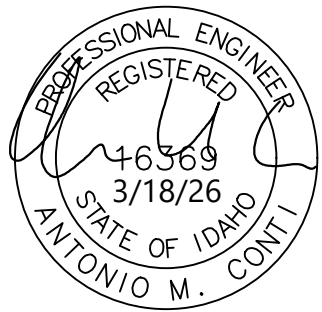


**Boulder Creek Development
203 East Eld Lane
Donnelly, Idaho**



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TRAFFIC IMPACT STUDY

Project #R25090

March 2026

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1 Introduction

The proposed development consists of seven (7) multi-family residential buildings, fourteen (14) cabins, three (3) A-frame structures, one (1) maintenance garage, and one (1) laundry/office building, located just west of State Highway 55 within the City of Donnelly, Idaho. The project site is located at 203 Eld Lane and encompasses approximately 22.8± acres (see *Figure 1 – Project Location Map*). The site is currently undeveloped and is proposed to be accessed via Eld Lane, which connects to State Highway 55. This Traffic Impact Study (TIS) evaluates the projected traffic generation associated with the proposed development and assesses potential impacts to the adjacent roadway network in accordance with the requirements of the Idaho Transportation Department (ITD) and the City of Donnelly. The primary study intersection for this analysis is State Highway 55 and Eld Lane.

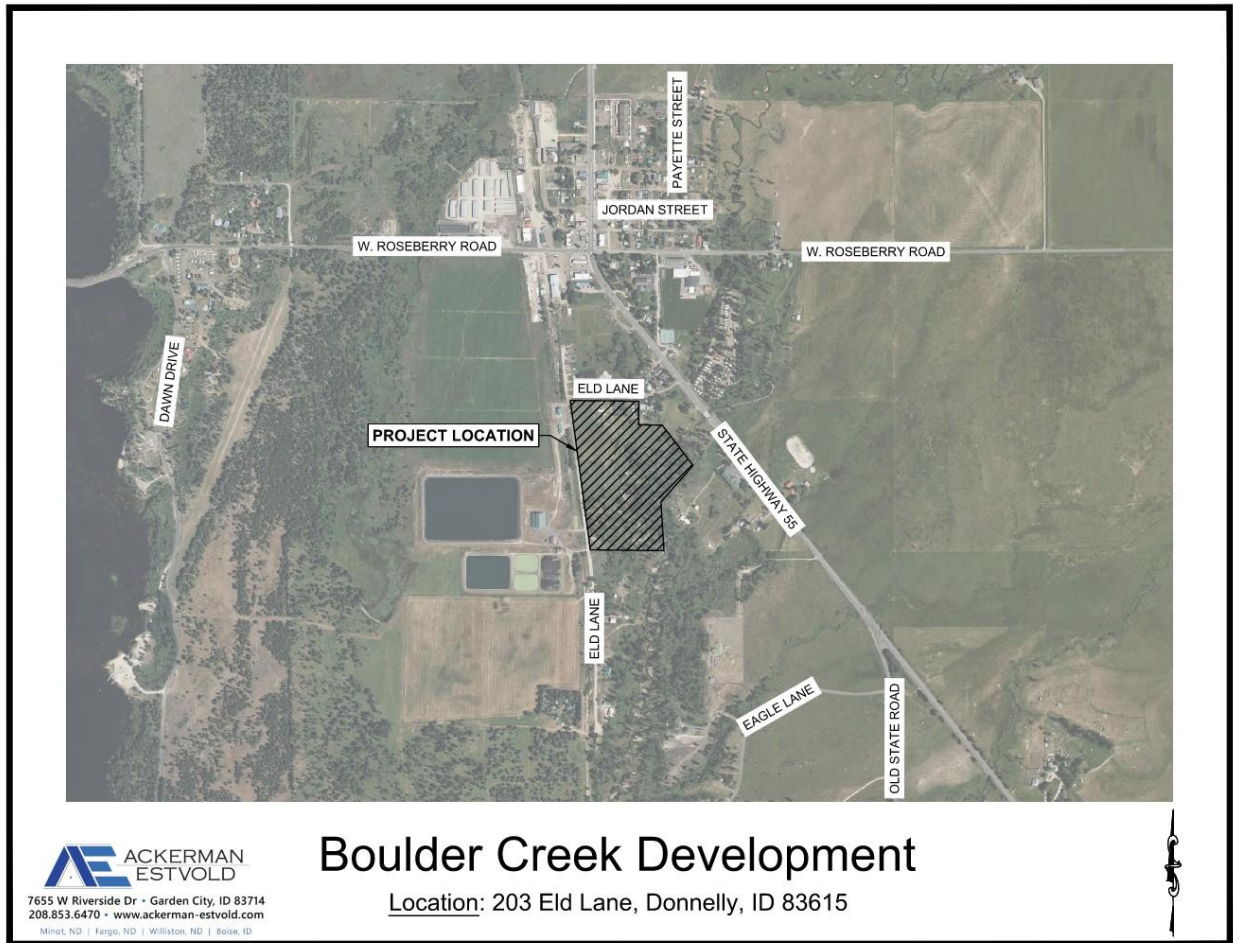


Figure 1 - Project Location

2 Existing Conditions

2.1 Land Use

The site encompasses approximately 22.8± acres. Of this total, approximately 12.0 acres will require annexation into the city limits, while the remaining portion of the property is currently located within the City of Donnelly. Existing land uses surrounding the project site consist primarily of medium-density residential (R-8) and general commercial (C) to the north and east. Properties to the west are zoned Light Industrial (LI). The project site currently includes parcels zoned R-4 (Low-Density Residential) and MU (Mixed Use). In accordance with the City's Comprehensive Plan and future land use designations, the project includes a proposed rezone of the subject parcels to R-8-DA (Residential with a Development Agreement) and RR-DA (Rural Residential with a Development Agreement).

2.2 Roadways

The proposed development is located adjacent to Eld Lane and will be served by a total of four (4) access points: one (1) access from the north and three (3) access points from the west. These connections will provide primary ingress/egress to the project site.

Eld Lane is classified as a local city street under the jurisdiction of the City of Donnelly. The roadway is currently constructed as a two-lane gravel road running generally east–west and north–south. In accordance with the City of Donnelly's roadway standards for local roads, the typical section consists of a 20-foot-wide travel way with 1-foot shoulders on both sides and a right-of-way width ranging from 50 to 70 feet.

The City of Donnelly's Comprehensive Plan (2023–2045) includes a conceptual street classification map that identifies Eld Lane as a potential future collector roadway. As such, future improvements may be required to accommodate increased traffic volumes and to meet collector roadway standards as development occurs in the surrounding area.

State Highway 55 is a principal arterial north–south facility consisting of two (2) 12-foot travel lanes and a 12-foot center two-way left-turn lane separating northbound and southbound traffic. At the intersection of State Highway 55 and Eld Lane, there is currently no dedicated southbound right-turn lane. Left-turn movements from State Highway 55 onto Eld Lane are facilitated by an existing two-way left turn lane, which presently serves as the only provision for such movements at this intersection. The two-way turn lane starts approximately 300 feet from the intersection between State Highway 55 and Eld Lane.

2.3 Crash Data

Crash data was requested from the Idaho Transportation Department (ITD) for the study intersection of Eld Lane and State Highway 55, but was not provided or obtained.

3 Proposed Development

The proposed development consists of seven (7) multi-family residential buildings, fourteen (14) rental cabins, three (3) A-frame structures, one (1) maintenance garage, and one (1) laundry/office building to support on-site operations and resident amenities. Construction of the full development, including all proposed buildings and associated site improvements, is anticipated to occur over an approximate two-year buildout period to be completed in 2028. Off-site roadway improvements are proposed along the Eld Lane frontage of the development and will include the installation of curb, gutter, and sidewalk, along with regrading and paving improvements. Eld Lane is intended to function as a local city street, with the expectation that it will ultimately be incorporated into the City of Donnelly's long-term transportation network as a future collector roadway.

Accordingly, the roadway will be constructed per the Valley County Standards for Public Roads and the City of Donnelly's Typical Street Section.

State Highway 55 is a two-lane divided highway that runs in a north-south direction through the region and is under the jurisdiction of the Idaho Transportation Department (ITD). The posted speed limit along State Highway 55 in the vicinity of the Eld Lane intersection is 25 miles per hour (MPH). The existing approach at the intersection of Eld Lane and State Highway 55 consists of a paved driveway approach constructed in accordance with ITD's Standard Driveway Approach for rural roadways. The posted speed limit along Eld Lane is currently 15 MPH, functioning as a low-speed local roadway.

Site access for the proposed development will be provided by four (4) driveway approaches along Eld Lane, which will serve both the initial development and the anticipated future development area located to the east. The proposed access configuration is intended to distribute traffic efficiently along Eld Lane while maintaining adequate spacing between access points and nearby intersections. The closest proposed access point is located approximately 550 to 600 feet from the intersection of Eld Lane and State Highway 55, providing adequate separation from the state highway intersection and minimizing potential operational conflicts within the intersection's functional area. This access point is located approximately 85 feet from an existing driveway, with spacing measured centerline to centerline between the proposed access and the existing driveway approach. All proposed access points will allow full turning movements, including left-turn ingress/egress, to facilitate efficient circulation for both passenger vehicles and service vehicles accessing the site.

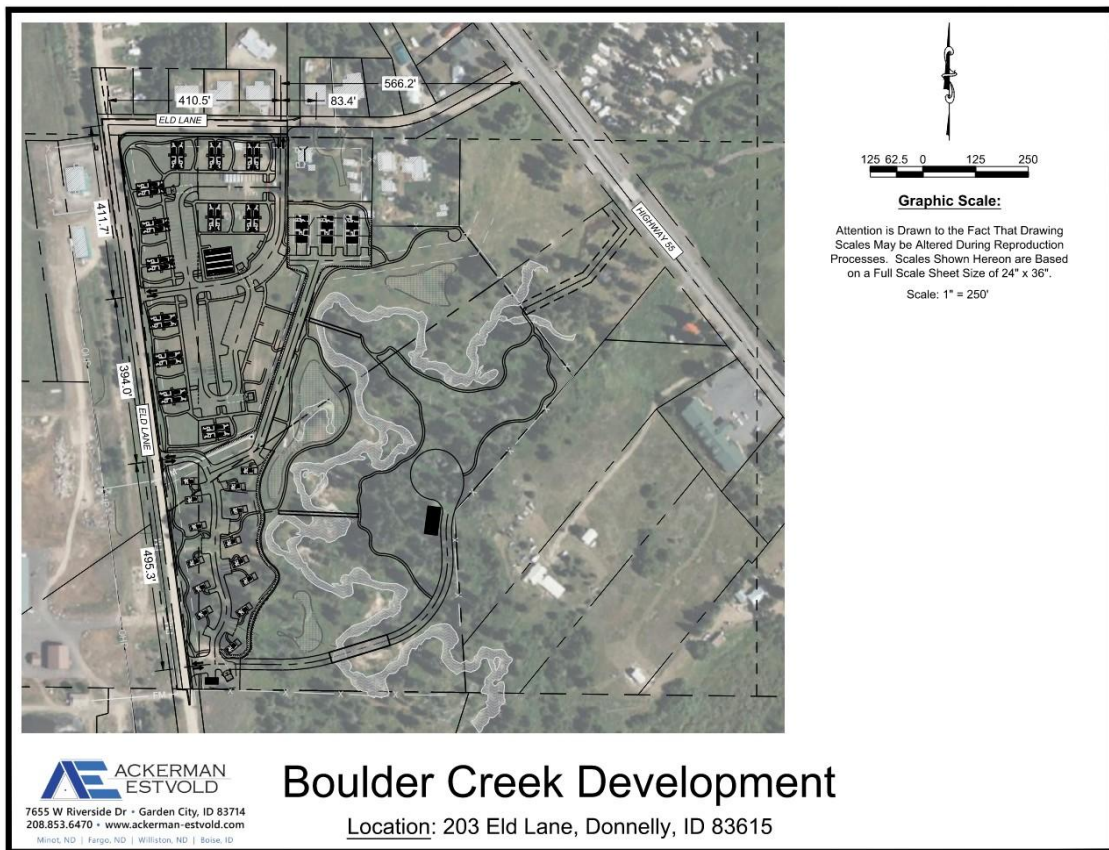


Figure 2 – Site Layout and Access Spacing

4 Trip Generation and Traffic Assignment

4.1 Trip Generation

The estimated number of trips determined is shown in the following tables below. The Institute of Transportation Engineers (ITE) publication, Trip Generation, 12th Edition was used to estimate the number of trips generated by the proposed development.

Table 1 - Trip Generation (Peak Hour Generator)									
Land Use Code	Independent Variable	Size / No. of Units	A.M. Peak Trips			P.M. Peak Trips			Average Weekday Trips
			Enter	Exit	Total	Enter	Exit	Total	
220 – Multifamily Housing (Low-Rise)	Dwelling Units (DWU)	85	12	31	43	32	21	53	599
260 – Recreational Housing	Dwelling Units (DWU)	17	3	4	7	3	3	6	73
Total Trip Generation			15	35	50	35	24	59	672

Table 2 – Trip Generation (Peak Hour, Adjacent Street)									
Land Use Code	Independent Variable	Size / No. of Units	A.M. Peak Trips			P.M. Peak Trips			
			Enter	Exit	Total	Enter	Exit	Total	
220 – Multifamily Housing (Low-Rise)	Dwelling Units (DWU)	85	10	33	43	30	18	48	
260 – Recreational Housing	Dwelling Units (DWU)	17	1	3	4	3	3	6	
Total Trip Generation			11	36	47	33	21	54	

Table 3 – Trip Generation (Peak Hour, Weekend)										
Land Use Code	Independent Variable	Size / No. of Units	Saturday				Sunday			
			Enter	Exit	Total	Average Weekend Trips	Enter	Exit	Total	Average Weekend Trips
220 – Multifamily Housing (Low-Rise)	Dwelling Units (DWU)	85	16	26	42	N/A	N/A	N/A	N/A	N/A
260 – Recreational Housing	Dwelling Units (DWU)	17	3	4	7	69	5	8	13	55
Total Trip Generation			19	30	49	69	5	8	13	55

Land Use Code (LUC) 220 – Multifamily Housing was applied to represent the seven (7) proposed workforce/apartment buildings included in the development. The trip generation analysis utilized the “Not Close to Rail Transit” subcategory, as the project site is not served by rail transit facilities. The proposed building size and density fall within the applicable range of the Institute of Transportation Engineers (ITE) Trip Generation Manual data set for this land use classification. The multifamily component consists of two-story buildings with an average of ten (10) dwelling units per building.

LUC 260 – Recreational Housing (e.g., cabins, cottages, and similar short-term lodging accommodations) was applied to the fourteen (14) rental cabins and three (3) A-frame buildings proposed as part of the development. This land use classification was selected as the most appropriate representation of the anticipated trip-making characteristics of the short-term recreational/transient rental units. Alternative land use categories were considered; however, due to limited sample sizes or the presence of statistical outliers, LUC 260 was determined to provide the most reasonable basis for trip generation estimates for the recreational lodging component.

No internal trip capture reductions were assumed between the multifamily residential and recreational housing components for the purposes of this Traffic Impact Study. All trips were conservatively treated as new external trips to the adjacent roadway network. Consistent with ITE methodology, AM and PM peak hour trip generation was evaluated during the typical weekday commuter peak periods of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively.

4.2 Traffic Assignment

The proposed development will be served by a total of four (4) access points along Eld Lane, providing multiple points of ingress/egress to facilitate site circulation and distribution of traffic. The first two (2) access points along Eld Lane serve the Multi-Family / Workforce Housing units, while the remaining two (2) access points serve the Recreational Housing component (i.e., rental cabins and A-frame structures). These areas operate independently with separate access points; therefore, the entering and exiting vehicle percentages are calculated separately for each land use and reflect only the trips generated by that specific area. The Recreational Housing percentages represent trips generated solely by the recreational units, and the Multi-Family / Workforce Housing percentages represent trips generated solely by those dwelling units. The overall percentage of vehicles entering and exiting Eld Lane - State Highway 55 is the combined total of both land uses. The anticipated daily trip distribution percentages are illustrated below in *Figure 3 – Trip Distribution*. Based on the surrounding roadway network and proximity to State Highway 55, the majority of site-generated traffic for the Multi-Family / Workforce Housing is expected to utilize the northeast access point, the driveway located closest to State Highway 55. Due to its direct proximity to this major regional corridor, this access point will likely accommodate the highest proportion of inbound and outbound trips associated with the development. Trip distribution patterns are expected to be generally consistent for both passenger vehicles and truck traffic. Traffic generated by the site is anticipated to primarily travel to and from State Highway 55, as it serves as the principal northbound–southbound transportation route in the area to surrounding communities. As a result, Eld Lane will function primarily as a local connection between the site and the State Highway.

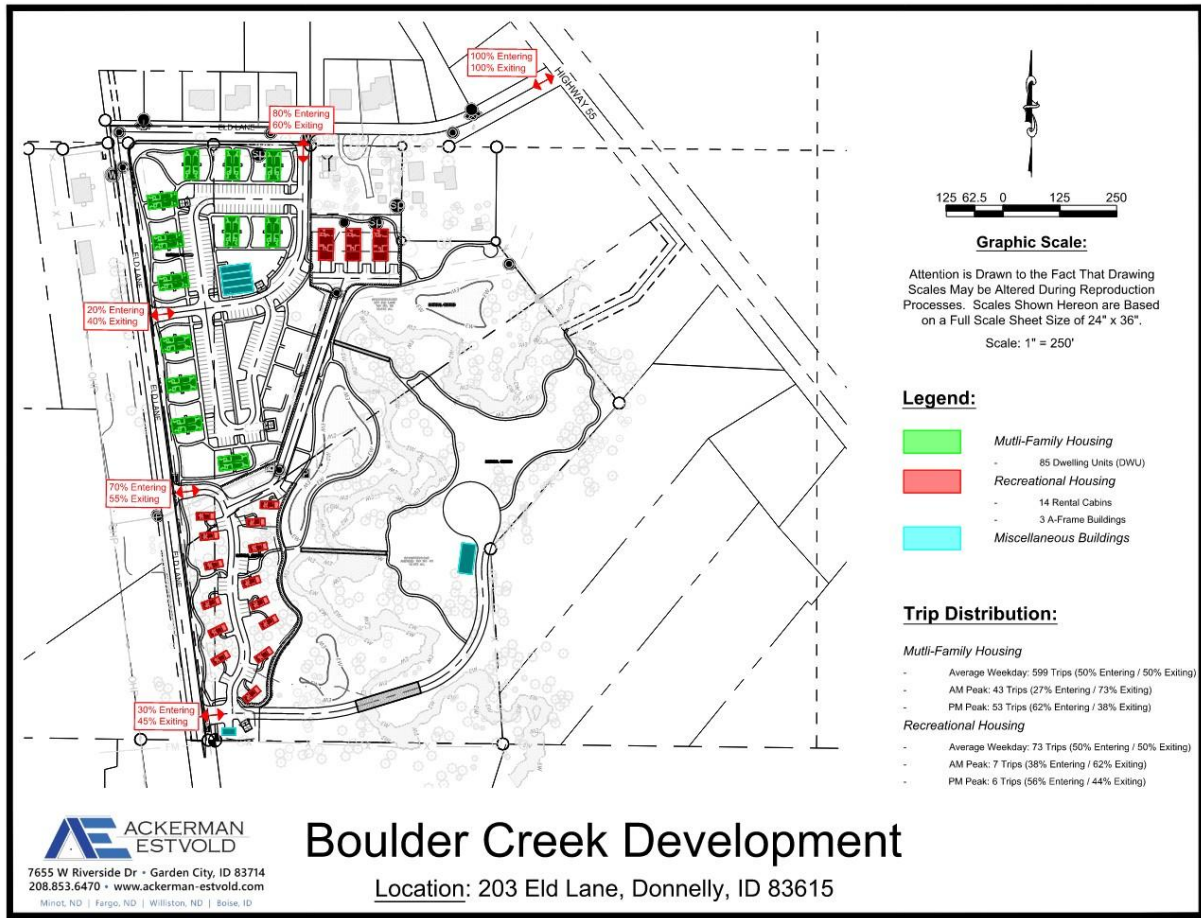


Figure 3 - Trip Distribution

5 Capacity Analysis

The capacity analysis and corresponding Level of Service (LOS) evaluation for the study intersection was conducted to assess both existing traffic conditions and the projected conditions at full buildout of the development, anticipated in 2028. The analysis was performed to determine whether the additional traffic generated by the proposed development would adversely affect operations at the intersection of Eld Lane and State Highway 55. The existing intersection geometry consists of one (1) northbound through lane and one (1) southbound through lane along State Highway 55, with a median center left-turn lane separating the opposing through lanes; however, the northbound center left-turn lane is not sufficient in length or marked as a dedicated lane and the capacity analysis considered just one shared northbound lane for through and left turn movements. Eld Lane intersects the highway from the east and functions as a local roadway providing access to nearby properties and the proposed development.

Based on the results of the capacity and LOS analysis, no geometric improvements or additional lane configurations are proposed for the intersection of Eld Lane and State Highway 55. The analysis indicates that the eastbound and northbound approaches will continue to operate within acceptable operating conditions, maintaining efficient traffic flow under both existing and projected future traffic volumes. Projected turning

movement volumes for the analysis were developed using the existing Average Daily Traffic (ADT) volumes along State Highway 55 and Eld Lane, combined with the estimated site-generated traffic and anticipated trip distribution for the proposed development. These projections reflect the expected increase in vehicle trips associated with the development at full buildout and were incorporated into the intersection capacity evaluation. A summary of the operational results is provided in *Table 4 – Level of Service Summary*, while the projected turning movement volumes used in the analysis are illustrated in *Figure 4 – Turning Movement Volumes*. Additional supporting documentation, including the Traffic Projections and the Highway Capacity Analysis (HCA) 2026 LOS Report, are provided in **Appendix B** and **Appendix C**, respectively.

Table 4 - Level of Service Summary

Peak Hour	Year	EB				WB				NB				SB			
		L	T	R	Appr	L	T	R	Appr	L	T	R	Appr	L	T	R	Appr
AM	2026	-	A	-	A	-	-	-	-	A	A	-	A	-	-	-	-
AM	2028	-	B	-	B	-	-	-	-	A	A	-	A	-	-	-	-
PM	2026	-	B	-	B	-	-	-	-	A	A	-	A	-	-	-	-
PM	2028	-	B	-	B	-	-	-	-	A	A	-	A	-	-	-	-

The northbound left-turn movement, as well as the northbound through lanes and overall northbound approach, are projected to operate at LOS A under both existing and proposed conditions, indicating minimal delay and efficient traffic operations. Similarly, most movements and approaches within the study area maintain LOS A conditions under the projected traffic volumes associated with the proposed development.

The only notable change in operational performance occurs for the eastbound through movement and overall eastbound approach during the AM peak hour, where the level of service is projected to shift from LOS A under existing conditions to LOS B under proposed conditions. This change reflects a modest increase in traffic volumes associated with anticipated development and background growth; however, LOS B still represents stable operating conditions with relatively low average delays and acceptable traffic flow.

Overall, the analysis indicates that the eastbound and northbound approaches will continue to operate at a high level of efficiency, with only minor changes in delay and operational performance between existing conditions and the projected full buildout scenario. The results demonstrate that the surrounding roadway network is expected to adequately accommodate the forecasted traffic demand without significant degradation in intersection performance.

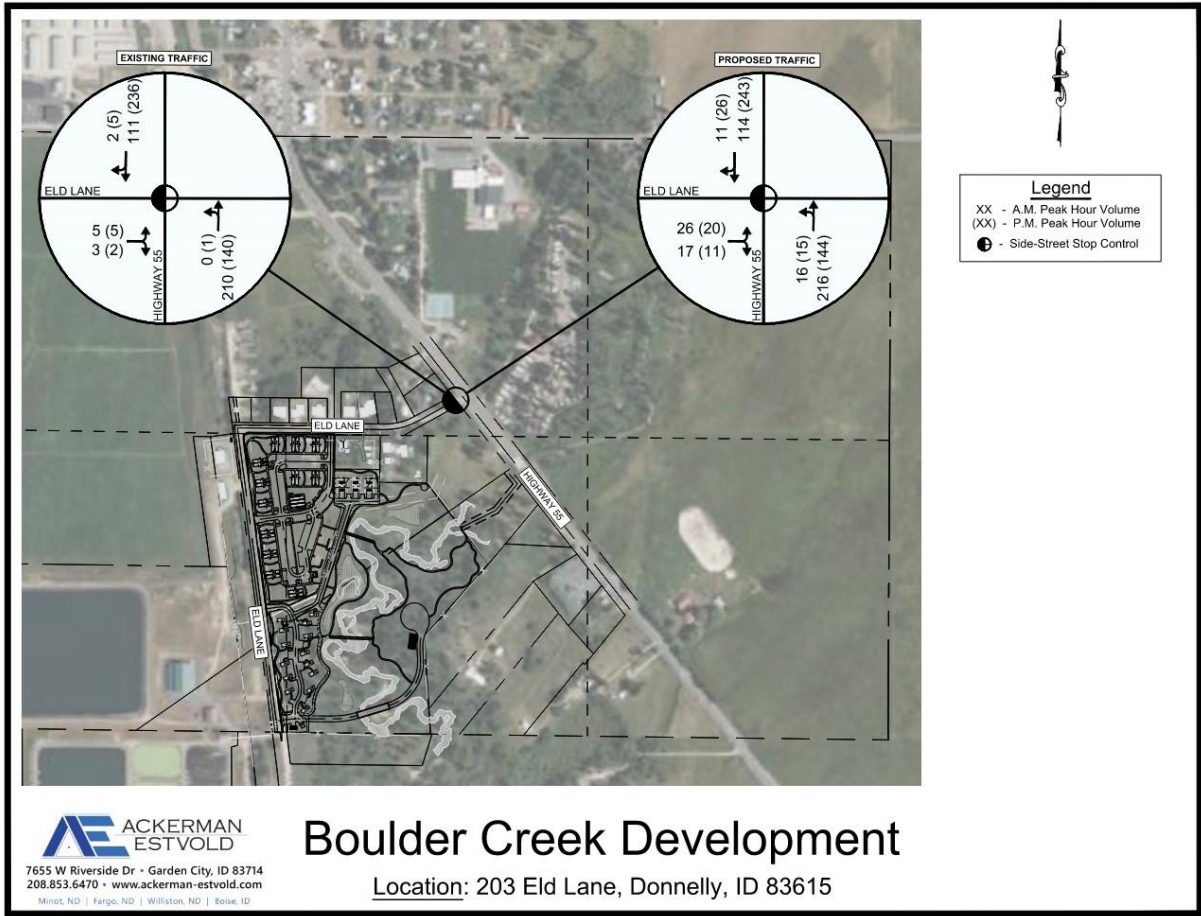


Figure 4 - Turning Movement Volumes

6 Summary and Recommendations

The following summary and recommendations are offered for consideration:

- The proposed development, consisting of seven (7) multi-family/workforce housing buildings, fourteen (14) rental cabins, and three (3) A-frame buildings, along with a potential future development to the east, is estimated to generate approximately 672 average daily trips (ADT). These trips are expected to utilize Eld Lane and the intersection of Eld Lane and State Highway 55 as the primary access to the regional roadway network.
- Eld Lane is planned to function as a local city street and will be designed in accordance with the City of Donnelly Standards and Specifications. Proposed roadway improvements along Eld Lane extend from the southernmost access point of the development to approximately 100 feet east of the northern access point. No roadway improvements or extension of Eld Lane are proposed beyond these limits toward State Highway 55, as the scope of work is limited to the immediate development frontage and necessary site access improvements.
- Based on the projected turning movement volumes associated with the development, the traffic entering and exiting the site at the intersection of Eld Lane and State Highway 55 does not meet the Idaho Transportation Department (ITD) thresholds for warranting a westbound right-turn lane. No geometric improvements are recommended at this time, and it is appropriate to maintain the existing traffic control and roadway configuration along State Highway 55.
- The intersection capacity analysis indicates that all movements and approaches are projected to operate at Level of Service (LOS) B or better under both existing and future conditions. The level of service remains generally consistent between existing conditions and the full buildout scenario, indicating that the surrounding roadway network has sufficient capacity to accommodate the additional traffic generated by the proposed development.
- A traffic signal warrant analysis was not performed for the intersection of Eld Lane and State Highway 55 due to the LOS B or better conditions.
- A crash analysis was not conducted for the intersection. Crash data was requested from ITD for the study area but was not received. No improvements or recommendations are proposed.
- The proposed access points along Eld Lane are located outside of the functional area of the intersection with State Highway 55, minimizing potential conflicts with intersection operations. The closest access point is located approximately 566 feet from the intersection, which meets or exceeds the spacing requirements established by the Idaho Transportation Department (ITD).
- The northbound center left-turn lane does not meet the full dimensional requirements for a standard turn lane; however, a standard turn lane is not required at this location based on the anticipated traffic operations.

Summary Recommendation:

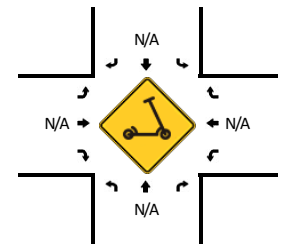
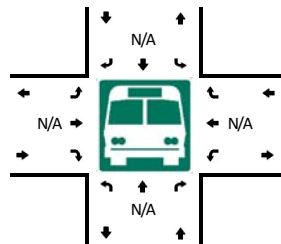
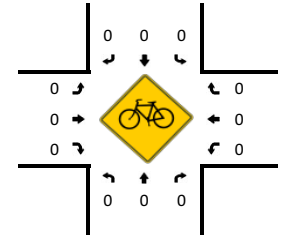
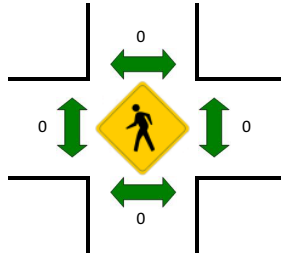
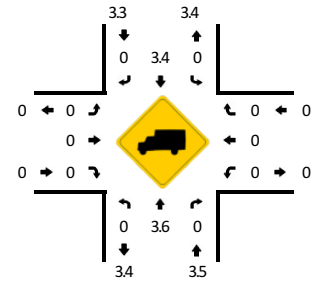
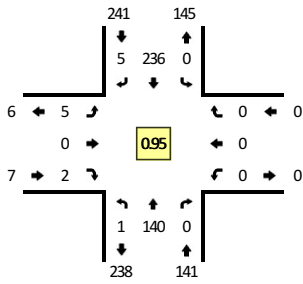
Based on the traffic generation, trip distribution, and intersection capacity analyses, the existing roadway network is expected to adequately accommodate the additional traffic associated with the proposed development. All evaluated movements maintain acceptable levels of service, and no additional intersection control or geometric improvements are recommended at this time. The proposed access configuration and roadway improvements along Eld Lane are consistent with local standards and provide efficient access to the site.

Appendix A
Traffic Counts

LOCATION: Hwy 55 -- Eld Lane
CITY/STATE: Donnelly, ID

QC JOB #: 17392801
DATE: Wed, Jan 7 2026

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



15-Min Count Period Beginning At	Hwy 55 (Northbound)				Hwy 55 (Southbound)				Eld Lane (Eastbound)				Eld Lane (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	11	
6:15 AM	0	15	0	0	0	7	0	0	0	0	0	0	0	0	0	0	22	
6:30 AM	0	17	0	0	0	11	0	0	0	0	0	0	0	0	0	0	28	
6:45 AM	0	25	0	0	0	12	0	0	0	1	0	0	0	0	0	0	38	99
7:00 AM	0	27	0	0	0	10	2	0	0	0	0	0	0	0	0	0	39	127
7:15 AM	0	51	0	0	0	16	2	0	0	1	0	0	0	0	0	0	70	175
7:30 AM	0	45	0	0	0	18	2	0	0	1	0	0	0	0	0	0	66	213
7:45 AM	0	55	0	0	0	28	0	0	0	1	0	0	0	0	0	0	84	259
8:00 AM	0	53	0	0	0	20	0	0	0	2	0	0	0	0	0	0	75	295
8:15 AM	0	54	0	0	0	35	2	0	0	0	0	1	0	0	0	0	92	317
8:30 AM	0	48	0	0	0	28	0	0	0	2	0	2	0	0	0	0	80	331
8:45 AM	1	47	0	0	0	24	0	0	0	1	0	0	0	0	0	0	73	320
9:00 AM	1	52	0	0	0	20	1	0	0	0	0	0	0	0	0	0	74	319
9:15 AM	0	45	0	0	0	25	2	0	0	2	0	0	0	0	0	0	74	301
9:30 AM	0	45	0	0	0	33	1	0	0	1	0	1	0	0	0	0	81	302
9:45 AM	1	38	0	0	0	23	0	0	0	2	0	0	0	0	0	0	64	293
10:00 AM	0	37	0	0	0	27	0	0	0	1	0	0	0	0	0	0	65	284
10:15 AM	0	49	0	0	0	28	3	0	0	1	0	0	0	0	0	0	81	291
10:30 AM	1	38	0	0	0	31	1	0	0	0	0	0	0	0	0	0	71	281
10:45 AM	2	31	0	0	0	28	0	0	0	2	0	2	0	0	0	0	65	282
11:00 AM	0	30	0	0	0	30	1	0	0	2	0	2	0	0	0	0	65	282
11:15 AM	1	48	0	0	0	40	1	0	0	2	0	0	0	0	0	0	92	293
11:30 AM	1	38	0	0	0	24	2	0	0	0	0	0	0	0	0	0	65	287
11:45 AM	0	31	0	0	0	30	1	0	0	0	0	0	0	0	0	0	62	284
12:00 PM	1	26	0	0	0	31	2	0	0	1	0	1	0	0	0	0	62	281
12:15 PM	0	48	0	0	0	27	0	0	0	1	0	0	0	0	0	0	76	265
12:30 PM	0	33	0	0	0	39	1	0	0	1	0	0	0	0	0	0	74	274
12:45 PM	1	42	0	0	0	46	2	0	0	2	0	2	0	0	0	0	95	307
1:00 PM	0	35	0	0	0	35	1	0	0	2	0	2	0	0	0	0	75	320
1:15 PM	0	39	0	0	0	49	1	0	0	1	0	0	0	0	0	0	90	334
1:30 PM	0	23	0	0	0	41	2	0	0	3	0	0	0	0	0	0	69	329
1:45 PM	1	41	0	0	0	46	0	0	0	0	0	0	0	0	0	0	88	322
2:00 PM	1	38	0	0	0	51	2	0	0	1	0	1	0	0	0	0	94	341
2:15 PM	1	33	0	0	0	41	3	0	0	3	0	0	0	0	0	0	81	332
2:30 PM	0	34	0	0	0	51	1	0	0	0	0	0	0	0	0	0	86	349
2:45 PM	0	37	0	0	0	40	1	0	0	0	0	0	0	0	0	0	78	339
3:00 PM	0	35	0	0	0	61	1	0	0	1	0	0	0	0	0	0	98	343
3:15 PM	0	30	0	0	0	60	0	0	0	1	0	1	0	0	0	0	92	354

15-Min Count Period Beginning At	Hwy 55 (Northbound)				Hwy 55 (Southbound)				Eld Lane (Eastbound)				Eld Lane (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	34	0	0	0	59	0	0	6	0	0	0	0	0	0	0	99	367
3:45 PM	0	29	0	0	0	53	1	0	1	0	0	0	0	0	0	0	84	373
4:00 PM	0	38	0	0	0	56	1	0	0	0	0	0	0	0	0	0	95	370
4:15 PM	0	43	0	0	0	48	2	0	1	0	1	0	0	0	0	0	95	373
4:30 PM	0	33	0	0	0	59	0	0	1	0	0	0	0	0	0	0	93	367
4:45 PM	1	34	0	0	0	66	1	0	0	0	0	0	0	0	0	0	102	385
5:00 PM	0	35	0	0	0	54	1	0	2	0	2	0	0	0	0	0	94	384
5:15 PM	0	37	0	0	0	57	2	0	1	0	0	0	0	0	0	0	97	386
5:30 PM	0	34	0	0	0	59	1	0	2	0	0	0	0	0	0	0	96	389
5:45 PM	1	25	0	0	0	44	3	0	0	0	0	0	0	0	0	0	73	360
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	136	0	0	0	264	4	0	0	0	0	0	0	0	0	0	408	
Heavy Trucks	0	8	0	0	0	12	0	0	0	0	0	0	0	0	0	0	20	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

Report generated on 1/14/2026 8:48 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Appendix B
Traffic Projections – Turning Movement Determination

Turning Movement Determination -Hwy 55 & Eld Lane

2026 Turning Movement Counts (Counted 1/7/26)																	
		Eld Lane (Westbound)				Hwy 55 (Northbound)				Eld Lane (Eastbound)				Hwy 55 (Southbound)			
		Lt	Thru	Rt	Total	Lt	Thru	Rt	Total	Lt	Thru	Rt	Total	Lt	Thru	Rt	Total
AM Peak	7:45 AM - 8:45AM	0	0	0	0	0	210	0	210	5	0	3	8	0	111	2	113
PM Peak	4:45 PM - 5:45 PM	0	0	0	0	1	140	0	141	5	0	2	7	0	236	5	241

2028 Projections due to 1.5% Anually Growth																	
		Eld Lane (Westbound)				Hwy 55 (Northbound)				Eld Lane (Eastbound)				Hwy 55 (Southbound)			
		Lt	Thru	Rt	Total	Lt	Thru	Rt	Total	Lt	Thru	Rt	Total	Lt	Thru	Rt	Total
AM Peak	7:45 AM - 8:45AM	0	0	0	0	0	216	0	216	5	0	3	8	0	114	2	116
PM Peak	4:45 PM - 5:45 PM	0	0	0	0	1	144	0	145	5	0	2	7	0	243	5	248

2028 Total for Boulder Creek Development																	
		Eld Lane (Westbound)				Hwy 55 (Northbound)				Eld Lane (Eastbound)				Hwy 55 (Southbound)			
		Lt	Thru	Rt	Total	Lt	Thru	Rt	Total	Lt	Thru	Rt	Total	Lt	Thru	Rt	Total
AM Peak	7:45 AM - 8:45AM	0	0	0	0	6	0	0	6	21	0	14	35	0	0	9	9
PM Peak	4:45 PM - 5:45 PM	0	0	0	0	14	0	0	14	15	0	9	24	0	0	21	21

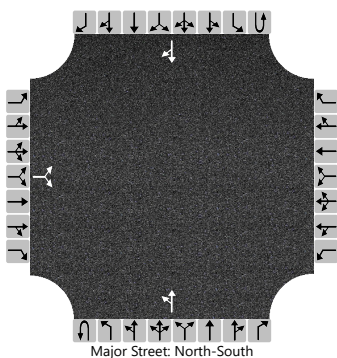
2028 Total for The Movement w/ 1.5% Growth of Existing Traffic																	
		Eld Lane (Westbound)				Hwy 55 (Northbound)				Eld Lane (Eastbound)				Hwy 55 (Southbound)			
		Lt	Thru	Rt	Total	Lt	Thru	Rt	Total	Lt	Thru	Rt	Total	Lt	Thru	Rt	Total
AM Peak	7:45 AM - 8:45AM	0	0	0	0	6	216	0	222	26	0	17	43	0	114	11	125
PM Peak	4:45 PM - 5:45 PM	0	0	0	0	15	144	0	159	20	0	11	31	0	243	26	269

Appendix C
Highway Capacity Analysis 2026 LOS Reports

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Arens			Intersection	Eld Lane & State Hwy 55		
Agency/Co.	Ackerman-Estvold			Jurisdiction	IDT & City of Donnelly		
Date Performed	3/8/26			East/West Street	State Hwy 55		
Analysis Year	2026			North/South Street	Eld Lane		
Time Analyzed	AM Peak Existing			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Boulder Creek Development						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR								LT					TR	
Volume (veh/h)		5		3						0	210					111	2
Percent Heavy Vehicles (%)		1		1						1							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

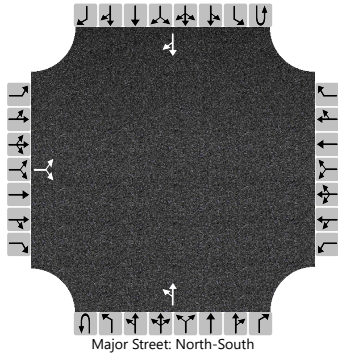
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							0						
Capacity, c (veh/h)			733							1471						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
95% Queue Length, Q ₉₅ (ft)			0.0							0.0						
Control Delay (s/veh)			10.0							7.4	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		10.0								0.0						
Approach LOS		A								A						

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Arens			Intersection	Eld Lane & State Hwy 55		
Agency/Co.	Ackerman-Estvold			Jurisdiction	IDT & City of Donnelly		
Date Performed	3/8/26			East/West Street	State Hwy 55		
Analysis Year	2028			North/South Street	Eld Lane		
Time Analyzed	AM Peak Proposed			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Boulder Creek Development						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								LT					TR
Volume (veh/h)		26		17						6	216				114	11
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

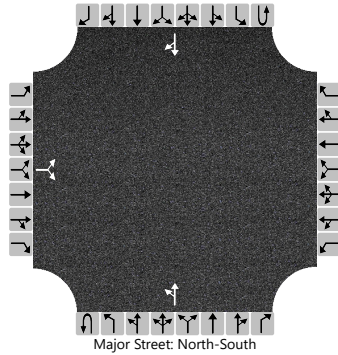
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			47							7							
Capacity, c (veh/h)			715							1455							
v/c Ratio			0.07							0.00							
95% Queue Length, Q ₉₅ (veh)			0.2							0.0							
95% Queue Length, Q ₉₅ (ft)			5.0							0.0							
Control Delay (s/veh)			10.4							7.5	0.0						
Level of Service (LOS)			B							A	A						
Approach Delay (s/veh)		10.4								0.2							
Approach LOS		B								A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
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Agency/Co.	Ackerman-Estvold			Jurisdiction	IDT & City of Donnelly		
Date Performed	3/8/26			East/West Street	State Hwy 55		
Analysis Year	2026			North/South Street	Eld Lane		
Time Analyzed	PM Peak Existing			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Boulder Creek Development						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								LT					TR
Volume (veh/h)		5		2						1	140				236	5
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

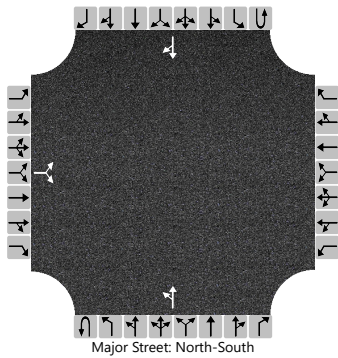
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8							1						
Capacity, c (veh/h)			640							1308						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
95% Queue Length, Q ₉₅ (ft)			0.0							0.0						
Control Delay (s/veh)			10.7							7.8	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.7								0.1						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

General Information				Site Information			
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Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Boulder Creek Development						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								LT					TR
Volume (veh/h)		20		11						15	144				243	26
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.41		6.21						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.51		3.31						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			34							16						
Capacity, c (veh/h)			609							1275						
v/c Ratio			0.06							0.01						
95% Queue Length, Q ₉₅ (veh)			0.2							0.0						
95% Queue Length, Q ₉₅ (ft)			5.0							0.0						
Control Delay (s/veh)			11.3							7.9	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		11.3								0.8						
Approach LOS		B								A						