

52' - 67' Lots



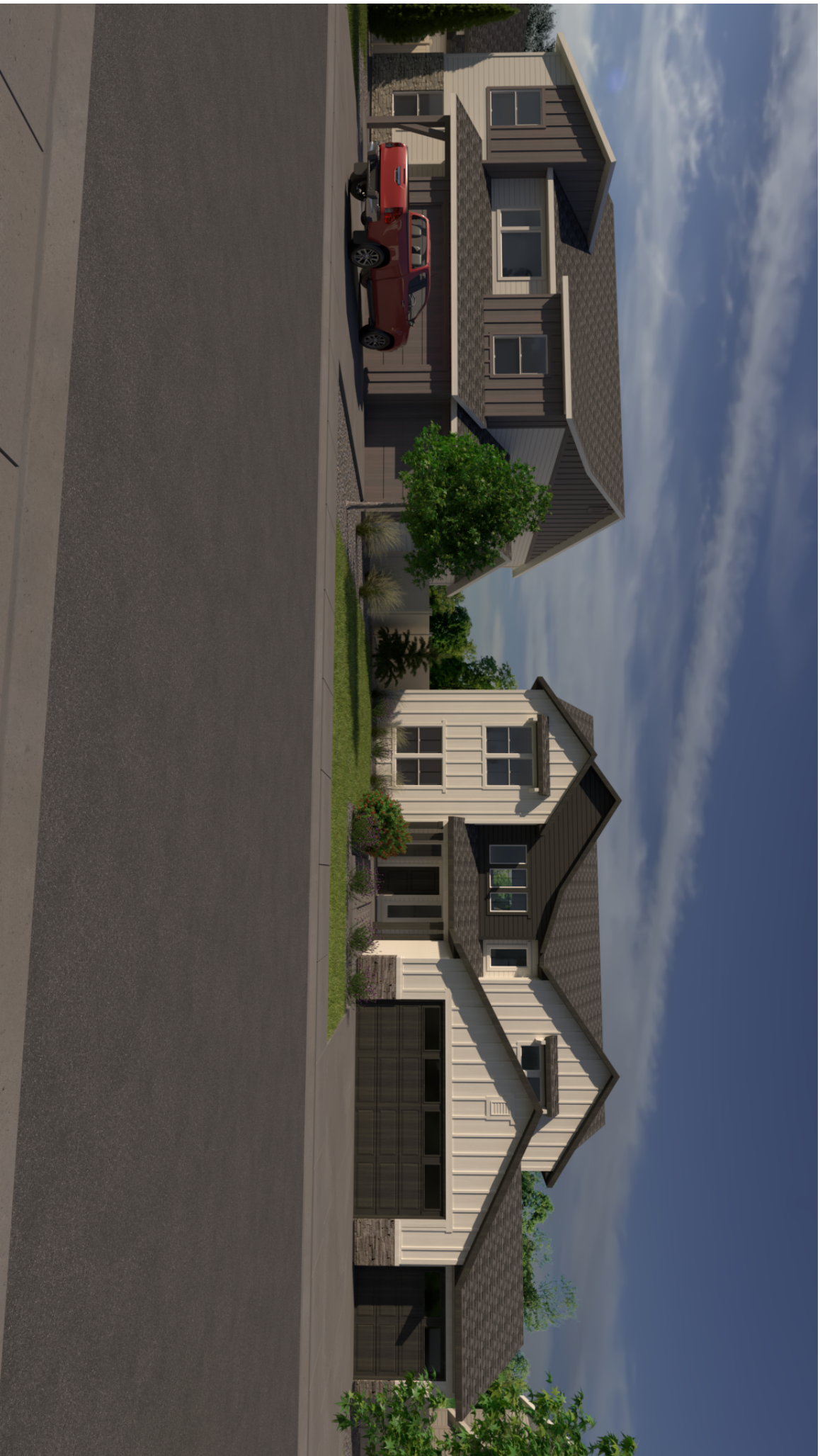
53' - 67' Lots



67' - 90' Lots



67' - 90' Lots





Mark D. Moore
Fire Chief

city of
Mountain Home
Fire Department



Brian W Reed
Fire Marshal

PLANS REVIEW

Date: 9.17.2024
Re: Blue Yonder West PPLAT - PZ-24-51
Location: Smith Rd
From: Brian W. Reed, Fire Marshal

Building Summary
Building Size;
Occupancy;
Construction;
Occupant Load;

To: Whom it may concern,

I have reviewed the submitted plans for the Preliminary Plat Application for the Blue Yonder West project and have questions and concerns with the site plans for the following reasons.

- Between Block 5 and Block 6, the plans show "Alley A" as an access road. Until more detail is received, this "road" is not approved. The "road" must meet minimum fire apparatus access requirements for width. Also, this "road" must be named and should be a continuation of SW Rolling Hills Ave. This is a requirement for all emergency service response. "Alley A" cannot be a street name.
- Crestview Ave, between Block 13 and Block 14 creates a fire apparatus access that exceeds 150 feet in length and does not provide for fire apparatus turn around. The fire code requires that any fire apparatus access road that is a dead-end and exceeds 150 feet in length be provided with a means to turn around.
- Block 14, lots 1-7, and lots 14-22 appear to be zero lot line lots. This also appears to apply to Block 5, lots 6-15. The explanation details these lots as "Bungalow" lots. We need a definition of what "Bungalow" construction is so that we know how to apply fire code.

Any overlooked hazardous conditions and/or violations of the International Fire Code do not imply approval of such conditions or violations.



Brian W. Reed
Fire Marshal, CFIT
208.590.6142 – C
208.587.2117 – O
breed@mountain-home.us

PROJECT 5178



PLAN SHEET INDEX

SHEET	DESCRIPTION
PP-1	PRELIMINARY PLAT NOTES
PP-2	PRELIMINARY PLAT TABLES
PP-3	EXISTING FEATURES
PP-4	CONCEPTUAL ENGINEERING PLAN
PP-5	CONCEPTUAL SEWER PROFILES
PP-6	CONCEPTUAL SEWER PROFILES
PP-7	CONCEPTUAL SEWER PROFILES
PP-8	CONCEPTUAL SEWER PROFILES
PP-9	CONCEPTUAL SEWER PROFILES

LEGEND

UNPLATTED

ROLLING ROCK SUBDIVISION NO. 5

ROLLING ROCK SUBDIVISION NO. 3

BLUE YONDER FUTURE PHASE

BLUE YONDER PHASE 2

BLUE YONDER FUTURE PHASE





**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

October 2, 2024

Brenda Ellis
Senior Planner
150 S. 3rd East St.
Mountain Home, ID 83647

VIA EMAIL

Development Application	Preliminary Plat & Rezone
Project Name	Blue Yonder West Subdivision
Project Location	Smith Rd. & Autumn Rd, Approx. ¼ E. of HWY 51
Project Description	347 Residential Lots
Applicant	Bonnie Layton, NV5

The Idaho Transportation Department (ITD) reviewed the referenced application(s) and has the following comments:

1. Due to the size and proximity of the proposed development, impacts to the State Highway System (SH-51) are anticipated.
2. ITD requests a Traffic Impact Study (TIS) for the proposed development. The TIS will help ITD determine if any highway mitigations are necessary to accommodate the new traffic volumes generated by the development.
 - a. Any necessary mitigations determined in the TIS shall be the responsibility of the applicant to construct.
3. Site plans indicate future phases of the development. The applicant may choose to submit the above-requested TIS for this phase or submit a complete TIS encompassing all phases of development.
 - a. If the applicant chooses to submit a TIS only for this first phase of development, ITD will request additional traffic studies as future development occurs.
 - b. ITD encourages the applicant to reach out with any questions regarding the TIS and any scoping requirements.
4. ITD reserves the right to make further comments upon review of the submitted documents.

If you have any questions, you may contact me at 208-334-8377.

Sincerely,

Kendra Conder

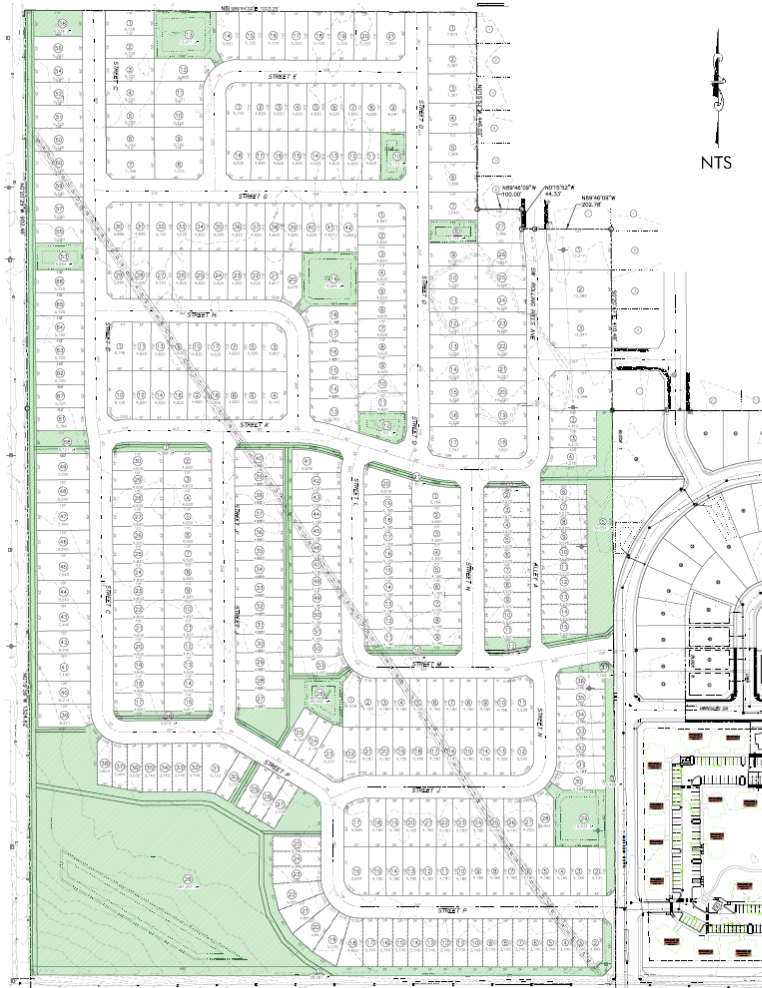
Kendra Conder
Development Services Coordinator
Kendra.conder@itd.idaho.gov

TRAFFIC IMPACT STUDY

BLUE YONDER WEST SUBDIVISION

Mountain Home, Idaho

August 23, 2024



Prepared For:

Smith Rd



Prepared By:



181 East 50th Street
Garden City, ID 83714
(208) 841-4996

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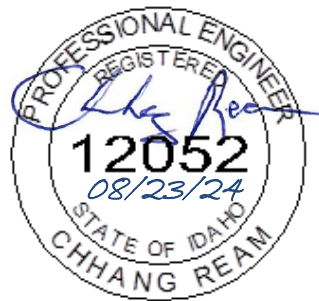
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EXECUTIVE SUMMARY

Trilogy Development, LLC plans to develop the Blue Yonder West Subdivision north of Smith Road between SH 51 and S 5th West Street in Mountain Home, Idaho, as shown in **Figure 1.1**. CR Engineering, Inc. prepared a traffic impact study (TIS) for the proposed development. The scope of the TIS was determined through coordination with the City of Mountain Home (City).

The TIS evaluated the potential traffic impacts resulting from background traffic growth, in-process developments in the area, and the proposed development, and identified improvements to mitigate the impacts if needed. Traffic impacts were evaluated based on the proposed land use and access as shown in the preliminary site plan under weekday AM and PM peak hour traffic conditions. **Table 1** summarizes the improvements needed to mitigate the traffic impacts for the following analysis years' traffic conditions:

- 2024 existing traffic
- 2030 build-out year background traffic
- 2030 build-out year total traffic

Table 1 – Intersection Mitigation Improvements Summary

Intersection		2024 Existing	2030 Build-Out Year	
			Background	Total
Prior mitigation improvements included in the analysis		NA	2024 Existing	2024 Existing 2030 Background
①	SH 51 and Smith Rd	Southbound left-turn lane	None beyond ¹ Prior improvements	None beyond ¹ Prior improvements
②	S 5 th West St and Smith Rd	None	None	None
③	Tiger Hollow St and Smith Rd	Future site access intersection	Unsignalized T-intersection ²	None beyond Prior improvements

¹ Meets minimum operational thresholds without a turn lane

² To be constructed with Blue Yonder Subdivision

1.0 Proposed Development

1.1 Blue Yonder West Subdivision is a proposed residential development containing 344 single-family lots with an expected 2030 build-out year

1.2 Based on the ITE *Trip Generation Manual, 11th Edition*, the proposed is estimated to generate approximately 3,144 trips per weekday, 229 trips during the AM peak hour, and 317 trips during the PM peak hour:

- The development is not expected to retain trips internally within the site or generate pass-by trips
- All trips generated by the development were assumed to be made by personal or commercial vehicles
- The estimated site traffic distribution patterns are:
 - 50% west of the site traveling on Smith Road
 - 40% east of the site traveling on Smith Road
 - 10% of the site traffic is estimated to travel through the existing neighborhoods

- 1.3 Blue Yonder West Subdivision is planning to connect to Tiger Hollow Street, Rolling Hills Avenue, and Nathan Street for site access:
- **Tiger Hollow Street on Smith Road**
 - Tiger Hollow Street is a proposed roadway connecting to Smith Road to be constructed with the in-process Blue Yonder Subdivision
 - The Tiger Hollow Street and Smith Road intersection is not anticipated to warrant any turn lane under 2030 total traffic conditions based on NCHRP Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide* turn lane guidelines
 - The intersection is anticipated to meet minimum operational thresholds under 2030 total traffic conditions as an unsignalized intersection
 - **Rolling Hills Avenue connection**
 - The site is proposing to connect to Rolling Hills Avenue within the existing Rolling Hills Subdivision to the north
 - The estimated site traffic using the Rolling Hills connection is approximately 160 vehicles per day (vpd)
 - **Nathan Street connection**
 - The site is proposing to connect to Nathan Street within the existing Rolling Hills Subdivision to the east
 - The estimated site traffic using the Nathan Street connection is approximately 160 vpd
- 1.4 All internal local roads within the site are estimated to carry less than 1,000 vpd, except for one roadway segment. A short segment of Street M is anticipated to carry approximately 1,920 vpd

2.0 2024 Existing Traffic Conditions

- 2.1 Based on the most current five-year (2019-2023) historical crash data, the SH 51 and Smith Road intersection has a crash rate exceeding 1.00 crashes per million entering vehicles. Based on the crash data, the following improvements are proposed to reduce potential crashes at the SH 51 and Smith Road intersection:
- Improve stop bar visibility on the Smith Road approaches
 - Install advanced “Stop Ahead” warning signs and pavement markings on the Smith Road approaches
 - Install advanced “Intersection” warning signs on the SH 51 approaches
- 2.2 With 2024 existing traffic, all study area intersections currently meet minimum operational thresholds analyzed with the existing intersection control and lane configuration. One study area intersection warrants a turn lane based on the Idaho Transportation (ITD) turn lane guidelines. The intersection and warranted turn lane are:
- **SH 51 and Smith Road intersection**
 - Southbound left-turn lane

3.0 2030 Background Traffic Conditions

- 3.1 2030 background traffic was estimated by extrapolating the existing traffic volumes with a 3.0% annual growth rate. Additionally, off-site traffic generated by two in-process developments adjacent to the site was included in the background traffic:
- Morning View Subdivision – 117 lots have been constructed and occupied, 76 single-family lots remain
 - Blue Yonder Subdivision – Contains 94 single-family lots, 20 duplex dwelling units, and 140 multifamily dwelling units

3.2 With 2030 background traffic, all study area intersections are anticipated to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the turn lane needed under 2024 existing traffic. Additionally, none of the study area intersections is anticipated to warrant additional turn lanes based on ITD or NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2030 background traffic operations

4.0 2030 Build-Out Year Total Traffic Conditions

4.1 With 2030 total traffic, all study area intersections are anticipated to continue to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the turn lane needed under 2024 existing traffic. Additionally, none of the study area intersections is anticipated to warrant additional turn lanes based on ITD or NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2030 total traffic operations

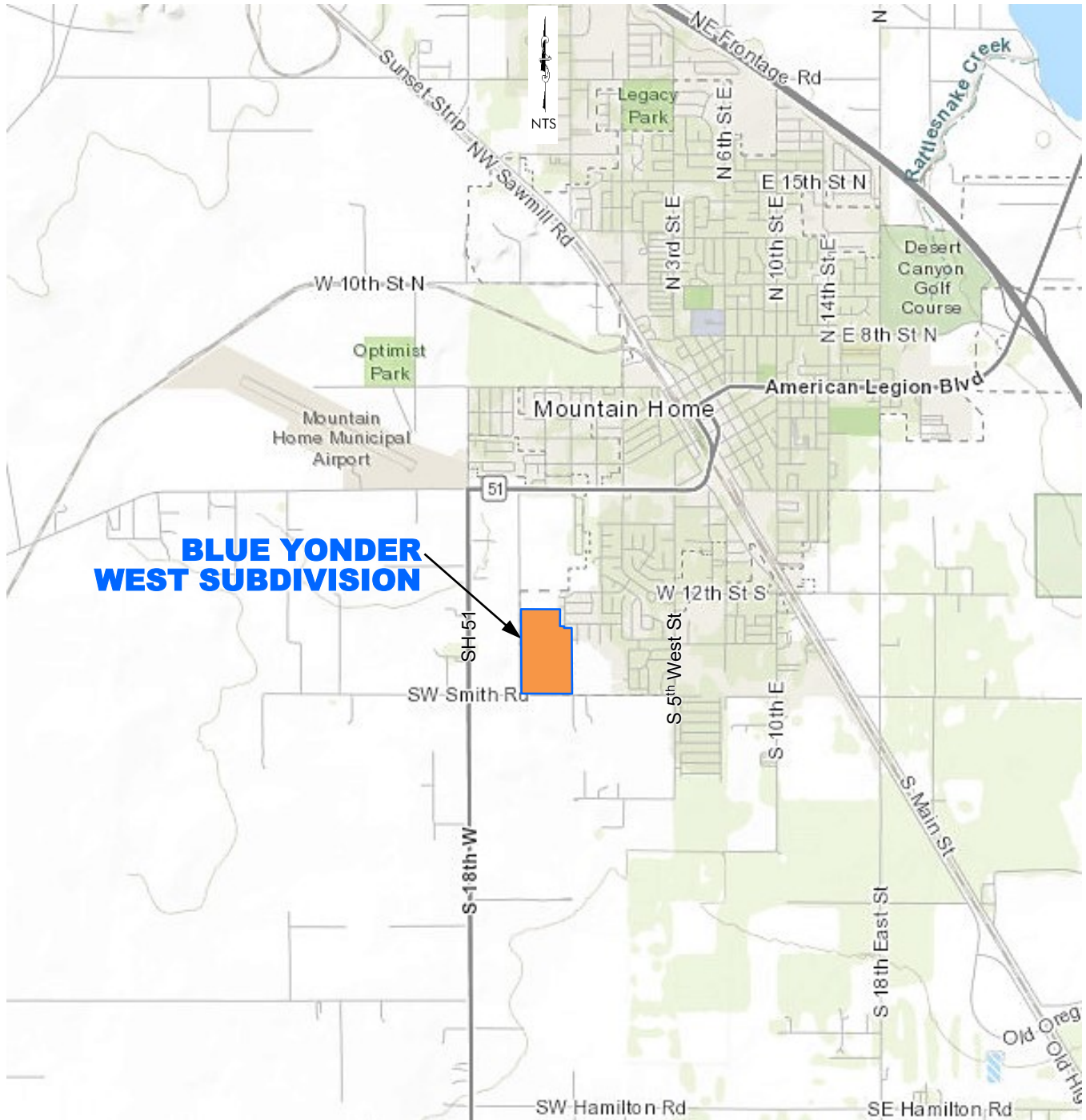
4.2 The site traffic percentage of 2030 build-out year total traffic at the study area intersections are:

- SH 51 and Smith Road intersection : AM Peak = 20.9%, PM Peak = 23.2%
- S 5th West Street and Smith Road intersection : AM Peak = 24.4%, PM Peak = 22.9%
- Tiger Hollow Street and Smith Road intersection : AM Peak = 50.0%, PM Peak = 51.3%

1.0 INTRODUCTION

Blue Yonder West Subdivision is a proposed residential development located north of Smith Road between SH 51 and S 5th West Street in Mountain Home, Idaho. **Figure 1.1** shows the site location and its vicinity. This traffic impact study (TIS) evaluated the potential traffic impacts resulting from background traffic growth, in-process developments, and the proposed development, and identified improvements needed to mitigate the impacts.

Figure 1.1 – Site Location and Vicinity

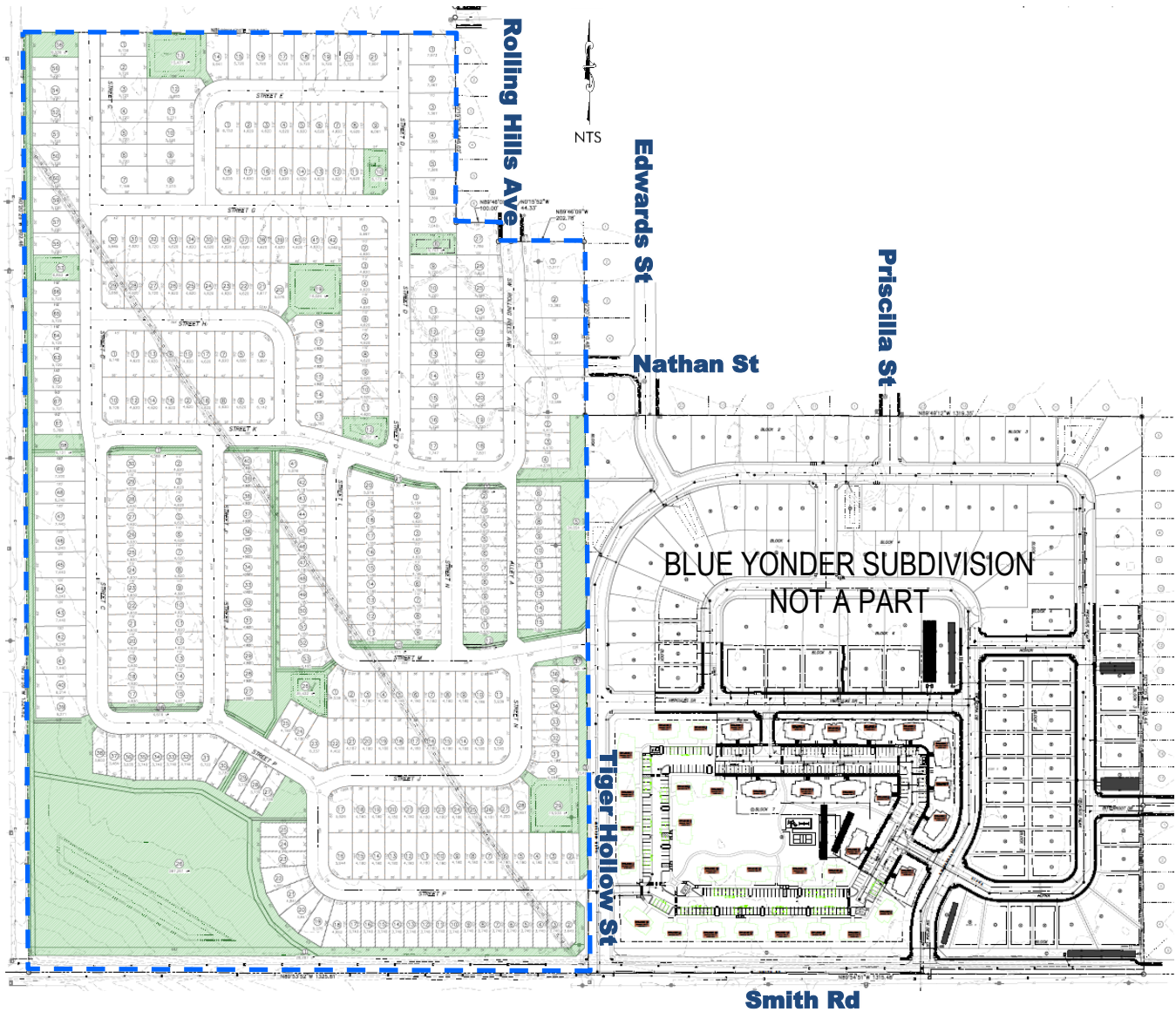


1.1 Proposed Development

Figure 1.2 shows the preliminary site plan for the proposed development. Blue Yonder West Subdivision contains 344 single-family lots with an estimated 2030 build-out year.

Blue Yonder West Subdivision along with the in-process Blue Yonder Subdivision are planning to construct Tiger Hollow Street connecting to Smith Road for access. Additionally, the site will be connected to the adjacent existing neighborhood via Rolling Hills Avenue and Nathan Street.

Figure 1.2 – Preliminary Site Plan



1.2 Study Approach

According to the 2020 City Code for Mountain Home, traffic impact analysis is required for all subdivisions containing more than 20 dwelling units. The study area, specific parameters, and requirements for the TIS were based on coordination with the City of Mountain Home (City). Scope of Work correspondence is included in the appendix.

1.3 Study Area

The following study area intersections were identified for collecting peak hour turning movement counts and traffic impact analysis:

- SH 51 and Smith Road intersection
- S 5th West Street and Smith Road intersection
- Tiger Hollow Street and Smith Road intersection (shared site access)

1.4 Study Period

The analysis peak periods are weekday AM and PM peak hours of operation of the transportation system. The analysis years and traffic conditions are:

- 2024 existing traffic
- 2030 build-out year background traffic
- 2030 build-out year total traffic

1.5 Analysis Methods and Performance Measure Thresholds

Intersection capacity analysis was performed using Synchro 11 (11.1.2.9), which utilizes the 6th Edition Highway Capacity Manual methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values, when not available. The level of service for the intersection is based on the average delay of vehicles traveling through the intersection ranking from LOS A (best) alphabetically to LOS F (worst).

The study area intersections fall under the jurisdiction of the City and Idaho Transportation Department (ITD). The minimum acceptable level of service for study area intersections is LOS D for the worst movement.

The need for additional turn lanes on the major road approaches of unsignalized intersections is based on ITD and AASHTO guidelines for the SH 51 and Smith Road intersection. The NCHRP Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide* turn lane guidelines were used for other intersections.

2.0 EXISTING CONDITIONS

2.1 Roadway Network, Intersection Control, and Lane Configuration

A brief description of the existing roadways within the study area is summarized in **Table 2.1** below. The roadway characteristics are based on the City of Mountain Home 2020 Comprehensive Plan. **Figure 2.1** depicts the existing study area intersection control and lane configuration.

Table 2.1 – Existing Roadway Characteristics

Roadway	Functional Classification	Number of Lanes	Posted Speed Limit (mph)	Pedestrian Facilities
SH 51	Principal Arterial	2	65 south / 55 north of Smith Rd	• No sidewalks or bicycle lanes
Smith Road	Collector Street	2	35 west / 25 east of site	• Partial sidewalks along developed frontages
S 5 th West St	Minor Arterial	2	25	• Partial sidewalks along developed frontages

2.2 Existing Traffic Volumes

Weekday AM and PM peak hour traffic counts were collected at the study area intersections on July 23, 2024. The peak hour intersection turning movement counts were collected on a typical weekday for a 2-hour period at 15-minute intervals between 7:00 and 9:00 during the AM peak travel period hour and between 4:00 and 6:00 during the PM peak travel period. Traffic count data is included in the appendix. **Figure 2.2** summarizes the 2024 existing peak hour traffic volumes at the study area intersections.

2.3 Intersection Crash Data

The most current five-year crash data (2019-2023) was obtained from the ITD Highway Safety website (<https://itd.idaho.gov/safety>) and summarized in **Table 2.2**. No crashes were reported at the S 5th West Street and Smith Road intersection between 2019 and 2023. There were six reported crashes at the SH 51 and Smith Road intersection between 2019 and 2023. Based on the crash data, the following improvements are proposed to reduce potential crashes at the SH 51 and Smith Road intersection:

- Improve stop bar visibility on the Smith Road approaches
- Install advanced “Stop Ahead” warning signs and pavement markings on the Smith Road approaches
- Install advanced “Intersection Ahead” warning signs on the SH 51 approaches

Table 2.2 – Intersection Crash Data (2019-2023)

Intersection	Total Crashes	Crash Severity			Notes	Crash Rate (ACC/MEV)
		PDO	Injury	Fatal		
① SH 51 and Smith Rd	6	2	4	0	<ul style="list-style-type: none"> • 3 angle crashes and 3 loss of control crashes • 3 crashes due to speed too fast for conditions 	1.02
② S 5 th West St and Smith Rd	No reported crashes					

Figure 2.1 – 2024 Existing Intersection Control and Lane Configuration

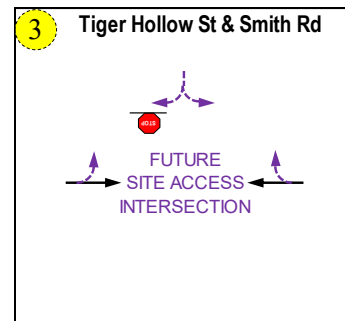
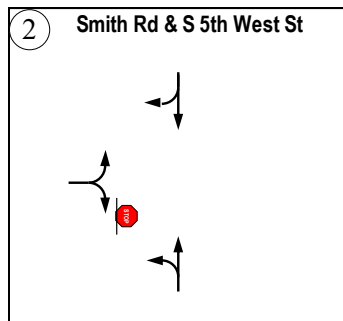
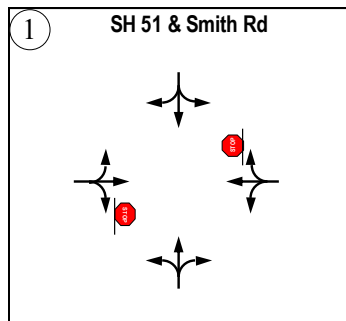
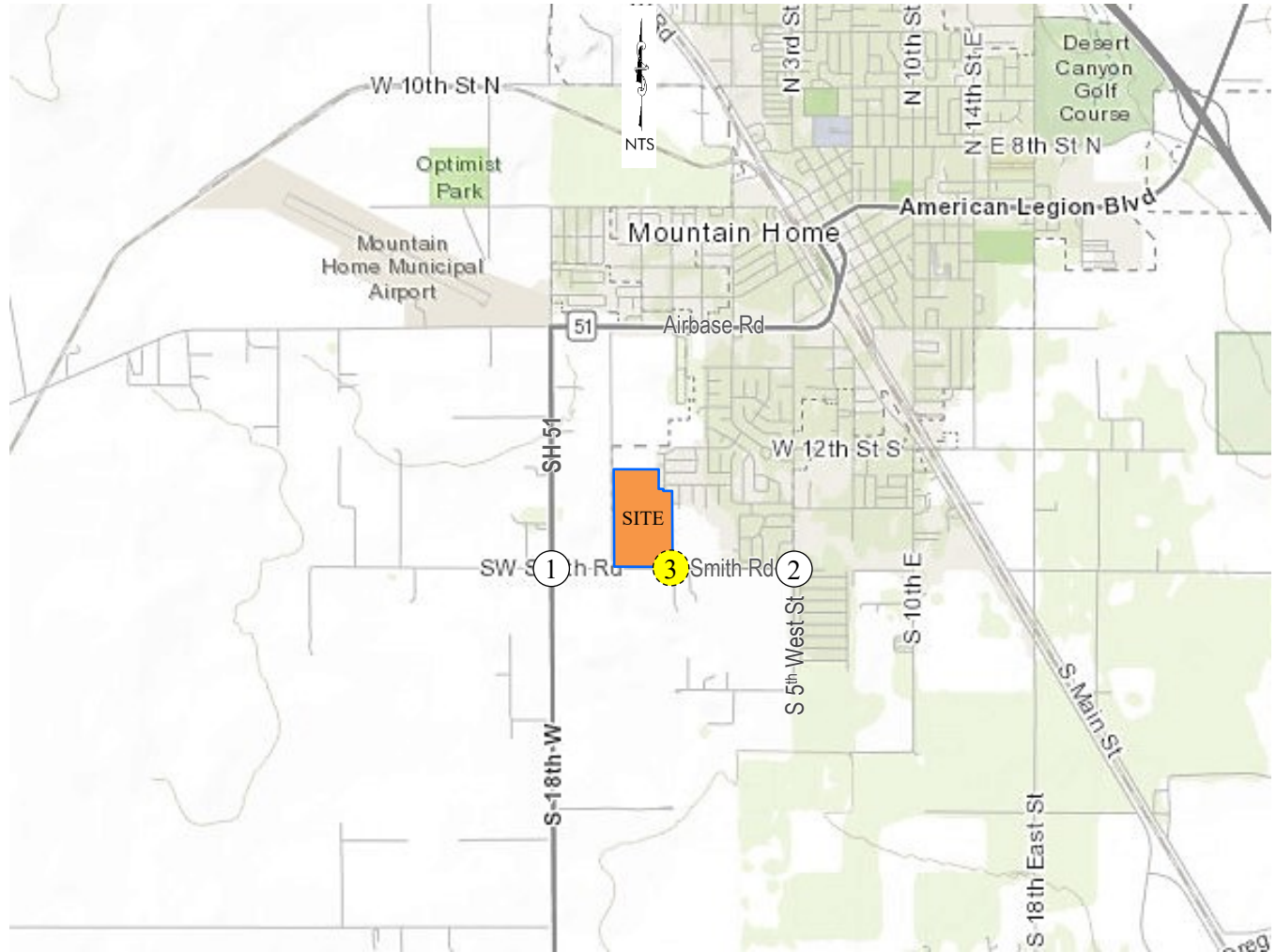
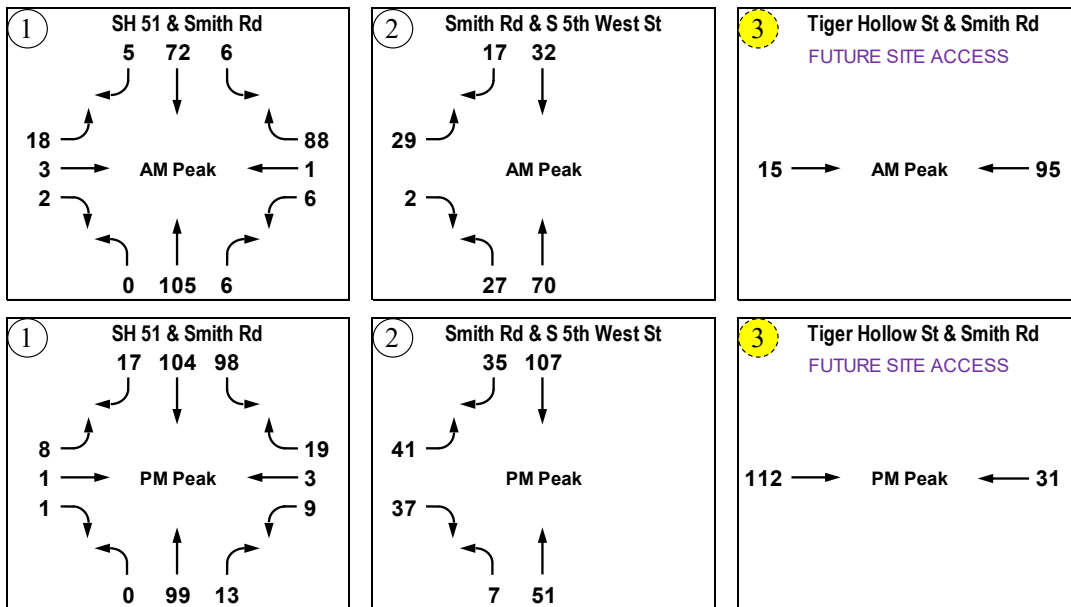
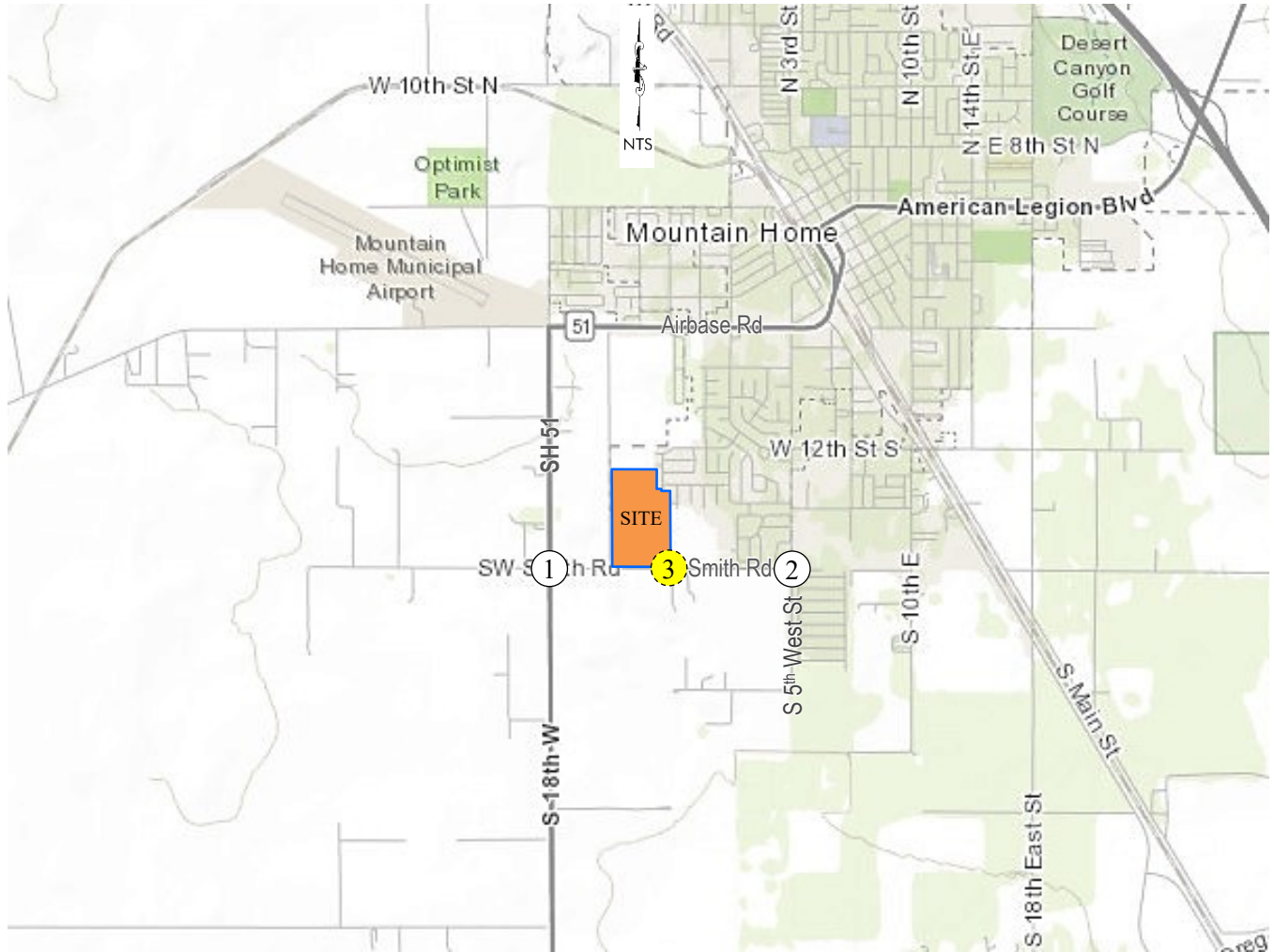


Figure 2.2 – 2024 Existing Peak Hour Traffic



2.4 Intersection Operations

To determine the existing traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration and the 2024 existing peak hour traffic. Copies of the analysis reports are included in the appendix. **Table 2.3** summarizes the intersection capacity analysis results. All study area intersections meet minimum operational thresholds under 2024 existing traffic conditions.

Table 2.3 – Intersection Operations – 2024 Existing Traffic

Intersection	Control / Lane	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① SH 51 and Smith Rd		NB	A	-	-	A	-	-
		EB	B	11	0.04	B	13	0.02
		WB	A	10	0.12	B	11	0.05
		SB	A	8	0.01	A	8	0.08
② S 5 th West St and Smith Rd		NB	A	7	0.02	A	8	0.01
		EB	A	10	0.04	A	10	0.11
		SB	-	-	-	-	-	-
③ Tiger Hollow St and Smith Rd		Future site access intersection						

2.5 Intersection Mitigation

All study area intersections currently meet minimum operational thresholds under 2024 existing traffic conditions. One study area intersection warrants a turn lane based on ITD and NCHRP Report 457 turn lane guidelines. The intersection and warranted turn lane are:

- SH 51 and Smith Road intersection
 - Southbound left-turn lane

Table 2.4 summarizes the intersection mitigation analysis results. The southbound left-turn lane is anticipated to reduce vehicle conflicts and potential crashes on SH 51.

Table 2.4 – SH 51 and Smith Road Intersection – 2024 Existing Traffic Mitigation

Intersection	Control / Lane Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① SH 51 and Smith Rd		NB	A	-	-	A	-	-
		EB	B	11	0.04	B	13	0.02
		WB	A	10	0.12	B	11	0.05
		SBL	A	8	0.01	A	8	0.08
		SBTR	-	-	-	-	-	-

3.0 2030 BUILD-OUT YEAR BACKGROUND TRAFFIC CONDITIONS

3.1 Roadway Network

The existing study area roadways and intersections are expected to remain the same as the mitigated existing traffic conditions. The in-process Blue Yonder Subdivision located adjacent to the site is anticipated to construct Tiger Hollow Street connecting to Smith Road for access.

3.2 Background Traffic

Future background traffic for the study area intersections was estimated by extrapolating the existing traffic counts by a 3.0% annual growth rate on all study area roadways. This growth rate is based on historical traffic data in the area. Additionally, off-site traffic generated by two in-process developments adjacent to the site was also included in the analysis; Morning View Subdivision and Blue Yonder Subdivision.

Figure 3.1 summarizes the estimated 2030 build-out year background traffic for the AM and PM peak hours.

3.3 Intersection Operations

To determine the 2030 background traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration or turn lane needed under 2024 existing traffic. Copies of the analysis reports are included in the appendix. Table 3.1 summarizes the intersection capacity analysis results. All study area intersections are anticipated to continue to meet minimum operational thresholds under 2030 background traffic conditions.

Table 3.1 – Intersection Operations – 2030 Build-Out Year Background Traffic

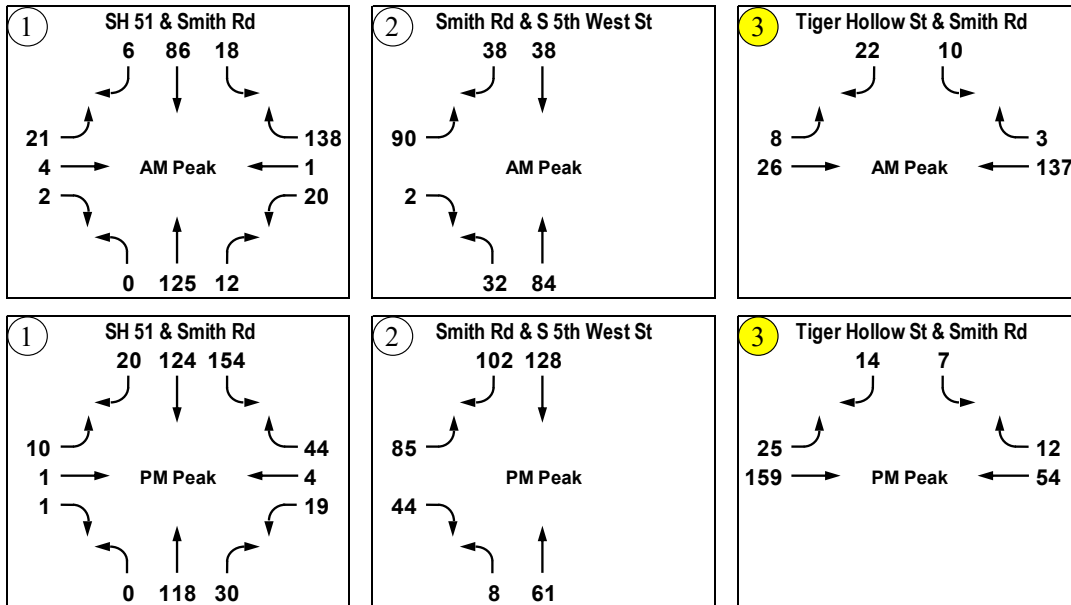
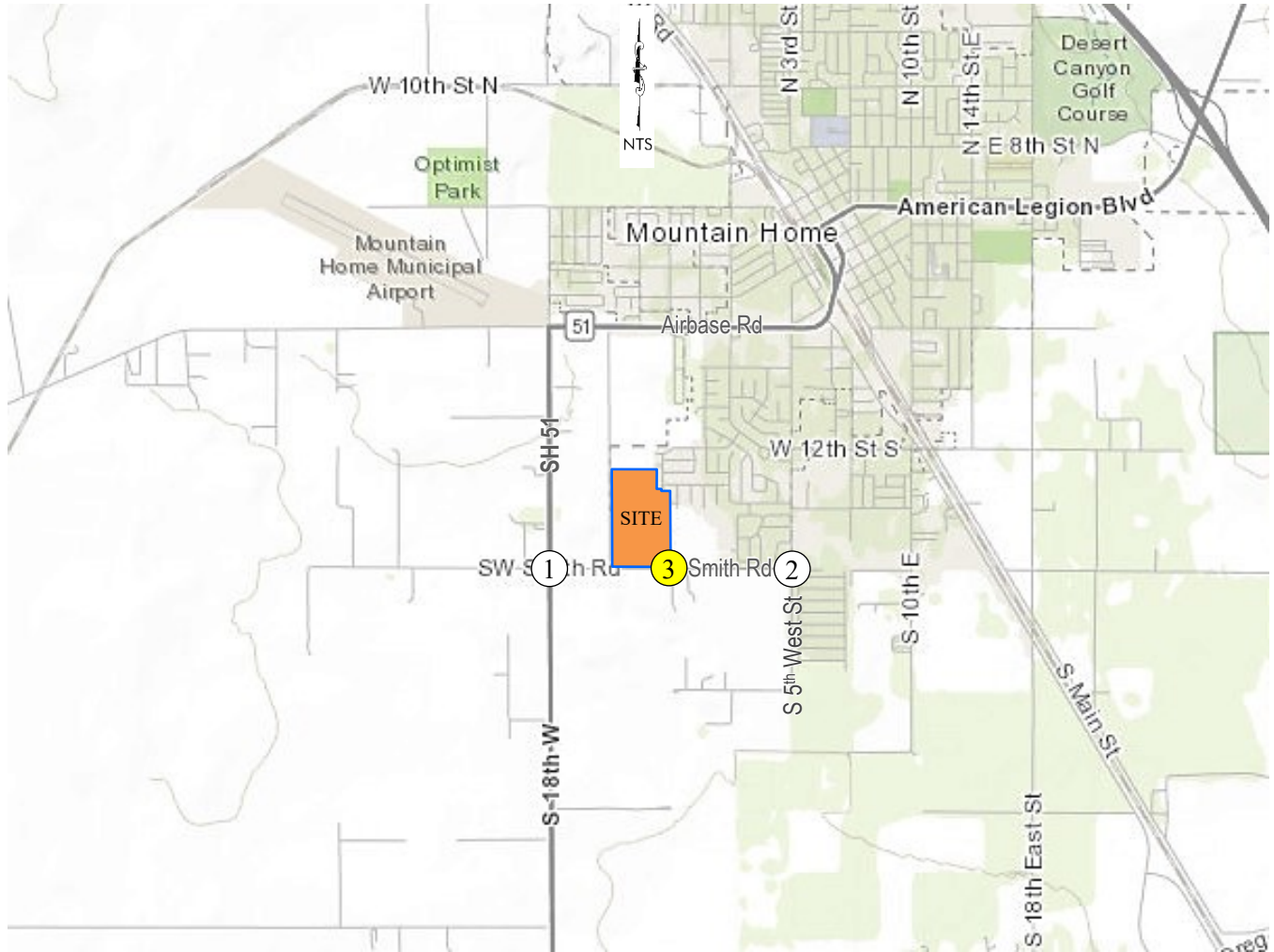
Intersection	Control / Lane 2024 Mitigation Off-Site Improvements	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① SH 51 ¹ and Smith Rd		NB	A	-	-	A	-	-
		EB	B	12	0.06	C	17	0.04
		WB	B	10	0.21	B	12	0.13
		SBL	A	8	0.01	A	8	0.12
		SBTR	-	-	-	-	-	-
② S 5 th West St and Smith Rd		NB	A	7	0.02	A	8	0.01
		EB	B	11	0.14	B	11	0.19
		SB	-	-	-	-	-	-
③ Tiger Hollow St and Smith Rd		EB	A	8	0.01	A	7	0.02
		WB	-	-	-	-	-	-
		SB	A	9	0.04	A	9	0.03

¹ Meets minimum operational thresholds without a turn lane

3.4 Intersection Mitigation

All study area intersections are anticipated to meet minimum operational thresholds under 2030 background traffic conditions. Additionally, none of the study area intersections is anticipated to require additional turn lanes based on ITD or NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2030 build-out year background traffic operations.

Figure 3.1 – 2030 Build-Out Year Peak Hour Background Traffic



4.0 2030 BUILD-OUT YEAR TOTAL TRAFFIC CONDITIONS

4.1 Roadway Network

The study area roadways and intersections are expected to remain the same as the 2030 background traffic conditions. Blue Yonder West Subdivision is planning to improve Smith Road along the site frontages and connect to existing stub roads within the adjacent neighborhoods.

4.2 Site Traffic

4.2.1 Trip Generation

Site trip generation is estimated using the procedures recommended in the latest edition of the *Trip Generation Manual (11th Edition)*, published by the Institute of Transportation Engineers (ITE). **Table 4.1** summarizes the site trip generation. Blue Yonder Subdivision is estimated to generate approximately 3,144 trips per weekday, 229 trips during the AM peak hour, and 317 trips during the PM peak hour.

Table 4.1 – Build-Out Site Trip Generation Summary

Land Use	ITE Code	Size	Unit	Period	Total	Entering		Exiting	
						%	Trips	%	Trips
Single-Family Detached Housing	210	344	DU	Weekday (vpd)	3,144	50%	1,572	50%	1,572
				AM Peak (vph)	229	25%	57	75%	172
				PM Peak (vph)	317	63%	200	37%	117

4.2.2 Trip Capture

Based on the proposed land use and ITE methodologies, the development is not expected to capture trips internally within the site. No reduction for trip capture was assumed in the traffic analysis.

4.2.3 Pass-by Trips

Based on the proposed land use and ITE pass-by rates, the development is not expected to attract pass-by trips. No pass-by trips were assumed in the traffic analysis.

4.2.4 Modal Split

For traffic analysis purposes, all trips generated by the development were assumed to be made by personal and commercial vehicles.

4.2.5 Trip Distribution and Assignment

Site traffic was distributed and assigned to the external roadway system based on the current travel patterns, site layout, and the general location of the site within the area. **Figure 4.1** summarizes the estimated site traffic distribution patterns. **Figure 4.2** summarizes the estimated peak hour site traffic at the study area intersections.

4.3 Total Traffic

The Blue Yonder Subdivision build-out site traffic is then added to the 2030 background traffic as determined above to obtain the 2030 build-out year total traffic. **Figure 4.3** summarizes the estimated 2030 build-out year peak hour total traffic. **Table 4.2** summarizes the build-out site traffic percentage estimate at each study area intersection.

Table 4.2 – Build-Out Site Traffic Percentage of 2030 Total Traffic

Intersection		% Site Traffic of 2030 Total Traffic		
		AM Peak	PM Peak	Average
①	SH 51 and Smith Road	20.9%	23.2%	22.1%
②	S 5 th West St and Smith Rd	24.4%	22.9%	23.6%
③	Tiger Hollow St and Smith Rd	50.0%	51.3%	50.7%

Figure 4.1 – Estimated Site Traffic Distribution Patterns

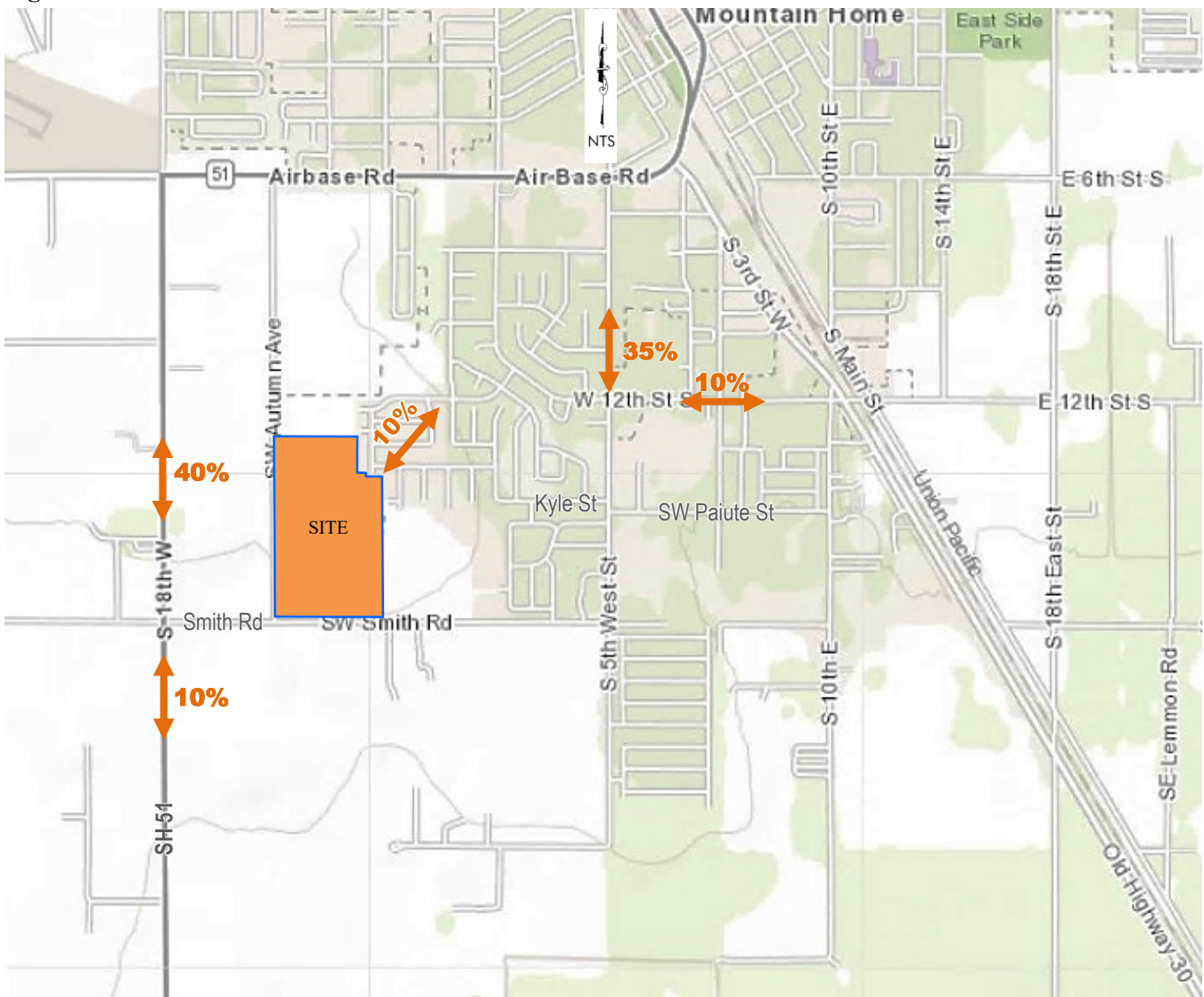


Figure 4.2 – Build-Out Peak Hour Site Traffic

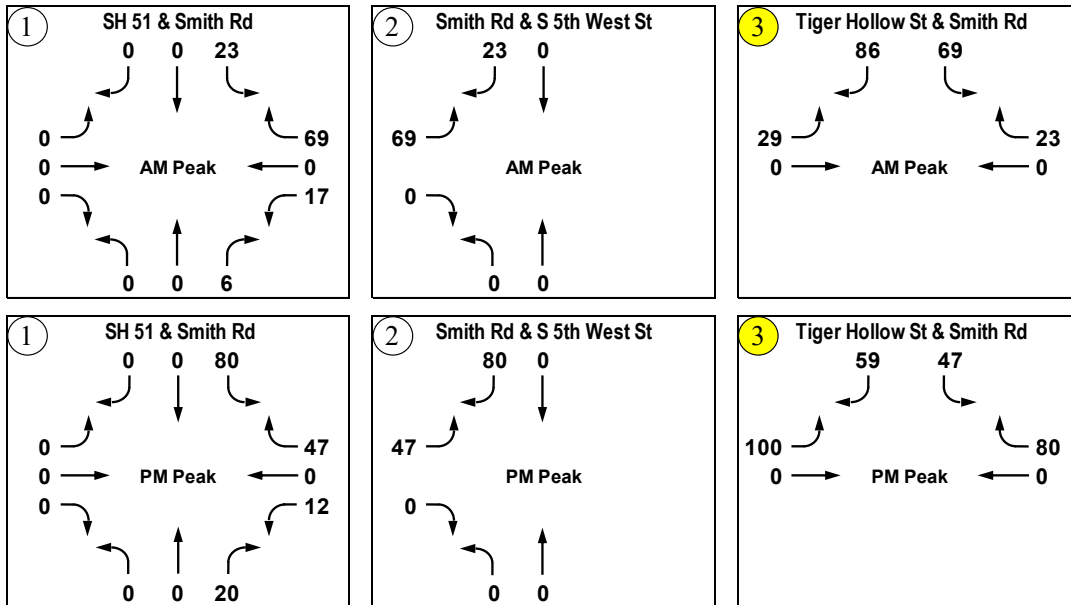
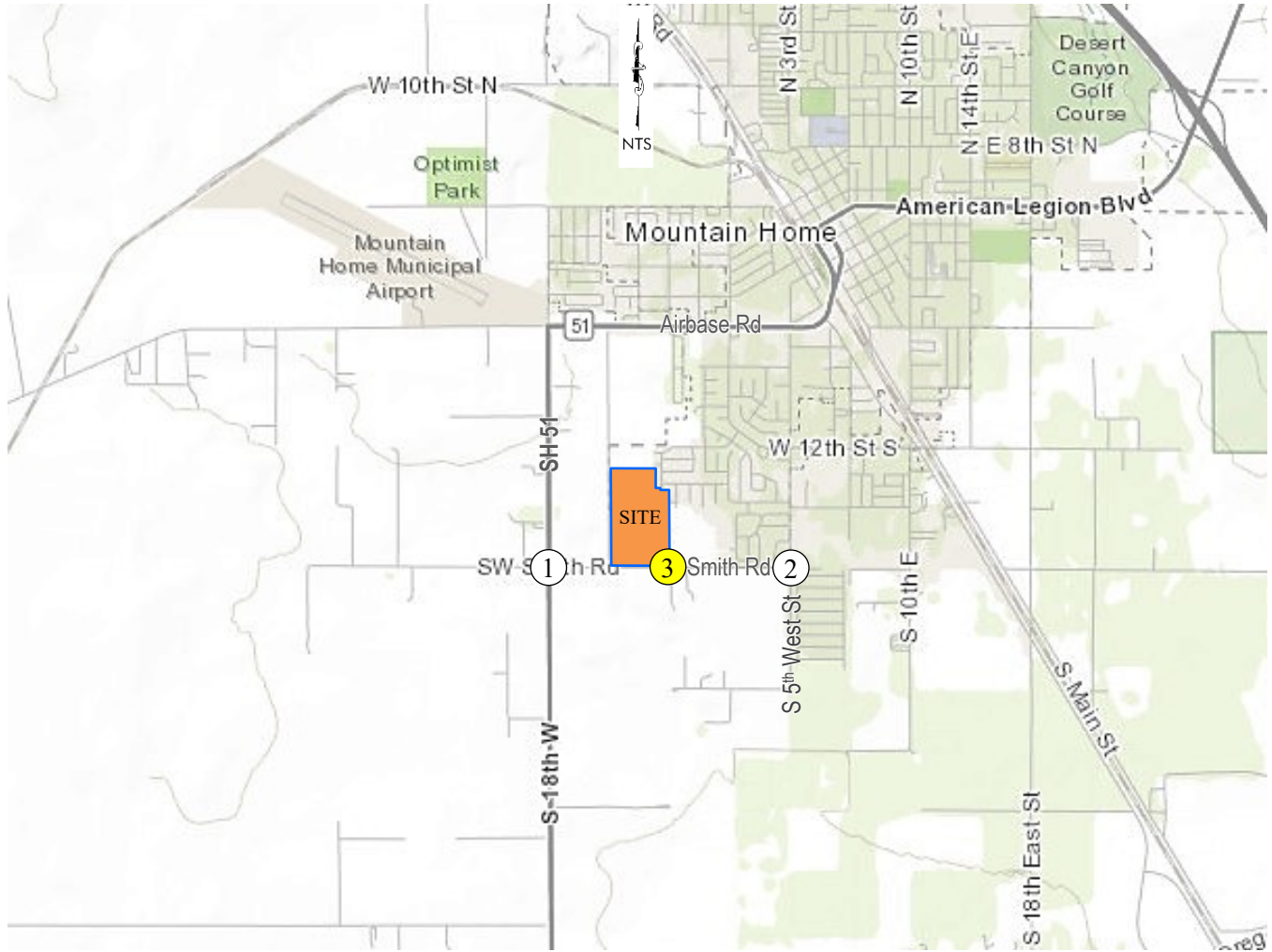
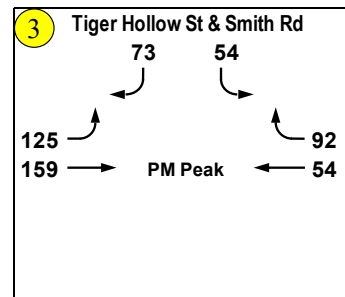
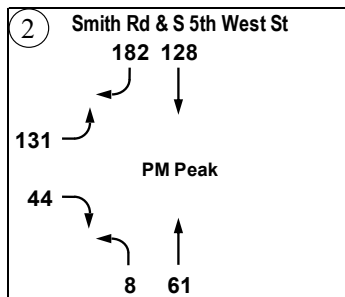
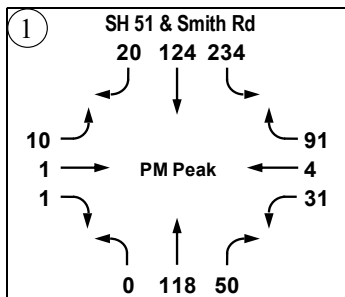
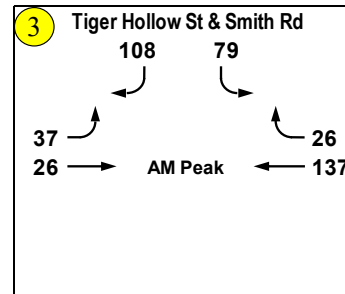
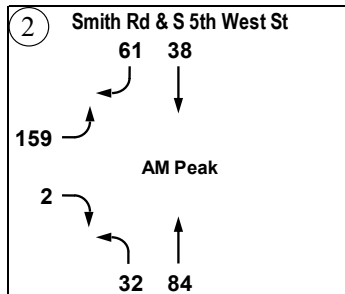
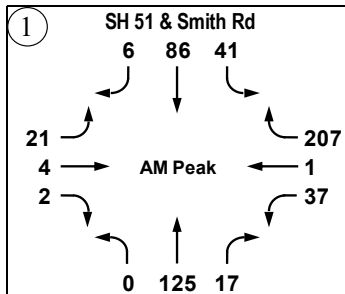
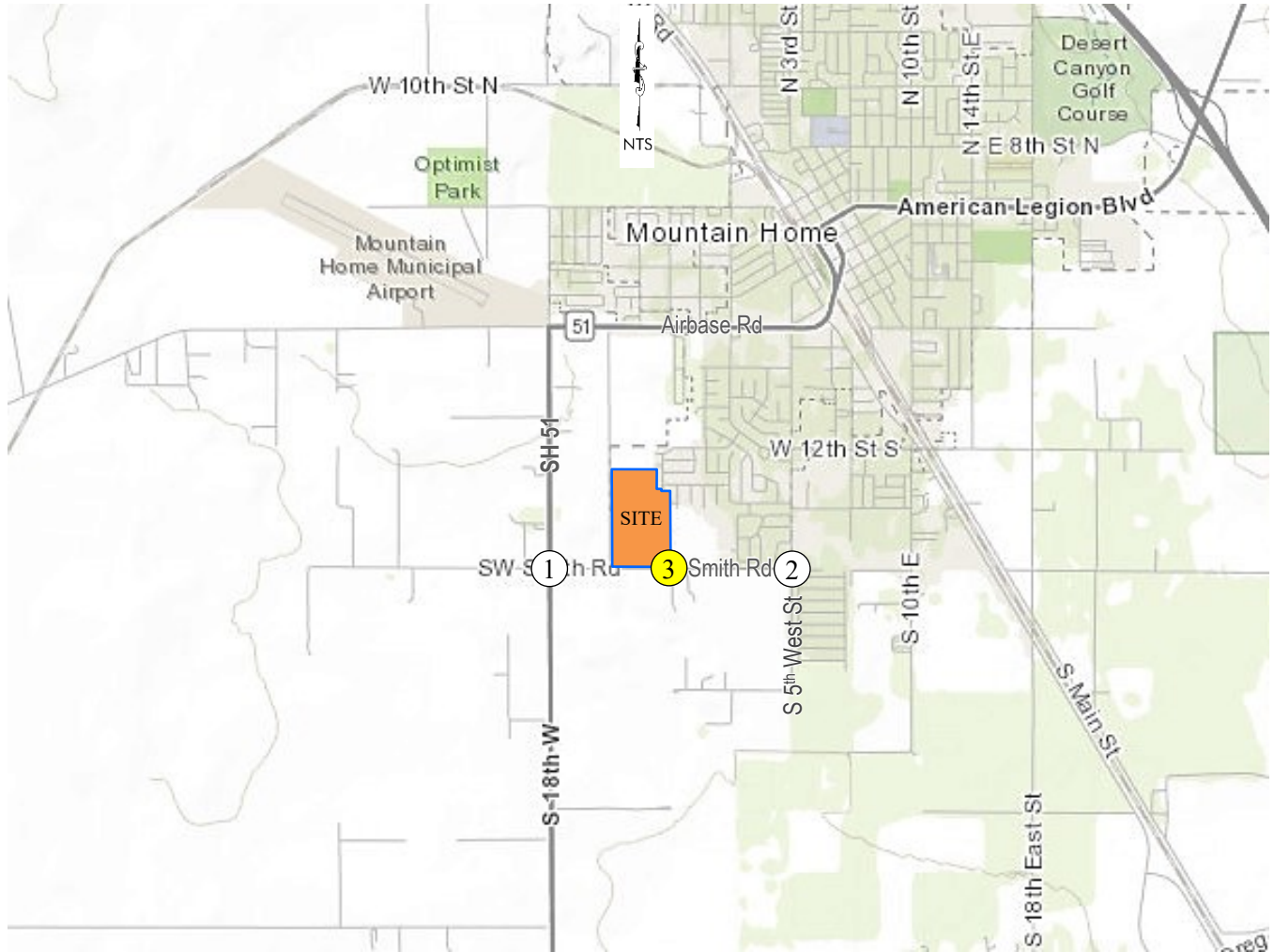


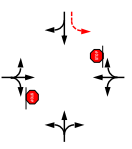
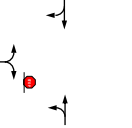
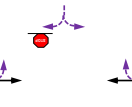
Figure 4.3 – 2030 Build-Out Year Peak Hour Total Traffic



4.4 Intersection Operations

To determine 2030 total traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration or turn lane needed under 2024 existing traffic. Copies of the analysis reports are included in the appendix. **Table 4.3** summarizes the intersection capacity analysis results. All study area intersections are anticipated to continue to meet minimum operational thresholds.

Table 4.3 – Intersection Operations – 2030 Build-Out Year Total Traffic

Intersection	Control / Lane 2024 Mitigation Off-Site Improvements	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① SH 51 ¹ and Smith Rd		NB	A	-	-	A	-	-
		EB	B	14	0.07	C	23	0.06
		WB	B	11	0.33	B	15	0.28
		SBL	A	8	0.03	A	8	0.19
		SBTR	-	-	-	-	-	-
② S 5 th West St and Smith Rd		NB	A	8	0.02	A	8	0.01
		EB	B	12	0.25	B	12	0.28
		SB	-	-	-	-	-	-
③ Tiger Hollow St and Smith Rd		EB	A	8	0.03	A	8	0.10
		WB	-	-	-	-	-	-
		SB	B	11	0.26	B	12	0.23

¹ Meets minimum operational thresholds without a turn lane

4.5 Intersection Mitigation

All study area intersections are anticipated to meet minimum operational thresholds under 2030 total traffic conditions. None of the study area intersections is anticipated to warrant additional turn lanes based on ITD or NCHRP Report 457 turn lane guidelines. As a result, no additional improvements are needed to mitigate 2030 build-out year total traffic operations.

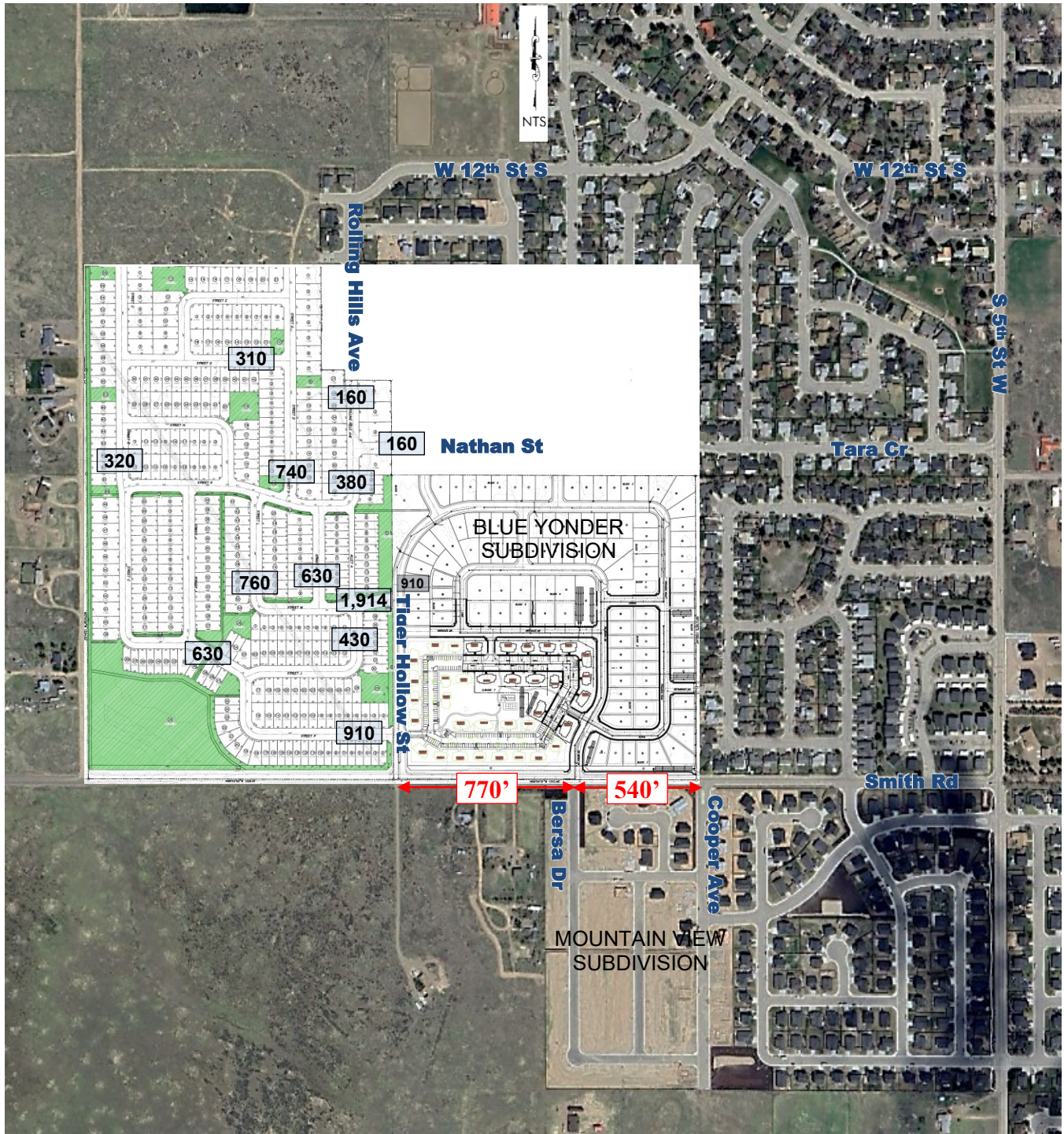
4.6 Site Access, Circulation, and ADT

Figure 4.4 summarizes site access, circulation, and site average daily traffic (ADT) estimates on the internal roads. Blue Yonder West Subdivision along with the in-process Blue Yonder Subdivision are planning to construct Tiger Hollow Street connecting to Smith Road for access. Additionally, the site is connecting to the adjacent neighborhoods via Rolling Hills Avenue and Nathan Street.

With connectivities with the existing neighborhoods, some site traffic is expected to travel on the local roads within the adjacent neighborhoods to access the external roadways. Blue Yonder West Subdivision is estimated to add approximately 320 vpd on the local roads within the Rolling Hills Subdivision. Likewise, some neighborhood traffic having origins/destinations south/west of the site is expected to travel through the site or Blue Yonder Subdivision to access Smith Road, offsetting the site traffic impacts.

All proposed internal roads are anticipated to carry less than 1,000 vpd except Street M. A short segment of Street M is anticipated to carry approximately 1,920 vpd at the Tiger Hollow Street intersection.

Figure 4.4 – Site Access, Circulation, and Site ADT



APPENDIX A: Scope of Work

RE: Blue Yonder West Subdivision - Traffic Impact Study Scope

1 message

Christopher Curtis <ccurtis@mountain-home.us>
To: Chhang Ream <chhream@gmail.com>

Mon, Jun 3, 2024 at 10:33 AM

Good morning,

The intersections of concern are the following:

- S 5th West and SW Smith Road
- SW Smith Road and Highway 51

In-process developments include:

- Morning View subdivision, directly south of this project.

Thank you,



Chris Curtis
Public Works Director

City of Mountain Home
1150 South Main street
Mountain Home, ID 83647

<https://mountainhomeid.portal.opengov.com/>

T 208.587-2108
C 208-571-2868

ccurtis@mountain-home.us

From: Chhang Ream <chhream@gmail.com>
Sent: Friday, May 31, 2024 12:41 PM
To: Christopher Curtis <ccurtis@mountain-home.us>
Subject: Blue Yonder West Subdivision - Traffic Impact Study Scope

Hello Christopher,

We have been asked to prepare a traffic impact study for the referenced proposed development in Mountain Home and would like to verify the scope of the study. Attached is the site plan.

For the study area, which intersections should we evaluate. What in-process developments in the area should we include in the background traffic?

Please let me know if you have any questions or specific issues we should address in the study.

Thank you,

Chhang Ream

CR Engineering, Inc.

[181 E 50th St](#)

[Garden City, Idaho 83714](#)

208-841-4996

APPENDIX B: Traffic Counts

**SW Smith Rd & SH 51
Mountain Home, Idaho
Tuesday, July 23, 2024**

Time	Southbound SH 51						Westbound SW Smith Rd						Northbound SH 51						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	1	21	1	0	23	0	1	1	31	0	33	0	0	21	1	0	22	0	9	1	0	0	10	88
7:15 AM	0	1	16	0	0	17	0	1	0	28	0	29	0	0	38	1	0	39	0	5	0	0	0	5	90
7:30 AM	0	3	22	0	0	25	0	3	0	20	0	23	0	0	20	1	0	21	0	3	0	1	0	4	73
7:45 AM	0	1	13	4	0	18	0	1	0	9	0	10	0	0	26	3	0	29	0	1	2	1	0	4	61
Hourly Total	0	6	72	5	0	83	0	6	1	88	0	95	0	0	105	6	0	111	0	18	3	2	0	23	312
8:00 AM	0	1	13	1	0	15	0	2	0	2	0	4	0	0	28	3	0	31	0	3	1	0	0	4	54
8:15 AM	0	2	23	2	0	27	0	1	1	13	0	15	0	0	19	0	0	19	0	1	0	1	0	2	63
8:30 AM	0	5	16	0	0	21	0	1	2	13	0	16	0	0	25	1	0	26	0	0	1	0	0	1	64
8:45 AM	0	5	14	0	0	19	0	0	0	5	0	5	0	1	21	0	0	22	0	3	2	1	0	6	52
Hourly Total	0	13	66	3	0	82	0	4	3	33	0	40	0	1	93	4	0	98	0	7	4	2	0	13	233

**SW Smith Rd & SH 51
Mountain Home, Idaho
Tuesday, July 23, 2024**

Time	Southbound SH 51						Westbound SW Smith Rd						Northbound SH 51						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	20	12	3	0	35	0	3	0	2	0	5	0	0	26	4	0	30	0	3	1	0	0	4	74
4:15 PM	0	31	26	6	0	63	0	1	0	6	0	7	0	0	29	4	0	33	0	1	0	0	0	1	104
4:30 PM	0	17	24	3	0	44	0	2	0	8	0	10	0	0	19	6	0	25	0	4	1	0	0	5	84
4:45 PM	0	34	26	3	0	63	0	3	1	1	0	5	0	0	25	2	0	27	0	1	0	0	0	1	96
Hourly Total	0	102	88	15	0	205	0	9	1	17	0	27	0	0	99	16	0	115	0	9	2	0	0	11	358
5:00 PM	0	16	28	5	0	49	0	3	2	4	0	9	0	0	26	1	0	27	0	2	0	1	0	3	88
5:15 PM	0	11	27	3	0	41	0	5	2	5	0	12	0	0	24	3	0	27	0	2	0	0	0	2	82
5:30 PM	0	10	24	3	0	37	0	3	0	3	0	6	0	0	17	5	0	22	0	4	2	0	0	6	71
5:45 PM	0	7	27	3	0	37	0	0	3	4	0	7	0	1	22	3	0	26	0	2	0	0	0	2	72
Hourly Total	0	44	106	14	0	164	0	11	7	16	0	34	0	1	89	12	0	102	0	10	2	1	0	13	313

SW Smith Rd & SH 51 Mountain Home, Idaho Tuesday, July 23, 2024 AM Peak Hour

Time	Southbound SH 51						Westbound SW Smith Rd						Northbound SH 51						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	1	21	1	0	23	0	1	1	31	0	33	0	0	21	1	0	22	0	9	1	0	0	10	
7:15 AM	0	1	16	0	0	17	0	1	0	28	0	29	0	0	38	1	0	39	0	5	0	0	0	5	
7:30 AM	0	3	22	0	0	25	0	3	0	20	0	23	0	0	20	1	0	21	0	3	0	1	0	4	
7:45 AM	0	1	13	4	0	18	0	1	0	9	0	10	0	0	26	3	0	29	0	1	2	1	0	4	
Peak Hour Total	0	6	72	5	0	83	0	6	1	88	0	95	0	0	105	6	0	111	0	18	3	2	0	23	
PHF	0.000	0.500	0.818	0.313	0.000	0.830	0.000	0.500	0.250	0.710	0.000	0.720	0.000	0.000	0.691	0.500	0.000	0.712	0.000	0.500	0.375	0.500	0.000	0.575	
Heavy Vehicle %	0.00%	0.00%	29.17%	0.00%	0.00%	25.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.43%	0.00%	0.00%	10.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Total Vehicles On Leg		294	
Vehicles Entering Intersection	83	Vehicles Exiting Intersection	211
Southbound			
Cars	5	51	6
Heavy	0	21	0
Total	5	72	6



Total Vehicles on Leg 29	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
	23		0	0	0
			0	0	0
	Vehicles Exiting Intersection		18	0	18
	6		3	0	3
			2	0	2



AM Peak Hour Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg 110
88	0	88		95	
1	0	1			
6	0	6		Vehicles Exiting Intersection	
0	0	0		15	
0	0	0			



Cars	0	0	0	93	6
Heavy	0	0	0	12	0
Total	0	0	0	105	6
Northbound					
Vehicles Entering Intersection	111		Vehicles Exiting Intersection	80	
Total Vehicles On Leg			191		

**SW Smith Rd & SH 51
Mountain Home, Idaho
Tuesday, July 23, 2024
PM Peak Hour**

Time	Southbound SH 51						Westbound SW Smith Rd						Northbound SH 51						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	0	31	26	6	0	63	0	1	0	6	0	7	0	0	29	4	0	33	0	1	0	0	0	1	104
4:30 PM	0	17	24	3	0	44	0	2	0	8	0	10	0	0	19	6	0	25	0	4	1	0	0	5	84
4:45 PM	0	34	26	3	0	63	0	3	1	1	0	5	0	0	25	2	0	27	0	1	0	0	0	1	96
5:00 PM	0	16	28	5	0	49	0	3	2	4	0	9	0	0	26	1	0	27	0	2	0	1	0	3	88
Peak Hour Total	0	98	104	17	0	219	0	9	3	19	0	31	0	0	99	13	0	112	0	8	1	1	0	10	372
PHF	0.000	0.721	0.929	0.708	0.000	0.869	0.000	0.750	0.375	0.594	0.000	0.775	0.000	0.000	0.853	0.542	0.000	0.848	0.000	0.500	0.250	0.250	0.000	0.500	0.894
Heavy Vehicle %	0.00%	1.02%	1.92%	5.88%	0.00%	1.83%	0.00%	0.00%	0.00%	10.53%	0.00%	6.45%	0.00%	0.00%	3.03%	0.00%	0.00%	2.68%	0.00%	0.00%	0.00%	100.00%	0.00%	10.00%	2.7%

Total Vehicles On Leg				345	
Vehicles Entering Intersection		219	Vehicles Exiting Intersection		126
Southbound					
Cars	16	102	97	0	0
Heavy	1	2	1	0	0
Total	17	104	98	0	0



Total Vehicles on Leg 30	Vehicles Entering Intersection 10	Eastbound	Cars	Heavy	Total
			0	0	0
	0		0	0	
	8		0	8	
	1		0	1	
Vehicles Exiting Intersection 20	0	1	1		



PM Peak Hour Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 31	Total Vehicles on Leg 143
17	2	19			
3	0	3			
9	0	9			
0	0	0			
0	0	0	Vehicles Exiting Intersection 112		



Cars	0	0	0	96	13
Heavy	0	0	0	3	0
Total	0	0	0	99	13
Northbound					
Vehicles Entering Intersection			112		
Vehicles Exiting Intersection			114		
Total Vehicles On Leg			226		

**S 5th West St & SW Smith Rd
Mountain Home, Idaho
Tuesday, July 23, 2024**

Time	Southbound S 5th West St						Westbound SW Smith Rd						Northbound S 5th West St						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	0	8	4	0	12	0	0	0	0	0	0	0	13	20	0	0	33	0	5	0	0	0	5	50
7:15 AM	0	0	8	2	0	10	0	0	0	0	0	0	0	9	13	0	0	22	0	11	0	0	1	11	43
7:30 AM	0	0	7	6	0	13	0	0	0	0	0	0	0	1	15	0	0	16	0	6	0	2	0	8	37
7:45 AM	0	0	9	5	0	14	0	0	0	0	0	0	0	4	22	0	0	26	0	7	0	0	0	7	47
Hourly Total	0	0	32	17	0	49	0	0	0	0	0	0	0	27	70	0	0	97	0	29	0	2	1	31	177
8:00 AM	0	0	8	1	0	9	0	0	0	0	0	0	0	1	10	0	0	11	0	9	0	0	2	9	29
8:15 AM	0	0	9	5	0	14	0	0	0	0	0	0	0	4	11	0	0	15	0	3	0	1	2	4	33
8:30 AM	0	0	6	2	0	8	0	0	0	0	0	0	0	5	20	0	0	25	0	4	0	3	0	7	40
8:45 AM	0	0	9	2	0	11	0	0	0	0	0	0	0	3	10	0	0	13	0	8	0	3	2	11	35
Hourly Total	0	0	32	10	0	42	0	0	0	0	0	0	0	13	51	0	0	64	0	24	0	7	6	31	137

**S 5th West St & SW Smith Rd
Mountain Home, Idaho
Tuesday, July 23, 2024**

Time	Southbound S 5th West St						Westbound SW Smith Rd						Northbound S 5th West St						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	22	7	0	29	0	0	0	0	0	0	0	1	12	0	0	13	0	7	0	6	0	13	55
4:15 PM	0	0	23	5	0	28	0	0	0	0	0	0	0	2	15	0	0	17	0	9	0	5	0	14	59
4:30 PM	0	0	25	4	0	29	0	0	0	0	0	0	0	1	8	0	0	9	0	14	0	8	0	22	60
4:45 PM	0	0	26	6	0	32	0	0	0	0	0	0	0	2	15	0	0	17	0	11	0	12	0	23	72
Hourly Total	0	0	96	22	0	118	0	0	0	0	0	0	0	6	50	0	0	56	0	41	0	31	0	72	246
5:00 PM	0	0	26	14	0	40	0	0	0	0	0	0	0	2	14	0	0	16	0	4	0	8	0	12	68
5:15 PM	0	0	30	11	0	41	0	0	0	0	0	0	0	2	14	0	0	16	0	12	0	9	0	21	78
5:30 PM	0	0	28	6	0	34	0	0	0	0	0	0	0	1	13	0	0	14	0	4	0	6	1	10	58
5:45 PM	0	0	19	10	0	29	0	0	0	0	0	0	0	1	22	0	0	23	0	6	0	5	0	11	63
Hourly Total	0	0	103	41	0	144	0	0	0	0	0	0	0	6	63	0	0	69	0	26	0	28	1	54	267

**S 5th West St & SW Smith Rd
Mountain Home, Idaho
Tuesday, July 23, 2024
AM Peak Hour**

Time	Southbound S 5th West St						Westbound SW Smith Rd						Northbound S 5th West St						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	0	8	4	0	12	0	0	0	0	0	0	0	13	20	0	0	33	0	5	0	0	0	5	
7:15 AM	0	0	8	2	0	10	0	0	0	0	0	0	0	9	13	0	0	22	0	11	0	0	1	11	
7:30 AM	0	0	7	6	0	13	0	0	0	0	0	0	0	1	15	0	0	16	0	6	0	2	0	8	
7:45 AM	0	0	9	5	0	14	0	0	0	0	0	0	0	4	22	0	0	26	0	7	0	0	0	7	
Peak Hour Total	0	0	32	17	0	49	0	0	0	0	0	0	0	27	70	0	0	97	0	29	0	2	1	31	
PHF	0.000	0.000	0.889	0.708	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.519	0.795	0.000	0.000	0.735	0.000	0.659	0.000	0.250	0.250	0.705	
Heavy Vehicle %	0.00%	0.00%	18.75%	5.88%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.57%	0.00%	0.00%	6.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Total Vehicles On Leg				148			
Vehicles Entering Intersection		49		Vehicles Exiting Intersection		99	
Southbound							
Cars	16	26	0	0	0	0	0
Heavy	1	6	0	0	0	0	0
Total	17	32	0	0	0	0	0



Total Vehicles on Leg 75	Vehicles Entering Intersection 31	Eastbound	Cars	Heavy	Total
			1	0	1
	0		0	0	
	Vehicles Exiting Intersection 44		29	0	29
			0	0	0
2		0	2		



AM Peak Hour Volumes

Total Vehicles on Leg 0	Westbound	Cars	Heavy	Total
		0	0	0
		0	0	0
		0	0	0
		0	0	0
Vehicles Entering Intersection 0	Vehicles Exiting Intersection 0	Total Vehicles on Leg 0		



Cars	0	0	27	64	0
Heavy	0	0	0	6	0
Total	0	0	27	70	0
Northbound					
Vehicles Entering Intersection			97		
Vehicles Exiting Intersection			34		
Total Vehicles On Leg			131		



**S 5th West St & SW Smith Rd
Mountain Home, Idaho
Tuesday, July 23, 2024
PM Peak Hour**

Time	Southbound S 5th West St						Westbound SW Smith Rd						Northbound S 5th West St						Eastbound SW Smith Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	0	25	4	0	29	0	0	0	0	0	0	0	1	8	0	0	9	0	14	0	8	0	22	60
4:45 PM	0	0	26	6	0	32	0	0	0	0	0	0	0	2	15	0	0	17	0	11	0	12	0	23	72
5:00 PM	0	0	26	14	0	40	0	0	0	0	0	0	0	2	14	0	0	16	0	4	0	8	0	12	68
5:15 PM	0	0	30	11	0	41	0	0	0	0	0	0	0	2	14	0	0	16	0	12	0	9	0	21	78
Peak Hour Total	0	0	107	35	0	142	0	0	0	0	0	0	0	7	51	0	0	58	0	41	0	37	0	78	278
PHF	0.000	0.000	0.892	0.625	0.000	0.866	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.850	0.000	0.000	0.853	0.000	0.732	0.000	0.771	0.000	0.848	0.891
Heavy Vehicle %	0.00%	0.00%	2.80%	0.00%	0.00%	2.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.96%	0.00%	0.00%	1.72%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.4%

Total Vehicles On Leg				234	
Vehicles Entering Intersection		142	Vehicles Exiting Intersection		92
Southbound					
Cars	35	104	0	0	0
Heavy	0	3	0	0	0
Total	35	107	0	0	0



Total Vehicles on Leg 120	Vehicles Entering Intersection 78	Eastbound	Cars	Heavy	Total
			0	0	0
	0		0	0	
	41		0	41	
	0		0	0	
Vehicles Exiting Intersection 42	37	0	37		



PM Peak Hour Volumes



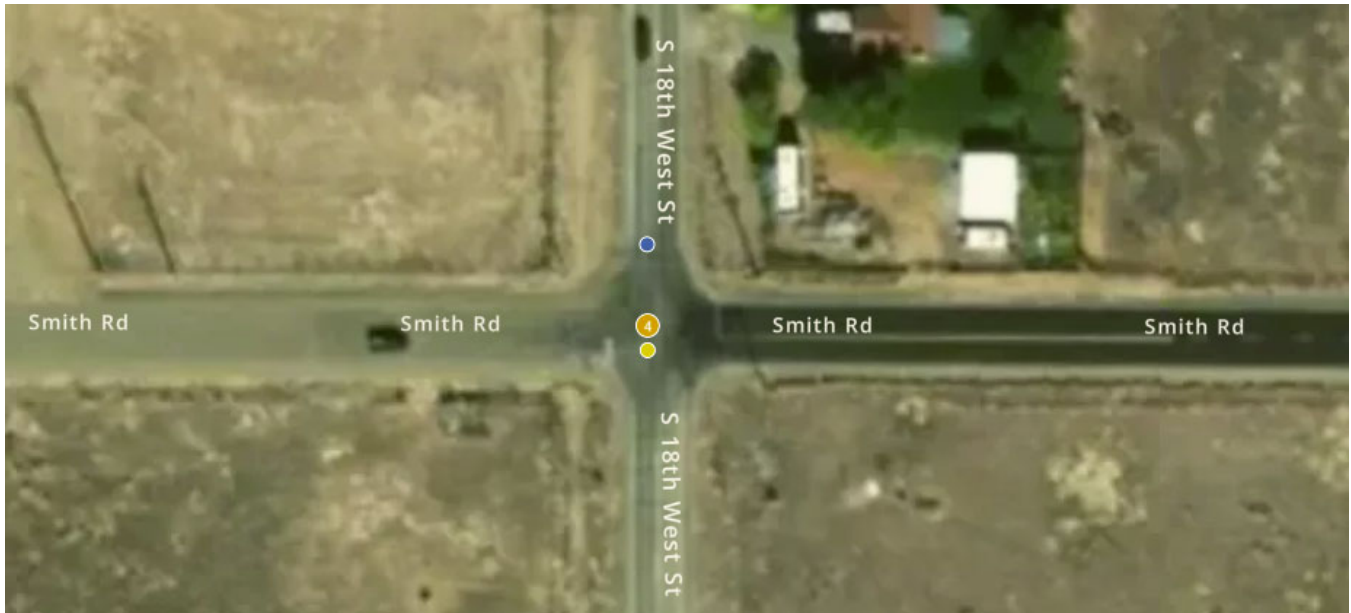
Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	0			
0	0	0			
0	0	0			
0	0	0			
0	0	0	Vehicles Exiting Intersection 0		



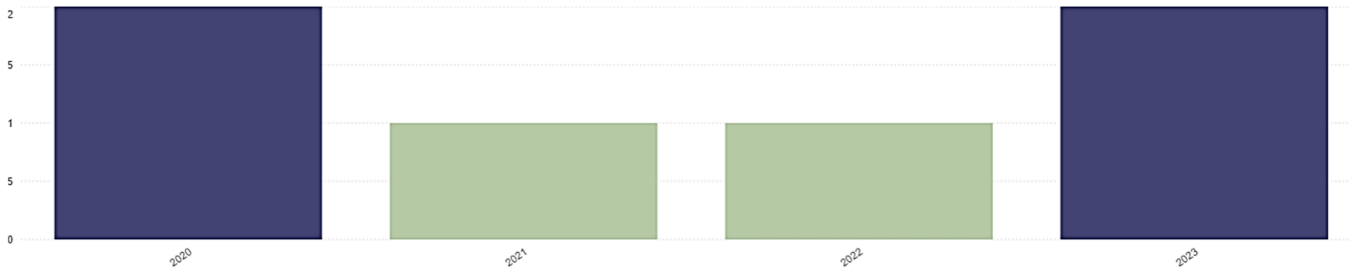
Cars	0	0	7	50	0	
Heavy	0	0	0	1	0	
Total	0	0	7	51	0	
Northbound						
Vehicles Entering Intersection			58	Vehicles Exiting Intersection		
				144		
Total Vehicles On Leg				202		

APPENDIX C: Intersection Crash Data

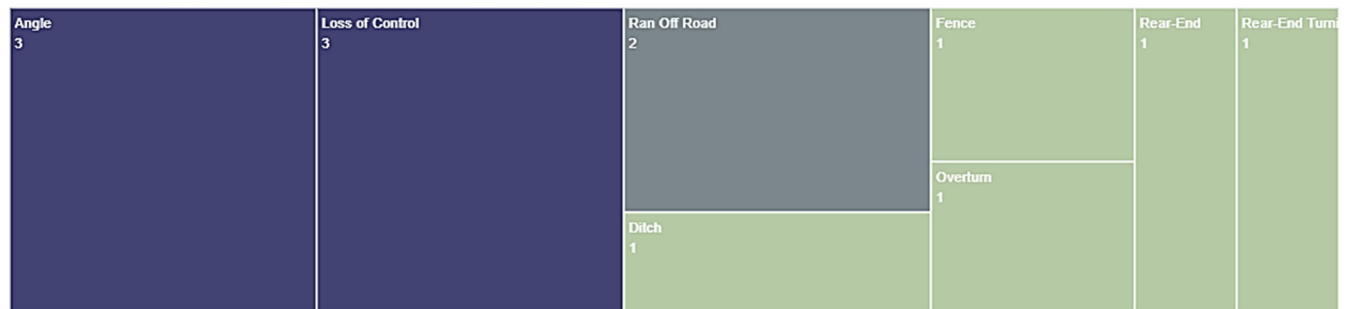
SW Smith Road & SH 51 Intersection 2019-2023 Crash Data



Crashes by Year



Crashes by Crash Type



Contributing Circumstances (All)	Total Crashes	
Failed to Yield	1	
Improper Overtaking	1	
Inattention	1	
None	6	
Other	1	
Speed Too Fast For Conditions	3	
Vision Obstruction	1	