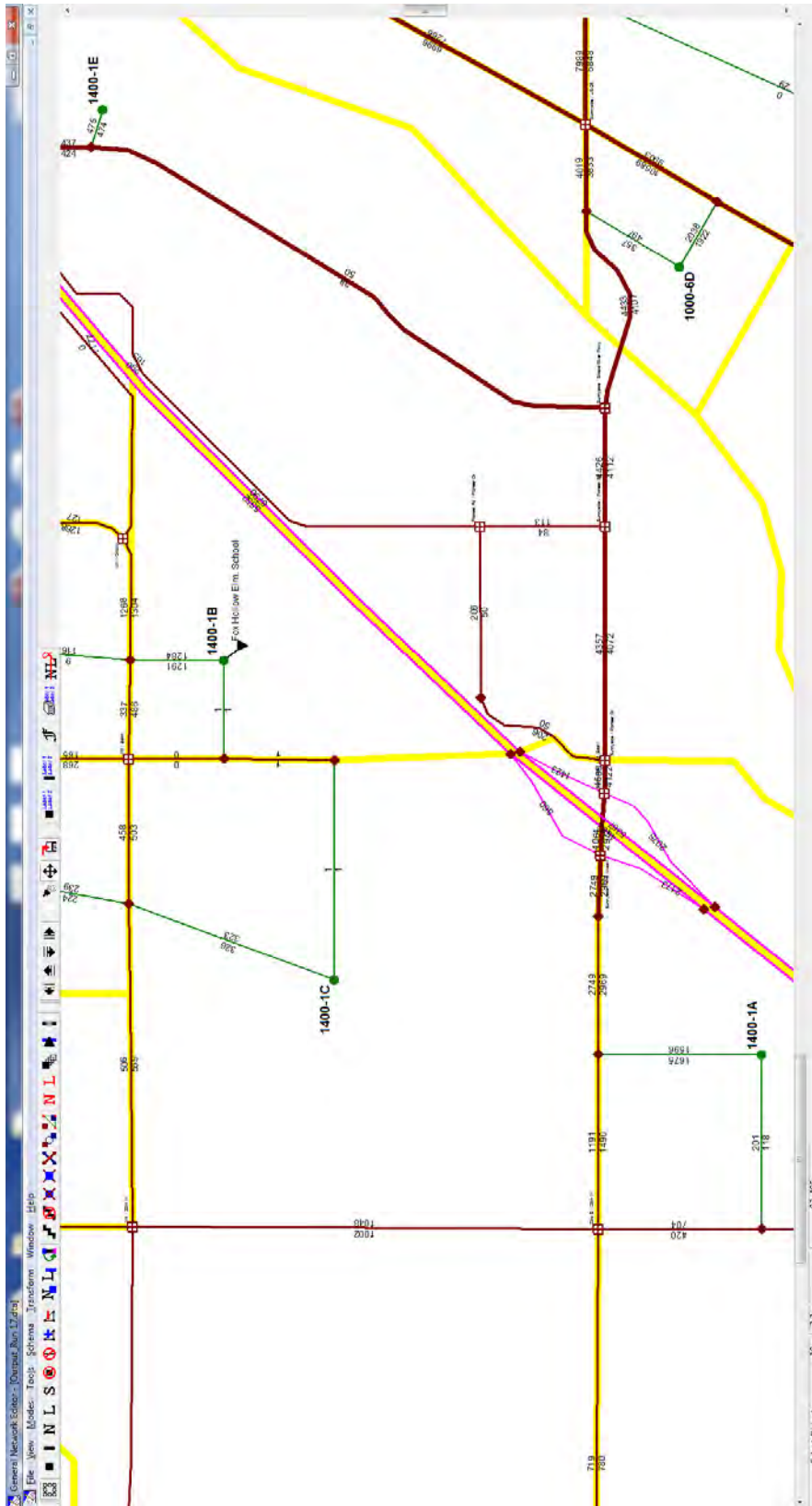


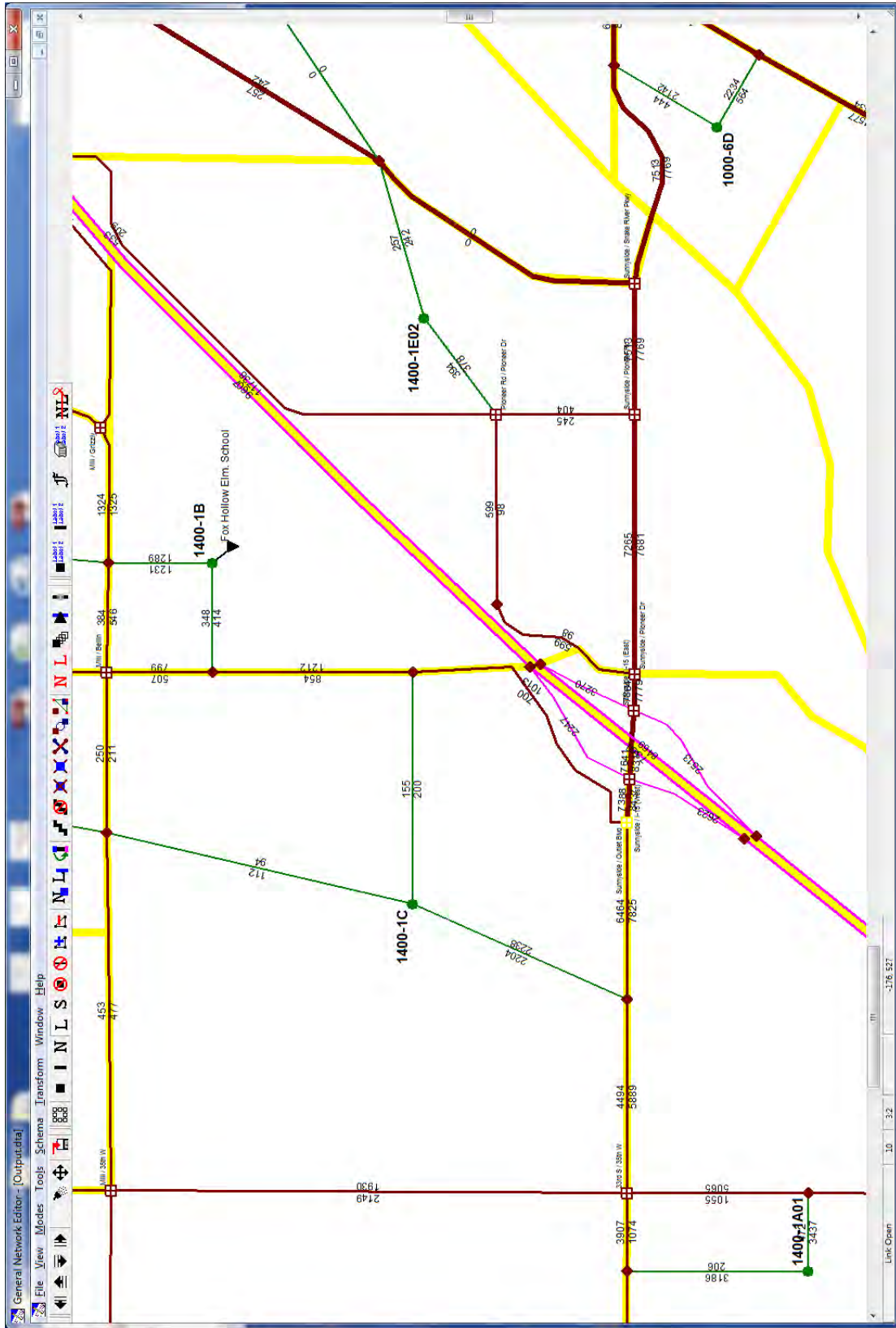
APPENDIX A

QRS II Model and Furness Iterative Process Data

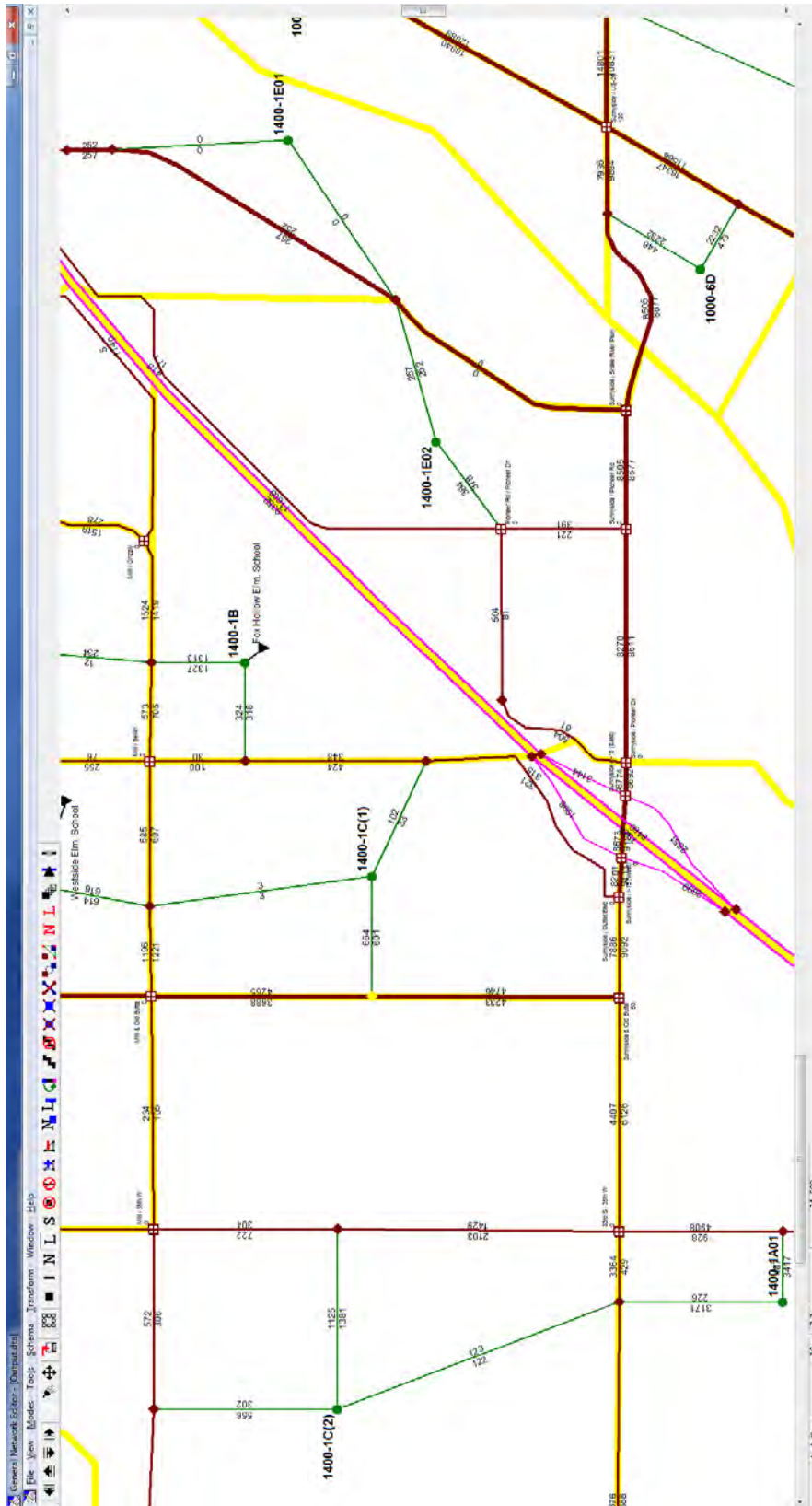
2008 Calibration - Geometry



2020 SCRC with Bellin- Geometry



2020 SCRC with Bellin and Old Butte



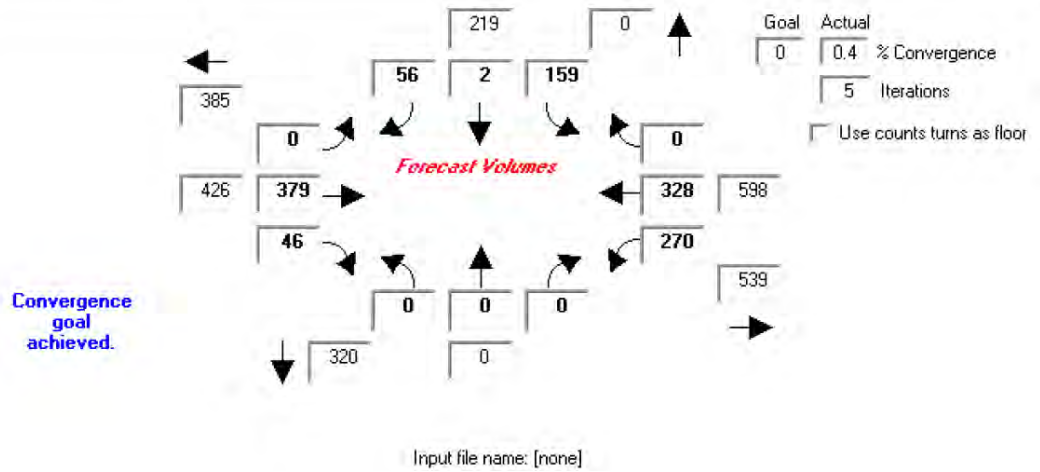
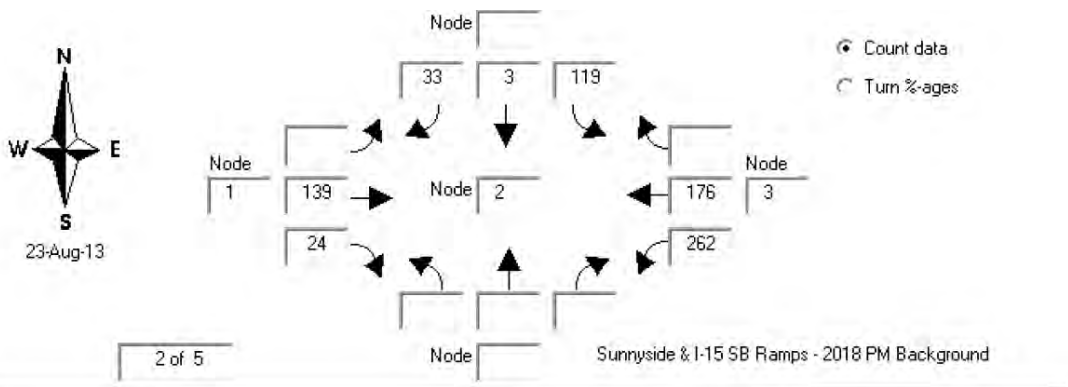
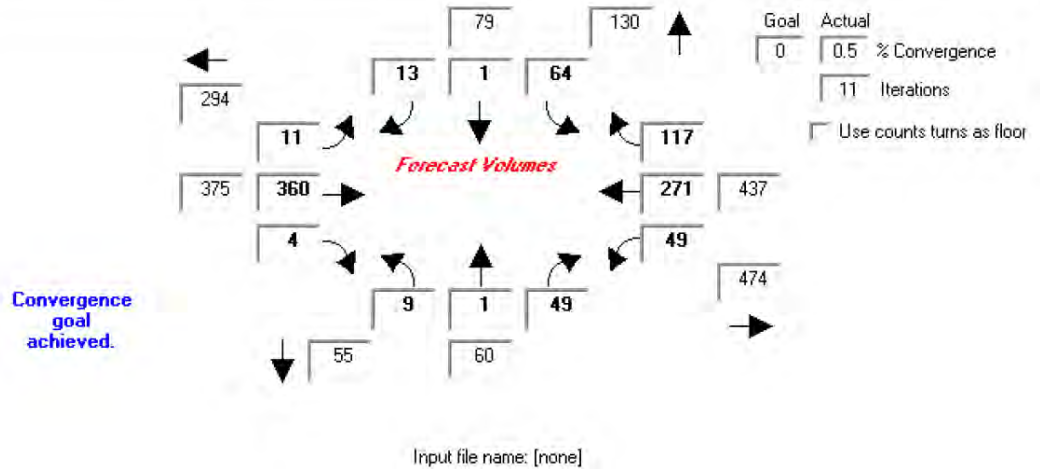
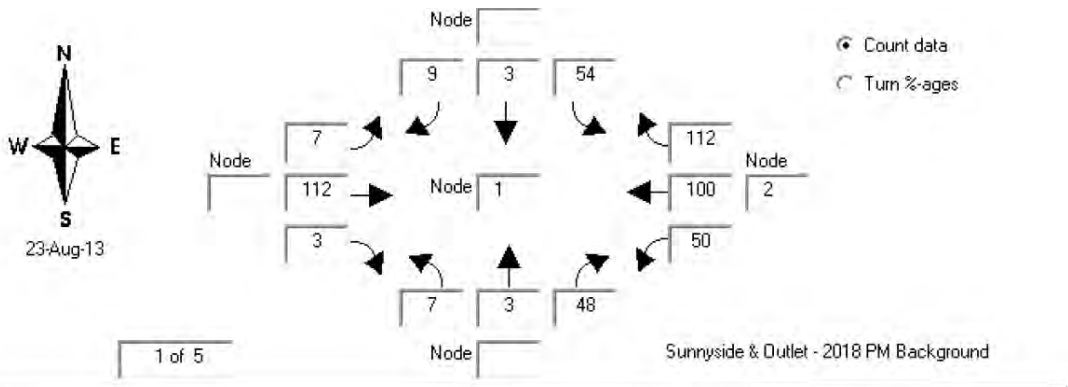
**Sunnyside Crossroads Center TIS
QRS II Existing Models**

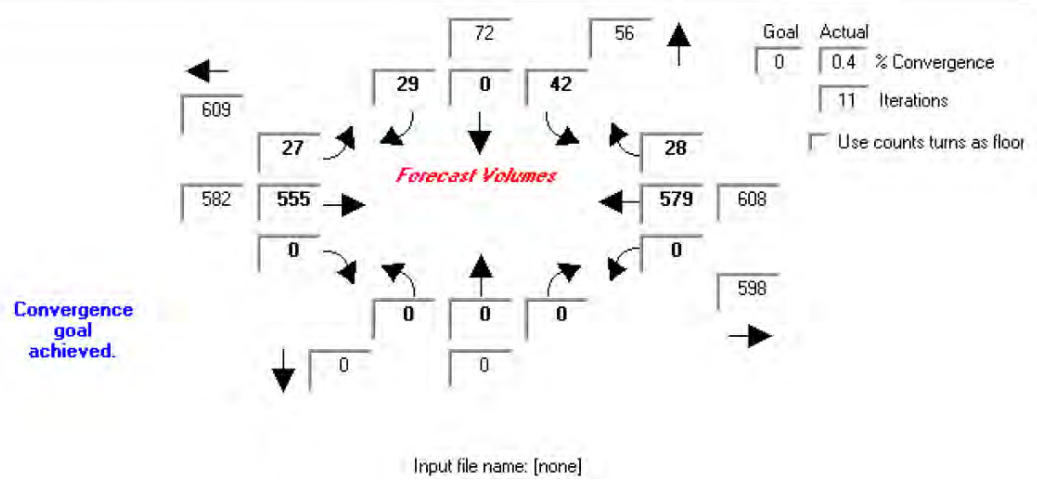
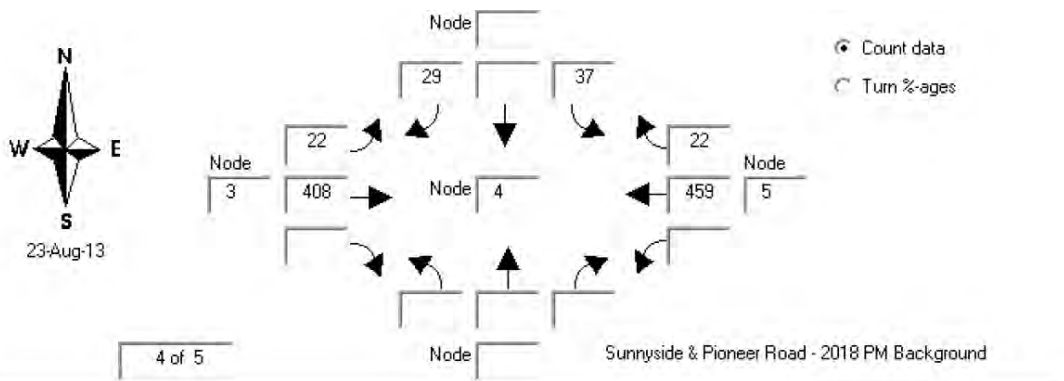
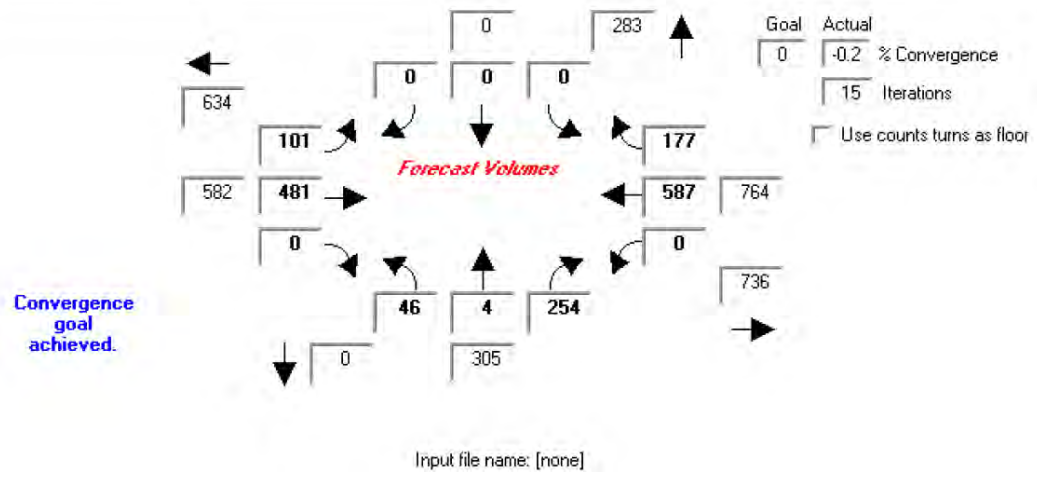
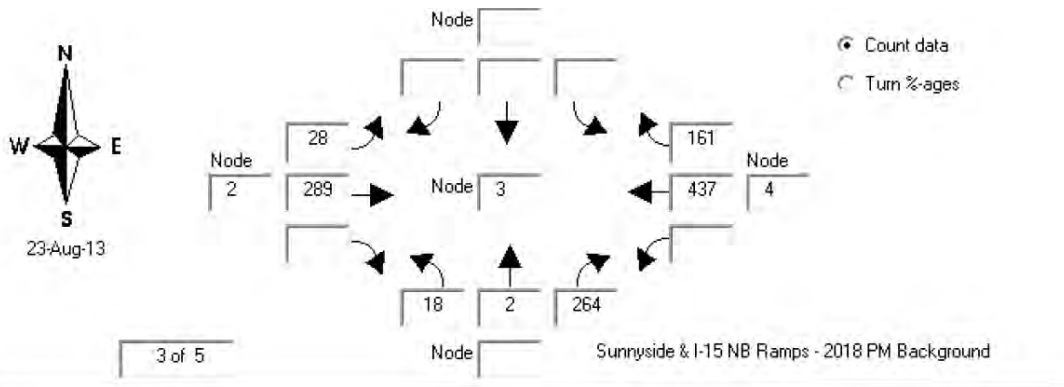
<u>Scenario by Zone</u>	<u>TAZ Ident</u>	<u>Retail Emp</u>	<u>Non-Retail Emp</u>	<u>Service Emp</u>	<u>DU's</u>
2008 SCRC North		0	3	21	65
2008 SCRC South		0	760	7	206
2008 SRL All		31	65	13	42
2020 SCRC North	1400-1C	345	66	250	321
2020 SCRC South*	1400-1A01	184	368	172	649
2020 SRL East	1400-1E01	226	128	304	80
2020 SRL West	1400-1E02	113	63	153	161

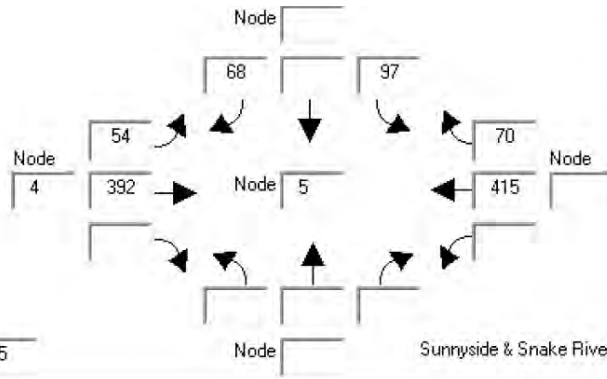
* = zone boundaries are significantly smaller than 2008

CHANGES FOR THE 2020 SCRC MODELS:

2008 SCRC North		0	3	21	65	assume no changes to 2008 model
2008 SCRC South		0	760	7	206	"
2008 SRL All		31	65	13	42	"
2020 SCRC North	1400-1C	125	0	125	321	retail: reduce 60 for restaurant and 160 for specialty shops; non-retail and service: reduce for new office park
2020 SCRC South*	1400-1A01	0	368	172	649	retail: new factory outlet
2020 SRL East	1400-1E01	0	0	0	0	SRL Pods 1 and 2 entirely
2020 SRL West	1400-1E02	38	21	52	55	assume SRL Pod 3 will take up 2/3 of this zone



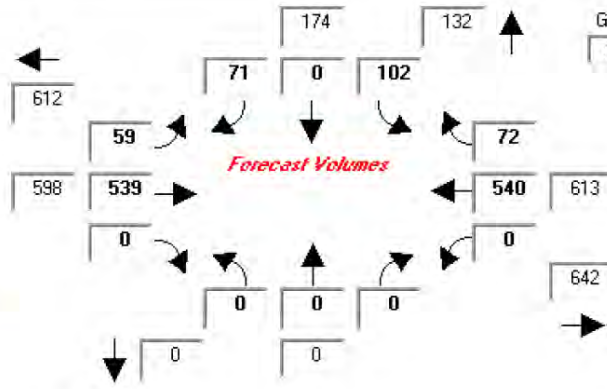




- Count data
- Turn %-ages

5 of 5

Sunnyside & Snake River - 2018 PM Background

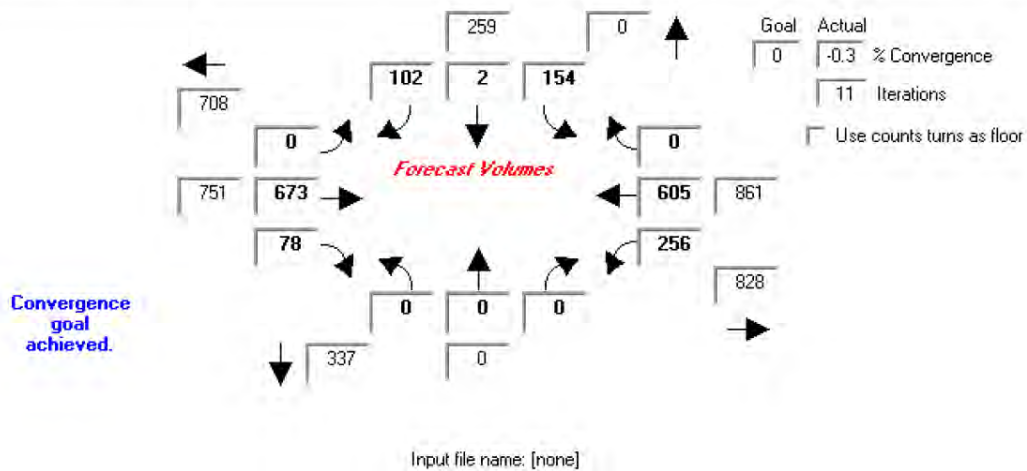
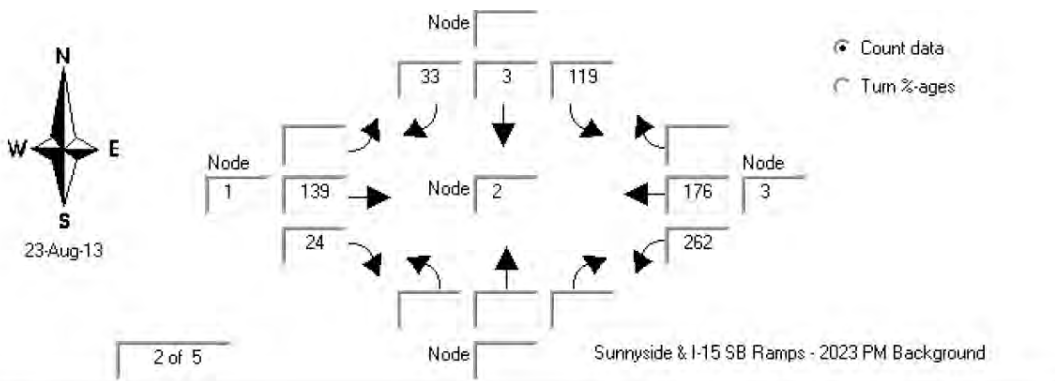
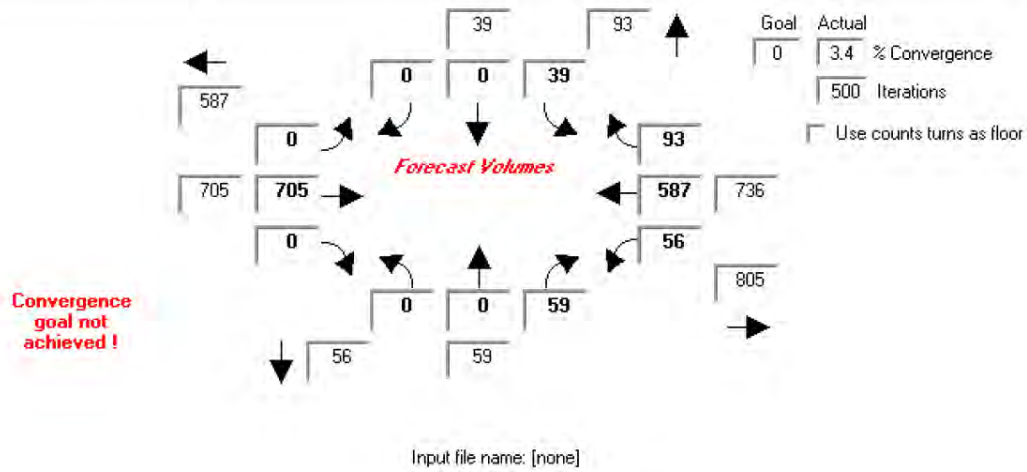
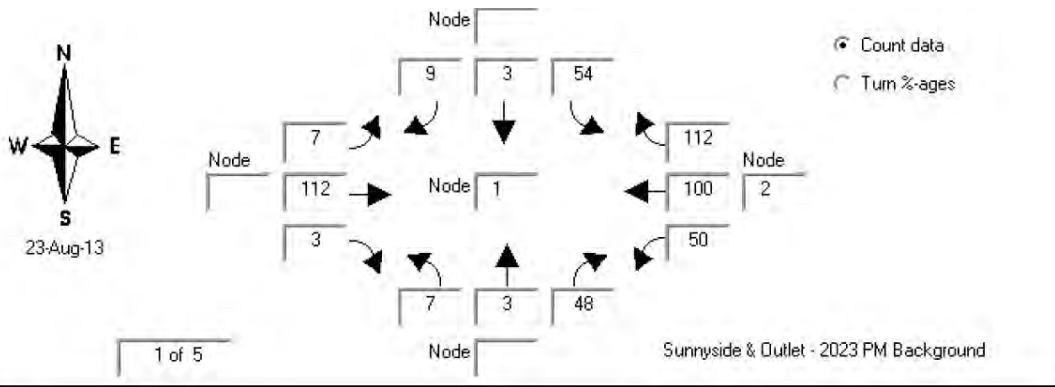


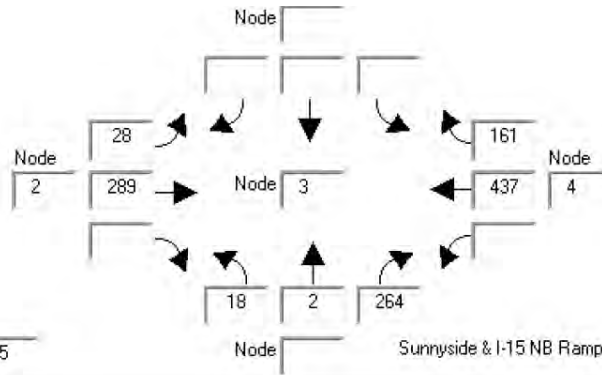
Goal	Actual	% Convergence
0	0.1	
3 Iterations		

Use counts turns as floor

Convergence goal achieved.

Input file name: [none]



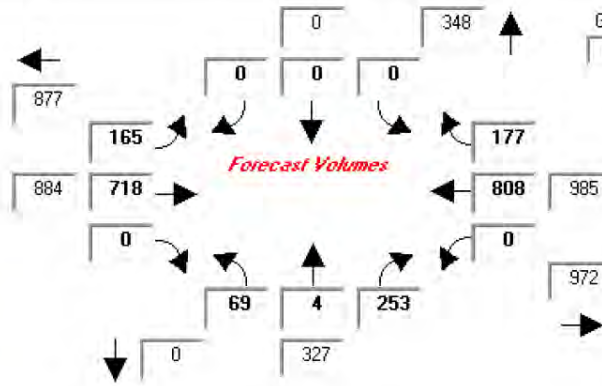


- Count data
- Turn %-ages

3 of 5

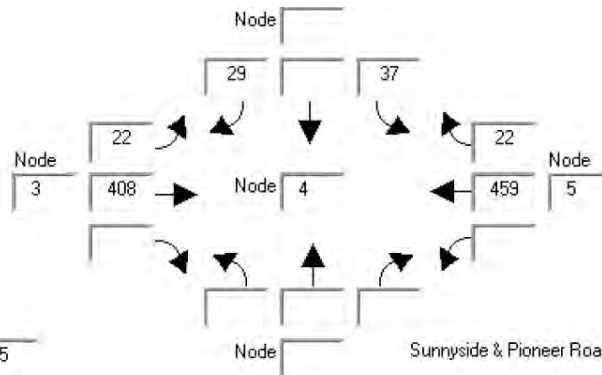
Sunnyside & I-15 NB Ramps - 2023 PM Background

Convergence goal achieved.



- | Goal | Actual |
|------|--------------------|
| 0 | -0.3 % Convergence |
| 15 | Iterations |
- Use counts turns as floor

Input file name: [none]

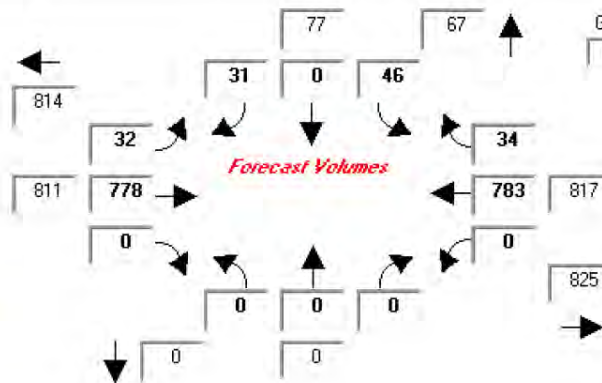


- Count data
- Turn %-ages

4 of 5

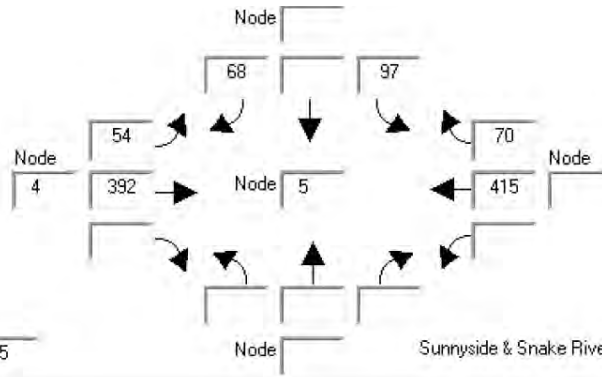
Sunnyside & Pioneer Road - 2023 PM Background

Convergence goal achieved.



- | Goal | Actual |
|------|-------------------|
| 0 | 0.5 % Convergence |
| 11 | Iterations |
- Use counts turns as floor

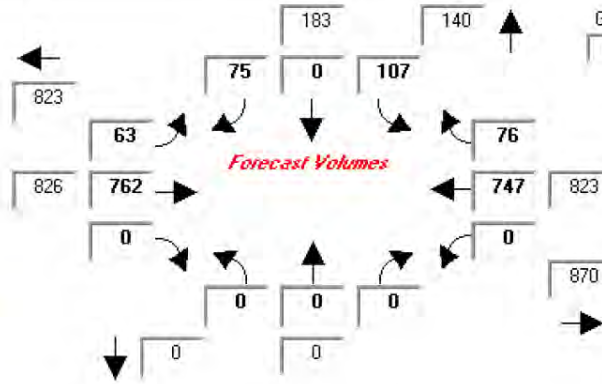
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- Count data
- Turn %-ages

5 of 5

Sunnyside & Snake River - 2023 PM Background



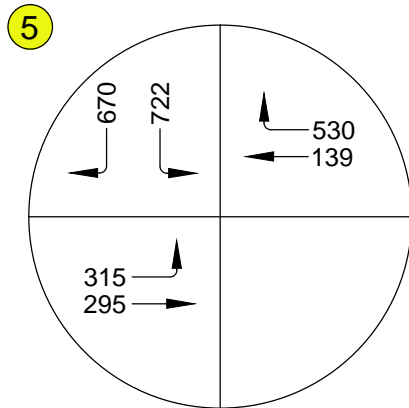
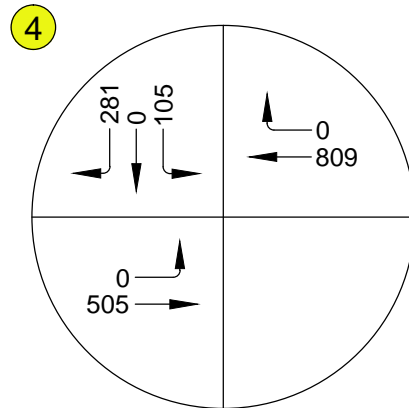
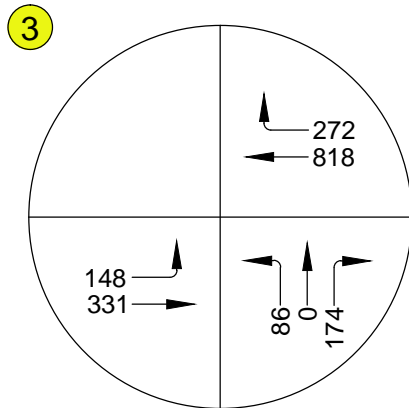
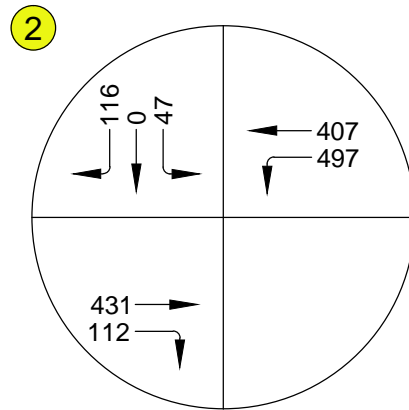
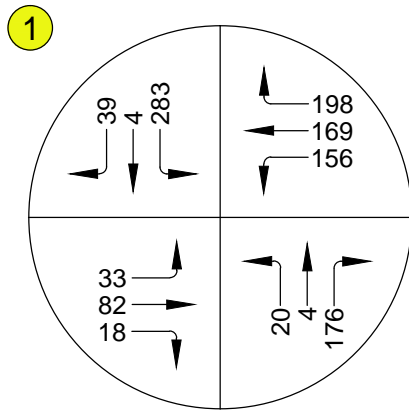
- | Goal | Actual | % Convergence |
|------|------------|---------------|
| 0 | 0.1 | |
| 4 | Iterations | |
- Use counts turns as floor

Convergence goal achieved.

Input file name: [none]

APPENDIX B

Traffic Projections from
Previous Traffic Impact Studies



COMBINED PROJECT TRAFFIC FROM
 - EAGLE RIDGE TIS (SNAKE RIVER LANDING TIS)
 - SUNNYSIDE CROSSROADS TIS UPDATE
 - IDAHO FALLS EVENT CENTER TIS

APPENDIX C

Trip Generation Calculations Technical Memorandum



Memorandum

To: Darrell West, BMPO

From: Stephen Lewis, P.E., PTOE; Keller Associates
Jeanne Mecham, P.E.; Keller Associates

Date: September 9, 2013

**Subject: Trip Generation Calculations;
Sunnyside Road Access Plan**



Keller Associates' staff has met with all agencies involved in this study (BMPO, Bonneville County, City of Idaho Falls and ITD), compiled traffic data from previously-studied development plans, and calculated expected development-generated traffic for the unstudied areas impacting Sunnyside Road between the future Old Butte Road extension and the Snake River Bridge. The purpose of this memo is to present our preliminary trip generation findings of the unstudied land, for concurrence and approval by BMPO before we begin more detailed tasks.

Potential traffic from currently-undeveloped land within the study area falls into two general categories:

Previously-Submitted Development Plans:

- Eagle Ridge Traffic Impact Study (Snake River Landing)—2004 TIS;
- Sunnyside Crossroads Center—2012 TIS; and
- Idaho Falls Event Center—2013 TIS Update

Unstudied Development¹:

- 36 acres of land within City Limits north of Sunnyside near I-15—it was assumed that the 20 acres owned by the City of Idaho Falls would not be developed, leaving 16 acres for development;
- Approximately 223 acres of land outside of City Limits north of Sunnyside between I-15 and Snake River Landing; and
- Approximately 427 acres of land outside City Limits south of Sunnyside between I-15 and the river.²

¹ All potential unstudied developments are located east of I-15; no potential developments west of I-15 were identified by the agencies.

² Of the potential development land south of Sunnyside Road and north of York Road, it was assumed that the northern two-thirds (427 acres) would access Sunnyside Road, and southern one-third would access York Road.

Detailed information about potential land uses for the unstudied development areas was not available. In order to facilitate this study and solely for estimated trip generation purposes, it was assumed that these previously-unstudied areas would be developed similarly to the mixed-use Snake River Landing area, as detailed in the Eagle Ridge Traffic Impact Study³. Trip generation data in the Eagle Ridge study is broken down by land use— some of which includes acreages and some does not. The land uses with acreages include Financial District, Specialty Retail, Recreation Center, High Tech Office District, Residential (Townhomes), Shopping Center, Automobile Dealership, Ryder Park, Cabela World, and Residential (Single Family)⁴. The trips generated by all phases and parts of Snake River Landing were combined and then used to create trip generation rates for all the adjacent undeveloped land, as presented in Table 1.

TABLE 1
 Combined Trip Generation from all Land Uses within the Eagle Ridge Traffic Impact Study

Total Acres	Generated Trips			
	Daily	AM Peak Hour	PM Peak Hour	PM Peak Pass-By ⁵
269	37,658	2,138	3,566	341
Rate per Acre	139.99	7.95	13.26	10%

Using the average Snake River Landing rates calculated in Table 1, expected traffic volumes were generated for the unstudied, developable land north and south of Sunnyside Road. These traffic data are presented in Tables 2 and 3.

TABLE 2
 Expected Trip Generation from Unstudied Land— NORTH of Sunnyside Road

Location	Acres	Generated Trips			
		Daily	AM Peak Hour	PM Peak Hour	Pass-By
County	223	31,218	1,772	2,956	10%
City	16	2,240	127	212	10%
Total Site Traffic		33,458	1,900	3,168	
Less Pass-by Trips		-3,346	-190	-317	
New External Trips⁶		30,112	1,710	2,851	

³ While the ITE Trip Generation manual has estimated trip rates for many different types of land uses, there have not been studies or rates developed for large acreage, mixed-used development areas. Our attempts to use standard ITE rates for this study (without definite planned land uses) led to traffic volumes that we determined to be much higher than what seemed reasonable. Therefore, we used the existing Snake River Landing development traffic projections as a template for the adjacent areas, north and south of Sunnyside Road.

⁴ Trip generation rates used in the Eagle Ridge TIS are from the 6th edition of ITE's Trip Generation Manual, which are comparable to the current 9th edition.

⁵ Pass-by trips are those attracted to the site from existing traffic on adjacent streets.

⁶ For purposes of this study, we estimate that 40% of the previously-unstudied land would be developed by 2018 and the remaining 60% by 2023.

TABLE 3
Expected Trip Generation from Unstudied Land— SOUTH of Sunnyside Road

Location	Acres	Generated Trips			
		Daily	AM Peak Hour	PM Peak Hour	Pass-By
County	427	59,777	3,394	5,661	10%
Less Pass-by Trips		-5,978	-339	-566	
New External Trips		53,799	3,055	5,095	

APPENDIX D

Letters Submitted by ITD to
Sunnyside Road Development Public Hearing Comments



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 97
Rigby, ID 83442-0097

(208) 745-7781
itd.idaho.gov

May 8, 2013

Attn: Steve Serr
Bonneville County
605 N. Capital Ave.
Idaho Falls, ID 83402

RE: Public Hearing for WATS Development Subdivision

Dear Mr. Serr:

This letter is in response to a notice of public hearing on May 15, 2013 that the Idaho Transportation Department (ITD) received for WATS Development Subdivision. ITD is concerned specifically about the layout of a proposed "Gem State Drive" which shows a new connection to Sunnyside Road 461.47 feet east of "South Pioneer Road". ITD would like to notify you that this access to Sunnyside road has not been permitted nor approved by ITD.

ITD has always strived to improve safety and mobility on the State Highway System. One method to improve safety and mobility is to set standards on access and encroachment to our facilities.

I-15B/US26 from MP 103.831 to MP 104.821, better known as Sunnyside Road from I-15 to the Snake River, is a State Highway that that was constructed in 2006. Thus, per IDAPA 39.03.42, the Department shall retain the authority to issue all encroachment permits on the State Highway System. This route is classified as a Principal Arterial, and further identified as an inner belt route by the Bonneville Metropolitan Planning Organization's (BMPO) 2035 Long Range Transportation Plan which was approved and adopted in May 2011 and by BMPO's Access Management plan dated July 2012.

I feel there is a need for ITD, Bonneville County, City of Idaho Falls, and the BMPO to discuss the overall access plan to this section of highway. ITD encourages all local municipalities to coordinate planning and zoning with the encroachment policies to the State Highway System so land owners and developers are not unknowingly permitted to develop or subdivide without a proper plan to access the development.

If you could please include this letter as ITD's comments to this public hearing. If you have any further questions, please contact me at (208)745-5630.

Sincerely,

A handwritten signature in blue ink that reads "Ben Burke".

Ben Burke P.E.
District Six Traffic Engineer

cc: Bonneville County Commissioners
Bonneville Metropolitan Planning Organization

BB:ms



IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 97
Rigby, ID 83442-0097

(208) 745-7781
itd.idaho.gov

July 19, 2013

BCC: DE, EM, DTE file, rf

Attn: Steve Serr
Bonneville County
605 N. Capital Ave.
Idaho Falls, ID 83402

RE: Public Hearing for rezoning of the Rex Meikle Estate and Lynn Smith.

Dear Mr. Serr:

This letter is in response to a notice of public hearing on July 31, 2013 that the Idaho Transportation Department (ITD) received for of the Rex Meikle Estate and Lynn Smith. While ITD has no objection to the rezoning request, we would like to notify you that access to Sunnyside road has not been established.

ITD has always strived to improve safety and mobility on the State Highway System. One method to improve safety and mobility is to set standards on access and encroachment to our facilities.

I-15B/US26 from MP 103.831 to MP 104.821, better known as Sunnyside Road from I-15 to the Snake River, is a State Highway that was constructed in 2006. Thus, per IDAPA 39.03.42, the Department shall retain the authority to issue all encroachment permits on the State Highway System. This route is classified as a Regional Route, and further identified as an inner belt route by the Bonneville Metropolitan Planning Organization's (BMPO) 2035 Long Range Transportation Plan which was approved and adopted in May, 2011 and by BMPO's Access Management plan dated July, 2012.

With this zoning change request, the recent zone change with properties, and the future City of Idaho Falls Convention Center, I feel there is a need for both our agencies to discuss the overall access plan to this section of highway. ITD encourages all local municipalities to coordinate planning and zoning with the encroachment policies to the State Highway System so land owners and developers are not unknowing permitted to develop or subdivide without a proper plan to access the development.

If you could please include this letter as ITD's comments to this public hearing. If you have any further questions, please contact me at (208)745-5630.

Sincerely,

Ben Burke P.E.
District Six Traffic Engineer

cc: Bonneville County Commissioners
Bonneville Metropolitan Planning Organization

BB:

APPENDIX E

ITD-606 Access Control Determination
Sunnyside IC to I-15B, Idaho Falls

ITD 0606 (Rev. 8/01)

ACCESS CONTROL DETERMINATION



Project Number	IM-NH-15-3(106)113	Key Number	7771	District	6		
Location Sunnyside IC to I-15B, Idaho Falls							
Route Number	I-15B	Functional Classification	Principal Arterial (Multiple-Lane)				
Design Year	2025	ADT	27639	DHV	3317		
				Design Speed	90 KPH		
ACCESS CONTROL							
Limits			Type				
Sunnyside IC to Bellin Road			Full Control - Type V				
Sta. 484+33 to Sta. 488+78							
Bellin Road to Yellowstone Hwy			Partial Control - Type IV				
Sta. 488+78 to Sta. 510+89							
REMARKS							
<p>Partial Control (Type IV): Public access will be as follows: South Bellin Road sta. 488 +78.491; 2100 West sta. 496+80.982. Future Eagle Ridge Road sta. 500+83.318 based on approved Transportation Impact Study which demonstrates that a new public approach will maintain system capacity, safety and efficiency, maximize signal progression, and minimize delays to the traveling public.</p> <p>Private approaches will be as follows:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> 507+22.9 Rt. W = 4.2m Urban Commercial 507+64.5 Rt. W = 6.0m Urban Commercial 508+07.8 Rt. W = 9.0m Urban Commercial 508+21.8 Lt. W = 15.3m Urban Commercial 508+26.5 Rt. W = 9.0m Urban Commercial 508+44.2 Lt. W = 5.0m Urban Commercial 508+60.4 Rt. W = 12.0m Urban Commercial 508+75.0 Lt. W = 6.0m Urban Commercial 509+18.7 Rt. W = 9.0m Urban Commercial 509+46.4 Lt. W = 6.0m Urban Commercial 509+55.3 Rt. W = 9.0m Urban Commercial </td> <td style="width: 50%; border: none;"> 509+75.4 Lt. W = 6.0m Urban Commercial 510+04.9 Lt. W = 9.0m Urban Commercial 510+57.4 Lt. W = 5.9m Urban Commercial </td> </tr> </table>						507+22.9 Rt. W = 4.2m Urban Commercial 507+64.5 Rt. W = 6.0m Urban Commercial 508+07.8 Rt. W = 9.0m Urban Commercial 508+21.8 Lt. W = 15.3m Urban Commercial 508+26.5 Rt. W = 9.0m Urban Commercial 508+44.2 Lt. W = 5.0m Urban Commercial 508+60.4 Rt. W = 12.0m Urban Commercial 508+75.0 Lt. W = 6.0m Urban Commercial 509+18.7 Rt. W = 9.0m Urban Commercial 509+46.4 Lt. W = 6.0m Urban Commercial 509+55.3 Rt. W = 9.0m Urban Commercial	509+75.4 Lt. W = 6.0m Urban Commercial 510+04.9 Lt. W = 9.0m Urban Commercial 510+57.4 Lt. W = 5.9m Urban Commercial
507+22.9 Rt. W = 4.2m Urban Commercial 507+64.5 Rt. W = 6.0m Urban Commercial 508+07.8 Rt. W = 9.0m Urban Commercial 508+21.8 Lt. W = 15.3m Urban Commercial 508+26.5 Rt. W = 9.0m Urban Commercial 508+44.2 Lt. W = 5.0m Urban Commercial 508+60.4 Rt. W = 12.0m Urban Commercial 508+75.0 Lt. W = 6.0m Urban Commercial 509+18.7 Rt. W = 9.0m Urban Commercial 509+46.4 Lt. W = 6.0m Urban Commercial 509+55.3 Rt. W = 9.0m Urban Commercial	509+75.4 Lt. W = 6.0m Urban Commercial 510+04.9 Lt. W = 9.0m Urban Commercial 510+57.4 Lt. W = 5.9m Urban Commercial						
RECOMMENDED BY							
District Engineer			Date 3-26-03				
District Traffic Engineer			Date 3/26/03				
District R/W Supervisor			Date 3/29/03				
HQ Traffic Engineer			Date 4/4/03				
Roadway Design Engineer			Date 4/7/03				
APPROVED BY							
ACE (D)			Date 04/07/03				

Distribution: Original - Transportation Planning Administrator,
 Copies - HQ Traffic Roadway Design PDE District 6 Right of Way District 6 Traffic District 6

APPENDIX F

Cooperative Agreement between
ITD and Sunnyside LLC

COOPERATIVE AGREEMENT
IM-NH-15-3(106)113
SUNNYSIDE IC TO I 15B, IDAHO FALLS
BONNEVILLE COUNTY
KEY NO. 7771

PARTIES

THIS AGREEMENT is made and entered into this 4 day of March, 2004, by and between the **IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the **STATE**, and **SUNNYVIEW, LLC**, an Idaho limited liability company, hereafter called the **DEVELOPER**.
Boill Vent

PURPOSE

The **DEVELOPER** has requested that an approach be constructed off Sunnyside Road at the new Eagle Ridge Road during construction of this project, as shown on the attached Exhibit A. The **STATE** has agreed to provide that approach, so long as the **DEVELOPER** is willing to pay the design and construction costs, and agree to pay for the cost of a future traffic signal at that intersection when warranted. The purpose of this agreement is to set out the responsibility of the parties in design, construction and maintenance of the work.

The Parties agree as follows:

SECTION I. That the **STATE** will:

1. As part of the Sunnyside IC to I 15B project, design and construct the approach as shown on Exhibit A. Design of the approach shall be in accordance with ASSHTO Standards and the Idaho Transportation Department (ITD) Design Manual. Construction shall be administered in accordance with the Standard Specifications for Highway Construction, Federal Highway Administration regulations, and the ITD Contract Administration Manual.
2. Obtain approval of the **DEVELOPER** for the plans, specifications and engineer's estimates for the approach prior to request for bids or solicitation for estimates.
3. Maintain and require its design consultants to keep and maintain records relating to time spent and costs incurred in the design of the approach, and submit an invoice to the **DEVELOPER** if additional funds are required for the design.
4. If the approach design and specifications are completed and approved by the **DEVELOPER** in time to include the approach work in the bid solicitation for the project, the **STATE** will do so. Bidding documents will be prepared in such a manner so as to provide for identification of all amounts bid for construction of the approach. The bidding documents will also be prepared in a manner that puts the bidder on notice that the **STATE** may, at its sole option, include in its bid evaluation the amounts bid for the construction of the approach. The **STATE** will

ROADWAY DESIGN

REGISTER NO. 4735

sk

award a contract for construction of the project, based on the successful low bid, if the bid does not exceed the STATE'S estimate of cost of construction by more than ten (10) percent.

5. Upon opening of bid and prior to award of the construction contract, the STATE shall provide the DEVELOPER with a copy of the successful low bid on the project. If the bid amount for the approach work exceeds the engineer's estimate by more than ten (10) percent, the DEVELOPER shall have the option to not proceed with the approach construction by notifying the STATE in writing within ten (10) days of its receipt of the bid information. In this event, the Parties obligations with regard to the actual construction of the approach contained herein shall be terminated.
6. If at the time the STATE advertises for bid of the project, the plans and specifications for the approach work are not complete and finalized, the STATE will incorporate the plans and specifications for the approach into the STATE'S project as a change order during construction. The STATE will provide the DEVELOPER with a copy of the change order for approval prior to execution by the STATE and the contractor.
7. Properly supervise and administer the construction of all work associated with the construction of the approach. The STATE will monitor and inspect all aspects of the construction work for the approach in accordance with prudent contract administration and good engineering practices, and shall keep and maintain all records associated with such inspection. The STATE may designate a resident engineer and other personnel, as the STATE deems necessary, to supervise and inspect construction of the project in accordance with the plans and specifications in the manner required by applicable state and federal regulations. This engineer, or his authorized representatives, will prepare all monthly and final contract estimates and change orders, and submit all change orders related to the approach to the DEVELOPER for its concurrence.
8. Maintain complete accounts of all project funds received and disbursed, in accordance with standard practices of the STATE on federal-aid projects.
9. Upon completion of the project, after all costs have been accumulated, provide a statement to the DEVELOPER summarizing the estimated and actual costs for design and construction, indicating an adjustment for or against the DEVELOPER. Any excess funds transmitted by the DEVELOPER and not required will be returned.
10. Upon completion of the project, assume maintenance of the newly built approach lying within the STATE'S right-of-way.
11. Indemnify, save harmless and defend regardless of outcome the DEVELOPER from expenses of and against suites, actions, claims, including costs, expenses and attorney fees that may be incurred by reason of any act or omission, neglect or misconduct of the STATE in the performance of the work.

12. In the event any portion of the approach work that is not located within the **STATE's** right-of-way appears to deviate in any material respect from the approved construction plans or improvement drawings for the approach, the State will cooperate with and assist the **DEVELOPER** in resolving such construction defects with the contractor. If such efforts do not resolve the matter to the satisfaction of the **DEVELOPER** and litigation becomes necessary, then the **STATE** will assign its rights in the construction contract, and any warranties therein to the **DEVELOPER** to the extent necessary for the **DEVELOPER** to pursue legal action against the contractor to enforce the contractor's compliance with the contract documents pertaining to such portion of the approach. The **STATE** will also cooperate with the **DEVELOPER** and make available all inspection reports, tests, analysis or other records pertaining to such construction defect.

SECTION II. That the **DEVELOPER** will:

1. Upon execution of this Agreement, pay to the **STATE** the sum of \$32,797.29, estimated to be the amount required for design of the approach at Sunnyside and Eagle Ridge Road. If additional funds are necessary for the completion of this work, the **DEVELOPER** will remit a check to the **STATE** promptly upon receipt of an invoice from the **STATE** which shall include a detailed breakdown of such additional costs.
2. Upon receipt of the final construction plans and specifications, and the engineer's estimate showing the amount of funds estimated for construction of the approach, pay to the **STATE** that amount. The **STATE** shall have no obligation to proceed with a contract for construction of the approach until the estimated cost of construction is remitted by the **DEVELOPER**.
3. Authorize the **STATE** to administer the project. In the event the resident engineer determines that any change or deviation from the approved plans and specifications for the approach is reasonably necessary for completion, the **DEVELOPER** agrees to approve and authorize any necessary change orders sufficient to require the contractor to make such construction changes, provided, in no event shall the **DEVELOPER** have any obligation to approve any change order which causes the total of the approach work cost to exceed the bid amount by more than ten (10%) percent.
4. The **DEVELOPER** will designate an authorized representative to act on the **DEVELOPER'S** behalf regarding action on change orders. The initial authorized representatives are Allen Ball and Courtney Liddiard, Phone No. (208) 523-3794.
5. When change orders and necessary supporting documents are submitted by the **STATE** for approval pursuant to Section I, Paragraph 6, and Section II, Paragraph 3, the **DEVELOPER** or its authorized representative shall give

approval of same as soon as possible, but no later than ten (10) calendar days after receipt of the change order. If approval is delayed, any claims due to that delay shall be the responsibility of the **DEVELOPER** provided that the **DEVELOPER** shall not be responsible for any delay as a result of the **STATE's** failure to provide timely submittals to the **DEVELOPER**.

6. Upon receipt of the statements referred to in Section I, Paragraphs 3 and 9 indicating an adjustment in cost against the **DEVELOPER**, promptly remit to the **STATE** payment in that amount.
7. As a condition of approval of this approach by the **STATE**, the **DEVELOPER** agrees to fully fund the design and construction of a traffic signal at the intersection of Sunnyside Road and Eagle Ridge Road at such time in the future when a traffic signal shall be warranted in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways. A separate agreement will be entered into between the parties at that time for the purpose of implementation.
8. **DEVELOPER** shall grant to the **STATE** a right of entry to enter upon such portions of the **DEVELOPER'S** property as is necessary to complete the approach construction and any necessary adjustments to the bike path necessitated by the installation of the approach. In addition, the **DEVELOPER** agrees to dedicate or grant to the City of Idaho Falls such additional right-of-way that may be needed to adjust or relocate the bike path as a result of the approach construction.
9. Indemnify, save harmless and defend regardless of outcome the **STATE** from expenses of and against suits, actions, claims or losses of every kind, nature and description, including costs, expenses and attorney fees that may be incurred by reason of any act or omission, neglect or misconduct of the **DEVELOPER** in the maintenance of the work.

SECTION III. All parties agree as follows:


1. Checks for funds owed by the **DEVELOPER** shall be made payable to the "Idaho Transportation Department", and mailed to the District Six Office at PO Box 97, Rigby, ID 83442-0097.
2. That this Agreement shall become effective on the first date mentioned above, and shall remain in full force and effect until amended or replaced upon the mutual consent of the **STATE** and the **DEVELOPER**.

EXECUTION

This Agreement is executed for the **STATE** by its Assistant Chief Engineer; and executed for the **DEVELOPER** by its authorized representative.

IDAHO TRANSPORTATION DEPARTMENT

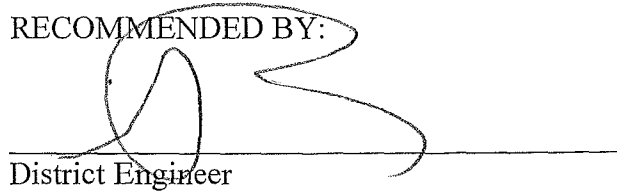
APPROVED


Assistant Chief Engineer (Development)

APPROVED AS TO FORM:



Deputy Attorney General

RECOMMENDED BY:


District Engineer

SUNNYVIEW, LLC

By: Allen Ball, TTEE


Allen Ball, acting not individually but as
Trustee of the Allen Ball and Connie Ball
Living Trust created under Trust Agreement
Dated January 6, 1990

KB
ghm

APPENDIX G

Public Open House Presentation Boards



Welcome

to the Sunnyside Road
Access Plan
Public Open House

This study is being conducted
jointly by:

- Bonneville Metropolitan
Planning Organization
- Bonneville County
- City of Idaho Falls
- Idaho Transportation
Department

History and Purpose

The Sunnyside Road corridor in the vicinity of I-15 has been under considerable development pressure and rapidly increasing traffic volumes since its construction in 2007.

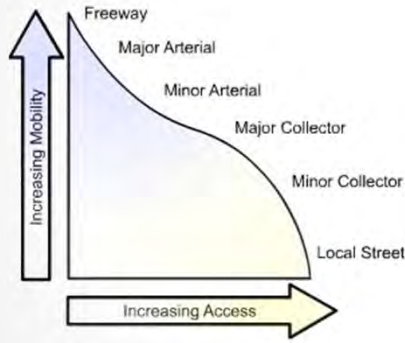
**Average Daily Traffic (vehicles)
during the month of August:**

2007	2008	2009	2010	2011	2012
4,081	7,646	9,174	9,755	9,959	10,487

This study's objectives are:

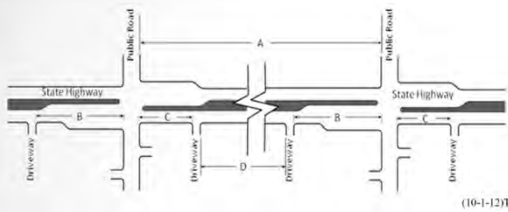
- Consider previous traffic impact studies within the area and their cumulative effects on the Sunnyside corridor.
- Gain agreement and "lock in" the locations and types of access points along the corridor.

Access Management



Access Management provides an important means of maintaining mobility. It calls for effective ingress and egress to a facility, efficient spacing and design to preserve the functional integrity, and overall operational viability of street and road systems.

State Access Policy



- Signal spacing of ½ mile
- Public road spacing of ¼ mile

TABLE 1 - ACCESS SPACING*

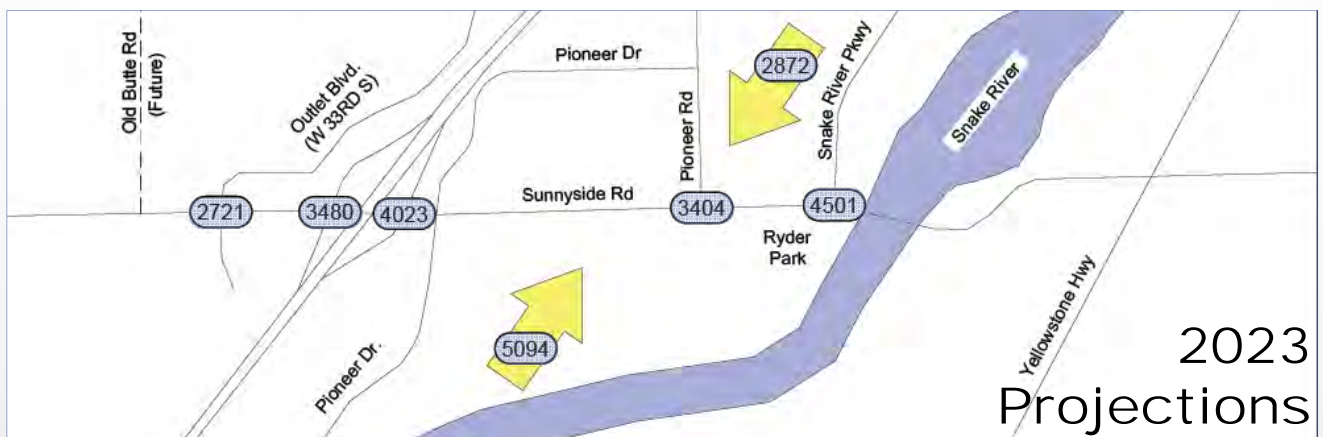
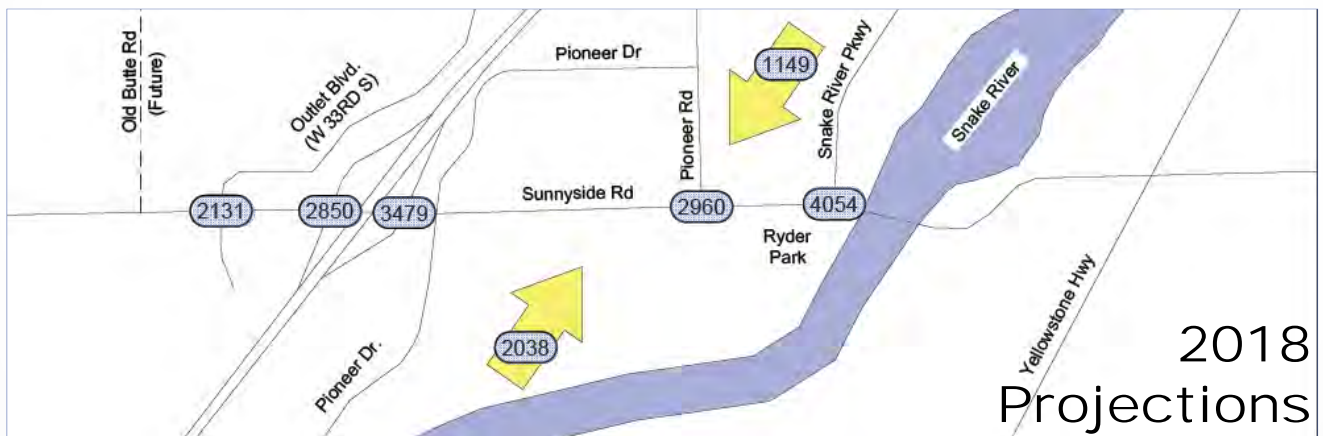
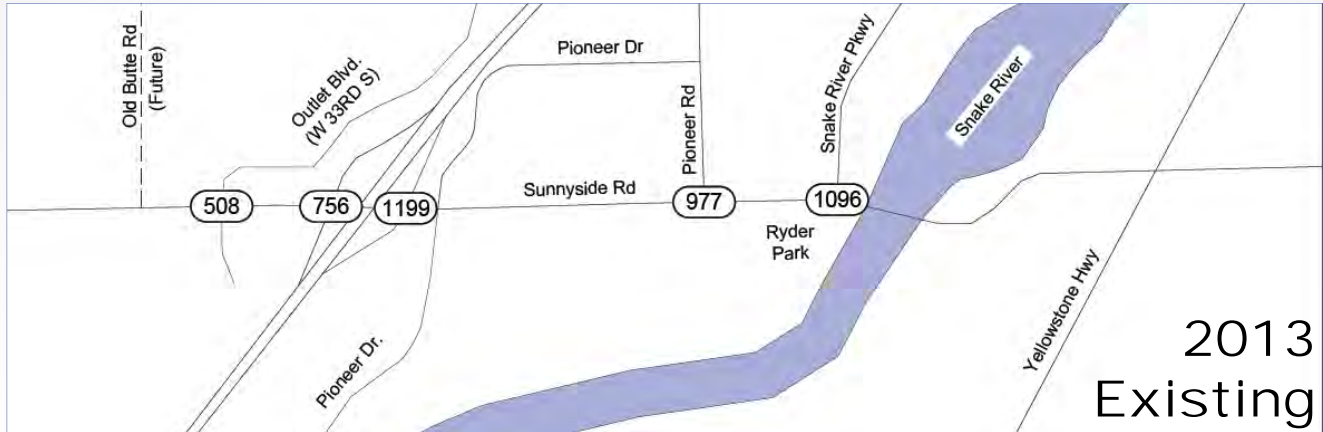
HIGHWAY TYPE	AREA TYPE	Signalized Road Spacing	Public Road Spacing (A)	Driveway Distance Upstream From Public Road Intersection (B)	Driveway Distance Downstream From Unsignalized Public Road Intersection (C)	Distance Between Unsignalized Accesses Other Than Public Roads (D)
Statewide Route	Rural	5,280 ft	5,280 ft	1,000 ft	650 ft	650 ft
	Transitional	5,280 ft	2,640 ft	760 ft	500 ft	500 ft
	Urban >35 mph	2,640 ft	1,320 ft	790 ft	500 ft	500 ft
Regional Route	Rural	2,640 ft	1,320 ft	760 ft	250 ft**	250 ft**
	Transitional	2,640 ft	1,320 ft	690 ft	360 ft**	360 ft**
	Urban >35 mph	2,640 ft	660 ft	660 ft	360 ft**	360 ft**
District Route	Urban >35 mph	2,640 ft	660 ft	660 ft	250 ft**	250 ft**
	Transitional	2,640 ft	660 ft	760 ft	500 ft	500 ft
	Urban >35 mph	1,320 ft	660 ft	660 ft	360 ft**	360 ft**



*Distances in table are minimums based on optimal operational and safety conditions such as adequate sight distance and level grade. Definitions of spacing designated by (A), (B), (C), and (D) are represented on Figure 1.
 **Where the public road intersection or private access intersection is signalized, the distances in the table are for driveways restricted to right-in/right-out movements only. For unrestricted driveways the minimum distance shall be 900 feet from a signalized intersection.

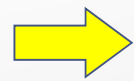
Also, Sunnyside Road was recently identified in BMPO's Transportation System Alternatives Study as one leg of the proposed **Inner Beltway** around Idaho Falls.

Intersection Volumes

Total Vehicles Entering the Intersection During the PM Peak Hour



-  From Traffic Counts performed in 2012 and 2013
-  Projected Intersection Volumes - Include Background Growth from the BMPO Model as well as Projected Traffic Generated from Previous Traffic Studies (Snake River Landing, Sunnyside Crossroads, Idaho Falls Event Center)

 Potential Traffic Generated by Undeveloped, Unstudied Land (for purposes of this study only)

Existing Corridor



- Sunnyside Road traffic never stops west of Yellowstone
- All side streets are two-way stop controlled
- Six existing intersections, including each of the I-15 Ramps

Access Option 1



Existing Intersections

- Install traffic signals at Snake River Pkwy & I-15 Southbound Ramps

Pros

- Maintains Existing Access

Cons

- No signalized access to properties south of Sunnyside

Access Option 2



Relocate Access

- Install signals at Snake River Pkwy & I-15 SB Ramp
- Construct new signalized road west of Teton Toyota
- Cul-de-sac Pioneer Drive

Pros

- Additional access north and south of Sunnyside
- Optimal signal spacing

Cons

- Closes Pioneer Dr Access

Access Option 3



East I-15 Frontage Road

- Install signals at Snake River Pkwy & SB I-15 Ramp
- Tie I-15 ramps into frontage road
- Install signals at new frontage road intersections

Pros

- Fewest accesses onto Sunnyside

Cons

- Costly construction of ramps and connector roads
- I-15 NB Traffic would exit directly onto local road system

Options Considered Not Feasible

Extension of SR Parkway



- Inconsistent with Ryder Park Master Plan
- Difficult topography for road extension

•

Traffic Signal at Pioneer Rd



- Traffic signal is committed at SR Pkwy by agreement
- Signal spacing would be too close to SR Pkwy

•

Options Considered Not Feasible

Sunnyside Frontage Roads



- Significant Impacts to Existing Properties
- Side Street Intersections too close to Sunnyside

•

Traffic Signal at Pioneer Dr



- Traffic signal is planned at I-15 Southbound Ramps
- Signal spacing would be too close to SB Ramps

•

Please leave
us your
comments,
and thank
you for
attending
tonight



Sunnyside Road Access Plan
Public Open House — September 11, 2013

COMMENTS:

Please write additional comments on the back of this sheet, if necessary.

If you would like to submit your comments via US Mail or e-mail, please send them to:
Dana K. Wiese, ES&PE, 1812 W. Broadway, Suite 15, Idaho Falls, ID 83402 or dewas@idmpo.org

Your name and contact information (optional):

APPENDIX H

Public Open House Sign-in Sheet,
Written Comments and Attachments



Sunnyside Road Access Plan

Public Open House — September 11, 2013

PLEASE SIGN IN

<u>Name</u>	<u>Address</u>	<u>E-Mail or Phone</u>
Robert Meikle	P.O. Box 3002, Alpine, WY 83128	RobertMeikle4@gmail.com
Ben Burke	P.O. Box 97, Rigby	benjamin.burke@itd.idaho.gov
Willard Price	697 E 1600 N, Idaho Falls	willard07@gmail.com
Teresa Meacham	5900 W. 33 S., Idaho Falls	
Karen A Moore	177 E. 49 th S., Idaho Falls, ID 83404	karenam@cableone.com
Jay Cobb		jcobb@melaleuca.com
Kim Childs	3922 W. 49 th S., Idaho Falls, ID 83402	
Linda Martin	151 N. Ridge, Idaho Falls	208-522-2014
Sharon Parry	2705 Homestead Ln., Idaho Falls	208-523-6339
Nancy Young	3143 Pioneer Dr., Idaho Falls	208-589-3145 youngrjnc@yahoo.com
Bryan Young	5975 W. 65 th S., Idaho Falls, ID 83402	208-569-0941
Kittie Sieh	1333 S. Pioneer Rd., Idaho Falls, ID 83402	208-521-7867
Renee R. Magee	680 Park Ave.	rmagee@idahofallsidaho.gov
Steve Serr	605 N Capital Ave.	sserr@co.bonneville.co.us
Eric Isom	901 Pier View Dr.	eisom@ballventures.com
Chris Fredericksen	380 Constitution	pwd@idahofallsidaho.gov
Kathie Thiel	3288 S. 45 th W.	tonykathie69@msn.com
Kelly Hoopes	1266 S. 45 E.	kellyh@horrocks.com
Clint Boyle	901 Pier View Dr., Ste. 205	clintb@horrocks.com
Brad Cramer	680 Park	bcramer@idahofallsidaho.gov



Sunnyside Road Access Plan

Public Open House — September 11, 2013

PLEASE SIGN IN

<u>Name</u>	<u>Address</u>	<u>E-Mail or Phone</u>
Kent Fugal	680 Park	kfugal@idahofallsidaho.gov
Brad Morgan	3041 S. Pioneer Dr.	
Debra Morgan	3041 S. Pioneer Dr.	debra@bridgemail.com
Steven Rounds	2700 Manwill Rd.	srounds@co.bonneville.id.us
Carol Rovig	2979 W. 33 S., Idaho Falls	
Stan Ottley	706 E. 1550 N., Shelley	
Cindy Ozaki	2569 S. Boulevard	cindyozaki@aol.com
Judy Vincent	2589 Granite Way	
Paul Menser	260 Marjacq	paulmenser@gmail.com
Wendy & Joe Lowe	4280 Stonebrook Ln.	jlowe@cableone.net
Don Dixon	3366 S. 45 th W.	don-dixon@live.com
Rebecca Casper	2903 Druvor St.	208-681-9989 rcasper@byu.net
Thomas Harwood		
Kevin Harwood	2783 Disney Dr.	kev_harwood@yahoo.com
Theresa Suekel	2100 S. Bellin Rd.	suekelfamily@bridgemail.com
Gary Mills	Idaho Falls	
Chris Canfield	680 Park	ccanfield@idahofallsidaho.gov
Stafford Smith	2720 Coronado Circle	stafford@thesmithgroup.com



Sunnyside Road Access Plan

Public Open House — September 11, 2013

COMMENTS:

PART I — COMMENTS RECEIVED AT THE OPEN HOUSE

Submitted by: Robert Meikle
P.O. Box 3002, Alpine, WY 83128
307-413-7466 / 208-949-7643

Dear ITD,

Our family has been working closely with Bonneville County for several years to design the access into the north side of Sunnyside Road. We have had extensive discussions about platting and rezoning. We have engaged Harper-Leavitt to deal with the County and to coordinate our future plan to be compatible with the development to the south of Sunnyside, i.e. Smith Honda, Smith Chevrolet, Willard Price and the future access for the new regional events center. Getting the major intersections away from the interchange has been central to all the direction by the Bonneville County commissioners for the past 10 years.

(See Attachment 1 — development map)

Submitted by: Joe Lowe
4280 Stonebrook Ln., Idaho Falls

SB I-15 ramp to Sunnyside needs traffic signal now. Poor sight distance turning left.

Submitted by: Gary Mills
Idaho Falls

Option 2 look like best solution.

Submitted by: Willard Price
697 E. 1600 N., Idaho Falls
208-521-0155 / willard07@gmail.com

Request no alteration to existing points of access (Pioneer Drive) without adjoining property owners and designated municipalities being required to allow access through the adjoining properties to the affected properties within 500 feet of Sunnyside.

Submitted by: Kittie Sieh
1333 S. Pioneer Rd., Idaho Falls, ID 83402
208-521-7867

Thank you for this opportunity to preview the alternative suggestions. Please consider installation of a traffic light at the intersection of Pioneer Road. This intersection serves the new city park. In addition, it's a safety issue for those who travel south on Pioneer Road and wish to turn left to go east on Sunnyside. Thanks for your consideration.

Submitted by: (Anonymous)

Access [Option] 2. Not Stafford Smith's Way.

Submitted by: Steven Rounds
B.C. Public Works / srounds@co.bonneville.id.us

Option 2 seems to be the best approach to moving traffic north and south and allow for development on both sides of Sunnyside Rd. It also moves a potential bottleneck intersection (Pioneer Dr.) further east from the interstate on/off ramps.

Submitted by: (Anonymous)

Option 2 seems not viable. Ultimately businesses will line both sides of Sunnyside. Option 1 is not viable for the same reason. To access businesses on both sides of Sunnyside, you will have to have east-west roads north and south of Sunnyside for these businesses to access. Option 3 seems to be viable, but the three lights on the new Frontage Road seem a mess. You really need to see a much bigger view that shows how the roads to the north will tie-in or be affected and the same to the south. Also show the affects to the west clear to Exit 116. You need to integrate City, County, and ITD plans and show a comprehensive plan. Also I see no plans to integrate existing bike and pedestrian paths into this area (e.g. to existing path from river west to north of Ryder Park and the spur from river along river to south of Ryder park).

Submitted by: Kathie Thiel
208-709-6802

We are farmers west of the interstate, corner of 33 S. & 45 W. My concern for any further development is the safety of our farm operation. We need to drive tractors and implements on 33rd, 45th, 35th, etc. and our workers are on motorcycles and pulling irrigation pipe trailers. The traffic now makes it a concern and truck traffic has increased dramatically. New Sweden is an active farm community and I'm concerned about the impact of your plans on this historic area.

Submitted by: (Anonymous)

Option 2 – WITH – Connectivity Access Agreements. I WANT the City and County to cooperate to make that happen for all citizens; and additional commercial development, and increase prop. values and diversification. Thanks.

Submitted by: (Anonymous)

Recommend considering bike path needs in any of the options. Currently, the bike path just ends west of Ryder Park. With the expected increase in use, the bike path needs to be connected for safety reasons to all access roads.

From limited info provided, it appears that some combination of Option 2 or Option 3 could work best. Given the small window shown on the drawings, it's hard to tell when the proposed roads would connect N. and S.

Submitted by: Bryan Young
208-569-0941

I am associated with the Carney property on the north side of the highway. One option affects our land. To date only developers have talked to us about access and they all have a difference of opinion. Our land is a big part of this corridor and no one who is part of the decision has contacted us on how to handle this situation and to consult us with the facts. We would be willing to talk to any agency one on one so we don't feel like we are being ran over. Option 2 seems the best for everyone but the developers do not agree with any of the options.

PART II — COMMENTS RECEIVED FOLLOWING THE OPEN HOUSE VIA E-MAIL

Submitted by: Eric Isom
Chief Development Officer

September 13, 2013

Mr. West:

On behalf of Ball Ventures and Snake River Landing, I would like to submit our comments to the proposed Sunnyside Road Access Plan.

Option 1 (Light at Snake River Parkway and S/B offramp of I-15) will be the least costly option and easiest option to implement. It will have the least amount of impact on the existing landowners. This would be our preferred option.

Option 3 appears extremely problematic when cost, impact on existing landowners, and time to implement are considered.

When looking at the traffic study information, and when considering the planned event center and future growth within Snake River Landing, the light at Snake River Parkway must remain part of the plan.

We appreciate your work on this plan. Please let us know if we can help in any way. We would also like to be informed if any other options (other than the three presented at the public meeting) are being considered.

Thanks again.

Submitted by: Steven Serr
Bonneville County Zoning Administrator

September 16, 2013

Option 1 is not viable in that it does not provide for a signalized intersection for the development to the south and would then create traffic jams and accidents at the stop signs. It is noted in the traffic study that there would be 5094 peak hour vehicles accessing Sunnyside from the south alone.

Option 3 would create significant traffic conflicts in that traffic on the freeway would be required to make multiple turns through multiple signals in order to simply get on or off the freeway and then to access Sunnyside. There would be exorbitant cost for land acquisition, construction of new on ramps, new frontage roads and three signals. This option would be cost prohibitive as well as creating a traffic nightmare.

It should be noted that the main reason for this traffic study was in response to an approved subdivision plat located on the south side of Sunnyside and east of Pioneer Dr. (A copy of the Wats Subdivision Plat is attached.) The traffic engineer was made aware of this plat and it was discussed during the interview process. The Watts subdivision plat included a new frontage street located east of Pioneer Dr. The purpose of this street is to provide for a viable road outlet to service the land extending two miles to the south. The current location of Pioneer Dr. and its proximity to the I-15 interchange is not viable for handling the amount of traffic that will be generated when this area as it is built out to its capacity. The County and ITD has already experienced this type of traffic problem on 65th S. where it intersects with 45th W because of its close proximity to that I-15 interchange. That intersection currently has significantly lower traffic counts than what is anticipated at the Sunnyside Interchange.

The County has met with ITD on several occasions previous to this open house in an attempt to find a solution for providing viable service for this area. It was the consensus opinion that a signal could not be placed at the Pioneer Dr. and that a new intersection would need be located farther to the east that would allow for the placement of a signal. ITD said a traffic study would need to be done to determine if a signal was warranted and where an appropriate location would be. It was also noted that the Pioneer Dr. access would need to be limited in its use in the future as increases in traffic warranted. There was discussion of allowing a right in right out intersection which would limit the major traffic conflicts for an extended period of time.

It was also the opinion of the group that it is critical another signalized intersection would need to be created to handle the traffic generated from the south. This conclusion is supported by the 2023 traffic projections, found within this Sunnyside Road traffic study, which indicates the flow of traffic from the south (5094 peak hour PM) is almost double of that from the north (2872 peak hour PM).

There is not another viable solution shown in the study other than to locate a signalized intersection somewhere east of Pioneer Dr. The county has an approved platted road right of way located within about 400' of the one illustrated in the traffic study in option 2. There is also a willing developer who will pay for the construction of this new road. This new road's distance from the south bound I-15 signal is only 16% less than the distance for the road shown in the study. One only needs to consider this new road as the replacement road for Pioneer Dr. that would fix the untenable problem of traffic that will be created in the future at the current location. This is a bird in the hand scenario which should be taken advantage of now. It could be years before the land to the immediate east will be developed and there is no way of knowing if the owners would be willing or even able to construct a road at that time.

(See Attachment 2 – WATS subdivision)

Submitted by: Brad & Debra Morgan
3041 S. Pioneer Dr., Idaho Falls, ID 83402
208-521-1243

September 16, 2013

Mr. West,

As land and home owners who have lived in the Sunnyside access plan area for over 40 years this is our opinion on the new access to Sunnyside Rd.

We prefer the ½ mile increments between stop lights that are planned for this road. Cul-de-sac off Pioneer Dr. by the interchange is also a good idea. This is a dangerous and difficult road when exiting and entering onto Sunnyside road. It's also to close to the on and off ramps. Putting the road access and light ½ mile from Pier View Dr. keeps an even distance between the traffic lights proposed for the Pier View Dr. and the west off ramp at I-15 interchange. Putting the new road and traffic light ½ mile from Pier View Dr. keeps it very visible to the traffic using Sunnyside, verses putting it farther to the west as there is quite a dip in elevation making it quite difficult to see the traffic light if it was down at this lower elevation. At this time there is no bridge on the south side of Sunnyside at this half mile access in the Smith development so a road access can be developed.

We hope you will consider what we as land and home owners would prefer.

Thanks for giving us the opportunity to have input on this decision.

Submitted by: Loren Cromwell
3807 S. Pioneer Dr.
Idaho Falls, ID 83402

September 17, 2013

On the traffic lights. The lights need to stop 4way traffic. Snake River Parkway does not need a light! One light on Pioneer Road! One light on Pioneer Drive! With lights on the

I-15 ramps!!! All of these people that want the roads moved, purchased the property where the roads are now so leave the roads where they are!!!!!! The state of Idaho does not want to move the roads!!!!!!

If the city, county, and state feel the road must move option 2 is the best . But Pioneer Drive needs to be left open, making all access 1/4 mile apart. Once Gem State turns North it needs to proceed East to Pioneer Road, joint intersection to Ryder Park, which the City of Idaho Falls insisted had to be at the point it is.

When the event center eventually opens Pioneer Road will contain the most direct route to I-15 from parking lot. Seems more feasible to have a light at Pioneer Road, a four way intersection.

When the State of Idaho transportation dept. purchased property from land owners agreements and dollar amounts were based on the agreement of where the access points would be upon completion of The Sunnyside Project. When we questioned changes upon developments coming in. We were told "these are the access points, they will not change, we do not want another 17th street. ". Now that development is taking place (as was anticipated) the rules are suddenly changing, which would indicate false statements were made to those landowners who entered agreements with the state.

If a change has to take place Option No 2 is the only one that would be acceptable.

Thank you

Submitted by: Gary Mills
395 Redwood Dr.
Idaho Falls, ID

September 17, 2013

My attachment attempts to convey my idea about any intersection on Sunnyside that would become or be used as T-intersections. The thick lines are intended to be raised islands. With my attached sketch, eastbound traffic could merge into the oncoming traffic. I bet that many of the property owners feel that it would be difficult to market a property if it had extremely limited or difficult access. I realize the importance of the arterial to have limited access. I would hate to see the present Pioneer totally blocked off. I would anticipate that even Snake River Landing would desire to have access onto Pioneer for their proposed retail center located east of Teton Toyota. Thanks

(See Attachment 3 – Sunnyside T-Intersections)

Submitted by: Stafford Smith
General Partner
WATS LLLP. / SLS LLLP.

September 18, 2013

Dear Jeanne:

Sunnyside Road Access Plan – Public Open House Comments

We have considered the traffic access options for Sunnyside presented by your firm and make the following comments. We request that these comments are included in the official records pertaining to the issue at hand.

We feel it is important to provide some history of the events which led to the commissioning of the traffic study. During the construction of interchange 116, Wade Allen, a supervisor for the project, informed us that the State did not like the access to Sunnyside at the current South Pioneer Drive because of anticipated future traffic congestion at that location. He stated that the State would prefer to have the access moved to the east. In accordance with the State's wishes, we began to plan our development with a relocation of the county road included. In 2010, we began meeting with representatives of the Idaho State Transportation Department and our engineering firm, Harper Leavitt to cooperatively develop a traffic access plan. During the following months, several meetings were held during which the location of the road now designated Gem State Drive was presented and discussed. We were informed that if the county frontage road were moved to the east, South Pioneer Drive should be closed or at minimum should have restricted access to Sunnyside. We were also informed that an additional option for direct access to Sunnyside was available to us, which is to purchase that access from the state. I will address this issue in more detail later in this letter. Pursuant to these talks, our engineering firm prepared the plat for our property with Gem State drive designated as the new county road to the south. This plat was preliminarily approved by Bonneville County planning and zoning and road and bridge representatives. Another meeting was held with several representatives of the State Department of Transportation, the above mentioned county representatives, Harper Leavitt engineering and ourselves. During this meeting, the plat map was reviewed by all present and discussed at length. There was no objection to the location of Gem State drive, nor to the restricted access of South Pioneer Drive as presented on the plat map. The current traffic study was undertaken pursuant to this meeting at the request of the State representatives. Bonneville County has no requirement for a traffic study for the relocation of this county road, and there being no objection by the State or County representatives to our plan, we proceeded with the platting process and the plat with the discussed road locations was approved.

The fact that the platted alignment was not presented as an option is remarkable to us. As a legal and recorded plat, it must be considered as previously existing in any land map and proposal, just as the other existing roads were included and considered.

Following are comments specific to your proposed options. Options 1 and 3 are not workable in our opinion. Option 1 specifically does not solve the traffic access problems at South Pioneer Drive. These options needlessly divide up and consume private properties with no significant improvement in traffic flows. The affected property owners will be resistant to this. The process of condemning properties and building the unnecessary roads will be long, contentious and costly. Option 2 could be modified to correspond to the WATS plat as approved by Bonneville County. As mentioned, this plat has been carefully worked out to be the least costly and to best represent the wishes of affected landowners while moving traffic efficiently and safely. Additionally, option 2 as presented, has the following flaws.

- Closing off Pioneer Drive to Sunnyside will certainly invite lawsuits from those landowners who will consider it as a taking. Any plan should include leaving Pioneer Drive open, even if for restricted access. The option of restricting the traffic at South Pioneer Drive was proposed by ITD and was considered acceptable during our work meetings.
- It does not work well for development on the north of Sunnyside because the location of the canal does not allow a sufficiently large parcel to be usable on the east side of the proposed roadway alignment. Placing the intersection at the platted location provides large developable lots both east and west of the future road on the north.
- There is a power pole at that location on the north side of Sunnyside that would be costly to move.
- Landowners on the north of Sunnyside have made plans based on the platted location of Gem State drive. Moving the road from the platted location may cause estoppel actions from those landowners.

We understand that your firm in presenting the options, is endeavoring to present options which are compliant with State engineering standards. We feel that it is also important to consider that the world is not built in neat ½ mile

increments and that accommodations to the reality of the lay of the land are necessary. In fact, in placing the current access at South Pioneer lane, the state violated its own standards. This was necessary to comply with the reality of an existing road. In placing Gem State Drive in its platted location, the civil engineers and the county have eliminated an unacceptable county road location and replaced it with a location that permanently resolves the inherent traffic issues of the current Pioneer Drive location. All of this is done at no cost to either the county or the state. It also comes very close to preserving the desired ½ mile spacing between traffic semaphores.

Further, we feel the designation of Gem State Drive as a major arterial is flawed. Due to its proximity to interchanges 113 and 116 of I15, the road will not carry significant arterial traffic. It is well established that people will drive this short of a distance to access the higher speeds and uninterrupted traffic flows of the interstate. Traffic on Gem State Drive will be overwhelmingly local rather than transit traffic. As a local county frontage road, the ½ mile spacing is not required in any case.

As mentioned above, the State representatives informed us of an option to purchase direct access to Sunnyside. Previous to the Sunnyside extension being built, our property had two accesses to our north boundary from land which is now a part of the new Sunnyside extension. We believe we continue to hold right to those two direct accesses to our north boundary. If access to Sunnyside according to the recorded plat is not granted, we will pursue this access according to our pre-existing right to such access.

In conclusion, WATS LLLP is well into a construction investment of several millions of dollars based on an approved and recorded plat. This plat was presented to and discussed at length and on numerous occasions with the Idaho Transportation Department. The requested traffic study was commissioned subsequent to these meetings. All parties were in full knowledge of our plans to proceed immediately upon obtaining approval by the county of the plat and building plans. The construction has commenced.

Our legal counsel feels it is clear that should the State and/or County move forward with any traffic access plans that do not include Gem State Drive in the platted location in addition to leaving South Pioneer Drive open to at least restricted access as it is platted, the state would be enjoined from denying such access.

Submitted by: Steven R. McMurray
Fabian & Clendenin
Attorneys at Law

September 18, 2013

(See Attachment 4 – Ottley Land Company)

Submitted by: Willard Price
697 E. 1600 N. Idaho Falls, ID
208-521-0155 / Willard07@gmail.com

September 18, 2013

TO WHOM IT MAY CONCERN:

The following information has been gathered over the past several months and will affect what happens on Sunnyside Road between I-15 and the Snake River in Idaho Falls.

Several options as a property owner in the south east quadrant of Exit 116 on I-15 have been considered and have met with varying degrees of support.

- 1- Granted it would have been good 30 years ago to know what the needs for access and traffic movement in this area would be for the year 2013 and beyond. Since that is no longer possible it comes down to making the best decisions through compromise by all concerned and then to simply move ahead.

- 2- A few months back we approached our neighbor bordering us to the east (Stafford Smith) with a proposal to move the road to the east (farther away from the interchange) and to develop our two properties together. At the time this made no sense to him and was then set aside as an option.
- 3- Stafford and Bonneville County did proceed to present a plat indicating a new road to the east which based on ITD's position would require land locking or closing access to our property (either literally or figuratively). We challenged the plat. Both parties agreed to remove the proposed dedicated road from the plat and it was approved and construction has begun on the Smith Chevrolet and Smith Honda building site. It is to Stafford's and Frank Vandersloot's credit that neither of these gentlemen felt we should lose access to our property. There are two parts to this issue. One is physically making it impossible to reach the property. The second is to economically make it no longer feasible to use the property such as granting an 800 foot plus cul de sac from the south which goes beyond acceptable limits for fire protection thus eliminating almost all commercial usage as well as making it no longer certain how such a cul de sac would even be paid for.
- 4- Considering that our road is to remain open and after completing much homework it is evident either a roundabout or an eventual traffic signal system at the corner of West Sunnyside Road and Eagle Landing (a suggested renaming of Pioneer Lane to remove it from the controversy of the other three roadways in the area currently using the Pioneer name in their identification) will handle well the traffic flow in the area until the volume falls between 40,000 and 50,000 cars a day through this area (This is the current volume of the heaviest traffic intersection in Idaho Falls – 17th St. and Hitt Rd.). It is a given conclusion that this is a 20 year plan (which time period also works for most businesses to reevaluate their situation as well) and at that time another longer term plan for the area can be put into place reflecting a better vision of the needs once the immediate area becomes more developed and the amount of development and the rate of development on the west side begins to show a vision of their needs as well. The advantage of a roundabout at our intersection lies in the significantly reduced mortality rate incurred as well as the reduction of other life changing accidents that may occur while traveling through congested areas at a higher rate of speed through a traffic signal system (There may also be some advantages keeping the speed of traffic near an interchange somewhat reduced.). The roundabout at Hitt Rd and Lincoln in Idaho Falls today is handling between 25,000 and 30,000 vehicles a day. Should one be built at our intersection it would be about twice the size of the one at Hitt and Lincoln and would be projected and capable of handling between 40,000 and 50,000 vehicles a day.
- 5- Based on these findings and events discussed to this point short of looking to the courts to resolve the matter (acknowledging judges may not represent the most well trained developers affecting both customer and traffic flows in the area) there appear today to be two primary options on which to proceed:
 - A- Either a public entity or entities or a private landowner or owners may purchase the above named approximate 2.42 acres from Willard Price and then make application with the state for a road closure in order to place it elsewhere. The rate which is currently under consideration with designated end users and at present which is being negotiated is \$ 10 per square foot. These end users are being actively pursued and therefore this would be the rate at which Willard Price will accept an offer should an offer be desired to be made by such public entities or private owners;
 - B- Or accept the commitment Willard Price has made to pay the cost for the development of the west 1/2 of Eagle Landing (or whatever name may eventually be used) along the east edge of his property making it into the designated 100 foot roadway as shown on the recent plat approved by Bonneville County together with the east ½ committed to be built by Stafford Smith. Willard Price will then proceed to pursue his present course of action being the development and use of his property. This will also facilitate bringing an arterial frontage road along the east six miles of I-15 from exit 113 through to exit 119 one step closer to completing the tying of the business community and the traveling public together in a manner that will promote and sustain long term growth in this area for decades to come.

Thank you for considering the above defined information. There are no perfect solutions nor any solutions that fully meet the needs and desires of the separate government entities as well as the adjoining landowners in the area. The only option is to do what Stafford Smith has done and that is to proceed and make the situation the best and the most functional as possible and to keep the whole matter out of the court system.

Kindest regards for all of you and your consideration in this a most difficult and oft times perplexing situation. Life goes on. Have a great day.

(See Attachment 5 – Eagle Landing)

Submitted by: Kyle E. Denning
Kyle Denning Company
2426 Via Alicia, Fallbrook, CA 92028-9376
760-822-5877 / fax 760-471-4892
www.kyledenning.com / kyledenning@hotmail.com
California License #00976912 / Idaho License #DB 30419

September 23, 2013

Hi Darrell,

Linda Martin was kind enough to forward to us the boards you sent her regarding the presentation on Sunnyside access. We are property owners in the area, having parcels on both sides of I-15 south of Sunnyside and a parcel fronting York Rd just east of the Snake River.

We believe access from Sunnyside to the properties lying south is critical in order to maximize the developmental potential of all properties fronting the I-15 from Sunnyside to York. As you know, the I-15 corridor on the south side of town is rapidly becoming a core area for not only retail, but also transportation, distribution and manufacturing in the County.

Accordingly, we support Option 2 contained in the presentation which provides for adequate signalization along Sunnyside and maintains important access to the properties located to the south.

We would appreciate being added to your mailing list on this issue so we may be apprised of any upcoming public meetings or other actions.

Thanks for the opportunity to comment on this important matter.

Submitted by: Clint Boyle
Horrocks Engineers
(on behalf of the Idaho Falls Auditorium District)

October 1, 2013

(See Attachment 6 – IFAD)



HARPER-LEAVITT ENGINEERING, INC.
 CIVIL AND STRUCTURAL ENGINEERING, MATERIALS TESTING AND LAND SURVEYING
 800 W. Judicial Street • Blackfoot, Idaho 83221 • Office Phone: 208.785.2977 • Fax: 208.785.2990
 985 N. Capital Avenue • Idaho Falls, Idaho 83405 • Office Phone: 208.524.0212 • Fax: 208.524.0229

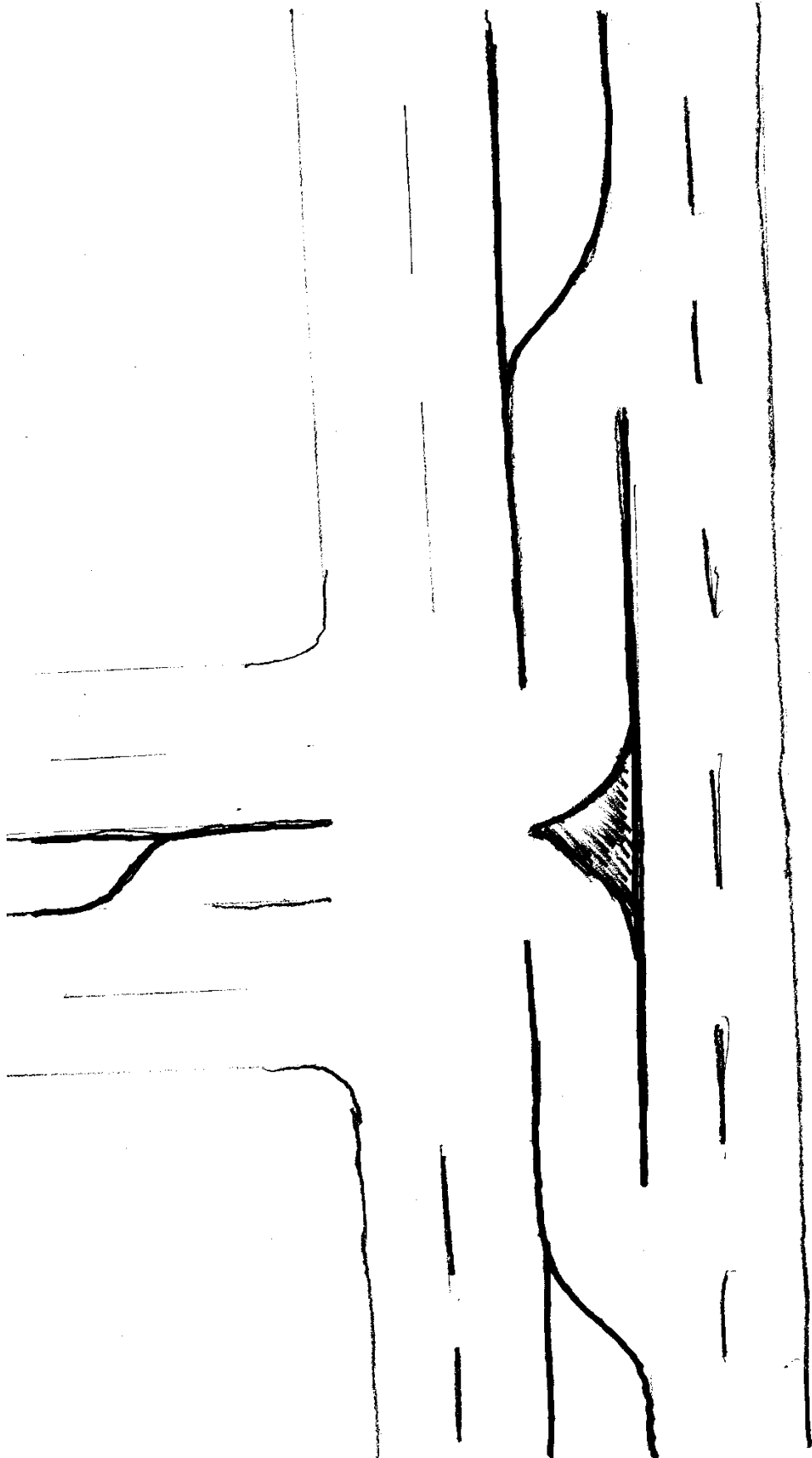
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BDJ	BDJ	BLJ
JOB NO: 2013.2622		
DATE: JULY 31, 2013		
REVISIONS	DATE	

CONCEPTUAL
 MEIKLE FAMILY TRUST
 BONNEVILLE COUNTY, IDAHO

SHEET NO. **1**
 OF **1** SHEETS

LOT 1
 12.005 ACRES

Attachment 3 - Sunnyside T-Intersections (Gary Mills)





Steven R. McMurray
Facsimile: (801) 596-2814
smcmurray@fabianlaw.com

September 18, 2013

SENT VIA EMAIL: dwest@bmpo.org

Mr. Darrell West, BMPO
1810 W. Broadway, Suite 15
Idaho Falls, ID 83402

Re: Sunnyside Road Access Plan – Public Open House, September 11, 2013 – Comments

Dear Mr. West:

Our office represents Ottley Land Company, L.L.C. which owns property on the East side of the freeway and abutting South Pioneer Drive (formerly Bellin Road), adjacent to the Property owned by WATS LLLP and SLS LLLP (collectively “WATS”) and adjoining the property owned by Melaleuca which is to the South.

We have carefully reviewed the options presented and have the following comments.

Recommendation of Ottley Land Company, L.L.C:

Ottley Land Company does not approve of any of the three proposals. Ottley Land Company proposes that: (a) South Pioneer Drive remain open and the stop signs at the South Pioneer Road and Sunnyside intersection be as shown on Option 1; and (b) the semaphore be placed consistent with the plat filed by WATS which we understand was reviewed by IDOT prior to WATS filing the plat and commencing construction of two car dealerships. We don't see much difference to the State in having the semaphore at that location instead of the location proposed by Option 2. It is our understanding that affected property owners as well as the County are in agreement with the platted location of the semaphore.

Ottley Land Company also strongly recommends that South Pioneer Drive remains open, and the location of the semaphore best accommodate the needs of the property owners to the South of Sunnyside Avenue as shown on the WATS plat.

Specific Comments:

- When Sunnyside Avenue was originally designed by the engineers for the Idaho Department of Transportation the semaphore was placed at the then Bellin Road intersection. We assume that those engineers carefully analyzed the placement of the semaphore and recognized the need to keep the then Bellin Road

Attachment 4 - Ottley Land Company (Steven McMurray)

Darrell West

September 18, 2013

Page 2

open. Nothing has changed; Bellin Road (now South Pioneer Drive) should remain open.

- South Pioneer Drive is an existing road which presently and has for many years been open to Sunnyside. Leaving South Pioneer Road open will not be a “new” access. If closed it would eliminate an existing access. There is no reason to change.
- Since the State does not control the private property in the area, the State cannot guarantee if South Pioneer Road were closed, that Ottley Land Company would have access to its property which may result in a “taking.”
- A cul-de-sac is unworkable, and Ottley Land Company is not in agreement with any cul-de-sac arrangement. Moreover, it is our understanding that the State right-of-way is not large enough to accommodate a cul-de-sac next to Sunnyside as proposed in Options 2 and 3. Such a cul-de-sac design would require approval of the adjoining property owners and contribution of some of their respective property or a condemnation. It is our understanding that neither of the adjoining property owners will approve of a cul-de-sac design which closes the existing South Pioneer Road access to Sunnyside.
- It is our understanding that WATS obtained approval of its proposed car dealership development by the County and then submitted the proposed plat to the State prior to proceeding. That proposed plat showed South Pioneer Drive remaining open and the proposed Gem State Road intersection with Sunnyside. The proposed plat was also shown to and approved by the affected property owners including Ottley Land Company, including at a public hearing. Ottley Land Company did not object to WATS plat with respect to the South Pioneer Road access to Sunnyside and the proposed Gem State Road access to Sunnyside since the plat provided the two access points to Sunnyside as shown thereon, although there still needs to be some further discussion with respect to the proposed intersection of Gem State Road and South Pioneer Drive. We have been advised that the proposed plat was also reviewed with the State by both WATS and the County prior to recording and commencement of construction. Now construction has been undertaken in reliance on the tacit agreement or acquiesce of the State. WATS has relied thereon to its detriment. Ottley Land Company has also relied thereon with respect to these two access points to Sunnyside. The State is now estopped to change and ignore both of these platted road accesses to Sunnyside. This should be the end of the discussion. No traffic study is needed or called for. None of the options presented even address WATS approved plat and both agreed upon Sunnyside road accesses. The State could have liability for its actions and omissions in this regard if it proceeds with any of the proposed options in disregard of the WATS plat.
- The properties owned by Ottley Land Company, Willard Price and Melaleuca are all visible from the freeway. In our opinion, it would be confusing to the public to

not have direct access to those properties from South Pioneer Drive. In addition and for the same reason, the location of Gem State Road is at a better location as shown on the plat filed by WATS rather than further to the East as proposed in Option 2 in that it is closer to the freeway and therefore less confusing to the public coming from the freeway. The WATS' location should have little effect on traffic coming from Idaho Falls, and in fact would also be less confusing in that it is closer to the development to the South and West.

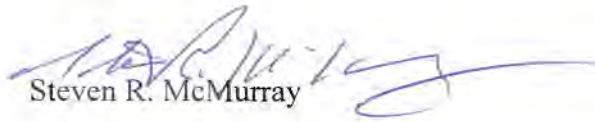
- Option 1 appears to be designed without regard to the property owner's needs and future development of the properties to the South of Sunnyside since no reasonable access is provided and ignores the plat already filed by Stafford Smith.
- The Option 3 proposal is unacceptable to Ottley Land Company and appears to be wholly unworkable from a traffic flow perspective. Ottley Land Company will not voluntarily permit the proposed access road to cross its property. This proposal also ignores the plat filed by Stafford Smith, his existing construction, and the needs of the other property owners to the South of Sunnyside. It is problematic for the State or any engineers planning roads to not first seek permission for internal roads across private property, unless those internal roads are going to be obtained by condemnation. In addition, in our view a traffic signal at the beginning of a freeway off-ramp will likely back up traffic directly on to the freeway itself presenting a very clear danger. Multiple signals coming off the freeway are also very problematic and confusing. If there is a concern with a traffic signal at the South Pioneer Drive intersection as originally designed at the time of the improvement of Sunnyside, those same concerns are greatly heightened by the traffic light placements shown in Option 3.
- The properties owned by Ottley Land Company, Willard Price, Stafford Smith and Melaleuca are all visible from the freeway. In our view, generally the simplest access is the best and less confusing to the public. South Pioneer Road must stay open.
- Given the acreage to be developed to the South of Sunnyside, the more access and egress points the better to avoid traffic snarls and fire hazards.
- It is the understanding of Ottley Land Company that all property owners in the area want both South Pioneer Drive to remain open and the semaphore to be placed at the location shown on Stafford Smith's plat. There is no compelling reason to go against the wishes of the affected property owners.
- It would seriously devalue the property owned by Ottley Land Company if South Pioneer Road were closed.
- The presently proposed use of WATS property as car dealerships and the likely use of Ottley Land Company's property as a hotel with customary other businesses would not create an undue traffic burden on South Pioneer Drive.

Attachment 4 - Ottley Land Company (Steven McMurray)

Darrell West
September 18, 2013
Page 4

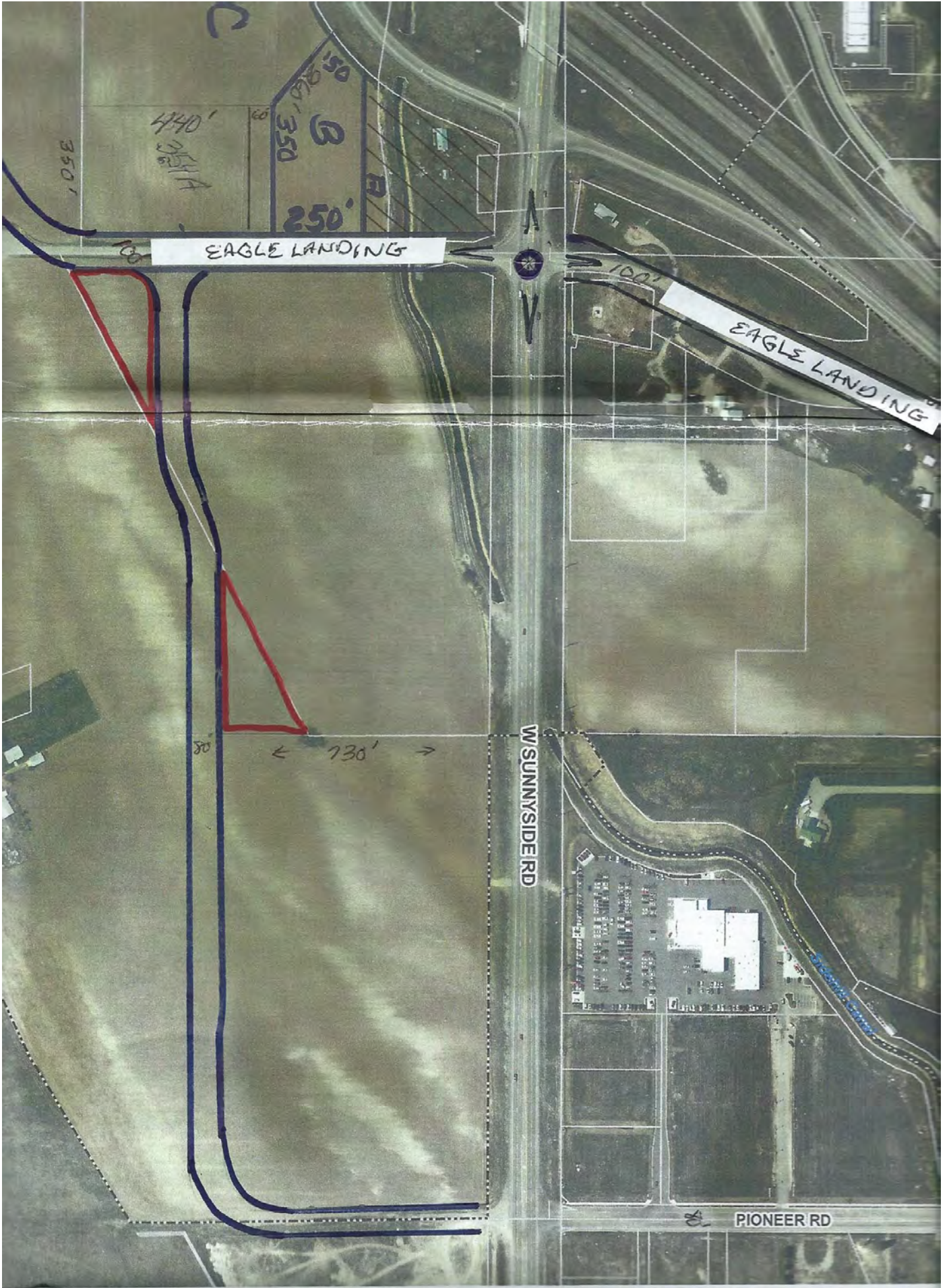
Thank you for the opportunity to comment. We would like to meet with you in person to discuss these very important issues. We will contact you to see if we can arrange a meeting.

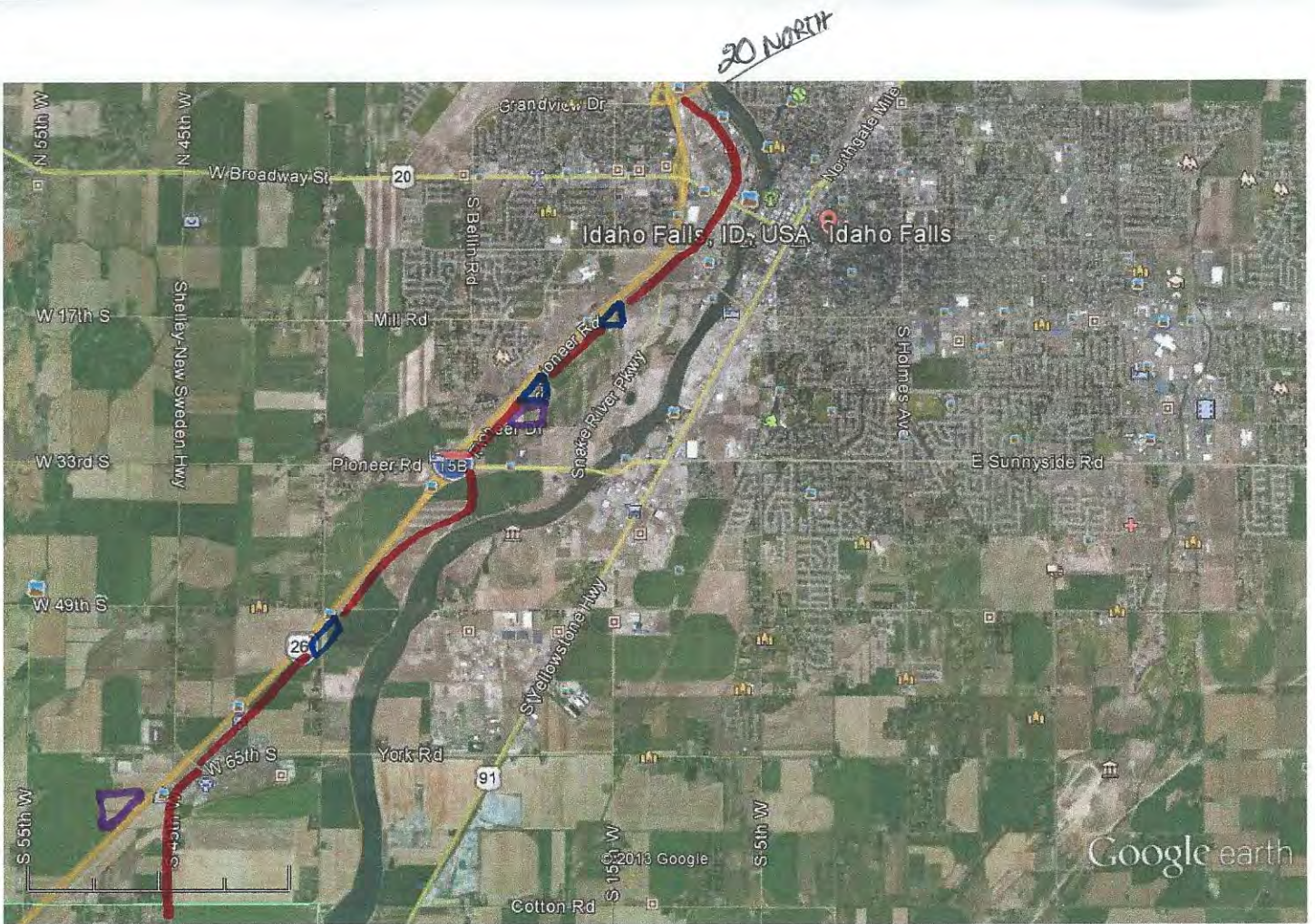
Sincerely,


Steven R. McMurray

SRM/rjm




Attachment 5 - Eagle Landing (Willard Price)





Google earth



-  3 REMAINING CHALLENGES
-  2 NEW, SIGNIFANT DEVELOPMENTS
 - 1- IDAHO FALLS EDENT CENTER
 - 2- MELALEUCA INTERNATIONAL HEADQUARTERS
-  LONG WORKED FOR TO PUT IN PLACE - A SOLID WORKING RELATIONSHIP BETWEEN FLOW OF BUSINESS AND TRAFFIC. VIA EAST OF I-15 A COMMERCIAL DISTRICT FRONTAGE ROAD.

901 Pier View Dr, Suite 205
Idaho Falls, Idaho 83402
www.horrocks.com



Idaho Falls Office
Tel: 208.522.1223
Fax: 208.522.1243

October 01, 2013

Darrell West
BMPO
1810 W. Broadway, Suite 15
Idaho Falls, ID 83402

Subject: Sunnyside Road Access Plan – IFAD Comments

Dear Mr. West:

On behalf of the Idaho Falls Auditorium District (IFAD), we are submitting comments associated with the information presented at the Sunnyside Road Access Plan Public Open House on September 11, 2013.

Background

Our client is proposing to construct a large, multi-use Event Center on property being obtained from Snake River Landing. The site is located roughly one mile north of Sunnyside Rd. along Pioneer Rd. The proposed facility will also have a roadway connection to Snake River Parkway. The nearest major east/west streets providing regional access to the site are Sunnyside Rd. to the south and Pancheri Dr. to the north. Therefore, the IFAD Board is very concerned with access and signalization along Sunnyside Rd.

Analysis of Options

The IFAD is supportive and concurs with a signal at Snake River Parkway and Sunnyside Rd. This is proposed in all options, and therefore detailed discussion doesn't appear necessary. The IFAD has indicated their preferred option is Option 1 (with comments below), followed by Option 2 (again with comments below), and finally Option 3 as the least preferred.

Access Option 1

Access Option 1 is the preferred option (including a signal at Snake River Parkway and Sunnyside Rd.) with the **addition** of a signal at Pioneer Rd. (1320' west of Snake River Parkway). The presented Access Plan indicated that Option 1 with a second signal at Pioneer Rd. was considered infeasible, simply based on ITD roadway classification. However, this option with the additional signal is the preferred option for the IFAD.

Direct and efficient traffic movements are important to ensure the success of the Event Center. Currently Pioneer Rd. has already had significant improvements and is a five lane section from Sunnyside Rd. north approximately ¼ mile. Further, this route continues in a fairly direct manner north to the Event Center site, making this a good route for access to the site. The two signals discussed with this Option would make even stronger traffic connections to the Event Center site.

Access Option 2

Option 2 is the second preference, based on the premise that a direct route north to the Event Center site is established (see attached exhibit). Currently, there isn't any right-of-way established or reserved to facilitate a roadway extending north from Sunnyside (1/2 mile west of Snake River Parkway). In the event, right-of-way is obtained for this connection, the IFAD is concerned that it would only extend north to the existing east/west portion of Pioneer Dr. This situation would create possible congestion at the Pioneer Rd. and Pioneer Dr. intersection and cause multiple turning movements to access the Event Center site from Sunnyside Rd. when utilizing a signal. Therefore, Option 2 is a second preference option when the new roadway is extended north to the I-15 right-of-way and then turning northeast and connecting with the existing Pioneer Rd.

Access Option 3

This option is the least preferred option. A minimum of three signals would have to be negotiated for any traffic utilizing Interstate 15 to or from the Event Center site. Further, the routes to the Event Center would likely not be direct (unless a new frontage road route were established travelling north along I-15). Additionally, new improvements (buildings) are being constructed east of the existing Teton Toyota facility which will make the extension of a bypass roadway, in the location shown, very unlikely without significant public investment.

Conclusion

The IFAD would prefer to have a signal at Snake River Parkway and also one 1,320 ft. west on Pioneer Rd. (as discussed). Option 2 is IFAD's second preference (with roadway extensions as requested).

If you have any questions regarding this submittal, please contact me at (208) 522-1223. We appreciate your consideration of our comments.

Sincerely,
Horrocks Engineers



Clint Boyle, AICP

Cc: John Dorny, P.E. – Horrocks Engineers
Cindy Ozaki – IFAD
Kevin DeKold - CRSA



HORROCKS
ENGINEERS

2162 West Grove Parkway
Suite 400
Pleasant Grove, UT 84062
(801) 763-5100

IFAD PROPOSED ACCESS ALIGNMENT
IFAD PREFERRED OPTION #2

APPENDIX I

Final Public Open House Sign-in Sheet
and Written Comments

Sunnyside Road Access Plan

Public Open House – December 5, 2013

Name	Title	E-mail/Phone
Kevin Eckersell	Bonneville Co P.W. Director	529-1290
Mark Fuller	Idaho Falls Auditorium District	fullerandbeck@gmail.com
Michael Lehto	City of Idaho Falls Council	mlehto@idahofallsidaho.gov
Shane Morgan		3045 S Pioneer Dr
Ben Burke	ITD Dist 6 Traffic Engineer	benjamin.burke@itd.idaho.gov
Loren Cromwell	Affected Property Owner	lcdigger@gmail.com
Kent Fugal	City of Idaho Falls City Engineer	kfugal@idahofallsidaho.gov
Brad & Debra Morgan	Property Owners	3041 S Pioneer Dr
Eric Ison	SRL	eisom@ballventures.com
Chris Canfield	City of Idaho Falls Asst. PWD	ccanfield@idahofallsidaho.gov
Kerry Beutler	City of Idaho Falls Asst. Planning Director	kbeutler@idahofallsidaho.gov
Kevin Murray	Realtor	kmurray@ida.net
Deborah Gill	Voter	segolily@1719.com
Nancy Young	Affected Landowner	youngrjnc@yahoo.com
Bryan Young	Affected Landowner	
Bill Shaw	ITD Dist 6 Transportation Planner	bill.shaw@itd.idaho.gov
Steven Serr	Bonneville Co. Planner	sserr@co.bonneville.id.us
Karen Hiatt	ITD Dist 6 Engineer	Karen.hiatt@itd.idaho.gov
Dee Whittier	City of Idaho Falls Council-Elect	deewhit2652@aol.com
Jeff Coward	Road User	Jdc1100@srv.net
Cindy Ozaki	IFAD	cindyozaki@gmail.com
Chris Fredericksen	City of Idaho Falls PW Director	cfredrickson@idahofallsidaho.gov
Clint Boyle	Horraeks Engineers	clintb@horrocks.com
Theresa Suekel	Citizen	Suekelfamily@bridgemail.com
Kittie Sieh	ACS	1333 S Pioneer Rd
Stafford Smith		
Miekle		
Willard Price		

Sunnyside Road Access Plan

Public Open House #2 – December 5, 2013

Comments

Comments:

I feel that the county spokesman has not taken into account the public or surrounding property comments. The county has been only doing what is best for one developer and has been pushing that view only.

Also only one engineering firm has represented that land owner and has only been pushing that interest with the spokesman has falsely stating that all land owners in the area agree to their arrangement this is a false statement

Anonymous

Comments:

Option 2B has the best signal spacing. Make provisions for Bike/Pedestrian crossing.

Anonymous

Comments:

Option 2B protects the integrity for better traffic movement. Four property owners benefit equally. Allows for a development more efficiently of a parallel road south of Sunnyside Road for better traffic movement on the south east to west. Creates a more uniform road system for all directions.

Willard Price
208-521-0155
697 E 1600 N
Idaho Falls ID 83402

Comments:

Preferred plan is 2 or 2B. In addition the access for 2 could be moved within 100 feet to accommodate the use of the existing canal structure but also miss transmission line poles. 2B would still allow Pioneer Drive to be used. 2A does not allow for future expansion as it limits the possible stop lights and ¼ mile accesses.

Anonymous

Comments:

I believe option 2B is the best, as it provides for better spacing between the lights is better. It also provides better access for the property to the north as it splits two different properties rather than putting the north road down the middle of one property owner's property.

Eric Isom
208-757-2162

Comments:

As an affected land owner, I would rather not see either one. But then I have emotional ties to all of this. If there is a road that has to go thru then I would like to see option 2B, with a few minor adjustments.

Nancy Young
3143 Pioneer Drive
Idaho Falls Idaho
529-8605

Comments:

The State of Idaho transportation Department made agreements to purchase property based on particular access points. We were told "these are the access points, they will not change, we do not want another 17th street. ". Now that development is taking place (as was anticipated) the rules are suddenly changing, which would indicate false statements were made to those landowners who entered agreements with the state. Other developments in the area approached the state, county and city on numerous occasions had many meetings and they were told "No" The accesses stay where they are.

The point was made you cannot have a light on the off ramp. why not? There is one on Broadway and John Holes exits.

Why should one land owner who is pushing for a change be the only one to benefit with an exclusive access point? If it is felt by the powers that be to make a change at this point then the updated access point should benefit more land owners for their future development. And create more potential for better developments.

The access point closest (2a) to Pioneer Drive is only benefitting the WATS subdivision on the south side of Sunnyside, this option should not be considered. This puts roads too close together creating another 17th street which we are told they do not want to happen.

The better option is (2b) splitting between Pioneer Road and Pioneer Drive, as there is even spacing between the two existing roads. This benefits more land owners and would be better for all future developments.

If a change has to take place Option No 2 is the only one that would be acceptable.

Thank you Loren Cromwell

3807 s pioneer dr <x-apple-data-detectors://1>

Idaho falls ID 83402 <x-apple-data-detectors://1>

Comments:

To whom it may concern:

I attended the Public Open House #2 Meeting that was held on December 5th. I would like it noted that am in favor of plan 2B for the following reasons:

1. It spaced the stop lights on sunnyside more evenly which i think in the future will be more important as traffic increases.
2. From talking with the current land owners it seemed like they were more in favor of 2B which in turn would make future development of the roads easier for everyone

Shane Morgan

shanesmorgan@gmail.com

Sunnyside Road Access Plan

Public Open House – December 5, 2013

Comments:

It should be noted that the main reason for this traffic study was in response to an approved subdivision plat located on the south side of Sunnyside and east of Pioneer Dr. The traffic engineer was made aware of this plat and it was discussed during the interview process. The Watts subdivision plat included a new frontage street located east of Pioneer Dr. The purpose of this street is to provide for a viable road outlet to service the land extending two miles to the south. The current location of Pioneer Dr. and its proximity to the I-15 interchange is not viable for handling the amount of traffic that will be generated when this area as it is built out to its capacity. The County and ITD has already experienced this type of traffic problem on 65th S. where it intersects with 45th W because of its close proximity to that I-15 interchange. That intersection on 65th currently has significantly lower traffic counts than what is anticipated at the Sunnyside Interchange.

The County has met with ITD on several occasions previous to this open house in an attempt to find a solution for providing viable service for this area. It was the consensus opinion that a signal could not be placed at the Pioneer Dr. which this study acknowledges, and that a new intersection would need be located farther to the east that would allow for the placement of a signal. ITD said a traffic study would need to be done to determine if a signal was warranted and where an appropriate location would be. It was also noted that the Pioneer Dr. access would need to be limited in its use in the future as increases in traffic warranted. There was discussion of allowing a right in right out intersection which would limit the major traffic conflicts for an extended period of time. It was also noted that there needed to be a connection made with Pioneer Dr. to allow traffic from this area to have a way to gain access to left hand turns onto Sunnyside. The proposed Watts Road provides this access.

It was also the opinion of the group that it is critical another signalized intersection would need to be created to handle the traffic generated from the south. This conclusion is supported by the 2023 traffic projections, found within this Sunnyside Road traffic study, which indicates the flow of traffic from the south (5094 peak hour PM) is almost double of that from the north (2872 peak hour PM).

There is not another viable solution shown in the study other than to locate a signalized intersection somewhere east of Pioneer Dr. The county has an approved platted road right of way located within about 400' of the one illustrated in the traffic study in option 2. There is also a willing developer who will pay for the construction of this new road. This new road's distance from the south bound I-15 signal is only 16% less than the distance for the road shown in the study. One only needs to consider this new road as the replacement road for Pioneer Dr. that would fix the untenable problem of traffic that will be created in the future at the current location. This is a bird in the hand scenario which should be taken

advantage of now. It could be years before the land to the immediate east will be developed and there is no way of knowing if the owners would be willing or even able to construct a road at that time.

If the new road were placed on the half section line it would be split by property ownership lines, it would miss the utilization of the existing bridge, it would require the moving of a transmission line pole, it would create an unusable size lot for development on the north of Sunnyside, and there would be no one who would be willing to construct the road thus pushing all traffic from the south to utilize Pioneer Dr as their only access which is what nobody wants.

In the study it stated the goal of the design of Sunnyside road was to maintain traffic speeds of 45 to 50 miles per hour. In table 9-1 it indicates the distances between signal spacing needed to maintain a 45 to 50 mph traffic speed requires a spacing 1980' and 2200' respectively. The proposed location of the new road in the platted Watts Subdivision would be 1900' from the south bound off ramp of I-15, which is within 4% of the recommended 45 MPH spacing of 1980'. If the Watts Road were moved to the east 200' which would allow the utilization of the existing canal bridge, and which would also clear the power transmission poles on the north side of Sunnyside, this would create a spacing of 2100' from the off ramp, which is within 5% of the recommended 50 MPH spacing of 2200'. Either of these locations would better utilize existing infrastructure and generally comply with traffic design standards while significantly improving traffic safety by moving vehicles away from Pioneer Dr. The location of the road would be far more suitable for development of the property on the north side of Sunnyside by allowing adequate size parcels to be developed. This new road could then be signalized which would revive the traffic congestion which will occur in the future when both sides are developed.

Steven Serr
Bonneville County
Zoning Administrator

A History and Explanation Concerning the Proposed Gem State Drive

The following has been prepared by Stafford Smith and Kim Leavitt of Harper-Leavitt Engineering who are personally familiar with the events concerning the development of Gem State Drive and the surrounding area.

During the construction of the exit 116 interchange, Stafford had a conversation with Wade Allen of the Idaho Department of Transportation in which Wade mentioned that the existing Pioneer Drive access from Sunnyside was going to be a problem in the future. He said the State wished the access could be placed farther to the east. Stafford controlled the land directly to the east from Pioneer Drive on the south of Sunnyside. Stafford determined at that time that the development of his property would be planned with the State's wishes in mind.

Beginning in 2010, Stafford began meeting with officials of Bonneville County to understand the proper procedure for the development of his property. The county officials confirmed what Wade Allen had said; that Pioneer Drive was not acceptable to carry significant traffic because its proximity to the interchange would create traffic hazards. A similar situation at exit 113 has caused traffic problems and the county planners had determined the mistake would not be repeated at exit 116. They informed Stafford that they also wanted the main access to be moved to the east. They informed him that although the access road would be a county road, Sunnyside is a state road and it would be necessary to coordinate with the State Highway department as well.

Accordingly, Stafford, accompanied by Kim Leavitt began meeting with Karen Hyatt, Dirk Williams, and David Alvarez, among others of District 6 of the Idaho State Highway department. Potential access locations were presented and discussed. The State representatives stated that they needed to consult with representatives of the Federal government on the access as well.

In a subsequent meeting, Smith and Leavitt were informed that the Federal agency was agreeable to the proposal to move the main southbound access location subject to restricting traffic access at Pioneer Drive

Concurrent with these meetings, Stafford and Kim met with owners of adjacent and nearby parcels who would be affected by the access. These included: Carney, Price, Cromwell, Ottley, and later Meikle, Melaleuca, Morgan and Andrus. The first proposed access location presented to the Carney family was not acceptable to them, so a different one was designed which responded to their wishes. Also, during this time, Harper-Leavitt met with Chris Frederickson of the City of Idaho Falls to coordinate with the city on the location of the road with respect to the City utilities in the area. Mr. Frederickson gave input to the engineers on the access. In their design, Harper-Leavitt accommodated his wishes.

Having met with and received input from all known stakeholders in the decision (most of them multiple times), Harper-Leavitt then prepared the plat documents. These plat documents were carefully reviewed and discussed in a meeting held in the conference room of the Bonneville County Road and Bridge Department. Those attending this meeting were Steve Seer, Kevin Eckersell, Steve Rounds, Kim Leavitt, Karen Hyatt, David Alvarez and Stafford Smith.

The State representatives stated that they required a traffic study to be done before approval for the access would be given. County officials informed Stafford that Bonneville County does not require a study to be done in order to complete the platting process. Therefore, the platting process was finalized and the study was commissioned.

It is important to note that during the planning process, spanning over two years of meetings with State officials, it was never mentioned that the proposed access locations may not meet State guidelines for access spacing.

It is also important to note that the Idaho State Department of Transportation requested the traffic study for the express purpose of assessing the traffic impact of Gem State Drive. Keller Associates is the contractor commissioned to do the traffic study. Inexplicably, in doing their study, Keller did not even consider Gem State Drive as platted by the county, which was the very thing the study was commissioned for!

Only after the platting was complete and the preliminary results of the traffic study were presented were access and signal spacing guidelines mentioned. These guidelines recommend access spacing of $\frac{1}{4}$ mile and signal spacing of $\frac{1}{2}$ mile. Gem State Drive is approximately 150 feet less than $\frac{1}{4}$ mile from the northbound off ramp. There is no signal within $\frac{1}{2}$ mile of Gem State Drive. There has been no request for a signal at Gem State drive. However, Keller recommends signals on both the east and west of the interchange. If a signal were to be built on the west side where Keller is proposing, a signal at Gem State Drive would be somewhat less than the recommend $\frac{1}{2}$ mile from the signal on the west of the interchange.

Bonneville County was one of the entities that commissioned the study for the express purpose of complying with the State's approval process for Gem State Drive. The study was commissioned to assess the impact of Gem State Drive on future traffic between Sunnyside and York road to the south. During the traffic engineer's initial interview with Steve Serr of Bonneville County, Gem State Drive as platted was carefully reviewed. When Serr later questioned the one of Keller's representatives as to why the plat was not included in the study, she said she did not know, but suggested that possibly it was because Gem State Drive was not yet built! When Stafford asked a State Highway Department official why the plat was not considered in the study, the official responded, "You should have paid for the study".

In presenting the preliminary results of the study, Keller suggested several possible access options but Gem State Drive was not presented, and therefore was arbitrarily excluded from public comment. The options presented by Keller all involve private property, yet the landowners who would be affected by the access options were not even contacted. Some of the options involved splitting up large parcels of land.

None of the access options precisely meets the state's guidelines. In practice, the layout of the land, existing accesses and developments, wishes of landowners and other stakeholders are and must be considered in establishing roadways and signals. This often results in variations from the guidelines.

There are several reasons Gem State Drive was proposed and supported by most of the stakeholders and why it should be supported by decision makers.

- The $\frac{1}{4}$ section line location does not work as well to the north because it leaves parcels on the east that are too small to be appropriate for development.
- The road to the north will most likely go through the Carney property. Gem State Drive was located to respond to the wishes of the Carney family.
- The Meikle family which owns property bordering Carney on the west, and which will be directly affected by the access location has consistently supported Gem State Drive, and because it is provided for in the Bonneville County plat, they have made their development plans accordingly.
- Because access for Pioneer Drive will likely be restricted, a full access location closer to Pioneer Drive is more acceptable for traffic wanting to access the properties adjacent to it.
- Gem State drive is centered about 1170' feet from the center of the northbound ramps on Exit 116, nearly meeting the State's ideal spacing of 1320'. However, on the west side of Exit 116, Outlet Boulevard was approved after the interchange was built. Outlet Boulevard, a City of Idaho Falls street, is only about 455' from the southbound ramps of Exit 116; a major exception to the guidelines. These kinds of exceptions are routinely done to accommodate the reality of the existing conditions. Certainly if a major exception is granted to the City of Idaho Falls, a minor exception should not be denied to Bonneville County.
- The existing plat provides a utility easement alongside Gem State Drive. Utilities which are designed for the entire development on the east of I15 between Sunnyside and York roads are already constructed in that easement.
- Because of the years spent in attempting to satisfy all stakeholders' wishes, Stafford had come under time pressure to build new facilities on his property. Based on the authority of the county to approve the plat and location of county roadways, he moved

forward with construction. Therefore, relocating the access away from Gem State Drive would cause serious hardship on a citizen of Bonneville County and would be an affront to the authority of the County to regulate development within its jurisdiction

- Stafford controls the property at each of the proposed access locations. Because changing the alignment of the road to the $\frac{1}{4}$ section line location would jeopardize the functionality of Stafford's development, he will have no choice but to oppose it.
- If the access point is set at the $\frac{1}{4}$ section line, no one will be willing to build the road there. Therefore, traffic will be forced to use Pioneer Drive. This will create the unsafe traffic condition both Bonneville County and the State are so concerned about. If access at Gem State Drive is authorized, construction on it will commence as soon as practical, thus providing a safe access for traffic.
- Gem State Drive was worked out over years of discussions between Bonneville County, the State of Idaho, Stafford and other affected landowners. Accommodations were made to respond to the needs and wishes of the parties. Proper public hearings were held to consider the wishes of all. The development was platted according to proper and established processes. Not moving forward with Gem State Drive as discussed and platted would be a breach of trust towards all of the parties involved.

Signed,


Stafford Smith


Kim H. Leavitt

December 10, 2013,

Mr. West,

As a land and home owner who has lived in the Sunnyside access plan area for over 40 years this is my opinion on the new access to Sunnyside Rd.

I prefer Option 2B for the Sunnyside Road access plan. Putting the road access and light ½ mile from Snake River Parkway and I15 keeps an even distance between the traffic lights. Putting the new road and traffic light ½ mile from Snake River Parkway keeps it very visible to the traffic using Sunnyside, verses putting it farther to the west as there is quite a dip in elevation making it quite difficult to see the traffic light if it was down at this lower elevation. Having the traffic light more evenly centered on the road gets it farther away from I15 making the traffic move faster and with less congestion at the on and off ramps.

We hope you will consider what I as a land and home owner would prefer (like most of the other property owners).

Thanks for giving me the opportunity to comment.

Debra Morgan
3041 S. Pioneer Dr.
Idaho Falls, ID. 83402

December 7, 2013

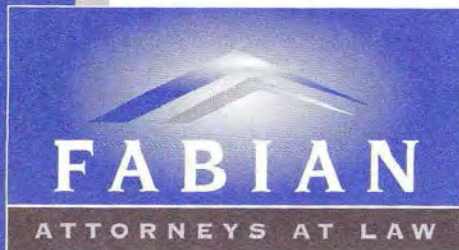
Mr. West,

I believe that the 2B option would be the more beneficial of the two options proposed for a few reasons:

1. First traffic light east of I15 would get traffic farther away from the on & off ramps resulting in better traffic flow and less congestion
2. First traffic light east of I15 is more centered and evenly spaced between the other two proposed traffic lights
3. First traffic light east of I15 would be on elevated ground making it highly visible from all directions for traffic flow
4. Option 2B, first light from I15 to the east, sets properties on both sides of Sunnyside Rd. up for better development options as far as access is concerned

Thank you for giving me the opportunity to comment.

Brad Morgan
3041 S. Pioneer Dr.
Idaho Falls, Id 83402



Steven R. McMurray

Facsimile: (801) 596-2814
smcmurray@fabianlaw.com

December 5, 2013

Via Email to: dwest@bmpo.org

Darrell West, BMPO
1810 W. Broadway, Suite 15
Idaho Falls, ID 83402

Re: *Sunnyside Interchange*

Dear Mr. West:

As you are aware, our office represents Ottley Land Company, L.L.C. ("Ottley") which owns property on the East side of the Freeway and abutting South Pioneer Drive (formerly Bellin Road), adjacent to the properties owned by WATS LLLP and SLS LLLP (collectively "WATS") and adjoining the property owned by Melaleuca which is to the South.

We have carefully reviewed the two options presented for public comment, Option 2A and Option 2B. In connection with our review, we have retained the services of Mrs. Sara Colosimo of Riley Transportation, Inc. for her opinion, advice and recommendations. For brevity, we also incorporate herein our comments contained in my letter of September 18, 2013.

Ottley and Mrs. Colosimo both concur with the proposals in both Option 2A and in Option 2B that Pioneer Drive remain open as an existing road, but with restricted access (right in-right out). Among other things, keeping Pioneer Drive open will allow more direct freeway access to properties directly visible from the freeway, be less confusing to those exiting the freeway, take some pressure off of Sunnyside going east, and provide access to the Ottley property in the event other internal roads providing such access are not immediately constructed.

Particularly, after review and comment by Mrs. Colosimo, Ottley recommends the adoption of Option 2A and the Sunnyside access proposed by WATS. According to Mrs. Colosimo, under Option 2B, sight distance to the semaphore access intersection for those coming into Idaho Falls from the freeway is simply too far away if they miss the right in-right out turn and will therefore be confusing to those desiring to access the properties to the south of Sunnyside in the area. For those coming west from Idaho Falls, they will more likely be familiar with the area and therefore sight distance for them is not a factor. In addition, placing the semaphore intersection as shown on Option 2A appears to be a more middle access as far

Darrell West
December 5, 2013
Page 2

as the properties are concerned and therefore more logical and less confusing for those coming west from Idaho Falls to access all of the properties to the south. It appears to Ottley that the intersection as depicted on Option 2A is better for everyone.

In addition, construction of a road going north of the proposed intersection under Option 2B is more problematic with the proximity and location of the canal in that immediate area.

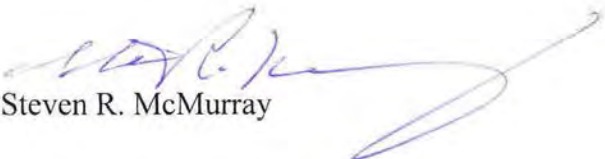
Mrs. Colosimo is working with Harper Levitt to design a workable and safe intersection of Gem State Road with Pioneer Drive which is acceptable to Ottley and WATS and provides a free flow of traffic along the proposed Gem State Road going both south and north and with appropriate restrictions on Pioneer Drive. Although the design of this Gem State Road/Pioneer Drive intersection is not the subject of either Option 2A or 2B, it is essential in the overall development of the entire area to the south and therefore important as well for the location of the proposed semaphore.

The location and configuration of the internal east-west road depicted on Option 2B will almost certainly not be as shown on the proposal. Absent condemnation or substantial financial contribution by governmental entities, the location and configuration of the internal east-west road will need to be determined by the property owners involved as well as Bonneville County. Given the existing significant financial investment of WATS in its car dealership development, it is hard to imagine that WATS would be willing to alter its existing and in place construction, development and design to accommodate the internal east-west road as depicted on Option 2B.

Further, right angle turns as depicted on the internal roads for Option 2B are not desirable for a free flow of traffic.

Ottley therefore recommends the adoption of Option 2A for the location of the Sunnyside access, intersection and semaphore.

Sincerely,



Steven R. McMurray

SRM/rjm



IDAHO FALLS
AUDITORIUM DISTRICT

December 18, 2013

Mr. Darrell West
BMPO
1810 W. Broadway, Suite 15
Idaho Falls, ID 83402

Subject: Sunnyside Road Access Plan

Dear Mr. West:

The Idaho Falls Auditorium District Board of Directors would kindly like to re-submit the following letter, previously sent by Horrocks Engineers on October 1, 2013, for further consideration in the Sunnyside Road Access Plan.

Based on traffic studies and best recommendations, IFAD would respectfully request that a light be placed at Snake River Parkway and 1320' west at the current Pioneer Road Access as the preferred and best option to accommodate future development of the Idaho Falls Event Center.

If you have any questions or concerns, please do not hesitate to contact us at your earliest convenience. Thank you in advance for your time and attention to this matter.

Sincerely,

Cynthia Ozaki, Board Chair, Kristopher Meek, Vice Chair, Terri Gazdik and Janet Trujillo

Handwritten signatures of Cynthia Ozaki, Kristopher Meek, and Janet Trujillo.



901 Pier View Dr, Suite 205
Idaho Falls, Idaho 83402
www.horrocks.com



Idaho Falls Office
Tel: 208.522.1223
Fax: 208.522.1243

October 01, 2013

Darrell West
BMPO
1810 W. Broadway, Suite 15
Idaho Falls, ID 83402

Subject: Sunnyside Road Access Plan – IFAD Comments

Dear Mr. West:

On behalf the Idaho Falls Auditorium District (IFAD), we are submitting comments associated with the information presented at the Sunnyside Road Access Plan Public Open House on September 11, 2013.

Background

Our client is proposing to construct a large multi-use Event Center on property being obtained from Snake River Landing on land roughly one mile north of Sunnyside Rd. along Pioneer Rd. The proposed facility will also have a roadway connection to Snake River Parkway. The nearest major east/west streets providing regional access to the site are Sunnyside Rd. to the south and Pancheri Dr. to the north.

Analysis of Options

The IFAD is supportive and concurs with a signal at Snake River Parkway and Sunnyside Rd. This is proposed in all options, and therefore detailed discussion doesn't appear necessary. The IFAD has indicated their preferred option is Option 2 (with comments below), followed by Option 1, and finally Option 3 is the least preferred.

Access Option 2

One of the options deemed to not be feasible included a signal at Pioneer Rd. (1320' west of Snake River Parkway). The Event Center would support this option as Pioneer Rd. is already widened to a five lane section from Sunnyside Rd. north approximately ¼ mile. Further, this route continues in a fairly direct manner north to the Event Center site.

Assuming that the option described in the above paragraph remains unfeasible, then Option 2 is preferred on the premise that a direct route north to the Event Center site is established. Currently, there isn't any right-of-way established or reserved to facilitate a roadway extending north from Sunnyside (1/2 mile west of Snake River Parkway). In the event, right-of-way is obtained for this connection, the IFAD is concerned that it would only extend north to the

existing east/west portion of Pioneer Dr. This situation would create possible congestion at the Pioneer Rd. and Pioneer Dr. intersection and cause multiple turning movements to access the Event Center site from Sunnyside Rd. when utilizing a signal. Therefore, Option 2 is a preferred option when the new roadway is extended north to the I-15 right-of-way and then turning northeast and connecting with the existing Pioneer Rd. Without this extension of roadway, a signal at Pioneer Rd. (1,320 ft. west of Snake River Parkway) is the preferred option.

Access Option 1

Access Option 1 is next in order of preference. This option still provides a signal at Snake River Parkway, and also maintains two additional (stop controlled) connection points to Sunnyside Rd. from the Event Center site. One of these connections is the existing Pioneer Rd. with a widened street section for roughly ¼ mile and then a relatively direct alignment to the Event Center. The other connection is Pioneer Dr. which provides another, albeit more circuitous, route to Sunnyside Rd.

Access Option 3

This option is the least preferred option. A minimum of three signals would have to be negotiated for any traffic utilizing Interstate 15. Further, the routes to the Event Center would likely not be direct (unless a new frontage road route were established travelling north along I-15). Additionally, new improvements (buildings) are being constructed east of the existing Teton Toyota facility which will make the extension of a bypass roadway in the location shown very unlikely without significant public investment.

Conclusion

The IFAD would prefer to have a signal at Snake River Parkway and also on 1,320 ft. west on Pioneer Rd. with the presented Option 2 as their next preferred with roadway extensions as requested.

If you have any questions regarding this submittal, please contact me at (208) 522-1223. We appreciate working with you on this important project.

Sincerely,
Horrocks Engineers

Clint Boyle, AICP

Cc: John Dorny, P.E. – Horrocks Engineers
Cindy Ozaki – IFAD
Kevin DeKold - CRSA



HORROCKS
ENGINEERS

2162 West Grove Parkway
Suite 400
Pleasant Grove, UT 84062
(801) 783-5100

IFAD PROPOSED ACCESS ALIGNMENT

IFAD PREFERRED OPTION #2

Stephen Lewis

From: Kevin Eckersell <KEckersell@co.bonneville.id.us>
Sent: Wednesday, December 11, 2013 2:11 PM
To: Darrell West
Cc: Steve Rounds
Subject: sunnyside access

RE: Sunnyside Access (open house)

Darrel:

With all the options presented at the open house it is my opinion that a combination of option 2A and 2B would be in the best interest of the traveling public. The County, working with the owner of the WATS Development could relocate the easement from the WATS plat easterly to the existing bridge on Sunnyside. This would eliminate the need for the construction of a new bridge and increase the spacing shown on option 2A. This option would have less spacing than option 2B by approximately 175 feet but would utilize the existing bridge at the Sidehill Canal and do so without any relocation of the existing power transmission line structures.

This plan would be out of compliance slightly with the states access policy for signal spacing, but taking into account the topography and the existing development to the north this appears to be the logical location. This alignment would also involve fewer property owners if Right Of Way acquisitions are necessary.

Thanks for this opportunity to comment.

Kevin Eckersell
Public Works Director
Bonneville County
605 N Capital Ave., Idaho Falls, ID 83402
208-529-1290

-----Original Message-----

From: L & K Johnson [<mailto:larrykarenj@gmail.com>]

Sent: Tuesday, January 14, 2014 6:37 PM

To: Darrell West

Subject: Sunnyside Road Access Plan

My wife and I are in favor of Option 2B for the north-south access road connecting Sunnyside Road and Pioneer Drive. Having the access road run along property lines between Carney; Morgan; and Johnson (ours) would be much better for the continuity and use of the area, especially with a light being installed.

Sincerely,

Laurence (Larry) and Karen Johnson

2927 S. Pioneer Dr

Idaho Falls, ID 83402

-----Original Message-----

From: Jeanette Johnson [<mailto:jcjohnsn@gmail.com>]

Sent: Wednesday, January 15, 2014 3:53 PM

To: Darrell West; Alex Siqueiros; DaNiel Jose

Subject: Sunnyside Access plan

Hi, My name is Jeanette Johnson. I would like enter my comments concerning the Sunnyside Access Plan. I live on Pioneer Dr and will be effected by this plan. I want Option 2B. It works best for where I live and the impact on the area.

Thank you,

Jeanette Johnson