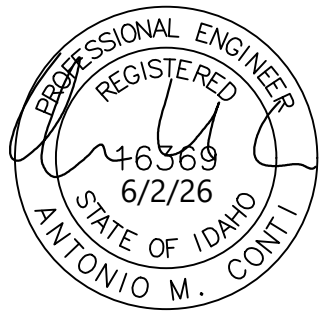


**Boulder Creek Development  
203 East Eld Lane  
Donnelly, Idaho**



**Prepared For:**

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## **TRAFFIC IMPACT STUDY**

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**Project #R25090**

**June 2026**

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## 1 Introduction

The proposed development consists of sixty-eight (68) single-family attached residential units, twenty (20) low-rise multifamily units, and fourteen (14) recreational/rental cabins, 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. The primary study intersection for this analysis is State Highway 55 and Eld Lane.

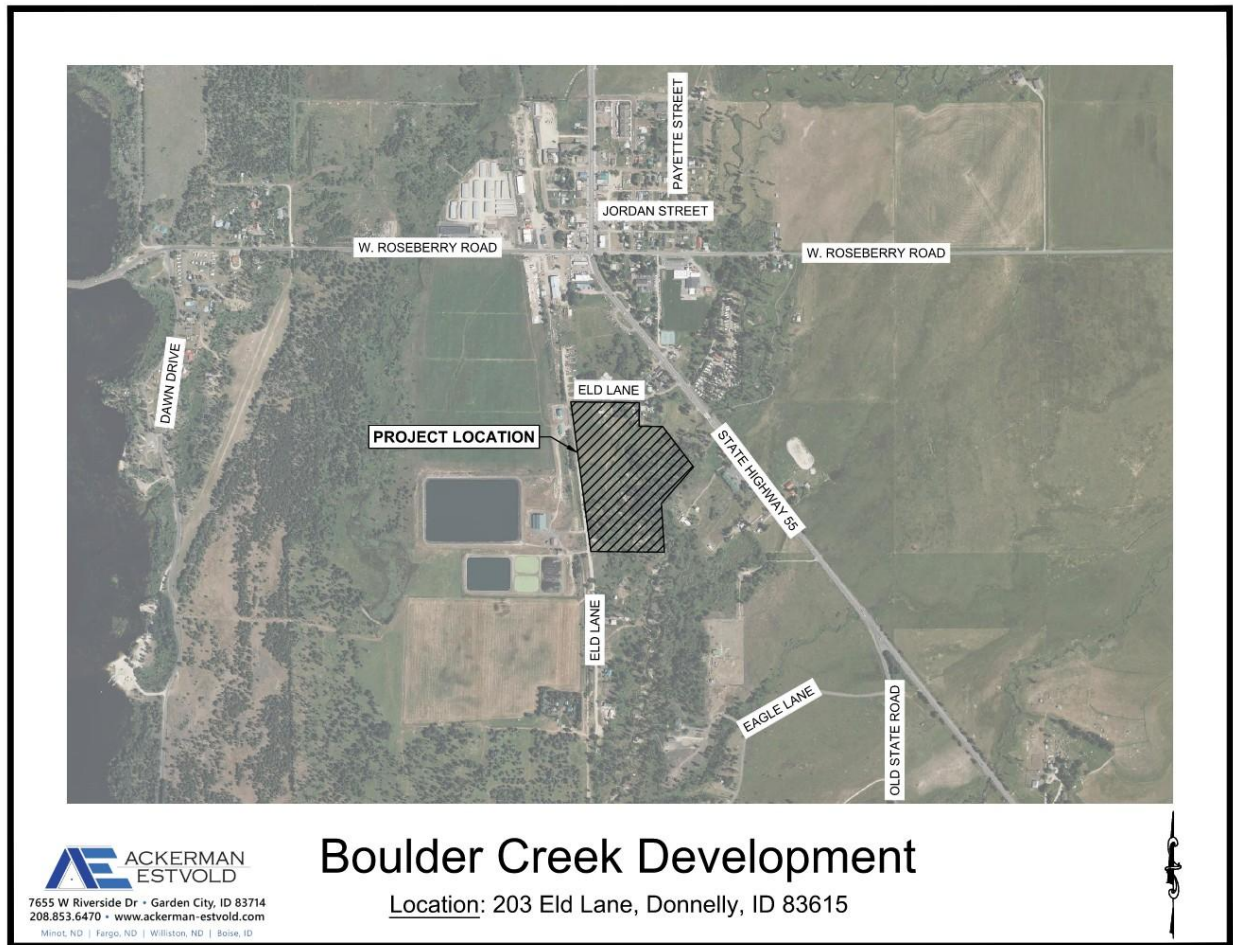


Figure 1 - Project Location

## 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 PU/OS (Public Use and Open Space).

## 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 sixty-eight (68) single-family attached residential units along with twenty (20) low-rise multi-family units and fourteen (14) rental cabins. 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 and adjacent of the proposed development, which 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 Rural 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. Refer to *Figure 2 – Site Layout* for spacing between the proposed and existing driveway approaches. 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.

The existing driveway approach located east of State Highway 55 (Eld Lane) will be reconstructed as part of the proposed development improvements and the associated reconstruction of Eld Lane. The scope of the intersection-related improvements is limited to the eastern approach connection to State Highway 55. The approach improvements shall be designed and constructed as a rural approach in accordance with applicable Idaho Transportation Department (ITD) roadway standards and requirements. As part of these improvements, the approach will be raised and adjusted to match the existing edge-of-pavement elevation along State Highway 55, providing a smoother and more uniform roadway transition for vehicles entering and exiting the highway. In addition, the roadway profile along Eld Lane will be graded at a slope not exceeding 2.0% away from State Highway 55 for a minimum distance of 100.0 feet, or to the existing right-of-way line, whichever distance is greater. These grading improvements are intended to reduce the abrupt vertical grade change that currently exists at the approach. From the eastern limit of the driveway approach improvements extending toward the proposed development property line, Eld Lane will be reconstructed as a 24.0-foot-wide asphalt roadway consisting of two 12.0-foot-wide travel lanes, 6.5-foot-wide roadside drainage swales adjacent to the pavement section, and a 5.0-foot-wide asphalt sidewalk to accommodate pedestrian circulation and the anticipated traffic demands associated with the proposed development.

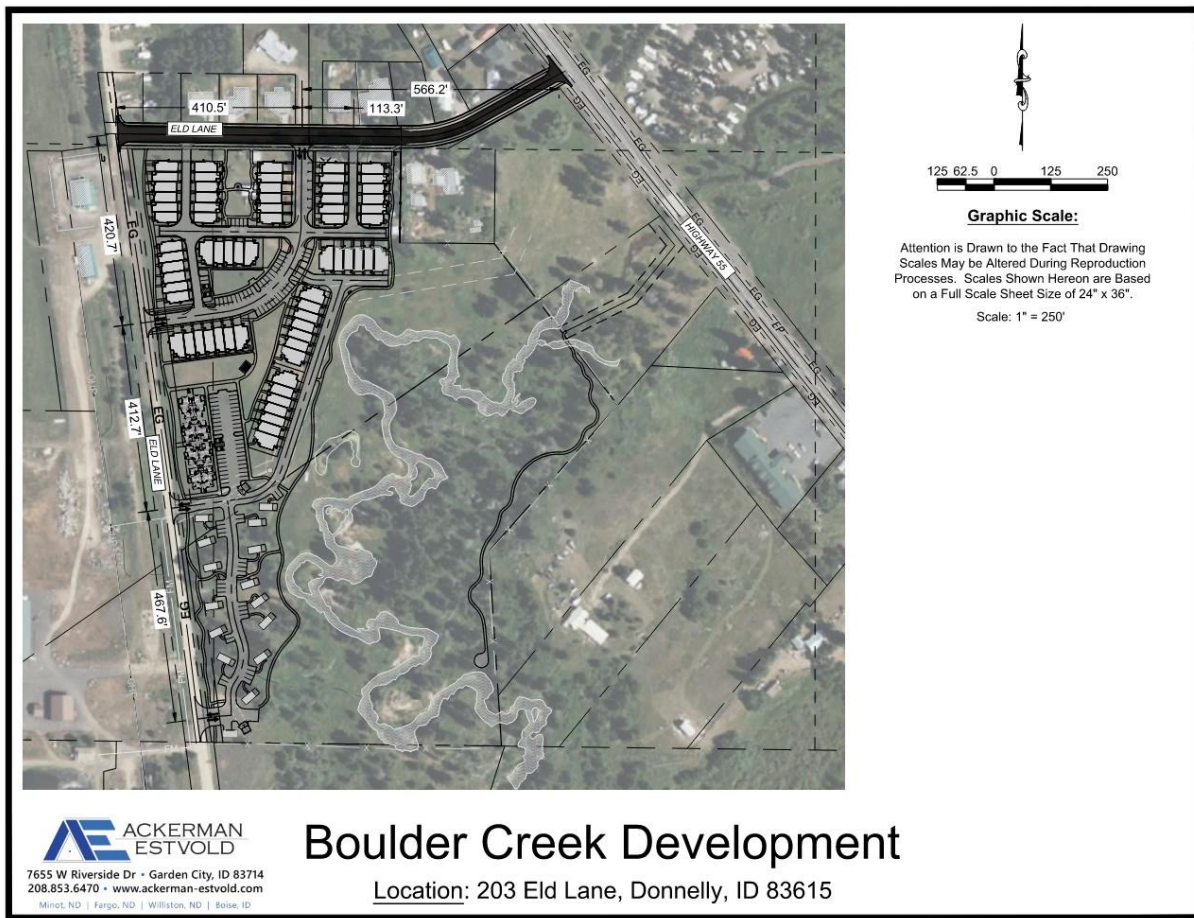


Figure 2 – Site Layout

## 4 Trip Generation and Traffic Assignment

### 4.1 Trip Generation

The estimated vehicular trip generation associated with the proposed development is summarized in the following tables. Trip generation estimates were prepared utilizing the Institute of Transportation Engineers (ITE) publication, *Trip Generation Manual*, 12th Edition, which is the industry-standard reference for forecasting traffic volumes associated with specific land use types.

The analysis was based on the proposed land use classification and corresponding development intensity for the project site. Applicable average trip generation rates and equations published by ITE were utilized to estimate the anticipated weekday daily traffic volumes, as well as AM and PM peak hour trip generation associated with the proposed development. The resulting trip estimates provide the basis for evaluating the anticipated impacts to the surrounding roadway network and determining the adequacy of the existing and proposed transportation infrastructure improvements.

| <b>Table 1 - Trip Generation (Peak Hour Generator)</b> |                      |                     |                 |           |           |                 |           |           |                       |
|--------------------------------------------------------|----------------------|---------------------|-----------------|-----------|-----------|-----------------|-----------|-----------|-----------------------|
| 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) | 20                  | 4               | 11        | 15        | 8               | 6         | 14        | 233                   |
| 215 – Single-Family Attached Housing                   | Dwelling Units (DWU) | 68                  | 9               | 30        | 39        | 24              | 15        | 39        | 447                   |
| 260 – Recreational Housing                             | Dwelling Units (DWU) | 14                  | 2               | 4         | 6         | 3               | 2         | 5         | 61                    |
| Total Trip Generation                                  |                      |                     | <b>15</b>       | <b>45</b> | <b>60</b> | <b>35</b>       | <b>23</b> | <b>58</b> | <b>741</b>            |

| <b>Table 2 – Trip Generation (Peak Hour, Adjacent Street)</b> |                      |                     |                 |           |           |                 |           |           |
|---------------------------------------------------------------|----------------------|---------------------|-----------------|-----------|-----------|-----------------|-----------|-----------|
| 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) | 20                  | 5               | 15        | 20        | 11              | 6         | 17        |
| 215 – Single-Family Attached Housing                          | Dwelling Units (DWU) | 68                  | 8               | 24        | 32        | 20              | 15        | 35        |
| 260 – Recreational Housing                                    | Dwelling Units (DWU) | 14                  | 1               | 2         | 3         | 3               | 2         | 5         |
| Total Trip Generation                                         |                      |                     | <b>14</b>       | <b>41</b> | <b>55</b> | <b>34</b>       | <b>23</b> | <b>57</b> |

| <b>Table 3 – Trip Generation (Peak Hour, Weekend)</b> |                      |                     |           |           |           |                       |          |          |           |                       |
|-------------------------------------------------------|----------------------|---------------------|-----------|-----------|-----------|-----------------------|----------|----------|-----------|-----------------------|
| 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) | 20                  | 4         | 6         | 10        | N/A                   | N/A      | N/A      | N/A       | N/A                   |
| 215 – Single-Family Attached Housing                  | Dwelling Units (DWU) | 68                  | 15        | 17        | 32        | N/A                   | N/A      | N/A      | N/A       | N/A                   |
| 260 – Recreational Housing                            | Dwelling Units (DWU) | 14                  | 3         | 3         | 6         | 57                    | 4        | 7        | 11        | 46                    |
| Total Trip Generation                                 |                      |                     | <b>22</b> | <b>26</b> | <b>48</b> | <b>57</b>             | <b>4</b> | <b>7</b> | <b>11</b> | <b>46</b>             |

Land Use Code (LUC) 215 – Single-Family Attached was utilized to classify the proposed residential development, which consists of a total of sixty-eight (68) attached single-family dwelling units. The trip generation analysis for the project utilized the “General Urban/Suburban” setting because the project site and surrounding area do not exhibit the characteristics associated with a “Dense Multi-Use Urban” environment. Since the surrounding area is not characterized by high-density mixed-use development nor significant pedestrian-oriented infrastructure / multi-modal transportation network, the “General Urban/Suburban” classification is considered the most appropriate for estimating anticipated vehicular trip generation associated with the single-family residential units. The residential units will include associated site improvements and supporting infrastructure, including internal roadways, parking, landscaping, and pedestrian connectivity to support the residential community.

LUC 220 – Multifamily Housing was applied to represent the twenty (20) units proposed for the 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 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 four buildings with a total of twenty (20) dwelling units.

LUC 260 – Recreational Housing (e.g., cabins, cottages, and similar short-term lodging accommodations) was applied to the fourteen (14) rental cabins 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 single-family residential units, the multifamily residential units, and the 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 will serve the Single-Family Attached Residential units, while the remaining two (2) access points will serve the Multi-Family / Workforce Housing units and the Recreational Housing component (i.e., rental cabins). 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 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.

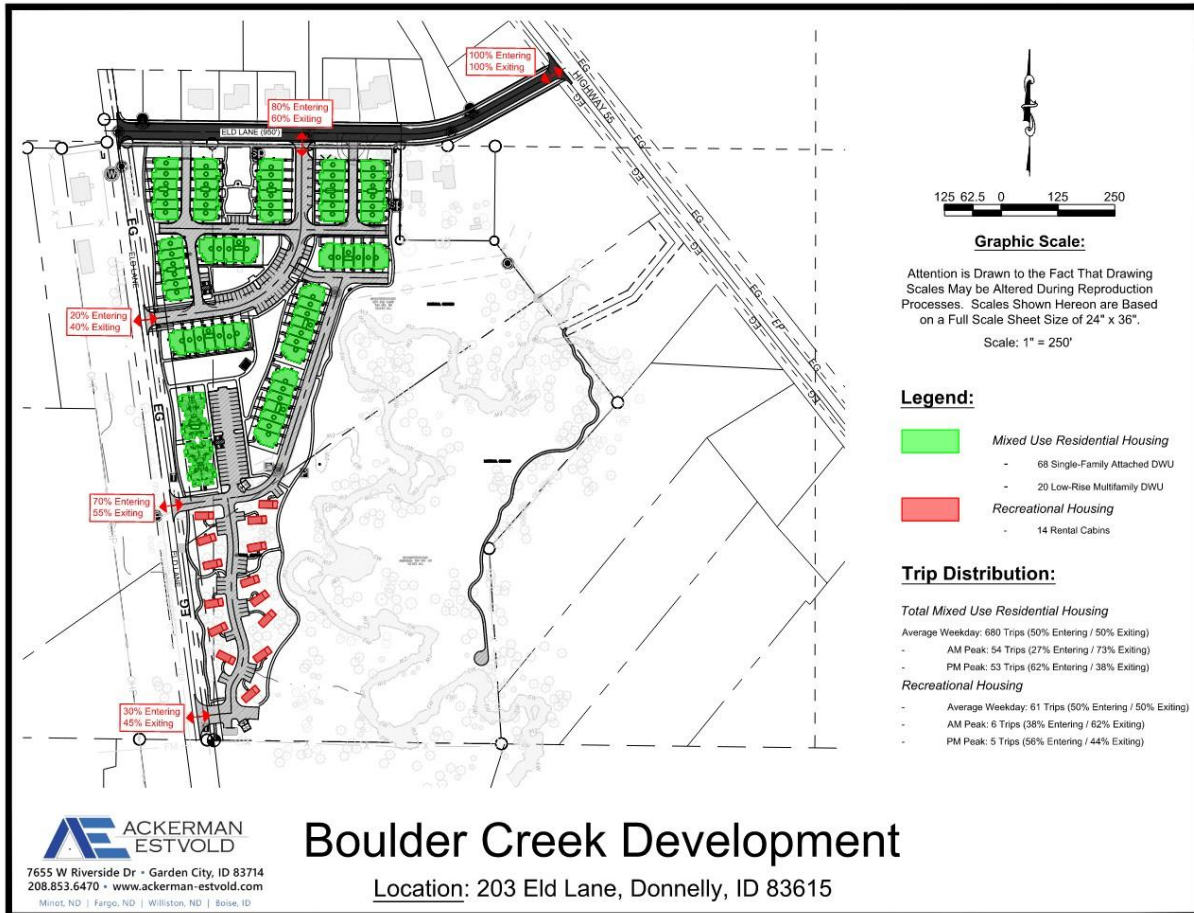


Figure 3 - Trip Distribution

## 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 two-way left-turn lane separating the opposing through lanes; however, the northbound center two-way 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 AM and PM Peak 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.

| <b>Table 4 - Level of Service Summary</b> |      |    |   |   |      |    |   |   |      |    |   |   |      |    |   |   |      |
|-------------------------------------------|------|----|---|---|------|----|---|---|------|----|---|---|------|----|---|---|------|
| 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 movement and 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 LOS B or better, 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.

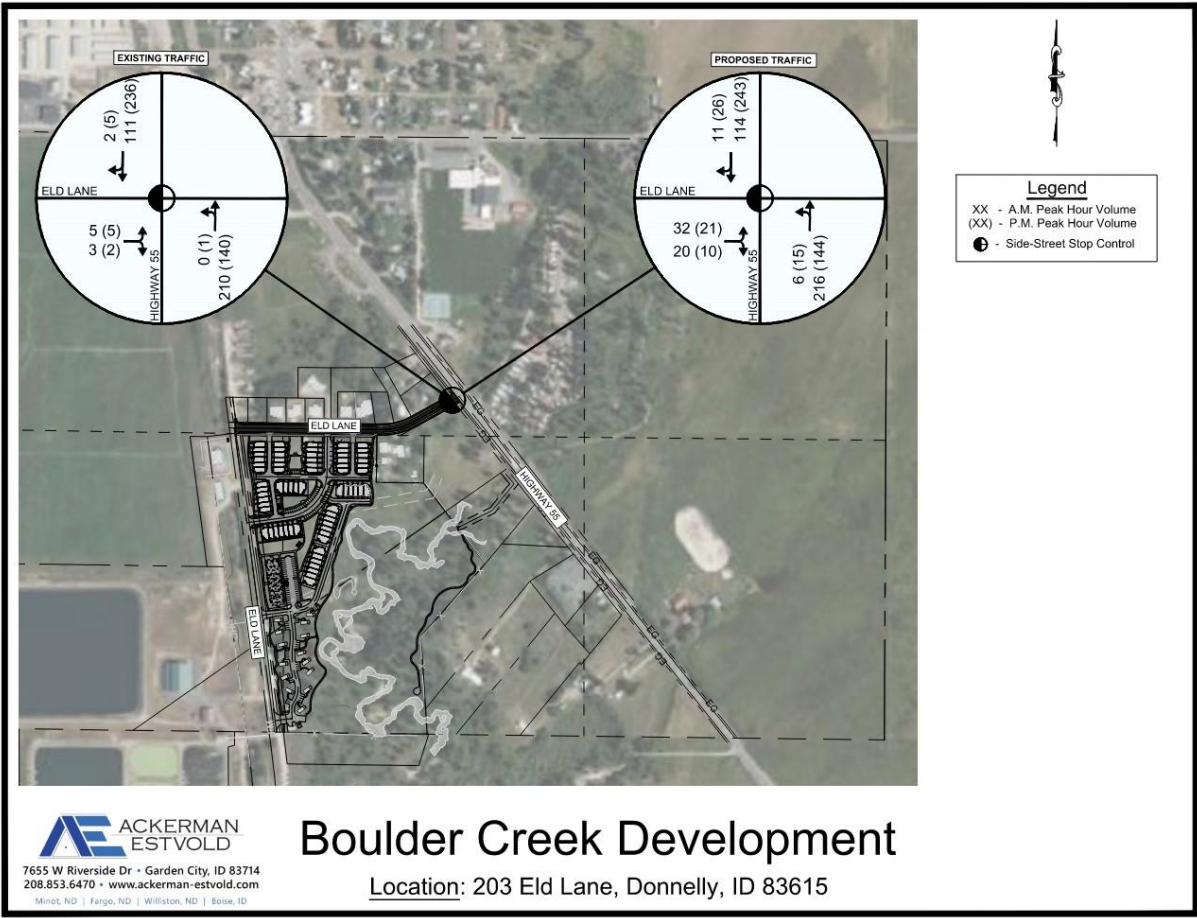


Figure 4 - Turning Movement Volumes

## 6 Summary and Recommendations

The following summary and recommendations are offered for consideration:

- The proposed development, consisting of 68 single-family residential units, 20 multi-family/workforce housing units, and 14 recreational/rental cabins, is estimated to generate approximately 741 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 as a local city street and will be designed in accordance with the City of Donnelly Standards and Specifications. Proposed improvements extend from the development's southernmost access point to the intersection approach at State Highway 55. Frontage improvements along Eld Lane (west of the site) are limited to the proposed driveway approaches. The first 400 feet of Eld Lane west of State Highway 55 will be constructed as a 24-foot-wide asphalt roadway with 6.5-foot swales and a 5-foot-wide detached sidewalk. Along the northern development frontage, Eld Lane will be improved as a 37.0-foot-wide asphalt roadway with 6-inch vertical curb and gutter, 9.5-foot travel lanes, and 8.5-foot parking lanes. The south side of Eld Lane will include an 8-foot swale and a 5-foot-wide detached sidewalk, while the north side will include a 5-foot-wide attached sidewalk. A minimum 1.5-foot separation is provided between the property line and the back of walks throughout the corridor.
- 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 two-way 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.

### **Conclusion:**

All evaluated movements are projected to operate at acceptable levels of service under both existing and future conditions. Based on the analysis, no additional intersection control, capacity enhancements, or geometric improvements are warranted at this time. The sole exception is the reconstruction and regrading of the Eld Lane approach at State Highway 55 to address the existing grade differences between Eld Lane and the State Highway in order to provide a smoother transition for vehicles entering and exiting the intersection. 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

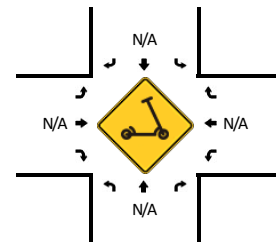
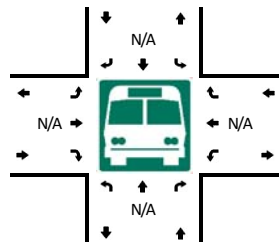
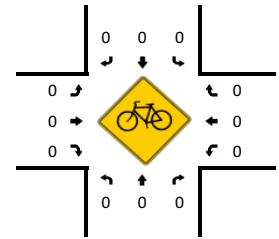
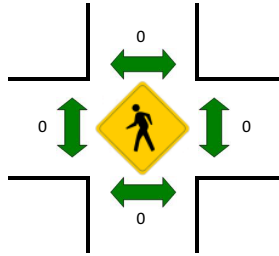
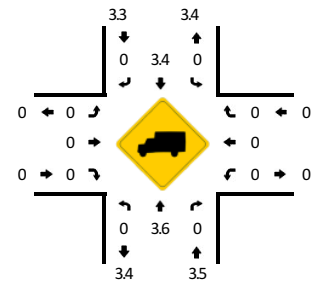
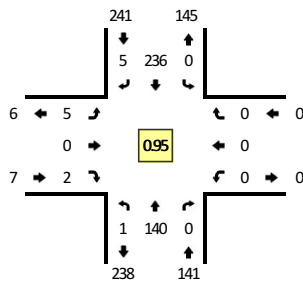
LOCATION: Hwy 55 -- Eld Lane

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<br>Period<br>Beginning At | Hwy 55<br>(Northbound) |      |       |   | Hwy 55<br>(Southbound) |      |       |   | Eld Lane<br>(Eastbound) |      |       |   | Eld Lane<br>(Westbound) |      |       |   | Total | Hourly<br>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 | 1                       | 0    | 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 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 70    | 175              |
| 7:30 AM                                | 0                      | 45   | 0     | 0 | 0                      | 18   | 2     | 0 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 66    | 213              |
| 7:45 AM                                | 0                      | 55   | 0     | 0 | 0                      | 28   | 0     | 0 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 84    | 259              |
| 8:00 AM                                | 0                      | 53   | 0     | 0 | 0                      | 20   | 0     | 0 | 2                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 75    | 295              |
| 8:15 AM                                | 0                      | 54   | 0     | 0 | 0                      | 35   | 2     | 0 | 0                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 92    | 317              |
| 8:30 AM                                | 0                      | 48   | 0     | 0 | 0                      | 28   | 0     | 0 | 2                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 80    | 331              |
| 8:45 AM                                | 1                      | 47   | 0     | 0 | 0                      | 24   | 0     | 0 | 1                       | 0    | 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 | 2                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 74    | 301              |
| 9:30 AM                                | 0                      | 45   | 0     | 0 | 0                      | 33   | 1     | 0 | 1                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 81    | 302              |
| 9:45 AM                                | 1                      | 38   | 0     | 0 | 0                      | 23   | 0     | 0 | 2                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 64    | 293              |
| 10:00 AM                               | 0                      | 37   | 0     | 0 | 0                      | 27   | 0     | 0 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 65    | 284              |
| 10:15 AM                               | 0                      | 49   | 0     | 0 | 0                      | 28   | 3     | 0 | 1                       | 0    | 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 | 2                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 65    | 282              |
| 11:00 AM                               | 0                      | 30   | 0     | 0 | 0                      | 30   | 1     | 0 | 2                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 65    | 282              |
| 11:15 AM                               | 1                      | 48   | 0     | 0 | 0                      | 40   | 1     | 0 | 2                       | 0    | 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 | 1                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 62    | 281              |
| 12:15 PM                               | 0                      | 48   | 0     | 0 | 0                      | 27   | 0     | 0 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 76    | 265              |
| 12:30 PM                               | 0                      | 33   | 0     | 0 | 0                      | 39   | 1     | 0 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 74    | 274              |
| 12:45 PM                               | 1                      | 42   | 0     | 0 | 0                      | 46   | 2     | 0 | 2                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 95    | 307              |
| 1:00 PM                                | 0                      | 35   | 0     | 0 | 0                      | 35   | 1     | 0 | 2                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 75    | 320              |
| 1:15 PM                                | 0                      | 39   | 0     | 0 | 0                      | 49   | 1     | 0 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 90    | 334              |
| 1:30 PM                                | 0                      | 23   | 0     | 0 | 0                      | 41   | 2     | 0 | 3                       | 0    | 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 | 1                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 94    | 341              |
| 2:15 PM                                | 1                      | 33   | 0     | 0 | 0                      | 41   | 3     | 0 | 3                       | 0    | 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 | 1                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 98    | 343              |
| 3:15 PM                                | 0                      | 30   | 0     | 0 | 0                      | 60   | 0     | 0 | 1                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 92    | 354              |

| 15-Min Count<br>Period<br>Beginning At | Hwy 55<br>(Northbound) |      |       |   | Hwy 55<br>(Southbound) |      |       |   | Eld Lane<br>(Eastbound) |      |       |   | Eld Lane<br>(Westbound) |      |       |   | Total | Hourly<br>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<br>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                      | 12   | 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     |                  |
| Scooters                               |                        |      |       |   |                        |      |       |   |                         |      |       |   |                         |      |       |   |       |                  |
| <i>Comments:</i>                       |                        |      |       |   |                        |      |       |   |                         |      |       |   |                         |      |       |   |       |                  |

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   |

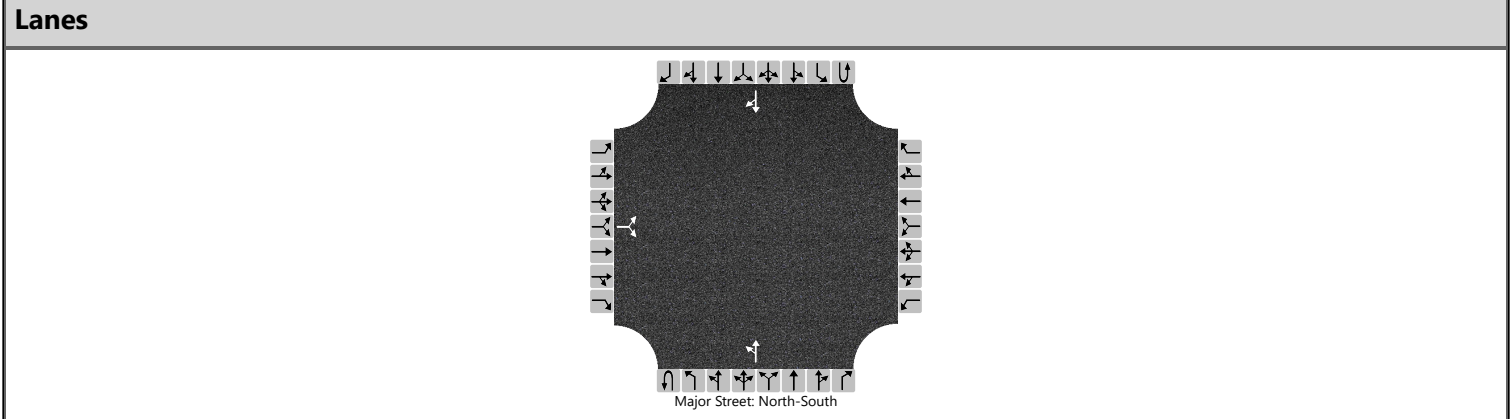
| 2028 Total for Boulder Creek Development |                   |                      |      |    |       |                     |      |    |       |                      |      |    |       |                     |      |    |       |
|------------------------------------------|-------------------|----------------------|------|----|-------|---------------------|------|----|-------|----------------------|------|----|-------|---------------------|------|----|-------|
|                                          |                   | 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     | 27                   | 0    | 18 | 45    | 0                   | 0    | 9  | 9     |
| PM Peak                                  | 4:45 PM - 5:45 PM | 0                    | 0    | 0  | 0     | 14                  | 0    | 0  | 14    | 15                   | 0    | 8  | 23    | 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   | 32                   | 0    | 21 | 53    | 0                   | 114  | 11 | 125   |
| PM Peak                                                        | 4:45 PM - 5:45 PM | 0                    | 0    | 0  | 0     | 15                  | 144  | 0  | 159   | 20                   | 0    | 10 | 30    | 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 |                            |                         |



| Vehicle Volumes and Adjustments |           |    |    |    |           |   |   |   |            |    |     |   |            |   |     |    |
|---------------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|-----|---|------------|---|-----|----|
| Approach                        | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |     |   | Southbound |   |     |    |
| Movement                        | 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 |    |    |    |           |   |   |   |            |    |     |   |            |   |     |    |

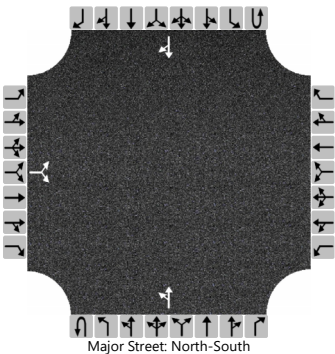
| Critical and Follow-up Headways |  |      |  |      |  |  |  |  |  |      |  |  |  |  |  |  |
|---------------------------------|--|------|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec)     |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |  |  |  |  |
| Critical Headway (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 <sub>95</sub> (veh)   |      |  | 0.0  |  |  |  |  |  |     | 0.0  |     |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (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               | ITD & City of Donnelly  |
| Date Performed           | 5/27/26                   | 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 |   |     |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|-----|---|------------|---|-----|----|
| Movement                   | 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)             |           | 32 |    | 21 |           |   |   |   |            | 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

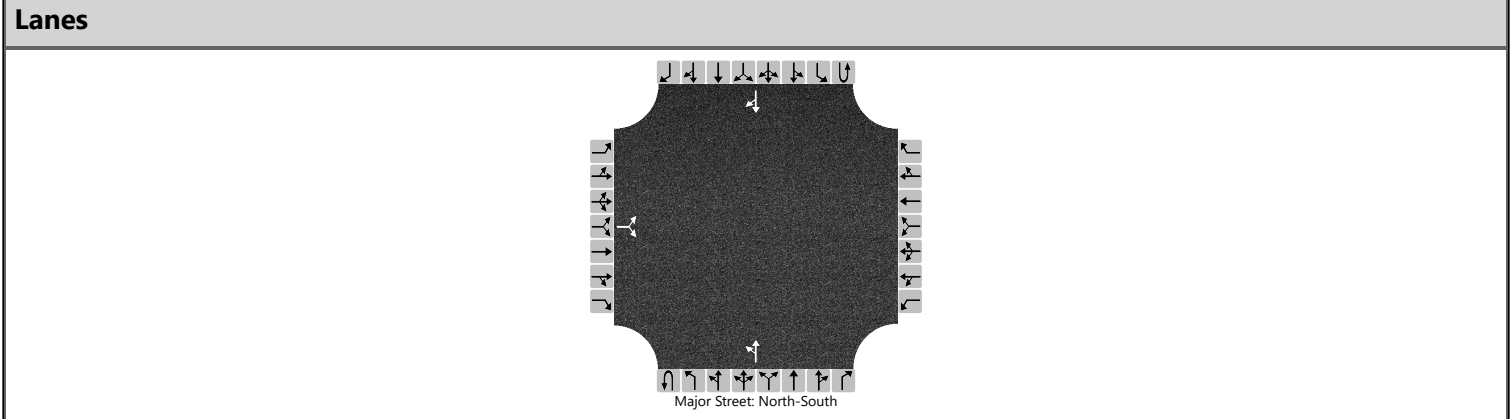
|                              |  |      |  |      |  |  |  |  |  |      |  |  |  |  |  |  |
|------------------------------|--|------|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |  |  |  |  |
| Critical Headway (sec)       |  | 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)                    |      |  | 58   |  |  |  |  |  |     | 7    |     |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  | 715  |  |  |  |  |  |     | 1455 |     |  |  |  |  |  |
| v/c Ratio                               |      |  | 0.08 |  |  |  |  |  |     | 0.00 |     |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  | 0.3  |  |  |  |  |  |     | 0.0  |     |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  |      |  | 7.6  |  |  |  |  |  |     | 0.0  |     |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  | 10.5 |  |  |  |  |  |     | 7.5  | 0.0 |  |  |  |  |  |
| Level of Service (LOS)                  |      |  | B    |  |  |  |  |  |     | A    | A   |  |  |  |  |  |
| Approach Delay (s/veh)                  | 10.5 |  |      |  |  |  |  |  | 0.2 |      |     |  |  |  |  |  |
| Approach LOS                            | B    |  |      |  |  |  |  |  | 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            | 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 |                            |                         |



| Vehicle Volumes and Adjustments |           |    |    |    |           |   |   |   |            |    |     |   |            |   |     |    |
|---------------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|-----|---|------------|---|-----|----|
| Approach                        | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |     |   | Southbound |   |     |    |
| Movement                        | 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 |    |    |    |           |   |   |   |            |    |     |   |            |   |     |    |

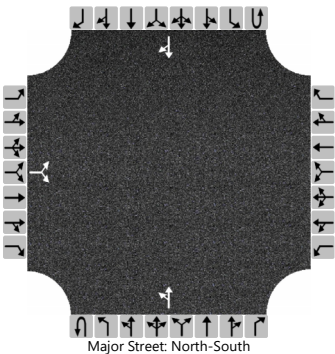
| Critical and Follow-up Headways |  |      |  |      |  |  |  |  |  |      |  |  |  |  |  |  |
|---------------------------------|--|------|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec)     |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |  |  |  |  |
| Critical Headway (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 <sub>95</sub> (veh)   |      |  | 0.0  |  |  |  |  |  |     | 0.0  |     |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (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           |                         |
|--------------------------|---------------------------|----------------------------|-------------------------|
| Analyst                  | Arens                     | Intersection               | Eld Lane & State Hwy 55 |
| Agency/Co.               | Ackerman-Estvold          | Jurisdiction               | ITD & City of Donnelly  |
| Date Performed           | 5/27/26                   | East/West Street           | State Hwy 55            |
| Analysis Year            | 2028                      | North/South Street         | Eld Lane                |
| Time Analyzed            | PM 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 |   |     |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|-----|---|------------|---|-----|----|
| Movement                   | 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 |    | 10 |           |   |   |   |            | 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)                    |      |  | 33   |  |  |  |  |  |     | 16   |     |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  | 605  |  |  |  |  |  |     | 1275 |     |  |  |  |  |  |
| v/c Ratio                               |      |  | 0.05 |  |  |  |  |  |     | 0.01 |     |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  | 0.2  |  |  |  |  |  |     | 0.0  |     |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (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   |      |     |  |  |  |  |  |