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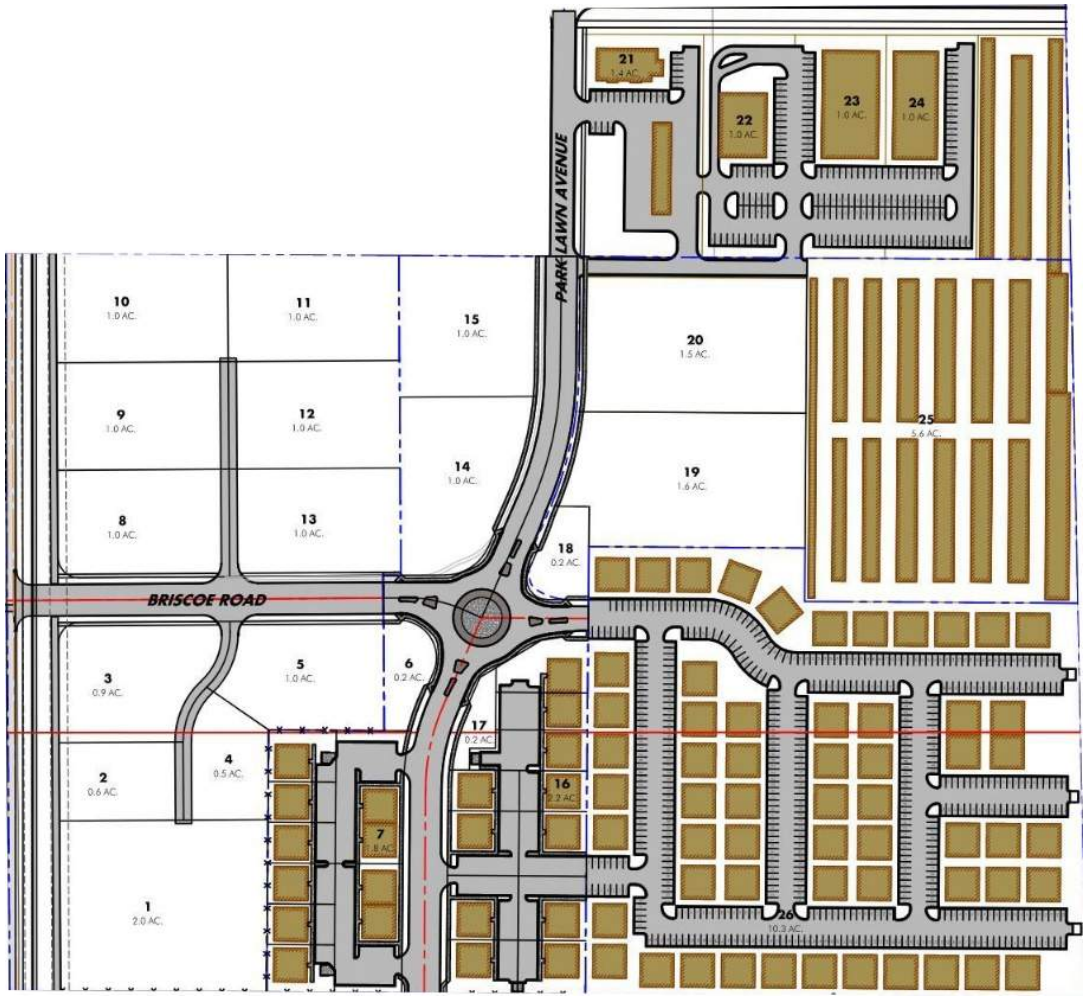
Legacy Park

Traffic Impact Analysis



Chubbuck, Idaho

April 14, 2022

UT22-2145

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Legacy Park development located in Chubbuck, Idaho. The development is located east of Yellowstone Avenue (U.S. 91) and south of New Day Parkway.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022), future (2027), and future (2032) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Evening Peak Hour Level of Service Results

	Intersection	Level of Service															
		Existing (2022)		Future (2027)						Future (2032)							
		Background		Background		Plus Project				Background				Plus Project			
		AM	PM	AM	PM	AM	AM MIT	PM	PM MIT	AM	AM MIT	PM	PM MIT	AM	AM MIT	PM	PM MIT
1	Hawthorne Road / Siphon Road	a	a	a	a	a	a	a	a	a	a	a	a	a	a	b	b
2	New Day Parkway / Yellowstone Avenue	B	B	A	A	B	B	B	B	B	B	B	B	B	B	B	B
3	Industrial Way / New Day Parkway	a	a	a	a	a	a	a	a	f	f	c	c	f	f	f	f
4	Whitaker Road / New Day Parkway	b	b	b	a	c	b	b	c	c	c	b	c	c	d	c	d
5	Hiline Road / New Day Parkway	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
6	Briscoe Road / Yellowstone Avenue	a	a	a	a	b	b	d	d	a	a	a	b	c	c	f	d
7	Park Lawn Avenue / Yellowstone Avenue	b	c	b	c	c	c	e	e	c	c	d	d	e	B	f	B
8	Chubbuck Road / Yellowstone Avenue	C	C	C	D	C	C	D	C	C	C	E	C	C	C	D	D

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)
2. BG = Background (without project traffic), PP = Plus Project (with project traffic), MIT = Mitigated Scenario

Source: Hales Engineering, April 2022

Table ES-2: Recommended Storage Length

	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
2	New Day Parkway / Yellowstone Avenue	50	125	-	125	50	175	-	-	100	50	-	-	-	150	-	125
3	Industrial Way / New Day Parkway	-	-	-	200	-	-	-	-	-	50	-	50	-	150	-	-
4	Whitaker Road / New Day Parkway	75	100	75	75	-	-	-	-	-	-	-	-	-	50	-	-
6	Briscoe Road / Yellowstone Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
7	Park Lawn Avenue / Yellowstone Avenue	-	125	-	100	-	50	-	-	75	75	125	125	100	225	-	-
8	Chubbuck Road / Yellowstone Avenue	175	250	-	225	100	225	-	-	150	275	150	275	250	200	-	-

1. Storage lengths are based on 2032 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, April 2022

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development is assumed to consist of a mix of land uses, including commercial/retail, office, housing, and storage units. The size and variety of these land uses is conceptual and represents a conservatively-high estimate for the number of trips generated, especially since internal capture and pass-by reductions were not applied for this study.
- The project is anticipated to generate approximately 15,098 weekday daily trips, including 1,346 trips in the morning peak hour, and 1,380 trips in the evening peak hour
- Auxiliary lane recommendations are as follows:
  - Briscoe Road / Yellowstone Avenue: NB right-turn and SB left-turn
  - Park Lawn Avenue / Yellowstone Avenue: NB right-turn
  - Park Lawn Avenue / New Day Parkway: EB right-turn and WB left-turn

2022	Background
Findings	• Acceptable LOS

2027	Background	Plus Project
Assumptions	• **New Day Parkway:** ○ Four-lane roadway with raised median from Yellowstone Ave to Hiline Rd • **Yellowstone Avenue:** ○ Five-lane roadway from Park Lawn Ave to north of New Day Parkway	• Division 1 and 2 completed in a five-year horizon • **Briscoe Road:** ○ Roadway constructed east of Yellowstone Ave and connected to Park Lawn Ave
Findings	• Acceptable LOS	• Poor LOS at: ○ Park Lawn Ave / Yellowstone Ave ○ Chubbuck Road / Yellowstone Ave ▪ SB and WB Left
Mitigations	• None	• **Chubbuck Road / Yellowstone Ave:** ○ Install NB and SB dual LT lanes

2032	Background	Plus Project
Assumptions	• Signal timing optimization	• Full buildout of project • **Park Lawn Avenue:** ○ Roadway constructed north to New Day parkway across from Industrial Way
Findings	• Poor LOS at: ○ Industrial Way / New Day Parkway ○ Chubbuck Road / Yellowstone Ave. ▪ SB and WB Left, and EB Through	• Poor LOS at: ○ Park Lawn Ave / New Day Parkway ○ Briscoe Road / Yellowstone Ave ○ Park Lawn Ave/ Yellowstone Ave ○ Chubbuck Road / Yellowstone Ave ▪ SB Left
Mitigations	• **Chubbuck Road / Yellowstone Ave:** ○ Install NB, SB, and WB dual LT lanes	• **Park Lawn Avenue / Yellowstone Ave:** ○ Install signal and reroute traffic to signal • **Chubbuck Road / Yellowstone Ave:** ○ Install northbound right-turn lane

Chubbuck Legacy Park TIA
Mitigated Roadway Network

Figure ES-1

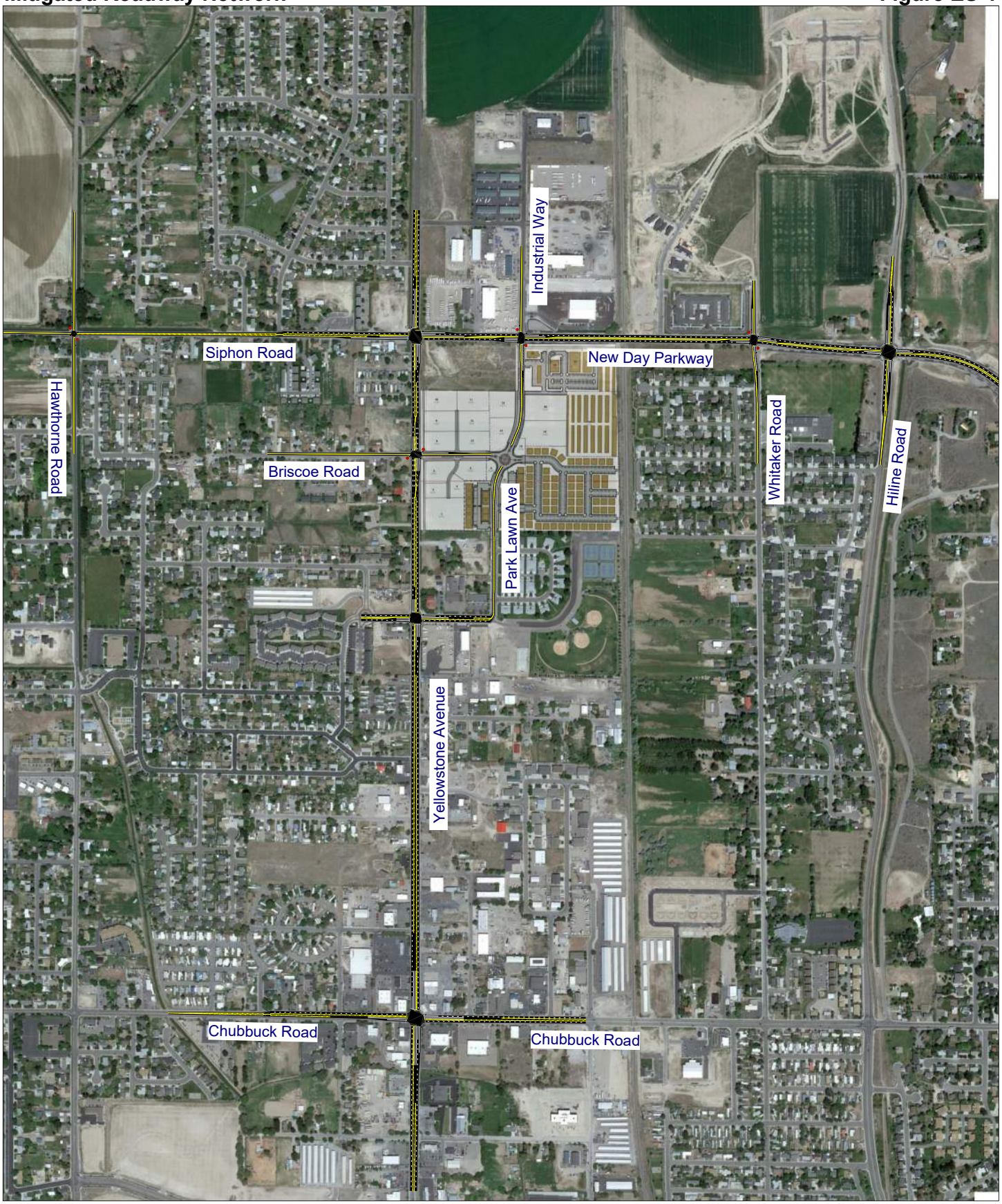

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TABLE OF CONTENTS

EXECUTIVE SUMMARY ..... **i**
SUMMARY OF KEY FINDINGS & RECOMMENDATIONS ii
TABLE OF CONTENTS ..... **iv**
LIST OF TABLES ..... **v**
LIST OF FIGURES ..... **v**
I. INTRODUCTION **1**
A. Purpose 1
B. Scope 2
C. Analysis Methodology 2
D. Level of Service Standards 2
II. EXISTING (2022) BACKGROUND CONDITIONS **4**
A. Purpose 4
B. Roadway System 4
C. Crash Analysis 4
D. Traffic Volumes 5
E. Level of Service Analysis 6
F. Queuing Analysis 6
G. Mitigation Measures 6
III. FUTURE (2027) BACKGROUND CONDITIONS **10**
A. Purpose 10
B. Roadway Network 10
C. Traffic Volumes 10
D. Level of Service Analysis 10
E. Queuing Analysis 10
F. Mitigation Measures 10
IV. PROJECT CONDITIONS **14**
A. Purpose 14
B. Project Description 14
C. Trip Generation 15
D. Trip Distribution and Assignment 17
E. Access 22
F. Auxiliary Lanes 22
G. Internal Roadway Network Evaluation 23
V. FUTURE (2027) PLUS PROJECT CONDITIONS **24**
A. Purpose 24
B. Traffic Volumes 24
C. Level of Service Analysis 24
D. Queuing Analysis 24
E. Mitigation Measures 24
VI. FUTURE (2032) BACKGROUND CONDITIONS **28**
A. Purpose 28
B. Roadway Network 28
C. Traffic Volumes 28

D. Level of Service Analysis 28
E. Queuing Analysis 28
F. Mitigation Measures 31

VII. FUTURE (2032) PLUS PROJECT CONDITIONS 33

A. Purpose 33
B. Traffic Volumes 33
C. Level of Service Analysis 33
D. Queuing Analysis 33
E. Mitigation Measures 36
F. Recommended Storage Lengths 38

Appendix A: Project Site Plan
Appendix B: Turning Movement Counts
Appendix C: LOS Results
Appendix D: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description 3
Table 2: Study Intersection Crash Data 5
Table 3: Existing (2022) Background Peak Hour LOS 9
Table 4: Future (2027) Background Peak Hour LOS 13
Table 5: Project Land Uses 14
Table 6: Trip Generation 16
Table 7: Trip Distribution 17
Table 8: Future (2027) Plus Project Peak Hour LOS 27
Table 9: Future (2027) Plus Project Peak Hour LOS (Mitigated) 27
Table 10: Future (2032) Background Peak Hour LOS 31
Table 11: Future (2032) Background Peak Hour LOS (Mitigated) 32
Table 12: Future (2032) Plus Project Peak Hour LOS 36
Table 13: Future (2032) Plus Project Peak Hour LOS (Mitigated) 37
Table 14: Recommended Storage Lengths 38

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Chubbuck, Idaho 1
Figure 2: Existing (2022) background peak hour traffic volumes 7
Figure 3: Future (2027) background peak hour traffic volumes 11
Figure 4: Trip assignment for the peak hours in 2027 18
Figure 5: Trip assignment for the peak hours in 2032 20
Figure 6: Future (2027) plus project peak hour traffic volumes 25
Figure 7: Future (2032) background peak hour traffic volumes 29
Figure 8: Future (2032) plus project peak hour traffic volumes 34
Figure 9: MUTCD Peak Hour Warrant (Warrant 3) 37

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Legacy Park development located in Chubbuck, Idaho. The proposed project is located east of Yellowstone Avenue (U.S. 91) and south of New Day Parkway. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022), future (2027), and future (2032) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Chubbuck, Idaho

B. Scope

The study area was defined based on direction from Chubbuck City staff. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Hawthorne Road / Siphon Road
- Siphon Road & New Day Parkway / Yellowstone Avenue (U.S. 91)
- Industrial Way / New Day Parkway
- Whitaker Road / New Day Parkway
- Hiline Road / New Day Parkway
- Briscoe Road / Yellowstone Avenue (U.S. 91)
- Park Lawn Avenue / Yellowstone Avenue (U.S. 91)
- Chubbuck Road / Yellowstone Avenue (U.S. 91)

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

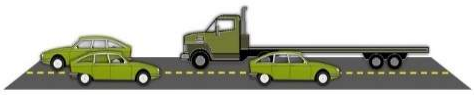
The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

In accordance with the Bannock Transportation Planning Organization (BTPO) Traffic Impact Analysis Guidelines, a minimum acceptable intersection performance for each of the signalized study intersections was set at LOS E, with no approach below LOS F. For unsignalized intersections, the minimum standard was set to LOS D for all approaches of the intersection. If unacceptable levels of service exist, an explanation and/or mitigation measures will be presented.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2022) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Yellowstone Avenue (U.S. 91) – is a state-maintained roadway, classified by the Idaho Transportation Department (ITD) access management standards as a "Regional Main Route – Principal Arterial" facility. The roadway currently has one travel lane in each direction with a center two-way left-turn lane, but there are plans to widen the roadway to a five-lane cross section in the near future. The posted speed limit is 35 mph in the study area. As identified and controlled by ITD, this roadway has minimum signalized intersection spacing of one-half mile (2,640 feet), minimum unsignalized street spacing of 660 feet, and minimum driveway spacing of 250 feet.

New Day Parkway – is a city-maintained roadway which is classified by the Chubbuck Functional Road Class System as a principal arterial. The roadway currently has one travel lane in each direction but is currently undergoing construction to be widened to two lanes in each direction with a center median. The posted speed limit is 35 mph in the study area. As an arterial, BTPO has minimum access spacing of 660 feet.

Park Lawn Avenue – is a city-maintained roadway which is classified by the Chubbuck Functional Road Class System as a collector. At the point where it accesses the site, the roadway currently has one travel lane in each direction with on-street parking allowed on both sides of the street. There is no posted speed limit so a speed of 25 mph is assumed in the study area.

C. Crash Analysis

A three-year crash report (2018-2020) was provided for each of the study intersections. Crash data were collected from the Local Highway Technical Assistance Council's website. Crashes were broken down by severity and are shown in Table 2. As shown, a total of 86 crashes have occurred at all of the study intersections combined, most of which have occurred at the Chubbuck Road / Yellowstone Avenue intersection.

There were 16 crashes at the New Day Parkway / Yellowstone Avenue intersection, but this intersection was recently updated to a traffic signal, which will likely improve safety.

There were also a higher-than-average amount of crashes at the Park Lawn Avenue / Yellowstone Avenue intersection with 11 crashes. No mitigation measures are recommended solely based off crash data.

Table 2: Study Intersection Crash Data

Intersection	Crash Severity[1]				
Description	Fatal	Severe Injury (A)	Injury (B)	Injury (C)	Property Damage
Hawthorne Road / Siphon Road	0	0	1	0	1
New Day Parkway / Yellowstone Avenue	0	0	2	8	6
Industrial Way / New Day Parkway	0	0	0	0	0
Whitaker Road / New Day Parkway	0	0	1	1	0
Hiline Road / New Day Parkway	0	0	0	1	2
Briscoe Road / Yellowstone Avenue	0	0	0	0	0
Park Lawn Avenue / Yellowstone Avenue	0	0	4	3	4
Chubbuck Road / Yellowstone Avenue	0	1	3	13	35

1. Three-year crash report (2018-2020) provided by the Local Highway Technical Assistance Council's website

Source: Hales Engineering, April 2022

D. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Southside Way / Yellowstone Avenue (U.S. 91)
- Whitaker Road / New Day Parkway
- Hiline Road / New Day Parkway
- Briscoe Road / Yellowstone Avenue (U.S. 91)
- Park Lawn Avenue / Yellowstone Avenue (U.S. 91)
- Chubbuck Road / Yellowstone Avenue (U.S. 91)

The counts were performed on Wednesday, March 9, 2022, and Thursday, March 10, 2022. The morning peak hour was determined to be between 7:30 and 8:30 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 35% higher than the morning peak hour volumes. Detailed count data are included in Appendix B.

There was construction at the Industrial Way / New Day Parkway during the time that counts were collected. Since there are only two access points into the businesses in that area, 75% of the

traffic volumes collected at Southside Way / Yellowstone Avenue (U.S. 91) were redistributed to Industrial Way.

To help estimate traffic volumes without construction, counts were also provided by ITD for the Siphon Road / Yellowstone Avenue (U.S. 91) intersection that were collected on March 4-6, 2021 and counts provided by BTPO for the Hawthorne Road / Siphon Road intersection that were collected on March 25, 2021. These counts were adjusted to estimated 2022 traffic volumes using a transportation improvement model, provided by BTPO, of 2.2%

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data, obtained from nearby automatic traffic recorders (ATR) on Chubbuck Road (ATR #249) and on U.S. 91 (ATR #5) showed that in recent years, traffic volumes in March have been equal to approximately 96% of average traffic volumes. The observed traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections.

The traffic counts were collected during the COVID-19 pandemic when traffic volumes may have been slightly reduced. According to that same ATR data, traffic volumes in March 2022 have returned to equal and/or greater numbers than March 2019. Therefore, no further adjustment was made.

Figure 2 shows the existing peak hour volumes as well as intersection geometry at the study intersections.

E. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service, as shown in Table 3. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2022) conditions.

F. Queuing Analysis

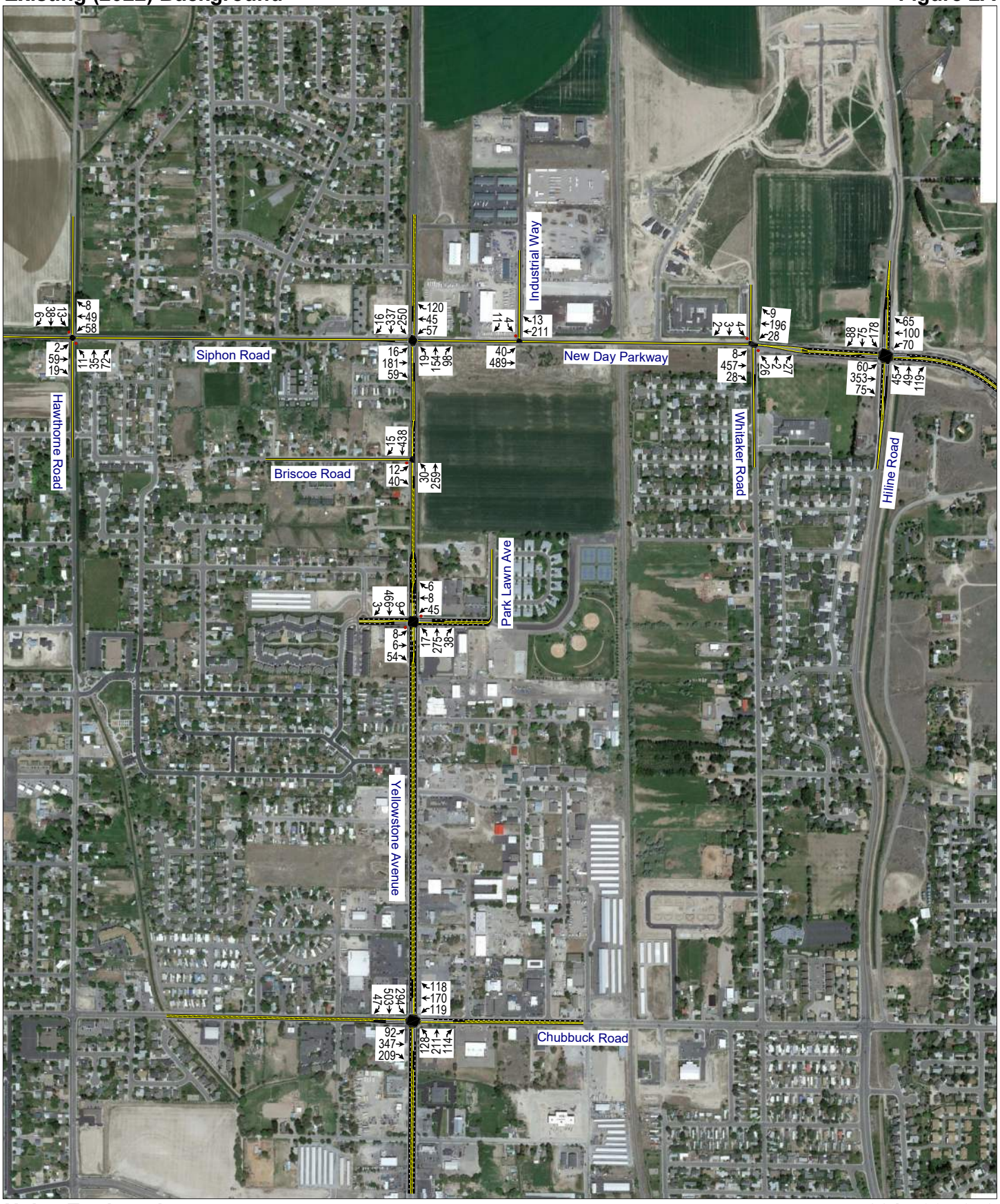
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during either peak hour.

G. Mitigation Measures

No mitigation measures are recommended.

Chubbuck Legacy Park TIA
Existing (2022) Background

Morning Peak Hour
Figure 2A



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Chubbuck Legacy Park TIA
Existing (2022) Background

Evening Peak Hour
Figure 2B

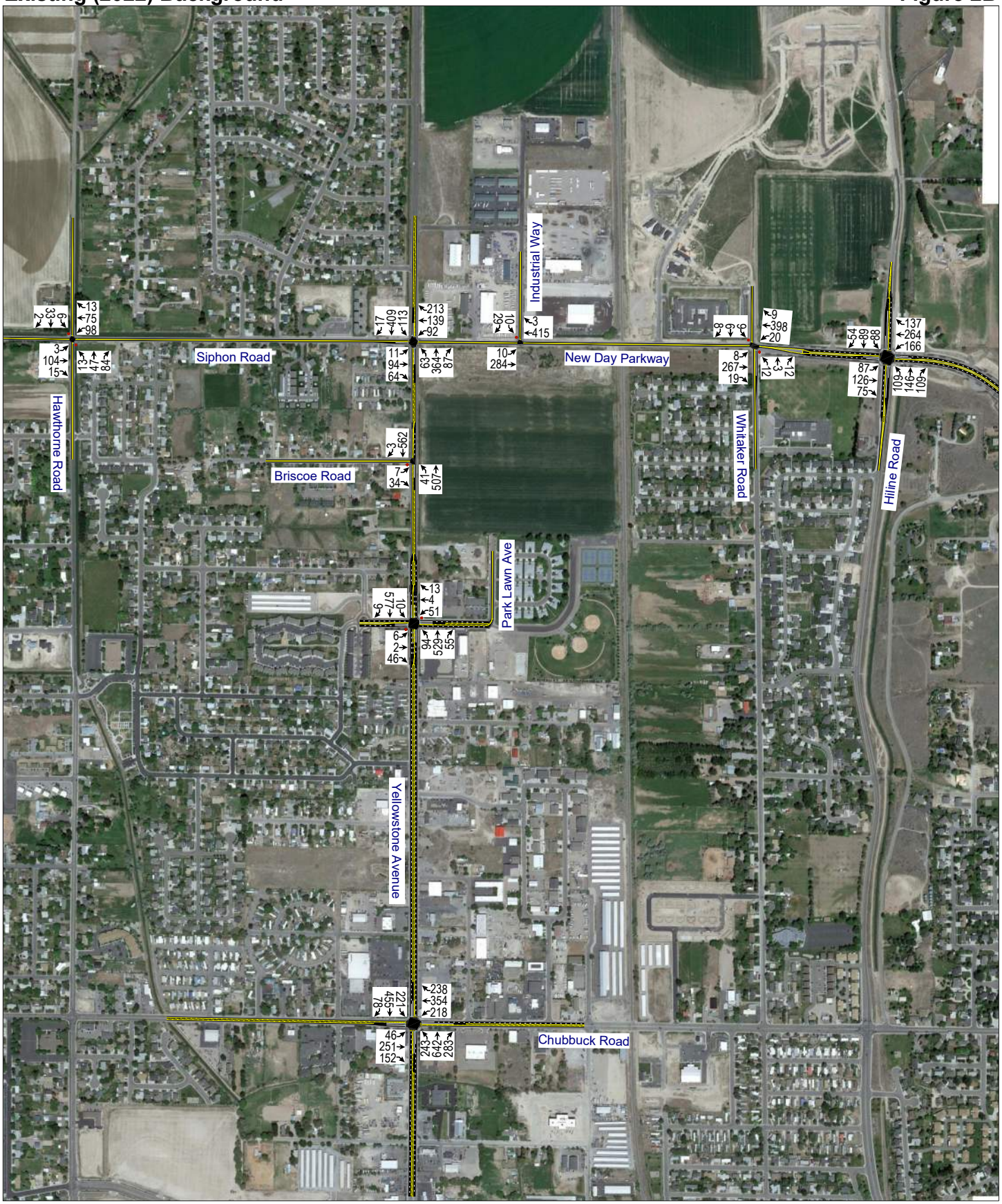

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Table 3: Existing (2022) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Hawthorne Road / Siphon Road	NB/SB Stop	a (7.7) / SBT	a (8.2) / NBT
New Day Parkway / Yellowstone Avenue	Signal	B (11.5)	B (15.0)
Industrial Way / New Day Parkway	SB Stop	a (8.8) / SBL	a (7.9) / SBL
Whitaker Road / New Day Parkway	NB/SB Stop	b (11.3) / NBT	b (12.0) / SBL
Hiline Road / New Day Parkway	Signal	B (10.2)	B (11.3)
Briscoe Road / Yellowstone Avenue	EB Stop	a (6.4) / EBL	a (8.0) / EBL
Park Lawn Avenue / Yellowstone Avenue	WB/EB Stop	b (10.1) / EBT	c (15.6) / EBT
Chubbuck Road / Yellowstone Avenue	Signal	C (20.2)	C (31.2)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

III. FUTURE (2027) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2027) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to current construction plans and the BTPO Metropolitan Transportation Plan 2040, there is a current project to complete the widening of New Day Parkway to four travel lanes with a center median between Hiline Road and Yellowstone Avenue. There are also plans to widen Yellowstone Avenue to five lanes between Park Lawn Avenue and New Day Parkway. These changes were made to the roadway network for the future (2027) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2027) forecasted volumes from the BTPO transportation improvement model, which provided the highest growth rate along Yellowstone Avenue at 2.2%. This was used as a conservative estimate at all study intersections. Future (2027) peak hour turning movement volumes are shown in Figure 3.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service in future (2027) background conditions, as shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed development for future (2027) conditions.

E. Queuing Analysis

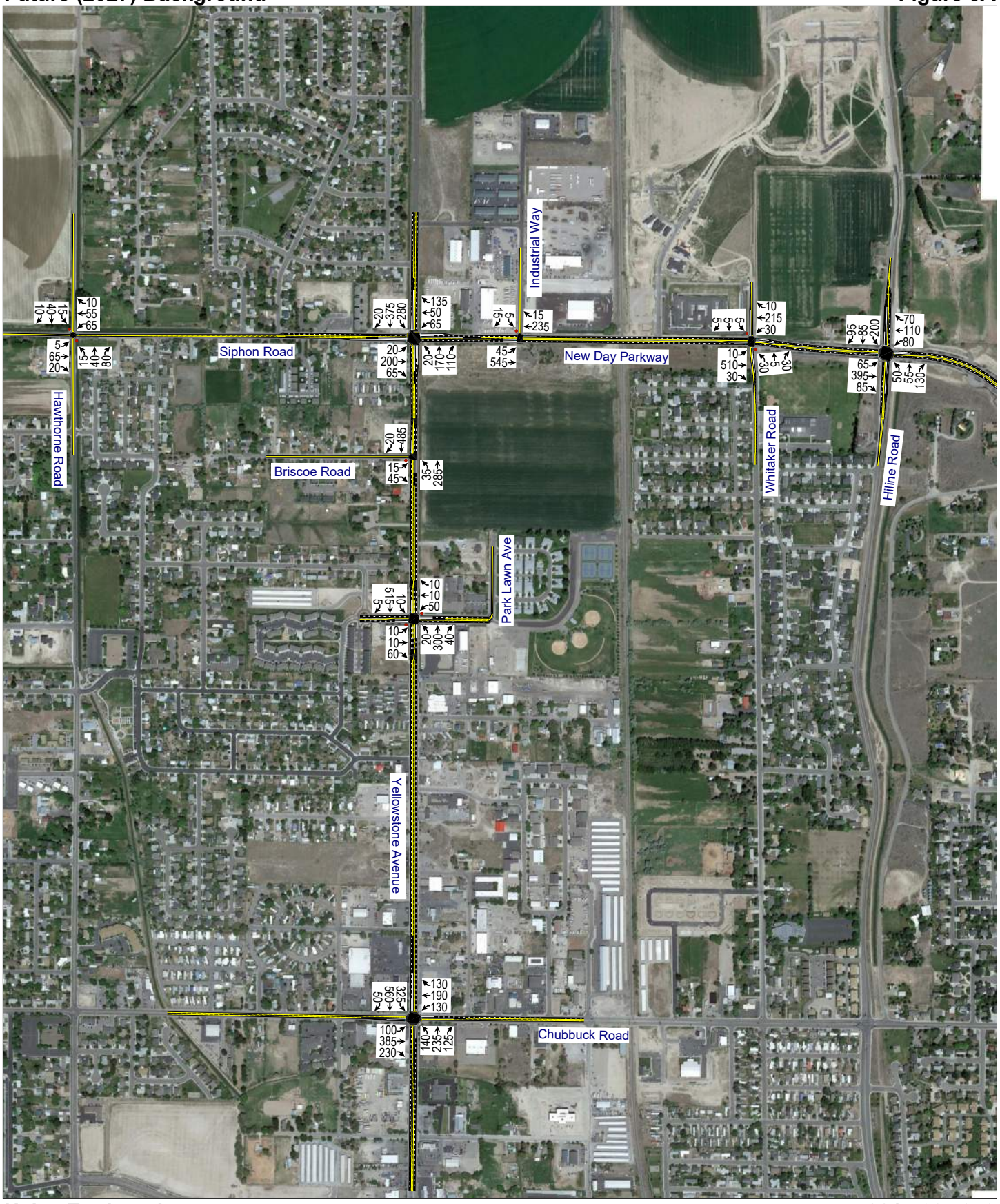
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during either peak hour.

F. Mitigation Measures

No mitigation measures are recommended.

Chubbuck Legacy Park TIA
Future (2027) Background

Morning Peak Hour
Figure 3A



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Chubbuck Legacy Park TIA
Future (2027) Background

Evening Peak Hour
Figure 3B

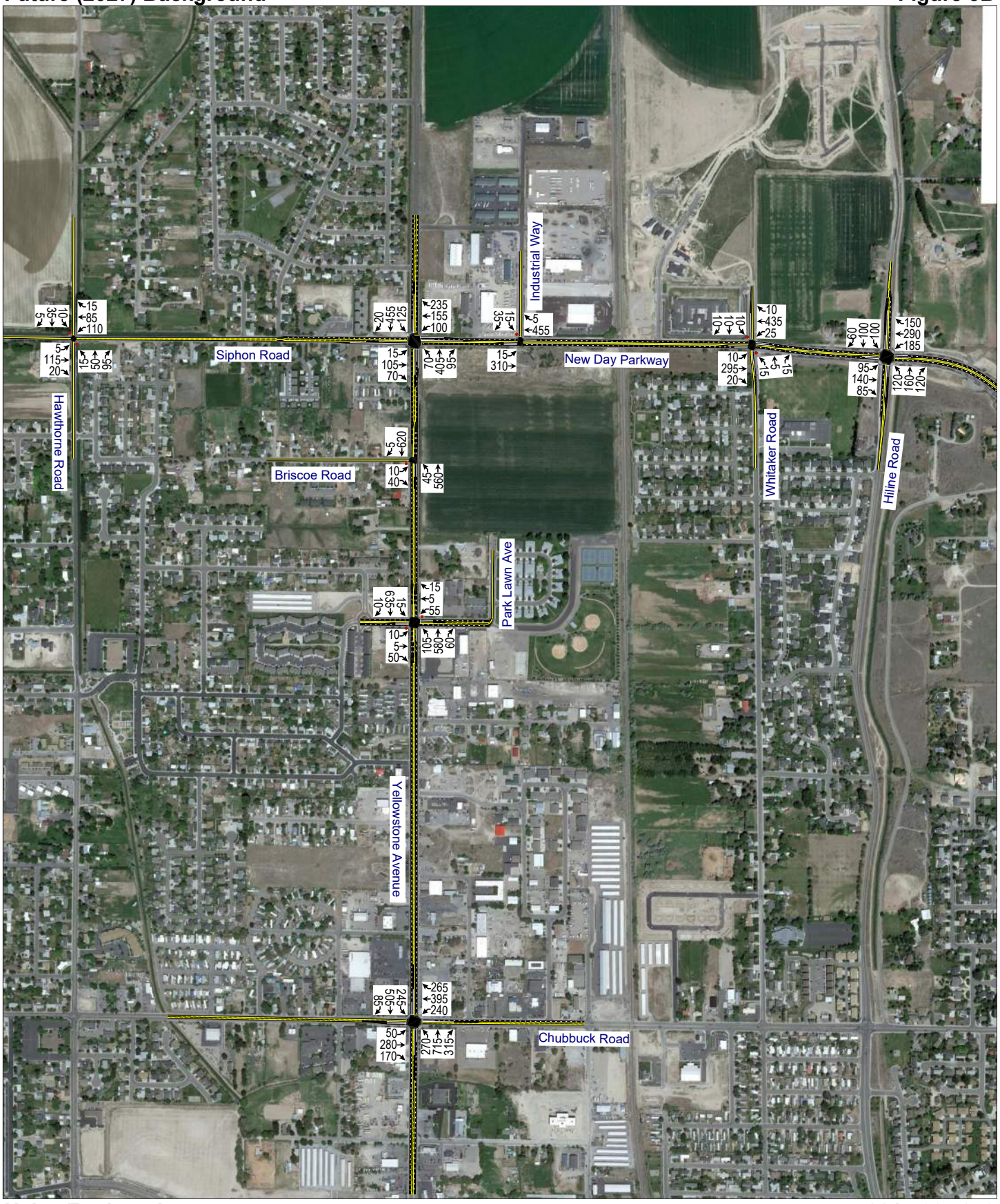

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Table 4: Future (2027) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Hawthorne Road / Siphon Road	NB/SB Stop	a (7.7) / NBT	a (8.7) / NBT
New Day Parkway / Yellowstone Avenue	Signal	A (8.1)	A (8.0)
Industrial Way / New Day Parkway	SB Stop	a (7.3) / SBL	a (8.7) / SBL
Whitaker Road / New Day Parkway	NB/SB Stop	b (10.4) / NBT	a (10.0) / NBT
Hiline Road / New Day Parkway	Signal	B (11.2)	B (12.3)
Briscoe Road / Yellowstone Avenue	EB Stop	a (6.9) / EBL	a (7.5) / EBL
Park Lawn Avenue / Yellowstone Avenue	WB/EB Stop	b (12.3) / EBT	c (22.2) / WBT
Chubbuck Road / Yellowstone Avenue	Signal	C (23.9)	D (37.0)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

IV. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Legacy Park development is located east of Yellowstone Avenue (U.S. 91) and south of New Day Parkway. The conceptual master plan for the development assumes a variety of land uses planned in different divisional phases. Division 1 and 2 are anticipated to be completed by 2027 and the remainder by 2032. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 5. These land use assumptions are conservatively high to analyze potential maximum impacts the project could have to the roadway network.

Table 5: Project Land Uses

Land Use	Intensity by Division and Phase Year			
	1	2	3	4,5,6
	2027		2032	
Auto Care Center	20,000 sq. ft.	-	-	-
Coffee Shop w/ Drive Thru	2,500 sq. ft.	-	-	-
Medical/Dental Office	18,000 sq. ft.	-	-	-
Small Office	35,000 sq. ft.	-	-	-
General Retail	20,000 sq. ft.	17,000 sq. ft.	-	-
Single-Family Attached Housing	-	84 Units	-	240 Units
General Office	-	27,000 sq. ft.	25,000 sq. ft.	-
Self-Storage	-	100,000 sq. ft.		-
Fast Food w/ Drive Through	-	-	4,000 sq. ft.	-
Convenience Store / Gas	-	-	5,000 sq. ft.	-

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Residential dwelling unit rates were provided by the BTPO Traffic Impact Analysis Guidelines and were used in place of ITE data. Trip generation totals for the proposed project are included in Table 6.

The trip generation for the development that is anticipated to completed by 2027 is as follows:

- Daily Trips: 6,572
- Morning Peak Hour Trips: 604
- Evening Peak Hour Trips: 696

The trip generation for the development that is anticipated to completed between 2027 and 2032 is as follows:

- Daily Trips: 8,526
- Morning Peak Hour Trips: 742
- Evening Peak Hour Trips: 684

The total trip generation for the development is as follows:

- Daily Trips: 15,098
- Morning Peak Hour Trips: 1,346
- Evening Peak Hour Trips: 1,380

Additionally, there is a planned development just northwest of this development that was assumed to also come in with the 2032 analysis scenario. The trip generation for that development was assumed to mirror division 3 and was incorporated into the 2032 background scenario with the construction of the south leg of Industrial Way. The same trip assignment assumptions will be used to distribute those traffic volumes.

It should be noted that many of the land use assumptions would generate a large number of pass-by reductions. These are trips that are currently already on the adjacent roadways but would enter and exit the site along their normal route. Gas stations, fast-food restaurants, coffee shops, and other commercial/retail generate a high percentage of these pass-by trips. Based on ITE pass-by estimates, this would reduce new trips to the site by approximately 35 percent and instead pull that 35 percent from the existing volumes on the adjacent roadway. Based on guidance from BTPO and the City of Chubbuck, these pass-by reductions were not included in the analysis.

Table 6: Trip Generation

Trip Generation Chubbuck - Legacy Park										
Division	Land Use[1]	# of Units	Unit Type	Trip Generation			New Trips		
				Total	% In	% Out	In	Out	Total
Weekday Daily									
1	Automobile Care Center (942)	20	KSF	622	50%	50%	311	311	622
1	Coffee Shop w/Drive-thru (937)	3	KSF	1,334	50%	50%	667	667	1,334
1	Medical/Dental Office Building (720)	18	KSF	648	50%	50%	324	324	648
1	Small Office Building (712)	35	KSF	504	50%	50%	252	252	504
1	Strip Retail Plaza, <40k (822)	20	KSF	1,090	50%	50%	545	545	1,090
2	Single-Family Attached Housing (215)	84	DU	1,008	50%	50%	504	504	1,008
2	General Office Building (710)	27	KSF	294	50%	50%	147	147	294
2	Strip Retail Plaza, <40k (822)	17	KSF	926	50%	50%	463	463	926
2	Mini-Warehouse (151)	100	KSF	146	50%	50%	73	73	146
3	Fast-Food Restaurant with Drive-Through Window (934)	4	KSF	1,870	50%	50%	935	935	1,870
3	Convenience Store/Gas Station, 9-15 pumps (945)	5	KSF	3,504	50%	50%	1,752	1,752	3,504
3	General Office Building (710)	25	KSF	272	50%	50%	136	136	272
4,5,6	Single-Family Attached Housing (215)	240	DU	2,880	50%	50%	1,440	1,440	2,880
	TOTAL			**15,098**			**7,549**	**7,549**	**15,098**
AM Peak Hour									
1	Automobile Care Center (942)	20	KSF	46	66%	34%	30	16	46
1	Coffee Shop w/Drive-thru (937)	3	KSF	216	51%	49%	110	106	216
1	Medical/Dental Office Building (720)	18	KSF	56	79%	21%	44	12	56
1	Small Office Building (712)	35	KSF	60	82%	18%	49	11	60
1	Strip Retail Plaza, <40k (822)	20	KSF	48	60%	40%	29	19	48
2	Single-Family Attached Housing (215)	84	DU	84	31%	69%	26	58	84
2	General Office Building (710)	27	KSF	42	88%	12%	37	5	42
2	Strip Retail Plaza, <40k (822)	17	KSF	42	60%	40%	25	17	42
2	Mini-Warehouse (151)	100	KSF	10	59%	41%	6	4	10
3	Fast-Food Restaurant with Drive-Through Window (934)	4	KSF	180	51%	49%	92	88	180
3	Convenience Store/Gas Station, 9-15 pumps (945)	5	KSF	284	50%	50%	142	142	284
3	General Office Building (710)	25	KSF	38	88%	12%	33	5	38
4,5,6	Single-Family Attached Housing (215)	240	DU	240	31%	69%	74	166	240
	TOTAL			**1,346**			**697**	**649**	**1,346**
PM Peak Hour									
1	Automobile Care Center (942)	20	KSF	64	48%	52%	31	33	64
1	Coffee Shop w/Drive-thru (937)	3	KSF	98	50%	50%	49	49	98
1	Medical/Dental Office Building (720)	18	KSF	72	30%	70%	22	50	72
1	Small Office Building (712)	35	KSF	76	34%	66%	26	50	76
1	Strip Retail Plaza, <40k (822)	20	KSF	132	50%	50%	66	66	132
2	Single-Family Attached Housing (215)	84	DU	84	57%	43%	48	36	84
2	General Office Building (710)	27	KSF	40	17%	83%	7	33	40
2	Strip Retail Plaza, <40k (822)	17	KSF	114	50%	50%	57	57	114
2	Mini-Warehouse (151)	100	KSF	16	47%	53%	8	8	16
3	Fast-Food Restaurant with Drive-Through Window (934)	4	KSF	134	52%	48%	70	64	134
3	Convenience Store/Gas Station, 9-15 pumps (945)	5	KSF	274	50%	50%	137	137	274
3	General Office Building (710)	25	KSF	36	17%	83%	6	30	36
4,5,6	Single-Family Attached Housing (215)	240	DU	240	57%	43%	137	103	240
	TOTAL			**1,380**			**664**	**716**	**1,380**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.

SOURCE: Hales Engineering, April 2022

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips is shown in Table 7.

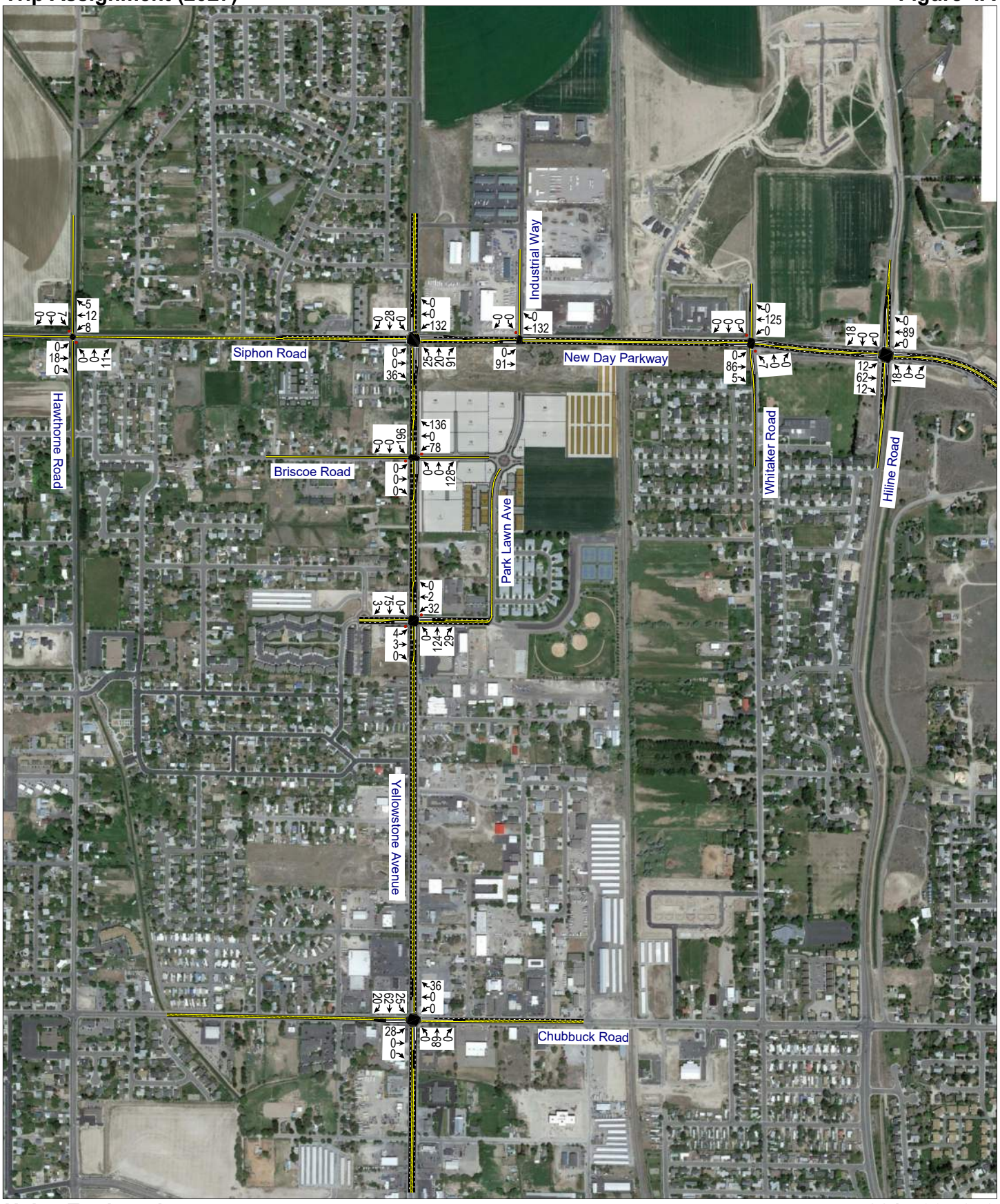
These trip distribution assumptions were used to assign the peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Since the development is planned in phases, and the Park Lawn Avenue connection to New Day Parkway is planned to be completed with division 3, separate trip assignments were created for 2027 and 2032. Trip assignment for the development in 2027 and 2032 is shown in Figure 4 and Figure 5, respectively.

Table 7: Trip Distribution

Direction	% To/From Project	Via	%
North	15%	Yellowstone Avenue	8%
		Hiline Road	5%
		Hawthorne Road	2%
South	35%	Yellowstone Avenue	25%
		Hiline Road	5%
		Hawthorne Road	3%
		Whitaker Road	2%
East	35%	New Day Parkway	25%
		Chubbuck Road	10%
West	15%	Chubbuck Road	8%
		Park Lawn Avenue	2%
		Siphon Road	5%

Chubbuck Legacy Park TIA
Trip Assignment (2027)

Morning Peak Hour
Figure 4A



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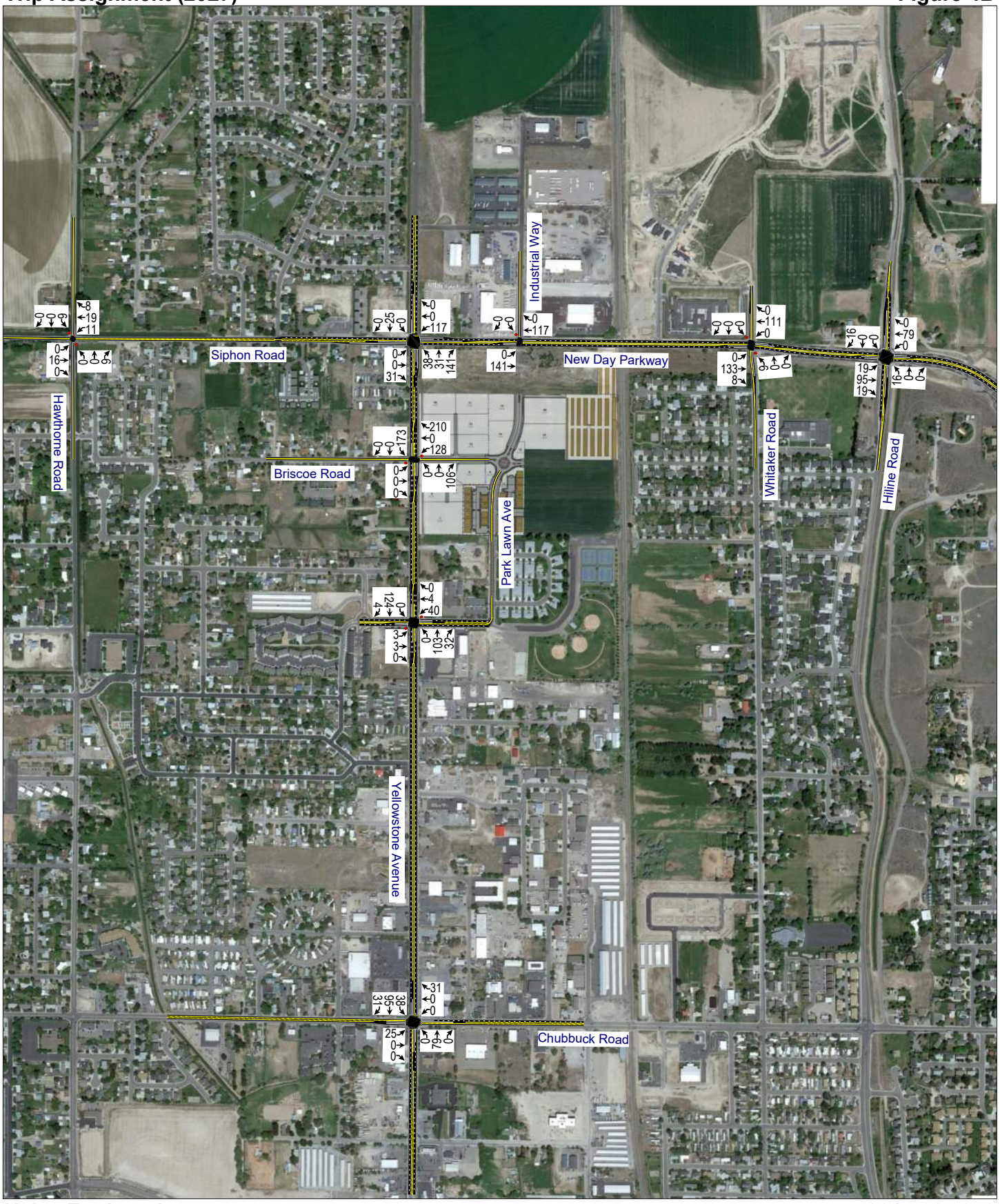
Chubbuck Legacy Park TIA
Trip Assignment (2027)

Evening Peak Hour
Figure 4B



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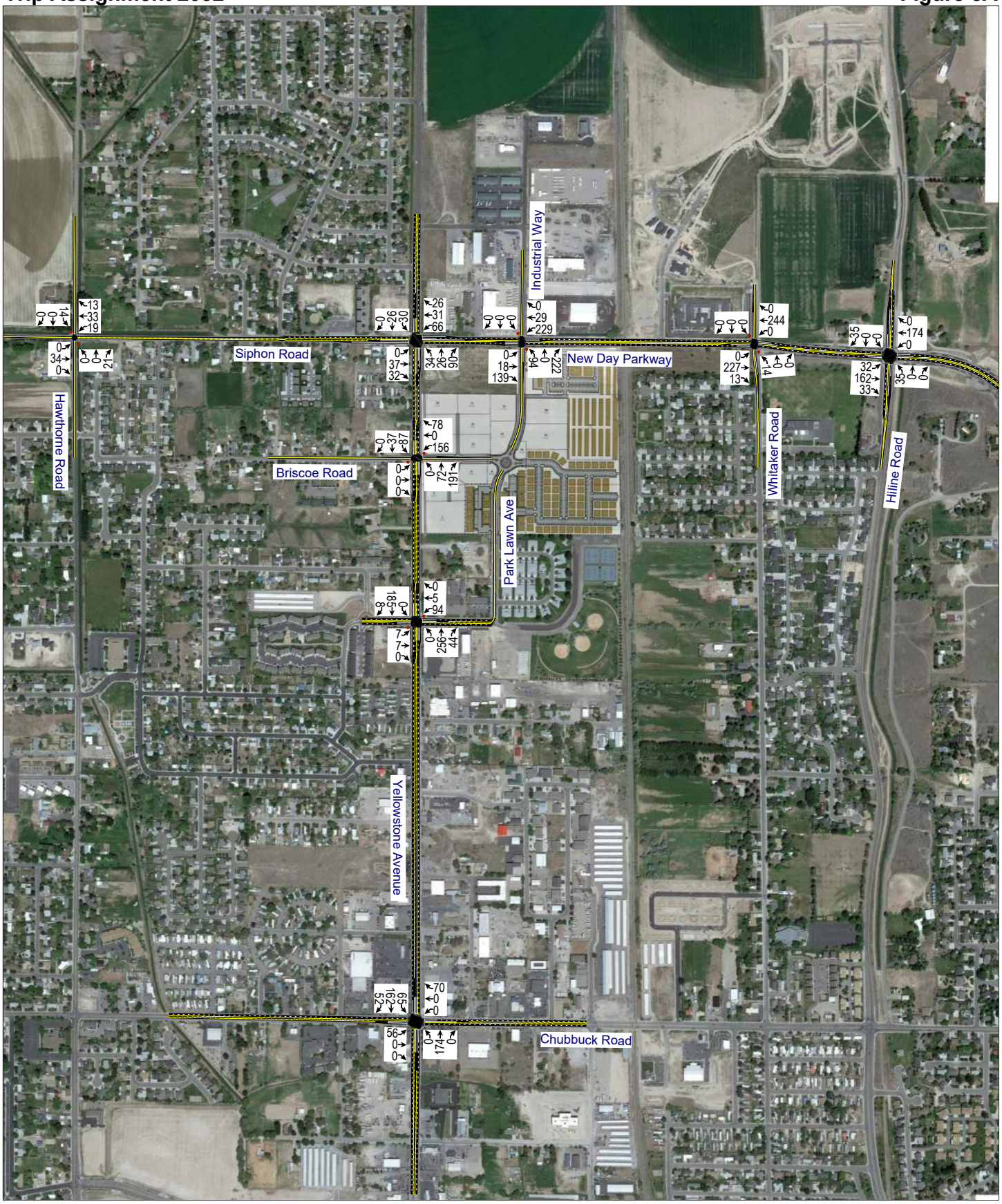
Chubbuck Legacy Park TIA
Trip Assignment 2032

Morning Peak Hour
Figure 5A



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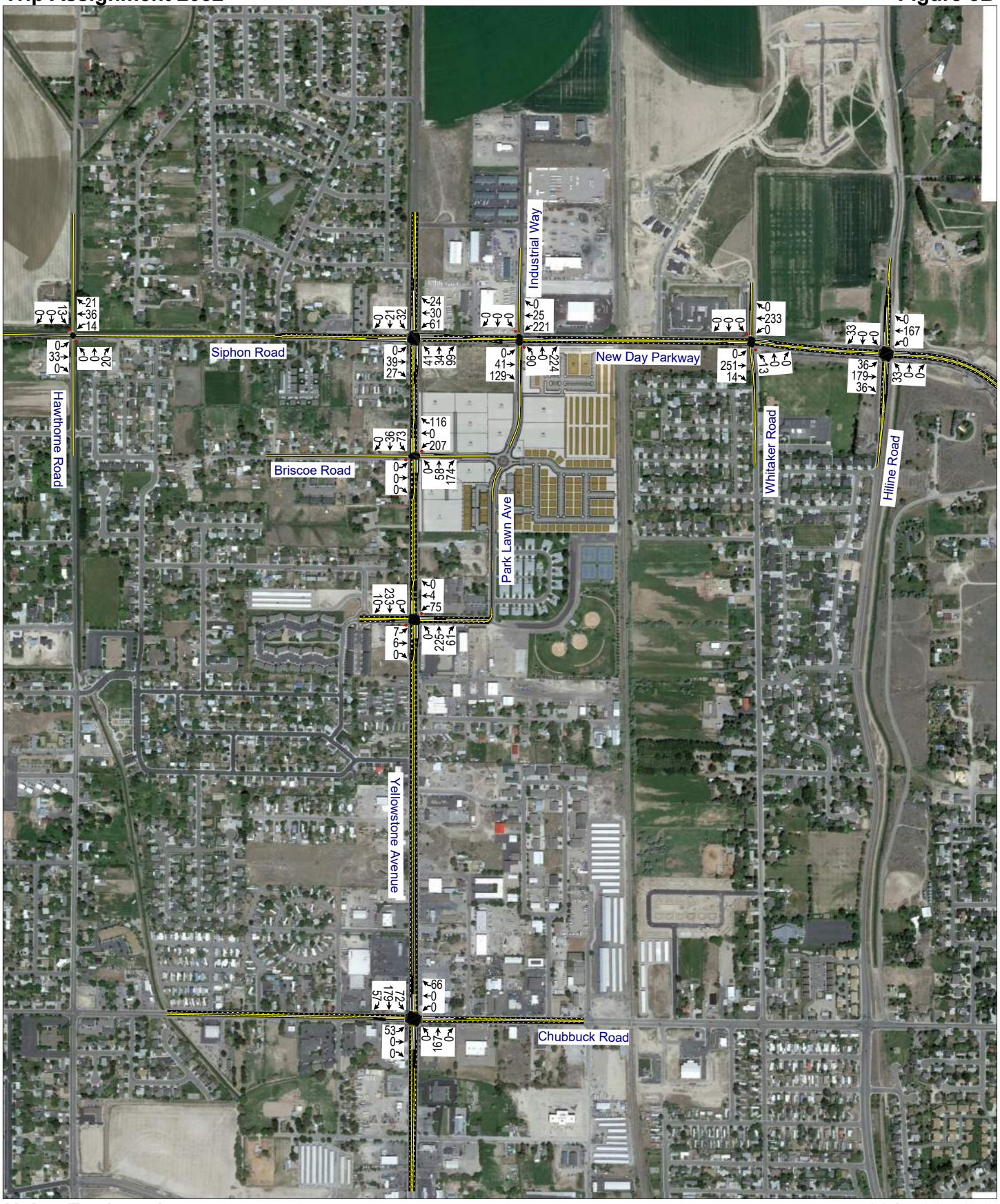
Chubbuck Legacy Park TIA
Trip Assignment 2032

Evening Peak Hour
Figure 5B



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E. Access

The proposed access for the site will be gained at the following locations:

New Day Parkway:

- Park Lawn Avenue is planned to run through the development and connect to New Day Parkway approximately 775 feet east of the New Day Parkway / Yellowstone Avenue intersection across from Industrial Way. It will access the project on the south side of New Day Parkway. It is anticipated that the access will be stop-controlled. This access meets BTPO's access spacing requirements but would not allow for adequate signal spacing for any potential mitigations.

Yellowstone Avenue:

- Briscoe Road is planned to continue into the development across from where it intersects Yellowstone Avenue currently. This access is located approximately 900 feet south of the New Day Parkway / Yellowstone Avenue intersection. It will access the project on the east side of Yellowstone Avenue and is anticipated to be stop-controlled. This access meets ITD's access spacing requirements but would not allow for adequate signal spacing for any potential mitigations.
- There is also access to the site via Park Lawn Avenue that connects to Yellowstone Avenue. This access does meet signal spacing standards and there are plans for a signal at this intersection when signal warrants are met.

F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

The Traffic Manual: Idaho Supplementary Guidance to the MUTCD and the American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th edition, 2018, outline minimum turn volumes (measured in vehicles per hour) to warrant auxiliary lanes. For a posted speed limit of 35 mph, a right-turn deceleration lane warrant is met with approximately 75-100 right turns per hour, and a left-turn deceleration lane is met with 5 left turns per hour.

Based on these guidelines and the anticipated project traffic, it is recommended that the following deceleration (ingress) lanes be installed:

- Briscoe Road / Yellowstone Avenue: **Northbound right-turn and southbound left-turn**
- Park Lawn Avenue / Yellowstone Avenue: **Northbound right-turn**
- Park Lawn Avenue / New Day Parkway: **Eastbound right-turn and westbound left-turn**

G. Internal Roadway Network Evaluation

Based on anticipated turning movement volumes at each of the access points, it is recommended that separate right- and left-turn egress lanes be installed at the Briscoe Road / Yellowstone Avenue and Park Lawn Avenue / New Day Parkway intersections. The queue storage length recommendations for these turn lanes are included in the 2032 plus project analysis.

The estimated annual daily traffic on each of the internal roadways is anticipated to be less than 10,000 vehicles per day, which signifies that only a single lane is needed per direction.

Guidelines provided by the United States Department of Transportation (USDOT) provide operational capacity of single lane roundabouts in Exhibit 4-3 of *Roundabouts: An Informational Guide*. Based on anticipated peak hour volumes at the roundabout, the approach with the maximum entering volume added together with the conflicting circulatory volumes inside the roundabout would be less than 1,000 vehicles per hour, which is well under the capacity of 1,800 vehicles per hour provided as the guide. A single lane roundabout would be adequate at this location for all approaches. It is recommended that parking be restricted on all approaches of the roundabout and set back at least 150 feet from the outer edge of the roundabout to provide adequate stopping sight distances.

V. FUTURE (2027) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2027) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2027) background traffic volumes to predict turning movement volumes for future (2027) plus project conditions. Future (2027) plus project peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service in future (2027) plus project conditions, except for the Park Lawn Avenue / Yellowstone Avenue intersection, as shown in Table 8. The Chubbuck Road / Yellowstone Avenue intersection also has turning movements which are anticipated to operate at poor levels of service. These include the southbound and westbound lefts.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths of over 500 feet are experienced for the westbound approach of the Chubbuck Road / Yellowstone Avenue intersection, as well as for the southbound left-turn movements.

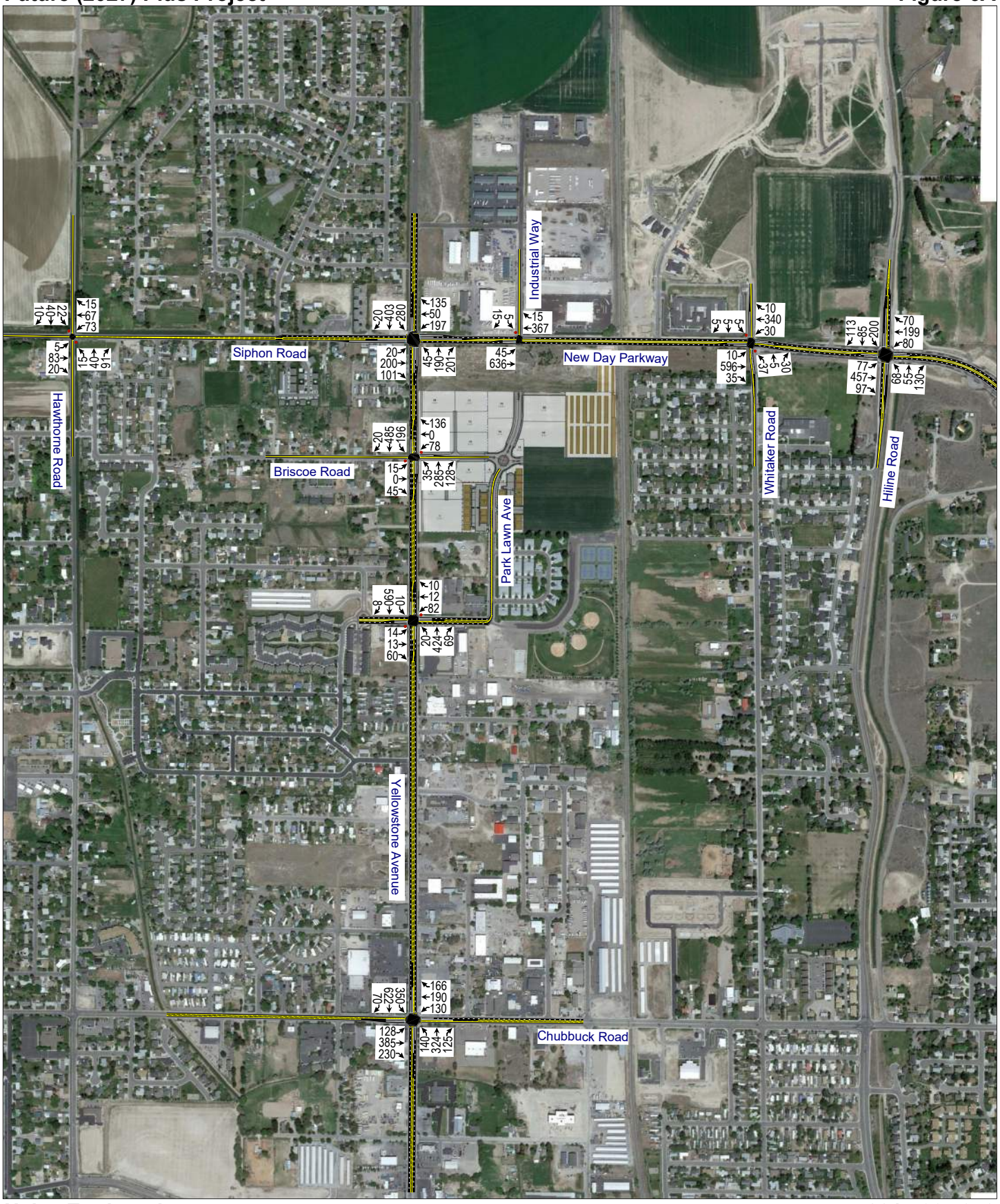
E. Mitigation Measures

Based on the anticipated left-turn volumes on the southbound approach of the Chubbuck Road / Yellowstone Avenue intersection, dual left-turn lanes are recommended if right-of-way allows. The northbound left-turn movement is also close to recommended dual left-turn lane warrants and was assumed to be installed to maintain alignment of the through lanes. LOS results with these mitigation recommendations are shown in Table 9. No turning movements at the signal are anticipated to operate at unacceptable levels of service with these improvements.

The Park Lawn Avenue / Yellowstone Avenue is not anticipated to meet peak hour signal warrants. The intersection would require over approximately 125 vehicles per hour on the minor approach, as shown in the peak hour traffic signal warrant diagram in Figure 9 provided later in the study. Therefore, no mitigation measures are recommended for this horizon year.

Chubbuck Legacy Park TIA
Future (2027) Plus Project

Morning Peak Hour
Figure 6A



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Chubbuck Legacy Park TIA
Future (2027) Plus Project

Evening Peak Hour
Figure 6B

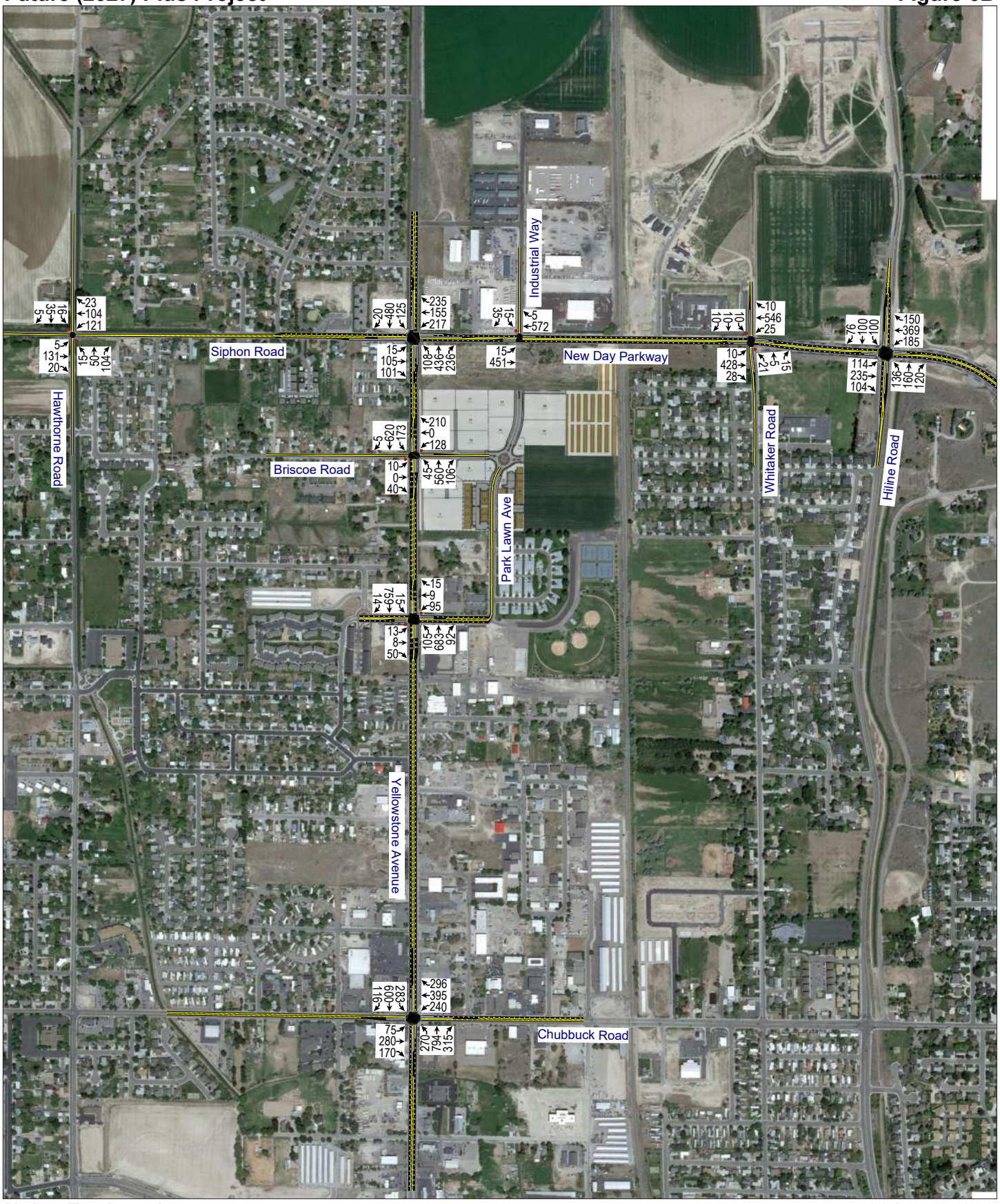

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Table 8: Future (2027) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Hawthorne Road / Siphon Road	NB/SB Stop	a (7.9) / NBT	a (9.4) / NBT
New Day Parkway / Yellowstone Avenue	Signal	B (13.6)	B (12.4)
Industrial Way / New Day Parkway	SB Stop	a (9.4) / SBL	a (8.7) / SBL
Whitaker Road / New Day Parkway	NB/SB Stop	c (18.3) / SBT	b (14.9) / NBT
Hiline Road / New Day Parkway	Signal	B (12.3)	B (13.8)
Briscoe Road / Yellowstone Avenue	EB Stop	b (13.2) / EBL	d (26.4) / WBL
Park Lawn Avenue / Yellowstone Avenue	WB/EB Stop	c (20.2) / EBT	e (44.1) / WBT
Chubbuck Road / Yellowstone Avenue	Signal	C (26.7)	D (53.0)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

Table 9: Future (2027) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Hawthorne Road / Siphon Road	NB/SB Stop	a (7.9) / NBT	a (9.6) / NBL
New Day Parkway / Yellowstone Avenue	Signal	B (13.3)	B (12.2)
Industrial Way / New Day Parkway	SB Stop	a (8.8) / SBL	a (7.8) / SBL
Whitaker Road / New Day Parkway	NB/SB Stop	b (14.8) / NBT	c (17.2) / SBT
Hiline Road / New Day Parkway	Signal	B (12.0)	B (13.3)
Briscoe Road / Yellowstone Avenue	WB/EB Stop	b (14.3) / WBL	d (28.7) / WBL
Park Lawn Avenue / Yellowstone Avenue	WB/EB Stop	c (18.0) / WBT	e (36.3) / WBT
Chubbuck Road / Yellowstone Avenue	Signal	C (21.7)	C (34.5)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

VI. FUTURE (2032) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2032) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the BTPO Metropolitan Transportation Plan, there are no further projects planned before 2032 in the study area. Therefore, no changes were made to the roadway network for the future (2032) analysis. It was assumed that signal timing enhancements would be made on a reoccurring basis at some point before 2032.

C. Traffic Volumes

Hales Engineering obtained future (2032) forecasted volumes from the BTPO transportation improvement model, which provided the highest growth rate along Yellowstone Avenue at 2.2%. This was used as a conservative estimate at all study intersections. Also, as previously noted, trip generation for the adjacent property were added on top of the anticipated future (2032) background volumes. Future (2032) background peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

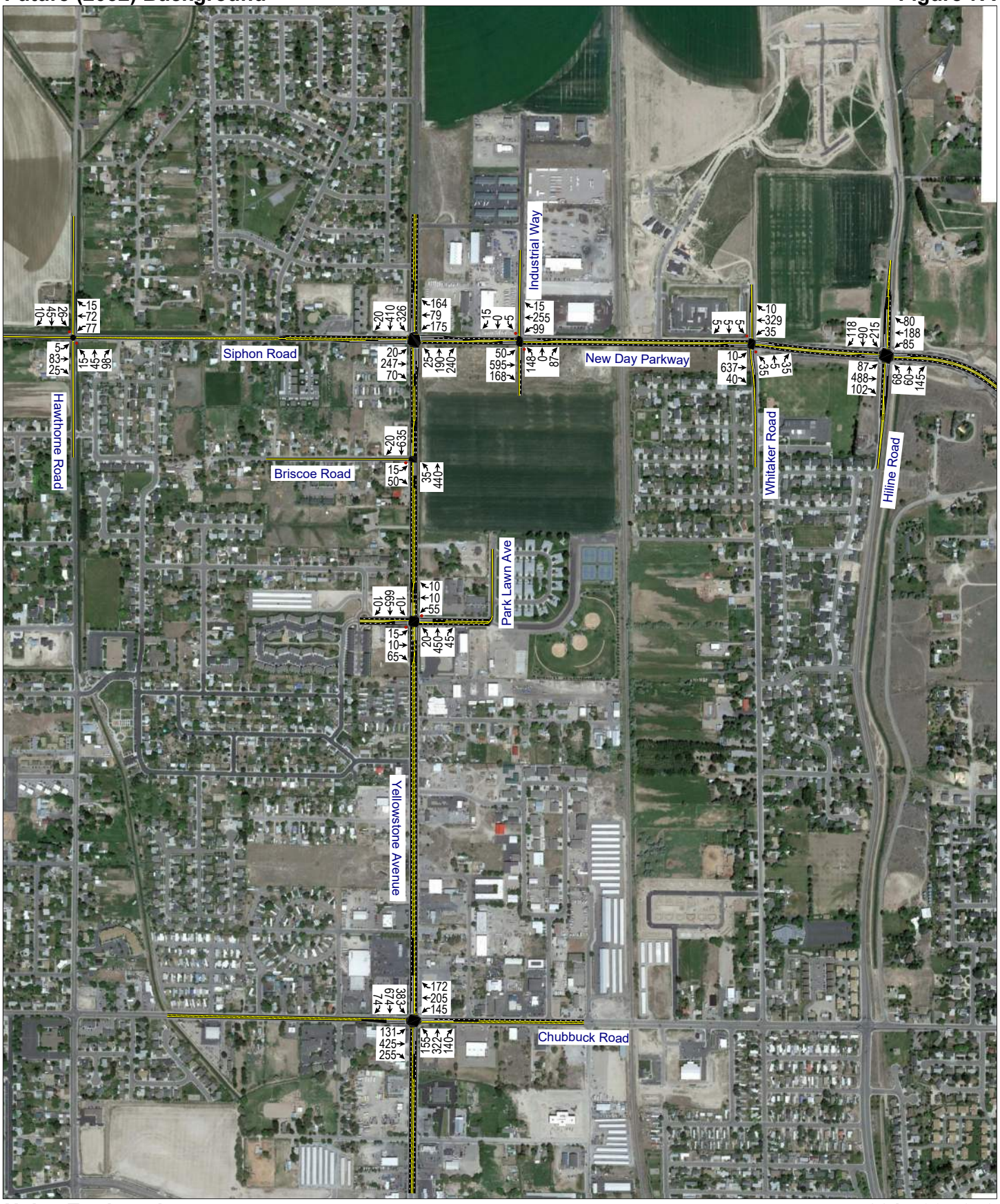
Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service in future (2032) background conditions, except for the south approach of the Industrial Way / New Day Parkway intersection in the morning peak hour, as shown in Table 10. The southbound left, westbound left, and eastbound through movements at the Chubbuck Road / Yellowstone Avenue are anticipated to operate at poor levels of service (f) and need to be addressed in accordance with BTPO LOS standards.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant queueing of over 500 feet is anticipated during the evening peak hour in many of the left-turn lanes at the Chubbuck Road / Yellowstone Avenue intersection that is causing extensive split failures at the signal. There are also queues of 275 feet on the south approach of the Industrial Way / New Day Parkway intersection caused by the potential property adjacent to the development being analyzed.

Chubbuck Legacy Park TIA
Future (2032) Background

Morning Peak Hour
Figure 7A



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Chubbuck Legacy Park TIA
Future (2032) Background

Evening Peak Hour
Figure 7B

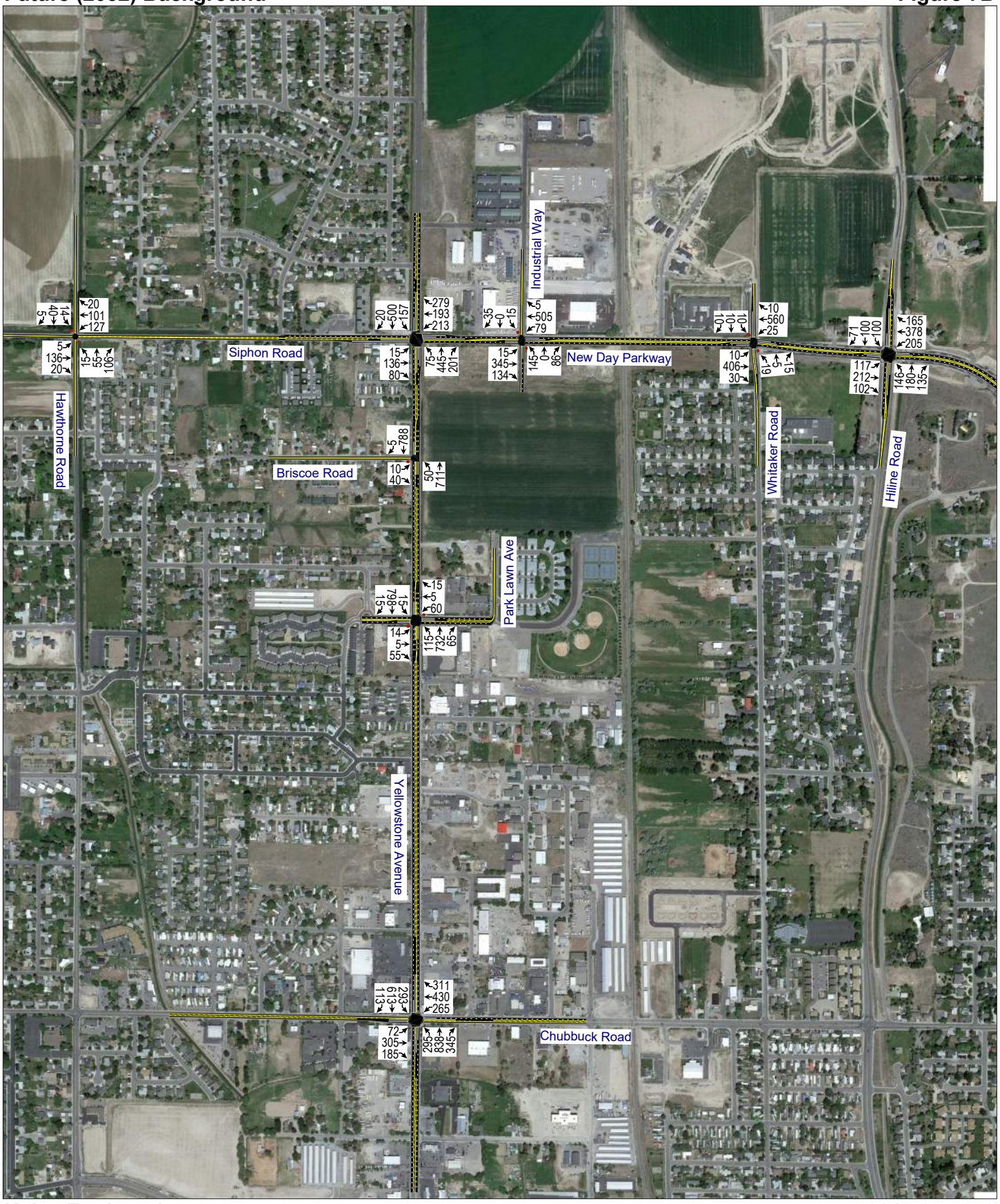

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Table 10: Future (2032) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Hawthorne Road / Siphon Road	NB/SB Stop	a (8.2) / NBT	a (9.7) / NBT
New Day Parkway / Yellowstone Avenue	Signal	B (11.5)	B (10.3)
Industrial Way / New Day Parkway	NB/SB Stop	f (>50) / NBL	c (17.2) / NBL
Whitaker Road / New Day Parkway	NB/SB Stop	c (18.0) / NBT	b (14.1) / SBT
Hiline Road / New Day Parkway	Signal	B (13.1)	B (14.2)
Briscoe Road / Yellowstone Avenue	EB Stop	a (9.5) / EBL	a (8.9) / EBL
Park Lawn Avenue / Yellowstone Avenue	WB/EB Stop	c (19.5) / WBT	d (34.1) / EBT
Chubbuck Road / Yellowstone Avenue	Signal	C (30.3)	E (68.6)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

F. Mitigation Measures

Based on the anticipated left-turn volumes on the northbound, southbound, and westbound approaches of the Chubbuck Road / Yellowstone Avenue intersection, dual left-turn lanes are recommended if right-of-way allows. LOS results with these mitigation recommendations are shown in Table 11. No turning movements at the signal are anticipated to operate at poor levels of service with those improvements. These mitigations and results serve as baseline conditions for the impact analysis of the proposed development for future (2032) conditions.

There are no recommended mitigations for the Industrial Way / New Day Parkway intersection other than to require Park Lawn Avenue be connected at the time that adjacent property is developed. This would allow for trips to/from that property to be spread out to multiple access locations.

Table 11: Future (2032) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Hawthorne Road / Siphon Road	NB/SB Stop	a (8.1) / NBT	a (9.0) / NBT
New Day Parkway / Yellowstone Avenue	Signal	B (11.9)	B (11.1)
Industrial Way / New Day Parkway	NB/SB Stop	f (>50) / NBL	c (17.5) / NBL
Whitaker Road / New Day Parkway	NB/SB Stop	c (17.8) / SBT	c (19.0) / NBT
Hiline Road / New Day Parkway	Signal	B (12.7)	B (13.8)
Briscoe Road / Yellowstone Avenue	EB Stop	a (8.9) / EBL	b (11.2) / EBL
Park Lawn Avenue / Yellowstone Avenue	WB/EB Stop	c (21.7) / EBT	d (34.8) / EBT
Chubbuck Road / Yellowstone Avenue	Signal	C (22.5)	C (33.8)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

VII. FUTURE (2032) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2032) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2032) background traffic volumes to predict turning movement volumes for future (2032) plus project conditions. Future (2032) plus project peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that the following intersections are anticipated to operate at poor levels of service in future (2032) plus project conditions, as shown in Table 12:

- Industrial Way & Park Lawn Avenue / New Day Parkway (Morning and Evening)
- Briscoe Road / Yellowstone Avenue (Evening)
- Park Lawn Avenue / Yellowstone Avenue (Morning and Evening)
- Southbound left turns at Chubbuck Road / Yellowstone Avenue (Evening)

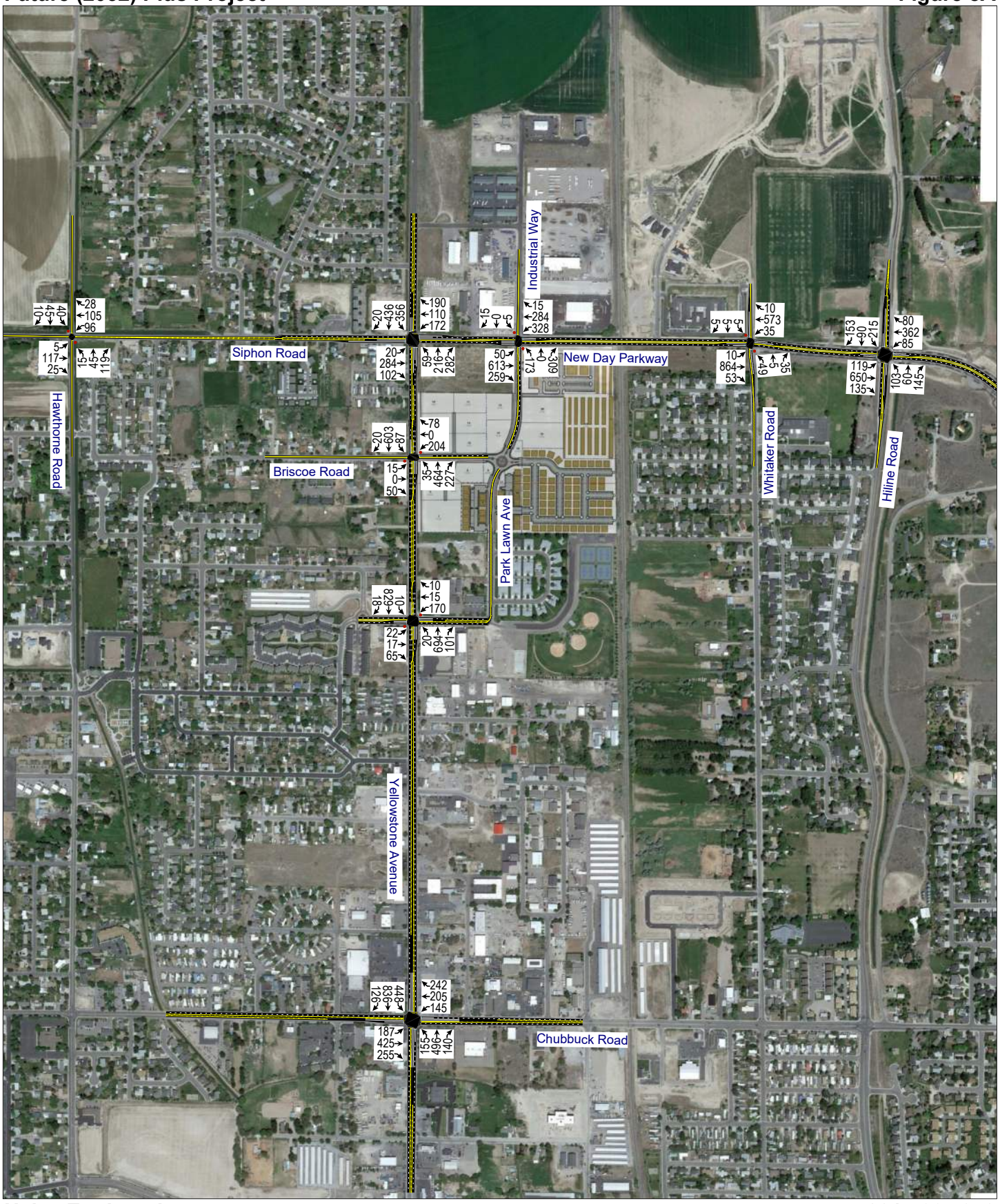
D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Industrial Way & Park Lawn Avenue / New Day Parkway:
  - Northbound: >1,000 feet (AM & PM)
- Park Lawn Avenue / Yellowstone Avenue:
  - Westbound: 450 feet (PM)
- Briscoe Road / Yellowstone Avenue:
  - Westbound: 350 feet (PM)

Chubbuck Legacy Park TIA
Future (2032) Plus Project

Morning Peak Hour
Figure 8A



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Chubbuck Legacy Park TIA
Future (2032) Plus Project

Evening Peak Hour
Figure 8B

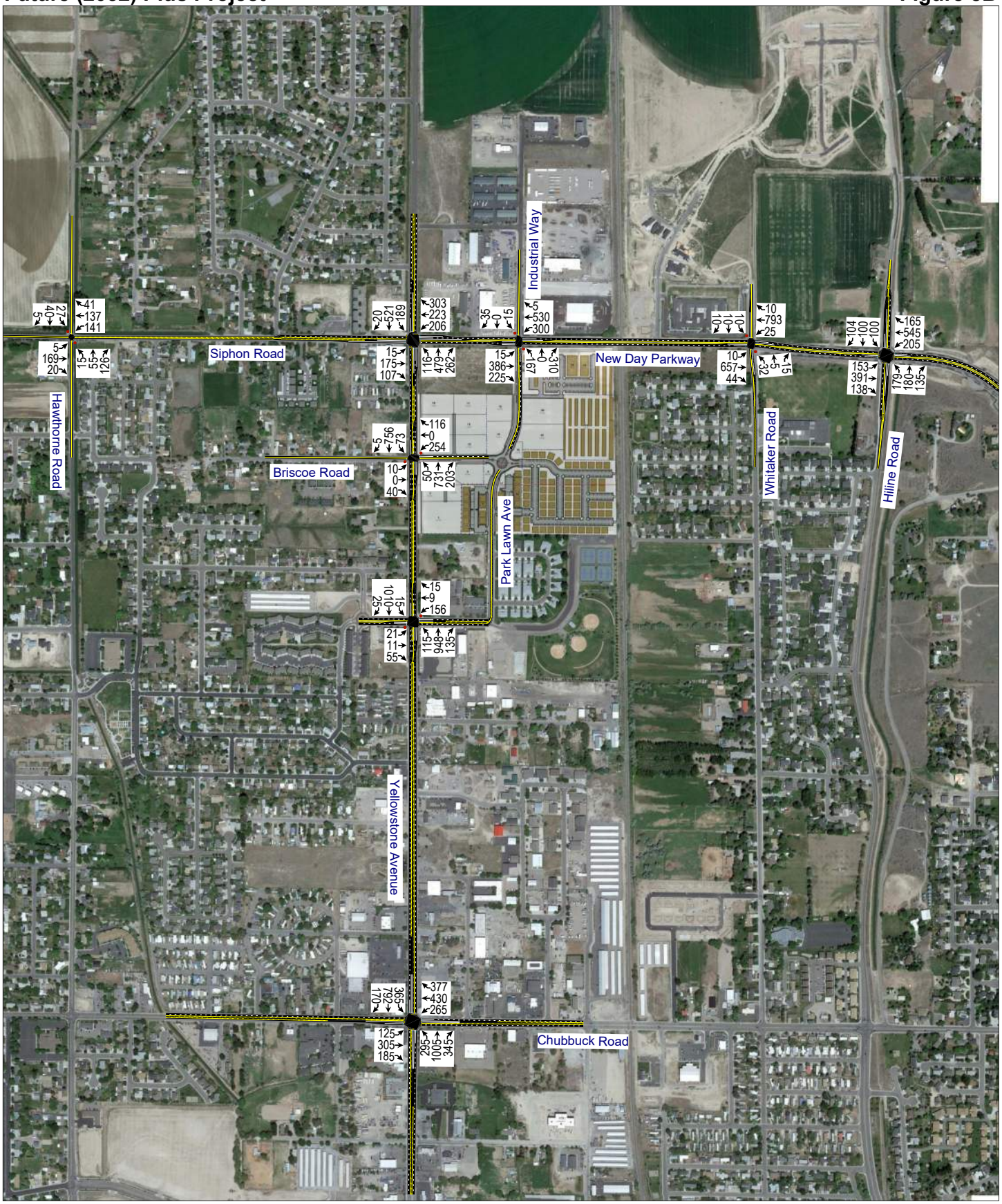

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Table 12: Future (2032) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Hawthorne Road / Siphon Road	NB/SB Stop	a (8.9) / NBT	b (11.1) / NBT
New Day Parkway / Yellowstone Avenue	Signal	B (16.7)	B (15.3)
Industrial Way / New Day Parkway	SB Stop	f (>50) / NBL	f (>50) / NBL
Whitaker Road / New Day Parkway	NB/SB Stop	c (24.8) / NBL	c (24.5) / SBT
Hiline Road / New Day Parkway	Signal	B (14.0)	B (17.5)
Briscoe Road / Yellowstone Avenue	WB/EB Stop	c (19.2) / WBL	f (>50) / WBL
Park Lawn Avenue / Yellowstone Avenue	WB/EB Stop	e (47.8) / EBT	f (>50) / WBL
Chubbuck Road / Yellowstone Avenue	Signal	C (27.9)	D (54.0)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

E. Mitigation Measures

The Park Lawn Avenue / Yellowstone Avenue intersection is anticipated to meet peak hour signal warrants, as shown in Figure 9, according to the FHWA MUTCD. This intersection also meets signal spacing standards provided by BTPO and there are future plans for a signal at this location when warranted. Much of the southbound traffic on Yellowstone Avenue from the site is assumed to reroute from the other access points to the signal with this improvement. The mitigation analysis LOS results are shown in Table 13.

The Park Lawn Avenue & Industrial Way / New Day Parkway intersection is still anticipated to operate at a poor level of service and significant queuing with the recommended improvement measures. There are no further recommendations for this intersection as it does not meet signal spacing standards, and other improvements would either restrict turning movements at the intersection or negatively impact the New Day Parkway / Yellowstone Avenue intersection.

It should be noted again that the land uses assumed near this intersection would attract a large number of pass-by reductions that would contribute to better operations. Additionally, if undue delay is experienced at any access point, vehicles will likely reroute to a different access point.

Figure 9: MUTCD Peak Hour Warrant (Warrant 3)

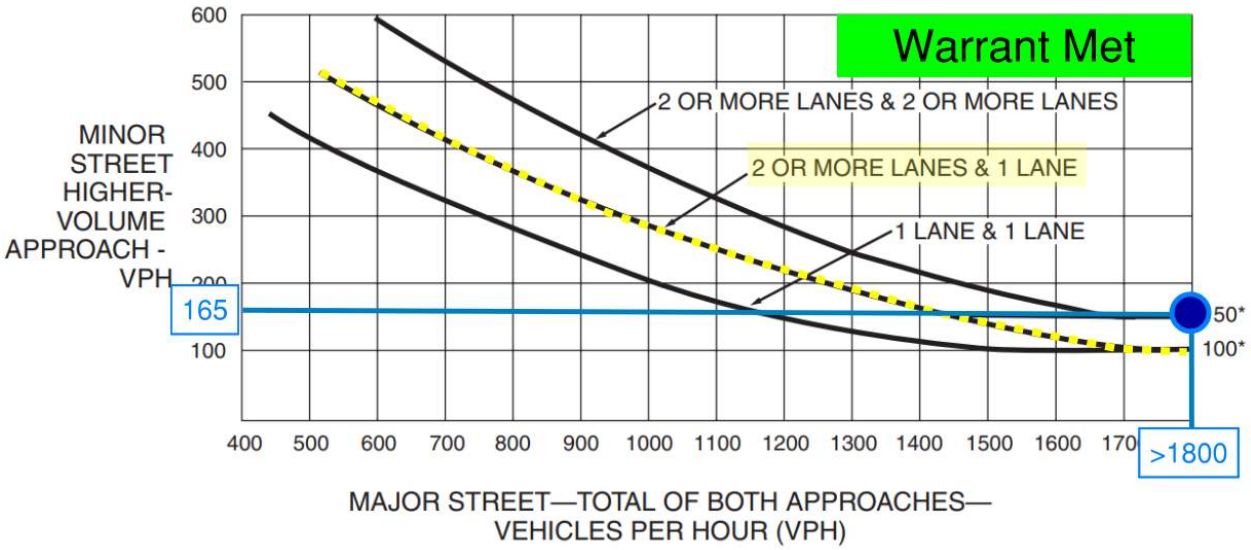


Table 13: Future (2032) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Hawthorne Road / Siphon Road	NB/SB Stop	a (9.2) / NBT	b (11.0) / NBT
New Day Parkway / Yellowstone Avenue	Signal	B (15.8)	B (14.8)
Industrial Way / New Day Parkway	SB Stop	f (>50) / NBL	f (>50) / NBL
Whitaker Road / New Day Parkway	NB/SB Stop	d (34.4) / SBT	d (26.7) / SBT
Hiline Road / New Day Parkway	Signal	B (15.0)	B (17.9)
Briscoe Road / Yellowstone Avenue	WB/EB Stop	c (16.6) / WBL	d (29.6) / WBL
Park Lawn Avenue / Yellowstone Avenue	WB/EB Stop	B (11.3)	B (13.7)
Chubbuck Road / Yellowstone Avenue	Signal	C (28.2)	D (41.7)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2032) plus project scenario. These storage lengths do not include the deceleration or the taper length. Recommended storage lengths for the study intersections are shown in Table 14. Intersections shown include new intersections and existing intersections that have recommended storage length changes.

Table 14: Recommended Storage Lengths

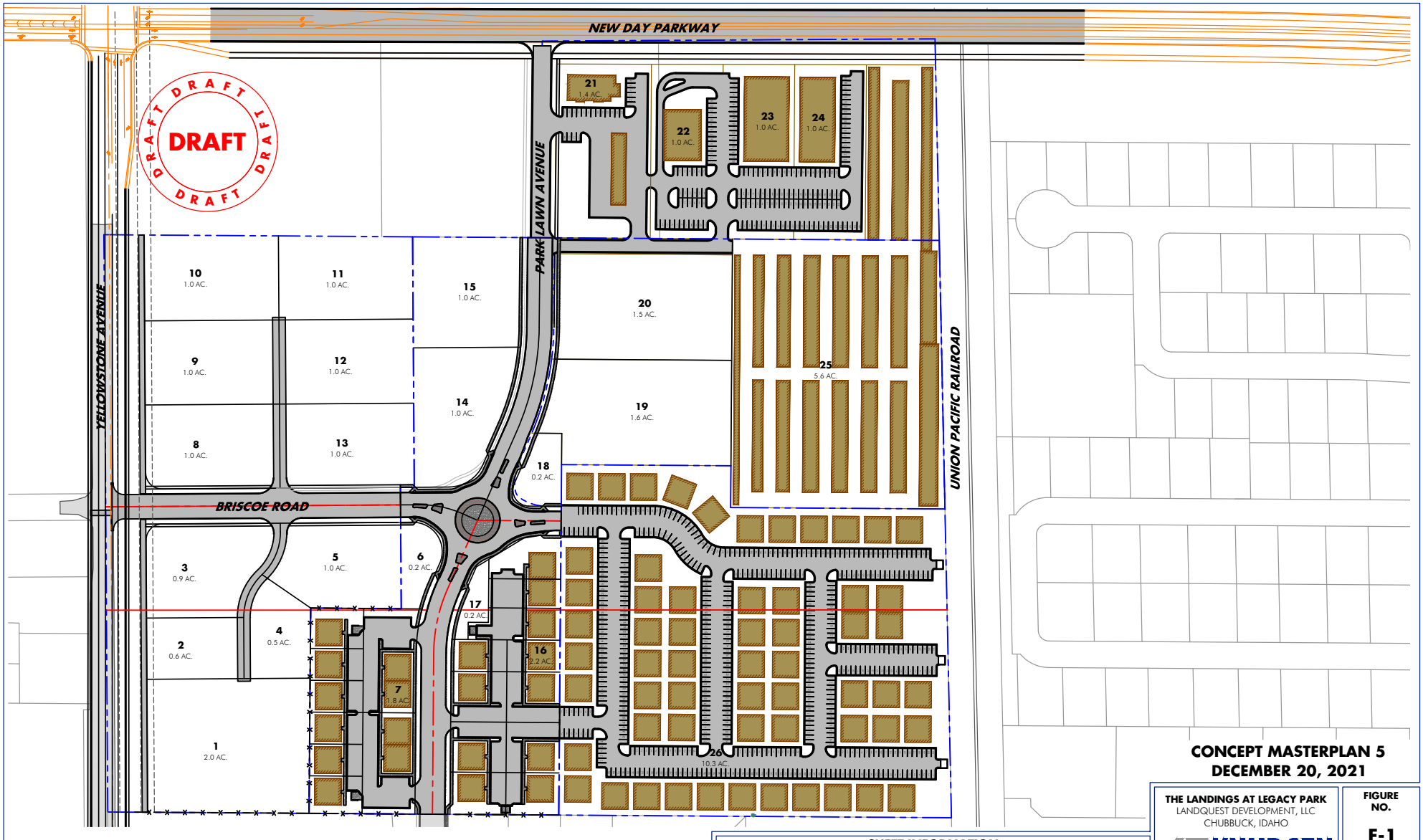
	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
2	New Day Parkway / Yellowstone Avenue	50	**125**	-	**125**	50	**175**	-	-	100	**50**	-	-	-	**150**	-	**125**
3	Industrial Way / New Day Parkway	-	-	-	**200**	-	-	-	-	-	**50**	-	**50**	-	**150**	-	-
4	Whitaker Road / New Day Parkway	75	**100**	75	**75**	-	-	-	-	-	-	-	-	-	**50**	-	-
6	Briscoe Road / Yellowstone Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**100**
7	Park Lawn Avenue / Yellowstone Avenue	-	**125**	-	**100**	-	**50**	-	-	75	**75**	125	**125**	100	**225**	-	-
8	Chubbuck Road / Yellowstone Avenue	175	**250**	-	**225**	100	**225**	-	-	150	**275**	150	**275**	250	**200**	-	-

1. Storage lengths are based on 2032 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, April 2022

APPENDIX A

Site Plan



CONCEPT MASTERPLAN 5
DECEMBER 20, 2021

SHEET INFORMATION					
DRAFTER	JPD	REVIEWER	TLK	DRAWING FILEPATH	LEGACY PARK.DWG
DESIGNER	JPD	PROJECT NO.	2021020		

THE LANDINGS AT LEGACY PARK
LANDQUEST DEVELOPMENT, LLC
CHUBBUCK, IDAHO

KNUDSEN ENGINEERING

FIGURE NO.
F-1

DATE
DECEMBER-2021

APPENDIX B

Turning Movement Counts

TOTAL

Date	Time	Southbound					Westbound					Northbound					Eastbound				
		U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings
5/25/2021	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00	0	3	0	0	0	0	2	1	0	0	0	0	2	4	0	0	0	4	0	0
	6:15	0	2	1	3	0	0	2	2	0	0	0	0	0	5	0	0	1	7	0	0
	6:30	0	1	2	0	0	0	3	4	1	0	0	1	1	5	0	0	1	5	1	0
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	8:30	0	2	8	0	0	0	11	8	0	0	0	0	4	11	0	0	0	7	1	0
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	9:15	0	1	4	1	0	0	3	3	1	1	0	0	6	6	0	0	1	5	0	0
	9:30	0	2	3	0	0	0	9	8	1	0	0	2	4	12	0	0	0	14	1	0
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	10:00	0	7	7	0	0	0	5	5	4	0	0	0	6	7	0	0	0	12	3	0
	10:15	0	0	8	2	0	0	8	9	1	0	0	1	6	13	0	0	0	8	3	0
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	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5/26/2021	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name TMC00000-03007_YellowstoneAve&SiphonRd_0503_2021sp
Start Date Monday, May 03, 2021 11:30 PM
End Date Friday, May 07, 2021 12:30 AM
Site Code

Road Volumes

TMV	Movement																				
	Southbound				Southbound To	Westbound				Westbound To	Northbound				Northbound To	Eastbound				Eastbound To	Grand Total
Interval	R	T	L	U		R	T	L	U		R	T	L	U		R	T	L	U		
5/3/2021 23:30	3	13	1	0	17	9	2	0	0	11	1	12	4	0	17	3	0	0	0	3	48
5/3/2021 23:45	0	9	1	0	10	7	1	1	0	9	1	7	1	0	9	2	1	0	0	3	31
5/4/2021	1	10	2	0	13	6	2	1	0	9	1	8	0	0	9	1	1	0	0	2	33
5/4/2021 0:15	1	10	0	0	11	2	1	0	0	3	1	4	0	0	5	0	0	0	0	0	19
5/4/2021 0:30	0	5	0	0	5	0	1	0	0	1	1	6	1	0	8	0	1	0	0	1	15
5/4/2021 0:45	0	1	0	0	1	1	0	0	0	1	1	3	0	0	4	0	1	0	0	1	7
5/4/2021 1:00	0	2	1	0	3	0	2	1	0	3	1	1	3	0	5	1	0	2	0	3	14
5/4/2021 1:15	0	3	0	0	3	1	0	1	0	2	1	1	1	0	3	1	1	1	0	3	11
5/4/2021 1:30	0	3	0	0	3	2	1	0	0	3	1	5	0	0	6	0	0	0	0	0	12
5/4/2021 1:45	0	5	0	0	5	2	1	0	0	3	1	3	1	0	5	1	0	0	0	1	14
5/4/2021 2:00	1	4	1	0	6	1	0	0	0	1	1	2	0	0	3	1	0	0	0	1	11
5/4/2021 2:15	0	1	0	0	1	1	1	0	0	2	1	2	0	0	3	0	0	0	0	0	6
5/4/2021 2:30	1	4	0	0	5	1	1	1	0	3	0	3	0	0	3	2	0	0	0	2	13
5/4/2021 2:45	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	4
5/4/2021 3:00	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4
5/4/2021 3:15	0	2	2	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
5/4/2021 3:30	1	5	1	0	7	0	1	1	0	2	0	5	0	0	5	1	0	0	0	1	15
5/4/2021 3:45	0	8	2	0	10	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	14
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5/4/2021 22:30	0	12	7	0	19	8	3	4	0	15	2	13	2	0	17	2	2	0	0	4	55
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5/5/2021 1:45	0	2	0	0	2	0	1	0	0	1	2	3	2	0	7	0	0	0	0	0	10
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5/5/2021 17:30	6	81	29	0	116	56	37	21	0	114	25	77	13	0	115	17	17	2	0	36	381
5/5/2021 17:45	3	104	27	0	134	39	21	25	0	85	23	61	12	0	96	16	30	5	0	51	366
5/5/2021 18:00	1	64	23	0	88	30	36	20	0	86	24	66	12	0	102	8	16	2	0	26	302
5/5/2021 18:15	4	81	31	0	116	47	24	16	0	87	15	77	12	0	104	11	16	1	0	28	335
5/5/2021 18:30	2	51	15	0	68	50	25	9	0	84	21	75	16	0	112	4	11	2	0	17	281
5/5/2021 18:45	2	52	18	0	72	31	23	14	0	68	13	79	12	0	104	8	21	0	0	29	273
5/5/2021 19:00	2	58	17	0	77	32	21	9	0	62	18	56	12	0	86	11	15	0	0	26	251
5/5/2021 19:15	0	65	10	0	75	40	19	9	0	68	11	59	4	0	74	6	10	3	0	19	236
5/5/2021 19:30	6	63	8	0	77	28	22	12	0	62	5	48	8	0	61	15	6	0	0	21	221
5/5/2021 19:45	0	52	9	0	61	36	14	10	0	60	8	56	5	0	69	12	9	1	0	22	212
5/5/2021 20:00	1	40	11	0	52	28	13	14	0	55	8	65	10	0	83	12	12	2	0	26	216
5/5/2021 20:15	3	40	13	0	56	23	16	5	0	44	9	62	9	0	80	9	15	0	0	24	204
5/5/2021 20:30	2	33	14	0	49	27	9	6	0	42	5	51	9	0	65	13	10	2	0	25	181
5/5/2021 20:45	2	51	13	0	66	24	13	7	0	44	5	59	9	0	73	8	12	0	0	20	203
5/5/2021 21:00	1	46	9	0	56	23	7	7	0	37	7	53	7	0	67	4	4	1	0	9	169
5/5/2021 21:15	3	37	10	0	50	17	18	6	0	41	1	37	7	0	45	3	4	0	0	7	143
5/5/2021 21:30	1	34	5	0	40	14	14	2	0	30	2	27	4	0	33	3	10	1	0	14	117
5/5/2021 21:45	0	23	4	0	27	14	8	0	0	22	7	25	3	0	35	1	1	0	0	2	86
5/5/2021 22:00	0	24	1	0	25	7	11	6	0	24	2	19	4	0	25	0	1	0	0	1	75
5/5/2021 22:15	1	21	7	0	29	9	8	2	0	19	3	31	2	0	36	4	0	0	0	4	88
5/5/2021 22:30	1	18	11	0	30	9	3	1	0	13	5	23	2	0	30	3	2	0	0	5	78
5/5/2021 22:45	0	9	0	0	9	15	3	4	0	22	1	16	3	0	20	1	1	0	0	2	53
5/5/2021 23:00	1	9	1	0	11	4	8	2	0	14	0	8	3	0	11	0	1	1	0	2	38
5/5/2021 23:15	3	13	3	0	19	7	1	3	0	11	0	14	3	0	17	3	1	1	0	5	52
5/5/2021 23:30	0	10	1	0	11	8	2	2	0	12	0	8	0	0	8	1	0	1	0	2	33
5/5/2021 23:45	1	12	1	0	14	2	2	0	0	4	1	6	0	0	7	1	1	0	0	2	27
5/6/2021	2	6	2	0	10	1	1	2	0	4	0	11	1	0	12	2	0	2	0	4	30
5/6/2021 0:15	0	6	1	0	7	3	1	0	0	4	0	8	1	0	9	2	1	0	0	3	23
5/6/2021 0:30	0	5	1	0	6	4	3	0	0	7	0	10	1	0	11	1	0	0	0	1	25
5/6/2021 0:45	0	7	1	0	8	1	1	1	0	3	0	6	0	0	6	0	0	0	0	0	17
5/6/2021 1:00	0	5	4	0	9	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	17
5/6/2021 1:15	0	4	0	0	4	5	0	2	0	7	1	1	2	0	4	1	0	0	0	1	16
5/6/2021 1:30	0	4	1	0	5	0	2	0	0	2	0	4	0	0	4	1	0	0	0	1	12
5/6/2021 1:45	0	2	2	0	4	2	1	0	0	3	1	1	0	0	2	0	0	1	0	1	10
5/6/2021 2:00	1	2	0	0	3	1	2	0	0	3	1	2	0	0	3	0	0	0	0	0	9
5/6/2021 2:15	2	1	1	0	4	0	1	1	0	2	0	3	0	0	3	1	0	0	0	1	10
5/6/2021 2:30	1	4	0	0	5	1	0	0	0	1	0	1	1	0	2	1	2	0	0	3	11
5/6/2021 2:45	0	2	1	0	3	1	1	0	0	2	0	1	0	0	1	1	2	0	0	3	9
5/6/2021 3:00	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
5/6/2021 3:15	0	4	2	0	6	0	1	2	0	3	1	3	0	0	4	2	0	0	0	2	15
5/6/2021 3:30	1	6	0	0	7	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	10
5/6/2021 3:45	0	4	2	0	6	1	1	0	0	2	0	1	1	0	2	1	1	0	0	2	12
5/6/2021 4:00	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	9
5/6/2021 4:15	0	9	3	0	12	1	0	0	0	1	0	4	0	0	4	0	2	0	0	2	19
5/6/2021 4:30	1	9	1	0	11	2	0	0	0	2	1	2	0	0	3	0	1	0	0	1	17
5/6/2021 4:45	0	8	6	0	14	1	0	0	0	1	3	6	0	0	9	1	1	1	0	3	27
5/6/2021 5:00	0	8	3	0	11	2	1	1	0	4	0	3	0	0	3	1	4	0	0	5	23
5/6/2021 5:15	0	17	8	0	25	2	1	1	0	4	8	9	1	0	18	5	3	0	0	8	55

5/6/2021 5:30	1	15	10	0	26	3	0	0	0	3	10	5	0	0	15	2	7	1	0	10	54
5/6/2021 5:45	0	23	6	0	29	5	3	1	0	9	10	8	0	0	18	4	8	0	0	12	68
5/6/2021 6:00	0	20	4	0	24	11	1	3	0	15	8	10	2	0	20	7	11	0	0	18	77
5/6/2021 6:15	1	30	14	0	45	4	3	3	0	10	8	19	0	0	27	1	8	1	0	10	92
5/6/2021 6:30	0	44	15	0	59	15	1	1	0	17	9	28	0	0	37	7	15	1	0	23	136
5/6/2021 6:45	0	42	24	0	66	16	5	4	0	25	8	35	0	0	43	9	10	3	0	22	156
5/6/2021 7:00	0	38	18	0	56	15	4	4	0	23	8	33	8	0	49	5	20	2	0	27	155
5/6/2021 7:15	0	45	31	0	76	22	8	6	0	36	11	40	4	0	55	14	24	2	0	40	207
5/6/2021 7:30	4	84	46	0	134	25	6	6	0	37	17	33	6	0	56	18	39	2	0	59	286
5/6/2021 7:45	4	105	49	0	158	33	8	5	0	46	24	51	8	0	83	15	43	7	0	65	352
5/6/2021 8:00	1	69	74	0	144	29	12	17	0	58	23	38	4	0	65	15	46	1	0	62	329
5/6/2021 8:15	4	64	57	0	125	25	15	22	0	62	30	23	4	0	57	8	35	0	0	43	287
5/6/2021 8:30	1	70	25	0	96	24	17	22	0	63	16	32	4	0	52	10	13	3	0	26	237
5/6/2021 8:45	2	61	16	0	79	29	8	18	0	55	19	29	3	0	51	13	22	2	0	37	222
5/6/2021 9:00	0	60	19	0	79	13	12	11	0	36	8	39	12	0	59	1	11	2	0	14	188
5/6/2021 9:15	6	60	12	0	78	12	9	11	0	32	15	40	4	0	59	15	14	3	0	32	201
5/6/2021 9:30	2	74	24	0	100	21	0	8	0	29	9	29	6	0	44	10	14	2	0	26	199
5/6/2021 9:45	1	68	19	0	88	17	16	8	0	41	11	31	5	0	47	10	19	3	0	32	208
5/6/2021 10:00	3	62	15	0	80	18	10	11	0	39	11	41	5	0	57	7	17	2	0	26	202
5/6/2021 10:15	2	66	22	0	90	14	11	12	0	37	14	40	7	0	61	10	18	2	0	30	218
5/6/2021 10:30	0	73	20	0	93	26	10	16	0	52	21	43	9	0	73	13	16	3	0	32	250
5/6/2021 10:45	4	65	20	0	89	15	13	9	0	37	15	53	2	0	70	9	13	5	0	27	223
5/6/2021 11:00	1	82	12	0	95	29	15	11	0	55	15	58	4	0	77	7	15	2	0	24	251
5/6/2021 11:15	3	63	18	0	84	20	11	13	0	44	15	47	5	0	67	8	5	5	0	18	213
5/6/2021 11:30	4	79	15	0	98	20	14	21	0	55	19	55	5	0	79	14	11	0	0	25	257
5/6/2021 11:45	5	97	17	0	119	26	16	12	0	54	17	54	7	0	78	9	17	3	0	29	280
5/6/2021 12:00	1	92	19	0	112	22	10	26	0	58	16	59	6	0	81	8	20	1	0	29	280
5/6/2021 12:15	2	70	22	0	94	34	12	14	0	60	12	67	10	0	89	16	16	2	0	34	277
5/6/2021 12:30	2	82	22	0	106	31	14	15	0	60	15	75	5	0	95	12	22	2	0	36	297
5/6/2021 12:45	2	78	26	0	106	33	13	9	0	55	21	61	13	0	95	15	26	2	0	43	299
5/6/2021 13:00	0	63	21	0	84	23	18	12	0	53	15	66	14	0	95	11	12	0	0	23	255
5/6/2021 13:15	3	81	24	0	108	34	19	15	0	68	23	69	10	0	102	10	9	5	0	24	302
5/6/2021 13:30	1	75	14	0	90	38	16	11	0	65	13	59	9	0	81	10	21	3	0	34	270
5/6/2021 13:45	4	66	16	0	86	35	13	19	0	67	18	54	11	0	83	13	11	2	0	26	262
5/6/2021 14:00	3	60	17	0	80	28	18	20	0	66	10	63	8	0	81	13	16	2	0	31	258
5/6/2021 14:15	5	84	30	0	119	30	17	19	0	66	19	60	6	0	85	13	15	2	0	30	300
5/6/2021 14:30	1	77	18	0	96	47	21	11	0	79	26	69	7	0	102	7	14	1	0	22	299
5/6/2021 14:45	1	63	29	0	93	31	24	26	0	81	22	71	5	1	99	15	19	1	0	35	308
5/6/2021 15:00	2	55	19	0	76	35	20	18	0	73	14	57	12	0	83	9	13	2	0	24	256
5/6/2021 15:15	6	81	16	0	103	44	21	17	0	82	16	63	6	0	85	14	25	5	0	44	314
5/6/2021 15:30	2	65	31	0	98	40	20	18	0	78	18	69	6	0	93	6	24	3	0	33	302
5/6/2021 15:45	6	66	15	0	87	53	40	15	0	108	13	93	12	0	118	9	16	1	0	26	339
5/6/2021 16:00	3	81	24	0	108	40	35	29	0	104	21	80	11	0	112	16	10	2	0	28	352
5/6/2021 16:15	3	80	21	0	104	44	24	22	0	90	16	76	11	0	103	11	18	4	0	33	330
5/6/2021 16:30	3	86	19	0	108	38	31	27	0	96	11	99	13	0	123	13	11	0	0	24	351
5/6/2021 16:45	5	89	28	0	122	48	34	21	0	103	23	78	16	0	117	8	16	0	0	24	366
5/6/2021 17:00	4	82	27	0	113	43	37	31	0	111	13	81	8	0	102	16	26	5	0	47	373
5/6/2021 17:15	5	120	30	0	155	38	34	14	0	86	18	82	13	0	113	17	22	0	0	39	393
5/6/2021 17:30	2	102	28	0	132	55	42	18	0	115	20	73	21	0	114	24	14	3	0	41	402
5/6/2021 17:45	6	84	28	0	118	42	27	19	0	88	22	97	15	0	134	9	23	3	0	35	375
5/6/2021 18:00	5	86	24	0	115	34	35	15	0	84	15	81	14	0	110	16	23	1	0	40	349
5/6/2021 18:15	3	84	24	0	111	32	28	22	0	82	10	81	11	0	102	11	24	2	0	37	332
5/6/2021 18:30	1	73	15	0	89	30	38	17	0	85	11	61	12	0	84	10	14	4	0	28	286
5/6/2021 18:45	2	65	22	0	89	41	22	10	0	73	7	73	8	0	88	14	8	1	0	23	273
5/6/2021 19:00	1	63	9	0	73	21	18	6	0	45	15	67	12	0	94	5	9	1	0	15	227
5/6/2021 19:15	3	60	12	0	75	23	12	14	0	49	7	61	7	0	75	13	14	1	0	28	227
5/6/2021 19:30	0	52	11	0	63	25	24	11	0	60	5	73	4	0	82	10	7	0	0	17	222
5/6/2021 19:45	0	56	12	0	68	25	15	8	0	48	11	58	9	0	78	5	11	0	0	16	210
5/6/2021 20:00	1	49	9	0	59	24	13	7	0	44	6	64	15	0	85	11	7	1	0	19	207
5/6/2021 20:15	0	50	6	0	56	26	26	8	1	61	4	62	14	0	80	10	9	1	0	20	217
5/6/2021 20:30	2	43	12	0	57	30	13	8	0	51	13	47	10	0	70	5	6	1	0	12	190
5/6/2021 20:45	2	41	7	0	50	29	12	6	0	47	4	50	8	0	62	5	7	0	0	12	171
5/6/2021 21:00	2	41	12	0	55	22	8	12	0	42	6	50	7	0	63	9	8	2	0	19	179
5/6/2021 21:15	0	28	5	0	33	29	15	6	0	50	5	48	3	0	56	4	6	0	0	10	149
5/6/2021 21:30	0	27	6	0	33	14	9	3	0	26	4	33	6	0	43	3	2	0	0	5	107
5/6/2021 21:45	0	35	13	0	48	15	19	1	0	35	2	18	7	0	27	3	4	0	0	7	117
5/6/2021 22:00	2	21	4	0	27	14	13	7	0	34	5	21	5	0	31	2	4	2	0	8	100
5/6/2021 22:15	1	18	4	0	23	11	11	2	0	24	2	35	1	0	38	3	2	0	0	5	90
5/6/2021 22:30	0	17	3	0	20	9	11	5	0	25	2	14	0	0	16	5	3	1	0	9	70
5/6/2021 22:45	0	14	3	0	17	8	4	4	0	16	0	17	7	0	24	2	0	1	0	3	60
5/6/2021 23:00	2	13	3	0	18	5	9	2	0	16	2	14	3	0	19	3	0	1	0	4	57
5/6/2021 23:15	1	6	1	0	8	5	3	0	0	8	5	14	4	0	23	3	1	0	0	4	43
5/6/2021 23:30	0	7	1	0	8	4	2	4	0	10	1	9	2	0	12	0	2	1	0	3	33
5/6/2021 23:45	1	4	2	0	7	4	1	2	0	7	1	4	0	0	5	0	2	0	0	2	21
5/7/2021	0	5	1	0	6	3	2	1	0	6	1	9	1	0	11	0	0	0	0	0	23
5/7/2021 0:15	0	5	1	0	6	4	2	0	0	6	0	3	0	0	3	1	0	0	0	1	16
Grand Total	502	13466	4148	2	18118	5859	3367	2580	2	11808	2770	11283	1562	1	15616	2169	3254	385	1	5809	51351

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

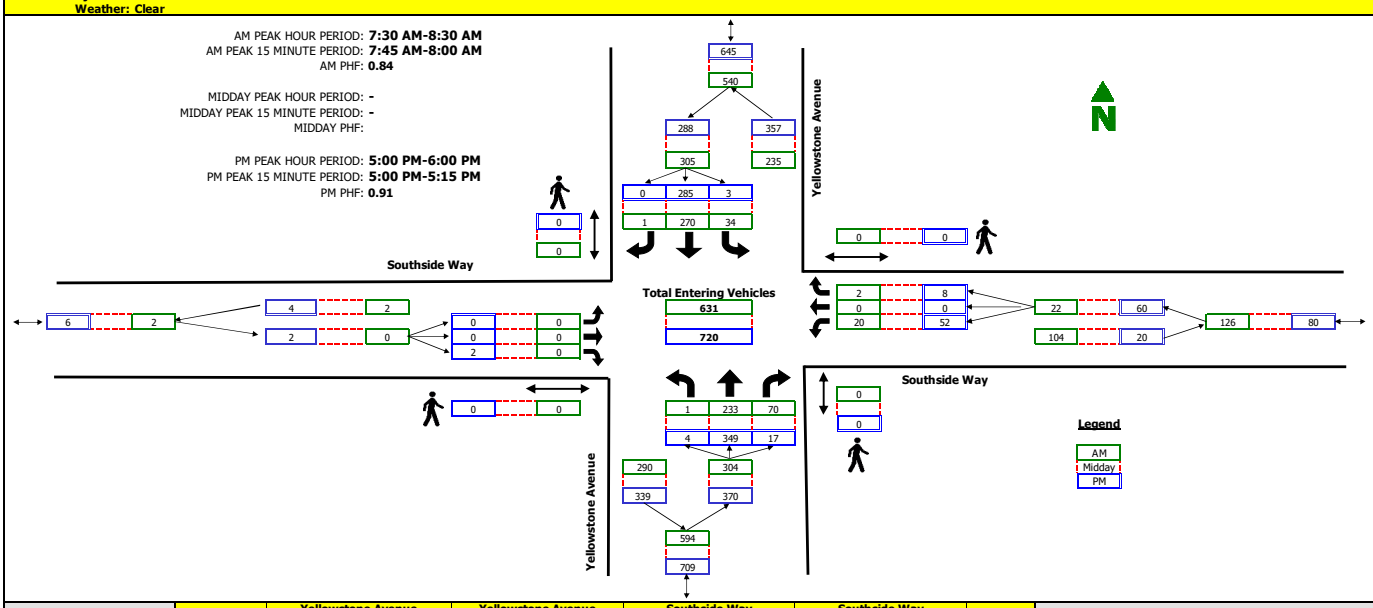
Intersection: Yellowstone Avenue / Southside Way
North/South: Yellowstone Avenue
East/West: Southside Way
Jurisdiction: Chubbuck, ID
Project Title: Chubbuck Legacy Park
Project No: 2145
Weather: Clear

Date: 3-10-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 96.0%
Adjustment Station #: 5, 249
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.84**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.91**



RAW COUNT SUMMARIES	Yellowstone Avenue Northbound				Yellowstone Avenue Southbound				Southside Way Eastbound				Southside Way Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	21	13	0	2	29	0	0	0	0	0	0	2	0	0	0	67
7:15 - 7:30	0	21	8	0	2	32	0	0	1	0	0	0	7	0	0	0	71
7:30 - 7:45	0	42	25	0	7	64	0	0	0	0	0	0	2	0	1	0	141
7:45 - 8:00	0	78	17	0	14	76	0	0	0	0	0	0	2	0	1	0	188
8:00 - 8:15	1	67	18	0	8	86	1	0	0	0	0	0	2	0	0	0	183
8:15 - 8:30	0	46	10	0	5	44	0	0	0	0	0	0	14	0	0	0	119
8:30 - 8:45	0	30	9	0	3	27	0	0	0	0	1	0	14	0	1	0	85
8:45 - 9:00	1	35	7	0	3	52	0	0	0	0	0	0	2	0	2	0	102

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	81	8	0	4	74	0	0	0	0	0	0	14	0	3	0	184
16:15 - 16:30	0	88	7	0	1	71	0	0	0	0	0	0	17	0	2	0	186
16:30 - 16:45	0	83	4	0	1	63	0	0	0	0	0	0	26	0	7	0	184
16:45 - 17:00	0	80	5	0	1	82	0	0	0	0	0	0	18	1	3	0	190
17:00 - 17:15	0	89	8	0	1	73	0	0	0	0	0	0	21	0	5	0	197
17:15 - 17:30	3	78	2	0	0	76	0	0	0	0	1	0	15	0	0	0	175
17:30 - 17:45	1	103	5	0	0	66	0	0	0	0	1	0	8	0	0	0	184
17:45 - 18:00	0	79	2	0	2	70	0	0	0	0	0	0	8	0	3	0	164

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

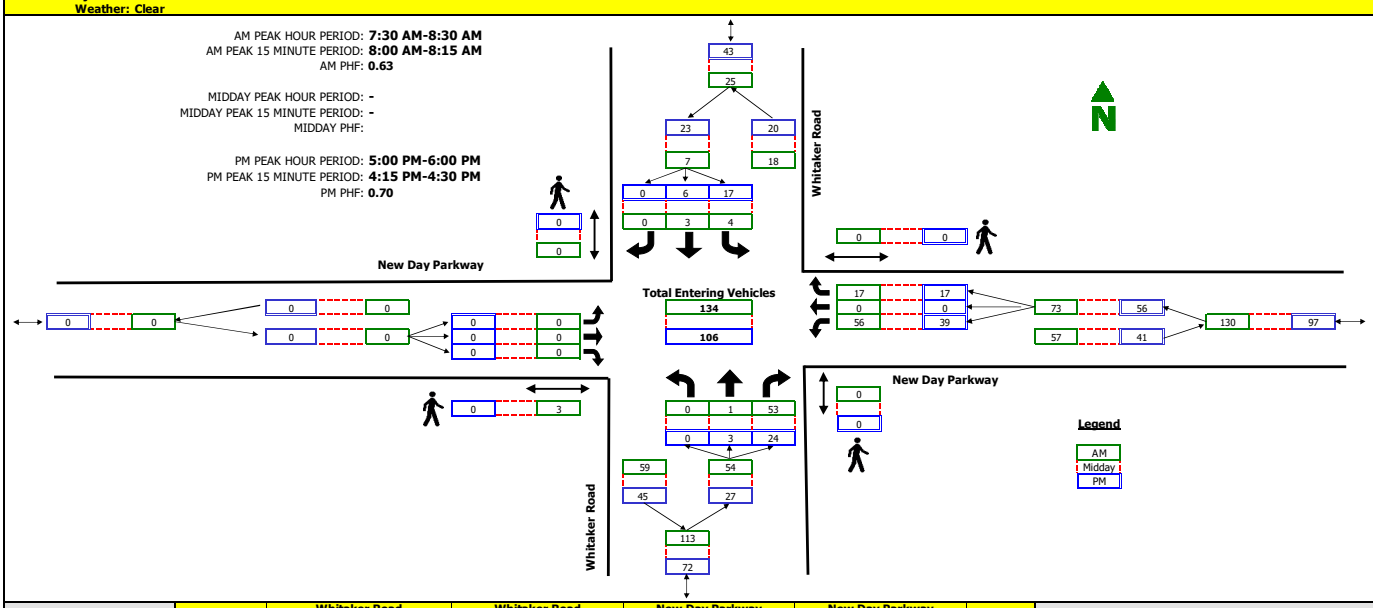
Intersection: Whitaker Road / New Day Parkway
North/South: Whitaker Road
East/West: New Day Parkway
Jurisdiction: Chubbuck, ID
Project Title: Chubbuck Legacy Park
Project No: 2145
Weather: Clear

Date: 3-10-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 96.0%
Adjustment Station #: 5, 249
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.63**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:15 PM-4:30 PM**
PM PHF: **0.70**



RAW COUNT SUMMARIES	Whitaker Road Northbound				Whitaker Road Southbound				New Day Parkway Eastbound				New Day Parkway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	8	0	3	2	0	0	0	0	0	0	6	0	3	0	22
7:15 - 7:30	0	0	8	0	0	0	0	0	0	0	0	0	8	0	0	0	16
7:30 - 7:45	0	0	5	0	1	0	0	0	0	0	0	0	3	0	3	0	12
7:45 - 8:00	0	1	3	0	1	2	0	0	0	0	0	0	7	0	5	0	19
8:00 - 8:15	0	0	20	0	1	0	0	0	0	0	0	3	25	0	7	0	53
8:15 - 8:30	0	0	25	0	1	1	0	0	0	0	0	0	21	0	2	0	50
8:30 - 8:45	0	0	14	0	1	0	0	0	0	0	0	0	11	0	3	0	29
8:45 - 9:00	0	0	7	0	1	0	0	0	0	1	0	0	3	0	3	0	15

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	2	7	0	5	1	0	0	0	0	0	0	16	0	6	0	37
16:15 - 16:30	0	1	10	0	1	3	0	0	0	0	0	0	14	0	9	0	38
16:30 - 16:45	0	1	3	0	7	2	0	0	0	0	0	0	9	0	3	0	25
16:45 - 17:00	0	0	6	0	4	6	0	0	0	0	0	0	7	0	4	0	27
17:00 - 17:15	0	0	2	0	4	1	0	0	0	0	0	0	9	0	4	0	20
17:15 - 17:30	0	1	6	0	4	1	0	0	0	0	0	0	15	0	3	0	30
17:30 - 17:45	0	1	9	0	5	4	0	0	0	0	0	0	10	0	9	0	38
17:45 - 18:00	0	1	7	0	4	0	0	0	0	0	0	0	5	0	1	0	18

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

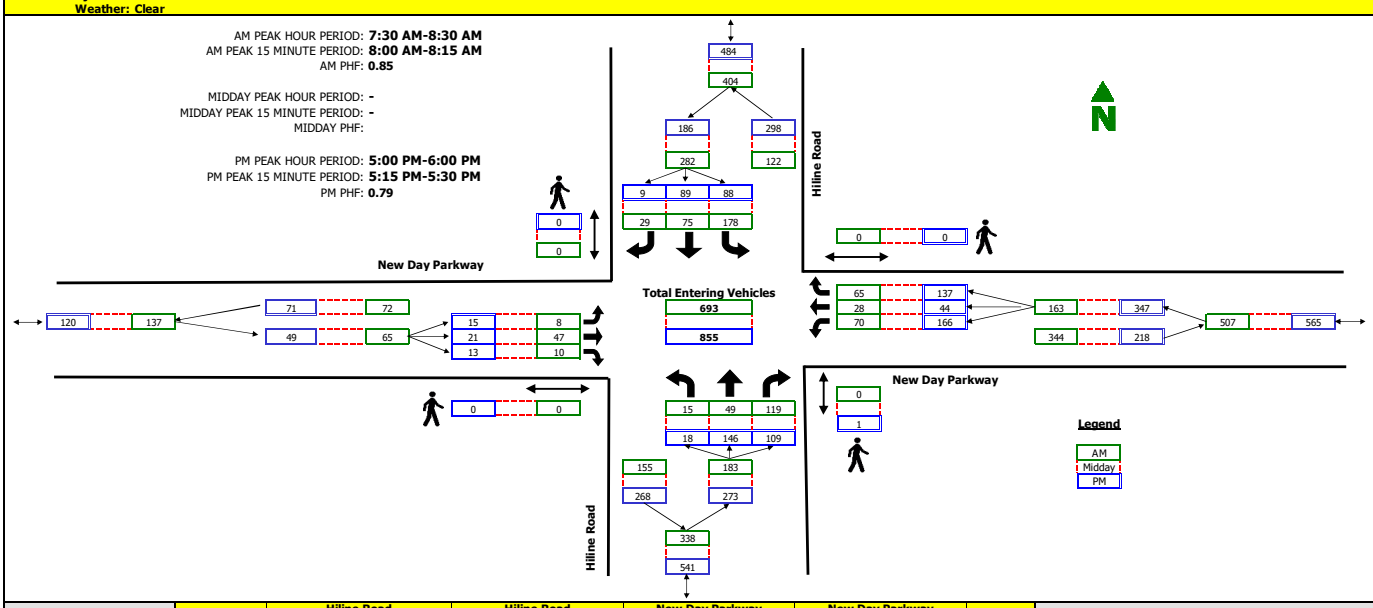
Intersection: Hiline Road / New Day Parkway
North/South: Hiline Road
East/West: New Day Parkway
Jurisdiction: Chubbuck, ID
Project Title: Chubbuck Legacy Park
Project No: 2145
Weather: Clear

Date: 3-10-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 96.0%
Adjustment Station #: 5, 249
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.85**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.79**



RAW COUNT SUMMARIES	Hiline Road Northbound				Hiline Road Southbound				New Day Parkway Eastbound				New Day Parkway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	4	18	0	26	9	2	0	0	10	1	0	6	8	15	0	99
7:15 - 7:30	0	10	23	0	17	15	0	0	1	8	0	0	5	5	11	0	95
7:30 - 7:45	2	8	23	0	28	18	0	0	0	4	0	0	13	5	18	0	119
7:45 - 8:00	2	18	38	0	46	21	3	0	0	5	0	0	22	8	17	0	180
8:00 - 8:15	6	10	25	0	55	19	15	0	5	16	7	0	18	9	20	0	205
8:15 - 8:30	5	13	33	0	49	17	11	0	3	22	3	0	17	6	10	0	189
8:30 - 8:45	4	4	20	0	23	22	2	0	4	10	2	0	25	8	18	0	142
8:45 - 9:00	0	24	19	0	7	17	2	0	0	5	2	0	9	4	17	0	106

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	30	29	0	15	18	4	0	3	6	5	0	36	18	53	0	218
16:15 - 16:30	10	31	32	0	21	22	3	0	2	9	1	0	28	13	26	0	198
16:30 - 16:45	4	42	14	0	15	30	2	0	4	4	4	0	33	13	28	0	193
16:45 - 17:00	3	30	18	0	8	29	1	0	5	4	0	0	44	10	21	0	173
17:00 - 17:15	7	23	33	0	25	20	2	0	2	3	3	0	35	7	32	0	192
17:15 - 17:30	4	42	34	0	29	31	2	0	2	5	3	0	60	16	43	0	271
17:30 - 17:45	5	39	18	1	19	15	3	0	10	5	5	0	40	14	31	0	204
17:45 - 18:00	2	42	24	0	15	23	2	0	1	8	2	0	31	7	31	0	188

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

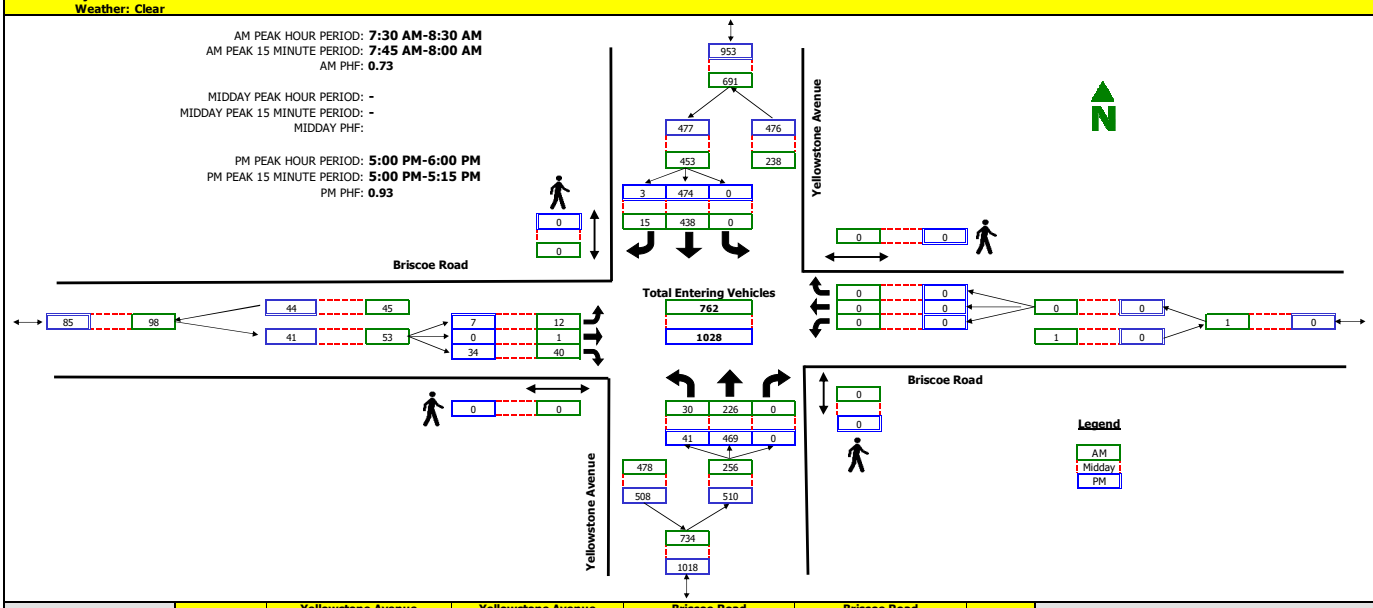
Intersection: Yellowstone Avenue / Briscoe Road
North/South: Yellowstone Avenue
East/West: Briscoe Road
Jurisdiction: Chubbuck, ID
Project Title: Chubbuck Legacy Park
Project No: 2145
Weather: Clear

Date: 3-9-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 96.0%
Adjustment Station #: 5, 249
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.73**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.93**



RAW COUNT SUMMARIES	Yellowstone Avenue Northbound				Yellowstone Avenue Southbound				Briscoe Road Eastbound				Briscoe Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	50	0	0	0	53	0	0	0	0	2	0	0	0	0	0	105
7:15 - 7:30	5	47	0	0	0	78	2	0	0	0	6	0	0	0	0	0	138
7:30 - 7:45	5	60	0	0	0	92	3	0	3	0	5	0	0	0	0	0	168
7:45 - 8:00	15	71	0	0	0	151	6	0	3	1	14	0	0	0	0	0	261
8:00 - 8:15	3	46	0	0	0	106	2	0	5	0	15	0	0	0	0	0	177
8:15 - 8:30	7	49	0	0	0	89	4	0	1	0	6	0	0	0	0	0	156
8:30 - 8:45	7	61	0	0	0	101	4	0	1	0	16	0	0	0	0	0	190
8:45 - 9:00	4	56	0	0	0	74	1	0	2	0	4	0	0	0	0	0	141

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	5	100	0	0	0	89	2	0	3	0	4	0	0	0	0	0	203
16:15 - 16:30	8	95	0	0	0	94	2	0	2	0	5	0	0	0	0	0	206
16:30 - 16:45	4	98	0	0	0	105	4	0	4	0	14	0	0	0	0	0	229
16:45 - 17:00	4	89	0	0	0	117	0	0	1	0	6	0	0	0	0	0	217
17:00 - 17:15	7	118	0	0	0	139	0	0	1	0	10	0	0	0	0	0	275
17:15 - 17:30	15	118	0	0	0	109	1	0	1	0	11	0	0	0	0	0	255
17:30 - 17:45	6	127	0	0	0	118	2	0	3	0	6	0	0	0	0	0	262
17:45 - 18:00	13	106	0	0	0	108	0	0	2	0	7	0	0	0	0	0	236

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

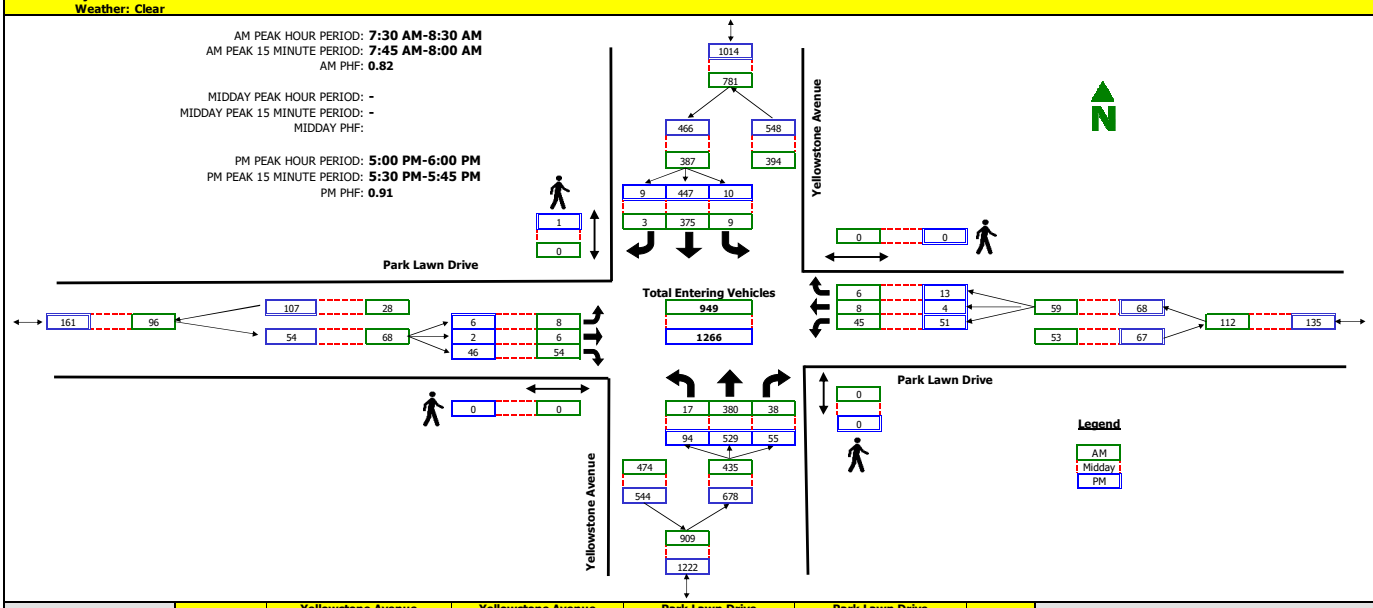
Intersection: Yellowstone Avenue / Park Lawn Drive
North/South: Yellowstone Avenue
East/West: Park Lawn Drive
Jurisdiction: Chubbuck, ID
Project Title: Chubbuck Legacy Park
Project No: 2145
Weather: Clear

Date: 3-9-22, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 96.0%
Adjustment Station #: 5, 249
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.82**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:30 PM-5:45 PM**
PM PHF: **0.91**



RAW COUNT SUMMARIES	Yellowstone Avenue Northbound				Yellowstone Avenue Southbound				Park Lawn Drive Eastbound				Park Lawn Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	5	42	13	0	3	57	1	0	1	1	2	0	8	0	0	0	133
7:15 - 7:30	5	42	14	0	2	67	2	0	4	0	6	0	19	1	2	0	164
7:30 - 7:45	5	71	14	0	1	92	1	0	2	1	18	0	16	0	0	0	221
7:45 - 8:00	4	126	6	0	4	115	1	0	3	1	13	0	13	1	1	0	288
8:00 - 8:15	4	98	7	0	3	102	1	0	1	3	6	0	6	5	2	0	238
8:15 - 8:30	4	85	11	0	1	66	0	0	2	1	17	0	10	2	3	0	202
8:30 - 8:45	7	75	8	0	1	104	1	0	2	1	10	0	9	0	3	0	221
8:45 - 9:00	8	73	22	0	3	64	0	0	1	0	13	0	9	0	0	0	193

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	23	91	21	0	4	78	6	0	3	1	15	0	2	3	3	0	250
16:15 - 16:30	13	91	25	0	3	66	6	0	2	0	16	0	18	4	1	0	245
16:30 - 16:45	19	94	24	0	4	104	2	0	5	0	9	0	16	1	5	0	283
16:45 - 17:00	16	103	20	1	6	111	2	1	3	1	11	0	30	2	7	0	312
17:00 - 17:15	29	136	13	0	2	130	7	1	0	2	7	0	15	0	7	0	348
17:15 - 17:30	33	118	15	0	1	88	0	0	2	0	10	0	18	1	2	0	288
17:30 - 17:45	17	161	13	0	3	119	1	0	1	0	16	0	14	2	2	0	349
17:45 - 18:00	15	114	14	0	4	110	1	0	3	0	13	0	4	1	2	0	281

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

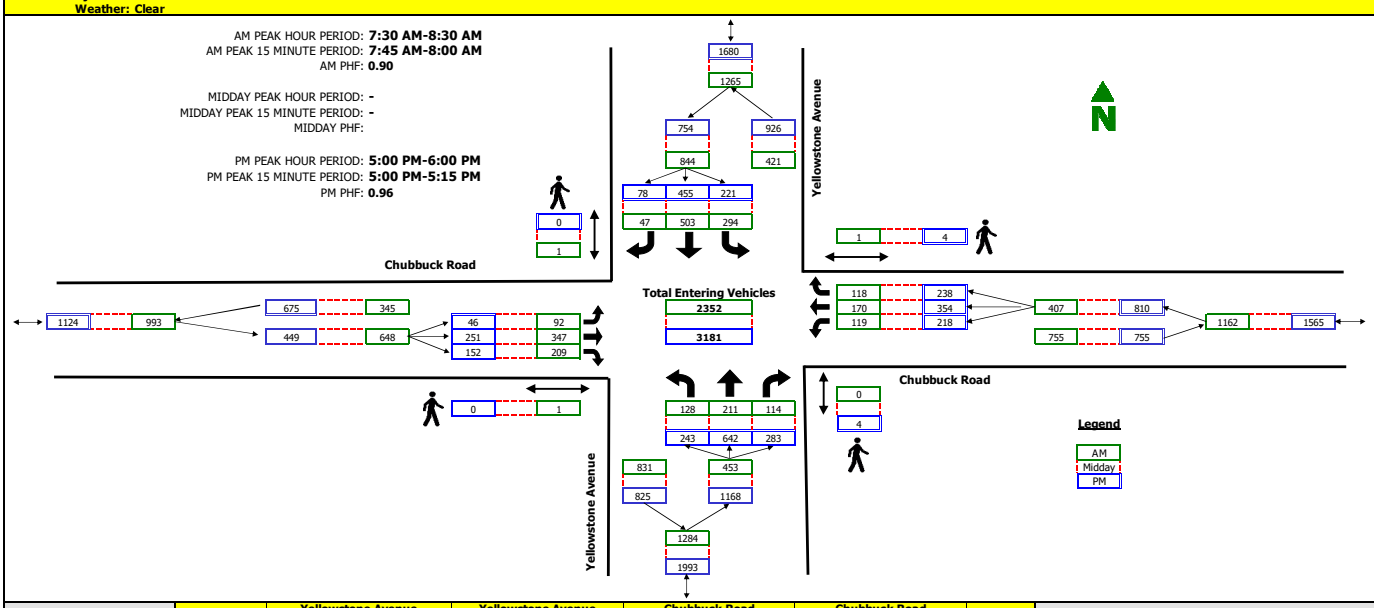
Intersection: Yellowstone Avenue / Chubbuck Road
North/South: Yellowstone Avenue
East/West: Chubbuck Road
Jurisdiction: Chubbuck, ID
Project Title: Chubbuck Legacy Park
Project No: 2145
Weather: Clear

Date: 3-9-22, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 96.0%
Adjustment Station #: 5, 249
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.90**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.96**



RAW COUNT SUMMARIES	Yellowstone Avenue Northbound				Yellowstone Avenue Southbound				Chubbuck Road Eastbound				Chubbuck Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PEAK HOUR	38	52	28	0	77	143	18	0	28	98	72	0	34	43	21	1	652
AM PEAK 15	19	47	16	0	29	98	6	0	10	33	41	0	21	31	14	0	365
AM PHF	0.79	0.83	0.88	0.00	0.86	0.85	0.75	0.00	0.70	0.83	0.88	0.00	0.81	0.77	0.88	0.25	0.91
MIDDAY PEAK HOUR																	
MIDDAY PEAK 15																	
MIDDAY PHF																	
PM PEAK HOUR	73	118	56	0	34	89	11	0	14	60	31	0	48	75	66	0	675
PM PEAK 15	29	32	15	0	9	23	3	0	4	16	8	0	13	20	18	0	170
PM PHF	0.63	0.84	0.70	0.00	0.56	0.64	0.69	0.00	0.50	0.67	0.67	0.00	0.72	0.68	0.75	0.00	0.94

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	6	38	17	0	24	52	7	0	10	18	28	1	18	19	31	1	268
7:15 - 7:30	19	47	16	0	29	98	6	0	10	33	41	0	21	31	14	0	365
7:30 - 7:45	25	47	25	0	42	133	10	1	24	59	45	0	27	49	47	0	533
7:45 - 8:00	38	52	28	0	77	143	18	0	28	98	72	0	34	43	21	1	652
8:00 - 8:15	39	51	32	0	86	128	11	0	27	100	36	1	27	39	21	0	597
8:15 - 8:30	26	61	29	0	89	99	8	0	13	90	56	0	31	39	29	0	570
8:30 - 8:45	22	63	29	0	42	120	19	0	10	43	31	0	34	44	44	0	501
8:45 - 9:00	23	65	23	0	51	86	10	1	17	52	29	0	34	29	21	0	440

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	44	108	80	0	51	117	16	0	10	71	33	0	54	82	78	0	744
16:15 - 16:30	73	118	56	0	34	89	11	0	14	60	31	0	48	75	66	0	675
16:30 - 16:45	50	145	52	0	53	113	21	0	14	47	49	0	51	73	36	0	704
16:45 - 17:00	46	131	56	0	61	113	14	0	13	77	40	0	45	67	53	0	716
17:00 - 17:15	53	152	67	0	64	130	24	0	13	58	46	0	66	86	69	3	828
17:15 - 17:30	64	169	74	0	48	98	16	0	11	66	34	0	58	107	64	0	809
17:30 - 17:45	65	172	68	0	63	120	18	0	11	57	36	0	40	75	46	0	771
17:45 - 18:00	61	149	74	4	46	107	20	0	11	70	36	0	54	86	59	1	773

APPENDIX C

LOS Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Existing (2022) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	11	10	93	5.9	*A*
	T	35	37	106	7.0	*A*
	R	72	73	101	3.9	*A*
	Subtotal	118	120	102	5.0	*A*
SB	L	13	14	108	5.2	*A*
	T	***38***	***42***	***111***	***7.7***	***A***
	R	6	6	96	2.8	*A*
	Subtotal	57	62	109	6.7	*A*
EB	L	2	1	50	1.7	*A*
	T	59	61	103	0.5	*A*
	R	19	17	88	0.2	*A*
	Subtotal	80	79	99	0.5	*A*
WB	L	58	56	96	3.7	*A*
	T	49	53	109	1.9	*A*
	R	8	9	116	2.1	*A*
	Subtotal	115	118	103	2.8	*A*
Total		370	379	102	3.6	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	18	94	13.3	*B*
	T	154	158	102	7.5	*A*
	R	98	104	106	5.3	*A*
	Subtotal	271	280	103	7.1	*A*
SB	L	250	249	100	15.9	*B*
	T	337	333	99	8.6	*A*
	R	16	18	111	5.2	*A*
	Subtotal	603	600	100	11.5	*B*
EB	L	16	14	86	14.3	*B*
	T	181	179	99	14.3	*B*
	R	59	63	106	9.5	*A*
	Subtotal	256	256	100	13.1	*B*
WB	L	57	56	98	20.3	*C*
	T	45	46	102	16.5	*B*
	R	120	125	104	12.1	*B*
	Subtotal	222	227	102	15.0	*B*
Total		1,354	1,363	101	11.5	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: **Chubbuck Legacy Park TIA**
Analysis Period: ***Existing (2022) Background***
Time Period: ***Morning Peak Hour*** **Project #:** ***UT22-2145***

Intersection: **New Day Parkway & Industrial Way**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***4***	***4***	***94***	***8.8***	***A***
	R	11	12	112	3.6	*A*
	Subtotal	15	16	107	4.9	*A*
EB	L	40	42	105	4.0	*A*
	T	490	490	100	2.3	*A*
	Subtotal	530	532	100	2.4	*A*
WB	T	211	215	102	1.2	*A*
	R	13	14	108	1.0	*A*
	Subtotal	224	229	102	1.2	*A*
Total		769	777	101	2.1	*A*

Intersection: **Whitaker Road & New Day Parkway**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	26	24	92	10.0	*A*
	T	***2***	***2***	***100***	***11.3***	***B***
	R	27	30	111	5.3	*A*
	Subtotal	55	56	102	7.5	*A*
SB	L	4	4	94	8.5	*A*
	T	3	5	154	8.3	*A*
	R	2	2	100	5.4	*A*
	Subtotal	9	11	122	7.8	*A*
EB	L	8	8	103	4.1	*A*
	T	458	459	100	2.4	*A*
	R	28	28	100	1.8	*A*
	Subtotal	494	495	100	2.4	*A*
WB	L	28	24	86	3.7	*A*
	T	197	204	104	0.7	*A*
	R	9	9	103	0.2	*A*
	Subtotal	234	237	101	1.0	*A*
Total		792	799	101	2.4	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Existing (2022) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	44	97	12.7	*B*
	T	49	48	98	12.9	*B*
	R	119	123	104	4.8	*A*
	Subtotal	213	215	101	8.2	*A*
SB	L	178	173	97	13.6	*B*
	T	75	75	100	9.3	*A*
	R	88	93	105	2.6	*A*
	Subtotal	341	341	100	9.7	*A*
EB	L	60	60	100	16.0	*B*
	T	353	355	100	11.3	*B*
	R	75	78	104	6.1	*A*
	Subtotal	488	493	101	11.0	*B*
WB	L	70	68	97	19.3	*B*
	T	100	99	99	10.6	*B*
	R	65	63	97	3.0	*A*
	Subtotal	235	230	98	11.1	*B*
Total		1,278	1,279	100	10.2	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	29	96	3.8	*A*
	T	260	272	105	0.6	*A*
	Subtotal	290	301	104	0.9	*A*
SB	T	439	437	100	0.5	*A*
	R	15	15	100	0.1	*A*
	Subtotal	454	452	100	0.5	*A*
EB	***L***	***12***	***11***	***92***	***6.4***	***A***
	R	40	41	102	5.3	*A*
	Subtotal	52	52	100	5.5	*A*
Total		796	805	101	0.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Existing (2022) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	15	87	4.0	*A*
	T	366	380	104	0.4	*A*
	R	38	39	103	0.2	*A*
	Subtotal	421	434	103	0.5	*A*
SB	L	9	8	91	2.7	*A*
	T	466	464	100	0.2	*A*
	R	3	4	123	0.0	*A*
	Subtotal	478	476	100	0.2	*A*
EB	L	8	8	103	7.2	*A*
	T	***6***	***6***	***96***	***10.1***	***B***
	R	54	54	100	4.2	*A*
	Subtotal	68	68	100	5.1	*A*
WB	L	45	46	102	6.8	*A*
	T	8	8	103	9.2	*A*
	R	6	7	112	3.7	*A*
	Subtotal	59	61	103	6.8	*A*
Total		1,026	1,039	101	1.0	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	128	132	103	23.2	*C*
	T	211	222	105	20.2	*C*
	R	114	121	106	12.7	*B*
	Subtotal	453	475	105	19.1	*B*
SB	L	294	283	96	25.5	*C*
	T	503	502	100	17.7	*B*
	R	47	48	102	12.7	*B*
	Subtotal	844	833	99	20.1	*B*
EB	L	92	93	101	31.8	*C*
	T	347	355	102	25.5	*C*
	R	209	220	105	10.5	*B*
	Subtotal	648	668	103	21.4	*C*
WB	L	119	120	101	30.9	*C*
	T	170	172	101	21.3	*C*
	R	118	120	102	5.2	*A*
	Subtotal	407	412	101	19.4	*B*
Total		2,352	2,388	102	20.2	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	13	13	98	6.4	*A*
	T	***47***	***47***	***99***	***8.2***	***A***
	R	84	89	106	4.4	*A*
	Subtotal	144	149	103	5.8	*A*
SB	L	6	6	100	5.1	*A*
	T	33	34	104	7.9	*A*
	R	2	3	150	2.9	*A*
	Subtotal	41	43	105	7.2	*A*
EB	L	3	2	67	2.0	*A*
	T	104	109	105	0.7	*A*
	R	15	16	105	0.3	*A*
	Subtotal	122	127	104	0.7	*A*
WB	L	98	95	97	5.1	*A*
	T	108	107	99	3.1	*A*
	R	13	13	98	3.2	*A*
	Subtotal	219	215	98	4.0	*A*
Total		526	534	101	4.0	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	63	59	94	19.0	*B*
	T	365	376	103	11.8	*B*
	R	87	91	104	8.8	*A*
	Subtotal	515	526	102	12.1	*B*
SB	L	113	119	105	23.1	*C*
	T	409	413	101	10.6	*B*
	R	17	18	104	7.7	*A*
	Subtotal	539	550	102	13.2	*B*
EB	L	11	11	98	20.0	*B*
	T	119	123	104	11.7	*B*
	R	64	69	108	10.0	*A*
	Subtotal	194	203	105	11.6	*B*
WB	L	92	95	103	24.4	*C*
	T	139	138	99	24.4	*C*
	R	213	212	99	19.9	*B*
	Subtotal	444	445	100	22.3	*C*
Total		1,693	1,724	102	15.0	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***10***	***10***	***98***	***7.9***	***A***
	R	29	28	97	4.4	*A*
	Subtotal	39	38	97	5.3	*A*
EB	L	10	11	107	4.1	*A*
	T	284	297	104	1.7	*A*
	Subtotal	294	308	105	1.8	*A*
WB	T	416	417	100	1.8	*A*
	R	3	4	133	1.2	*A*
	Subtotal	419	421	100	1.8	*A*
Total		752	767	102	2.0	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	12	12	98	8.9	*A*
	T	3	3	100	9.9	*A*
	R	12	12	98	4.2	*A*
	Subtotal	27	27	100	6.9	*A*
SB	***L***	***9***	***10***	***108***	***12.0***	***B***
	T	6	7	117	10.2	*B*
	R	8	8	97	6.4	*A*
	Subtotal	23	25	109	9.7	*A*
EB	L	8	9	109	4.3	*A*
	T	267	278	104	1.8	*A*
	R	19	19	99	1.5	*A*
	Subtotal	294	306	104	1.9	*A*
WB	L	20	20	101	2.7	*A*
	T	399	404	101	0.8	*A*
	R	9	8	86	0.3	*A*
	Subtotal	428	432	101	0.9	*A*
Total		773	790	102	1.7	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	109	106	97	15.9	*B*
	T	146	143	98	12.9	*B*
	R	109	107	98	3.3	*A*
	Subtotal	364	356	98	10.9	*B*
SB	L	88	91	103	16.8	*B*
	T	89	93	104	12.3	*B*
	R	54	56	103	3.1	*A*
	Subtotal	231	240	104	11.9	*B*
EB	L	87	88	101	17.5	*B*
	T	127	134	106	11.8	*B*
	R	75	80	107	4.5	*A*
	Subtotal	289	302	104	11.5	*B*
WB	L	166	164	99	15.0	*B*
	T	264	267	101	11.7	*B*
	R	137	132	96	5.4	*A*
	Subtotal	567	563	99	11.2	*B*
Total		1,451	1,461	101	11.3	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	41	45	110	5.4	*A*
	T	508	521	103	1.2	*A*
	Subtotal	549	566	103	1.5	*A*
SB	T	562	572	102	0.4	*A*
	R	3	5	167	0.1	*A*
	Subtotal	565	577	102	0.4	*A*
EB	***L***	***7***	***6***	***83***	***8.0***	***A***
	R	34	35	103	5.5	*A*
	Subtotal	41	41	100	5.9	*A*
Total		1,155	1,184	103	1.1	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	94	88	93	5.8	*A*
	T	776	800	103	0.7	*A*
	R	55	57	103	0.3	*A*
	Subtotal	925	945	102	1.2	*A*
SB	L	10	10	98	5.8	*A*
	T	577	585	101	0.3	*A*
	R	9	10	108	0.1	*A*
	Subtotal	596	605	102	0.4	*A*
EB	L	6	7	117	12.7	*B*
	T	***2***	***2***	***100***	***15.6***	***C***
	R	46	48	104	4.9	*A*
	Subtotal	54	57	106	6.2	*A*
WB	L	51	51	100	13.6	*B*
	T	4	3	75	15.5	*C*
	R	13	13	98	5.1	*A*
	Subtotal	68	67	99	12.0	*B*
Total		1,645	1,674	102	1.5	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	243	248	102	33.9	*C*
	T	642	659	103	28.0	*C*
	R	283	277	98	23.5	*C*
	Subtotal	1,168	1,184	101	28.2	*C*
SB	L	221	222	101	40.2	*D*
	T	455	460	101	23.3	*C*
	R	78	82	105	19.2	*B*
	Subtotal	754	764	101	27.8	*C*
EB	L	46	50	109	53.1	*D*
	T	251	258	103	49.9	*D*
	R	152	150	99	10.7	*B*
	Subtotal	449	458	102	37.4	*D*
WB	L	218	220	101	60.3	*E*
	T	354	351	99	37.5	*D*
	R	238	238	100	9.1	*A*
	Subtotal	810	809	100	35.3	*D*
Total		3,181	3,215	101	31.2	*C*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	93	6.0	*A*
	T	***40***	***44***	***110***	***7.7***	***A***
	R	80	80	100	4.1	*A*
	Subtotal	135	138	102	5.4	*A*
SB	L	15	14	93	6.0	*A*
	T	40	37	92	7.6	*A*
	R	10	11	113	3.1	*A*
	Subtotal	65	62	95	6.4	*A*
EB	L	5	4	76	1.8	*A*
	T	65	64	99	0.6	*A*
	R	20	21	104	0.3	*A*
	Subtotal	90	89	99	0.6	*A*
WB	L	65	64	99	2.6	*A*
	T	55	58	105	1.0	*A*
	R	10	10	103	0.6	*A*
	Subtotal	130	132	102	1.7	*A*
Total		420	421	100	3.4	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	12.8	*B*
	T	171	174	102	5.8	*A*
	R	110	106	96	3.0	*A*
	Subtotal	301	299	99	5.3	*A*
SB	L	280	276	98	12.6	*B*
	T	375	389	104	5.3	*A*
	R	20	20	99	3.2	*A*
	Subtotal	675	685	101	8.2	*A*
EB	L	20	18	89	13.5	*B*
	T	200	197	99	11.5	*B*
	R	65	61	94	5.5	*A*
	Subtotal	285	276	97	10.3	*B*
WB	L	65	63	97	18.0	*B*
	T	50	54	107	9.5	*A*
	R	135	132	98	4.3	*A*
	Subtotal	250	249	100	8.9	*A*
Total		1,512	1,509	100	8.1	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***5***	***4***	***76***	***7.3***	***A***
	R	15	18	120	3.4	*A*
	Subtotal	20	22	110	4.1	*A*
EB	L	45	42	93	3.9	*A*
	T	546	538	99	1.5	*A*
	Subtotal	591	580	98	1.7	*A*
WB	T	236	235	99	0.6	*A*
	R	15	15	100	0.5	*A*
	Subtotal	251	250	100	0.6	*A*
Total		862	852	99	1.4	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	28	93	9.3	*A*
	T	***5***	***6***	***114***	***10.4***	***B***
	R	30	32	106	5.1	*A*
	Subtotal	65	66	102	7.4	*A*
SB	L	5	5	95	8.6	*A*
	T	5	6	114	10.4	*B*
	R	5	6	114	3.5	*A*
	Subtotal	15	17	113	7.4	*A*
EB	L	10	9	92	2.9	*A*
	T	510	501	98	1.1	*A*
	R	30	34	112	1.0	*A*
	Subtotal	550	544	99	1.1	*A*
WB	L	30	30	99	4.9	*A*
	T	216	217	101	1.4	*A*
	R	10	10	103	1.4	*A*
	Subtotal	256	257	100	1.8	*A*
Total		888	884	100	1.9	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	47	94	14.5	*B*
	T	55	55	100	14.1	*B*
	R	130	128	99	5.0	*A*
	Subtotal	235	230	98	9.1	*A*
SB	L	200	195	98	14.9	*B*
	T	85	82	96	9.5	*A*
	R	95	98	103	2.9	*A*
	Subtotal	380	375	99	10.6	*B*
EB	L	65	66	102	16.6	*B*
	T	396	388	98	12.3	*B*
	R	85	82	96	7.5	*A*
	Subtotal	546	536	98	12.1	*B*
WB	L	80	78	98	20.1	*C*
	T	110	110	100	11.3	*B*
	R	70	76	109	4.2	*A*
	Subtotal	260	264	102	11.9	*B*
Total		1,420	1,405	99	11.2	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	32	92	3.7	*A*
	T	286	285	100	0.5	*A*
	Subtotal	321	317	99	0.8	*A*
SB	T	486	491	101	0.2	*A*
	R	20	22	109	0.1	*A*
	Subtotal	506	513	101	0.2	*A*
EB	***L***	***15***	***15***	***100***	***6.9***	***A***
	R	45	45	99	4.4	*A*
	Subtotal	60	60	100	5.0	*A*
Total		886	890	100	0.8	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	4.0	*A*
	T	405	403	100	0.4	*A*
	R	40	44	110	0.2	*A*
	Subtotal	465	467	100	0.5	*A*
SB	L	10	9	92	3.1	*A*
	T	516	523	101	0.2	*A*
	R	5	5	95	0.0	*A*
	Subtotal	531	537	101	0.2	*A*
EB	L	10	10	103	8.7	*A*
	T	***10***	***8***	***82***	***12.3***	***B***
	R	60	60	100	4.9	*A*
	Subtotal	80	78	98	6.1	*A*
WB	L	50	49	98	6.9	*A*
	T	10	10	103	12.1	*B*
	R	10	11	113	3.8	*A*
	Subtotal	70	70	100	7.2	*A*
Total		1,145	1,152	101	1.2	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	140	146	104	26.3	*C*
	T	235	237	101	24.9	*C*
	R	125	124	99	16.8	*B*
	Subtotal	500	507	101	23.3	*C*
SB	L	325	328	101	33.9	*C*
	T	560	576	103	22.0	*C*
	R	50	50	101	18.2	*B*
	Subtotal	935	954	102	25.9	*C*
EB	L	100	98	98	32.5	*C*
	T	385	378	98	30.0	*C*
	R	230	226	98	12.2	*B*
	Subtotal	715	702	98	24.6	*C*
WB	L	130	134	103	31.4	*C*
	T	190	191	101	20.8	*C*
	R	130	132	102	5.2	*A*
	Subtotal	450	457	102	19.4	*B*
Total		2,600	2,620	101	23.9	*C*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	7.8	*A*
	T	***50***	***48***	***96***	***8.7***	***A***
	R	95	102	108	4.9	*A*
	Subtotal	160	164	103	6.3	*A*
SB	L	10	9	88	5.6	*A*
	T	35	35	101	8.1	*A*
	R	5	6	120	3.5	*A*
	Subtotal	50	50	100	7.1	*A*
EB	L	5	3	60	1.7	*A*
	T	115	119	103	0.8	*A*
	R	20	21	104	0.2	*A*
	Subtotal	140	143	102	0.7	*A*
WB	L	110	109	99	3.6	*A*
	T	120	122	102	1.6	*A*
	R	15	16	105	1.6	*A*
	Subtotal	245	247	101	2.5	*A*
Total		596	604	101	3.5	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	72	102	14.7	*B*
	T	406	412	102	6.1	*A*
	R	95	99	104	3.4	*A*
	Subtotal	571	583	102	6.7	*A*
SB	L	125	118	94	14.3	*B*
	T	455	459	101	5.9	*A*
	R	20	20	99	3.2	*A*
	Subtotal	600	597	100	7.5	*A*
EB	L	15	17	111	15.7	*B*
	T	134	141	105	8.8	*A*
	R	70	73	104	5.4	*A*
	Subtotal	219	231	105	8.2	*A*
WB	L	100	102	102	16.4	*B*
	T	155	155	100	10.2	*B*
	R	235	242	103	6.8	*A*
	Subtotal	490	499	102	9.8	*A*
Total		1,881	1,910	102	8.0	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***15***	***15***	***98***	***8.7***	***A***
	R	35	38	109	4.8	*A*
	Subtotal	50	53	106	5.9	*A*
EB	L	15	14	92	4.4	*A*
	T	311	310	100	1.4	*A*
	Subtotal	326	324	99	1.5	*A*
WB	T	455	463	102	1.0	*A*
	R	5	4	80	1.1	*A*
	Subtotal	460	467	102	1.0	*A*
Total		836	844	101	1.5	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	105	8.7	*A*
	T	***5***	***5***	***100***	***10.0***	***A***
	R	15	15	98	3.5	*A*
	Subtotal	35	36	103	6.7	*A*
SB	L	10	9	88	8.2	*A*
	T	10	11	107	9.0	*A*
	R	10	12	117	4.0	*A*
	Subtotal	30	32	107	6.9	*A*
EB	L	10	11	107	4.0	*A*
	T	296	295	100	0.8	*A*
	R	20	19	94	0.5	*A*
	Subtotal	326	325	100	0.9	*A*
WB	L	25	24	95	4.1	*A*
	T	435	441	101	2.0	*A*
	R	10	10	98	2.0	*A*
	Subtotal	470	475	101	2.1	*A*
Total		863	868	101	2.0	*A*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	120	119	99	17.6	*B*
	T	160	164	103	13.6	*B*
	R	120	115	96	3.5	*A*
	Subtotal	400	398	100	11.9	*B*
SB	L	100	104	104	18.4	*B*
	T	100	98	98	13.9	*B*
	R	60	64	107	3.7	*A*
	Subtotal	260	266	102	13.2	*B*
EB	L	95	92	97	17.9	*B*
	T	141	142	101	13.2	*B*
	R	85	84	99	5.9	*A*
	Subtotal	321	318	99	12.6	*B*
WB	L	185	186	100	15.6	*B*
	T	290	291	100	12.3	*B*
	R	150	147	98	7.1	*A*
	Subtotal	625	624	100	12.1	*B*
Total		1,605	1,606	100	12.3	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	47	105	4.8	*A*
	T	561	574	102	0.8	*A*
	Subtotal	606	621	102	1.1	*A*
SB	T	621	630	101	0.2	*A*
	R	5	5	100	0.1	*A*
	Subtotal	626	635	101	0.2	*A*
EB	***L***	***10***	***9***	***88***	***7.5***	***A***
	R	40	36	91	4.6	*A*
	Subtotal	50	45	90	5.2	*A*
Total		1,282	1,301	102	0.8	*A*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	107	102	6.2	*A*
	T	864	875	101	0.7	*A*
	R	60	60	100	0.3	*A*
	Subtotal	1,029	1,042	101	1.2	*A*
SB	L	15	14	92	6.1	*A*
	T	635	639	101	0.4	*A*
	R	10	12	117	0.1	*A*
	Subtotal	660	665	101	0.5	*A*
EB	L	10	9	88	14.2	*B*
	T	5	5	100	18.7	*C*
	R	50	53	106	5.4	*A*
	Subtotal	65	67	103	7.6	*A*
WB	L	55	52	95	16.5	*C*
	T	***5***	***5***	***100***	***22.2***	***C***
	R	15	18	118	5.2	*A*
	Subtotal	75	75	100	14.2	*B*
Total		1,830	1,849	101	1.7	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	270	276	102	38.3	*D*
	T	715	714	100	35.7	*D*
	R	315	314	100	33.0	*C*
	Subtotal	1,300	1,304	100	35.6	*D*
SB	L	245	241	98	52.9	*D*
	T	505	515	102	30.0	*C*
	R	85	88	103	25.8	*C*
	Subtotal	835	844	101	36.1	*D*
EB	L	50	55	110	55.2	*E*
	T	280	277	99	50.1	*D*
	R	170	178	105	11.7	*B*
	Subtotal	500	510	102	37.2	*D*
WB	L	240	242	101	76.6	*E*
	T	395	388	98	37.5	*D*
	R	265	273	103	9.3	*A*
	Subtotal	900	903	100	39.5	*D*
Total		3,535	3,561	101	37.0	*D*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	17	113	6.4	*A*
	T	***40***	***38***	***94***	***7.9***	***A***
	R	91	95	104	4.6	*A*
	Subtotal	146	150	103	5.6	*A*
SB	L	22	20	90	5.8	*A*
	T	40	42	104	7.9	*A*
	R	10	11	113	3.6	*A*
	Subtotal	72	73	101	6.7	*A*
EB	L	5	5	95	2.0	*A*
	T	83	83	100	0.8	*A*
	R	20	22	109	0.3	*A*
	Subtotal	108	110	102	0.8	*A*
WB	L	73	71	97	2.7	*A*
	T	67	66	99	1.1	*A*
	R	15	16	107	0.5	*A*
	Subtotal	155	153	99	1.8	*A*
Total		482	486	101	3.5	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	45	101	19.8	*B*
	T	190	190	100	10.7	*B*
	R	201	197	98	4.5	*A*
	Subtotal	436	432	99	8.8	*A*
SB	L	280	286	102	24.1	*C*
	T	403	397	99	11.5	*B*
	R	20	22	109	5.4	*A*
	Subtotal	703	705	100	16.4	*B*
EB	L	20	18	89	15.8	*B*
	T	200	203	102	14.1	*B*
	R	101	100	99	6.2	*A*
	Subtotal	321	321	100	11.7	*B*
WB	L	197	196	100	24.1	*C*
	T	51	49	96	9.7	*A*
	R	135	138	102	4.6	*A*
	Subtotal	383	383	100	15.2	*B*
Total		1,843	1,841	100	13.6	*B*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***5***	***6***	***114***	***9.4***	***A***
	R	15	15	100	3.7	*A*
	Subtotal	20	21	105	5.3	*A*
EB	L	45	44	98	4.4	*A*
	T	637	643	101	1.6	*A*
	Subtotal	682	687	101	1.8	*A*
WB	T	368	368	100	0.8	*A*
	R	15	16	107	0.6	*A*
	Subtotal	383	384	100	0.8	*A*
Total		1,085	1,092	101	1.5	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	36	97	13.7	*B*
	T	5	5	95	13.0	*B*
	R	30	32	108	4.9	*A*
	Subtotal	72	73	101	9.8	*A*
SB	L	5	4	76	10.4	*B*
	T	***5***	***4***	***76***	***18.3***	***C***
	R	5	6	114	4.2	*A*
	Subtotal	15	14	93	10.0	*A*
EB	L	10	8	82	3.7	*A*
	T	597	605	101	1.4	*A*
	R	35	36	103	1.3	*A*
	Subtotal	642	649	101	1.4	*A*
WB	L	30	29	97	5.7	*A*
	T	340	342	101	1.6	*A*
	R	10	11	113	2.1	*A*
	Subtotal	380	382	101	1.9	*A*
Total		1,109	1,118	101	2.3	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	68	68	100	15.1	*B*
	T	55	60	109	16.6	*B*
	R	130	140	108	5.7	*A*
	Subtotal	253	268	106	10.5	*B*
SB	L	200	198	99	15.8	*B*
	T	85	84	99	10.7	*B*
	R	113	117	104	3.3	*A*
	Subtotal	398	399	100	11.1	*B*
EB	L	77	73	95	17.5	*B*
	T	459	466	102	13.7	*B*
	R	97	100	103	9.6	*A*
	Subtotal	633	639	101	13.5	*B*
WB	L	80	78	98	21.7	*C*
	T	199	196	99	12.3	*B*
	R	70	72	103	4.4	*A*
	Subtotal	349	346	99	12.8	*B*
Total		1,631	1,652	101	12.3	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	32	91	3.7	*A*
	T	285	281	99	0.6	*A*
	R	128	129	101	0.6	*A*
	Subtotal	448	442	99	0.8	*A*
SB	L	196	187	96	4.4	*A*
	T	485	485	100	0.3	*A*
	R	20	20	99	0.1	*A*
	Subtotal	701	692	99	1.4	*A*
EB	***L***	***15***	***15***	***100***	***13.2***	***B***
	R	45	44	98	5.6	*A*
	Subtotal	60	59	98	7.5	*A*
WB	L	78	76	98	11.9	*B*
	R	136	137	101	4.3	*A*
	Subtotal	214	213	100	7.0	*A*
Total		1,422	1,406	99	2.3	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	23	114	4.8	*A*
	T	528	521	99	0.7	*A*
	R	69	67	97	0.3	*A*
	Subtotal	617	611	99	0.8	*A*
SB	L	10	9	92	5.0	*A*
	T	591	591	100	0.3	*A*
	R	8	9	109	0.0	*A*
	Subtotal	609	609	100	0.4	*A*
EB	L	14	13	95	10.0	*A*
	T	***13***	***12***	***94***	***20.2***	***C***
	R	60	60	100	5.2	*A*
	Subtotal	87	85	98	8.1	*A*
WB	L	82	84	103	10.1	*B*
	T	12	13	111	15.9	*C*
	R	10	11	113	4.7	*A*
	Subtotal	104	108	104	10.2	*B*
Total		1,416	1,413	100	1.8	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	140	147	105	28.1	*C*
	T	324	321	99	30.3	*C*
	R	125	124	99	23.1	*C*
	Subtotal	589	592	101	28.2	*C*
SB	L	350	351	100	33.6	*C*
	T	622	622	100	23.9	*C*
	R	70	75	107	21.2	*C*
	Subtotal	1,042	1,048	101	27.0	*C*
EB	L	128	123	96	33.1	*C*
	T	385	385	100	33.6	*C*
	R	230	238	104	13.6	*B*
	Subtotal	743	746	100	27.1	*C*
WB	L	130	132	102	38.5	*D*
	T	190	184	97	27.3	*C*
	R	166	163	98	6.3	*A*
	Subtotal	486	479	99	23.2	*C*
Total		2,859	2,865	100	26.7	*C*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	8.4	*A*
	T	***50***	***53***	***106***	***9.4***	***A***
	R	104	100	96	5.1	*A*
	Subtotal	169	168	99	6.8	*A*
SB	L	16	16	98	7.5	*A*
	T	35	35	101	8.6	*A*
	R	5	6	120	3.6	*A*
	Subtotal	56	57	102	7.8	*A*
EB	L	5	5	100	2.0	*A*
	T	131	131	100	0.8	*A*
	R	20	21	104	0.4	*A*
	Subtotal	156	157	101	0.8	*A*
WB	L	121	128	106	3.8	*A*
	T	139	143	103	2.0	*A*
	R	23	24	103	2.5	*A*
	Subtotal	283	295	104	2.8	*A*
Total		664	677	102	3.7	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	108	113	105	28.5	*C*
	T	436	438	101	10.6	*B*
	R	236	236	100	4.7	*A*
	Subtotal	780	787	101	11.4	*B*
SB	L	125	132	105	24.8	*C*
	T	480	481	100	11.9	*B*
	R	20	20	99	6.5	*A*
	Subtotal	625	633	101	14.4	*B*
EB	L	15	14	92	18.1	*B*
	T	135	133	98	10.2	*B*
	R	101	102	101	5.8	*A*
	Subtotal	251	249	99	8.8	*A*
WB	L	217	220	101	20.9	*C*
	T	156	163	104	11.6	*B*
	R	235	238	101	6.7	*A*
	Subtotal	608	621	102	13.0	*B*
Total		2,264	2,290	101	12.4	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***15***	***15***	***98***	***8.7***	***A***
	R	35	38	109	4.7	*A*
	Subtotal	50	53	106	5.8	*A*
EB	L	15	13	85	4.6	*A*
	T	452	458	101	1.3	*A*
	Subtotal	467	471	101	1.4	*A*
WB	T	572	583	102	1.2	*A*
	R	5	5	100	1.1	*A*
	Subtotal	577	588	102	1.2	*A*
Total		1,094	1,112	102	1.5	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	22	104	11.7	*B*
	T	5	5	100	14.7	*B*
	R	15	16	105	4.2	*A*
	Subtotal	41	43	105	9.3	*A*
SB	L	10	11	107	10.5	*B*
	T	***10***	***11***	***107***	***14.9***	***B***
	R	10	10	98	4.5	*A*
	Subtotal	30	32	107	10.1	*B*
EB	L	10	10	98	5.0	*A*
	T	429	435	101	1.0	*A*
	R	28	26	92	0.9	*A*
	Subtotal	467	471	101	1.1	*A*
WB	L	25	26	103	5.1	*A*
	T	547	559	102	2.2	*A*
	R	10	10	98	2.1	*A*
	Subtotal	582	595	102	2.3	*A*
Total		1,122	1,141	102	2.3	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	136	141	103	18.8	*B*
	T	160	159	100	14.9	*B*
	R	120	120	100	4.1	*A*
	Subtotal	416	420	101	13.1	*B*
SB	L	100	100	100	19.4	*B*
	T	100	98	98	15.0	*B*
	R	76	81	106	4.4	*A*
	Subtotal	276	279	101	13.5	*B*
EB	L	114	115	101	20.4	*C*
	T	236	245	104	14.5	*B*
	R	104	100	96	8.4	*A*
	Subtotal	454	460	101	14.6	*B*
WB	L	185	192	104	16.6	*B*
	T	369	372	101	14.2	*B*
	R	150	145	97	8.5	*A*
	Subtotal	704	709	101	13.7	*B*
Total		1,850	1,868	101	13.8	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	44	98	4.2	*A*
	T	561	564	101	0.8	*A*
	R	106	111	105	0.6	*A*
	Subtotal	712	719	101	1.0	*A*
SB	L	173	178	103	7.3	*A*
	T	621	620	100	0.3	*A*
	R	5	6	120	0.0	*A*
	Subtotal	799	804	101	1.8	*A*
EB	L	10	11	107	17.6	*C*
	R	40	40	101	6.6	*A*
	Subtotal	50	51	102	9.0	*A*
WB	***L***	***128***	***126***	***98***	***26.4***	***D***
	R	210	213	102	6.9	*A*
	Subtotal	338	339	100	14.1	*B*
Total		1,898	1,913	101	3.9	*A*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	99	94	7.8	*A*
	T	969	981	101	0.4	*A*
	R	92	88	96	0.3	*A*
	Subtotal	1,166	1,168	100	1.0	*A*
SB	L	15	12	79	6.5	*A*
	T	760	758	100	0.4	*A*
	R	14	14	98	0.0	*A*
	Subtotal	789	784	99	0.5	*A*
EB	L	13	10	75	16.1	*C*
	T	***8***	***8***	***100***	***44.1***	***E***
	R	50	49	98	5.9	*A*
	Subtotal	71	67	94	12.0	*B*
WB	L	95	96	101	20.6	*C*
	T	9	8	89	34.6	*D*
	R	15	18	118	6.0	*A*
	Subtotal	119	122	103	19.4	*C*
Total		2,145	2,141	100	2.2	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	270	279	103	41.0	*D*
	T	794	808	102	35.0	*C*
	R	315	309	98	32.5	*C*
	Subtotal	1,379	1,396	101	35.6	*D*
SB	L	283	282	100	100.0	*F*
	T	600	596	99	33.3	*C*
	R	116	114	98	29.2	*C*
	Subtotal	999	992	99	51.8	*D*
EB	L	75	74	98	68.1	*E*
	T	280	277	99	69.3	*E*
	R	170	171	101	17.4	*B*
	Subtotal	525	522	99	52.1	*D*
WB	L	240	236	98	168.7	*F*
	T	395	395	100	72.8	*E*
	R	296	292	99	14.9	*B*
	Subtotal	931	923	99	79.0	*E*
Total		3,834	3,833	100	53.0	*D*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	100	6.4	*A*
	T	***40***	***44***	***109***	***7.9***	***A***
	R	91	91	100	4.4	*A*
	Subtotal	146	150	103	5.6	*A*
SB	L	22	20	90	5.7	*A*
	T	40	40	99	7.8	*A*
	R	10	11	113	3.0	*A*
	Subtotal	72	71	99	6.5	*A*
EB	L	5	5	95	1.9	*A*
	T	83	84	101	0.7	*A*
	R	20	21	104	0.3	*A*
	Subtotal	108	110	102	0.7	*A*
WB	L	73	70	96	2.6	*A*
	T	67	70	104	1.3	*A*
	R	15	16	107	0.6	*A*
	Subtotal	155	156	101	1.8	*A*
Total		482	487	101	3.4	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	48	107	21.0	*C*
	T	190	191	100	10.3	*B*
	R	201	197	98	4.5	*A*
	Subtotal	436	436	100	8.9	*A*
SB	L	280	277	99	22.9	*C*
	T	403	397	99	11.6	*B*
	R	20	21	104	6.0	*A*
	Subtotal	703	695	99	15.9	*B*
EB	L	20	18	89	15.0	*B*
	T	200	196	98	13.2	*B*
	R	101	102	101	6.0	*A*
	Subtotal	321	316	98	11.0	*B*
WB	L	197	197	100	24.1	*C*
	T	51	51	100	10.3	*B*
	R	135	137	101	4.6	*A*
	Subtotal	383	385	101	15.3	*B*
Total		1,843	1,832	99	13.3	*B*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***5***	***5***	***95***	***8.8***	***A***
	R	15	16	107	3.7	*A*
	Subtotal	20	21	105	4.9	*A*
EB	L	45	44	98	4.4	*A*
	T	637	626	98	1.5	*A*
	Subtotal	682	670	98	1.7	*A*
WB	T	368	370	100	0.9	*A*
	R	15	15	100	0.5	*A*
	Subtotal	383	385	101	0.9	*A*
Total		1,085	1,076	99	1.5	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	37	99	13.7	*B*
	T	***5***	***6***	***114***	***14.8***	***B***
	R	30	29	97	5.8	*A*
	Subtotal	72	72	100	10.6	*B*
SB	L	5	6	114	8.7	*A*
	T	5	6	114	13.7	*B*
	R	5	5	95	4.7	*A*
	Subtotal	15	17	113	9.3	*A*
EB	L	10	9	92	3.4	*A*
	T	597	586	98	1.4	*A*
	R	35	35	100	1.2	*A*
	Subtotal	642	630	98	1.4	*A*
WB	L	30	29	97	5.6	*A*
	T	340	342	101	1.7	*A*
	R	10	11	113	1.5	*A*
	Subtotal	380	382	101	2.0	*A*
Total		1,109	1,101	99	2.3	*A*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	68	62	91	14.6	*B*
	T	55	54	98	15.6	*B*
	R	130	132	102	5.7	*A*
	Subtotal	253	248	98	10.1	*A*
SB	L	200	200	100	16.1	*B*
	T	85	82	96	10.2	*B*
	R	113	120	106	3.2	*A*
	Subtotal	398	402	101	11.0	*B*
EB	L	77	75	98	17.0	*B*
	T	459	449	98	12.8	*B*
	R	97	97	100	8.8	*A*
	Subtotal	633	621	98	12.7	*B*
WB	L	80	80	100	22.0	*C*
	T	199	201	101	12.1	*B*
	R	70	68	97	4.9	*A*
	Subtotal	349	349	100	13.0	*B*
Total		1,631	1,620	99	12.0	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	34	97	3.4	*A*
	T	285	286	100	0.6	*A*
	R	128	131	103	0.6	*A*
	Subtotal	448	451	101	0.8	*A*
SB	L	196	192	98	4.6	*A*
	T	485	481	99	0.3	*A*
	R	20	22	109	0.1	*A*
	Subtotal	701	695	99	1.5	*A*
EB	L	15	14	93	13.2	*B*
	R	45	48	107	5.7	*A*
	Subtotal	60	62	103	7.4	*A*
WB	***L***	***78***	***77***	***99***	***14.3***	***B***
	R	136	138	101	4.3	*A*
	Subtotal	214	215	100	7.9	*A*
Total		1,422	1,423	100	2.5	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	5.2	*A*
	T	528	534	101	0.7	*A*
	R	69	65	94	0.3	*A*
	Subtotal	617	618	100	0.8	*A*
SB	L	10	9	92	4.9	*A*
	T	591	587	99	0.3	*A*
	R	8	10	121	0.0	*A*
	Subtotal	609	606	100	0.4	*A*
EB	L	14	14	102	9.6	*A*
	T	13	13	102	17.1	*C*
	R	60	55	92	5.6	*A*
	Subtotal	87	82	94	8.1	*A*
WB	L	82	75	92	9.9	*A*
	T	***12***	***13***	***111***	***18.0***	***C***
	R	10	10	103	4.2	*A*
	Subtotal	104	98	94	10.4	*B*
Total		1,416	1,404	99	1.7	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	140	136	97	28.2	*C*
	T	324	323	100	23.4	*C*
	R	125	131	105	16.1	*B*
	Subtotal	589	590	100	22.9	*C*
SB	L	350	349	100	23.2	*C*
	T	622	612	98	19.8	*B*
	R	70	71	101	16.9	*B*
	Subtotal	1,042	1,032	99	20.8	*C*
EB	L	128	126	99	28.9	*C*
	T	385	389	101	28.4	*C*
	R	230	233	101	12.4	*B*
	Subtotal	743	748	101	23.5	*C*
WB	L	130	133	103	31.5	*C*
	T	190	189	99	22.9	*C*
	R	166	168	101	5.9	*A*
	Subtotal	486	490	101	19.4	*B*
Total		2,859	2,860	100	21.7	*C*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	7.8	*A*
	T	***50***	***49***	***98***	***9.6***	***A***
	R	104	108	104	5.1	*A*
	Subtotal	169	172	102	6.6	*A*
SB	L	16	16	98	6.6	*A*
	T	35	38	109	8.7	*A*
	R	5	6	120	3.0	*A*
	Subtotal	56	60	107	7.6	*A*
EB	L	5	5	100	2.6	*A*
	T	131	132	101	0.8	*A*
	R	20	22	109	0.3	*A*
	Subtotal	156	159	102	0.8	*A*
WB	L	121	119	98	4.0	*A*
	T	139	138	99	2.0	*A*
	R	23	26	112	1.7	*A*
	Subtotal	283	283	100	2.8	*A*
Total		664	674	101	3.7	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	108	106	98	27.1	*C*
	T	436	437	100	11.2	*B*
	R	236	238	101	5.1	*A*
	Subtotal	780	781	100	11.5	*B*
SB	L	125	116	93	22.9	*C*
	T	480	481	100	11.8	*B*
	R	20	20	99	5.3	*A*
	Subtotal	625	617	99	13.7	*B*
EB	L	15	15	98	15.8	*B*
	T	135	133	98	10.2	*B*
	R	101	106	105	5.8	*A*
	Subtotal	251	254	101	8.7	*A*
WB	L	217	219	101	20.5	*C*
	T	156	161	103	11.8	*B*
	R	235	229	97	6.7	*A*
	Subtotal	608	609	100	13.0	*B*
Total		2,264	2,261	100	12.2	*B*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***15***	***16***	***105***	***7.8***	***A***
	R	35	36	104	4.6	*A*
	Subtotal	50	52	104	5.6	*A*
EB	L	15	15	98	4.6	*A*
	T	452	444	98	1.3	*A*
	Subtotal	467	459	98	1.4	*A*
WB	T	572	569	99	1.2	*A*
	R	5	5	100	0.5	*A*
	Subtotal	577	574	99	1.2	*A*
Total		1,094	1,085	99	1.5	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	21	99	11.8	*B*
	T	5	4	80	14.8	*B*
	R	15	16	105	4.5	*A*
	Subtotal	41	41	100	9.2	*A*
SB	L	10	8	78	8.7	*A*
	T	***10***	***11***	***107***	***17.2***	***C***
	R	10	10	98	5.0	*A*
	Subtotal	30	29	97	10.6	*B*
EB	L	10	10	98	4.2	*A*
	T	429	420	98	1.0	*A*
	R	28	29	103	0.8	*A*
	Subtotal	467	459	98	1.1	*A*
WB	L	25	25	99	5.2	*A*
	T	547	544	99	2.1	*A*
	R	10	10	98	1.9	*A*
	Subtotal	582	579	99	2.2	*A*
Total		1,122	1,108	99	2.2	*A*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	136	130	95	18.9	*B*
	T	160	162	101	15.7	*B*
	R	120	118	98	4.2	*A*
	Subtotal	416	410	99	13.4	*B*
SB	L	100	92	92	20.7	*C*
	T	100	101	101	15.2	*B*
	R	76	79	104	3.9	*A*
	Subtotal	276	272	99	13.8	*B*
EB	L	114	110	96	20.0	*B*
	T	236	233	99	14.2	*B*
	R	104	100	96	7.8	*A*
	Subtotal	454	443	98	14.2	*B*
WB	L	185	191	103	17.2	*B*
	T	369	371	100	12.5	*B*
	R	150	155	104	7.4	*A*
	Subtotal	704	717	102	12.6	*B*
Total		1,850	1,842	100	13.3	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	46	103	3.9	*A*
	T	561	567	101	0.8	*A*
	R	106	107	101	0.5	*A*
	Subtotal	712	720	101	1.0	*A*
SB	L	173	174	101	7.4	*A*
	T	621	630	101	0.3	*A*
	R	5	5	100	0.0	*A*
	Subtotal	799	809	101	1.8	*A*
EB	L	10	9	88	18.0	*C*
	R	40	40	101	6.0	*A*
	Subtotal	50	49	98	8.2	*A*
WB	***L***	***128***	***134***	***104***	***28.7***	***D***
	R	210	209	100	6.9	*A*
	Subtotal	338	343	101	15.4	*C*
Total		1,898	1,921	101	4.1	*A*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2027) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	108	103	7.9	*A*
	T	969	978	101	0.4	*A*
	R	92	96	105	0.3	*A*
	Subtotal	1,166	1,182	101	1.1	*A*
SB	L	15	15	98	7.1	*A*
	T	760	775	102	0.4	*A*
	R	14	15	105	0.1	*A*
	Subtotal	789	805	102	0.5	*A*
EB	L	13	13	98	24.1	*C*
	T	8	8	100	35.2	*E*
	R	50	54	108	6.9	*A*
	Subtotal	71	75	106	12.9	*B*
WB	L	95	98	103	21.9	*C*
	T	***9***	***10***	***111***	***36.3***	***E***
	R	15	17	111	6.1	*A*
	Subtotal	119	125	105	20.9	*C*
Total		2,145	2,187	102	2.4	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	270	275	102	41.8	*D*
	T	794	804	101	30.5	*C*
	R	315	312	99	28.4	*C*
	Subtotal	1,379	1,391	101	32.3	*C*
SB	L	283	283	100	42.3	*D*
	T	600	618	103	24.3	*C*
	R	116	122	105	21.3	*C*
	Subtotal	999	1,023	102	28.9	*C*
EB	L	75	71	94	62.0	*E*
	T	280	280	100	70.0	*E*
	R	170	170	100	18.7	*B*
	Subtotal	525	521	99	52.2	*D*
WB	L	240	242	101	55.6	*E*
	T	395	402	102	38.2	*D*
	R	296	306	103	11.2	*B*
	Subtotal	931	950	102	33.9	*C*
Total		3,834	3,885	101	34.5	*C*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	100	7.2	*A*
	T	***45***	***44***	***97***	***8.2***	***A***
	R	98	95	97	4.4	*A*
	Subtotal	158	154	97	5.8	*A*
SB	L	26	23	88	6.2	*A*
	T	45	45	99	8.2	*A*
	R	10	10	103	3.3	*A*
	Subtotal	81	78	96	7.0	*A*
EB	L	5	5	95	2.3	*A*
	T	83	84	101	0.7	*A*
	R	25	23	93	0.2	*A*
	Subtotal	113	112	99	0.7	*A*
WB	L	77	78	102	2.9	*A*
	T	72	76	105	1.4	*A*
	R	15	16	107	1.1	*A*
	Subtotal	164	170	104	2.1	*A*
Total		516	514	100	3.6	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	22	89	15.0	*B*
	T	191	189	99	7.6	*A*
	R	240	239	100	4.9	*A*
	Subtotal	456	450	99	6.5	*A*
SB	L	326	320	98	20.0	*B*
	T	410	408	100	7.4	*A*
	R	20	22	109	3.6	*A*
	Subtotal	756	750	99	12.7	*B*
EB	L	20	18	89	17.4	*B*
	T	247	244	99	13.4	*B*
	R	70	66	94	7.4	*A*
	Subtotal	337	328	97	12.4	*B*
WB	L	175	173	99	24.9	*C*
	T	79	84	106	10.0	*A*
	R	164	166	101	4.8	*A*
	Subtotal	418	423	101	14.1	*B*
Total		1,966	1,951	99	11.5	*B*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***148***	***146***	***99***	***61.1***	***F***
	R	87	88	101	6.0	*A*
	Subtotal	235	234	100	40.4	*E*
SB	L	5	5	95	14.8	*B*
	R	15	15	100	5.0	*A*
	Subtotal	20	20	100	7.5	*A*
EB	L	50	50	101	4.0	*A*
	T	595	586	98	2.3	*A*
	R	168	169	100	2.1	*A*
	Subtotal	813	805	99	2.4	*A*
WB	L	99	97	98	8.7	*A*
	T	256	263	103	1.0	*A*
	R	15	15	100	0.4	*A*
	Subtotal	370	375	101	3.0	*A*
Total		1,438	1,434	100	8.9	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	35	101	15.1	*C*
	T	***5***	***5***	***95***	***18.0***	***C***
	R	35	35	101	5.2	*A*
	Subtotal	75	75	100	10.7	*B*
SB	L	5	4	76	13.3	*B*
	T	5	5	95	15.1	*C*
	R	5	6	114	3.8	*A*
	Subtotal	15	15	100	10.1	*B*
EB	L	10	8	82	3.7	*A*
	T	638	626	98	1.5	*A*
	R	40	44	110	1.4	*A*
	Subtotal	688	678	99	1.5	*A*
WB	L	35	32	92	5.9	*A*
	T	330	335	102	1.7	*A*
	R	10	9	92	1.6	*A*
	Subtotal	375	376	100	2.1	*A*
Total		1,152	1,144	99	2.4	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	68	71	104	15.9	*B*
	T	60	64	106	16.8	*B*
	R	145	150	104	6.1	*A*
	Subtotal	273	285	104	10.9	*B*
SB	L	215	217	101	17.3	*B*
	T	90	90	100	11.8	*B*
	R	118	121	103	3.4	*A*
	Subtotal	423	428	101	12.2	*B*
EB	L	87	85	97	18.7	*B*
	T	488	478	98	14.2	*B*
	R	102	100	98	10.4	*B*
	Subtotal	677	663	98	14.2	*B*
WB	L	85	85	100	22.2	*C*
	T	188	183	97	13.3	*B*
	R	80	80	100	4.9	*A*
	Subtotal	353	348	99	13.5	*B*
Total		1,726	1,724	100	13.1	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	38	109	4.5	*A*
	T	441	437	99	0.8	*A*
	Subtotal	476	475	100	1.1	*A*
SB	T	635	627	99	0.3	*A*
	R	20	20	99	0.1	*A*
	Subtotal	655	647	99	0.3	*A*
EB	***L***	***15***	***15***	***100***	***9.5***	***A***
	R	50	50	101	5.4	*A*
	Subtotal	65	65	100	6.3	*A*
Total		1,196	1,187	99	0.9	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	5.4	*A*
	T	582	585	100	0.5	*A*
	R	45	46	102	0.3	*A*
	Subtotal	647	651	101	0.6	*A*
SB	L	10	8	82	4.4	*A*
	T	666	661	99	0.3	*A*
	R	10	10	103	0.1	*A*
	Subtotal	686	679	99	0.3	*A*
EB	L	15	15	100	11.9	*B*
	T	10	10	103	17.3	*C*
	R	65	72	111	6.1	*A*
	Subtotal	90	97	108	8.2	*A*
WB	L	55	60	109	9.3	*A*
	T	***10***	***10***	***103***	***19.4***	***C***
	R	10	12	123	4.2	*A*
	Subtotal	75	82	109	9.8	*A*
Total		1,497	1,509	101	1.5	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	155	100	35.8	*D*
	T	322	320	99	32.0	*C*
	R	140	152	108	24.3	*C*
	Subtotal	617	627	102	31.1	*C*
SB	L	360	355	99	34.9	*C*
	T	674	673	100	23.9	*C*
	R	74	72	97	20.2	*C*
	Subtotal	1,108	1,100	99	27.2	*C*
EB	L	131	134	102	41.7	*D*
	T	425	428	101	42.7	*D*
	R	255	264	104	21.1	*C*
	Subtotal	811	826	102	35.6	*D*
WB	L	145	141	97	59.9	*E*
	T	205	201	98	27.3	*C*
	R	195	199	102	6.5	*A*
	Subtotal	545	541	99	28.1	*C*
Total		3,082	3,094	100	30.3	*C*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	105	9.1	*A*
	T	***55***	***51***	***93***	***9.7***	***A***
	R	106	111	105	5.1	*A*
	Subtotal	176	178	101	6.8	*A*
SB	L	14	12	84	6.9	*A*
	T	40	42	106	8.6	*A*
	R	5	6	120	3.6	*A*
	Subtotal	59	60	102	7.8	*A*
EB	L	5	4	80	2.3	*A*
	T	136	136	100	0.9	*A*
	R	20	20	99	0.3	*A*
	Subtotal	161	160	99	0.9	*A*
WB	L	127	121	95	3.8	*A*
	T	141	142	101	2.1	*A*
	R	20	18	89	2.0	*A*
	Subtotal	288	281	98	2.8	*A*
Total		686	679	99	3.9	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	72	96	18.9	*B*
	T	446	434	97	8.4	*A*
	R	201	204	102	4.8	*A*
	Subtotal	722	710	98	8.4	*A*
SB	L	157	164	105	20.0	*B*
	T	500	500	100	8.0	*A*
	R	20	19	94	4.1	*A*
	Subtotal	677	683	101	10.8	*B*
EB	L	15	14	92	15.4	*B*
	T	161	168	104	10.5	*B*
	R	80	77	96	6.6	*A*
	Subtotal	256	259	101	9.6	*A*
WB	L	213	204	96	19.3	*B*
	T	194	190	98	11.0	*B*
	R	279	280	100	7.1	*A*
	Subtotal	686	674	98	11.9	*B*
Total		2,340	2,326	99	10.3	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***145***	***138***	***95***	***17.2***	***C***
	R	86	92	107	4.2	*A*
	Subtotal	231	230	100	12.0	*B*
SB	L	15	15	98	14.0	*B*
	R	35	34	98	5.3	*A*
	Subtotal	50	49	98	8.0	*A*
EB	L	15	12	79	5.4	*A*
	T	345	354	103	1.9	*A*
	R	134	143	107	1.8	*A*
	Subtotal	494	509	103	2.0	*A*
WB	L	79	80	101	5.6	*A*
	T	505	502	99	1.4	*A*
	R	5	5	100	1.1	*A*
	Subtotal	589	587	100	2.0	*A*
Total		1,365	1,375	101	3.8	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	20	104	12.2	*B*
	T	5	7	140	11.7	*B*
	R	15	17	111	4.4	*A*
	Subtotal	39	44	113	9.1	*A*
SB	L	10	10	98	11.7	*B*
	T	***10***	***11***	***107***	***14.1***	***B***
	R	10	10	98	5.0	*A*
	Subtotal	30	31	103	10.4	*B*
EB	L	10	11	107	4.5	*A*
	T	407	423	104	1.0	*A*
	R	30	29	97	1.0	*A*
	Subtotal	447	463	104	1.1	*A*
WB	L	25	23	91	5.5	*A*
	T	561	559	100	2.2	*A*
	R	10	9	88	2.3	*A*
	Subtotal	596	591	99	2.3	*A*
Total		1,114	1,129	101	2.3	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	146	142	97	20.7	*C*
	T	180	179	99	15.6	*B*
	R	135	136	101	4.4	*A*
	Subtotal	461	457	99	13.9	*B*
SB	L	100	97	97	20.5	*C*
	T	100	105	105	15.8	*B*
	R	71	72	101	4.2	*A*
	Subtotal	271	274	101	14.4	*B*
EB	L	117	122	104	19.8	*B*
	T	213	222	104	15.3	*B*
	R	102	103	101	8.3	*A*
	Subtotal	432	447	103	14.9	*B*
WB	L	205	204	100	17.1	*B*
	T	378	376	100	14.2	*B*
	R	165	169	102	8.9	*A*
	Subtotal	748	749	100	13.8	*B*
Total		1,911	1,927	101	14.2	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	50	100	5.2	*A*
	T	712	701	98	1.0	*A*
	Subtotal	762	751	99	1.3	*A*
SB	T	788	776	99	0.2	*A*
	R	5	5	100	0.0	*A*
	Subtotal	793	781	98	0.2	*A*
EB	***L***	***10***	***9***	***88***	***8.9***	***A***
	R	40	38	96	5.0	*A*
	Subtotal	50	47	94	5.7	*A*
Total		1,605	1,579	98	0.9	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	119	103	8.7	*A*
	T	1,041	1,028	99	0.8	*A*
	R	65	66	102	0.5	*A*
	Subtotal	1,221	1,213	99	1.6	*A*
SB	L	15	12	79	7.8	*A*
	T	798	789	99	0.4	*A*
	R	15	14	92	0.1	*A*
	Subtotal	828	815	98	0.5	*A*
EB	L	14	14	98	20.2	*C*
	T	***5***	***4***	***80***	***34.1***	***D***
	R	55	51	93	6.0	*A*
	Subtotal	74	69	93	10.5	*B*
WB	L	60	60	100	23.5	*C*
	T	5	6	120	33.2	*D*
	R	15	16	105	6.1	*A*
	Subtotal	80	82	103	20.8	*C*
Total		2,204	2,179	99	2.2	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	295	289	98	54.1	*D*
	T	838	833	99	51.0	*D*
	R	345	344	100	51.0	*D*
	Subtotal	1,478	1,466	99	51.6	*D*
SB	L	293	266	91	192.8	*F*
	T	613	610	100	36.5	*D*
	R	113	107	95	32.8	*C*
	Subtotal	1,019	983	96	78.4	*E*
EB	L	72	71	98	65.2	*E*
	T	305	307	101	90.6	*F*
	R	185	188	101	30.2	*C*
	Subtotal	562	566	101	67.4	*E*
WB	L	265	267	101	181.1	*F*
	T	430	424	99	65.1	*E*
	R	311	313	101	13.1	*B*
	Subtotal	1,006	1,004	100	79.7	*E*
Total		4,065	4,019	99	68.6	*E*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	93	7.0	*A*
	T	***45***	***48***	***106***	***8.1***	***A***
	R	98	97	99	4.5	*A*
	Subtotal	158	159	101	5.8	*A*
SB	L	26	23	88	6.3	*A*
	T	45	42	93	8.1	*A*
	R	10	12	123	3.5	*A*
	Subtotal	81	77	95	6.8	*A*
EB	L	5	5	95	2.1	*A*
	T	83	82	99	0.8	*A*
	R	25	27	109	0.4	*A*
	Subtotal	113	114	101	0.8	*A*
WB	L	77	76	99	2.9	*A*
	T	72	75	104	1.3	*A*
	R	15	16	107	0.8	*A*
	Subtotal	164	167	102	2.0	*A*
Total		516	517	100	3.6	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	26	105	15.8	*B*
	T	191	199	104	7.6	*A*
	R	240	241	101	4.8	*A*
	Subtotal	456	466	102	6.6	*A*
SB	L	326	329	101	20.9	*C*
	T	410	423	103	7.3	*A*
	R	20	23	114	4.3	*A*
	Subtotal	756	775	103	13.0	*B*
EB	L	20	19	94	13.6	*B*
	T	247	244	99	13.7	*B*
	R	70	67	96	6.5	*A*
	Subtotal	337	330	98	12.2	*B*
WB	L	175	172	98	27.0	*C*
	T	79	76	96	10.5	*B*
	R	164	152	93	4.7	*A*
	Subtotal	418	400	96	15.4	*B*
Total		1,966	1,971	100	11.9	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***148***	***140***	***95***	***55.3***	***F***
	R	87	90	103	5.1	*A*
	Subtotal	235	230	98	35.7	*E*
SB	L	5	5	95	16.5	*C*
	R	15	15	100	5.2	*A*
	Subtotal	20	20	100	8.0	*A*
EB	L	50	50	101	3.9	*A*
	T	595	593	100	2.2	*A*
	R	168	170	101	2.1	*A*
	Subtotal	813	813	100	2.3	*A*
WB	L	99	99	100	7.3	*A*
	T	256	247	97	1.0	*A*
	R	15	17	113	0.4	*A*
	Subtotal	370	363	98	2.7	*A*
Total		1,438	1,426	99	7.9	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	33	95	15.0	*B*
	T	5	6	114	16.1	*C*
	R	35	36	104	5.3	*A*
	Subtotal	75	75	100	10.4	*B*
SB	L	5	4	76	9.7	*A*
	T	***5***	***6***	***114***	***17.8***	***C***
	R	5	7	133	3.8	*A*
	Subtotal	15	17	113	10.1	*B*
EB	L	10	9	92	3.2	*A*
	T	638	642	101	1.4	*A*
	R	40	38	95	1.4	*A*
	Subtotal	688	689	100	1.4	*A*
WB	L	35	34	98	6.0	*A*
	T	330	325	99	1.7	*A*
	R	10	11	113	1.6	*A*
	Subtotal	375	370	99	2.1	*A*
Total		1,152	1,151	100	2.4	*A*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	68	69	101	15.1	*B*
	T	60	60	100	16.8	*B*
	R	145	150	104	5.9	*A*
	Subtotal	273	279	102	10.5	*B*
SB	L	215	208	97	16.1	*B*
	T	90	91	101	11.6	*B*
	R	118	120	102	3.4	*A*
	Subtotal	423	419	99	11.5	*B*
EB	L	87	90	103	17.8	*B*
	T	488	486	100	13.9	*B*
	R	102	105	103	9.9	*A*
	Subtotal	677	681	101	13.8	*B*
WB	L	85	89	104	22.4	*C*
	T	188	181	96	12.8	*B*
	R	80	75	94	4.6	*A*
	Subtotal	353	345	98	13.5	*B*
Total		1,726	1,724	100	12.7	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	37	106	4.6	*A*
	T	441	453	103	0.8	*A*
	Subtotal	476	490	103	1.1	*A*
SB	T	635	643	101	0.3	*A*
	R	20	19	94	0.1	*A*
	Subtotal	655	662	101	0.3	*A*
EB	***L***	***15***	***14***	***93***	***8.9***	***A***
	R	50	54	109	5.0	*A*
	Subtotal	65	68	105	5.8	*A*
Total		1,196	1,220	102	0.9	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	5.8	*A*
	T	559	573	103	0.5	*A*
	R	45	46	102	0.2	*A*
	Subtotal	624	639	102	0.6	*A*
SB	L	10	10	103	3.9	*A*
	T	666	679	102	0.3	*A*
	R	10	9	92	0.0	*A*
	Subtotal	686	698	102	0.3	*A*
EB	L	15	14	93	10.7	*B*
	T	***10***	***10***	***103***	***21.7***	***C***
	R	65	64	99	5.8	*A*
	Subtotal	90	88	98	8.4	*A*
WB	L	55	52	95	9.4	*A*
	T	10	8	82	20.6	*C*
	R	10	10	103	4.8	*A*
	Subtotal	75	70	93	10.0	*A*
Total		1,474	1,495	101	1.4	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	154	99	32.3	*C*
	T	322	326	101	22.6	*C*
	R	140	150	107	14.8	*B*
	Subtotal	617	630	102	23.1	*C*
SB	L	383	379	99	23.5	*C*
	T	674	686	102	21.7	*C*
	R	74	80	108	17.2	*B*
	Subtotal	1,131	1,145	101	22.0	*C*
EB	L	131	132	101	32.2	*C*
	T	425	421	99	26.9	*C*
	R	255	262	103	13.7	*B*
	Subtotal	811	815	100	23.5	*C*
WB	L	145	143	99	37.5	*D*
	T	205	201	98	23.3	*C*
	R	172	180	105	5.9	*A*
	Subtotal	522	524	100	21.2	*C*
Total		3,081	3,114	101	22.5	*C*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	105	7.9	*A*
	T	***55***	***52***	***95***	***9.0***	***A***
	R	106	108	102	5.2	*A*
	Subtotal	176	176	100	6.6	*A*
SB	L	14	12	84	8.3	*A*
	T	40	36	91	8.8	*A*
	R	5	6	120	3.1	*A*
	Subtotal	59	54	92	8.1	*A*
EB	L	5	5	100	2.0	*A*
	T	136	140	103	0.9	*A*
	R	20	23	114	0.4	*A*
	Subtotal	161	168	104	0.9	*A*
WB	L	127	124	97	3.9	*A*
	T	141	140	99	2.1	*A*
	R	20	20	99	2.2	*A*
	Subtotal	288	284	99	2.9	*A*
Total		686	682	99	3.8	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	78	104	18.5	*B*
	T	446	438	98	8.4	*A*
	R	201	202	101	4.6	*A*
	Subtotal	722	718	99	8.4	*A*
SB	L	157	154	98	20.2	*C*
	T	500	507	101	8.7	*A*
	R	20	19	94	4.9	*A*
	Subtotal	677	680	100	11.2	*B*
EB	L	15	16	105	16.7	*B*
	T	161	164	102	12.1	*B*
	R	80	82	102	7.3	*A*
	Subtotal	256	262	102	10.9	*B*
WB	L	213	219	103	22.3	*C*
	T	194	188	97	13.5	*B*
	R	279	279	100	7.3	*A*
	Subtotal	686	686	100	13.8	*B*
Total		2,340	2,346	100	11.1	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***145***	***149***	***103***	***17.5***	***C***
	R	86	84	98	4.2	*A*
	Subtotal	231	233	101	12.7	*B*
SB	L	15	15	98	13.2	*B*
	R	35	35	101	5.2	*A*
	Subtotal	50	50	100	7.6	*A*
EB	L	15	13	85	4.5	*A*
	T	345	344	100	2.0	*A*
	R	134	137	102	1.8	*A*
	Subtotal	494	494	100	2.0	*A*
WB	L	79	79	100	5.8	*A*
	T	505	500	99	1.4	*A*
	R	5	6	120	0.8	*A*
	Subtotal	589	585	99	2.0	*A*
Total		1,365	1,362	100	4.0	*A*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	17	88	10.8	*B*
	T	***5***	***5***	***100***	***19.0***	***C***
	R	15	16	105	4.7	*A*
	Subtotal	39	38	97	9.3	*A*
SB	L	10	10	98	12.0	*B*
	T	10	10	98	13.8	*B*
	R	10	11	107	6.3	*A*
	Subtotal	30	31	103	10.6	*B*
EB	L	10	10	98	3.9	*A*
	T	407	406	100	1.0	*A*
	R	30	29	97	0.9	*A*
	Subtotal	447	445	100	1.1	*A*
WB	L	25	24	95	5.4	*A*
	T	561	558	100	2.2	*A*
	R	10	11	107	2.0	*A*
	Subtotal	596	593	99	2.3	*A*
Total		1,114	1,107	99	2.3	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	146	143	98	19.4	*B*
	T	180	178	99	16.3	*B*
	R	135	136	101	4.1	*A*
	Subtotal	461	457	99	13.6	*B*
SB	L	100	100	100	19.9	*B*
	T	100	98	98	14.6	*B*
	R	71	74	104	4.0	*A*
	Subtotal	271	272	100	13.7	*B*
EB	L	117	116	99	20.9	*C*
	T	213	210	99	14.8	*B*
	R	102	101	99	8.4	*A*
	Subtotal	432	427	99	14.9	*B*
WB	L	205	202	99	17.0	*B*
	T	378	375	99	13.7	*B*
	R	165	164	99	7.9	*A*
	Subtotal	748	741	99	13.3	*B*
Total		1,911	1,897	99	13.8	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	51	102	5.3	*A*
	T	712	710	100	1.0	*A*
	Subtotal	762	761	100	1.3	*A*
SB	T	788	802	102	0.2	*A*
	R	5	6	120	0.1	*A*
	Subtotal	793	808	102	0.2	*A*
EB	***L***	***10***	***9***	***88***	***11.2***	***B***
	R	40	41	103	5.3	*A*
	Subtotal	50	50	100	6.4	*A*
Total		1,605	1,619	101	0.9	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	112	97	8.3	*A*
	T	1,041	1,030	99	0.7	*A*
	R	65	63	97	0.4	*A*
	Subtotal	1,221	1,205	99	1.4	*A*
SB	L	15	13	85	6.8	*A*
	T	798	815	102	0.4	*A*
	R	15	15	98	0.1	*A*
	Subtotal	828	843	102	0.5	*A*
EB	L	14	14	98	21.0	*C*
	T	***5***	***5***	***100***	***34.8***	***D***
	R	55	56	102	7.0	*A*
	Subtotal	74	75	101	11.5	*B*
WB	L	60	58	97	23.1	*C*
	T	5	6	120	33.2	*D*
	R	15	16	105	5.8	*A*
	Subtotal	80	80	100	20.4	*C*
Total		2,204	2,203	100	2.1	*A*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	295	301	102	41.6	*D*
	T	838	821	98	31.1	*C*
	R	345	352	102	29.1	*C*
	Subtotal	1,478	1,474	100	32.8	*C*
SB	L	293	294	100	45.6	*D*
	T	613	623	102	24.4	*C*
	R	113	115	102	21.2	*C*
	Subtotal	1,019	1,032	101	30.1	*C*
EB	L	72	70	97	60.6	*E*
	T	305	306	100	45.6	*D*
	R	185	192	104	13.4	*B*
	Subtotal	562	568	101	36.6	*D*
WB	L	265	273	103	57.4	*E*
	T	430	436	101	43.8	*D*
	R	311	313	101	11.9	*B*
	Subtotal	1,006	1,022	102	37.7	*D*
Total		4,065	4,096	101	33.8	*C*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	19	129	8.6	*A*
	T	***45***	***49***	***109***	***8.9***	***A***
	R	119	122	102	5.3	*A*
	Subtotal	179	190	106	6.6	*A*
SB	L	40	37	93	7.2	*A*
	T	45	46	102	8.8	*A*
	R	10	12	117	4.3	*A*
	Subtotal	95	95	100	7.6	*A*
EB	L	5	6	114	2.2	*A*
	T	117	114	97	0.9	*A*
	R	25	26	104	0.5	*A*
	Subtotal	147	146	99	0.9	*A*
WB	L	96	94	98	3.3	*A*
	T	105	101	96	1.7	*A*
	R	28	25	88	1.2	*A*
	Subtotal	229	220	96	2.3	*A*
Total		651	651	100	4.0	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	63	107	20.7	*C*
	T	217	216	100	10.6	*B*
	R	282	286	102	5.6	*A*
	Subtotal	558	565	101	9.2	*A*
SB	L	356	362	102	29.1	*C*
	T	436	429	98	11.6	*B*
	R	20	22	110	7.4	*A*
	Subtotal	812	813	100	19.3	*B*
EB	L	20	18	90	27.1	*C*
	T	284	281	99	21.9	*C*
	R	102	104	102	13.7	*B*
	Subtotal	406	403	99	20.0	*B*
WB	L	172	134	78	33.1	*C*
	T	111	95	86	17.9	*B*
	R	190	150	79	5.4	*A*
	Subtotal	473	379	80	18.3	*B*
Total		2,248	2,160	96	16.7	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***173***	***73***	***42***	***1129.4***	***F***
	R	309	152	49	137.3	*F*
	Subtotal	482	225	47	459.2	*F*
SB	L	5	4	76	127.9	*F*
	R	15	16	108	29.9	*D*
	Subtotal	20	20	100	49.5	*E*
EB	L	50	45	90	4.3	*A*
	T	614	624	102	2.2	*A*
	R	259	261	101	2.7	*A*
	Subtotal	923	930	101	2.4	*A*
WB	L	328	328	100	22.7	*C*
	T	286	293	103	1.8	*A*
	R	15	15	102	0.6	*A*
	Subtotal	629	636	101	12.6	*B*
Total		2,053	1,811	88	85.0	*F*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***49***	***45***	***91***	***24.8***	***C***
	T	5	4	76	15.9	*C*
	R	35	34	98	6.0	*A*
	Subtotal	89	83	93	16.7	*C*
SB	L	5	6	114	17.7	*C*
	T	5	6	114	20.3	*C*
	R	5	5	95	5.1	*A*
	Subtotal	15	17	113	14.9	*B*
EB	L	10	9	88	5.3	*A*
	T	864	724	84	1.7	*A*
	R	53	48	90	1.5	*A*
	Subtotal	927	781	84	1.7	*A*
WB	L	35	36	104	7.9	*A*
	T	574	584	102	2.3	*A*
	R	10	10	98	2.1	*A*
	Subtotal	619	630	102	2.6	*A*
Total		1,652	1,511	91	3.1	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	103	107	104	16.5	*B*
	T	60	62	104	19.4	*B*
	R	145	142	98	6.0	*A*
	Subtotal	308	311	101	12.3	*B*
SB	L	215	218	102	17.4	*B*
	T	90	86	96	13.0	*B*
	R	153	152	99	4.1	*A*
	Subtotal	458	456	100	12.1	*B*
EB	L	119	103	86	21.0	*C*
	T	651	545	84	14.8	*B*
	R	135	118	87	11.3	*B*
	Subtotal	905	766	85	15.1	*B*
WB	L	85	88	104	24.9	*C*
	T	362	372	103	14.8	*B*
	R	80	87	109	5.9	*A*
	Subtotal	527	547	104	15.0	*B*
Total		2,197	2,080	95	14.0	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	33	95	4.0	*A*
	T	465	468	101	0.6	*A*
	R	227	223	98	0.8	*A*
	Subtotal	727	724	100	0.8	*A*
SB	L	87	77	89	6.1	*A*
	T	604	571	94	0.4	*A*
	R	20	20	100	0.1	*A*
	Subtotal	711	668	94	1.0	*A*
EB	L	15	17	115	12.1	*B*
	R	50	51	101	6.3	*A*
	Subtotal	65	68	105	7.8	*A*
WB	***L***	***204***	***203***	***99***	***19.2***	***C***
	R	78	80	103	4.7	*A*
	Subtotal	282	283	100	15.1	*C*
Total		1,785	1,743	98	3.5	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: **Chubbuck Legacy Park TIA**
Analysis Period: ***Future (2032) Plus Project***
Time Period: ***Morning Peak Hour*** **Project #:** ***UT22-2145***

Intersection: **Yellowstone Avenue & Park Lawn Ave**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	95	6.6	*A*
	T	804	803	100	0.4	*A*
	R	101	109	108	0.3	*A*
	Subtotal	925	931	101	0.5	*A*
SB	L	10	10	98	6.2	*A*
	T	830	798	96	0.4	*A*
	R	18	18	101	0.1	*A*
	Subtotal	858	826	96	0.5	*A*
EB	L	22	22	100	14.6	*B*
	T	***17***	***16***	***96***	***47.8***	***E***
	R	65	66	102	7.8	*A*
	Subtotal	104	104	100	15.4	*C*
WB	L	170	170	100	23.2	*C*
	T	15	16	108	35.6	*E*
	R	10	11	107	5.8	*A*
	Subtotal	195	197	101	23.2	*C*
Total		2,081	2,058	99	3.4	*A*

Intersection: **Yellowstone Avenue & Chubbuck Road**
Type: **Signalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	154	99	38.8	*D*
	T	496	493	99	28.8	*C*
	R	140	142	101	23.9	*C*
	Subtotal	791	789	100	29.9	*C*
SB	L	448	452	101	30.1	*C*
	T	836	812	97	25.3	*C*
	R	126	123	98	23.1	*C*
	Subtotal	1,410	1,387	98	26.7	*C*
EB	L	187	190	102	33.1	*C*
	T	425	430	101	33.7	*C*
	R	255	264	104	16.9	*B*
	Subtotal	867	884	102	28.6	*C*
WB	L	145	146	101	44.0	*D*
	T	205	210	102	28.5	*C*
	R	242	248	102	15.6	*B*
	Subtotal	592	604	102	27.0	*C*
Total		3,660	3,664	100	27.9	*C*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	10.5	*B*
	T	***55***	***56***	***102***	***11.1***	***B***
	R	126	122	97	5.9	*A*
	Subtotal	196	193	98	7.8	*A*
SB	L	27	24	88	8.7	*A*
	T	40	41	103	10.0	*A*
	R	5	6	120	4.6	*A*
	Subtotal	72	71	99	9.1	*A*
EB	L	5	4	80	2.4	*A*
	T	169	173	102	1.1	*A*
	R	20	21	104	0.5	*A*
	Subtotal	194	198	102	1.1	*A*
WB	L	141	136	96	4.4	*A*
	T	177	167	94	2.8	*A*
	R	41	37	91	2.2	*A*
	Subtotal	359	340	95	3.4	*A*
Total		822	802	98	4.4	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	116	110	95	25.2	*C*
	T	479	477	100	11.9	*B*
	R	262	272	104	5.2	*A*
	Subtotal	857	859	100	11.5	*B*
SB	L	189	184	97	29.9	*C*
	T	521	519	100	12.3	*B*
	R	20	22	109	6.4	*A*
	Subtotal	730	725	99	16.6	*B*
EB	L	15	14	92	29.0	*C*
	T	200	199	99	18.0	*B*
	R	107	106	99	12.1	*B*
	Subtotal	322	319	99	16.5	*B*
WB	L	206	198	96	30.2	*C*
	T	223	209	94	18.6	*B*
	R	303	296	98	9.4	*A*
	Subtotal	732	703	96	18.0	*B*
Total		2,642	2,606	99	15.3	*B*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***167***	***133***	***80***	***508.9***	***F***
	R	310	287	93	40.7	*E*
	Subtotal	477	420	88	189.0	*F*
SB	L	15	17	111	46.7	*E*
	R	35	37	106	18.9	*C*
	Subtotal	50	54	108	27.7	*D*
EB	L	15	14	92	5.0	*A*
	T	386	390	101	2.0	*A*
	R	225	224	100	2.3	*A*
	Subtotal	626	628	100	2.2	*A*
WB	L	300	307	102	11.6	*B*
	T	531	530	100	1.8	*A*
	R	5	6	120	1.1	*A*
	Subtotal	836	843	101	5.4	*A*
Total		1,990	1,945	98	52.7	*F*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	32	31	98	22.2	*C*
	T	5	5	100	21.0	*C*
	R	15	17	111	5.8	*A*
	Subtotal	52	53	102	16.8	*C*
SB	L	10	10	98	17.7	*C*
	T	***10***	***10***	***98***	***24.5***	***C***
	R	10	10	98	7.9	*A*
	Subtotal	30	30	100	16.7	*C*
EB	L	10	10	98	6.8	*A*
	T	658	642	98	1.4	*A*
	R	44	42	96	1.3	*A*
	Subtotal	712	694	97	1.5	*A*
WB	L	25	26	103	7.3	*A*
	T	793	801	101	2.6	*A*
	R	10	10	98	2.5	*A*
	Subtotal	828	837	101	2.7	*A*
Total		1,623	1,614	99	2.9	*A*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	179	180	101	23.6	*C*
	T	180	185	103	18.4	*B*
	R	135	136	101	5.2	*A*
	Subtotal	494	501	101	16.7	*B*
SB	L	100	101	101	22.8	*C*
	T	100	101	101	19.5	*B*
	R	104	114	110	5.4	*A*
	Subtotal	304	316	104	15.5	*B*
EB	L	153	144	94	24.9	*C*
	T	392	385	98	18.0	*B*
	R	138	140	101	12.8	*B*
	Subtotal	683	669	98	18.4	*B*
WB	L	205	207	101	22.7	*C*
	T	545	542	99	18.1	*B*
	R	165	162	98	11.9	*B*
	Subtotal	915	911	100	18.0	*B*
Total		2,395	2,397	100	17.5	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	48	96	4.7	*A*
	T	732	734	100	0.7	*A*
	R	203	211	104	0.7	*A*
	Subtotal	985	993	101	0.9	*A*
SB	L	73	70	96	8.8	*A*
	T	756	750	99	0.3	*A*
	R	5	5	100	0.0	*A*
	Subtotal	834	825	99	1.0	*A*
EB	L	10	10	98	16.4	*C*
	R	40	38	96	7.4	*A*
	Subtotal	50	48	96	9.3	*A*
WB	***L***	***254***	***257***	***101***	***61.4***	***F***
	R	116	116	100	6.4	*A*
	Subtotal	370	373	101	44.3	*E*
Total		2,239	2,239	100	8.5	*A*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	114	99	12.5	*B*
	T	1,256	1,272	101	0.5	*A*
	R	135	136	101	0.3	*A*
	Subtotal	1,506	1,522	101	1.4	*A*
SB	L	15	15	98	10.6	*B*
	T	1,010	1,008	100	0.6	*A*
	R	25	24	95	0.1	*A*
	Subtotal	1,050	1,047	100	0.7	*A*
EB	L	21	21	99	38.4	*E*
	T	11	10	89	103.6	*F*
	R	55	58	105	9.2	*A*
	Subtotal	87	89	102	26.7	*D*
WB	***L***	***156***	***147***	***94***	***147.7***	***F***
	T	9	9	100	98.8	*F*
	R	15	16	105	7.7	*A*
	Subtotal	180	172	96	132.1	*F*
Total		2,824	2,830	100	10.5	*B*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	295	283	96	49.5	*D*
	T	1,005	1,016	101	54.7	*D*
	R	345	342	99	57.6	*E*
	Subtotal	1,645	1,641	100	54.4	*D*
SB	L	365	343	94	130.6	*F*
	T	792	771	97	38.0	*D*
	R	170	175	103	35.7	*D*
	Subtotal	1,327	1,289	97	62.3	*E*
EB	L	125	126	101	57.7	*E*
	T	305	306	100	47.8	*D*
	R	185	178	96	15.4	*B*
	Subtotal	615	610	99	40.4	*D*
WB	L	265	264	100	54.8	*D*
	T	430	431	100	48.5	*D*
	R	377	379	101	45.9	*D*
	Subtotal	1,072	1,074	100	49.1	*D*
Total		4,659	4,614	99	54.0	*D*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	102	8.6	*A*
	T	***45***	***46***	***103***	***9.2***	***A***
	R	119	117	98	5.1	*A*
	Subtotal	179	178	99	6.5	*A*
SB	L	40	36	89	7.9	*A*
	T	45	44	98	9.1	*A*
	R	10	11	107	4.0	*A*
	Subtotal	95	91	96	8.0	*A*
EB	L	5	4	76	2.2	*A*
	T	117	117	100	0.9	*A*
	R	25	25	100	0.4	*A*
	Subtotal	147	146	99	0.9	*A*
WB	L	96	97	101	3.3	*A*
	T	105	106	101	1.8	*A*
	R	28	28	100	1.2	*A*
	Subtotal	229	231	101	2.4	*A*
Total		650	646	99	4.0	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	72	70	98	19.6	*B*
	T	228	232	102	10.4	*B*
	R	282	282	100	5.7	*A*
	Subtotal	582	584	100	9.2	*A*
SB	L	356	351	99	26.3	*C*
	T	436	433	99	10.5	*B*
	R	20	22	111	5.3	*A*
	Subtotal	812	806	99	17.2	*B*
EB	L	20	19	96	24.2	*C*
	T	284	279	98	23.0	*C*
	R	102	104	102	13.5	*B*
	Subtotal	406	402	99	20.6	*C*
WB	L	119	117	98	34.3	*C*
	T	97	97	100	18.2	*B*
	R	179	166	93	5.7	*A*
	Subtotal	395	380	96	17.7	*B*
Total		2,194	2,172	99	15.8	*B*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***96***	***77***	***80***	***496.9***	***F***
	R	309	317	103	12.1	*B*
	Subtotal	405	394	97	106.8	*F*
SB	L	5	6	114	61.5	*F*
	R	15	14	95	7.3	*A*
	Subtotal	20	20	100	23.6	*C*
EB	L	50	45	90	5.1	*A*
	T	614	610	99	2.3	*A*
	R	259	256	99	2.7	*A*
	Subtotal	923	911	99	2.6	*A*
WB	L	328	328	100	14.2	*B*
	T	286	291	102	1.4	*A*
	R	15	14	95	0.6	*A*
	Subtotal	629	633	101	8.0	*A*
Total		1,976	1,958	99	31.2	*D*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	50	103	32.9	*D*
	T	5	6	114	21.7	*C*
	R	35	38	108	7.0	*A*
	Subtotal	89	94	106	21.7	*C*
SB	L	5	4	76	18.8	*C*
	T	***5***	***6***	***114***	***34.4***	***D***
	R	5	5	95	8.1	*A*
	Subtotal	15	15	100	21.5	*C*
EB	L	10	10	98	5.6	*A*
	T	865	874	101	1.8	*A*
	R	53	51	96	1.8	*A*
	Subtotal	928	935	101	1.8	*A*
WB	L	35	36	102	8.8	*A*
	T	574	578	101	2.2	*A*
	R	10	11	107	1.7	*A*
	Subtotal	619	625	101	2.6	*A*
Total		1,653	1,669	101	3.7	*A*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	103	104	101	17.9	*B*
	T	60	61	101	18.6	*B*
	R	145	144	99	7.2	*A*
	Subtotal	308	309	100	13.1	*B*
SB	L	215	214	100	18.3	*B*
	T	90	86	95	13.4	*B*
	R	153	154	101	4.0	*A*
	Subtotal	458	454	99	12.5	*B*
EB	L	119	118	99	22.9	*C*
	T	651	664	102	16.1	*B*
	R	135	134	99	12.6	*B*
	Subtotal	905	916	101	16.5	*B*
WB	L	85	86	101	26.3	*C*
	T	362	364	100	15.1	*B*
	R	80	79	99	5.6	*A*
	Subtotal	527	529	100	15.5	*B*
Total		2,199	2,208	100	15.0	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	35	99	4.1	*A*
	T	464	472	102	0.7	*A*
	R	227	225	99	1.0	*A*
	Subtotal	726	732	101	1.0	*A*
SB	L	87	89	102	6.4	*A*
	T	551	546	99	0.4	*A*
	R	20	20	101	0.1	*A*
	Subtotal	658	655	100	1.2	*A*
EB	L	15	13	88	10.0	*A*
	R	50	50	100	5.8	*A*
	Subtotal	65	63	97	6.7	*A*
WB	***L***	***163***	***164***	***101***	***16.6***	***C***
	R	102	100	98	5.1	*A*
	Subtotal	265	264	100	12.2	*B*
Total		1,714	1,714	100	3.0	*A*

SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	17	86	22.3	C
	T	805	818	102	11.9	B
	R	101	107	106	9.1	A
	Subtotal	926	942	102	11.8	B
SB	L	10	9	88	17.7	B
	T	736	733	100	8.5	A
	R	18	15	85	5.4	A
	Subtotal	764	757	99	8.5	A
EB	L	22	19	87	16.5	B
	T	17	16	96	11.6	B
	R	65	68	104	6.4	A
	Subtotal	104	103	99	9.1	A
WB	L	264	266	101	18.5	B
	T	15	17	115	10.2	B
	R	10	10	98	5.5	A
	Subtotal	289	293	101	17.6	B
Total		2,081	2,095	101	11.3	B

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	156	101	39.8	D
	T	496	501	101	29.7	C
	R	140	142	101	8.7	A
	Subtotal	791	799	101	27.9	C
SB	L	448	447	100	29.2	C
	T	836	843	101	27.6	C
	R	126	124	99	25.0	C
	Subtotal	1,410	1,414	100	27.9	C
EB	L	187	191	102	32.2	C
	T	425	438	103	36.3	D
	R	255	262	103	18.9	B
	Subtotal	867	891	103	30.3	C
WB	L	145	148	102	42.5	D
	T	205	206	101	27.5	C
	R	242	249	103	15.3	B
	Subtotal	592	603	102	26.1	C
Total		3,660	3,707	101	28.2	C

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hawthorne Road & Siphon Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	17	111	10.7	*B*
	T	***55***	***53***	***96***	***11.0***	***B***
	R	126	128	101	6.2	*A*
	Subtotal	196	198	101	7.9	*A*
SB	L	27	26	95	8.4	*A*
	T	40	38	96	10.0	*A*
	R	5	5	100	3.9	*A*
	Subtotal	72	69	96	9.0	*A*
EB	L	5	4	80	2.2	*A*
	T	169	175	104	1.0	*A*
	R	20	20	99	0.5	*A*
	Subtotal	194	199	103	1.0	*A*
WB	L	141	140	99	4.5	*A*
	T	177	185	104	2.8	*A*
	R	41	41	101	2.1	*A*
	Subtotal	359	366	102	3.4	*A*
Total		822	832	101	4.3	*A*

Intersection: Yellowstone Avenue & Siphon Road/New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	129	128	99	23.6	*C*
	T	490	496	101	10.2	*B*
	R	243	247	102	5.0	*A*
	Subtotal	862	871	101	10.7	*B*
SB	L	189	190	100	29.0	*C*
	T	521	523	100	11.1	*B*
	R	20	20	99	7.1	*A*
	Subtotal	730	733	100	15.6	*B*
EB	L	15	14	92	31.4	*C*
	T	200	208	104	19.3	*B*
	R	107	107	100	12.3	*B*
	Subtotal	322	329	102	17.5	*B*
WB	L	154	154	100	30.8	*C*
	T	210	217	103	19.9	*B*
	R	293	297	101	9.8	*A*
	Subtotal	657	668	102	17.9	*B*
Total		2,572	2,601	101	14.8	*B*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: New Day Parkway & Industrial Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***92***	***88***	***96***	***106.1***	***F***
	R	310	305	98	10.5	*B*
	Subtotal	402	393	98	31.9	*D*
SB	L	15	15	98	35.5	*E*
	R	35	42	121	10.3	*B*
	Subtotal	50	57	114	16.9	*C*
EB	L	15	13	85	5.1	*A*
	T	387	395	102	2.0	*A*
	R	206	212	103	2.2	*A*
	Subtotal	608	620	102	2.1	*A*
WB	L	300	300	100	10.6	*B*
	T	531	540	102	1.9	*A*
	R	5	5	100	1.6	*A*
	Subtotal	836	845	101	5.0	*A*
Total		1,896	1,915	101	10.2	*B*

Intersection: Whitaker Road & New Day Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	32	33	104	23.5	*C*
	T	5	5	100	24.3	*C*
	R	15	15	98	5.3	*A*
	Subtotal	52	53	102	18.4	*C*
SB	L	10	8	78	15.3	*C*
	T	***10***	***11***	***107***	***26.7***	***D***
	R	10	12	117	9.3	*A*
	Subtotal	30	31	103	17.0	*C*
EB	L	10	10	98	5.6	*A*
	T	658	658	100	1.4	*A*
	R	44	43	98	1.3	*A*
	Subtotal	712	711	100	1.5	*A*
WB	L	25	23	91	7.9	*A*
	T	793	799	101	2.7	*A*
	R	10	11	107	2.4	*A*
	Subtotal	828	833	101	2.8	*A*
Total		1,623	1,628	100	3.0	*A*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Hiline Road & New Day Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	179	173	97	23.9	*C*
	T	180	185	103	19.1	*B*
	R	135	135	100	5.2	*A*
	Subtotal	494	493	100	17.0	*B*
SB	L	100	102	102	22.9	*C*
	T	100	98	98	20.7	*C*
	R	104	109	105	5.2	*A*
	Subtotal	304	309	102	16.0	*B*
EB	L	153	154	101	24.9	*C*
	T	392	394	101	18.3	*B*
	R	138	133	96	13.4	*B*
	Subtotal	683	681	100	18.8	*B*
WB	L	205	214	105	21.7	*C*
	T	545	551	101	18.9	*B*
	R	165	164	99	12.0	*B*
	Subtotal	915	929	102	18.3	*B*
Total		2,395	2,412	101	17.9	*B*

Intersection: Yellowstone Avenue & Briscoe Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	50	100	4.9	*A*
	T	713	719	101	0.8	*A*
	R	203	202	100	0.9	*A*
	Subtotal	966	971	101	1.0	*A*
SB	L	73	72	98	8.9	*A*
	T	704	709	101	0.3	*A*
	R	5	4	80	0.1	*A*
	Subtotal	782	785	100	1.1	*A*
EB	L	10	11	107	15.5	*C*
	R	40	43	108	7.5	*A*
	Subtotal	50	54	108	9.1	*A*
WB	***L***	***203***	***209***	***103***	***29.6***	***D***
	R	139	142	102	7.3	*A*
	Subtotal	342	351	103	20.6	*C*
Total		2,140	2,161	101	4.4	*A*

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SimTraffic LOS Report

Project: Chubbuck Legacy Park TIA
Analysis Period: *Future (2032) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2145*

Intersection: Yellowstone Avenue & Park Lawn Ave
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	110	96	33.0	*C*
	T	1,238	1,242	100	12.5	*B*
	R	154	159	103	11.2	*B*
	Subtotal	1,507	1,511	100	13.9	*B*
SB	L	15	16	105	24.6	*C*
	T	907	914	101	9.3	*A*
	R	25	26	103	7.6	*A*
	Subtotal	947	956	101	9.5	*A*
EB	L	21	22	104	25.3	*C*
	T	11	10	89	21.5	*C*
	R	55	52	95	7.1	*A*
	Subtotal	87	84	97	13.6	*B*
WB	L	259	255	99	28.5	*C*
	T	9	9	100	20.8	*C*
	R	15	15	98	8.7	*A*
	Subtotal	283	279	99	27.2	*C*
Total		2,825	2,830	100	13.7	*B*

Intersection: Yellowstone Avenue & Chubbuck Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	295	300	102	72.7	*E*
	T	1,005	1,004	100	34.5	*C*
	R	345	346	100	12.6	*B*
	Subtotal	1,645	1,650	100	36.9	*D*
SB	L	365	361	99	63.4	*E*
	T	792	798	101	35.3	*D*
	R	170	172	101	32.6	*C*
	Subtotal	1,327	1,331	100	42.6	*D*
EB	L	125	124	99	87.4	*F*
	T	305	319	105	51.0	*D*
	R	185	191	103	16.4	*B*
	Subtotal	615	634	103	47.7	*D*
WB	L	265	264	100	59.5	*E*
	T	430	425	99	46.3	*D*
	R	377	382	101	31.8	*C*
	Subtotal	1,072	1,071	100	44.4	*D*
Total		4,659	4,686	101	41.7	*D*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Existing (2022) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

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Project #: UT22-2145

Intersection	NB						SB						EB							WB				
	L	LT	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LR	LT	LTR	R	T	TR	L	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			75						75												50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	50					125	150					150	50						150		175			
03: New Day Parkway & Industrial Way								50							50									
04: Whitaker Road & New Day Parkway		50		50					50												50			
05: Hiline Road & New Day Parkway	75			75	75		125			75	75		75					100	125	75			75	75
06: Yellowstone Avenue & Briscoe Road	50													75										
07: Yellowstone Avenue & Park Lawn Ave	50												50				75			75		50	50	
08: Yellowstone Avenue & Chubbuck Road	125				125	150	225				275	200	150				175	300		150		75	150	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Existing (2022) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB						SB						EB							WB				
	L	LT	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LR	LT	LTR	R	T	TR	L	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			75						50												50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	100					250	125					175	50						125		300			
03: New Day Parkway & Industrial Way								75							50									
04: Whitaker Road & New Day Parkway		50		50					50												50			
05: Hiline Road & New Day Parkway	100			75	100		100			50	75		100					75	100	125			125	125
06: Yellowstone Avenue & Briscoe Road	50													75										
07: Yellowstone Avenue & Park Lawn Ave	75												50				75			75		50		
08: Yellowstone Avenue & Chubbuck Road	250				350	350	225				225	225	150				175	300		300		150	400	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2027) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB					SB						EB						WB				
	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR
01: Hawthorne Road & Siphon Road		75						75											50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	50		75	75		150				75	75	50				100	100	75		75	50	
03: New Day Parkway & Industrial Way							50					50										
04: Whitaker Road & New Day Parkway	50				75						50							50				
05: Hiline Road & New Day Parkway	75		75	75		125			75	75		75				125	150	100			75	75
06: Yellowstone Avenue & Briscoe Road	50												75									
07: Yellowstone Avenue & Park Lawn Ave	50											50			75	50		75		50	50	
08: Yellowstone Avenue & Chubbuck Road	150			150	150	325				250	275	150			200	375		150		75	150	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2027) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB					SB						EB						WB				
	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR
01: Hawthorne Road & Siphon Road		100						75											50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	75		75	100		100				100	75	50				75	75	100		100	75	
03: New Day Parkway & Industrial Way							75															
04: Whitaker Road & New Day Parkway	50				50	50					50							50				
05: Hiline Road & New Day Parkway	100		75	125		100			75	100		100				75	100	125			100	150
06: Yellowstone Avenue & Briscoe Road	50												75									
07: Yellowstone Avenue & Park Lawn Ave	75					50						50			75			75		50		
08: Yellowstone Avenue & Chubbuck Road	325			425	450	300				275	275	125			200	325		375		125	425	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2027) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB					SB						EB					WB					
	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Hawthorne Road & Siphon Road		75						75											50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	75		75	100		200				150	100	50			100	100	150			75	50	
03: New Day Parkway & Industrial Way							50					50										
04: Whitaker Road & New Day Parkway	75				75						50						50					
05: Hiline Road & New Day Parkway	75		75	75		150			75	75		100			150	150	100				100	100
06: Yellowstone Avenue & Briscoe Road	50					75							75					75		75		
07: Yellowstone Avenue & Park Lawn Ave	50											50		75	50		75			50	50	
08: Yellowstone Avenue & Chubbuck Road	150			200	225	325				325	300	200		250	400		150			100	175	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2027) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB					SB						EB					WB					
	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Hawthorne Road & Siphon Road		100						75											75			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	125		100	125		125				150	100	50			75	100	175			100	75	
03: New Day Parkway & Industrial Way							75					50										
04: Whitaker Road & New Day Parkway	50				50	50					50						50					
05: Hiline Road & New Day Parkway	125		75	125		100			75	100		100			100	125	125				150	150
06: Yellowstone Avenue & Briscoe Road	50		25			100							75					125		100		
07: Yellowstone Avenue & Park Lawn Ave	100					50						50		75	50		100			50		
08: Yellowstone Avenue & Chubbuck Road	300			400	450	475				400	350	225		275	450		525			700	1,050	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2027) Plus Project (Mitigated)

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB					SB						EB					WB					
	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Hawthorne Road & Siphon Road		75						75											50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	75		75	75		175				150	100	50			100	100	150			75	50	
03: New Day Parkway & Industrial Way							50					50										
04: Whitaker Road & New Day Parkway	75				75						50						50					
05: Hiline Road & New Day Parkway	75		75	75		150			75	75		75			125	150	100				100	100
06: Yellowstone Avenue & Briscoe Road	50					100							75					75		75		
07: Yellowstone Avenue & Park Lawn Ave	50											50		75	50		75			50	50	
08: Yellowstone Avenue & Chubbuck Road	100			175	200	150				225	250	175		225	350		150			75	175	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2027) Plus Project (Mitigated)

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB					SB						EB					WB					
	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Hawthorne Road & Siphon Road		100						75											75			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	125		100	125		100				150	100	50			75	75	150			100	75	
03: New Day Parkway & Industrial Way							75					50										
04: Whitaker Road & New Day Parkway	50				50	50					50						50					
05: Hiline Road & New Day Parkway	125		75	125		100			75	100		125			100	125	125				125	150
06: Yellowstone Avenue & Briscoe Road	50					100				25			75					150		100		
07: Yellowstone Avenue & Park Lawn Ave	100					50						50		75	50		100			50	50	
08: Yellowstone Avenue & Chubbuck Road	225			400	450	150				250	275	200		275	550		325			150	400	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2032) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB						SB					EB						WB				
	L	LT	LTR	R	T	TR	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			75					75											50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	50			100	75		200			100	75	50				100	125	150		75	75	
03: New Day Parkway & Industrial Way		275		150				50				50						75				
04: Whitaker Road & New Day Parkway	75					75					50							50				
05: Hiline Road & New Day Parkway	75			100	75		150		75	75		100				150	175	100			100	100
06: Yellowstone Avenue & Briscoe Road	50												75									
07: Yellowstone Avenue & Park Lawn Ave	50											50			75	50		75		50	50	
08: Yellowstone Avenue & Chubbuck Road	175				200	225	350			275	300	250			300	625		225		100	200	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2032) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB						SB					EB						WB				
	L	LT	LTR	R	T	TR	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			100					75											75			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	100			100	125		125			125	100	50				75	100	150		100	100	
03: New Day Parkway & Industrial Way		125		75				75				50						50				
04: Whitaker Road & New Day Parkway	50					50	50				50							50				
05: Hiline Road & New Day Parkway	125			75	125		100		75	100		125				100	125	150			150	175
06: Yellowstone Avenue & Briscoe Road	75												75									
07: Yellowstone Avenue & Park Lawn Ave	100						50					50			75			75		50		
08: Yellowstone Avenue & Chubbuck Road	425				575	600	700			875	725	275			375	675		650		675	1,075	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2032) Background (Mitigated)

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB						SB					EB						WB				
	L	LT	LTR	R	T	TR	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			75					75											50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	50			100	75		225			100	100	50				100	100	150		75	50	
03: New Day Parkway & Industrial Way		250		100				50				50						75				
04: Whitaker Road & New Day Parkway	75					75					50							50				
05: Hiline Road & New Day Parkway	75			100	75		150		75	75		100				150	175	100			100	100
06: Yellowstone Avenue & Briscoe Road	50												75									
07: Yellowstone Avenue & Park Lawn Ave	50											50			75	50		75		50	50	
08: Yellowstone Avenue & Chubbuck Road	125				175	200	150			250	275	200			250	375		125		100	175	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2032) Background (Mitigated)

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB						SB					EB						WB				
	L	LT	LTR	R	T	TR	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			100					75											75			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	100			100	125		125			125	100	50				75	100	175		100	100	
03: New Day Parkway & Industrial Way		125		75				75										75				
04: Whitaker Road & New Day Parkway	50					50	50				50							50				
05: Hiline Road & New Day Parkway	125			75	125		100		75	100		100				75	125	150			150	150
06: Yellowstone Avenue & Briscoe Road	75												75									
07: Yellowstone Avenue & Park Lawn Ave	100						50					50			75	25		75		50	50	
08: Yellowstone Avenue & Chubbuck Road	275				425	475	175			250	275	125			200	325		250		175	425	

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2032) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB						SB					EB					WB					
	L	LT	LTR	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			100					75											50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	75			125	100		275			250	200	50			150	175	150			75	75	
03: New Day Parkway & Industrial Way		950		1,150				75				50		50			225				175	50
04: Whitaker Road & New Day Parkway	75					75	50				50						50					
05: Hiline Road & New Day Parkway	100			75	75		150		75	100		100			150	200	100				150	125
06: Yellowstone Avenue & Briscoe Road	50						75						75					150		75		
07: Yellowstone Avenue & Park Lawn Ave	50						50					50		75	50		150				75	
08: Yellowstone Avenue & Chubbuck Road	125				250	275	175			325	325	225		275	400		150				175	225

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2032) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB						SB					EB					WB					
	L	LT	LTR	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			100					75											100			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	125			100	150		175			175	125	50			100	150	175			125	100	
03: New Day Parkway & Industrial Way		1,025		1,000				100						50			150					
04: Whitaker Road & New Day Parkway	75					50	50				50						50					
05: Hiline Road & New Day Parkway	150			100	125		100		75	100		125			150	175	175				200	200
06: Yellowstone Avenue & Briscoe Road	50						75						75					350		75		
07: Yellowstone Avenue & Park Lawn Ave	100				50		50					75		75	50		250			50	450	
08: Yellowstone Avenue & Chubbuck Road	475				800	825	450			450	425	175		225	350		200				375	475

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2032) Plus Project (Mitigated)

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB						SB					EB					WB					
	L	LT	LTR	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			100					75											50			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	100			125	100		250			175	150	50			150	175	150			75	75	
03: New Day Parkway & Industrial Way		725		425				50				50		50			150					
04: Whitaker Road & New Day Parkway	100					75					50						50					
05: Hiline Road & New Day Parkway	100			100	75		150		75	75		125			200	200	100				150	125
06: Yellowstone Avenue & Briscoe Road	50						75						75					125		75		
07: Yellowstone Avenue & Park Lawn Ave	50			75	200		50			150	150	50		75	50		175				50	
08: Yellowstone Avenue & Chubbuck Road	125			75	200		175			325	350	225		275	475		125				150	200

SimTraffic Queueing Report

Project: Chubbuck Legacy Park TIA

Analysis: Future (2032) Plus Project (Mitigated)

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2145

Intersection	NB						SB					EB					WB					
	L	LT	LTR	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Hawthorne Road & Siphon Road			100					75											100			
02: Yellowstone Avenue & Siphon Road/New Day Parkway	125			100	150		175			150	125	50			100	150	150			125	100	
03: New Day Parkway & Industrial Way		275		200				75				25		50			150					
04: Whitaker Road & New Day Parkway	75					50	50				50						50					
05: Hiline Road & New Day Parkway	150			75	150		100		75	100		125			150	175	175			225	225	
06: Yellowstone Avenue & Briscoe Road	50						75						75					200		75		
07: Yellowstone Avenue & Park Lawn Ave	125			100	250		50			200	200	50		75	50		225					
08: Yellowstone Avenue & Chubbuck Road	250			225	375		225			350	400	275		250	400		200			325	350	