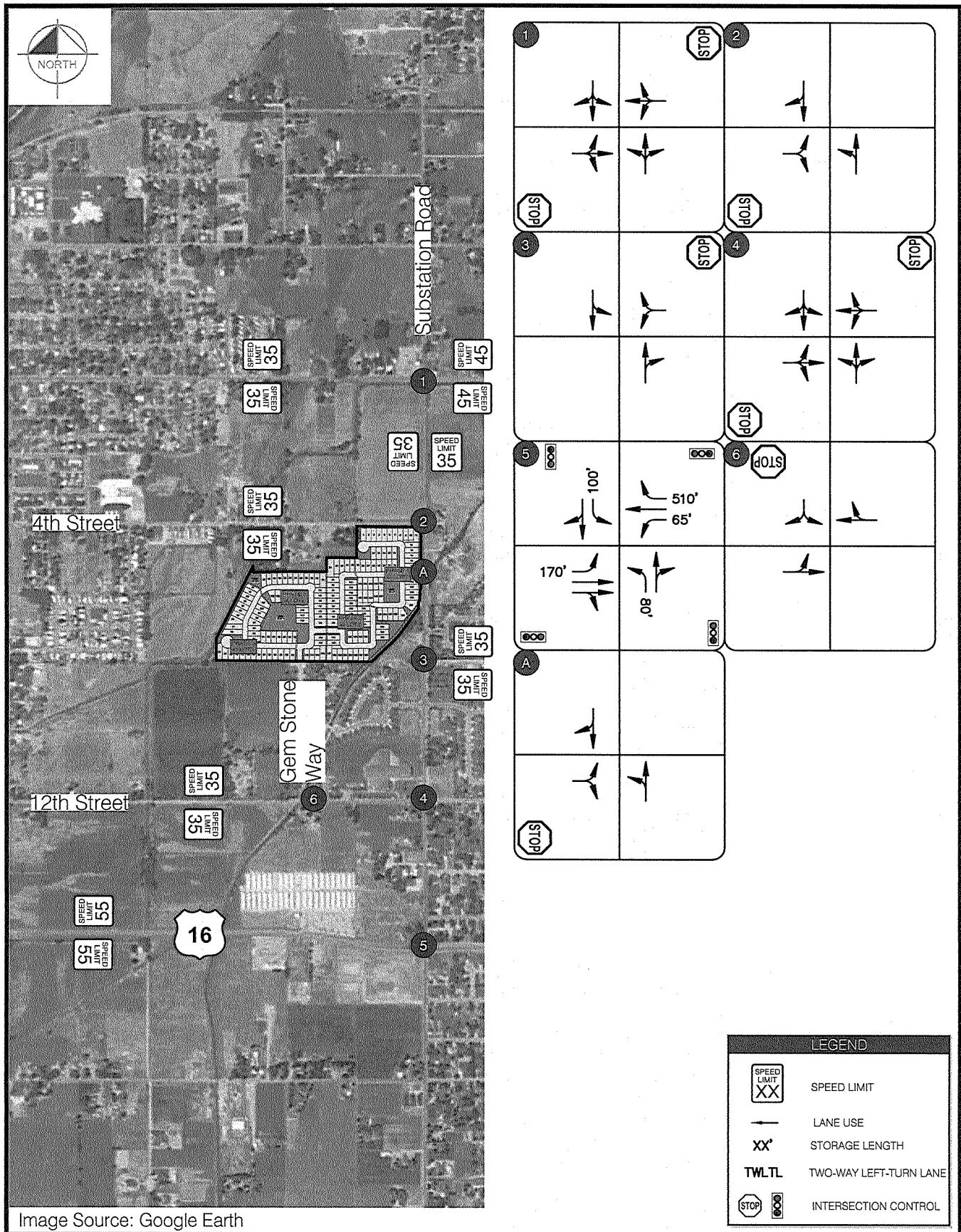
4th Street is an east-west roadway with one lane in each direction. The roadway is classified as a Major Collector in the City of Emmett Transportation Plan (2018). No curb and gutter or sidewalk are present in the study area. The posted speed limit is 35 mph.

Quail Run Road is an east-west roadway with one lane in each direction. The roadway is classified as a Minor Arterial in the City of Emmett Transportation Plan (2018). Curb, gutter, and sidewalk are present on the north side of the road and intermittently on the south side of the road. The posted speed limit is 35 mph.

12th Street is an east-west roadway with one lane in each direction. The roadway is classified as a Major Collector in the City of Emmett Transportation Plan (2018). Curb, gutter, and sidewalk are present on the north side of the road but not the south side. The posted speed limit is 35 mph.

Gem Stone Way is a north-south roadway with one lane in each direction. The roadway is classified as a local roadway in the City of Emmett Transportation Plan (2018). Curb, gutter, and sidewalk are present along both sides of the roadway in the study area. It is assumed the speed limit is 25 mph.

Lane configurations and traffic control assumed in this study are illustrated in **Figure 4**.



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Figure 4
Lane Configuration and Control
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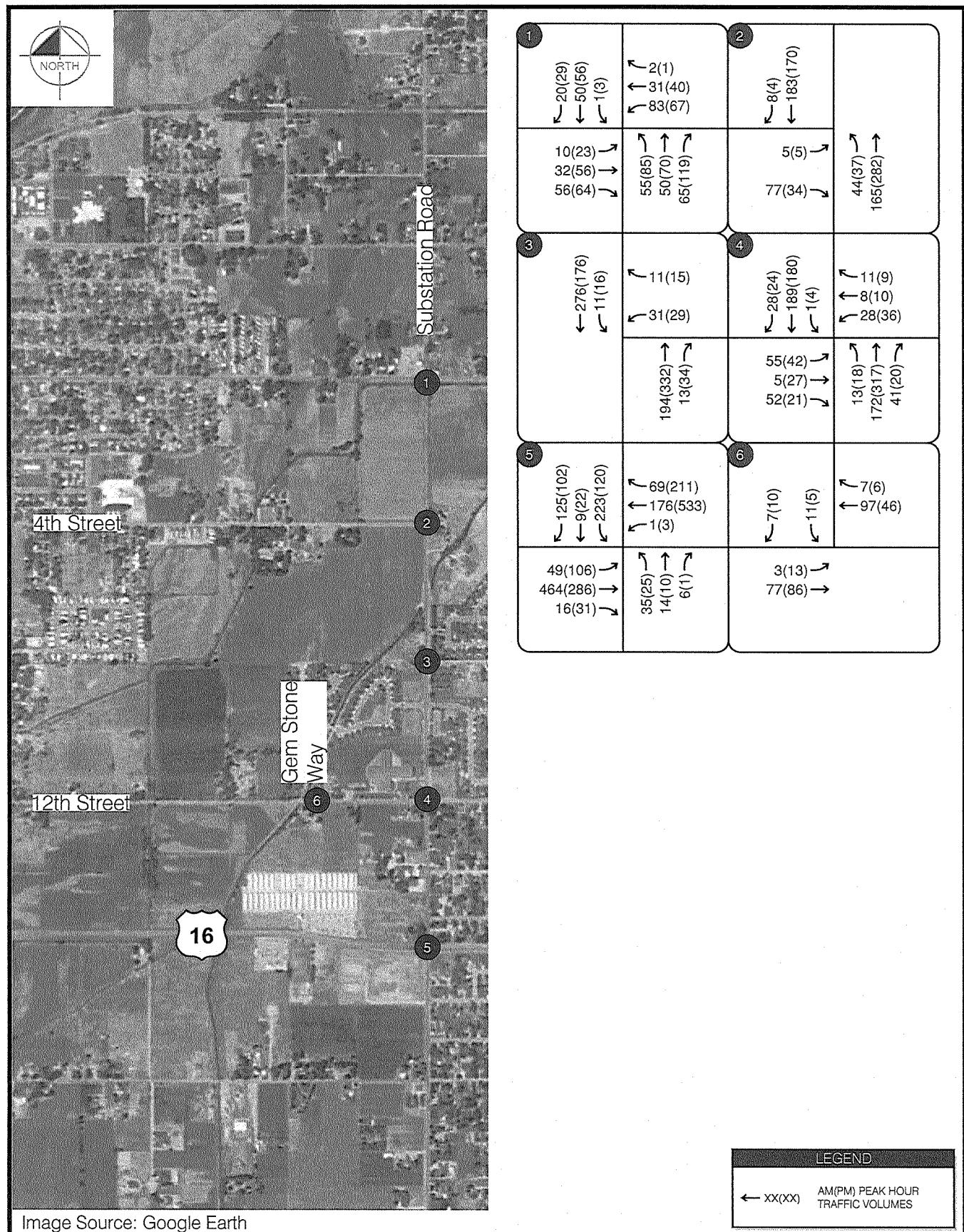


4.2. Existing Traffic Volumes

Existing weekday AM (7:00-9:00) and PM (4:00-6:00) peak period turning movement count data were collected at study area intersections on Wednesday, April 6, 2022. Data were collected at the following intersections:

1. Substation Road and Main Street
2. Substation Road and 4th Street
3. Substation Road and Quail Run Road
4. Substation Road and 12th Street
5. Substation Road and SH-16
6. 12th Street and Gem Stone Way

A summary of the collected traffic data in the study area are shown in **Figure 5**. The field counted data sheets are provided in **Appendix A**.



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4.3. Safety Analysis

Crash data were obtained for the existing study area intersections from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety/>) for the most recent five-year period (2016 – 2020) for which crash data were available. The available crash data were filtered for intersection related crashes only.

Crash data for the study area intersections are summarized in **Table 1** based on crash severity and in **Table 2** based on crash type.

Table 1 – Crash Data by Severity

Intersection Number and Name		Total Crashes	Crash Severity					
			Property Damage Only		Injury		Fatal	
			#	%	#	%	#	%
1	Substation Road / Main Street	2	1	50%	1	50%	0	0%
2	Substation Road / 4th Street	1	1	100%	0	0%	0	0%
3	Substation Road / Quail Run Rd	0	0	0%	0	0%	0	0%
4	Substation Road / 12th Street	1	0	0%	1	100%	0	0%
5	Substation Road / SH-16	12	4	33%	8	67%	0	0%
6	12th Street / Gem Street Way	0	0	0%	0	0%	0	0%
Total		16	6	38%	10	63%	0	0%

A total of 16 crashes were recorded at study area intersections in the most recent five-year period. The 16 crashes resulted in 6 property damage only crashes (38%), 10 injury crashes (62%), and 0 fatal crashes (0%).

Table 2 – Crash Data by Type

Intersection Number and Name		Total Crashes	Crash Type									
			Angle		Rear-End		Sideswipe		Head-on		Other	
#	%	#	%	#	%	#	%	#	%	#	%	
1	Substation Road / Main Street	2	0	0%	0	0%	0	0%	0	0%	2	100%
2	Substation Road / 4th Street	1	0	0%	1	100%	0	0%	0	0%	0	0%
3	Substation Road / Quail Run Rd	0	0	0%	0	0%	0	0%	0	0%	0	0%
4	Substation Road / 12th Street	1	1	100%	0	0%	0	0%	0	0%	0	0%
5	Substation Road / SH-16	12	3	25%	6	50%	2	17%	1	8%	0	0%
6	12th Street / Gem Street Way	0	0	0%	0	0%	0	0%	0	0%	0	0%
Total		16	4	25%	7	44%	2	13%	1	6%	2	13%

The 16 crashes resulted in 4 angle crashes (25%), 7 rear-end crashes (44%), 2 sideswipe crashes (13%), 1 head-on crash (6%), and 2 other crashes (13%).

Of the 6 rear-end crashes at the Substation Road/SH-16 intersection, 3 occurred in the eastbound direction and 2 occurred in the northbound direction. Three of the crashes resulted in injury and 3 resulted in property damage only. No rear-end crashes were documented in 2020; all 6 occurred

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previously. There is no distinguishable pattern in contributing circumstances as the rear-end crashes show inattention, failure to obey the traffic signal, following too close, and distracted driving as all contributing to crashes. There are currently advanced signal warning beacons on SH-16 east of Substation Road to alert drivers of an upcoming stop.

Crash data does not reveal any other distinguishable trends among crashes in the most recent five-year period.

No crash history driven mitigations are observable from crash data at study area intersections. Crash data information from LHTAC are provided in **Appendix B**.

4.4. Analysis Methodology

Study area intersections were analyzed based on average total delay for signalized and unsignalized intersections as presented in the Transportation Research Board's *Highway Capacity Manual, 6th Edition* (HCM 6).

Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a TWSC intersection is not defined for the intersection as a whole. LOS for a signalized intersection, four-way stop controlled intersections, or a roundabout is defined for the intersection as a whole.

Table 3 shows the definition of LOS for intersections.

Table 3 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

Definitions provided from the *Highway Capacity Manual, 6th Edition, Transportation Research Board*.

Synchro 11 Analysis and Optimization Software was used to analyze the study area intersections for LOS, total delay, v/c, and 95th percentile queueing results.

Signal timing information (**Appendix G**) for SH-16/Substation road was provided by ITD for the analysis.

4.4.1. Analysis Thresholds

SH-16 falls under ITD's jurisdiction. ITD District 3 operational procedures state that mitigation improvements are required for any individual movement exceeding LOS F or a v/c of 0.9 or greater. Roadway mitigation improvements are required for any roadway segment analysis exceeding LOS E.

For the remaining intersections under the City's jurisdiction, the minimum acceptable LOS is LOS D for the intersection (signalized) or worst movement (unsignalized).



4.5. Existing Conditions Operational Analysis

Analysis of existing conditions is based on the lane geometry and intersection control shown in **Figure 4**.

Synchro output reports for operational analyses for each scenario are provided in **Appendix C**.

Delay reported in this section is in seconds per vehicle of total delay for the specified movement.

4.5.1. 2022 Existing Operational Analysis

Operational analysis results for the 2022 existing AM and PM peak hours are shown in **Table 4**.

All study area intersections are anticipated to operate at acceptable LOS.

The 95th percentile queues do not exceed available storage length for study area turning movements with exception of the southbound left-turn at Substation Road/SH-16. The 95th percentile queue exceeds the existing striped storage, but the usable effective storage for this movement is approximately 170 feet, which would accommodate the resulting peak hour queues.

All movements at the SH-16/Substation Road intersection operate within acceptable v/c ratios (<0.90).



Table 4 – 2022 Existing Peak Hour Operational Analysis

Intersection		Control	Lane Group /Approach	AM Peak Hour			PM Peak Hour		
				LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
1	Substation Road / Main Street	TWSC	NBL	A	8	5	A	8	5
			SBL	A	8	0	A	8	0
			EB	B	11	13	B	13	28
			WB	C	16	35	C	19	40
2	Substation Road / 4th Street	TWSC	NBL	A	8	3	A	8	3
			EB	B	11	13	B	10	8
3	Substation Road / Quail Run Road	TWSC	SBL	A	8	0	A	8	3
			WBL	C	16	10	C	16	8
			WBR	A	10	3	B	11	3
4	Substation Road / 12th Street	TWSC	NBL	A	8	0	A	8	3
			SBL	A	8	0	A	8	0
			EB	C	16	40	C	19	30
			WB	C	15	13	C	19	20
5	Substation Road / SH-16	Signal	Total	B	18	-	B	20	-
			NBL	B	16	18	C	25	23
			NBTR	C	23	13	C	31	10
			SBL	B	18	115	C	27	103
			SBTR	C	20	75	C	31	118
			EBL	B	14	18	B	13	35
			EBT	B	18	115	B	11	58
			EBC	B	18	118	B	11	60
			WBL	B	13	0	A	10	0
			WBT	B	20	105	C	22	295
			WBR	B	17	38	B	15	100
6	12th Street / Gem Stone Way	TWSC	SB	B	10	3	A	9	3
			EBL	A	8	0	A	7	0

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5. PROJECTED TRAFFIC

5.1. Site Traffic Forecasts

5.1.1. Project Trip Generation

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* was used to estimate the number of new trips that are anticipated to be generated by the Groveland Subdivision single-family residential development. The ITE *Trip Generation Manual* is a widely accepted reference that contains a compilation of trip generation studies completed at sites throughout the country.

Daily and peak hour trips, shown in **Table 5**, were calculated using applicable regression equations/rates from the ITE *Trip Generation Manual*. The ITE *Trip Generation Manual* information is provided in **Appendix D**.

Table 5 – Project Trip Generation

Land Use Type	ITE Land Use Code	Quantity	Units	Daily Total	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	168	Dwelling Units	1,626	31	88	119	102	60	162

The proposed development is expected to generate 1,626 daily trips, with 119 trips occurring in the weekday AM peak hour and 162 trips occurring in the weekday PM peak hour.

5.1.2. Project Trip Distribution

Project trip directional distribution quantifies the percentage of site-generated traffic that approaches and departs the site from a given direction.

Distribution estimates consider study area street network characteristics, existing traffic patterns based on collected traffic data, expected street network, and access to regional facilities. Project trip distribution is shown in **Figure 6**.

5.1.3. Project Trip Assignment

Trips generated by the proposed development were assigned to the roadway network based on the trip distribution and likely travel patterns to and from the project site.

Project trip assignment is illustrated in **Figure 7**.

5.2. 2026 Background Traffic Volumes

The first step in the traffic impact analysis is to estimate future baseline traffic volumes on roadways in the vicinity of the proposed development site.

The future 2026 background traffic volumes were calculated by applying an annual growth rate of 4.5% per year to the collected 2022 existing traffic volumes (**Figure 5**). A 4.5% annual growth rate was determined per annual growth recorded by the ITD Automatic Traffic Recorder (ATR) #274, located on SH-16 south of Emmett at approximately milepost 105.

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The 2026 background traffic volumes at the study area intersections are illustrated in **Figure 8**.

5.3. 2026 Plus Project Traffic Volumes

Project trip assignment volumes (**Figure 7**) were added to 2026 background traffic volumes (**Figure 8**) to calculate 2026 plus project traffic volumes for study area intersections. A percentage of site traffic in comparison to 2026 background traffic can be found in **Appendix E**.

The 2026 plus project traffic volumes are illustrated in **Figure 9**.

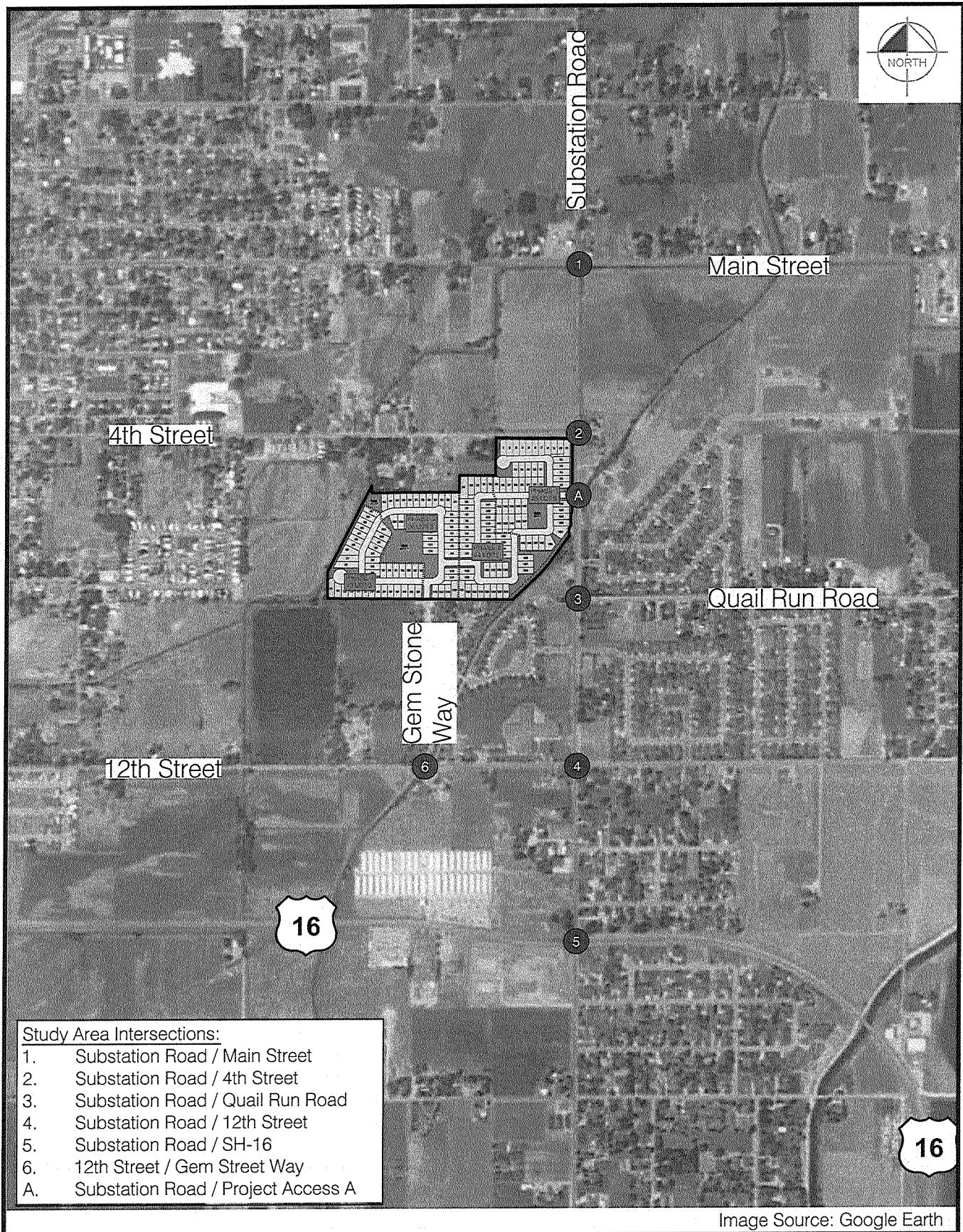


Image Source: Google Earth

Figure 6
Project Trip Distribution

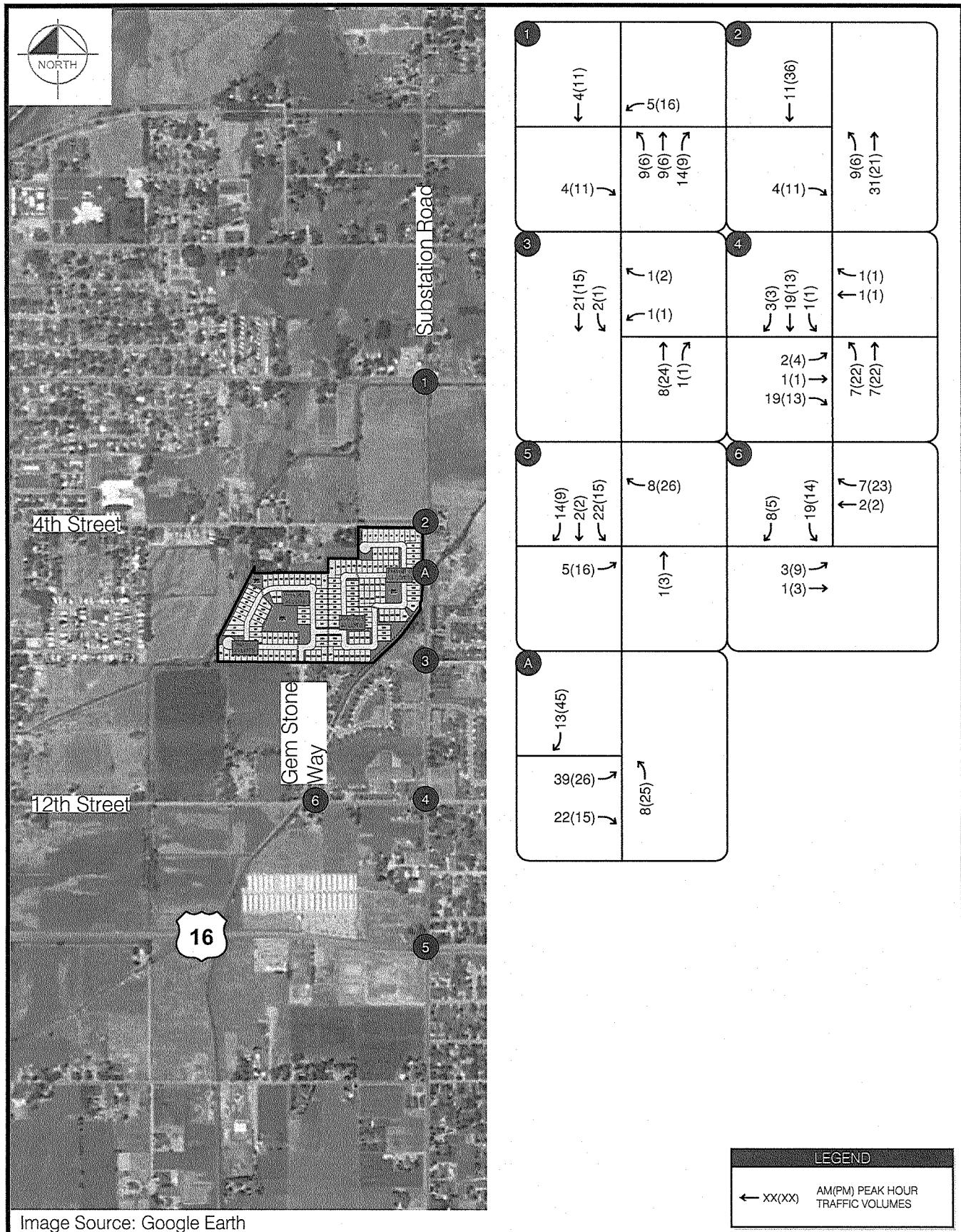


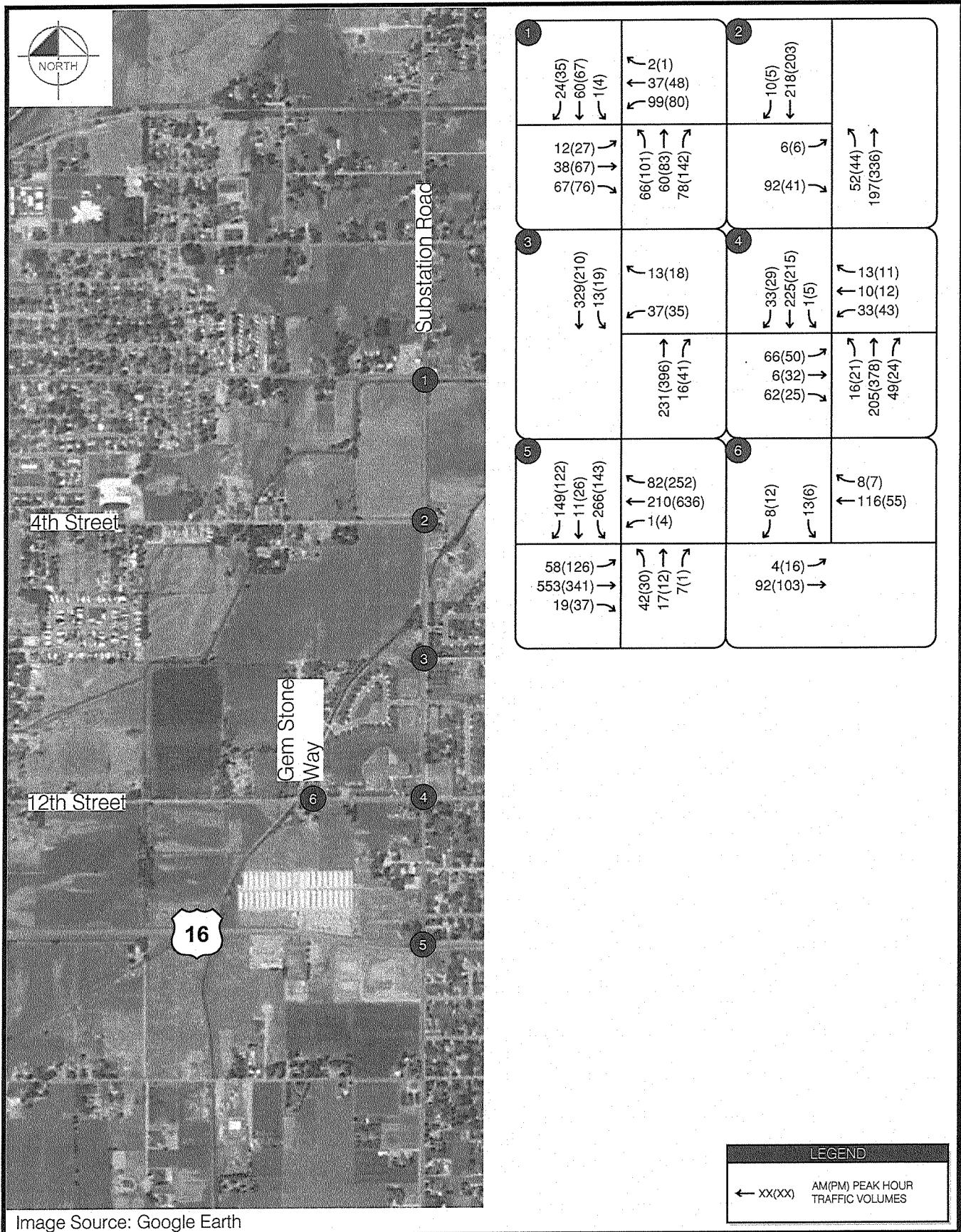
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Figure 7
Project Trip Assignment



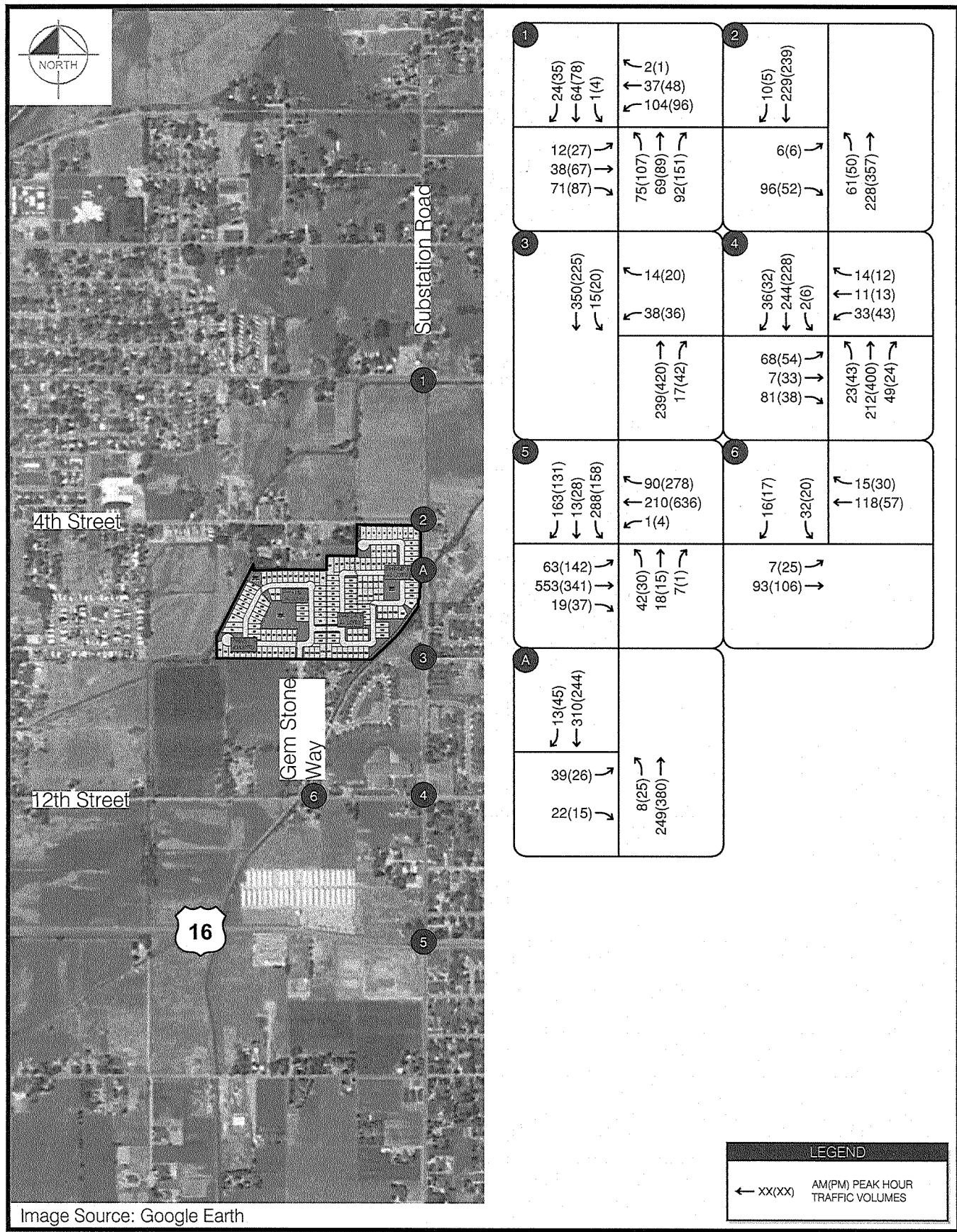


Figure 9
2026 Plus Project Traffic Volumes



6. TRAFFIC ANALYSIS

6.1. 2026 Background Conditions Operational Analysis

The same analysis methodology found in Section 4.4 was applied for future condition analyses.

Operational analysis results for the 2024 background AM and PM peak hours are shown in **Table 6**.

All study area intersections are anticipated to operate at acceptable LOS. All individual movements are anticipated to operate at acceptable LOS.

The 95th percentile queues do not exceed available storage length for study area turning movements with exception of the southbound left-turn at Substation Road/SR-16. The 95th percentile queue exceeds the existing striped storage, but the usable effective storage for this movement is approximately 170 feet, which would accommodate the resulting peak hour queues.

All movements at the SR-16/Substation Road intersection operate within acceptable v/c ratios (<0.90).

**Table 6 – 2026 Background Peak Hour Operational Analysis**

Intersection	Control	Lane Group / Approach	AM Peak Hour			PM Peak Hour		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
1		TWSC	NBL	A	8	5	A	8
			SBL	A	8	0	A	8
			EB	B	11	18	C	15
			WB	C	16	33	C	22
2		TWSC	NBL	A	8	3	A	8
			EB	B	11	13	B	10
3		TWSC	SBL	A	8	0	A	8
			WBL	B	15	8	C	16
			WBR	A	10	3	B	11
4		TWSC	NBL	A	8	0	A	8
			SBL	A	8	0	A	8
			EB	B	15	30	C	20
			WB	B	15	13	C	20
5		Signal	Total	B	19	-	C	21
			NBL	B	17	20	C	28
			NBTR	C	26	15	C	34
			SBL	B	20	155	C	29
			SBTR	C	22	98	C	34
			EBL	B	14	23	B	15
			EBT	B	19	150	B	11
			EBR	B	19	155	B	11
			WBL	B	14	0	A	9
			WBT	B	20	118	C	26
			WBR	B	17	43	B	15
6	12th Street / Gem Stone Way	TWSC	SB	A	10	3	A	9
			EBL	A	8	0	A	7

6.2. 2026 Plus Project Conditions Operational Analysis

Operational analysis results for the 2026 plus project AM and PM peak hours are shown in **Table 7**.

All study area intersections are anticipated to operate at acceptable LOS. All individual movements are anticipated to operate at acceptable LOS.

The 95th percentile queues do not exceed available storage length for study area turning movements with exception of the southbound left-turn at Substation Road/SH-16. The 95th percentile queue exceeds the existing striped storage, but the usable effective storage for this movement is approximately 170 feet, which would accommodate the resulting peak hour queues.

Kimley » Horn

All movements at the SH-16/Substation Road intersection operate within acceptable v/c ratios (<0.90).

Table 7 – 2026 Plus Project Peak Hour Operational Analysis

Intersection		Control	Lane Group / Approach	AM Peak Hour			PM Peak Hour		
				LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
1	Substation Road / Main Street	TWSC	NBL	A	8	5	A	8	8
			SBL	A	8	0	A	8	0
			EB	B	12	18	C	16	45
			WB	C	17	40	D	27	65
2	Substation Road / 4th Street	TWSC	NBL	A	8	5	A	8	3
			EB	B	11	13	B	11	8
3	Substation Road / Quail Run Road	TWSC	SBL	A	8	0	A	9	3
			WBL	C	15	10	C	17	10
			WBR	A	10	3	B	12	3
4	Substation Road / 12th Street	TWSC	NBL	A	8	3	A	8	3
			SBL	A	8	0	A	8	0
			EB	C	16	38	C	24	53
			WB	C	16	15	C	25	30
5	Substation Road / SH-16	Signal	Total	B	20	-	C	22	-
			NBL	B	17	20	C	28	23
			NBTR	C	27	18	D	35	15
			SBL	B	20	170	C	30	138
			SBTR	C	22	110	C	35	153
			EBL	B	15	25	B	16	53
			EBT	B	20	155	B	11	75
			EBR	B	20	160	B	11	78
			WBL	B	14	0	A	10	3
			WBT	C	21	120	C	27	405
			WBR	B	18	48	B	17	153
6	12th Street / Gem Stone Way	TWSC	SB	B	10	5	A	10	5
			EBL	A	8	0	A	8	3
A	Substation Road / Project Access A	TWSC	NBL	A	8	0	A	8	3
			EB	B	13	13	B	14	8

6.3. Sight Distance

Sight distance requirements are based on a 35-mph design speed on Substation Road with a design vehicle of a passenger vehicle. Calculations are based on the 7th Edition of *A Policy on Geometric Design of Highways and Streets*.

From the eastbound approach of the Substation Road / Project Access A intersection, a driver would need 390 feet of sight distance to the south to safely make a left-turn and 335 feet of sight distance to the north to safely make a right-turn.

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Based on aerial imagery, adequate sight distance exists on Substation Road for both movements at Project Access A. The developer should field verify that adequate sight distance is provided at project accesses and ensure items (fences, signs, landscaping, etc.) are not higher than 3 ft. above the adjacent roadway surface.

6.4. Turn Lane Analyses

Turn-lane analyses were completed consistent with guidance in the City of Emmett Access Management Guidelines, Section 5.3.1. **Appendix F** contains the figures used in the turn lane analyses and results.

6.4.1. Substation Road and Project Access A

A southbound right-turn lane was evaluated at this location and is not warranted in the future 2026 plus project AM or PM scenario.

A northbound left-turn lane was evaluated at this location and is not warranted in the future 2026 plus project PM scenario. The 2026 plus project AM scenario is anticipated to have less than 10 turning vehicles in the peak hour so a turn lane is not needed per guidelines.

6.5. Traffic Mitigation Improvements

Based on the operational analysis results presented, no traffic mitigation improvements are required at study area intersections.



7. CONCLUSIONS AND RECOMMENDATIONS

All study area intersections operate at acceptable LOS and v/c for each AM and PM peak hour scenario analyzed.

Based on the operational analysis results presented, no traffic mitigation improvements are proposed at study area intersections.

Kimley»Horn

**APPENDIX A
TRAFFIC COUNT DATA**

L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / Main St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & Main St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 1

Groups Printed- General Traffic

	Substation Road From North					Main Street From East					Substation Road From South					Main Street From West					
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int.Total
Start Time																					
07:00 AM	7	15	0	0	22	1	10	26	0	37	7	2	4	0	13	20	9	1	0	30	102
07:15 AM	7	20	0	0	27	0	17	35	0	52	8	5	5	0	18	13	2	4	0	19	116
07:30 AM	5	16	0	0	21	0	15	19	0	34	16	8	7	0	31	13	5	4	0	22	108
07:45 AM	4	14	2	0	20	1	5	27	0	33	15	6	7	0	28	17	7	7	0	31	112
Total	23	65	2	0	90	2	47	107	0	156	46	21	23	0	90	63	23	16	0	102	438

08:00 AM	5	11	0	0	16	2	4	11	0	17	12	12	12	0	36	13	11	2	0	26	95
08:15 AM	6	16	0	0	22	0	10	24	0	34	14	10	12	0	36	14	4	3	0	21	113
08:30 AM	6	15	1	0	22	0	10	29	0	39	16	9	10	0	35	16	7	1	0	24	120
08:45 AM	3	8	0	0	11	0	7	19	0	26	23	19	21	0	63	13	10	4	0	27	127
Total	20	50	1	0	71	2	31	83	0	116	65	50	55	0	170	56	32	10	0	98	455

04:00 PM	4	18	0	1	23	0	14	15	0	29	25	23	24	0	72	15	15	9	0	39	163
04:15 PM	5	16	1	0	22	0	12	14	0	26	33	15	23	0	71	19	10	2	0	31	150
04:30 PM	9	14	0	0	23	0	6	12	0	18	28	21	24	0	73	13	16	9	0	38	152
04:45 PM	9	6	0	0	15	1	10	15	0	26	32	17	22	1	72	15	12	6	1	34	147
Total	27	54	1	1	83	1	42	56	0	99	118	76	93	1	288	62	53	26	1	142	612

05:00 PM	6	20	2	0	28	0	12	26	0	38	26	17	16	0	59	17	18	6	0	41	166
05:15 PM	4	12	3	0	19	0	12	8	0	20	24	14	23	0	61	7	13	5	0	25	125
05:30 PM	3	11	2	0	16	0	13	9	0	22	26	21	23	0	70	13	8	5	0	26	134
05:45 PM	1	11	1	0	13	0	11	13	0	24	30	15	27	0	72	16	12	1	0	29	138
Total	14	54	8	0	76	0	48	56	0	104	106	67	89	0	262	53	51	17	0	121	563
Grand Total	84	223	12	1	320	5	168	302	0	475	335	214	260	1	810	234	159	69	1	463	2068
Apprch %	26.2	69.7	3.8	0.3		1.1	35.4	63.6	0		41.4	26.4	32.1	0.1		50.5	34.3	14.9	0.2		
Total %	4.1	10.8	0.6	0	15.5	0.2	8.1	14.6	0	23	16.2	10.3	12.6	0	39.2	11.3	7.7	3.3	0	22.4	

L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / Main St

City, State: Emmett, Idaho

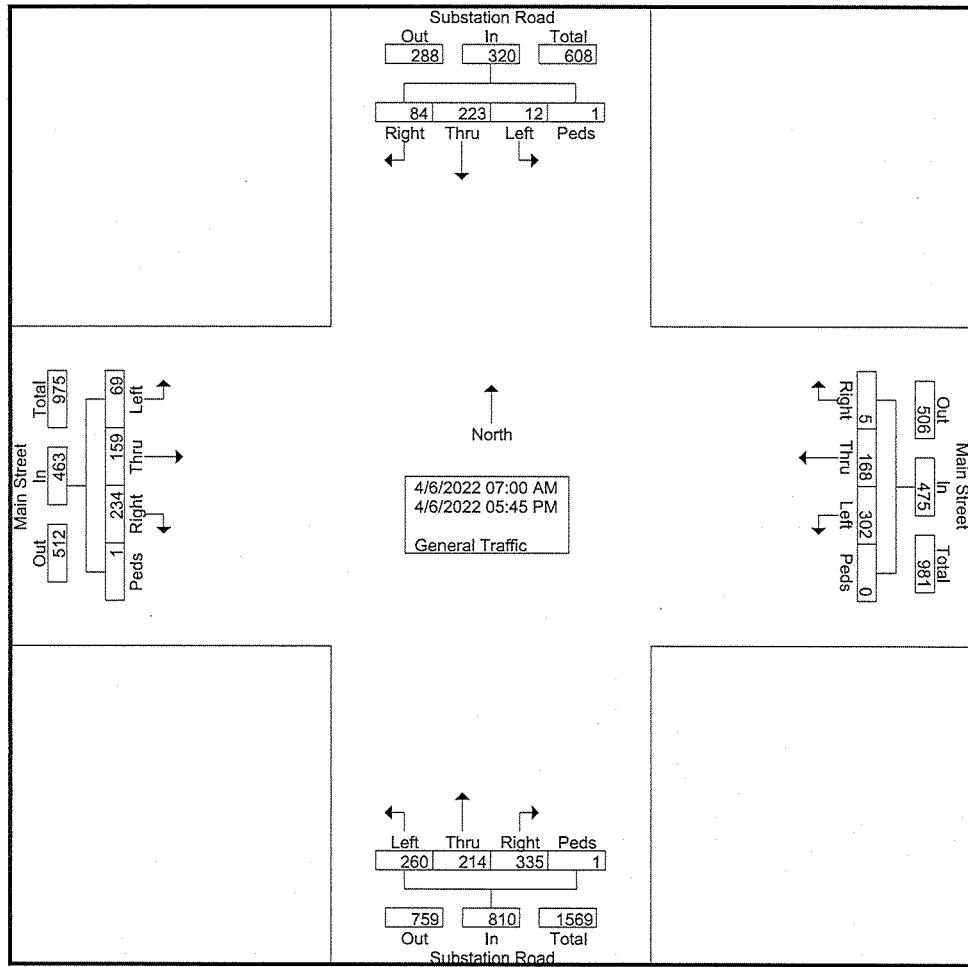
Control: Stop Sign

File Name : Substation Rd & Main St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 2



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

Study: KIML0065

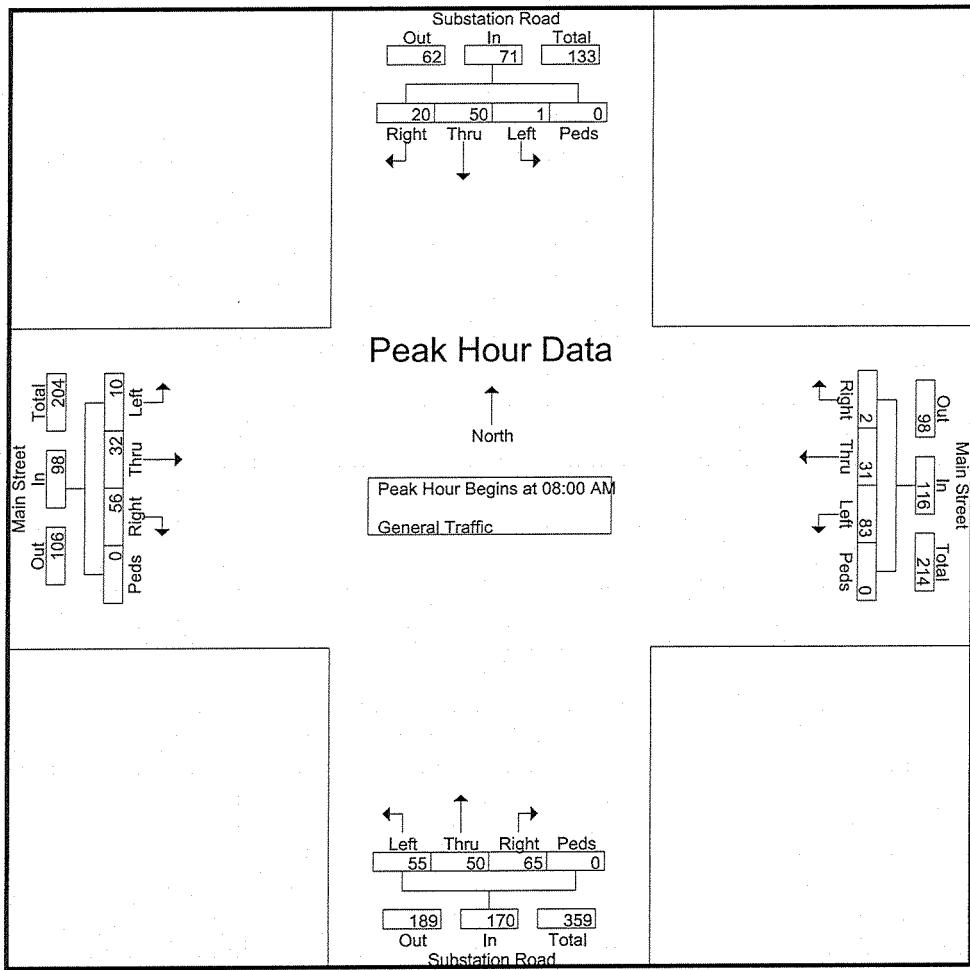
Intersection: Substation Rd / Main St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & Main St
Site Code : 00000000
Start Date : 4/6/2022
Page No : 3

	Substation Road From North					Main Street From East					Substation Road From South					Main Street From West						
	Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	5	11	0	0	16	2	4	11	0	17	12	12	12	0	36	13	11	2	0	26	95	
08:15 AM	6	16	0	0	22	0	10	24	0	34	14	10	12	0	36	14	4	3	0	21	113	
08:30 AM	6	15	1	0	22	0	10	29	0	39	16	9	10	0	35	16	7	1	0	24	120	
08:45 AM	3	8	0	0	11	0	7	19	0	26	23	19	21	0	63	13	10	4	0	27	127	
Total Volume	20	50	1	0	71	2	31	83	0	116	65	50	55	0	170	56	32	10	0	98	455	
% App. Total	28.2	70.4	1.4	0		1.7	26.7	71.6	0		38.2	29.4	32.4	0		57.1	32.7	10.2	0			
PHF	.833	.781	.250	.000	.807	.250	.775	.716	.000	.744	.707	.658	.655	.000	.675	.875	.727	.625	.000	.907	.896	



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Study: KIML0065

Intersection: Substation Rd / Main St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & Main St

Site Code : 00000000

Start Date : 4/6/2022

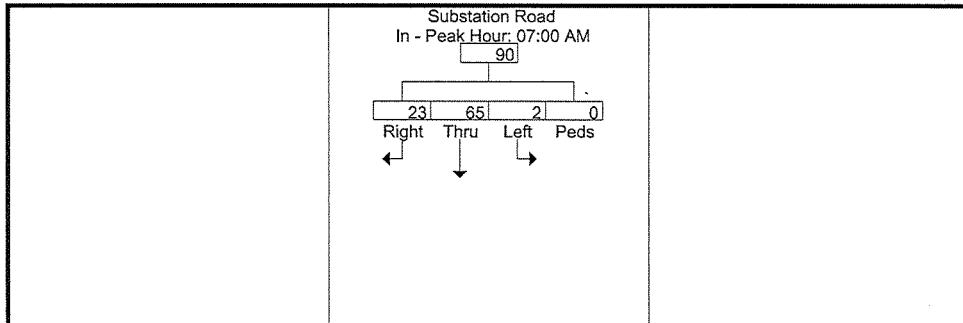
Page No : 4

	Substation Road From North				Main Street From East				Substation Road From South				Main Street From West								
Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int.Total

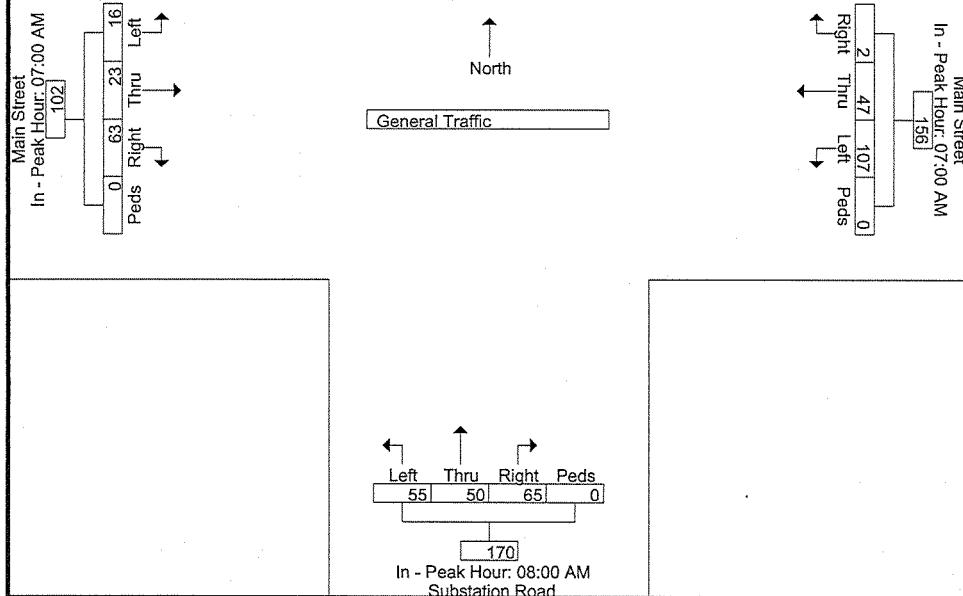
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:00 AM							
	Right	Thru	Left	Peds	App.Total	Int.Total														
+0 mins.	7	15	0	0	22	1	10	26	0	37	12	12	12	0	36	20	9	1	0	30
+15 mins.	7	20	0	0	27	0	17	35	0	52	14	10	12	0	36	13	2	4	0	19
+30 mins.	5	16	0	0	21	0	15	19	0	34	16	9	10	0	35	13	5	4	0	22
+45 mins.	4	14	2	0	20	1	5	27	0	33	23	19	21	0	63	17	7	7	0	31
Total Volume	23	65	2	0	90	2	47	107	0	156	65	50	55	0	170	63	23	16	0	102
% App. Total	25.6	72.2	2.2	0		1.3	30.1	68.6	0		38.2	29.4	32.4	0		61.8	22.5	15.7	0	
PHF	.821	.813	.250	.000	.833	.500	.691	.764	.000	.750	.707	.658	.655	.000	.675	.788	.639	.571	.000	.823



Peak Hour Data



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Study: KIML0065

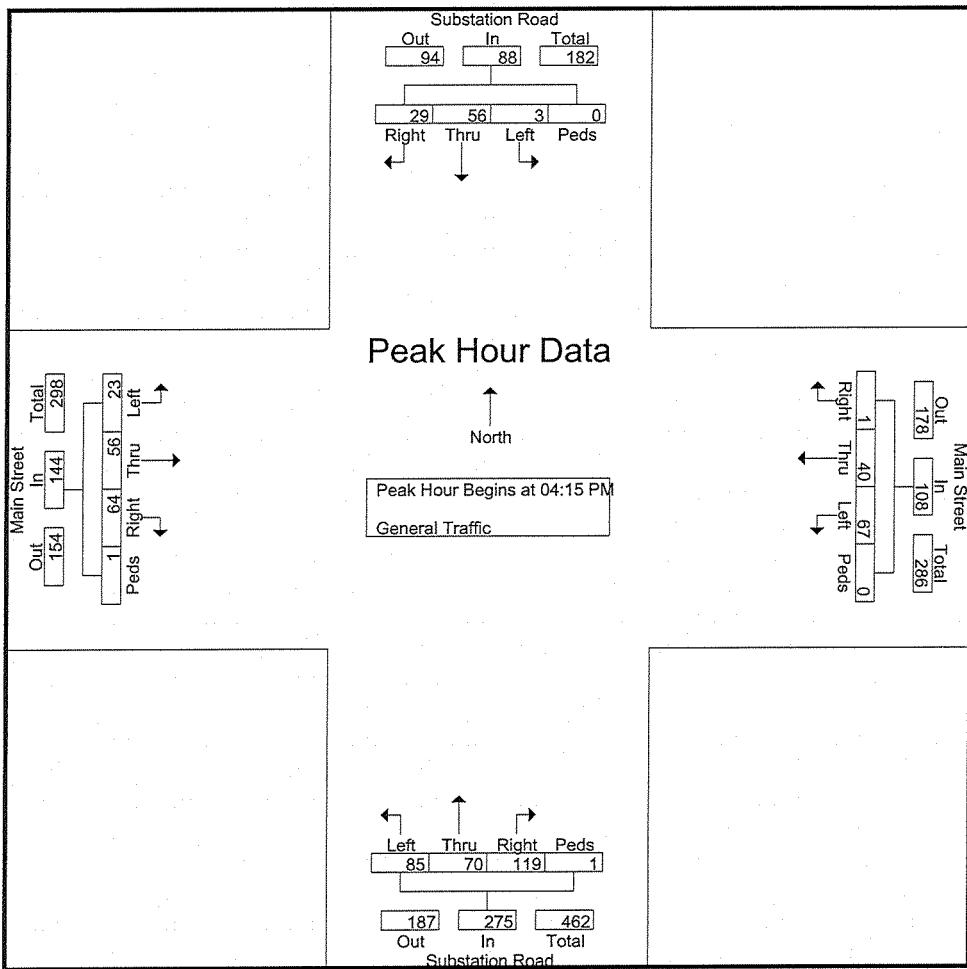
Intersection: Substation Rd / Main St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & Main St
Site Code : 00000000
Start Date : 4/6/2022
Page No : 5

	Substation Road From North				Main Street From East				Substation Road From South				Main Street From West								
	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total				
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	5	16	1	0	22	0	12	14	0	26	33	15	23	0	71	19	10	2	0	31	150
04:30 PM	9	14	0	0	23	0	6	12	0	18	28	21	24	0	73	13	16	9	0	38	152
04:45 PM	9	6	0	0	15	1	10	15	0	26	32	17	22	1	72	15	12	6	1	34	147
05:00 PM	6	20	2	0	28	0	12	26	0	38	26	17	16	0	59	17	18	6	0	41	166
Total Volume	29	56	3	0	88	1	40	67	0	108	119	70	85	1	275	64	56	23	1	144	615
% App. Total	33	63.6	3.4	0		0.9	37	62	0		43.3	25.5	30.9	0.4		44.4	38.9	16	0.7		
PHF	.806	.700	.375	.000	.786	.250	.833	.644	.000	.711	.902	.833	.885	.250	.942	.842	.778	.639	.250	.878	.926



L2 Data Collection

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Study: KIML0065

Intersection: Substation Rd / Main St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & Main St

Site Code : 00000000

Start Date : 4/6/2022

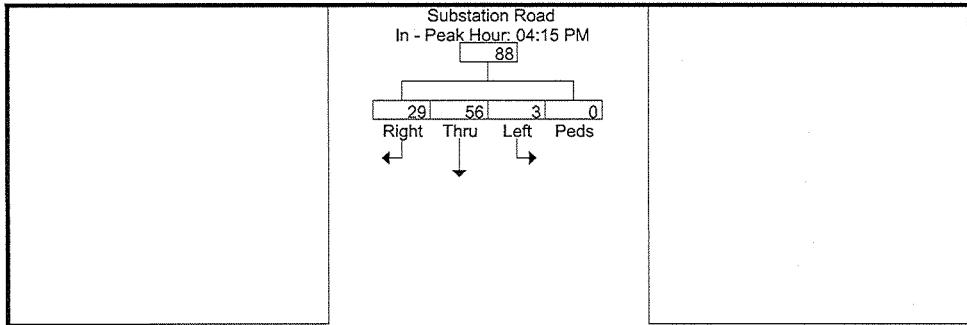
Page No : 6

	Substation Road From North				Main Street From East				Substation Road From South				Main Street From West								
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

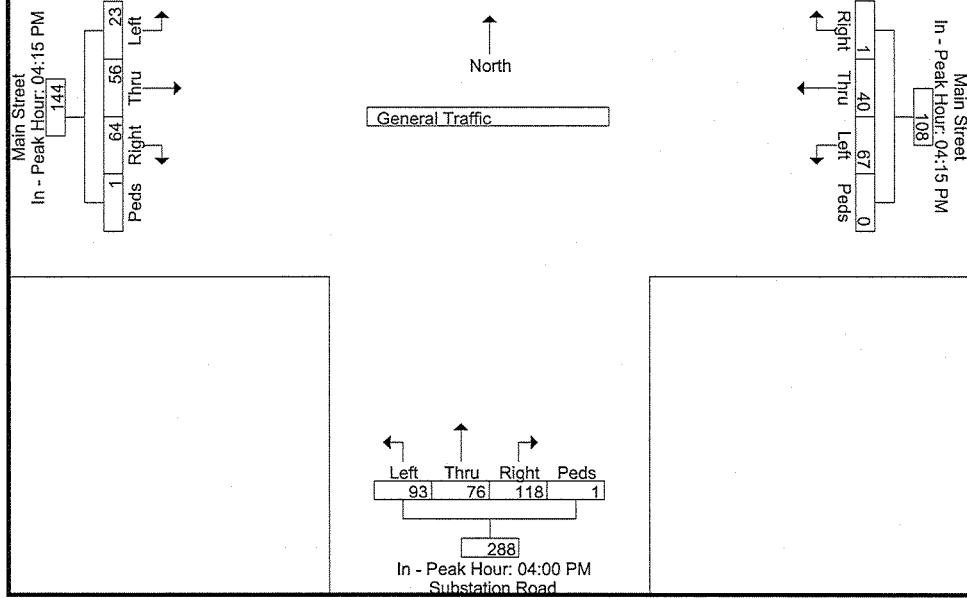
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:00 PM				04:15 PM							
	Right	Thru	Left	Peds																
+0 mins.	5	16	1	0	22	0	12	14	0	26	25	23	24	0	72	19	10	2	0	31
+15 mins.	9	14	0	0	23	0	6	12	0	18	33	15	23	0	71	13	16	9	0	38
+30 mins.	9	6	0	0	15	1	10	15	0	26	28	21	24	0	73	15	12	6	1	34
+45 mins.	6	20	2	0	28	0	12	26	0	38	32	17	22	1	72	17	18	6	0	41
Total Volume	29	56	3	0	88	1	40	67	0	108	118	76	93	1	288	64	56	23	1	144
% App. Total	33	63.6	3.4	0		0.9	37	62	0		41	26.4	32.3	0.3		44.4	38.9	16	0.7	
PHF	.806	.700	.375	.000	.786	.250	.833	.644	.000	.711	.894	.826	.969	.250	.986	.842	.778	.639	.250	.878



Peak Hour Data



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

Study: KIML0065

Intersection: Substation Rd / Main St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & Main St
Site Code : 00000000
Start Date : 4/6/2022
Page No : 7

Image 1



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 4th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & 4th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 1

Groups Printed- General Traffic

	Substation Road From North				Substation Road From South				4th Street From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Start Time													
07:00 AM	1	62	0	63	13	5	0	18	9	0	0	9	90
07:15 AM	4	64	0	68	15	21	0	36	0	2	0	2	106
07:30 AM	1	48	0	49	28	15	0	43	20	3	0	23	115
07:45 AM	0	55	0	55	27	5	0	32	12	1	0	13	100
Total	6	229	0	235	83	46	0	129	41	6	0	47	411

08:00 AM	1	37	0	38	38	3	0	41	10	1	0	11	90
08:15 AM	1	50	0	51	33	9	0	42	16	1	0	17	110
08:30 AM	2	59	0	61	34	17	0	51	26	2	0	28	140
08:45 AM	4	37	0	41	60	15	0	75	25	1	0	26	142
Total	8	183	0	191	165	44	0	209	77	5	0	82	482

04:00 PM	2	48	0	50	68	7	0	75	16	2	0	18	143
04:15 PM	1	45	0	46	69	8	0	77	8	0	0	8	131
04:30 PM	1	40	0	41	78	8	0	86	5	1	0	6	133
04:45 PM	0	37	0	37	67	14	0	81	5	2	0	7	125
Total	4	170	0	174	282	37	0	319	34	5	0	39	532

05:00 PM	0	64	0	64	56	10	0	66	6	2	0	8	138
05:15 PM	1	26	0	27	64	14	0	78	9	2	0	11	116
05:30 PM	1	33	0	34	65	13	0	78	4	1	0	5	117
05:45 PM	0	37	0	37	69	20	0	89	3	2	0	5	131
Total	2	160	0	162	254	57	0	311	22	7	0	29	502
Grand Total	20	742	0	762	784	184	0	968	174	23	0	197	1927
Apprch %	2.6	97.4	0		81	19	0		88.3	11.7	0		
Total %	1	38.5	0	39.5	40.7	9.5	0	50.2	9	1.2	0	10.2	

L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 4th St

City, State: Emmett, Idaho

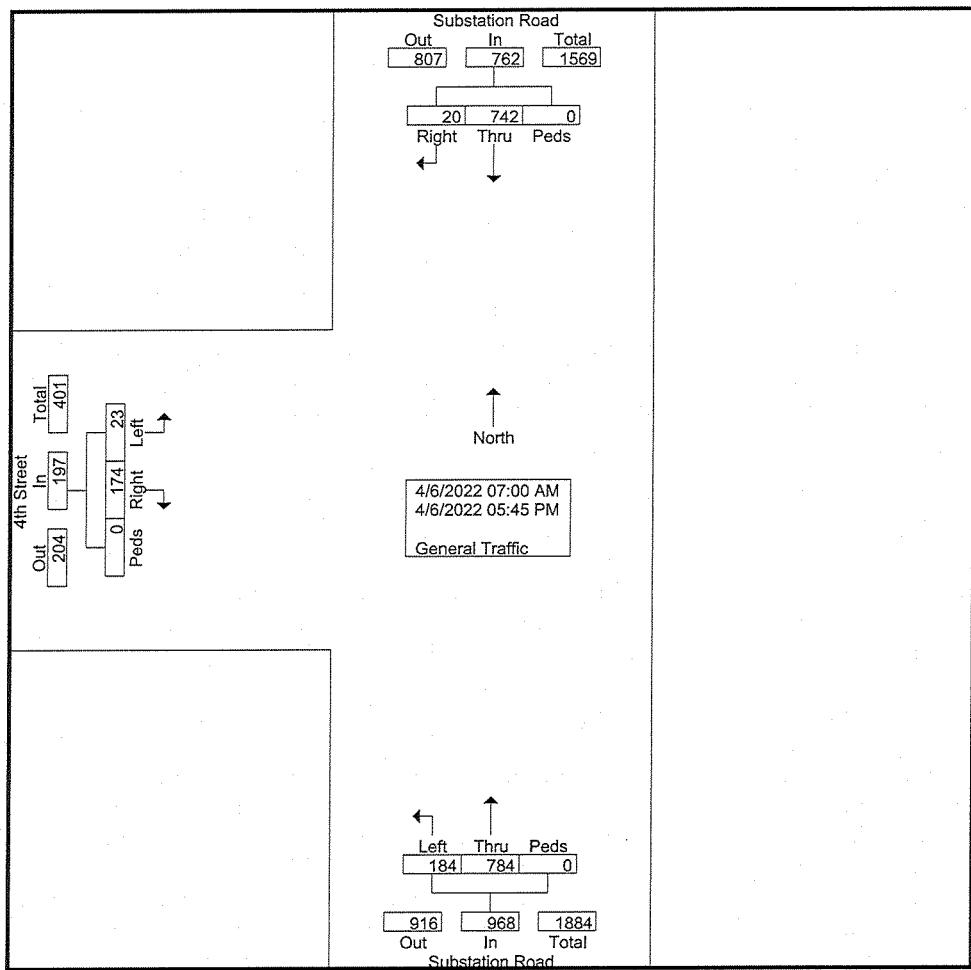
Control: Stop Sign

File Name : Substation Rd & 4th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 2



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

Study: KIML0065

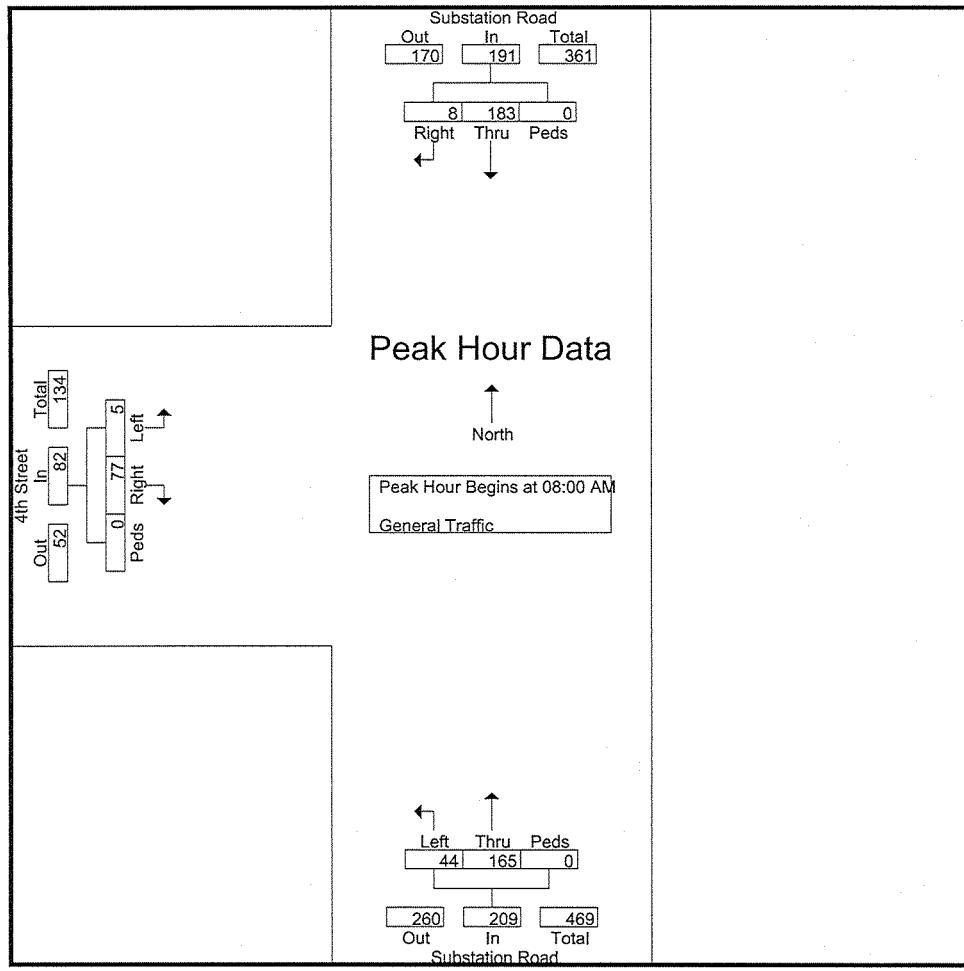
Intersection: Substation Rd / 4th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & 4th St
 Site Code : 00000000
 Start Date : 4/6/2022
 Page No : 3

Start Time	Substation Road From North				Substation Road From South				4th Street 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 12:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	1	37	0	38	38	3	0	41	10	1	0	11	90
08:15 AM	1	50	0	51	33	9	0	42	16	1	0	17	110
08:30 AM	2	59	0	61	34	17	0	51	26	2	0	28	140
08:45 AM	4	37	0	41	60	15	0	75	25	1	0	26	142
Total Volume	8	183	0	191	165	44	0	209	77	5	0	82	482
% App. Total	4.2	95.8	0		78.9	21.1	0		93.9	6.1	0		
PHF	.500	.775	.000	.783	.688	.647	.000	.697	.740	.625	.000	.732	.849



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 4th St

City, State: Emmett, Idaho

Control: Stop Sign

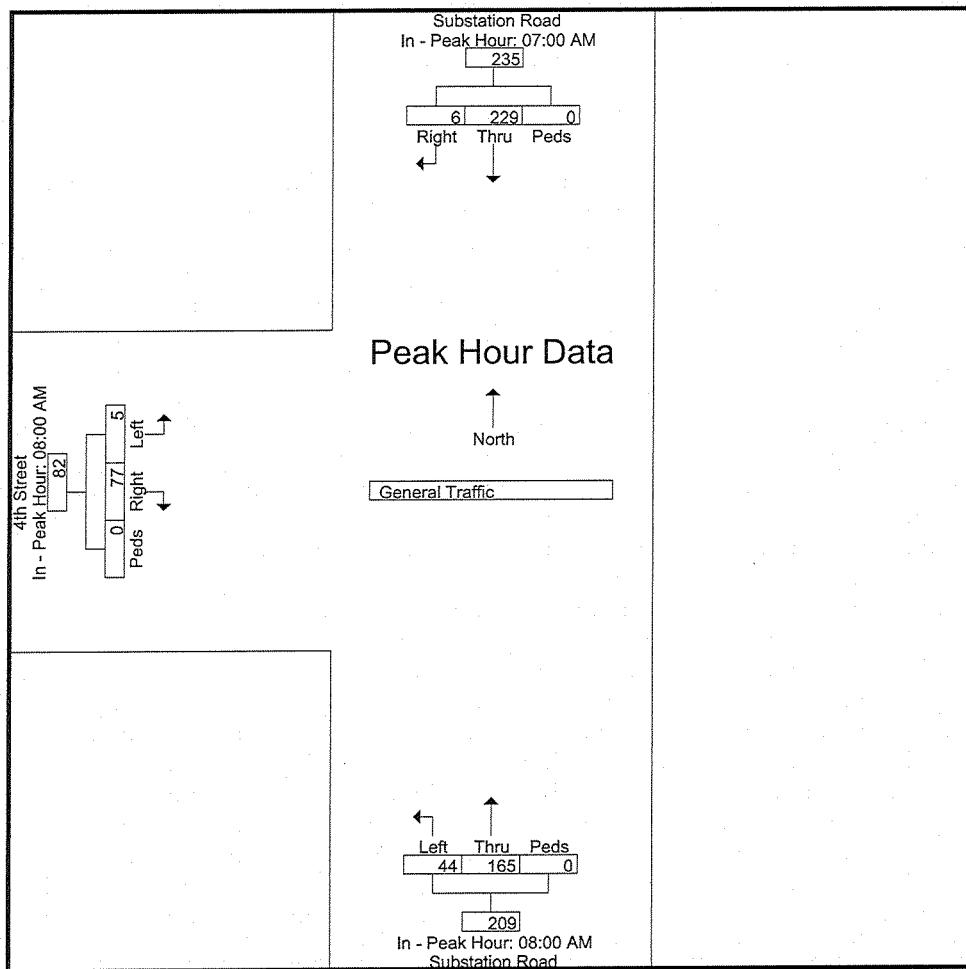
File Name : Substation Rd & 4th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 4

	Substation Road From North				Substation Road From South				4th Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
+0 mins.	1	62	0	63	38	3	0	41	10	1	0	11	
+15 mins.	4	64	0	68	33	9	0	42	16	1	0	17	
+30 mins.	1	48	0	49	34	17	0	51	26	2	0	28	
+45 mins.	0	55	0	55	60	15	0	75	25	1	0	26	
Total Volume	6	229	0	235	165	44	0	209	77	5	0	82	
% App. Total	2.6	97.4	0		78.9	21.1	0		93.9	6.1	0		
PHF	.375	.895	.000	.864	.688	.647	.000	.697	.740	.625	.000	.732	



L2 Data Collection

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

Study: KIML0065

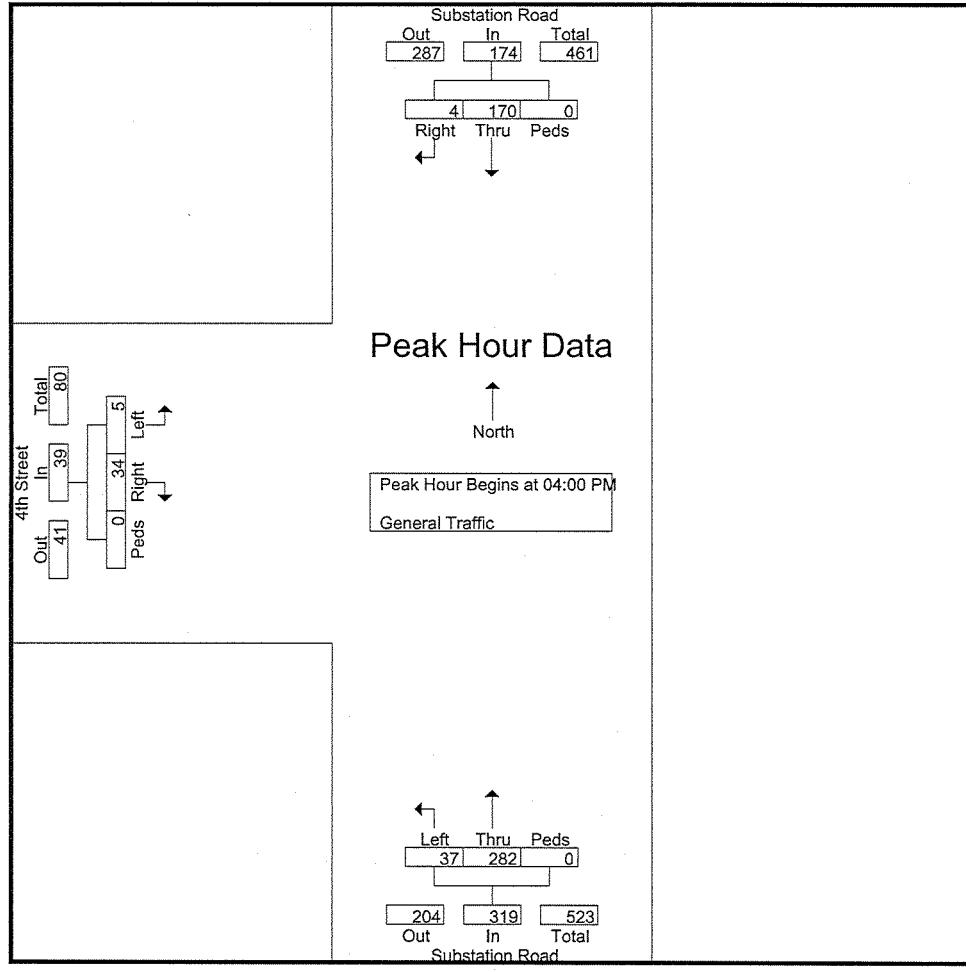
Intersection: Substation Rd / 4th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & 4th St
Site Code : 00000000
Start Date : 4/6/2022
Page No : 5

	Substation Road From North				Substation Road From South				4th Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	2	48	0	50	68	7	0	75	16	2	0	18	143
04:15 PM	1	45	0	46	69	8	0	77	8	0	0	8	131
04:30 PM	1	40	0	41	78	8	0	86	5	1	0	6	133
04:45 PM	0	37	0	37	67	14	0	81	5	2	0	7	125
Total Volume	4	170	0	174	282	37	0	319	34	5	0	39	532
% App. Total	2.3	97.7	0		88.4	11.6	0		87.2	12.8	0		
PHF	.500	.885	.000	.870	904	.661	.000	.927	.531	.625	.000	.542	.930



L2 Data Collection

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

Study: KIML0065

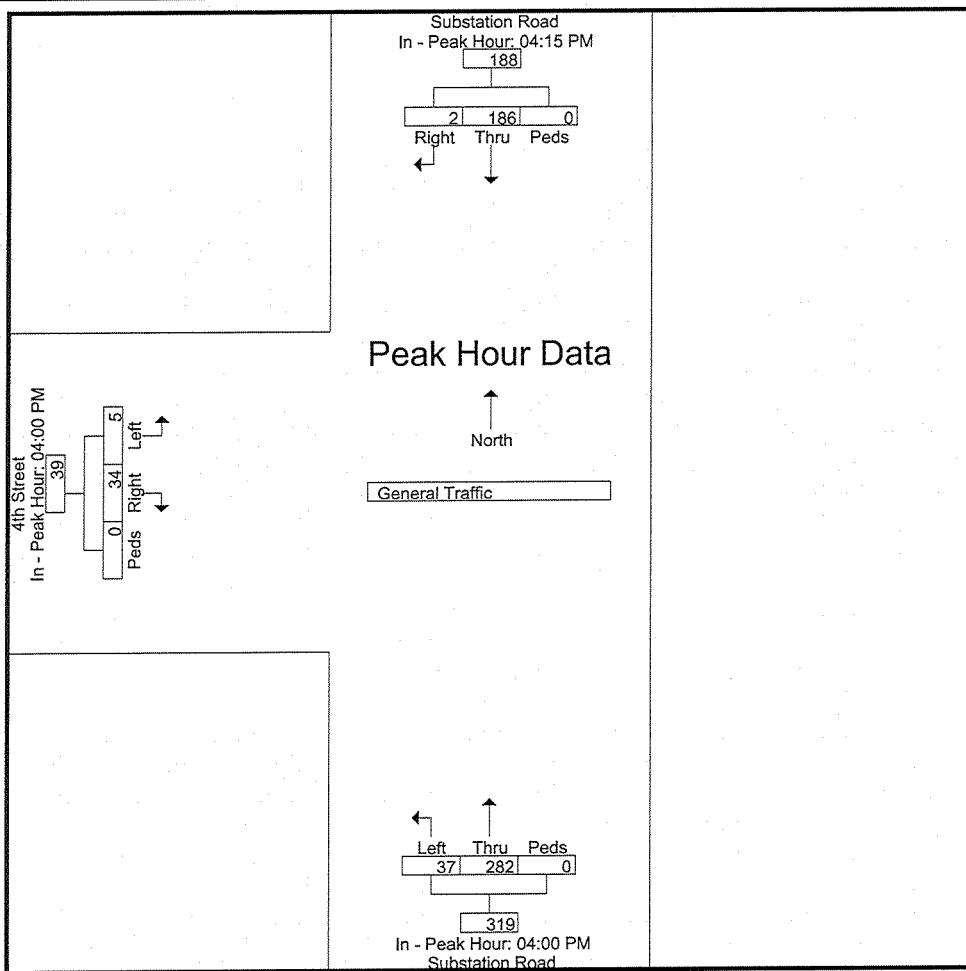
Intersection: Substation Rd / 4th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & 4th St
Site Code : 00000000
Start Date : 4/6/2022
Page No : 6

	Substation Road From North				Substation Road From South				4th Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
+0 mins.	1	45	0	46	68	7	0	75	16	2	0	18	
+15 mins.	1	40	0	41	69	8	0	77	8	0	0	8	
+30 mins.	0	37	0	37	78	8	0	86	5	1	0	6	
+45 mins.	0	64	0	64	67	14	0	81	5	2	0	7	
Total Volume	2	186	0	188	282	37	0	319	34	5	0	39	
% App. Total	1.1	98.9	0		88.4	11.6	0		87.2	12.8	0		
PHF	.500	.727	.000	.734	.904	.661	.000	.927	.531	.625	.000	.542	



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 4th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & 4th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 7

Image 1



L2 Data Collection

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

Study: KIML0065

Intersection: Substation / Quail Run Rd

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & Quail Run Rd

Site Code : 00000000

Start Date : 4/6/2022

Page No : 1

Groups Printed- General Traffic

	Substation Road From North				Quail Run Road From East				Substation Road From South				Int. Total	
	Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	83	0	0	0	83	0	8	0	8	0	16	0	16	107
07:15 AM	73	0	0	0	73	1	6	0	7	2	26	0	28	108
07:30 AM	68	2	0	0	70	0	7	0	7	1	38	0	39	116
07:45 AM	74	0	0	0	74	2	4	0	6	3	37	0	40	120
Total	298	2	0	0	300	3	25	0	28	6	117	0	123	451

08:00 AM	52	1	0	0	53	1	4	0	5	3	36	0	39	97
08:15 AM	68	1	0	0	69	3	6	1	10	0	40	0	40	119
08:30 AM	90	7	0	0	97	1	11	8	20	3	50	0	53	170
08:45 AM	66	2	0	0	68	6	10	0	16	7	68	0	75	159
Total	276	11	0	0	287	11	31	9	51	13	194	0	207	545

04:00 PM	63	6	0	0	69	4	9	0	13	6	70	0	76	158
04:15 PM	46	7	0	0	53	7	5	1	13	6	79	0	85	151
04:30 PM	44	4	0	0	48	4	3	0	7	10	79	0	89	144
04:45 PM	41	3	0	0	44	2	5	0	7	7	82	0	89	140
Total	194	20	0	0	214	17	22	1	40	29	310	0	339	593

05:00 PM	69	6	0	0	75	3	6	0	9	8	74	0	82	166
05:15 PM	33	4	0	0	37	3	10	1	14	10	82	0	92	143
05:30 PM	38	3	0	0	41	4	5	0	9	8	79	0	87	137
05:45 PM	36	3	0	0	39	5	8	2	15	8	97	0	105	159
Total	176	16	0	0	192	15	29	3	47	34	332	0	366	605
Grand Total	944	49	0	0	993	46	107	13	166	82	953	0	1035	2194
Aprch %	95.1	4.9	0	0		27.7	64.5	7.8		7.9	92.1	0		
Total %	43	2.2	0	0	45.3	2.1	4.9	0.6	7.6	3.7	43.4	0	47.2	

L2 Data Collection

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

Study: KIML0065

Intersection: Substation / Quail Run Rd

City, State: Emmett, Idaho

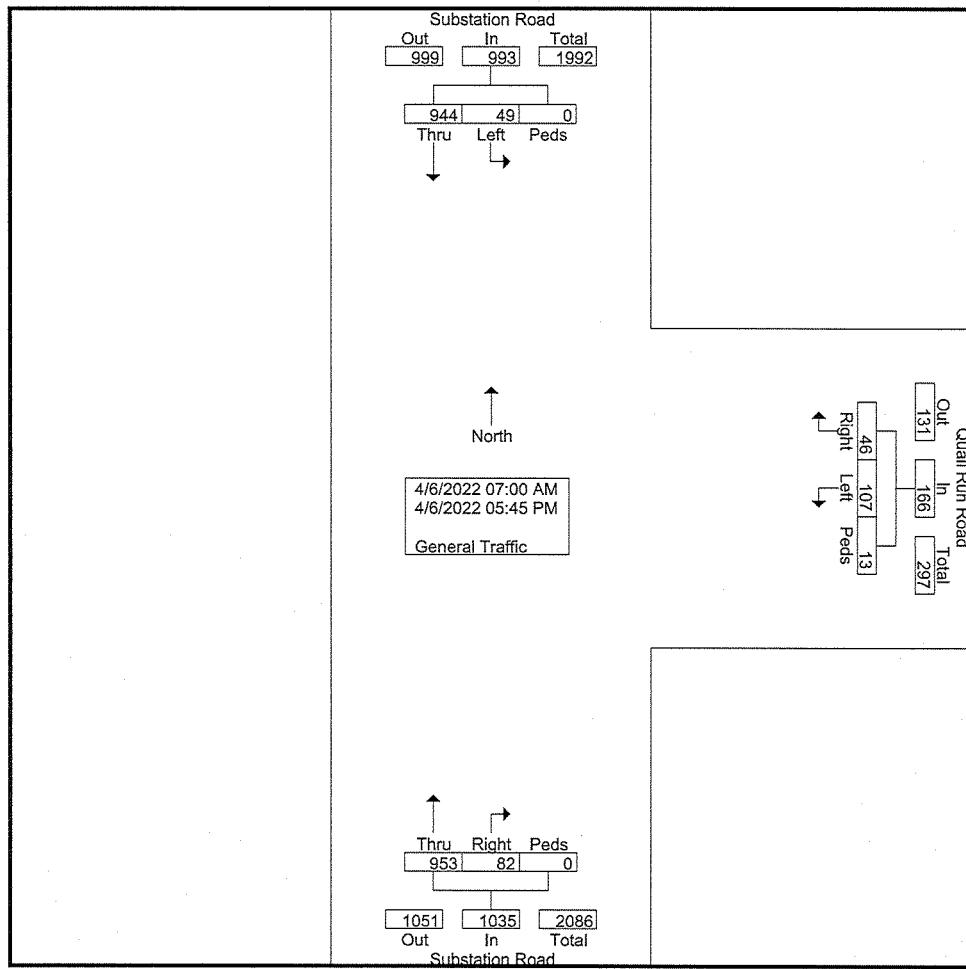
Control: Stop Sign

File Name : Substation Rd & Quail Run Rd

Site Code : 00000000

Start Date : 4/6/2022

Page No : 2



L2 Data Collection

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

Study: KIML0065

Intersection: Substation / Quail Run Rd

City, State: Emmett, Idaho

Control: Stop Sign

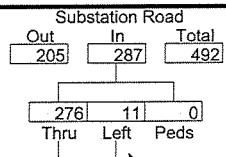
File Name : Substation Rd & Quail Run Rd

Site Code : 00000000

Start Date : 4/6/2022

Page No : 3

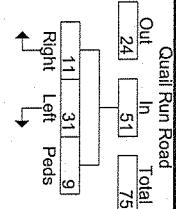
	Substation Road From North				Quail Run Road From East				Substation Road From South				Int. Total	
	Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 08:00 AM	08:00 AM	52	1	0	53	1	4	0	5	3	36	0	39	97
	08:15 AM	68	1	0	69	3	6	1	10	0	40	0	40	119
	08:30 AM	90	7	0	97	1	11	8	20	3	50	0	53	170
	08:45 AM	66	2	0	68	6	10	0	16	7	68	0	75	159
Total Volume		276	11	0	287	11	31	9	51	13	194	0	207	545
% App. Total		96.2	3.8	0		21.6	60.8	17.6		6.3	93.7	0		
PHF		.767	.393	.000	.740	.458	.705	.281	.638	.464	.713	.000	.690	.801



Peak Hour Data

North

Peak Hour Begins at 08:00 AM
General Traffic



↑ Thru Right Peds

Out	In	Total
307	207	514

Substation Road

L2 Data Collection

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

Study: KIML0065

Intersection: Substation / Quail Run Rd

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & Quail Run Rd

Site Code : 00000000

Start Date : 4/6/2022

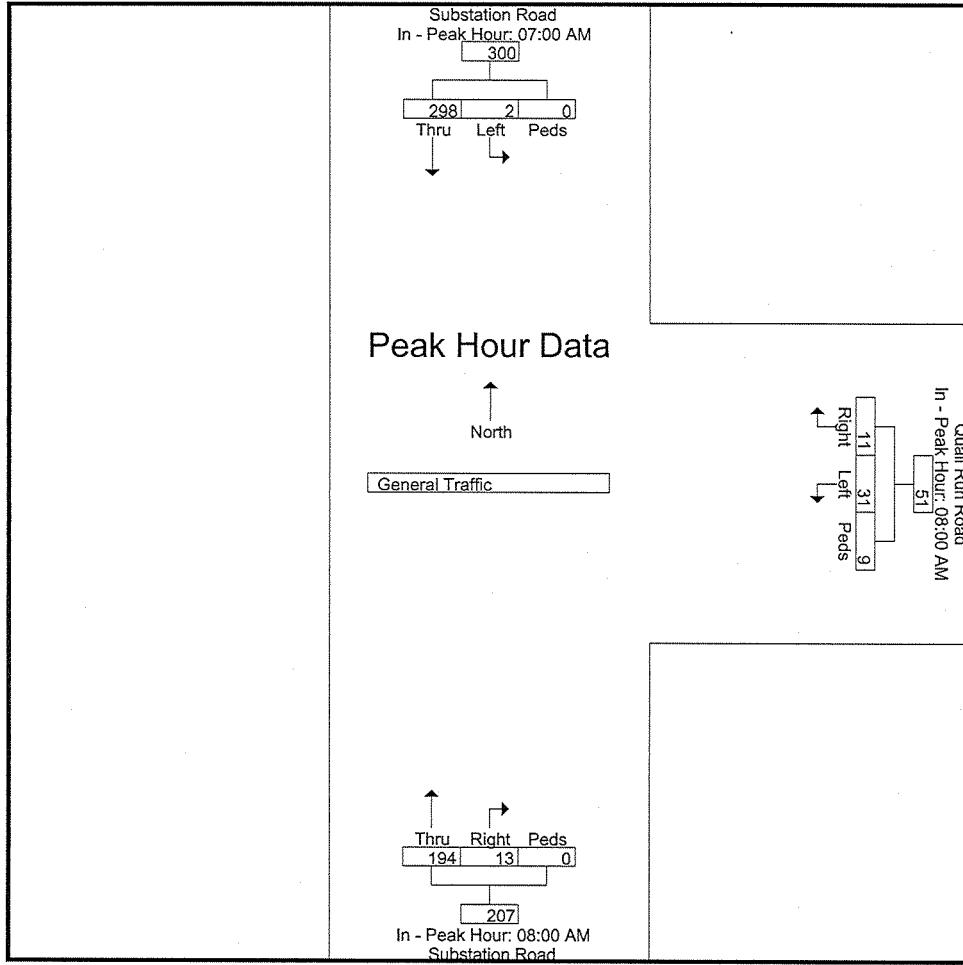
Page No : 4

	Substation Road From North				Quail Run Road From East				Substation Road From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			08:00 AM		
+0 mins.	83	0	0	83	1	4	0	5	3
+15 mins.	73	0	0	73	3	6	1	10	0
+30 mins.	68	2	0	70	1	11	8	20	3
+45 mins.	74	0	0	74	6	10	0	16	7
Total Volume	298	2	0	300	11	31	9	51	13
% App. Total	99.3	0.7	0		21.6	60.8	17.6		6.3
PHF	.898	.250	.000	.904	.458	.705	.281	.638	.464
									.713
									.690



L2 Data Collection

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

Study: KIML0065

Intersection: Substation / Quail Run Rd

City, State: Emmett, Idaho

Control: Stop Sign

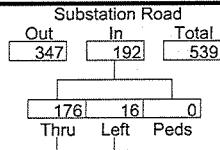
File Name : Substation Rd & Quail Run Rd

Site Code : 00000000

Start Date : 4/6/2022

Page No : 5

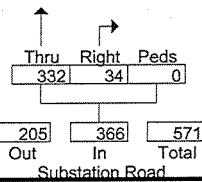
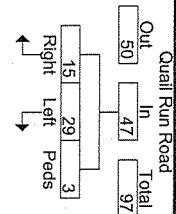
	Substation Road From North				Quail Run Road From East				Substation Road From South					
	Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 05:00 PM														
05:00 PM	69	6	0	75		3	6	0	9	8	74	0	82	166
05:15 PM	33	4	0	37		3	10	1	14	10	82	0	92	143
05:30 PM	38	3	0	41		4	5	0	9	8	79	0	87	137
05:45 PM	36	3	0	39		5	8	2	15	8	97	0	105	159
Total Volume	176	16	0	192		15	29	3	47	34	332	0	366	605
% App. Total	91.7	8.3	0			31.9	61.7	6.4		9.3	90.7	0		
PHF	.638	.667	.000	.640		.750	.725	.375	.783	.850	.856	.000	.871	.911



Peak Hour Data

↑
North

Peak Hour Begins at 05:00 PM
General Traffic



L2 Data Collection

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

Study: KIML0065

Intersection: Substation / Quail Run Rd

City, State: Emmett, Idaho

Control: Stop Sign

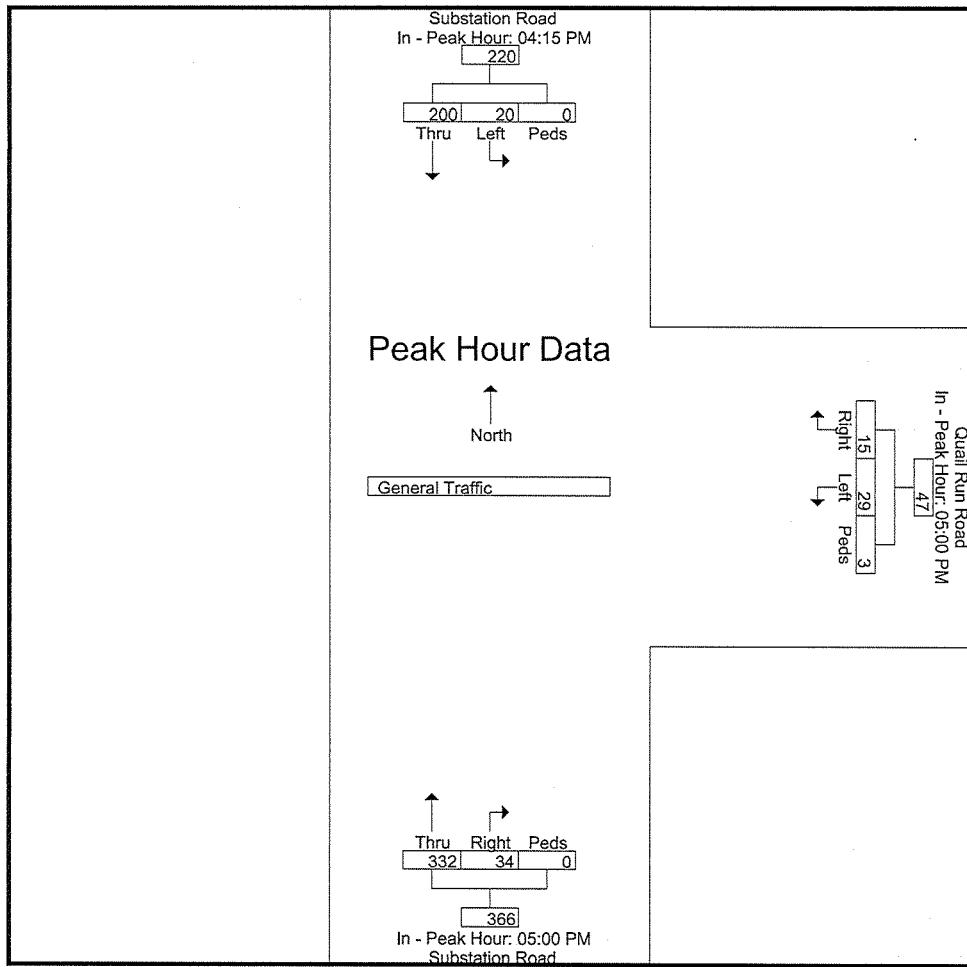
File Name : Substation Rd & Quail Run Rd

Site Code : 00000000

Start Date : 4/6/2022

Page No : 6

	Substation Road From North				Quail Run Road From East				Substation Road From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
+0 mins.	46	7	0	53	3	6	0	9	8	74	0	82	
+15 mins.	44	4	0	48	3	10	1	14	10	82	0	92	
+30 mins.	41	3	0	44	4	5	0	9	8	79	0	87	
+45 mins.	69	6	0	75	5	8	2	15	8	97	0	105	
Total Volume	200	20	0	220	15	29	3	47	34	332	0	366	
% App. Total	90.9	9.1	0		31.9	61.7	6.4		9.3	90.7	0		
PHF	.725	.714	.000	.733	.750	.725	.375	.783	.850	.856	.000	.871	



L2 Data Collection

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

Study: KIML0065

Intersection: Substation / Quail Run Rd

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & Quail Run Rd

Site Code : 00000000

Start Date : 4/6/2022

Page No : 7

Image 1



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 1

Groups Printed- General Traffic																					
	Substation Road From North					12th Street From East					Substation Road From South					12th Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	87	3	0	96	0	5	6	0	11	2	16	0	0	18	2	3	2	0	7	132
07:15 AM	4	79	2	0	85	1	4	10	0	15	7	21	2	0	30	4	1	3	0	8	138
07:30 AM	5	66	1	0	72	2	5	14	0	21	3	38	0	0	41	2	5	1	0	8	142
07:45 AM	10	67	0	0	77	0	5	5	0	10	6	44	2	0	52	0	1	6	0	7	146
Total	25	299	6	0	330	3	19	35	0	57	18	119	4	0	141	8	10	12	0	30	558
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
08:00 AM	2	48	0	0	50	1	2	6	0	9	6	37	2	0	45	2	1	4	0	7	111
08:15 AM	8	48	0	0	56	5	2	3	0	10	9	30	3	0	42	5	2	9	0	16	124
08:30 AM	13	56	0	2	71	3	1	12	0	16	12	45	4	0	61	20	2	21	0	43	191
08:45 AM	5	37	1	5	48	2	3	7	0	12	14	60	4	0	78	25	0	21	0	46	184
Total	28	189	1	7	225	11	8	28	0	47	41	172	13	0	226	52	5	55	0	112	610
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
04:00 PM	9	68	3	0	80	5	2	9	0	16	8	56	8	0	72	2	5	11	0	18	186
04:15 PM	9	44	3	1	57	1	4	10	0	15	6	78	2	0	86	0	0	10	0	10	168
04:30 PM	5	40	0	0	45	1	1	11	0	13	4	71	6	0	81	3	1	16	0	20	159
04:45 PM	6	43	0	0	49	0	1	3	0	4	4	76	7	0	87	7	2	7	0	16	156
Total	29	195	6	1	231	7	8	33	0	48	22	281	23	0	326	12	8	44	0	64	669
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
05:00 PM	6	65	2	0	73	3	2	6	0	11	2	73	5	0	80	8	4	15	0	27	191
05:15 PM	6	41	1	0	48	3	1	8	0	12	4	80	6	0	90	8	3	9	0	20	170
05:30 PM	3	39	1	1	44	1	4	9	0	14	7	68	4	0	79	2	9	11	0	22	159
05:45 PM	9	35	0	1	45	2	3	13	0	18	7	96	3	0	106	3	11	7	0	21	190
Total	24	180	4	2	210	9	10	36	0	55	20	317	18	0	355	21	27	42	0	90	710
Grand Total	106	863	17	10	996	30	45	132	0	207	101	889	58	0	1048	93	50	153	0	296	2547
Apprch %	10.6	86.6	1.7	1		14.5	21.7	63.8	0		9.6	84.8	5.5	0		31.4	16.9	51.7	0		
Total %	4.2	33.9	0.7	0.4	39.1	1.2	1.8	5.2	0	8.1	4	34.9	2.3	0	41.1	3.7	2	6	0	11.6	

L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 12th St

City, State: Emmett, Idaho

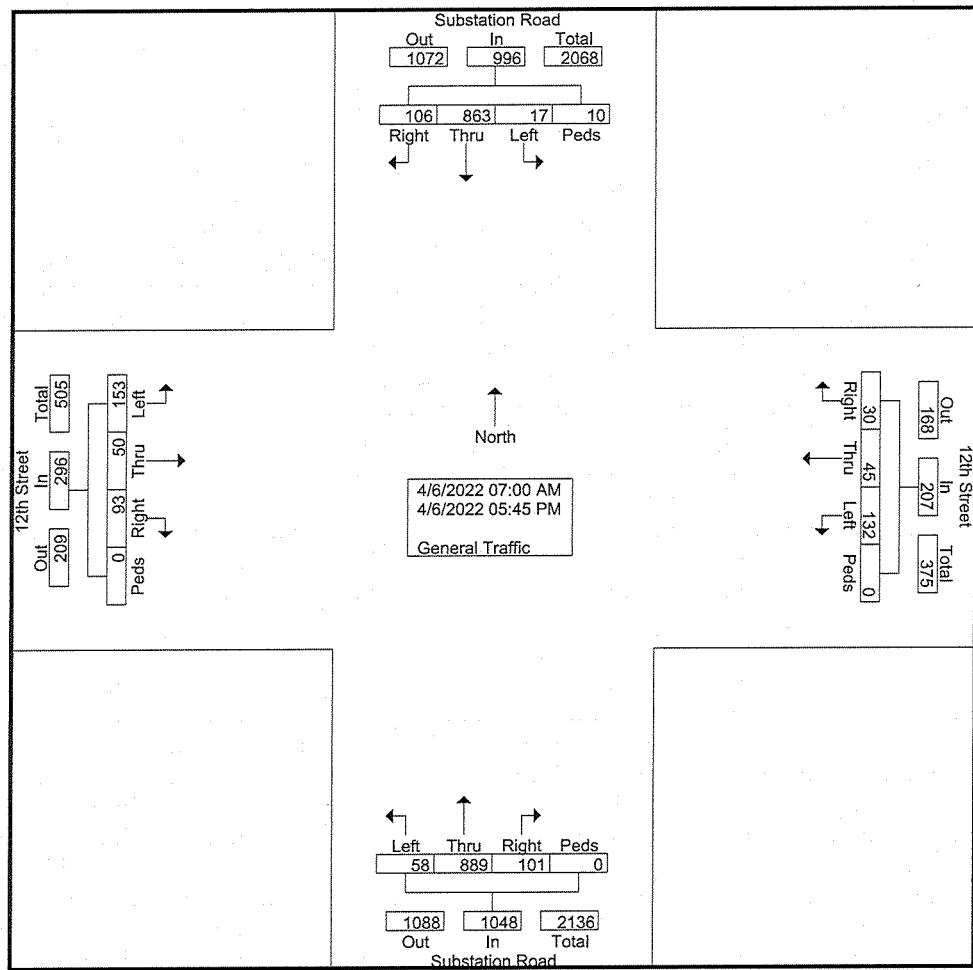
Control: Stop Sign

File Name : Substation Rd & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 2



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

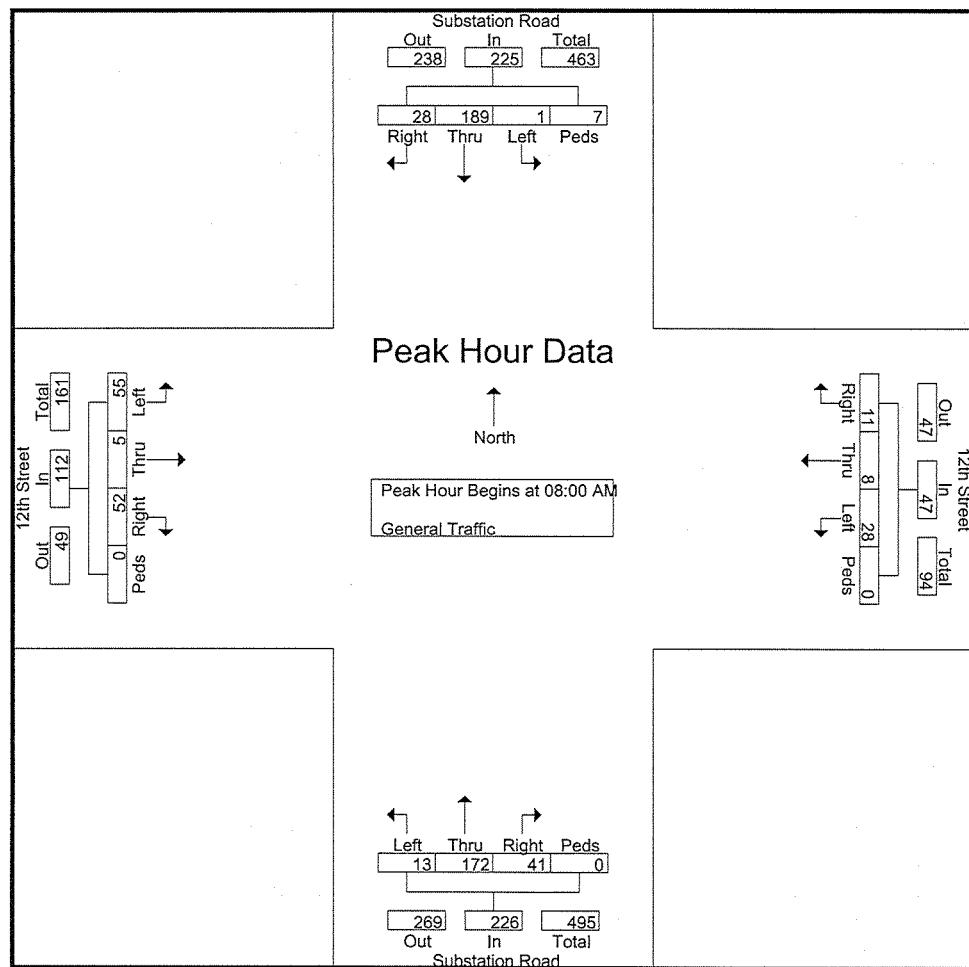
File Name : Substation Rd & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 3

	Substation Road					12th Street					Substation Road					12th Street					
	From North				From East	From South				From West											
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	48	0	0	50	1	2	6	0	9	6	37	2	0	45	2	1	4	0	7	111
08:15 AM	8	48	0	0	56	5	2	3	0	10	9	30	3	0	42	5	2	9	0	16	124
08:30 AM	13	56	0	2	71	3	1	12	0	16	12	45	4	0	61	20	2	21	0	43	191
08:45 AM	5	37	1	5	48	2	3	7	0	12	14	60	4	0	78	25	0	21	0	46	184
Total Volume	28	189	1	7	225	11	8	28	0	47	41	172	13	0	226	52	5	55	0	112	610
% App. Total	12.4	84	0.4	3.1		23.4	17	59.6	0		18.1	76.1	5.8	0		46.4	4.5	49.1	0		
PHF	.538	.844	.250	.350	.792	.550	.667	.583	.000	.734	.732	.717	.813	.000	.724	.520	.625	.655	.000	.609	.798



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 4

	Substation Road From North				12th Street From East				Substation Road From South				12th Street From West								
Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
07:00 AM						0	5	6	0	11	6	37	2	0	45	2	1	4	0	7	
+0 mins.	6	87	3	0	96	1	4	10	0	15	9	30	3	0	42	5	2	9	0	16	
+15 mins.	4	79	2	0	85	2	5	14	0	21	12	45	4	0	61	20	2	21	0	43	
+30 mins.	5	66	1	0	72	0	5	5	0	10	14	60	4	0	78	25	0	21	0	46	
+45 mins.	10	67	0	0	77	3	19	35	0	57	41	172	13	0	226	52	5	55	0	112	
Total Volume	25	299	6	0	330	5.3	33.3	61.4	0	57	18.1	76.1	5.8	0	46.4	4.5	49.1	0			
% App. Total	7.6	90.6	1.8	0		.375	.950	.625	.000	.679	.732	.717	.813	.000	.724	.520	.625	.655	.000	.609	
PHF	.625	.859	.500	.000	.859																

Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1

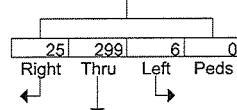
Peak Hour for Each Approach Begins at:

	07:00 AM	07:00 AM	08:00 AM	08:00 AM
+0 mins.	6	87	3	0
+15 mins.	4	79	2	0
+30 mins.	5	66	1	0
+45 mins.	10	67	0	0
Total Volume	25	299	6	0
% App. Total	7.6	90.6	1.8	0
PHF	.625	.859	.500	.000

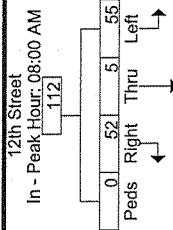
Substation Road

In - Peak Hour: 07:00 AM

330

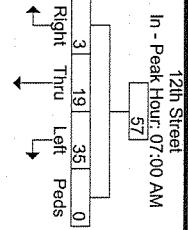


Peak Hour Data



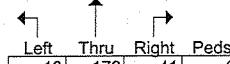
General Traffic

North



In - Peak Hour: 07:00 AM

12th Street



In - Peak Hour: 08:00 AM

Substation Road

L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

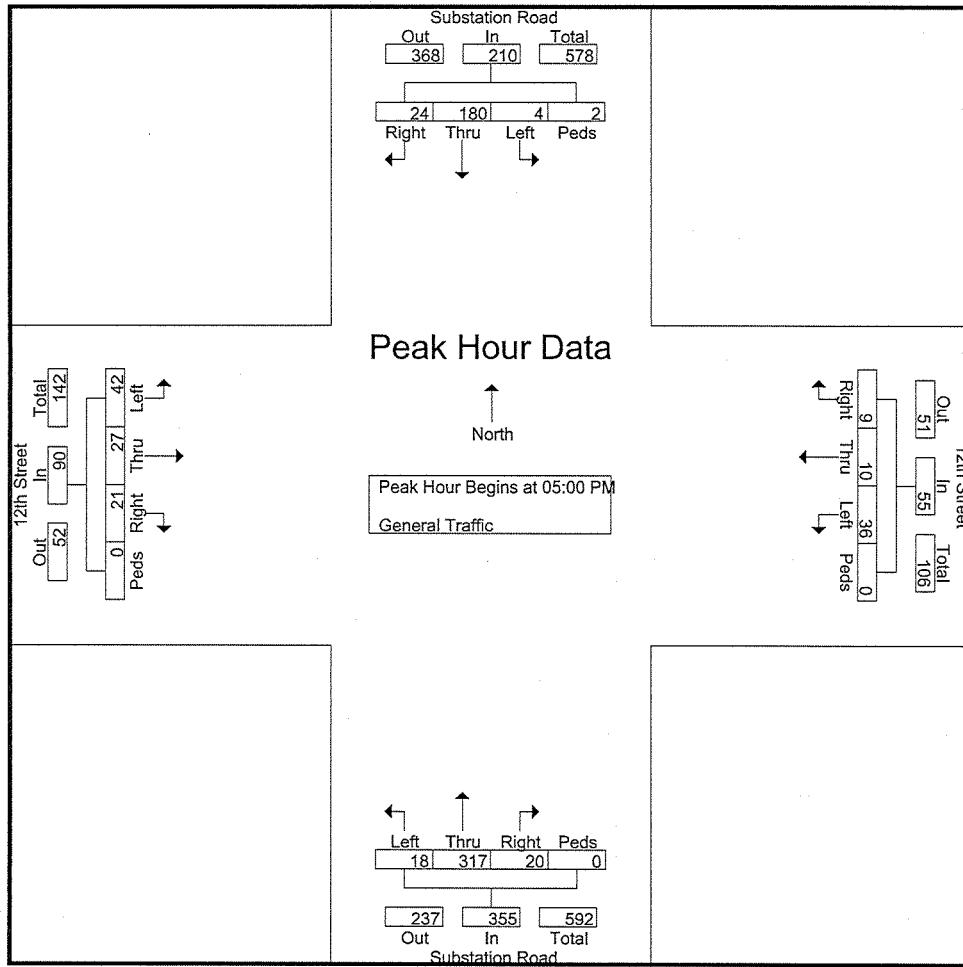
File Name : Substation Rd & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 5

	Substation Road From North					12th Street From East					Substation Road From South					12th Street From West					
Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	65	2	0	73	3	2	6	0	11	2	73	5	0	80	8	4	15	0	27	191
05:15 PM	6	41	1	0	48	3	1	8	0	12	4	80	6	0	90	8	3	9	0	20	170
05:30 PM	3	39	1	1	44	1	4	9	0	14	7	68	4	0	79	2	9	11	0	22	159
05:45 PM	9	35	0	1	45	2	3	13	0	18	7	96	3	0	106	3	11	7	0	21	190
Total Volume	24	180	4	2	210	9	10	36	0	55	20	317	18	0	355	21	27	42	0	90	710
% App. Total	11.4	85.7	1.9	1		16.4	18.2	65.5	0		5.6	89.3	5.1	0		23.3	30	46.7	0		
PHF	.667	.692	.500	.500	.719	.750	.625	.692	.000	.764	.714	.826	.750	.000	.837	.656	.614	.700	.000	.833	.929



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

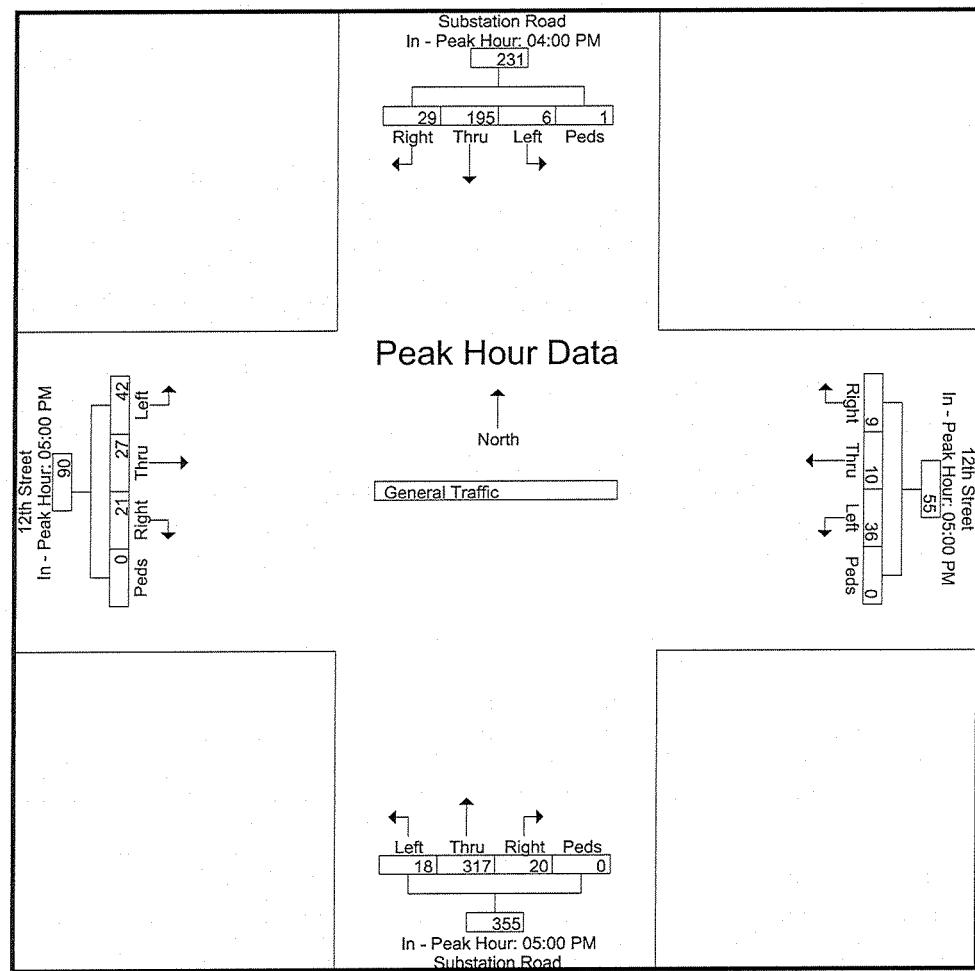
File Name : Substation Rd & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 6

	Substation Road From North					12th Street From East					Substation Road From South					12th Street From West					
Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour For Each Approach Begins at:																					
+0 mins.	9	68	3	0	80	3	2	6	0	11	2	73	5	0	80	8	4	15	0	27	
+15 mins.	9	44	3	1	57	3	1	8	0	12	4	80	6	0	90	8	3	9	0	20	
+30 mins.	5	40	0	0	45	1	4	9	0	14	7	68	4	0	79	2	9	11	0	22	
+45 mins.	6	43	0	0	49	2	3	13	0	18	7	96	3	0	106	3	11	7	0	21	
Total Volume	29	195	6	1	231	9	10	36	0	55	20	317	18	0	355	21	27	42	0	90	
% App. Total	12.6	84.4	2.6	0.4		16.4	18.2	65.5	0		5.6	89.3	5.1	0		23.3	30	46.7	0		
PHF	.806	.717	.500	.250	.722	.750	.625	.692	.000	.764	.714	.826	.750	.000	.837	.656	.614	.700	.000	.833	



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Substation Rd & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 7

Image 1



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / SH-16

City, State: Emmett, Idaho

Control: Signalized

File Name : Substation Rd & SH-16

Site Code : 00000000

Start Date : 4/6/2022

Page No : 1

	Groups Printed- General Traffic																						
	Substation Road From North					SH-16 From East					Substation Road From South					SH-16 From West							
	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	28	1	74	0	103	103	38	0	0	0	48	3	1	8	0	12	2	138	8	0	148	311	
07:15 AM	37	1	57	0	95	95	30	0	0	0	41	1	6	9	0	16	4	133	10	0	147	299	
07:30 AM	36	1	51	0	88	88	56	0	0	0	78	1	4	13	0	18	4	105	10	0	119	303	
07:45 AM	24	6	41	0	71	71	52	1	0	0	79	1	3	5	0	9	6	88	21	0	115	274	
Total	125	9	223	0	357	357	176	1	0	246	246	6	14	35	0	55	16	464	49	0	529	1187	

08:00 AM	22	1	35	0	58	58	37	1	0	58	58	0	3	9	0	12	4	90	24	0	118	246	
08:15 AM	15	3	40	0	58	58	54	0	0	72	72	1	5	5	0	11	3	81	21	0	105	246	
08:30 AM	33	6	48	0	87	87	61	0	0	89	89	1	9	4	0	14	5	80	21	0	106	296	
08:45 AM	35	8	27	0	70	70	48	0	0	81	81	1	11	4	0	16	3	58	22	0	83	250	
Total	105	18	150	0	273	273	200	1	0	300	300	3	28	22	0	53	15	309	88	0	412	1038	

04:00 PM	33	7	38	1	79	79	124	0	0	176	176	0	2	10	1	13	10	72	19	1	102	370	
04:15 PM	24	4	26	0	54	54	140	2	0	194	194	1	1	4	0	6	8	73	28	0	109	363	
04:30 PM	24	6	32	0	62	62	131	0	0	180	180	0	4	3	0	7	10	71	29	0	110	359	
04:45 PM	21	5	24	0	50	50	138	1	0	197	197	0	3	8	0	11	3	70	30	0	103	361	
Total	102	22	120	1	245	245	533	3	0	747	747	1	10	25	1	37	31	286	106	1	424	1453	

05:00 PM	33	6	35	0	74	74	133	2	0	179	179	2	4	3	0	9	5	65	31	0	101	363	
05:15 PM	29	6	23	0	58	58	141	0	0	190	190	3	3	8	0	14	8	64	36	0	108	370	
05:30 PM	21	5	25	0	51	51	125	1	0	180	180	2	3	5	0	10	7	58	29	0	94	335	
05:45 PM	31	3	18	0	52	52	151	0	0	223	223	1	6	1	0	8	3	58	25	0	86	369	
Total	114	20	101	0	235	235	550	3	0	772	772	8	16	17	0	41	23	245	121	0	389	1437	
Grand Total	446	69	594	1	1110	1110	598	1459	8	0	2065	2065	18	68	99	1	186	85	1304	364	1	1754	5115
Apprch %	40.2	6.2	53.5	0.1			29	70.7	0.4	0		9.7	36.6	53.2	0.5		4.8	74.3	20.8	0.1			
Total %	8.7	1.3	11.6	0	21.7	21.7	11.7	28.5	0.2	0	40.4	0.4	1.3	1.9	0	3.6	1.7	25.5	7.1	0	34.3		

L2 Data Collection

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

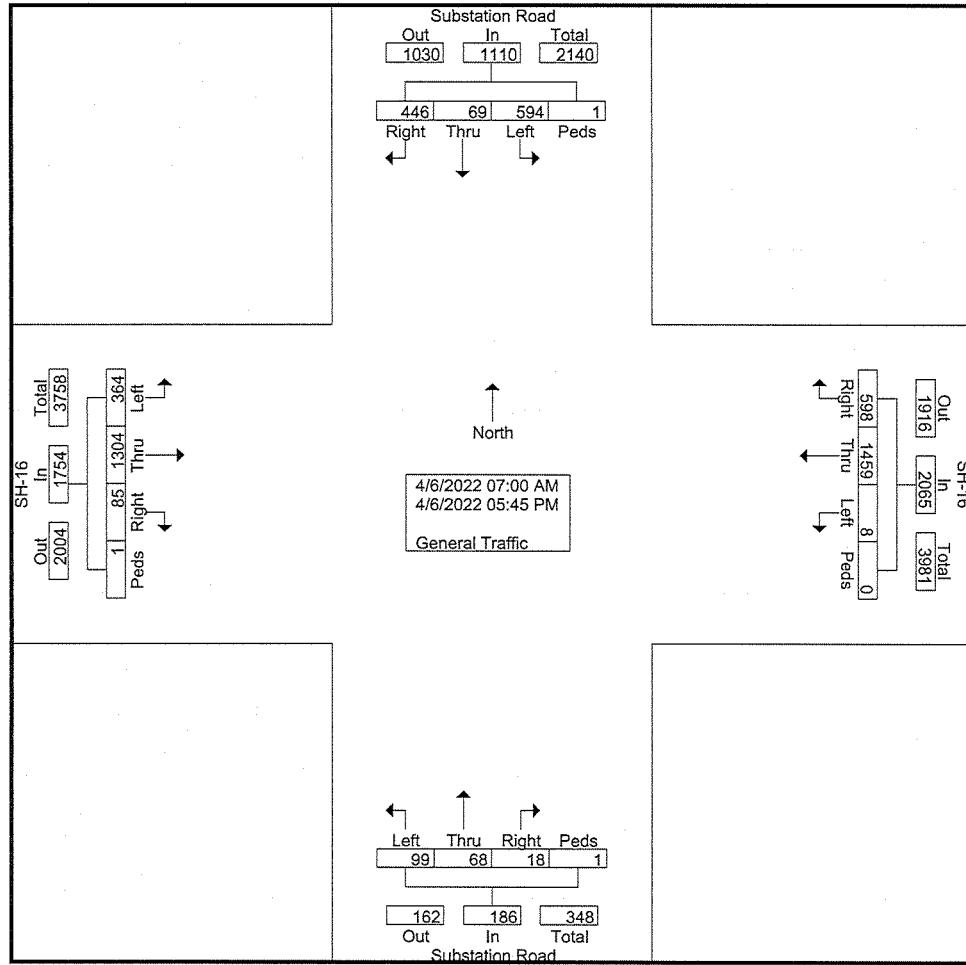
Study: KIML0065

Intersection: Substation Rd / SH-16

City, State: Emmett, Idaho

Control: Signalized

File Name : Substation Rd & SH-16
Site Code : 00000000
Start Date : 4/6/2022
Page No : 2



L2 Data Collection

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

Study: KIML0065

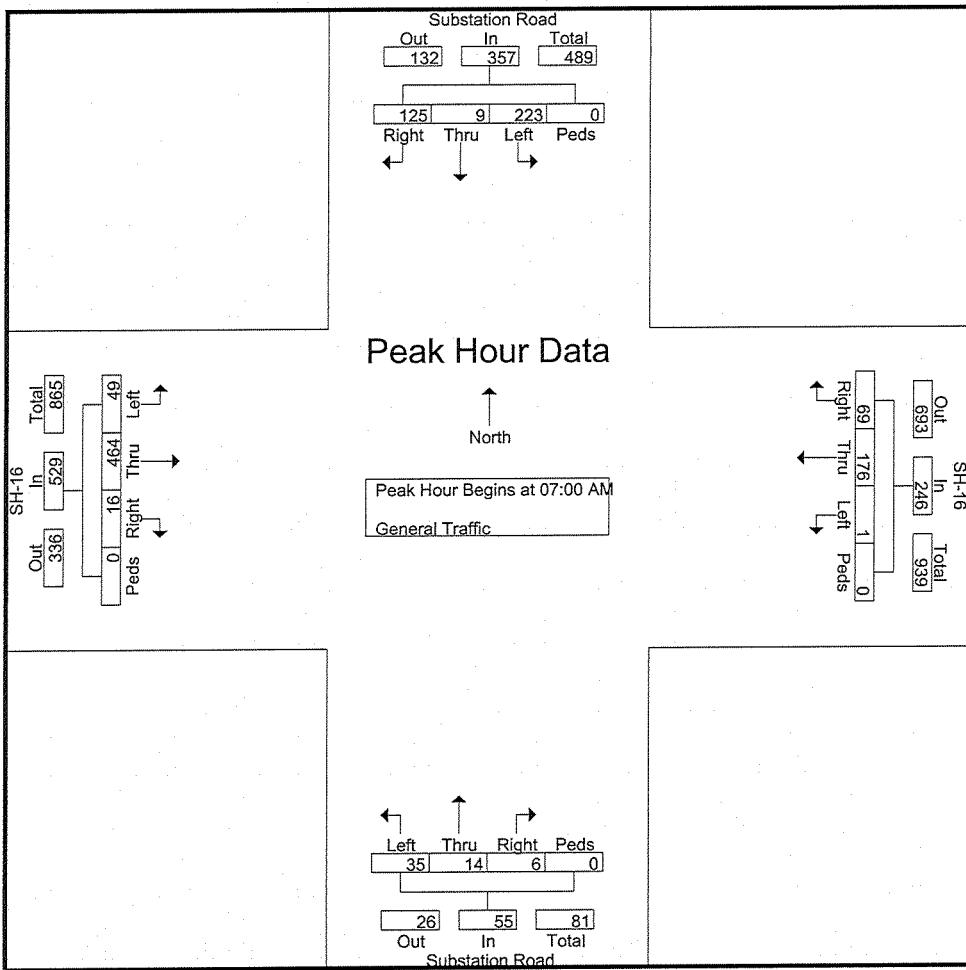
Intersection: Substation Rd / SH-16

City, State: Emmett, Idaho

Control: Signalized

File Name : Substation Rd & SH-16
Site Code : 00000000
Start Date : 4/6/2022
Page No : 3

	Substation Road From North				SH-16 From East				Substation Road From South				SH-16 From West										
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total		
Start Time																							
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:00 AM																							
07:00 AM	28	1	74	0	103	10	38	0	0	48	3	1	8	0	12	2	138	8	0	148	311		
07:15 AM	37	1	57	0	95	11	30	0	0	41	1	6	9	0	16	4	133	10	0	147	299		
07:30 AM	36	1	51	0	88	22	56	0	0	78	1	4	13	0	18	4	105	10	0	119	303		
07:45 AM	24	6	41	0	71	26	52	1	0	79	1	3	5	0	9	6	88	21	0	115	274		
Total Volume	125	9	223	0	357	69	176	1	0	246	6	14	35	0	55	16	464	49	0	529	1187		
% App. Total	35	2.5	62.5	0		28	71.5	0.4	0		10.9	25.5	63.6	0		3	87.7	9.3	0				
PHF	.845	.375	.753	.000	.867	.663	.786	.250	.000	.778	.500	.583	.673	.000	.764	.667	.841	.583	.000	.894	.954		



L2 Data Collection

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Study: KIML0065

Intersection: Substation Rd / SH-16

City, State: Emmett, Idaho

Control: Signalized

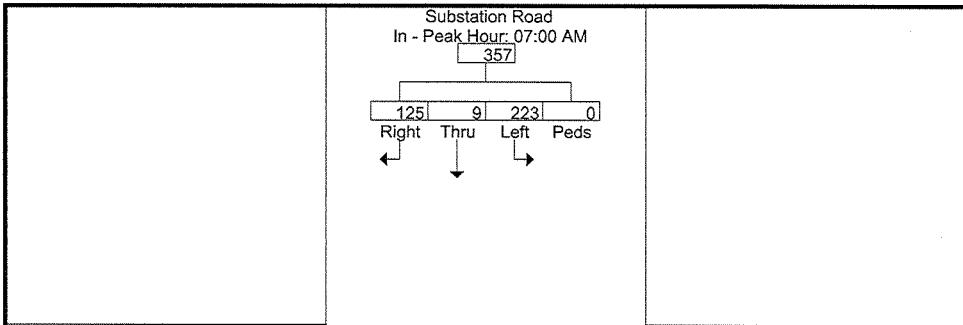
File Name : Substation Rd & SH-16
Site Code : 00000000
Start Date : 4/6/2022
Page No : 4

	Substation Road From North				SH-16 From East				Substation Road From South				SH-16 From West			
	Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total

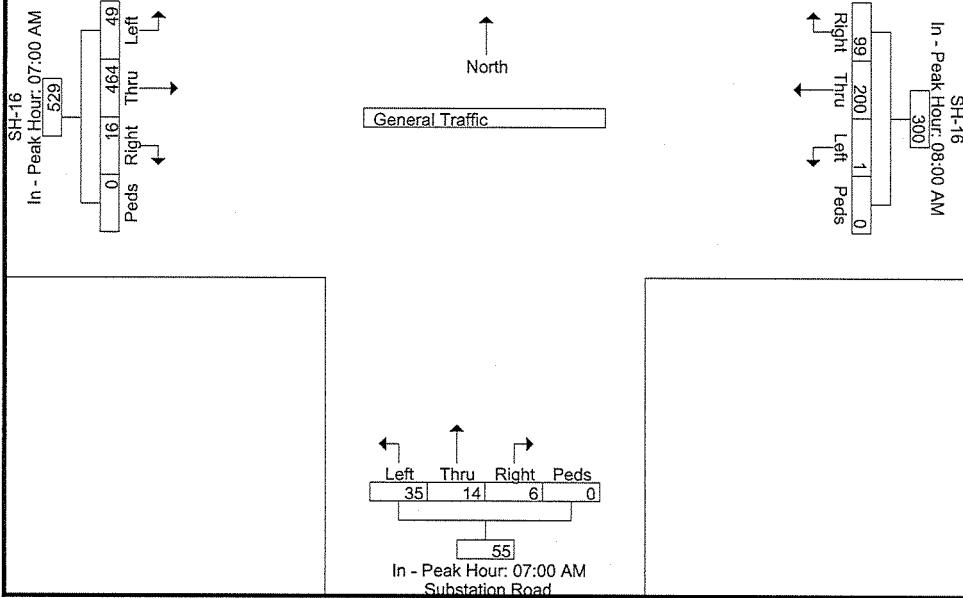
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak I of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:00 AM				07:00 AM							
	Right	Thru	Left	Peds																
+0 mins.	28	1	74	0	103	20	37	1	0	58	3	1	8	0	12	2	138	8	0	148
+15 mins.	37	1	57	0	95	18	54	0	0	72	1	6	9	0	16	4	133	10	0	147
+30 mins.	36	1	51	0	88	28	61	0	0	89	1	4	13	0	18	4	105	10	0	119
+45 mins.	24	6	41	0	71	33	48	0	0	81	1	3	5	0	9	6	88	21	0	115
Total Volume	125	9	223	0	357	99	200	1	0	300	6	14	35	0	55	16	464	49	0	529
% App. Total	35	2.5	62.5	0		33	66.7	0.3	0		10.9	25.5	63.6	0		3	87.7	9.3	0	
PHF	.845	.375	.753	.000	.867	.750	.820	.250	.000	.843	.500	.583	.673	.000	.764	.667	.841	.583	.000	.894



Peak Hour Data



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / SH-16

City, State: Emmett, Idaho

Control: Signalized

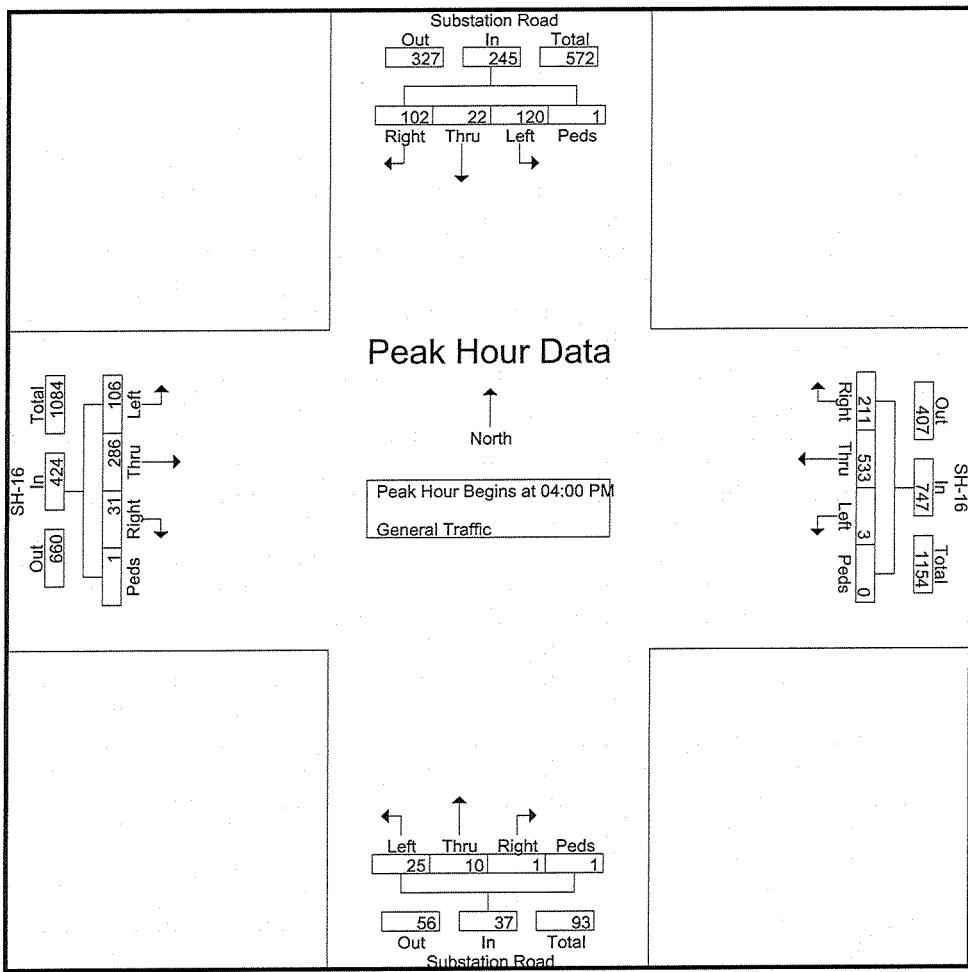
File Name : Substation Rd & SH-16

Site Code : 00000000

Start Date : 4/6/2022

Page No : 5

	Substation Road From North				SH-16 From East				Substation Road From South				SH-16 From West								
	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total				
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	33	7	38	1	79	52	124	0	0	176	0	2	10	1	13	10	72	19	1	102	370
04:15 PM	24	4	26	0	54	52	140	2	0	194	1	1	4	0	6	8	73	28	0	109	363
04:30 PM	24	6	32	0	62	49	131	0	0	180	0	4	3	0	7	10	71	29	0	110	359
04:45 PM	21	5	24	0	50	58	138	1	0	197	0	3	8	0	11	3	70	30	0	103	361
Total Volume	102	22	120	1	245	211	533	3	0	747	1	10	25	1	37	31	286	106	1	424	1453
% App. Total	41.6	9	49	0.4		28.2	71.4	0.4	0		2.7	27	67.6	2.7		7.3	67.5	25	0.2		
PHF	.773	.786	.789	.250	.775	.909	.952	.375	.000	.948	.250	.625	.625	.250	.712	.775	.979	.883	.250	.964	.982



L2 Data Collection

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

Study: KIML0065

Intersection: Substation Rd / SH-16

City, State: Emmett, Idaho

Control: Signalized

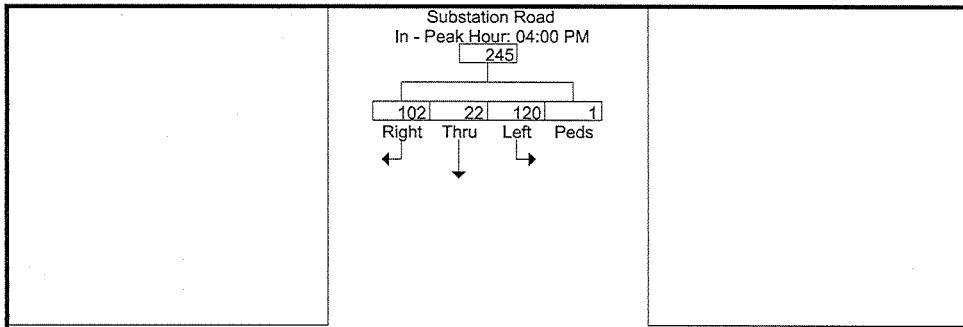
File Name : Substation Rd & SH-16
Site Code : 00000000
Start Date : 4/6/2022
Page No : 6

	Substation Road From North				SH-16 From East				Substation Road From South				SH-16 From West			
	Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total

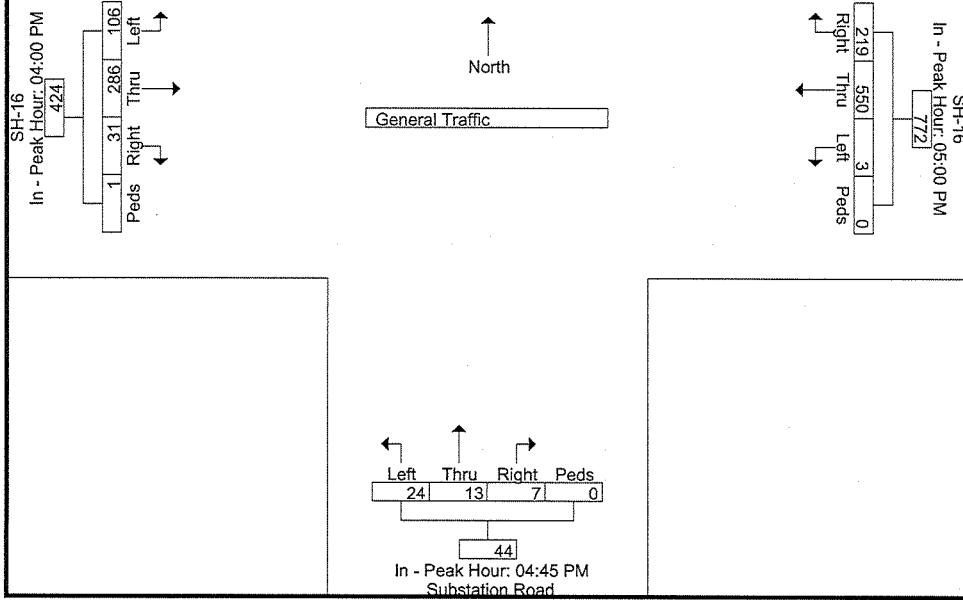
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				04:00 PM							
	Right	Thru	Left	Peds	App.Total															
+0 mins.	33	7	38	1	79	44	133	2	0	179	0	3	8	0	11	10	72	19	1	102
+15 mins.	24	4	26	0	54	49	141	0	0	190	2	4	3	0	9	8	73	28	0	109
+30 mins.	24	6	32	0	62	54	125	1	0	180	3	3	8	0	14	10	71	29	0	110
+45 mins.	21	5	24	0	50	72	151	0	0	223	2	3	5	0	10	3	70	30	0	103
Total Volume	102	22	120	1	245	219	550	3	0	772	7	13	24	0	44	31	286	106	1	424
% App. Total	41.6	9	49	0.4		28.4	71.2	0.4	0		15.9	29.5	54.5	0		7.3	67.5	25	0.2	
PHF	.773	.786	.789	.250	.775	.760	.911	.375	.000	.865	.583	.813	.750	.000	.786	.775	.979	.883	.250	.964



Peak Hour Data



L2 Data Collection

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

Study: KIML0065
Intersection: Substation Rd / SH-16
City, State: Emmett, Idaho
Control: Signalized

File Name : Substation Rd & SH-16
Site Code : 00000000
Start Date : 4/6/2022
Page No : 7

Image 1



L2 Data Collection

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

Study: KIML0065

Intersection: Gem Stone Way / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

File Name : Gem Stone Way & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 1

Groups Printed- General Traffic

	Gem Stone Way From North				12th Street From East				12th Street From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Start Time													
07:00 AM	2	1	1	4	1	11	0	12	6	0	0	6	22
07:15 AM	4	0	2	6	1	8	0	9	7	0	0	7	22
07:30 AM	4	0	0	4	0	11	0	11	9	1	0	10	25
07:45 AM	0	1	0	1	1	11	0	12	12	1	0	13	26
Total	10	2	3	15	3	41	0	44	34	2	0	36	95

08:00 AM	0	2	0	2	1	1	0	2	9	0	0	9	13
08:15 AM	2	2	0	4	3	15	0	18	18	0	0	18	40
08:30 AM	2	2	3	7	2	31	0	33	28	0	0	28	68
08:45 AM	3	5	1	9	1	50	0	51	22	3	0	25	85
Total	7	11	4	22	7	97	0	104	77	3	0	80	206

04:00 PM	5	2	0	7	2	22	0	24	15	3	0	18	49
04:15 PM	0	1	1	2	1	15	0	16	10	2	0	12	30
04:30 PM	1	4	0	5	4	11	0	15	14	1	0	15	35
04:45 PM	1	0	0	1	6	10	0	16	16	2	0	18	35
Total	7	7	1	15	13	58	0	71	55	8	0	63	149

05:00 PM	3	2	0	5	3	10	0	13	28	2	0	30	48
05:15 PM	4	1	0	5	2	12	0	14	16	5	0	21	40
05:30 PM	2	1	0	3	0	10	0	10	21	3	0	24	37
05:45 PM	1	1	0	2	1	14	0	15	21	3	0	24	41
Total	10	5	0	15	6	46	0	52	86	13	0	99	166
Grand Total	34	25	8	67	29	242	0	271	252	26	0	278	616
Apprch %	50.7	37.3	11.9		10.7	89.3	0		90.6	9.4	0		
Total %	5.5	4.1	1.3	10.9	4.7	39.3	0	44	40.9	4.2	0	45.1	

L2 Data Collection

L2DataCollection.com

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

Study: KIML0065

Intersection: Gem Stone Way / 12th St

City, State: Emmett, Idaho

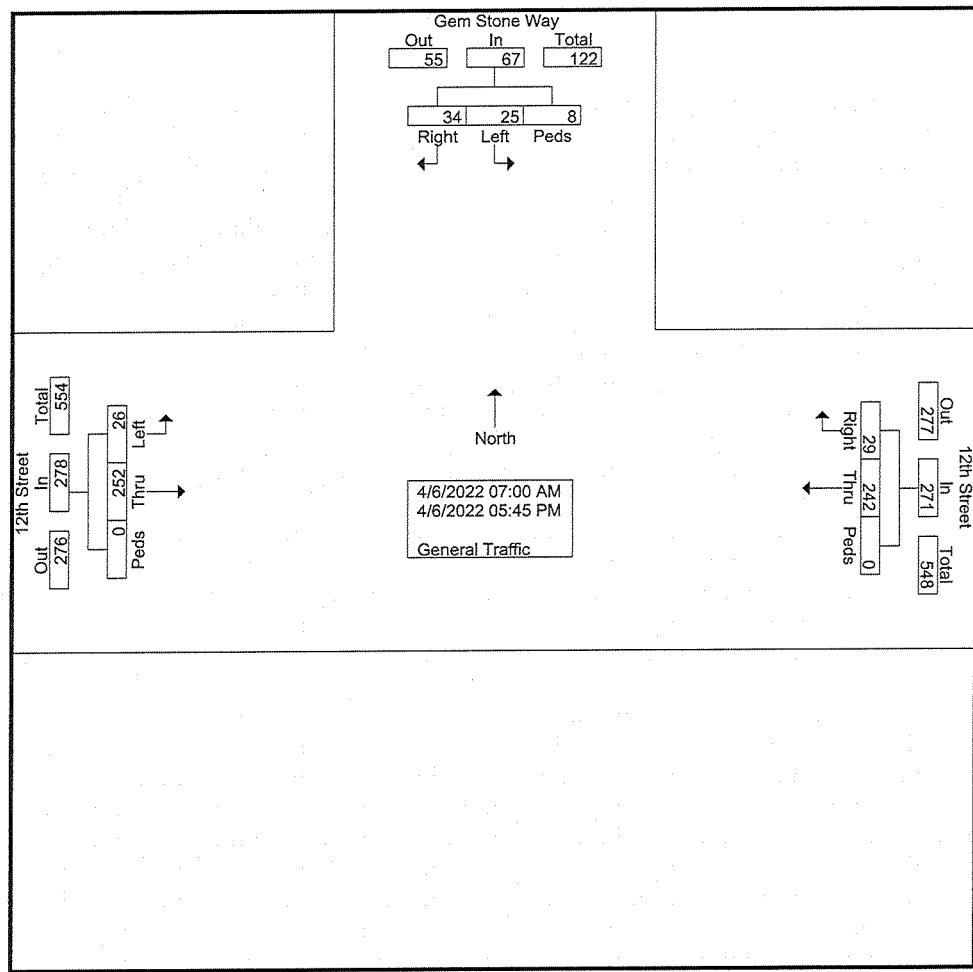
Control: Stop Sign

File Name : Gem Stone Way & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 2



L2 Data Collection

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

Study: KIML0065

Intersection: Gem Stone Way / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

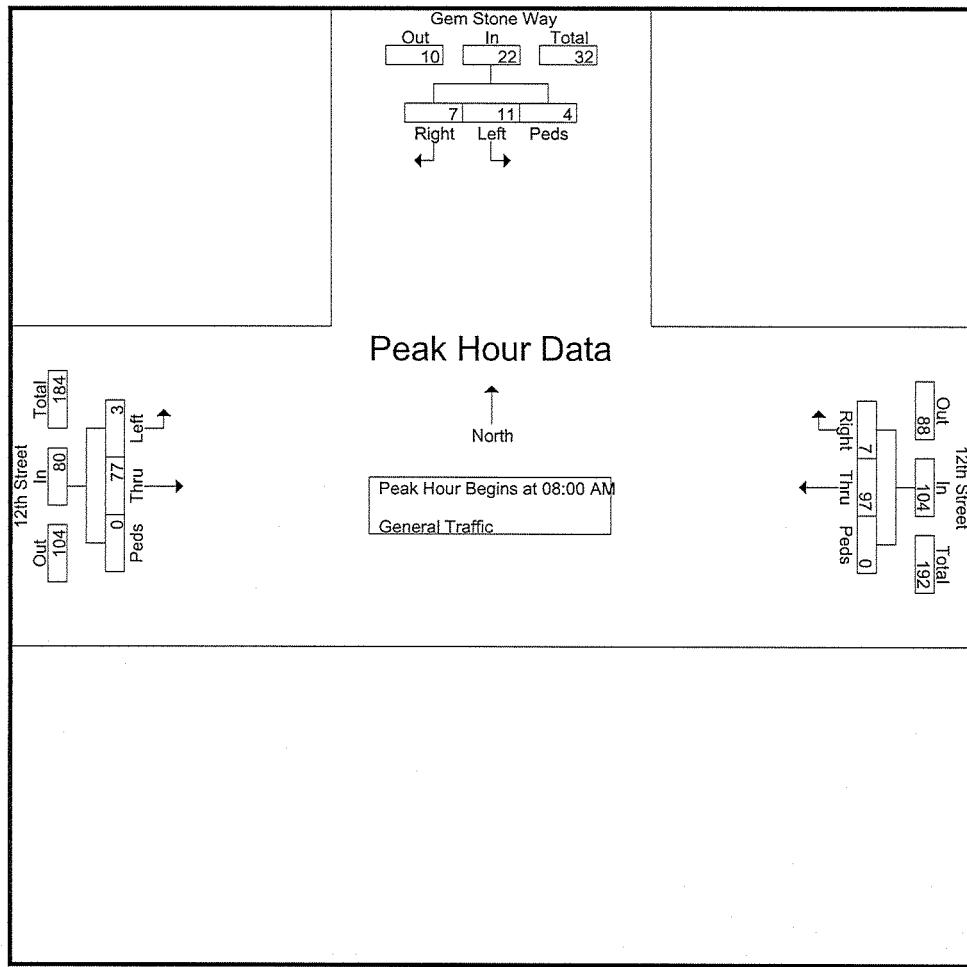
File Name : Gem Stone Way & 12th St

Site Code : 00000000

Start Date : 4/6/2022

Page No : 3

Start Time	Gem Stone Way From North				12th Street From East				12th Street From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak I of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	2	0	2	1	1	0	2	9	0	0	9	13
08:15 AM	2	2	0	4	3	15	0	18	18	0	0	18	40
08:30 AM	2	2	3	7	2	31	0	33	28	0	0	28	68
08:45 AM	3	5	1	9	1	50	0	51	22	3	0	25	85
Total Volume	7	11	4	22	7	97	0	104	77	3	0	80	206
% App. Total	31.8	50	18.2		6.7	93.3	0		96.2	3.8	0		
PHF	.583	.550	.333	.611	.583	.485	.000	.510	.688	.250	.000	.714	.606



L2 Data Collection

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

Study: KIML0065

Intersection: Gem Stone Way / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

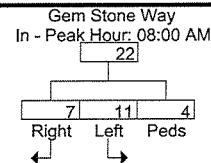
File Name : Gem Stone Way & 12th St

Site Code : 00000000

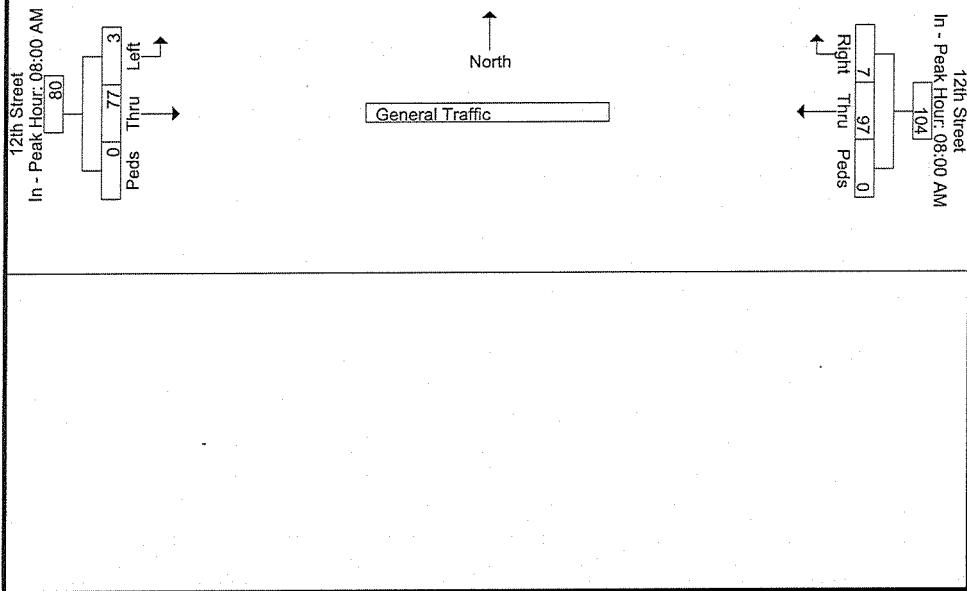
Start Date : 4/6/2022

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	Gem Stone Way From North				12th Street From East				12th Street From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
+0 mins.	0	2	0	2	1	1	0	2	9	0	0	9	
+15 mins.	2	2	0	4	3	15	0	18	18	0	0	18	
+30 mins.	2	2	3	7	2	31	0	33	28	0	0	28	
+45 mins.	3	5	1	9	1	50	0	51	22	3	0	25	
Total Volume	7	11	4	22	7	97	0	104	77	3	0	80	
% App. Total	31.8	50	18.2		6.7	93.3	0		96.2	3.8	0		
PHF	.583	.550	.333	.611	.583	.485	.000	.510	.688	.250	.000	.714	



Peak Hour Data



L2 Data Collection

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

Study: KIML0065

Intersection: Gem Stone Way / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

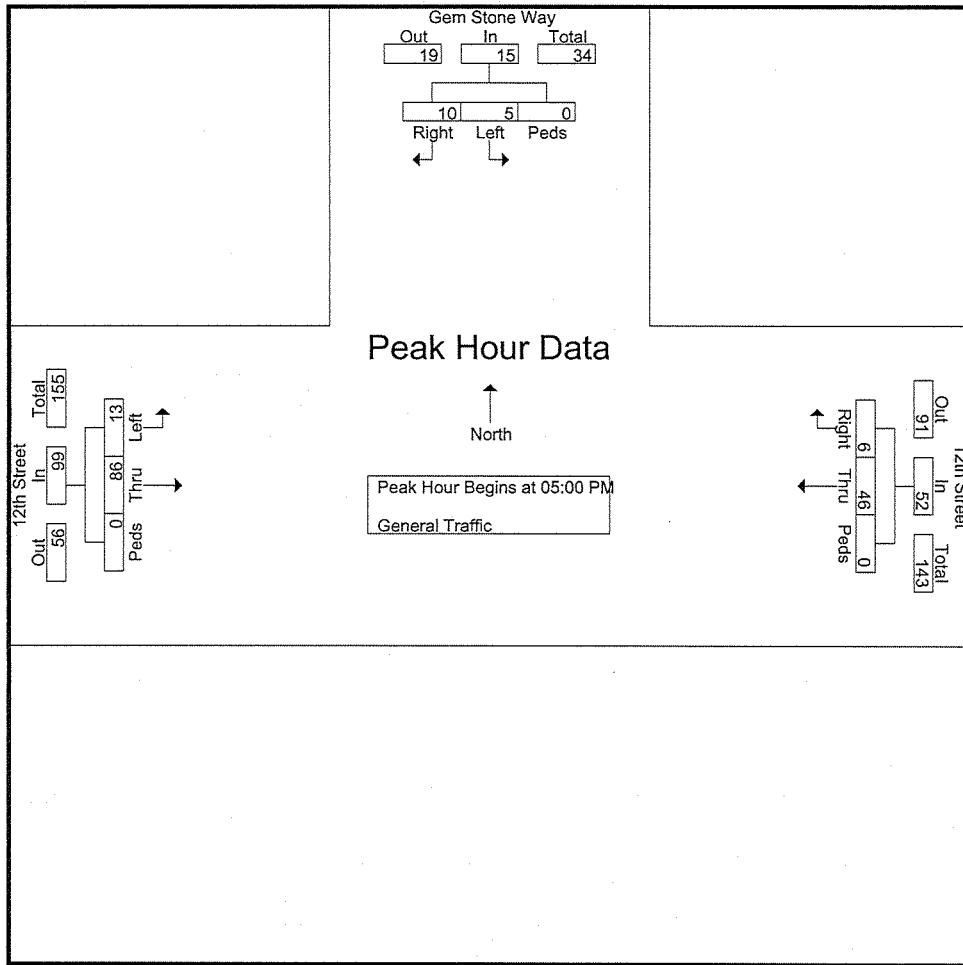
File Name : Gem Stone Way & 12th St

Site Code : 00000000

Start Date : 4/6/2022

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	Gem Stone Way From North				12th Street From East				12th Street From West				Int. Total	
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 05:00 PM														
05:00 PM	3	2	0	5	3	10	0	13	28	2	0	30	48	
05:15 PM	4	1	0	5	2	12	0	14	16	5	0	21	40	
05:30 PM	2	1	0	3	0	10	0	10	21	3	0	24	37	
05:45 PM	1	1	0	2	1	14	0	15	21	3	0	24	41	
Total Volume	10	5	0	15	6	46	0	52	86	13	0	99	166	
% App. Total	66.7	33.3	0		11.5	88.5	0		86.9	13.1	0			
PHF	.625	.625	.000	.750	.500	.821	.000	.867	.768	.650	.000	.825	.865	



L2 Data Collection

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

Study: KIML0065

Intersection: Gem Stone Way / 12th St

City, State: Emmett, Idaho

Control: Stop Sign

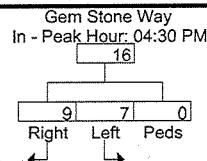
File Name : Gem Stone Way & 12th St

Site Code : 00000000

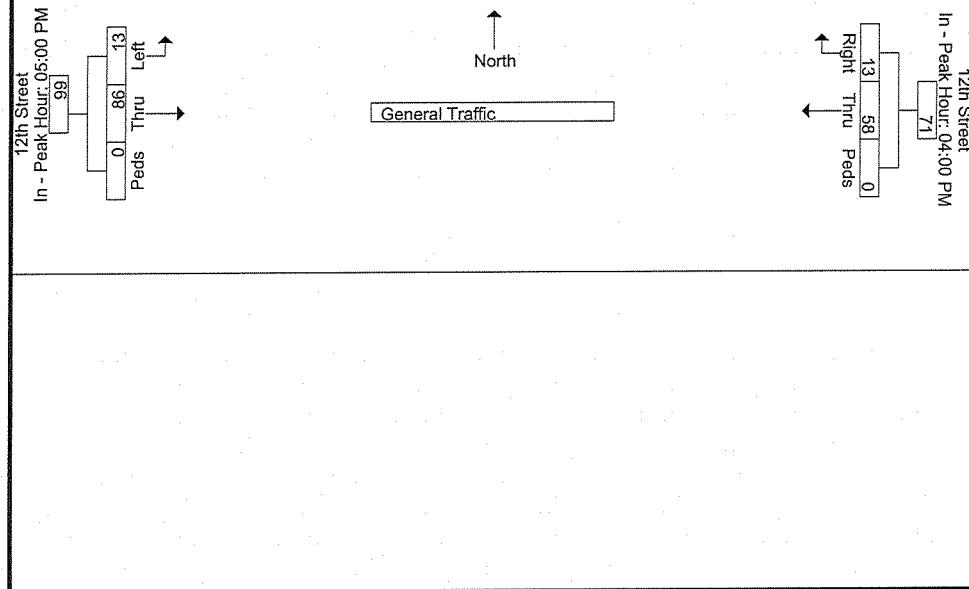
Start Date : 4/6/2022

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	Gem Stone Way From North				12th Street From East				12th Street From West				Int. Total		
	Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	04:30 PM	1	4	0	5	04:00 PM	2	22	0	24	05:00 PM	28	2	0	30
+15 mins.		1	0	0	1		1	15	0	16		16	5	0	21
+30 mins.		3	2	0	5		4	11	0	15		21	3	0	24
+45 mins.		4	1	0	5		6	10	0	16		21	3	0	24
Total Volume		9	7	0	16		13	58	0	71		86	13	0	99
% App. Total		56.2	43.8	0			18.3	81.7	0			86.9	13.1	0	
PHF		.563	.438	.000	.800		.542	.659	.000	.740		.768	.650	.000	.825



Peak Hour Data



L2 Data Collection

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Study: KIML0065

Intersection: Gem Stone Way / 12th St

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Control: Stop Sign

File Name : Gem Stone Way & 12th St

Site Code : 00000000

Start Date : 4/6/2022

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Image 1

