



Ada County Highway District

KUNA-MORA ROAD INTERIM POLICY Adopted 6/20/2007

Roadway Function: As noted in *Communities in Motion* (COMPASS), the region should consider long-term travel alternatives to I-84, and proposed and potential development may preclude Kuna-Mora as a future expressway unless a design is completed within the next 1-2 years. It is also noted that "Kuna-Mora Road should be preserved to allow for an expressway with potential grade-separated interchanges; and to maintain the right-of-way to construct a future expressway and interchanges, local governments along the corridor should stipulate a minimum setback of 150' from the centerline of Kuna-Mora. ...At the intersections of Kuna-Mora Road with major roads, setbacks should be negotiated to preserve future interchanges. ...As with any major road, future land uses along the corridor need to be planned with an eye toward regional needs – not just reacting to the immediate market." Kuna-Mora Road is not only needed to serve development in the area, but also higher speeds and volumes of through vehicular and truck traffic. While it has not been formally established that Kuna-Mora Road will be an official I-84 bypass, its direct route through the south part of the County lends itself to that type of roadway. Kuna-Mora Road would connect SH 45 in Canyon County east to I-84, with a connection to McDermott Road, which is also proposed in *Communities in Motion* as a long-term expressway corridor. Additionally the roadway will be used as the only main east-west access for future development in the area. A 50MPH posted speed limit, and 55MPH design speed are recommended for the entire length of the corridor.

Corridor Preservation/Roadway Section: A 200' wide corridor shall be preserved. This right-of-way width could accommodate a roadway with three travel lanes in each direction, center turn lanes where needed, and a center island. Also included are paved safety shoulders and adequate clear zone areas, as well as possible drainage areas.

Additional turn lanes and associated right-of-way (in excess of 200') may be required for intersections needed for development. These needs will be identified by Traffic Services upon review of the traffic impact study.

Drainage: Drainage can be accommodated in the clear zone slope area for a 4-lane roadway. When the roadway is widened to 6-lanes, the same system should be able to accommodate the drainage needs. At intersection approaches these drainage areas will need to narrow or terminate for left turn lanes and acceleration/deceleration lanes. Developers may be required to provide drainage systems/treatment outside of the right-of-way for road widening associated with their development. For future widening to 6-lanes, portions of the drainage areas would convert to additional lanes and there would still be sufficient capacity within the existing ditch. A storm water system could be developed through an urban section if necessary, but due to the high costs associated with that, the rural section and drainage is recommended.

Intersections: Three intersections along the corridor were identified as higher volume; higher use intersections that may require attention beyond a standard intersection footprint. These intersections are SH-69/Meridian Road, Cloverdale Road and Pleasant Valley Road. It is possible that others may be identified by traffic studies as they are conducted for development. As noted in *Communities in Motion*, future interchanges may need to be preserved. These intersections may need to be signalized as development occurs, possibly before build-out of the subdivision(s)/development, to ensure that the facilities are in place. Road trust deposits may also be required for signals. The intersections will be evaluated for signal installation and funding with the first development application located at or near the intersection. Due to the speed of the roadway, advance warning flashers should also be installed. For other intersections where signalization does not occur, Kuna-Mora Road will have the through condition and the north-south legs will be STOP controlled. Again, advance warning flashers and safety devices should be installed approaching these intersections. Roundabouts and alternative intersection designs should be considered as an alternative to signals and interchanges at all intersections where possible.

These three key intersections (along with others if necessary) should be studied further for long term needs. Urban interchanges or other high capacity intersection treatments should be planned for in the long term; however, right-of-way widths exceeding 225' on the Kuna-Mora legs, and 140' of right-of-way could be needed for the north-south legs. If development precedes this type of study, then the long term function of intersections should be analyzed with the development application and the appropriate right-of-way dedicated.

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Access: In the long term, access should be restricted to mile spacing, due to speeds and volumes on the roadway. In the interim only the following is recommended:

- One-half mile spacing would be allowed to operate as right-in/right-out, left-in. No signals would be allowed at these locations. The intersection would require the construction of a left turn lane, acceleration and deceleration lanes. With the construction of the left turn lane and accel/decel lanes there would be ample room for this to also serve as a U-turn location.
- One-quarter mile spacing would be allowed to operate as right-in/right-out. The intersection would require the construction of acceleration and deceleration lanes. This would lessen the amount of clear zone, but due to the decrease in speed for the approach, that is acceptable.
- Parallel collector systems and frontage/backage roads should be considered for all areas and joint/cross access will also be needed. A more connected local/collector street system will be required and necessary to adhere to the access restrictions.
- On the east end of the corridor near I-84 there are constraints due to topography, railroad tracks, grade, etc... Access standards should not be deviated from in this area based on those factors. Due to the proximity of the freeway interchange it is just as necessary to manage access in this location as it is the remainder of the corridor. While it may be difficult to locate an access at exactly the quarter or half mile in this area, Traffic and Planning staff will work with developers to locate accesses as close as possible to the policy requirements, while recognizing the constraints.

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