



Twin Falls City Council Agenda

Monday, September 16, 2024, 5:00 PM

Council Chambers
203 Main Avenue East Twin Falls, Idaho

Members: Mayor Ruth Pierce, Vice Mayor Jason Brown, Council Members Craig Hawkins, Spencer Cutler, Christopher Reid, Grayson Stone, Cherie Vollmer

- 1) CALL MEETING TO ORDER/CONFIRMATION OF QUORUM
- 2) PLEDGE OF ALLEGIANCE
- 3) PROCLAMATIONS
 - a) **PRESENTATION:** Constitution Week
- 4) CONSENT CALENDAR
 - a) **ACTION ITEM:** Request to approve City Council 2024 September 09, Minutes.
By: Amy Luna, Deputy City Clerk
 - b) **ACTION ITEM:** Request to approve Accounts Payable for September 5-11, 2024.
By: Amy Luna, Deputy City Clerk
 - c) **ACTION ITEM:** Request to approve September 11, 2024, Travel Requests.
By: Amy Luna, Deputy City Clerk
 - d) **ACTION ITEM:** Request City Council to approve the Special Event Permit for the organizers of the Twin Falls Public Library, Read & Treat event.
By: Lou Coronado, Sergeant, Twin Falls Police Department
 - e) **ACTION ITEM:** Request City Council to approve the Special Event Permit for the organizers of the Festival of Lights Parade event.
By: Lou Coronado, Sergeant, Twin Falls Police Department
- 5) ITEMS OF CONSIDERATION
 - a) **ACTION ITEM:** Request to Award a Construction bid for Shoshone Falls Grade to RS Jobber Inc. in the amount of 2,447,578.30 and allow the City Engineer to sign the contract along with reserving 244,758 for unforeseen contingency utilizing \$335,668 of Dierkes reserves to complete the project as bid.
By: Troy Vitek, City Engineer
 - b) **ACTION ITEM:** Request to authorize City engineering staff to use up to \$60,000 to acquire Right-of-Way along Eastland Drive and to allow a full road closure on Eastland during roadway reconstruction.
By: Troy Vitek
- 6) GENERAL PUBLIC INPUT
- 7) ADVISORY BOARD REPORT/ANNOUNCEMENTS
- 8) PUBLIC HEARINGS
 - a) **ACTION ITEM:** Public Hearing to Amend the FY 23-24 Budget
By: Mathew Farnes, Budget Coordinator
 - b) **ACTION ITEM:** Request to Appeal the Planning and Zoning Commission's decision regarding Special Use Permit PZ24-0047 to allow drive-thru services and extended hours of operation on property located at 1965 Blue Lakes Blvd. North c/o Todd Smith on behalf of In-N-Out Burgers. (PZ24-0085)
By: Kelli Ebersole, City Planner
- 9) ADJOURNMENT

Any person(s) needing special accommodations to participate in the above-noticed meeting could contact Josh Palmer (208) 735-7312 at least two working days before the meeting. Si desea esta información en Español, por favor llame a Josh Palmer al teléfono (208) 735-7312

Public Input Procedures

1. Individuals wishing to provide public input regarding matters relevant to the City of Twin Falls shall:
 - a. Wait to be recognized by the Mayor or Chairman.
 - b. Approach the microphone/podium.
 - c. State their name, and whether they are a resident or property owner of the City of Twin Falls and proceed with their input.
2. All public input will be limited to two (2) minutes. Individuals are not permitted to give their time to otherspeakers.
3. All presenters shall remain respectful.

Public input will not be about any of the items that were on this agenda, personnel, or a personnel-related issue. All issues involving City personnel should be directly communicated with the mayor and/or the City Manager.

Anyone failing to follow these rules will be provided with one (1) warning. Should the speaker continue to disregard these rules after the warning, will have the microphone muted and they will be asked to return to their seats.

Public Hearing Procedures for Zoning Requests

1. Prior to opening the first Public Hearing of the session, the Mayor or Chairman shall review the public hearing procedures.
2. Individuals wishing to testify or speak before the City Council or Planning & Zoning Commission shall wait to be recognized by the Mayor or Chairman, approach the microphone/podium, state their name, and then proceed with their comments. Following their statements, they shall write their name and address on the record sheet(s) provided by the staff. The staff shall make an audio recording of the Public Hearing.
3. A City Staff Report shall summarize the application and history of the request.
4. The Applicant, or the spokesperson for the Applicant, will make a presentation on the application/request (request). No changes to the request may be made by the applicant after the publication of the Notice of Public Hearing. The presentation should include the following:
 - A complete explanation and description of the request.
 - Why the request is being made.
 - Location of the Property.
 - Impacts on the surrounding properties and efforts to mitigate those impacts.
5. Applicant is limited to 15 minutes, unless a written request for additional time is received, at least 72 hours prior to the hearing, and granted by the Mayor or Chairman.
6. The City Council or Planning & Zoning Commission may ask questions of staff or the applicant pertaining to the request.
7. The general public will then be given the opportunity to provide their testimony regarding the request. The Mayor or Chairman may limit public testimony to no less than two (2) minutes per person.
 - Individuals are not permitted to give their time to other speakers.
 - However, five (5) or more individuals that received written notice of the public hearing may appoint, by written petition, a spokesperson. The written petition must be received at least 72 hours prior to the hearing and must be granted by the Mayor or Chairman. The spokesperson shall be limited to 15 minutes.
 - Written comments, including e-mail, received by 12:00 p.m. on the date of the hearing shall be either read into the record or displayed to the public on the overhead projector.
8. Following the Public Testimony, the applicant is permitted five (5) minutes to respond to Public Testimony.
9. Following the Public Testimony and Applicant's response, Council or Commission members, as recognized by the Mayor or Chairman, shall be allowed to question the Applicant, Staff or anyone who has testified. Responses shall be limited to answering the questions asked. The Mayor or Chairman may limit the time permitted for the answer.
10. The Mayor or Chairman shall close the Public Hearing. The City Council or Planning & Zoning Commission shall deliberate on the request. Deliberations and decisions shall be based upon the information and testimony provided during the Public Hearing. Once the Public Hearing is closed, additional testimony from the staff, applicant or public is not allowed. Legal or procedural questions may be directed to the City Attorney.

* Any person not conforming to the above rules may be prohibited from speaking. Persons refusing to comply with such prohibitions may be asked to leave the hearing and, thereafter removed from the room by order of the Mayor or Chairman

*Office of the Mayor of the
City of Twin Falls*

Proclamation

*Constitution Week
September 15 – 21, 2024*

WHEREAS: *The Constitution of the United States of America, the guardian of our liberties, embodies the principles of limited government in a Republic dedicated to rule by law; and*

WHEREAS: *September 17, 2024, marks the two hundred and thirty-seventh anniversary of the forming of the Constitution of the United States of America by the Constitutional Convention; and*

WHEREAS: *It is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary, and to the patriotic celebrations which will commemorate it; and*

WHEREAS: *Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17th through 23rd as Constitution Week,*

THEREFORE, *I, Ruth Pierce, Mayor of the City of Twin Falls, do hereby proclaim the week of September 17th through 24th as*

CONSTITUTION WEEK

and ask our citizens to reaffirm the ideals the Framers of the Constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties.

In witness whereof we have hereunto set our hand and caused this seal to be affixed this 16th day of September.

*Ruth Pierce, Mayor
City of Twin Falls*

*Amy Luna
Deputy City Clerk*



Twin Falls City Council Minutes

Monday, September 9, 2024, 5:00 PM

Council Chambers
203 Main Avenue East Twin Falls, Idaho

1) CALL MEETING TO ORDER/CONFIRMATION OF QUORUM

Present: Mayor Ruth Pierce, Vice Mayor Jason Brown, Council Members Craig Hawkins, Christopher Reid, Spencer Cutler, Cherie Vollmer & Grayson Stone.

Absent:

Staff Present: City Manager Travis Rothweiler, Deputy City Managers Mitch Humble & Gretchen Scott, City Attorney Bruce Castleton (via teams), CFO Breanna Howard, Fire Chief Les Kenworthy, Deputy Fire Chief Mitchell Brooks, Water Manager Justin Ash, Assistant to the City Manager Mandi Thompson, Assistant Public Works Director Erin Steel, Streets Supervisor Bud Stradley, Planning & Zoning Director Jonathan Spendlove, Senior Planner Will Klaver, Police Chief Craig Kingsbury, Public Information Coordinator Joshua Palmer, Help Desk Technician Brettrick Barker, Deputy City Clerk Amy Luna.

Mayor Pierce called the meeting to order at 5:00 PM. A quorum was present.

2) PLEDGE OF ALLEGIANCE

Mayor Pierce invited all present, who wished, to recite the Pledge of Allegiance to the Flag.

3) PROCLAMATIONS

a) Adult Literacy Week

Mayor Pierce read and presented the **Adult Literacy Week** Proclamation.

Ginger Narum from the College of Southern Idaho received the proclamation and spoke a few words.

4) CONSENT CALENDAR

MOTION: Council Member Reid moved to approve the Consent Calendar as presented. **Council Member Hawkins** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 7 to 0.

- a) Request to approve City Council 2024 August 26, Minutes.
- b) Ratification of City Council 2024 June 24, Minutes.
- c) Request to approve September 04, 2024, Travel Requests.
- d) Request to approve Accounts Payable for August 22-September 04, 2024.
- e) Ratification of payment of Accounts Payable for August 8-14, 2024.
- f) Request for approval of a Final Plat for Easternsun Subdivision No. 3, consisting of 17.17 acres on property located at the 400 block of Hankins Rd. (PZ24-0077)
- g) Request City Council to approve the Special Event Permit for the organizers of the annual Canyon Rim Fall Classic Soccer Tournament.
- h) Request to accept the Improvement Agreement for the purpose of developing **Federation Point Subdivision No. 2**.
- i) Request City Council to approve the Special Event Permit for the organizers of the Haunted Swamp event.

5) ITEMS OF CONSIDERATION

- a) Presentation to recognize Twin Falls Fire Department's newly promoted Captain Gerald Dillman, and Driver Kile Larsen along with taking their oath of office and pinning their new rank badges.

Fire Chief Kenworthy made a presentation to recognize Twin Falls Fire Department's newly promoted Captain Gerald Dillman, and Driver Kile Larsen, along with taking their oath of office and pinning their new rank badges.

- b) Request to approve the contract between the City of Twin Falls and the Twin Falls Rural Fire District from October 1, 2024, to September 30, 2027.

Fire Chief Kenworthy made a request to approve the contract between the City of Twin Falls and the Twin Falls Rural Fire District from October 1, 2024, to September 30, 2027.

Discussion ensued on the following:

Council Member Reid: Thanked the staff for maintaining this relationship.

MOTION: Council Member Reid moved to approve the contract between the City of Twin Falls and the Twin Falls Rural Fire District from October 1, 2024, to September 30, 2027. **Vice Mayor Brown** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 7 to 0.

- c) A presentation on PSI's work to maintain the City's recycling collection program in lieu of Magic Valley Recycling's closure in August.

Water Manager Ash introduced a presentation on PSI's work to maintain the City's recycling collection program in lieu of Magic Valley Recycling's closure in August.

Jason Kirschenmann from PSI spoke on the issue.

Discussion ensued on the following:

Mayor Pierce: Asked for the PowerPoint to be email to the council members.

Council Member Stone: Asked for clarification.

- d) Request to award the bid for a Type 6 Brush Truck to Cascade Fire Equipment in the amount of \$184,253.

Assistant to the City Manager Thompson requested to award the bid for a Type 6 Brush Truck to Cascade Fire Equipment in the amount of \$184,253.

Discussion ensued on the following:

Council Member Cutler: Asked for clarification.

MOTION: Council Member Reid moved to approve the request to award the bid for a Type 6 Brush Truck to Cascade Fire Equipment in the amount of \$184,253. **Vice Mayor Brown** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 7 to 0.

- e) Request to approve and adopt Resolution 2024-009 declaring Transmap as the sole source supplier for Pavement Asset Management and Maintenance that is specific to the needs of the Twin Falls Street Department.

Assistant Public Works Director Steel made a request to approve and adopt **Resolution 2024- 009** declaring Transmap as the sole source supplier for Pavement Asset Management and Maintenance that is specific to the needs of the Twin Falls Street Department.

Discussion ensued on the following:

Council Member Stone: Asked about the expiration of this sole source contract.

MOTION: Vice Mayor Brown moved to approve the request to **Resolution 2024-009** declaring Transmap as the sole source supplier for Pavement Asset Management and Maintenance that is specific to the needs of the Twin Falls Street Department. **Council Member Vollmer** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 7 to 0.

- f) Request for approval of Ordinance #2024-012, a Zoning Title Amendment to Title 10 Chapter 11: Required Improvements and Chapter 13: Building Permits.

P&Z Director Spendlove requested approval of **Ordinance #2024-012**, a Zoning Title Amendment to Title 10 Chapter 11: Required Improvements and Chapter 13: Building Permits.

Discussion ensued on the following: None.

MOTION: Council Member Cutler made a motion to dispense with reading the rules and put **Ordinance #2024-012** on third and final reading by title only. **Council Member Stone** seconded the motion. The Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0.

Mayor Pierce read **Ordinance #2024-005** by title only.

MOTION: Council Member Reid moved to approve **Ordinance #2024-012**, a Zoning Title Amendment to Title 10 Chapter 11: Required Improvements and Chapter 13: Building Permits. **Vice Mayor Brown** seconded the motion. The roll call vote showed all members present voted in favor of the motion, 7 to 0.

6) GENERAL PUBLIC INPUT

7) ADVISORY BOARD REPORT/ANNOUNCEMENTS

Council Member Stone reported about the Building Advisory Board meeting regarding the International Building Code update.

Council Member Cutler reported about the Emergency Planning Committee meeting.

Mayor Pierce reported that the 9-11 Memorial Ceremony will be held at 6:00 on September 11, 2024, at the Twin Falls Visitor Center.

Council Member Hawkins reported about Citizens Police Academy, which starts on Monday.

8) ADJOURNMENT

The meeting adjourned at 06:19 PM.

Amy Luna, Deputy City Clerk

****If you wish to have a full accounting of this meeting, please listen to the recording that is located on our website. **** [Tfid.org](https://www.tfid.org)



Date: Monday, September 16, 2024
To: Honorable Mayor and City Council
From: Troy Vitek, City Engineer , City Engineer

ACTION ITEM

Request:

Request to Award a Construction bid for Shoshone Falls Grade to RS Jobber Inc. in the amount of 2,447,578.30 and allow the City Engineer to sign the contract along with reserving 244,758 for unforeseen contingency utilizing \$335,668 of Dierkes reserves to complete the project as bid.

Time Estimate:

Staff Estimates 10 minutes to explain the request.

Background:

Shoshone Falls Grade Road is a road in need of maintenance. Engineering worked with Parks and Recreation and Streets to determine the Scope of the Project and hired JUB Engineers to complete the design. The project was previously bid on November 28, 2023 and received one bid that was \$3,556,530 which exceeded the budgeted amount. The project was re-scoped and broken into a base bid plus two alternates that allows the City to award the project based on funding and priorities. The project was re-bid on August 27th and the City received two bids. RS Jobber Inc was the low bidder in all bid options. Council previously authorized \$2,895,000 to be allocated to the Shoshone Falls Grade project as part of the SLFRF funding available. Engineering design has used some of those funds and there remains \$2,653,868 available. The remaining contract with our consulting Engineer for construction oversight and inspection is \$297,200 leaving a balance of \$2,356,668 for construction. Engineering has worked with Parks and Rec and would recommend we award the whole contract \$2,447,578.30 to RS Jobber along with allowing Engineering to retain a 10% contingency Fund for unforeseen circumstances in the amount of \$244,758. This would require utilizing Dierkies reserves in the amount of \$335,668.30 to complete the project as presented.

Approval Process:

Majority of Council authorizing the City Engineer to sign the contract

Budget Impact:

There is \$2,895,000 budgeted through the SLFRF funds for this project. There is also a request to utilize \$335,668.30 of Dierkie's reserves that currently has a \$2 million dollar amount.

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

Staff Recommends City Council authorize the City Engineer to sign a contract with RS Jobber Inc in the amount of \$2,447,578.30, reserve 10% for unforeseen circumstances and utilize \$335,668 of Dierkies reserves to complete the project.

Attachments:

1. TransLtr_City_Bid_Results 2024-09-04

September 4, 2024

Troy Vitek, PE
City Engineer, City of Twin Falls
203 Main Avenue East
Twin Falls, ID 83301

RE: Bid Review – City of Twin Falls Shoshone Falls Grade Project

Dear Troy,

Bids for the City of Twin Falls Shoshone Falls Grade Project were received and opened from two bidders on August 27, 2024. Attached is a Bid Tabulation summarizing the unit prices and total bid amount for each bidder. Following is a summary of the bid results:

Contractor	Base Bid	Base Bid + Bid Alternate No. 1	Base Bid + Bid Alternate No. 2	Base Bid + Bid Alternate No. 1 + Bid Alternate No. 2
R S Jobber Inc.	\$1,444,360.80	\$2,267,513.30	\$1,624,425.80	\$2,447,578.30
Burks Excavation	\$2,341,490.00	\$3,234,060.00	\$2,588,145.00	\$3,480,715.00

J-U-B has reviewed the bids for compliance with the administrative requirements in the Bid Documents. A summary review of each bid versus the bidding criteria is attached.

Per the Bid Form (Document 00300), the basis of award for the project will be on the Base Bid Schedule Plus Alternatives as determined by the City, conforms with all the conditions of the Bid Documents, is in the best interest of the project, and is within the City's available budget. From our review, it is our opinion that RS Jobber Inc. appears to have submitted the lowest responsive bid in total price. If you have any questions, please don't hesitate to contact me.

Sincerely,



Chelsea James, PE
J-U-B ENGINEERS, Inc.

Enclosures:

- Bid Tabulation
- Bid Review

PROJECT: City of Twin Falls
Shoshone Falls Grade Improvements



ENGINEERS: J-U-B Engineers, Inc.
2114 Village Park Avenue
Suite 100
Twin Falls, Idaho 83301

BID DATE: August 27, 2024

PAY ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	Engineers Estimate		RS Jobber Inc. Pocatello, ID		Burks Excavation Twin Falls, ID	
SCHEDULE A									
202.4.1.A.1	Excavation	9	CY	\$230.00	\$2,070.00	\$80.00	\$720.00	\$240.00	\$2,160.00
202.4.2.A.1	Rock Excavation	1450	CY	\$200.00	\$290,000.00	\$155.00	\$224,750.00	\$482.76	\$700,002.00
202.4.4.C.1	Controlled Blasting	1200	DF	\$105.00	\$126,000.00	\$40.00	\$48,000.00	\$42.00	\$50,400.00
202.4.6.A.1	Borrow	3	CY	\$165.00	\$495.00	\$667.00	\$2,001.00	\$170.00	\$510.00
1001.4.1.A.1	Sediment Control	1	LS	\$5,400.00	\$5,400.00	\$9,740.00	\$9,740.00	\$4,760.00	\$4,760.00
1003.4.1.B.1	Biofilter Bags	197	LF	\$5.00	\$985.00	\$12.00	\$2,364.00	\$5.00	\$985.00
2010.4.1.A.1	Mobilization	1	LS	\$22,290.00	\$22,290.00	\$13,800.00	\$13,800.00	\$27,215.00	\$27,215.00
SP-3004	Ditch	78	LF	\$75.00	\$5,850.00	\$64.00	\$4,992.00	\$45.00	\$3,510.00
SP-5001	Contractor Furnished Construction Surveying and Staking	1	LS	\$15,000.00	\$15,000.00	\$15,525.00	\$15,525.00	\$14,600.00	\$14,600.00
Schedule A Total:				\$468,090.00			\$321,892.00		\$804,142.00

SCHEDULE B									
PAY ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	Engineers Estimate		RS Jobber Inc. Pocatello, ID		Burks Excavation Twin Falls, ID	
201.4.1.A.1	Clearing and Grubbing	0.49	AC	\$40,000.00	\$19,600.00	\$9,200.00	\$4,508.00	\$27,450.00	\$13,450.50
201.4.1.E.1	Removal of Idaho Power Induction Conduit	644	LF	\$25.00	\$16,100.00	\$14.00	\$9,016.00	\$20.00	\$12,880.00
201.4.1.E.3	Removal of Pipe	110	LF	\$45.00	\$4,950.00	\$16.00	\$1,760.00	\$51.00	\$5,610.00
201.4.1.E.5	Removal of Precast Concrete Barrier	135	LF	\$25.00	\$3,375.00	\$21.00	\$2,835.00	\$110.00	\$14,850.00
201.4.1.F.1	Removal of Idaho Power Junction Box	4	EA	\$200.00	\$800.00	\$230.00	\$920.00	\$160.00	\$640.00
201.4.1.F.3	Removal of Idaho Power Detector Loop	8	EA	\$210.00	\$1,680.00	\$115.00	\$920.00	\$180.00	\$1,440.00
201.4.1.F.5	Removal of Storm Drain Inlet	1	EA	\$1,500.00	\$1,500.00	\$748.00	\$748.00	\$1,800.00	\$1,800.00
201.4.1.F.7	Removal of Headwall	1	EA	\$3,500.00	\$3,500.00	\$748.00	\$748.00	\$3,550.00	\$3,550.00
202.4.1.A.1	Excavation	1663	CY	\$105.00	\$174,615.00	\$21.00	\$34,923.00	\$68.00	\$113,084.00
202.4.2.A.1	Rock Excavation	241	CY	\$200.00	\$48,200.00	\$80.00	\$19,280.00	\$215.00	\$51,815.00
202.4.6.A.1	Borrow	330	CY	\$25.00	\$8,250.00	\$72.00	\$23,760.00	\$70.00	\$23,100.00
202.4.8.A.1	Dust Abatement Water (Per 1,000 Gallons)	15	MG	\$200.00	\$3,000.00	\$717.00	\$10,755.00	\$390.00	\$5,850.00
205.4.1.A.1	Dewatering	1	LS	\$80,000.00	\$80,000.00	\$8,188.00	\$8,188.00	\$53,800.00	\$53,800.00

PROJECT: City of Twin Falls
Shoshone Falls Grade Improvements



ENGINEERS: J-U-B Engineers, Inc.
2114 Village Park Avenue
Suite 100
Twin Falls, Idaho 83301

BID DATE: August 27, 2024

PAY ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	Engineers Estimate		RS Jobber Inc. Pocatello, ID		Burks Excavation Twin Falls, ID	
206.4.1.B.1	Seeding	0.49	AC	\$1,750.00	\$857.50	\$7,510.00	\$3,679.90	\$1,780.00	\$872.20
206.4.1.C.1	Mulching	0.49	AC	\$1,750.00	\$857.50	\$6,900.00	\$3,381.00	\$1,780.00	\$872.20
206.4.1.G.1	Fertilizing	0.49	AC	\$1,750.00	\$857.50	\$5,750.00	\$2,817.50	\$1,780.00	\$872.20
206.4.1.H.3	Loose Riprap	2	CY	\$280.00	\$560.00	\$355.00	\$710.00	\$825.00	\$1,650.00
302.4.1.A.1	Rock Excavation	349	CY	\$200.00	\$69,800.00	\$145.00	\$50,605.00	\$215.00	\$75,035.00
601.4.1.A.17.1	12" Storm Drain Pipe, Corrugated Polyethylene	77	LF	\$80.00	\$6,160.00	\$102.00	\$7,854.00	\$120.00	\$9,240.00
601.4.1.A.17.2	18" Storm Drain Pipe, Corrugated Polyethylene	49	LF	\$120.00	\$5,880.00	\$127.00	\$6,223.00	\$190.00	\$9,310.00
601.4.1.A.17.3	24" Storm Drain Pipe, Corrugated Polyethylene	37	LF	\$170.00	\$6,290.00	\$155.00	\$5,735.00	\$210.00	\$7,770.00
601.4.1.A.17.4	30" Storm Drain Pipe, Corrugated Polyethylene	251	LF	\$200.00	\$50,200.00	\$199.00	\$49,949.00	\$210.00	\$52,710.00
601.4.1.A.17.5	36" Storm Drain Pipe, Corrugated Polyethylene	32	LF	\$385.00	\$12,320.00	\$265.00	\$8,480.00	\$435.00	\$13,920.00
602.4.1.B.1	Storm Drain Manhole - Type B	2	EA	\$5,600.00	\$11,200.00	\$7,820.00	\$15,640.00	\$6,410.00	\$12,820.00
602.4.1.G.1	Inlet - Type IV	1	EA	\$4,300.00	\$4,300.00	\$3,818.00	\$3,818.00	\$6,030.00	\$6,030.00
602.4.1.G.3	Inlet - ITD Type 8	5	EA	\$6,500.00	\$32,500.00	\$5,280.00	\$26,400.00	\$3,220.00	\$16,100.00
602.4.1.G.5	Inlet - ITD Type 2A	1	EA	\$4,300.00	\$4,300.00	\$4,176.00	\$4,176.00	\$6,030.70	\$6,030.70
703.4.1.A.1	Concrete Headwall (Cast-in-Place) - Class 3000	2.3	CY	\$1,330.00	\$3,059.00	\$3,118.00	\$7,171.40	\$4,270.00	\$9,821.00
706.4.1.A.5	Standard 6" Vertical Curb & Gutter	817	LF	\$57.00	\$46,569.00	\$48.00	\$39,216.00	\$49.00	\$40,033.00
802.4.1.B.1	Crushed Aggregate for Base – ¾" Type I	1906	TN	\$60.00	\$114,360.00	\$44.00	\$83,864.00	\$54.00	\$102,924.00
810.4.1.A.1	1/2" Superpave HMA SP-3	1506	TN	\$205.00	\$308,730.00	\$210.00	\$316,260.00	\$200.00	\$301,200.00
1001.4.1.A.1	Sediment Control	1	LS	\$15,000.00	\$15,000.00	\$6,411.00	\$6,411.00	\$22,500.00	\$22,500.00
1003.4.1.B.1	Biofilter Bags	653	LF	\$5.00	\$3,265.00	\$13.00	\$8,489.00	\$5.00	\$3,265.00
1006.4.1.C.1	Inlet Protection	7	EA	\$190.00	\$1,330.00	\$195.00	\$1,365.00	\$110.00	\$770.00
1103.4.1.B.1	Traffic Control Signs Type B	98	SF	\$15.00	\$1,470.00	\$16.00	\$1,568.00	\$16.00	\$1,568.00
1103.4.1.C.1	Traffic Control Barricades, Type 3	6	EA	\$120.00	\$720.00	\$130.00	\$780.00	\$125.00	\$750.00
1135.01.07	Relocate Roadside Sign	5	EA	\$585.00	\$2,925.00	\$517.00	\$2,585.00	\$800.00	\$4,000.00
2010.4.1.A.1	Mobilization	1	LS	\$69,820.00	\$69,820.00	\$53,212.00	\$53,212.00	\$70,000.20	\$70,000.20
2050.4.1.B.1	Riprap/Erosion Control Geotextile	3	SY	\$30.00	\$90.00	\$25.00	\$75.00	\$86.00	\$258.00
2050.4.1.C.1	Subgrade Preparation Geotextile	2088	SY	\$5.00	\$10,440.00	\$12.00	\$25,056.00	\$3.00	\$6,264.00
SP-1001	Cement Treated Base	826	CY	\$165.00	\$136,290.00	\$145.00	\$119,770.00	\$275.00	\$227,150.00
SP-1003	Recycled Asphalt Base Stabilization (RABS)	2820	SY	\$10.00	\$28,200.00	\$7.00	\$19,740.00	\$15.00	\$42,300.00

PROJECT: City of Twin Falls
Shoshone Falls Grade Improvements



ENGINEERS: J-U-B Engineers, Inc.
2114 Village Park Avenue
Suite 100
Twin Falls, Idaho 83301

BID DATE: August 27, 2024

PAY ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	Engineers Estimate		RS Jobber Inc. Pocatello, ID		Burks Excavation Twin Falls, ID	
SP-2050.3	Precast Concrete Barrier	204	LF	\$105.00	\$21,420.00	\$121.00	\$24,684.00	\$175.00	\$35,700.00
SP-2050.4	Precast Concrete Terminal, Type A	2	EA	\$1,700.00	\$3,400.00	\$1,157.00	\$2,314.00	\$4,290.00	\$8,580.00
SP-2055.1	W-Beam Guardrail	1454	LF	\$46.00	\$66,884.00	\$31.00	\$45,074.00	\$42.00	\$61,068.00
SP-2055.2	Guardrail Transition, Low Speed	2	EA	\$1,350.00	\$2,700.00	\$1,725.00	\$3,450.00	\$1,730.00	\$3,460.00
SP-2055.3	Guardrail Anchor	1	EA	\$1,800.00	\$1,800.00	\$1,725.00	\$1,725.00	\$1,670.00	\$1,670.00
SP-2055.4	Guardrail Terminal, Tangent	1	EA	\$4,000.00	\$4,000.00	\$3,450.00	\$3,450.00	\$3,850.00	\$3,850.00
SP-3005	Portable Changeable Message Sign	142	Day	\$85.00	\$12,070.00	\$75.00	\$10,650.00	\$140.00	\$19,880.00
SP-3009.1	Galvanized Steel Pipe Apron, 12"	1	EA	\$800.00	\$800.00	\$855.00	\$855.00	\$285.00	\$285.00
SP-3009.2	Galvanized Steel Pipe Apron, 24"	1	EA	\$1,030.00	\$1,030.00	\$1,375.00	\$1,375.00	\$400.00	\$400.00
SP-5001	Contractor Furnished Construction Surveying and Staking	1	LS	\$25,000.00	\$25,000.00	\$25,438.00	\$25,438.00	\$43,400.00	\$43,400.00
SP-5003	Storm Water Management	1	LS	\$13,125.00	\$13,125.00	\$10,062.00	\$10,062.00	\$11,150.00	\$11,150.00
Schedule B Total:				\$1,466,149.50		\$1,122,468.80		\$1,537,348.00	

SCHEDULE C									
PAY ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	Engineers Estimate		RS Jobber Inc. Pocatello, ID		Burks Excavation Twin Falls, ID	
201.4.1.A.1	Clearing and Grubbing	0.69	AC	\$40,000.00	\$27,600.00	\$8,050.00	\$5,554.50	\$38,900.00	\$26,841.00
201.4.1.E.3	Removal of Pipe	40	LF	\$45.00	\$1,800.00	\$34.00	\$1,360.00	\$41.00	\$1,640.00
201.4.1.F.9	Removal of Gate	1	EA	\$1,400.00	\$1,400.00	\$2,070.00	\$2,070.00	\$3,450.80	\$3,450.80
202.4.1.A.1	Excavation	620	CY	\$105.00	\$65,100.00	\$21.00	\$13,020.00	\$145.00	\$89,900.00
202.4.2.A.1	Rock Excavation	50	CY	\$200.00	\$10,000.00	\$218.00	\$10,900.00	\$215.00	\$10,750.00
202.4.6.A.1	Borrow	1468	CY	\$25.00	\$36,700.00	\$72.00	\$105,696.00	\$83.00	\$121,844.00
202.4.8.A.1	Dust Abatement Water (Per 1,000 Gallons)	14	MG	\$200.00	\$2,800.00	\$717.00	\$10,038.00	\$200.00	\$2,800.00
206.4.1.B.1	Seeding	0.28	AC	\$1,750.00	\$490.00	\$6,900.00	\$1,932.00	\$1,780.00	\$498.40
206.4.1.C.1	Mulching	0.28	AC	\$1,750.00	\$490.00	\$6,900.00	\$1,932.00	\$1,780.00	\$498.40
206.4.1.G.1	Fertilizing	0.28	AC	\$1,750.00	\$490.00	\$5,750.00	\$1,610.00	\$1,780.00	\$498.40
206.4.1.H.3	Loose Riprap	31	CY	\$280.00	\$8,680.00	\$118.00	\$3,658.00	\$140.00	\$4,340.00
302.4.1.A.1	Rock Excavation	10	CY	\$200.00	\$2,000.00	\$288.00	\$2,880.00	\$215.00	\$2,150.00

PROJECT: City of Twin Falls
Shoshone Falls Grade Improvements



ENGINEERS: J-U-B Engineers, Inc.
2114 Village Park Avenue
Suite 100
Twin Falls, Idaho 83301

BID DATE: August 27, 2024

PAY ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	Engineers Estimate		RS Jobber Inc. Pocatello, ID		Burks Excavation Twin Falls, ID	
601.4.1.A.11	12" Storm Drain Pipe, Corrugated Galvanized Steel	7	LF	\$120.00	\$840.00	\$122.00	\$854.00	\$115.00	\$805.00
601.4.1.A.17.1	12" Storm Drain Pipe, Corrugated Polyethylene	68	LF	\$80.00	\$5,440.00	\$109.00	\$7,412.00	\$89.00	\$6,052.00
602.4.1.G.1	Inlet - Type IV	3	EA	\$4,300.00	\$12,900.00	\$3,990.00	\$11,970.00	\$3,560.00	\$10,680.00
706.4.1.A.5	Standard 6" Vertical Curb & Gutter	1232	LF	\$57.00	\$70,224.00	\$46.00	\$56,672.00	\$36.00	\$44,352.00
706.4.1.F.1	Concrete Driveway Approach	38	SY	\$255.00	\$9,690.00	\$130.00	\$4,940.00	\$130.00	\$4,940.00
802.4.1.B.1	Crushed Aggregate for Base – ¾" Type I	2726	TN	\$60.00	\$163,560.00	\$43.00	\$117,218.00	\$58.00	\$158,108.00
810.4.1.A.1	1/2" Superpave HMA SP-3	1557	TN	\$205.00	\$319,185.00	\$208.00	\$323,856.00	\$200.00	\$311,400.00
1001.4.1.A.1	Sediment Control	1	LS	\$12,000.00	\$12,000.00	\$2,875.00	\$2,875.00	\$3,010.00	\$3,010.00
1003.4.1.B.1	Biofilter Bags	553	LF	\$5.00	\$2,765.00	\$13.00	\$7,189.00	\$5.00	\$2,765.00
1006.4.1.C.1	Inlet Protection	3	EA	\$190.00	\$570.00	\$195.00	\$585.00	\$110.00	\$330.00
1135.01.07	Relocate Roadside Sign	1	EA	\$585.00	\$585.00	\$575.00	\$575.00	\$435.00	\$435.00
2010.4.1.A.1	Mobilization	1	LS	\$42,108.00	\$42,108.00	\$38,985.00	\$38,985.00	\$23,910.00	\$23,910.00
2050.4.1.B.1	Riprap/Erosion Control Geotextile	46	SY	\$30.00	\$1,380.00	\$18.00	\$828.00	\$62.00	\$2,852.00
2050.4.1.C.1	Subgrade Preparation Geotextile	2315	SY	\$5.00	\$11,575.00	\$12.00	\$27,780.00	\$3.00	\$6,945.00
SP-1003	Recycled Asphalt Base Stabilization (RABS)	3274	SY	\$10.00	\$32,740.00	\$7.00	\$22,918.00	\$4.00	\$13,096.00
SP-2050.1	Remove and Reset Precast Concrete Barrier	159	LF	\$15.00	\$2,385.00	\$21.00	\$3,339.00	\$11.00	\$1,749.00
SP-2050.2	Precast Concrete Terminal, Type B	1	EA	\$3,000.00	\$3,000.00	\$1,725.00	\$1,725.00	\$4,290.00	\$4,290.00
SP-2050.3	Precast Concrete Barrier	25	LF	\$105.00	\$2,625.00	\$115.00	\$2,875.00	\$175.00	\$4,375.00
SP-3001	Landscape Rock	345	SY	\$30.00	\$10,350.00	\$14.00	\$4,830.00	\$18.00	\$6,210.00
SP-3009.1	Galvanized Steel Pipe Apron, 12"	3	EA	\$800.00	\$2,400.00	\$646.00	\$1,938.00	\$285.00	\$855.00
SP-5001	Contractor Furnished Construction Surveying and Staking	1	LS	\$20,400.00	\$20,400.00	\$23,138.00	\$23,138.00	\$20,200.00	\$20,200.00
Schedule C Total:				\$884,272.00		\$823,152.50		\$892,570.00	

SCHEDULE D									
PAY ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	Engineers Estimate		RS Jobber Inc. Pocatello, ID		Burks Excavation Twin Falls, ID	
201.4.1.A.1	Clearing and Grubbing	0.21	AC	\$200,000.00	\$42,000.00	\$9,200.00	\$1,932.00	\$115,900.00	\$24,339.00

PROJECT: City of Twin Falls
Shoshone Falls Grade Improvements



ENGINEERS: J-U-B Engineers, Inc.
2114 Village Park Avenue
Suite 100
Twin Falls, Idaho 83301

BID DATE: August 27, 2024

PAY ITEM	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	Engineers Estimate		RS Jobber Inc. Pocatello, ID		Burks Excavation Twin Falls, ID	
202.4.1.A.1	Excavation	7	CY	\$375.00	\$2,625.00	\$287.00	\$2,009.00	\$385.00	\$2,695.00
202.4.2.A.1	Rock Excavation	141	CY	\$400.00	\$56,400.00	\$126.00	\$17,766.00	\$305.00	\$43,005.00
202.4.6.A.1	Borrow	183	CY	\$55.00	\$10,065.00	\$84.00	\$15,372.00	\$46.00	\$8,418.00
202.4.8.A.1	Dust Abatement Water (Per 1,000 Gallons)	2	MG	\$200.00	\$400.00	\$718.00	\$1,436.00	\$210.00	\$420.00
802.4.1.B.1	Crushed Aggregate for Base – ¾" Type I	43	TN	\$320.00	\$13,760.00	\$71.00	\$3,053.00	\$270.00	\$11,610.00
810.4.1.A.1	1/2" Superpave HMA SP-3	66	TN	\$420.00	\$27,720.00	\$414.00	\$27,324.00	\$330.00	\$21,780.00
1001.4.1.A.1	Sediment Control	1	LS	\$3,600.00	\$3,600.00	\$6,141.00	\$6,141.00	\$3,210.00	\$3,210.00
1003.4.1.B.1	Biofilter Bags	398	LF	\$5.00	\$1,990.00	\$12.00	\$4,776.00	\$5.00	\$1,990.00
1103.4.1.B.1	Traffic Control Signs Type B	126	SF	\$15.00	\$1,890.00	\$16.00	\$2,016.00	\$16.00	\$2,016.00
1103.4.1.H.1	Portable Tubular Markers	12	EA	\$15.00	\$180.00	\$17.00	\$204.00	\$16.00	\$192.00
1103.4.1.I.1	Traffic Control Flaggers	320	MH	\$65.00	\$20,800.00	\$57.00	\$18,240.00	\$54.00	\$17,280.00
2010.4.1.A.1	Mobilization	1	LS	\$13,570.00	\$13,570.00	\$9,948.00	\$9,948.00	\$10,400.00	\$10,400.00
2040.4.1.A.1	Fencing	184	LF	\$100.00	\$18,400.00	\$60.00	\$11,040.00	\$100.00	\$18,400.00
SP-3006	Pathway Boardwalk	1	LS	\$60,000.00	\$60,000.00	\$46,088.00	\$46,088.00	\$69,650.00	\$69,650.00
SP-5001	Contractor Furnished Construction Surveying and Staking	1	LS	\$11,500.00	\$11,500.00	\$12,720.00	\$12,720.00	\$11,250.00	\$11,250.00
Schedule D Total:				\$284,900.00		\$180,065.00		\$246,655.00	

Total Base Bid (Schedules A + B):			\$1,934,239.50		\$1,444,360.80		\$2,341,490.00
Base Bid + Bid Alternate No. 1 (Schedule C):			\$2,818,511.50		\$2,267,513.30		\$3,234,060.00
Base Bid + Bid Alternate No. 2 (Schedule D):			\$2,219,139.50		\$1,624,425.80		\$2,588,145.00
Base Bid + Bid Alternate No. 1 + Bid Alternate No. 2 (All Schedules):			\$3,103,411.50		\$2,447,578.30		\$3,480,715.00

Notes:

1. This table is a tabulation of the unit prices and total prices received from Bidders during the bidding process. It does not indicate nor convey the responsiveness of the Bid.

City of Twin Falls 2024 Shoshone Falls Grade



Bid Opening Checklist

August 27, 2024

Contractor:	Addendum #1	Addendum #2	Bid Form Completed and Signed	Bid Bond	Listing of Subcontractors	Listing of Suppliers	Evidence of Authority to Sign	Evidence of Authority to do Business in Idaho	Public Works Contractor License	Base Bid & Total Bid	Comments
1 RS Jobber Inc.	X	X	X	X	X	N/A	X	X	X	\$1,444,360.80 & \$2,447,578.30	List of subcontractors was not included in the bid. Tentative subcontractors list was given later upon request.
2 Burks Excavation	X	X	X	X	N/A	N/A	X	X	X	\$2,341,490.00 & \$3,480,715.00	

A highlighted denotes that the bid item was incomplete, not included, or as otherwise noted in the Comments.

1 RS Jobber Inc.	Blasting Contractor Asphalt Contractor Electrical Contractor	Superior Blasting Inc Idaho Material & Construction N/A
2 Burks Excavation	Blasting Contractor Asphalt Contractor Electrical Contractor	N/A N/A N/A



Date: Monday, September 16, 2024
To: Honorable Mayor and City Council
From: Troy Vitek, City Engineer , City Engineer

ACTION ITEM

Request:

Request to authorize City engineering staff to use up to \$60,000 to acquire Right-of-Way along Eastland Drive.

Time Estimate:

15 minutes

Background:

Earlier this year, City Council allowed Staff to accept an \$8.3 million grant for the design and reconstruction of Eastland Drive between Addison and Falls. In an effort to make the resulting roadway project more safe and efficient, we want to fix two bottlenecks on Eastland where there is less than 4 travel lanes. The Strategic Initiatives Grant does not allow us to use the funds to purchase right-of-way (ROW). Therefore, we would like to use up to \$60,000, from impact fees, to purchase ROW from private property owners to expand the width of Eastland in those bottleneck areas.

Even if we are unsuccessful at acquiring all of the properties, the property we are able to acquire is important for the growth of Twin Falls and the increasing traffic on Eastland.

Approval Process:

Council Majority Vote to allow the City Engineer to execute agreements for the purchase of property

Budget Impact:

The City would utilize \$60,000 of impact fee's associated with Streets to purchase right of way for more road capacity.

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends utilizing up to \$60,000 to purchase right-of-way from private property owners along Eastland Drive using impact fee dollars.

Attachments:

1. FULL ROAD CLOSURE FOR WORK ZONE OPERATIONS, A Cross-Cutting Study
2. Eastland Construction Closed Versus Partial Closure

FULL ROAD CLOSURE FOR WORK ZONE OPERATIONS

A Cross-Cutting Study

Reducing Congestion and
Crashes through Full Road
Closure for Maintenance
and Construction



August 2003

Notice:

The Federal Highway Administration provides high-quality information to serve Government, industry, and the public in a manner that promotes public understanding. Standards and policies are used to ensure and maximize the quality, objectivity, utility, and integrity of its information. FHWA periodically reviews quality issues and adjusts its programs and processes to ensure continuous quality improvement.

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1 - Executive Summary

Transportation professionals are sensitive to public dissatisfaction with work zone congestion, delay, and safety and are continually developing new approaches to improve traffic operations in and around work zones. Transportation professionals also appreciate that the need for work zones is large and growing across the nation. The increasing need to repair and maintain rapidly deteriorating infrastructure and the need to supply some additional roadway capacity lead to more work zones. Transportation agencies are challenged to balance the increasing need for work zones with mobility and safety concerns expressed by the public and government agencies. Full road closure is one method that transportation agencies are giving increased consideration to during project planning and design, as a potential way to balance these conflicting needs.

State highway agencies have used full road closure successfully on a variety of project types ranging from full-depth reconstruction to bridge joint replacement with guard rail enhancements. The projects examined during this research effort had varying characteristics and reasons for using full road closure, while achieving similar positive results. Project personnel interviewed felt that full road closure was able to improve the road rehabilitation process, creating efficiencies that reduced project duration and in some cases overall costs, while improving safety. A consistent theme, heard during interviews with project personnel, was the positive public sentiment that resulted from the use of full road closure.

Why Use Full Road Closure?

Full Road Closure has the potential to:

- Expedite project completion
- Reduce the impact of construction on travelers
- Maximize workspace available to the contractor and increase productivity
- Reduce overall congestion resulting from construction
- Improve safety for workers and travelers
- Reduce crashes in some cases
- Result in a smoother roadway
- Improve public sentiment.

Benefits of Full Road Closure

The six projects examined for this study experienced numerous benefits as a result of using a full closure approach.

- All projects reported a reduction in project duration.
- Two projects realized significant estimated cost savings.
- For five projects, project personnel cited traveler and worker safety as a benefit.
- Three projects reported a better-quality product.
- All projects reported that public sentiment was positive.
- The increased workspace and flexibility in project staging that are offered by full closures often led to greater efficiency (see Figure 1).
- Project personnel felt that worker productivity improved due to less distraction from traffic.
- All project sites noted that the impact of construction on travelers was reduced.



Figure 1 - Full closure increases available workspace for equipment and material

Considerations Associated with Full Road Closure

- City/county agencies and personnel often need to be convinced of the feasibility of implementing a full closure strategy and the potential benefits that can be realized, compared to traditional means of performing rehabilitation under traffic.
- Full closure projects are typically done on an accelerated schedule. Contractor and supplier ability to provide adequate amounts of resources (materials, equipment, crew) to maintain an accelerated pace should be assessed prior to letting a project as a full closure.
- Meeting the project completion deadline is particularly important when using full closure since this is often highly publicized as the date when the road will re-open. Therefore full closure projects may carry additional deadline pressure for those involved. This can accelerate decisions and limit the time for researching options when issues arise.
- Impacts to business or entertainment venues can be a factor. Many of the project sites planned closures around events and considered impacts to businesses during the planning process.
- Full closure projects are often scheduled on a 24-hour work basis, so there is potential for impacts to local residents, including noise and light pollution.
- Increases to traffic densities on alternate routes must be assessed, planned for, and managed. Depending on available alternate routes, there is a potential need for capacity improvements and operational enhancements that may require additional funding and coordination during the planning and programming phases.

Lessons Learned

- The public outreach component was noted as the key factor in the success of full closure projects by several sites.
- The use of full road closure requires significant lead time for increased planning and outreach with regard to the potential effects of road closures. Project personnel need to consider all possible stakeholders to ensure that their needs are met throughout project duration.
- The availability of adequate alternate routes is the most critical factor in pursuing a full road closure approach. For the study sites, projected congestion impacts typically went unrealized as demand during the project was less than expected as a result of information dissemination.
- A solid traffic management plan is vital to the success of the project. This includes an appropriate amount of signage in advance of the closure to inform travelers of alternate routes.
- State agencies are typically not allowed to specify city or county roads as detours. However it was found that non-state roads might handle much of the diverted traffic. Two sites related that after about two weeks traffic redistributed on its own and balanced the increased load on the network, at which time a fair assessment of overall traffic flow could be made.

2 - Introduction

Background and Purpose

With the National Highway System essentially complete, and many roads surpassing their useful design life, the focus of roadwork has shifted from new construction to rehabilitation and improvement of existing facilities. As a result of this trend, transportation agencies are faced with the need to perform a greater number of projects on roads carrying traffic. The resulting work zones have the potential to cause mobility and safety impacts that affect road users, nearby businesses, and construction workers. In general, the traveling public and elected officials have expressed a high level of frustration with the congestion and delay caused by work zones. In addition, the public and the transportation industry continue to be concerned with the safety of travel in and around work zones.

The expansion of typical metropolitan peak-period congestion levels from 2-3 hours daily in the early 1980s to 5-6 hours daily today is resulting in a smaller window of opportunity for contractors to perform roadwork without impacting peak period traffic flow. Results from a survey, taken in 2000 and referenced in the Federal Highway Administration report *Moving Ahead*, indicate that more than 60 percent of those surveyed were dissatisfied with the speed of repair and traffic congestion related to work zones. (1) Congestion related to work zones can result in increased travel times, environmental impacts, worker health and safety risks, and traveler dissatisfaction. According to the results of a recently released study, work zones account for at least 24 percent of non-recurring delays on freeways. (2) More than 40,000 people per year are injured as a result of motor vehicle crashes in work zones. (3) In the last decade more than 8,000 fatalities have been reported in work zones. Some may be surprised to discover that more than 80 percent of work zone fatalities are motorists traveling through the work zone.

A study performed by the University of Washington compared a number of project quality factors achieved during a project using full weekend closure to factors of a similar project using traditional lane closure techniques. The full weekend closure strategy achieved similar ratings in quality and user costs, and superior results in safety and production rates.(4)

Full road closure, while not amenable to all construction situations, is a methodology many agencies are giving greater consideration to in order to perform required road maintenance and rehabilitation. Simply stated, the

full closure approach is designed to eliminate the exposure of motorists to work zones and workers to traffic by temporarily closing a facility for rehabilitation or maintenance. In most cases, work may be performed more quickly since the work area is effectively cleared of interference from motorists passing through a site. A recent survey of the traveling public found that 67 percent of those responding would support a road closure for as long as one week, and nearly 40 percent would support full road closure for up to one month. (5)

The purpose of this report is to raise awareness among designers, construction engineers, and managers of the applications and benefits of full road closure during rehabilitation and construction activities. Based on interviews with project personnel (when available) and literature reviews, six projects using a full road closure approach are described, including benefits, considerations for success, and lessons learned. Factors related to duration, cost, safety, mobility, quality, and public sentiment during the application of full road closure are presented. The goal of this examination is to provide transportation agency staff with a better understanding of the reasons for the use of full closure, and the benefits associated with the approach.

Full Road Closure Strategies

During a full road closure, traffic is detoured, usually for a predetermined amount of time, allowing contractors full access to roadway facilities. Full road closure can significantly reduce overall project duration. As presented in Table 1, a number of alternate closure strategies are possible in addition to full road closures. Some agencies and contractors have used a full closure approach for an extended period (e.g., three months), while others have performed full closure operations on weekends or at night when traffic levels are lower.

Table 1 - Road Closure Strategies

Closure Strategy	Description
Full Road Closure	The removal or suspension of traffic operations either directionally or bi-directionally from a segment of roadway for the purpose of reconstruction and/or maintenance activities.
Weekend Full Closure	The removal or suspension of traffic operations either directionally or bi-directionally from a segment of roadway during a weekend for the purpose of reconstruction and/or maintenance activities. Often work will begin Friday night following the peak period and continue until Monday morning, ending prior to the peak period.
Limited Capacity Closure	The removal or suspension of a portion of traffic operations either directionally or bi-directionally from a segment of roadway for the purpose of reconstruction and/or maintenance activities. Traffic can be suspended based on vehicle type (e.g., removing automobiles, allowing trucks to continue) and/or destination (e.g., removing through traffic while maintaining local traffic).
Nighttime/Off-peak Closure	The removal or suspension of traffic from a segment of roadway during the night or off-peak traffic periods, for the purpose of reconstruction and/or maintenance activities.
Ramp Closure	The removal or suspension of traffic from a ramp or series of ramps for the purpose of reconstruction and/or maintenance activities.
Intermittent Closure	The removal or suspension of traffic from a segment of roadway for specified time increments, typically five to 30 minutes while roadwork takes place, for the purpose of reconstruction and/or maintenance activities.

Study Approach

Six project descriptions are developed as part of this cross-cutting study, including the following projects:

- I-84 in Portland, Oregon
- I-65 in Louisville, Kentucky
- M-10 in Detroit, Michigan
- I-670 in Columbus, Ohio
- SR 395 in Kennewick, Washington
- I-95 in Wilmington, Delaware.

Information on the full road closure strategy implemented in each area was gathered from a number of sources including site visits, interviews, and project-related publications. For each site, the information provided includes:

- Project description

- Reasons for using full road closure
- Benefits of using full road closure
- Lessons learned.

This report also provides brief discussions of projects where alternatives to full road closure are implemented. These include the following:

- Limited capacity closures
- Nighttime/Off-peak closures
- Ramp closures
- Intermittent closures.

3 - Site Descriptions and Findings

This section provides descriptions of each project site studied. Benefits, lessons learned, and issues raised during interviews and literature searches are developed and highlighted for each project. Table 2 below provides a quick reference of characteristics on each project site.

Table 2 - Project Characteristics

Location	Portland, Oregon I-84	Louisville, Kentucky I-65	Detroit, Michigan M-10	Columbus, Ohio I-670	Kennewick, Washington SR 395	Wilmington, Delaware I-95
Closure Duration	Two weekends	Two weekends	Two months	18 months	One weekend	Seven months
Facility Type	Interstate	Interstate	State Highway	Interstate	Arterial	Interstate
Work Activity	Paving	Joint replacement and repair; Guardrail repair; Patching	Pavement/bridge reconstruction	Pavement reconstruction and widening; Bridge repair	Replace asphalt with concrete	Reconstruction
Lane Miles	33	6-mile section	7.6	8	3 (Intersections)	24.4
ADT	97,900	130,000	180,000	62,000	30,000	100,000
Percent Commercial Vehicle	1%	50%	7%	2%	30%	11%
Traffic Modeling During Planning	Yes	No	No	Yes	No	Yes
Cost	\$5 m	\$4.15 m	\$12.5 m	\$36.7 m	\$0.5 to 1 m	\$23.5 m

Portland, Oregon I-84

Project Details

The I-84 corridor in Portland, Oregon is one of the most heavily traveled roads in the state. The corridor serves as a major interstate freight and commuter driver route to downtown Portland. Over 20 years of vehicular and heavy commercial truck traffic caused severe pavement rutting along the interstate. Originally planned for 2005, the Oregon Department of Transportation (ODOT) decided to perform pavement rehabilitation early to adequately maintain the roadway and take advantage of available project funding. Figure 2 shows the project route and recommended detours.



Figure 2 - Closure and recommended alternate routes for the I-84 project

In order to carry out the accelerated schedule, an innovative strategy was needed to manage traffic during construction. ODOT decided that the use of full closure was the best option for adequately managing traffic throughout the duration of the project, and would provide for increased mobility and safety for the traveling public.

The contract specifications originally called for traditional maintenance of traffic during half-width construction. Immediately after the project was let, ODOT engineers suggested that full road closure be used to expedite the project. The late decision to use full closure did not allow for incentive/disincentive clauses to be added to the contract. ODOT anticipated that the use of full closure would minimize the impacts to traffic from the rehabilitation, and allow for the project to be completed prior to the rainy winter season. A change order was implemented on the existing contract, and full weekend closure was planned for the paving elements and temporary striping. Work on I-84 occurred during two consecutive weekend full closures, with eastbound closed on the first weekend and traffic detoured, and westbound closed the following weekend with traffic detoured. Work scheduled for the barrier wall and permanent striping portions of the project would take place using traditional maintenance of traffic methods following the closure.

Some corridor and project characteristics include:

- \$5 million total construction cost
- 180,000 average daily traffic
- 7 percent commercial vehicle traffic
- Pavement rehabilitation of a 5.5-mile section of a 6-lane roadway (33 lane miles)
- Project dates - August 2, 2002 through August 12, 2002.

To assess how the transportation network in the Portland area would handle a closure of I-84, ODOT used an equilibrium assignment transportation model (EMME/2) with peak period traffic volumes as the base condition. ODOT prepared scenarios for a projected "before," "during," and "net change" in weekend peak period traffic

on all routes in the corridor. By using full closure the major streets such as Burnside, Broadway, Halsey, Glisan, Sandy Blvd., Lombard, and Powell Blvd. would handle the bulk of the traffic diversion in both directions. The EMME/2 and existing traffic counts predicted that traffic resulting from the I-84 closure could increase traffic volume as much as 500 to 700 vehicles per hour (vph) on each of these streets in the direction of the closure. (6) Other routes were expected to increase between 100 and 500 vph. These levels were comparable to existing weekday peak period traffic. In order to accommodate the increased demand on alternate routes, the signals were set to weekday settings during the closure, including longer intervals for directional through traffic. In planning for the I-84 project, ODOT also needed to take into consideration an ongoing construction project on I-5, near the interchange of I-84, that was using full weekend closures for rehabilitation.

Traffic modeling scenarios were also developed to examine the impact of concurrent I-5 and I-84 closures. The analysis was performed under the premise that each closure would be directional. The analysis prescribed that eastbound I-84 could be closed during the southbound I-5 closure, and the westbound I-84 closure could occur with an I-5 northbound closure. Given the projected traffic levels, only signal re-timing for typical weekday A.M. or P.M. peak periods was necessary on alternate routes.

Working with a limited budget and time frame, the public outreach component of the project was far-reaching. Public outreach is considered a key component for ensuring the success of a full road closure. Prior to beginning work on the I-84 project many stakeholders were informed and educated on the full road closure. A call list was developed which included local businesses, entertainment venues, travel agents, satellite mapping software services, emergency service providers, and local associations. Sources used by the public relations staff included mailers, radio ads, TV commercials, news stories, flyers, newsletters, and the Internet. The project website broke a record with double the number of hits than had ever been achieved for an ODOT website. As a result of the outreach initiative, citizens and travelers were well-informed of project status and alternate routes on which to travel.

Why Use Full Road Closure?

ODOT decided to use full closure to expedite the badly needed pavement rehabilitation project and to ensure completion prior to the winter rainy season in Portland. Under the full closure strategy, the paving requirements of the project would be completed in only two weekends. Safety of workers and drivers was also cited as a reason for using full closure. ODOT was able to issue a change order to the original contract and implement the full closure scenario, thereby reducing the public's exposure to the work zone and the workers' exposure to traffic.

Benefits

Table 3 - Portland, Oregon I-84 Benefits Summary

Benefit	Comment
Duration	Reduced 85%
Worker and Traveler Safety	Improvement cited
Cost	Reduced \$100,000
Quality	Improved ride
Public Sentiment	Positive

Duration: Without using full closure, ODOT estimated that the project would take 32 nights. Utilizing full closure reduced the project duration to two full weekends. Traveler exposure to adverse conditions created by the need to rehabilitate the roadway was reduced from 32 days to 4.7 days. Utilizing full closure for the I-84 project resulted in a time savings of more than 85 percent.

Worker and Traveler Safety: Removing the traffic/worker interaction has great potential to reduce the crashes that take place during the project. Figure 3 shows workers paving one direction of I-84, without traffic present. The ODOT project team interviewed cited no serious crashes or injuries during the full closure. The ODOT project team noted that several crashes occurred during barrier improvements, which were completed on the same area of I-84 after the road was reopened to traffic.



Figure 3 - Crews work without interruption on the I-84 (Banfield Freeway)

Cost: Project personnel estimated that ODOT saved approximately \$100,000 by using full road closure. ODOT attributed the savings to increased contractor efficiency (70 percent of the savings) and reduced traffic management costs (30 percent). Had full closure been included in the project specifications, there was potential for the project cost to be cut in half. This figure is an estimate and does not account for user cost; no quantitative analysis or estimate was available to measure the full cost savings resulting from the use of full closure.

Quality: It is the opinion of personnel interviewed that a higher-quality product was achieved through the use of full road closure. On the I-84 rehabilitation, project personnel cited that a smoother ride was achieved through the necessity for fewer joints. It is to be seen whether the need for fewer joints will prolong the life cycle of the road. Project personnel related that a quieter ride was achieved through full-width construction, improving public satisfaction with the project overall.

Public Sentiment: Project personnel related that positive public sentiment was achieved through the use of full closure. Following completion of the project the Oregon DOT received more than 50 phone calls and e-mail messages from travelers and citizens pleased with the way the project was handled. ODOT did not receive any complaints, which project personnel noted is very unusual for a project of this size.

Lessons Learned

- Given more lead time it may have been beneficial to include barrier, inlet, and manhole work, as well as striping, in the full closure process. Having begun project discussions in December 2001 the team did not have enough lead time to plan for every aspect of the project.
- The scope of work originally called for the maintenance of traffic during paving operations. Project cost may have been reduced by as much as half had the contract specifications called for bids based on the use of full closure.
- The availability of alternative routes is critical to the success of a full closure project. Traffic was found to be less congested than the traffic modeling predicted, possibly due to trip elimination or mode change.
- Coordination between the I-5 and I-84 project teams was key to successful traffic management during the rehabilitation. Project teams from each project worked together to ensure that both closures were considered during project planning. No major issues resulted from the simultaneous closures, given the adequate alternate routes and planning and outreach efforts.
- Two asphalt plants supplied material to the project site. During the second weekend closure (eastbound paving), one plant broke down. An alternative plant was able to be used to complete the project without delay. The contingency plan was necessary to ensure delivery of the large amount of asphalt required (see Figure 4).
- Having been let on June 22, inadequate lead time was an issue affecting project personnel. Although the rehabilitation was completed with no major issues, the project team related that stress resulted from not having adequate time to plan for full road closure.



Figure 4 - Approximately 40,000 tons of asphalt were delivered in less than 100 hours

Louisville, Kentucky I-65

Project Details

The I-65 corridor in Kentucky is a highly traveled corridor providing access to many businesses essential to the economic vitality of the City of Louisville. Several of Louisville's major hospitals, the airport, the University of Louisville, the Kentucky State Fairgrounds and Convention Center, and Six Flags border this section of I-65. Over the past several years, large numbers of vehicles as well as commercial truck traffic have degraded the existing highway infrastructure.

During August and September 2000, the Kentucky Transportation Cabinet (KYTC) successfully used the full closure strategy to complete a major rehabilitation project on Interstate 65 near Louisville. Figure 5 shows the I-65 project route and recommended detours. With over 20 years of wear and tear, the expansion joints were in need of replacement, as they posed a potential danger to the traveling public. I-65 was the first long-term use of full closure in Kentucky. Due to the success of the I-65 project the KYTC decided to use full closure on a subsequent I-64 rehabilitation project. This section of the report will focus on the I-65 project. The I-65 project took place in August and September 2000, and consisted of the replacement of 44 bridge expansion joints, resealing eight other expansion joints, and other smaller maintenance issues along the downtown portion of I-65 including patching 10 bridge decks. An incentive/ disincentive package was used to ensure timely project completion. The project was completed 12 hours ahead of schedule, which led to a \$62,500 incentive.



Figure 5 - Closure and recommended alternate routes for the I-65 project

Some corridor and project characteristics include:

- \$4.15 million total construction cost
- 130,000 average daily traffic
- 50 percent commercial truck traffic
- Rehabilitation/maintenance work over a 6-mile section of roadway
- Project dates - August 11-14, 2000 and September 15-18, 2000.

Maintenance of traffic plans for I-65 were exhaustive in nature. Louisville's ITS system was used throughout the project and consisted of variable message signs placed well in advance of the detours to inform and guide motorists. Some signs were placed 100 miles in advance to direct motorists toward detours. Motorists were reminded of the dates and times for the full closure one week prior to construction through the variable message signs and the ITS system. As work began, law enforcement personnel were stationed at each entrance and exit ramp throughout the duration of the closures. Tow trucks were also made available along the detour routes in the event of a crash or mechanical problems. This strategy allowed for smooth traffic flow along the alternate routes and maximized the capacity during the interstate closure.

KYTC's extensive public outreach campaign was a significant factor in the success of the full closure project in Kentucky. This project included funding designated specifically for public relations uses, and this strategy was a first of its kind for KYTC. Through the state bridge program, \$125,000 of funding was set aside for the public relations campaign, allowing the public relations effort to be funded exclusively with state funds. The money was used to do all of the following:

- Produce radio commercials
- Place ads in the local newspaper
- Operate a 24-hour hotline
- Send personnel to local events to disseminate information about the projects
- Produce door-hanging packages (earplugs, sunglasses, etc.) for all of the houses adjacent to the projects
- Send printed information about the closures and detours to every trucking company that held a license in the State of Kentucky.

KYTC personnel involved in the project also appeared on local radio shows and local news broadcasts to help inform travelers about the details of each project. Figure 6 shows an outreach document used to provide

information to travelers prior to construction.

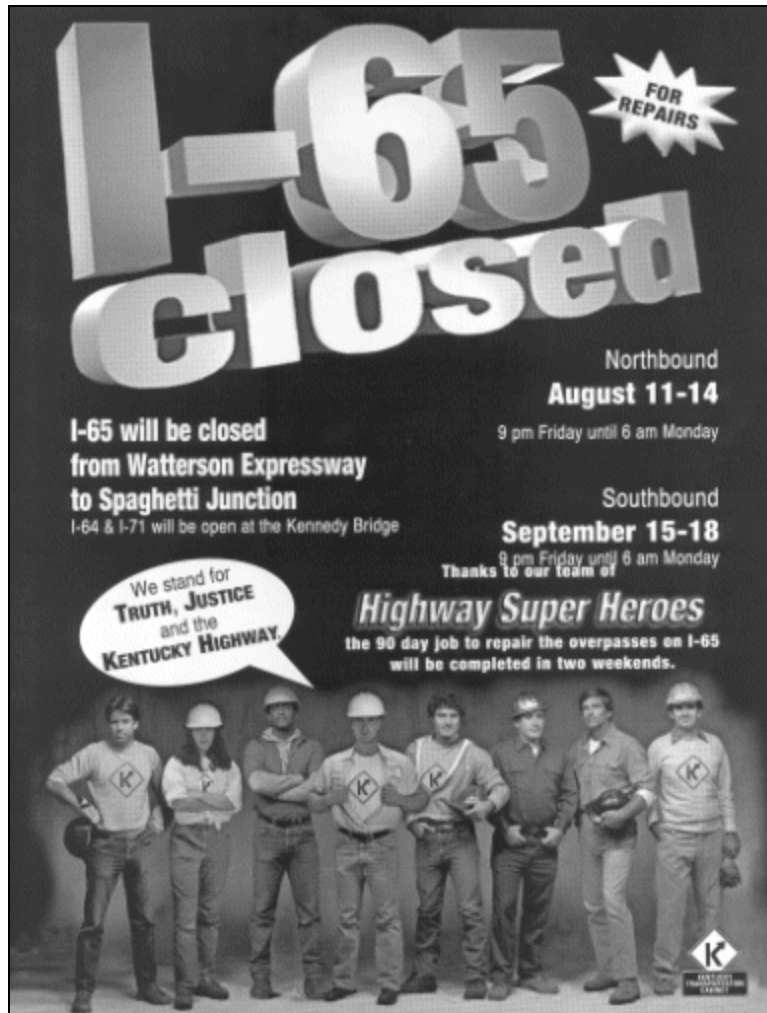


Figure 6 - The outreach strategy turned "mild-mannered" highway workers into super heroes as the project was completed ahead of schedule

Why Use Full Road Closure?

The KYTC originally looked at performing the project using traditional part-width construction. The project was estimated to take approximately 90 days under the original continuous part-width maintenance of traffic plan. Personnel from the Louisville KYTC District (District 5) voiced strong opposition to having continuous traffic control on the Interstate during the anticipated 90-day construction period. Through experiences with emergency maintenance projects and crashes along the corridor, District 5 personnel believed that the capacity on I-65 during peak hour operating conditions, using traditional construction methods, would drop to unacceptable levels. Based on these projected impacts to the traveling public, District 5 personnel proposed that the work be done on weekends only (9 P.M. Friday until 6 A.M. Monday).

The KYTC had developed a concept for the use of full closure that would have less negative impact on motorists in the Louisville area. However, the weekend full closure plan included one more issue that needed to be addressed: The public would not desire to have the project take a very long period from beginning to end. The District 5 Chief Engineer asked, "If money and workforce were not an issue, how quickly could the work be completed?" Cabinet personnel estimated that it would take one weekend for construction on each direction of travel. It was decided that the impacts resulting from a larger effort in a shorter construction period would be better than lesser impacts stretched out over a longer construction period. From this idea, the full closure plan was born.

Contractors were asked by the KYTC to participate in an information session to determine if the work was feasible in the time frame available. Bids for the I-65 project were opened at 10:00 A.M. on a Friday morning and the project was awarded to the low bidder the same afternoon. However, on the next Monday morning, the contractor awarded the project forfeited the 5 percent bid bond to negate the contract because he felt the bid was too low. The KYTC awarded the project to the second bidder, which turned out to be a real plus as the firm had more resources and planning ability. The project would take place during two full weekend closures; August 11-14 for the northbound work and September 15-18 for southbound work. The KYTC designated October 6-9 as an alternate weekend for the project.

Benefits

Table 4 - Louisville, Kentucky I-65 Benefits Summary

Benefit	Comment
Duration	Reduced 95%
Worker and Traveler Safety	Improvement cited
Cost	Increased
Quality	Improved
Public Sentiment	Positive

Duration: One major reason for the use of full closure in Kentucky was to minimize construction duration. Using traditional methods the project would have taken approximately 90 days; with full road closure the project was completed in 107 hours, or approximately five days, which resulted in a project duration reduction of 95 percent. While using full closure, the contractor finished the I-65 project seven hours ahead of the schedule that was already accelerated by using full closure.

Worker and Traveler Safety: Project personnel feel that worker safety and productivity were also benefits from the use of full closure in Kentucky. Project personnel related that a much safer working environment was created for the contractor by eliminating worker exposure to traffic. There was only one work zone injury during the course of both the I-65 project and a subsequent I-64 construction project using full closure.

Cost: Public outreach, provisions for traveler information, incentive bonus for early completion, and additional maintenance of traffic costs added to the overall cost of the I-65 project. The additional maintenance of traffic costs were due to the added volume of traffic control devices needed for the project. Time constraints on setting up and removing the traffic control also drove up the costs. No quantitative data were available to assess user costs resulting from the use of traditional maintenance of traffic versus full closure. The KYTC felt, however, that added cost would be adequately offset by the reduction in user cost over the life of the project.

Quality: One driving factor in using full closure was that it would allow contractors to complete the work at a higher quality. It is believed that the unrestricted access to the I-65 work site, and improved work environment with reduced distractions, allowed work to be completed at a higher quality, potentially leading to a facility with superior durability.

Public Sentiment: The belief that the public would prefer a full closure as opposed to traditional traffic control methods was proven in the end. By making use of detour routes around the work zone and providing adequate information to motorists, KYTC was able to provide for less inconvenience and apparent improved safety through this non-traditional method. A hotline was available for travelers and residents to call 24 hours a day for project and detour information. Over 95 percent of the calls received were positive. There were six primary goals set during project planning: Less inconvenience to motorists, no work zone accidents, no traffic accidents, no traffic congestion, a higherquality product, and partnering. The KYTC felt that the successful accomplishment of these six goals created a feeling of trust and respect among KYTC, its customers, and all partners. [\(7\)](#)

Lessons Learned

- The formal partnering agreement between KYTC and the contractors allowed for concerns and issues to be addressed before the beginning of the projects and forged bonds that made dealing with issues during construction much simpler. The plan was more effective through open communication in partnering and the positive effect from the public relations campaign.
- The KYTC believes full closure provides a viable alternative to traditional methods. When the right factors exist, the full closure method can be the preferred method if used properly with a solid plan for traffic management on alternate routes. KYTC will seriously consider the option of using full closure in urban areas such as Louisville in the future.
- Public information was vital to the success of full closure in Louisville. By informing the public ahead of time about what they would encounter on I-65, they were in a position to make good decisions about alternate routes or changing travel schedules.

Detroit, Michigan M-10

Project Details

In 2002, the Michigan Department of Transportation began an extensive effort to rehabilitate six major travel routes within and around the Detroit Metropolitan area. The program, referred to as *Fix Detroit 6*, included six major roadway rehabilitation and bridgework projects that would be completed by 2003. One of those projects was on Michigan State Road 10 (M-10), also called the John C. Lodge Freeway. The M-10 is a downtown route that needed full surface reconstruction with five bridges also needing repair, removal, or replacement. The M-10 is a major downtown route that runs from I-696 in Southfield directly downtown to Detroit, intersecting with I-94 and I-75 and connecting with West Jefferson Street. The route serves mainly commuter traffic, and

travelers going to downtown attractions, such as Joe Louis Arena, downtown business district, entertainment venues, the Windsor Detroit Tunnel, and major business headquarters.

Project specifications called for pavement removal and replacement, including shoulders and barriers. Concrete sections along the route were to remain in place but were cold milled and patched. Streetlights and other improvements were also included in the specifications. Five bridges exist along the project route. The Howard and Porter Street bridges needed superstructure replacement and substructure repairs. The Bagley Street Bridge was given a concrete deck overlay with substructure repairs performed. Structural removal took place at the Elizabeth Street Bridge. Deck patching, joint repair, and substructure repairs were made to the Larned Street Bridge. Figure 7 shows the project route and recommended detours.



Figure 7 - Closure and recommended alternate routes for the M-10 project

The need to ensure completion prior to the winter season led MDOT to use an A+B contract. Some of the other key characteristics are as follows:

- \$12.5 million project
- 97,900 average daily traffic
- 1 percent commercial vehicle traffic
- Reconstruction of a 1.27-mile section of roadway (7.6 lane miles)
- Project dates - July 9, 2002 through August 30, 2002.

During the project planning phase, life cycle cost analysis was used to determine that hot mix asphalt be used as opposed to concrete. Given that the project length was short (1.27 miles), it was determined that hot mix asphalt would provide a better cost/benefit ratio.

Public outreach and communication was a critical element of successfully planning and deploying the Detroit full closure road project. The *Fix Detroit 6* program was an initiative that provided public information to Detroit residents and travelers on the six major projects that would take place during the 2002 and 2003 construction seasons. The cornerstone of the initiative was a comprehensive website that provided updated project information including progress and closures. Information seekers also had the option of receiving project/route-specific detour information via e-mail as significant changes were made.

M-10, the John C. Lodge Freeway, is the main entrance to Downtown Detroit. We chose to close an entire stretch of it in the downtown area in the summer of 2002 for reconstruction, opting to get it done quicker, at a lower cost, rather than spread the construction over two seasons. Travelers

quickly found alternate routes, and the freeway reopened in two months, earlier than expected.

Maryann Mahaffey, President, Detroit City Council

Initially, the City of Detroit objected to the use of full closure that could affect access to downtown traffic, sporting venues, and businesses. MDOT was able to convince the City that using the full closure would reduce the negative impacts of the project overall. Concessions were made to accommodate area events during the construction project. Given the proximity of the M-10 to the home of the Detroit Redwings - Joe Louis Arena - it was decided that construction closures would not begin until the hockey season and playoffs were completed in July.

Many businesses rely on access from the M-10 for customers. Meetings were held to discuss the full road closure and resolutions to potential problems. For example, there are three casinos in the city. The closure could potentially divert customers and cause a loss of revenue to casinos near the project site. Additional signing was installed to direct potential customers to the casinos via alternate routes. Additional signing was also necessary for other downtown destinations such as the Greyhound bus station. Businesses located directly near the closure likely experienced a decrease in business during the M-10 full closure.

Why Use Full Road Closure?

Engineers involved in the planning of the M-10 reconstruction project considered the use of full road closure for three primary reasons:

1. It expedited project completion, allowing the construction to take place in less than a full construction season;
2. It offered the potential for increased safety for both travelers and workers; and
3. The availability of alternate routes.

Benefits

Table 5 - Detroit, Michigan M-10 Benefits Summary

Benefit	Comment
Duration	Reduced 71%
Worker and Traveler Safety	Improvement cited
Cost	Reduced MOT cost
Quality	Superior ride
Public Sentiment	Data not available

Duration: Full road closure allowed the contractor complete access to the facility, as shown in Figures 8 and 9. This greatly increased the staging area and reduced the need for maintenance of traffic set-up and removal during various stages of the project. MDOT estimated that if traffic were maintained using the traditional methods the project would have taken longer than six months, while using full closure could enable the contractor to complete the project in a much shorter time.

The project was bid as an A+B, or cost plus time contract. Incentives were available to the contractor at \$25,000 per day for early project completion. Using full closure the M-10 project was scheduled to take 65 days; however, the contractor was able to complete the work in 53 days, taking advantage of the early completion bonus. While providing incentives adds to the cost of the project, user costs and potential overall project costs were reduced.



Figure 8 - The M-10 (Lodge Freeway) under full closure



Figure 9 - Work being performed on the M-10 (Lodge Freeway) under full closure

Worker and Traveler Safety: It is difficult to quantify the increased safety that results from using a full road closure. However, eliminating the traffic and construction worker interface virtually eliminates the possibility for crashes to occur in the work zone. No serious injuries took place on the project. Project personnel also noted that contractor damage claims filed were dramatically lower than they would have been for typical projects not using full closure, demonstrating reduced negative impacts to motorists and potential improvements to safety.

Cost: Using full road closure has the potential to afford greater economies of scale. While no quantitative information was available on cost savings for all work items, MDOT engineers said that the cost for traditional maintenance of traffic would have added significantly to the total project cost. Typically the maintenance of traffic cost for any given project of this size ranges from 5 to 10 percent of the total project cost. The maintenance of traffic cost for the M-10 was estimated at 1.3 percent of the bid price. Beyond basic signalization, diverting traffic from the M-10 did not require additional enhancements to alternate routes, also keeping overall project costs low. Providing the contractor with full access to the facility eliminated the need for distant staging areas and kept equipment and materials close, further reducing overall project time and costs for the M-10 reconstruction.

Quality: Full-width construction not only expedited the process, but the reduction in the overall number of joints and seams allowed for superior product quality. Project personnel also cited that workers seemed to be more productive.

Lessons Learned

- In creating detour routes for full closure it is Michigan DOT standard operating procedure that freeways be specified first, followed by trunk lines, and, if these do not provide a reasonable detour, then local routes are specified. If local routes are used, approval must be given by the local agency; typically an

agreement is negotiated that specifies any necessary temporary fixes, upgrades, or damage repairs that will be performed by the state agency. MDOT engineers have found that many drivers will find their own routes beyond those recommended as detours, hence reducing the amount of congestion expected on predetermined detours. Experience has shown that vehicle load on travel routes will balance after about two weeks of closure and detour.

- During a full closure there may be greater potential for theft and vandalism on the construction site. Project personnel attributed the increased potential for crime to the fact that local or state police do not regularly patrol fully closed freeways. A full closure project may require arrangements for additional security.
- The M-10 project, as do many full closure type projects, utilized an A+B contracting method to ensure that time requirements for road closures were met. It was noted by MDOT personnel that this type of contracting can create a high-stress environment for both state agency personnel and contractors. In order to meet deadlines, decisions frequently must be made in the field, sometimes without as much research or consideration as desired. This could have negative effects on the quality of the product delivered.
- Projects involving a significant amount of utilities, especially those with older utility lines that are not precisely located, may encounter unpredictable delays. Agencies should consider the potential unpredictability of the schedule prior to using full road closure and time-based bidding. During the M-10 reconstruct an addendum was made for the Howard Street Bridge deck replacement, which had many utilities on the structure. The contract for work on the Howard Street Bridge was written as a separate item in the contract and not included in the A+B requirements to reduce the chance for overall project delay.
- During previous full closure projects MDOT personnel have found that in attempts to keep motorists informed, over-signing can be an issue. Over-signing can result in non-effective signs that can drain project budgets with little positive effect on the public. In the past, MDOT has deployed signage outside the Detroit Metro area, which created confusion for travelers approaching the city. On recent full closure projects MDOT personnel have localized signage to avoid such issues.

Columbus, Ohio I-670

Project Details

The Ohio Department of Transportation (ODOT) and the City of Columbus in 1992 began the process of rebuilding the Spring-Sandusky interchange near Downtown Columbus. In order to accomplish this, 15 separate projects had to be constructed to complete the new configuration of the interchange. The Spring-Sandusky interchange serves the densely populated and heavily traveled Downtown Columbus area. As of June of 2002, ODOT had completed 13 projects with a total investment of \$175 million. The last two of these 13 completed projects, involving the construction, reconstruction, and widening of a three-mile section of I-670, had used the full closure method with good success.

The final two construction projects that remained on the Spring-Sandusky interchange consisted of rehabilitating, widening, and extending Interstate 670 (I-670) over a 1.5-mile stretch of roadway. The two projects were broken into a half-mile extension of I-670 and a mile section of roadway that needed to be rehabilitated and widened. The new section would be from Neil Avenue to State Route 315, and would complete I-670 and its link between I-71 to I-70. The section to be rehabilitated and widened was from Cleveland Avenue to Neil Avenue. Work on this section was done using a full closure and is the focus of the I-670 discussion in this report. Figure 10 shows the project route with recommended detours.

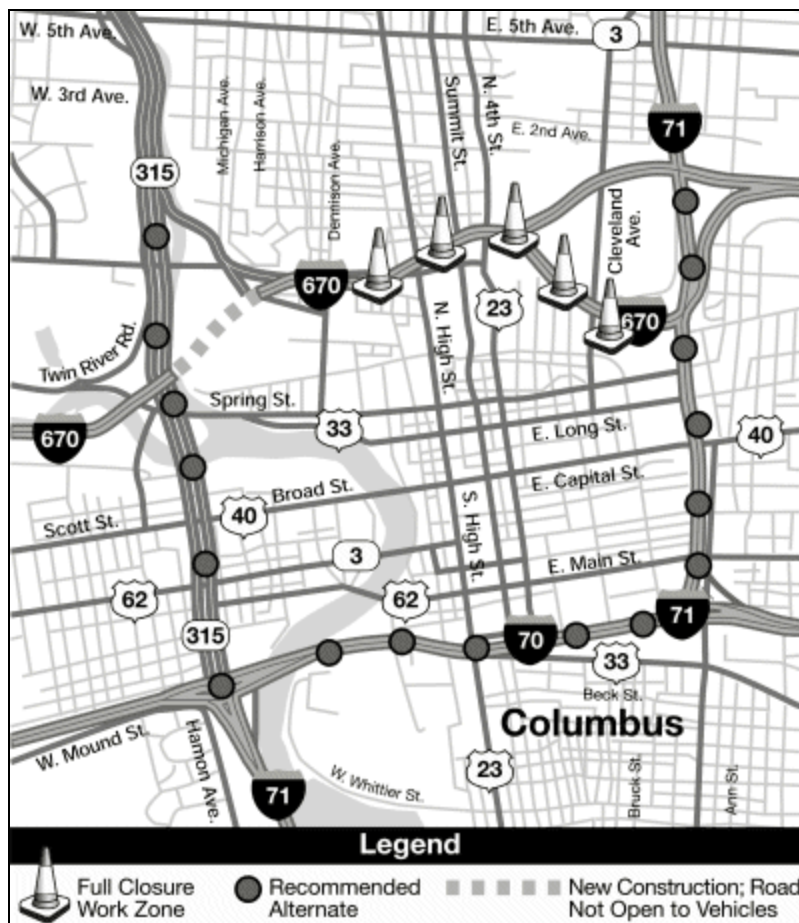


Figure 10 - Closure and recommended alternate routes for the I-670 project

I-670 is a highly traveled corridor providing access for many commuters to the downtown area and to many businesses essential to the economic vitality of the City of Columbus. More than 650,000 people populate the City of Columbus and there are more than 1.1 million in the metropolitan area (with I-70, I-71, and I-670 in close proximity to the city). Work on I-670 has the potential to disrupt many businesses in Downtown Columbus. Major attractions in the downtown area adjacent to the construction area include the Convention Center, Nationwide Arena, Short North, North Market, Arena District, and Goodale Park. Some of the other key characteristics are as follows:

- \$36.7 million project (contract amount)
- 62,000 average daily traffic
- 2 percent commercial vehicle traffic
- Reconstruction and widening of a one-mile section of roadway (eight lane miles - three travel lanes and one auxiliary entrance/exit lane in each direction)
- Project dates - March 30, 2002 to September 30, 2003 (estimated).

Construction started on the existing I-670 section in March of 2002 to reconstruct and widen I-670 from Third Street to Neil Avenue and included shutting down seven ramps. This section of I-670 consisted of two lanes in each direction and had over 30 years of wear and tear; specifications called for rebuilding and expansion of the roadway to four lanes in each direction. ODOT has a policy in place that states:

The Ohio Department of Transportation is committed to the continuous movement of traffic through all work zones by the elimination or reduction of delays. It is our goal to minimize the impacts on the traveling public resulting from the implementation of the work zone. Therefore, Districts shall analyze the projected effect of construction and force account projects on traffic flow and take the steps necessary to prevent traffic delays to the extent possible.

Based on the ODOT policy, the Mid-Ohio Regional Planning Commission (MORPC) completed a computer model that predicted where the traffic would go to avoid the construction. The traffic study considered and modeled traffic that would use the existing alternate detour routes in the corridor (including I-71, I-70, Route 315, and local city surface streets) during construction. Since this section of I-670 is a major east-to-west carrier, the model showed seven other east-to-west sections of roadway that could see a major increase in volume. Based on predicted increases in volume, the City of Columbus planned to manage signal timing in real time using the traffic control center. Even though traffic on some of the roadways increased, the model showed that four roadways would experience a major decrease in volume of traffic and three other roadways would experience a moderate decrease in volume of traffic.

ODOT started a strong and intense public relations campaign six months prior to construction in order to inform motorists that a section of I-670 would be closed. The campaign reached out to all potential stakeholders in the community, from public officials to commercial business owners to residents and motorists, using brochures, a 20-minute community television show, e-mail alerts, media coverage, and a website.

Why Use Full Road Closure?

The reason for using a full road closure was primarily to minimize the impacts of construction on the traveling public, and was considered since there were many existing alternate detour routes available near the project. This project had been in the planning process since the mid-1980s and had been through several review processes. The original intent of this project was to construct it using the traditional half-width construction method. ODOT prepared the design for half-width construction and estimated that the time it would take to complete the project under these plans would be at least four years because of the tight area to perform the work while maintaining traffic. After further review, and a traffic study performed by the MORPC, ODOT concluded that a full road closure of I-670 could reduce project construction time and improve work zone safety.

Benefits

Table 6 - Columbus, Ohio I-670 Benefits Summary

Benefit	Comment
Duration	Predicted 63% time reduction
Worker and Traveler Safety	Improvement cited
Cost	Potential for \$8 to \$10 million reduction
Quality	Data not yet available
Public Sentiment	Positive thus far

Duration: As the I-670 project is currently underway (through September 2003), the full scope of time savings realized through the use of full closure is yet to be determined. The low bid contract for the I-670 construction project included contractor incentives/disincentives of \$20,000 per day to encourage timely completion. As of June 2003, the project was under construction and on schedule to meet the expedited contract completion date of September 2003. During project planning it was estimated that the project duration would be reduced from four years to 18 months using full closure, for a total time savings of 30 months, or 63 percent.

Worker and Traveler Safety: Using full closure eliminates the exposure of workers to traffic and of motorists to active work zones. Project personnel felt that a much safer working environment was created for the contractor by eliminating worker exposure to traffic.

Under the appropriate conditions, a full closure can be an effective way to complete projects faster and improve safety for highway workers and motorists.

Gordon Proctor, Director, Ohio Department of Transportation

Cost: Another benefit from using the full closure method was a significant cost savings. The contractor estimated a cost savings of \$8 to \$10 million from completely closing the roadway compared to using traditional part-width construction. The reason for this dramatic difference is the high level of effort required to maintain traffic through the work zone under half-width construction over a period of four years. Also, under full closure construction, contractors have more room to work, operate their equipment, and store materials; the full access is conducive to efficiencies that allow for lowered construction costs.

Public Sentiment: The public relations campaign in this project has been a key to success and key to the positive attitude and acceptance of the public as a whole. With the I-670 project still underway, a full assessment of public sentiment was not available. Thus far, based on e-mails sent to ODOT, public sentiment toward the use of full closure and the regular distribution of project information updates has been very positive; citizens are particularly impressed with the fast pace of construction. While the majority of comments have been positive, travelers and residents have filed a few minor complaints such as potholes needing repair, lost parking spots, and access issues with local businesses. Because ODOT had established open lines of communication (progress reports; ODOT contact list; a local traffic advisory committee with representatives from neighborhoods, the City of Columbus, ODOT, and FHWA) prior to beginning the project, citizens were able to direct their complaints to the appropriate personnel, resulting in quick resolutions for most issues.

Additional Benefits Cited - Workspace: From the perspective of the contractor for this project, additional construction space is the biggest advantage of completing the project under full closure. This section of I-670

runs through a narrow space surrounded by the downtown commercial district (see Figure 11), making construction space a premium. The additional space available to store equipment and materials, as shown in Figure 12, significantly increased the efficiency of the construction operation. Also, the roadway elevations were going to be lowered by several feet over the whole project, which would also have made it difficult and costly to construct this project using traditional maintenance of traffic strategies. This factor, combined with the contractor's ability to have more workers on the job site, has enabled the contractor to progress toward the goal of 18 months.



Figure 11 - Traffic crossing over the I-670 under full closure

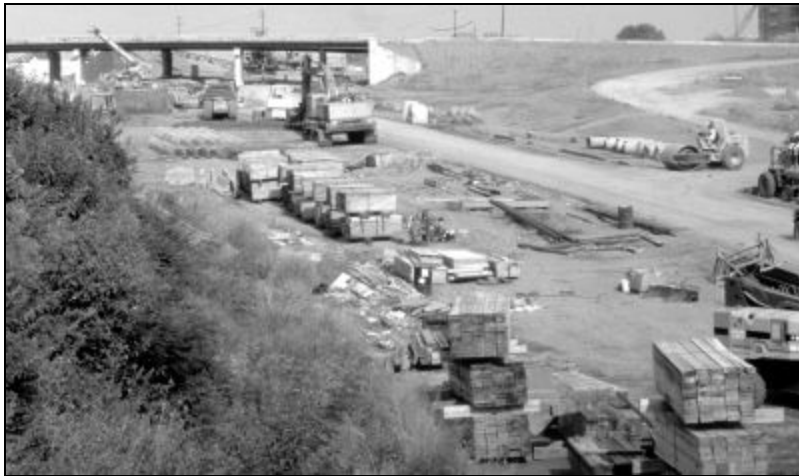


Figure 12 - Full closure increases available workspace for equipment and material

Lessons Learned

- The key to the public relations campaign was catching everyone's attention, informing them of what to expect, and following through on what was promised. The campaign let the public know how to detour and where to expect delay on the roadway network. The campaign prepared the public for the worst-case scenario so that the public would expect some delays.
- Coordination among several agencies was critical to project success. The City of Columbus is particularly active in coordinating efforts and achieving project success. The City had a manned centralized traffic control center that managed the signal timings of the alternate routes. The traffic control center viewed volume data and then in turn made the necessary changes to signal timings. The law enforcement agency worked in conjunction with ODOT to assist in deploying the full closure and directing motorists toward alternate routes. Emergency management services coordinated with ODOT to obtain advance information on road closures allowing them to quickly maneuver around the closure to arrive at destinations in a timely manner during emergencies. Route closure information was also distributed and displayed as part of the public relations campaign to inform the general public about the effects of the construction project.
- As the project is currently active, there is potential for more lessons learned.

Kennewick, Washington SR 395

Project Details

In the city of Kennewick, the Washington State Department Transportation (WSDOT) rehabilitated three intersections on SR 395 - at Clearwater Avenue, West Kennewick Avenue, and Yelm Street - using partial and full road closure approaches. The rehabilitation was necessary because the intersections, originally built with asphalt concrete, had developed substantial ruts. These ruts were caused by continued stress incurred by slow-moving trucks and warm temperatures. To fix these ruts, and to combat future rutting, WSDOT decided to use a full-depth Portland cement concrete pavement (PCCP) instead of the commonly used asphalt concrete. The decision to use full-depth PCCP was based on a life cycle cost analysis with a 40-year design life for each intersection. The life cycle cost analysis demonstrated that the PCCP reconstruction provided the lowest 40-year annualized cost.

In the Kennewick, Washington area, intersection rehabilitation projects with PCCP have traditionally resulted in traffic management problems, encouraging a new approach to rehabilitation. Previously, intersection rehabilitation had taken several weeks to complete and caused complete disruption of the intersection, resulting in numerous complaints from the public. Full weekend closure of the intersection would allow for continuous construction, reducing the overall impact on motorists. Prior to developing the weekend closure approach, WSDOT reconstructed leave legs and intersections under traffic.

One disadvantage of PCCP is the cure time necessary, which prolongs the need to divert traffic. To reduce cure time WSDOT used high early strength PCCP to allow the roads to be reopened in a timely manner. To help keep the project on schedule, the contractor developed a critical path timeline based on hours instead of days. During the closure local traffic was detoured to adjacent streets while state highway traffic was detoured to surrounding highways. The availability of detour routes for local and through traffic made the use of full closure possible. The longest detour was provided for truck traffic and was 13 miles, which required good communication with truck drivers passing through the urban corridor. Car traffic was detoured on the local streets and their longest detour was approximately five miles. Although the impacts from the use of full closure were concentrated into a shorter time frame, the exposure of motorists to the work zone was eliminated. Figure 13 shows the intersections that were closed.



Figure 13 - Intersections closed during the SR 395 intersection rehabilitation project

Originally an agreement between WSDOT and the City of Kennewick called for two-day closures to complete intersection repair. However, a three-day closure was desired by contractors to deal with the uncertainties involved with a weekend closure, and to provide necessary pavement cure time. With three intersections to be completed in this set of projects, the City of Kennewick and WSDOT agreed that three-day weekend closures would be designated for the construction of each intersection. Leave legs were reconstructed under traffic on the days preceding the weekend closure, with the intersection proper being reconstructed during the full closure. The intersections of West Kennewick Avenue and Clearwater Avenue were done during the same weekend closure.

The construction process required the existing roadway to be excavated, the grade prepared for concrete, formwork placed in order to pour the concrete, and finally roadway preparation prior to reopening for traffic.

This process was performed on the intersection square and a portion of each approach or leave leg of the adjoining city streets. The contract allowed each intersection to be closed at 7 P.M. Thursday evening and required it to be opened by 6 A.M. the following Monday morning. The PCCP placement and curing proceeded well, with the roadway being opened substantially ahead of the 6 A.M. Monday morning target. For all three intersections, the roadway was opened to traffic by 6 P.M. Sunday.

Some corridor and project characteristics include:

- 30,000 average daily traffic
- 30 percent commercial vehicle traffic
- Rehabilitation of three intersections plus leave legs
- Project dates - September and October, 2000.

Why Use Full Road Closure?

Complaints received and traffic issues that resulted from previous intersection rehabilitation projects led the WSDOT team to explore methods to accelerate construction. During past intersection projects, staging requirements did not allow construction on adjacent intersections, so traffic weaved through the construction area, causing confusion and many complaints from the public. Past requirements also restricted the contractor and caused delays; construction time stretched out over four months for four intersections. The City of Kennewick and WSDOT developed the idea of a three-day closure during the design phase for this set of projects. Full closure was used on three intersections, with two being closed and rehabilitated concurrently on the same weekend.

Benefits

Table 7 - Kennewick, Washington SR 395 Benefits Summary

Benefit	Comment
Duration	Reduced 70%
Worker and Traveler Safety	Improvement cited
Cost	Data not available
Quality	Data not available
Public Sentiment	Positive

Duration: All three intersections on SR 395 were completed ahead of the accelerated schedule, opening by 6 P.M. on Sunday. On average it took nine days to finish each project, including the work performed before and during the closure. In the past, rehabilitation on four intersections had taken four months, or an average of 30 days per intersection. Using full road closure resulted in an estimated 63-day reduction of project duration for all three intersections.

Worker and Traveler Safety: During the full closures, workers were not exposed to vehicles in the work zone, and travelers did not have to travel through a complex system of cones and barrels. State DOT personnel cited that complete closures allowed for a safer environment for state and contract workers.

Public Sentiment: Based on comments from the public in Kennewick, the three-day total closure used by WSDOT was generally favorable and enabled crews to finish the work quickly and efficiently. WSDOT has found that a well-informed public is more tolerant of delay and inconvenience resulting from work zones. Upon completing the project WSDOT received favorable comments from both businesses and residents.

Lessons Learned

This approach of reconstructing busy intersections by WSDOT saved time and resulted in minimal inconvenience for drivers. Full closure is in contrast to the traditional method of constructing one approach at a time, completing the project in stages. By working in stages, intersections tended to be under construction for longer periods of time. The contractor attributed the success of the Kennewick area intersection reconstruction to the following: [\(8\)](#)

- Preliminary planning meetings with the City of Kennewick to discuss potential construction impacts and concerns
- Involvement of local business in pre-construction meetings
- Construction feasibility meetings held with contractors
- Experience with PCCP intersection design and construction in Washington State
- Public information campaign including newspapers, radio, and television news broadcasts
- Project information updates via the WSDOT web page
- Distribution of flyers to local business on a weekly basis

- Modifications to the traffic control plan allowing continuous work operations with increased safety for employees
- Construction of two intersections concurrently (Clearwater Avenue and West Kennewick Avenue), maximizing crew efficiency
- Detailed schedule developed including milestones
- Aggressive maintenance of the construction schedule
- Availability of key decision makers for both WSDOT and contractor to resolve issues quickly.

Wilmington, Delaware I-95

Project Details

Interstate 95 through Delaware serves as a major artery connecting the Northeastern corridor with the Southern states. The route carries significant amounts of personal vehicle and truck traffic, both commuter and through traffic. The section was over 30 years old, had very little maintenance repairs, and was in poor condition. (9) Population growth and economic development along the Northeastern coast had increased average daily traffic significantly. Peak-period traffic levels have lengthened, leaving very little time for non-peak type roadwork.

The project called for rehabilitation of pavement, bridges, drainage system, lighting, and safety features. Also to be repaired were 10 interchange ramps. The existing 10-inch jointed concrete pavement was nearing the end of its useful life. The prime contractor was George & Lynch Inc. Construction. Full-depth reconstruction was used to maintain areas of critical clearance under bridges. Rubbilization was used on existing concrete pavement to save money and time. Rubbilization is the process of breaking up and compaction of existing pavement; new asphalt is then laid directly on top of the crushed concrete, which provides a good base. The rehabilitation project would use a full closure approach. The southbound direction of the project would be closed from April 3 to June 29, and the northbound direction would be closed from July 9 to October 13. Figure 14 shows the closure and alternate route used. An incentive/disincentive package was developed based on four project phases, lasting approximately 30-50 days each. DelDOT placed a \$25,000-per-day bonus or penalty for up to 10 days on each of these four phases. The contractor had the possibility of earning an additional \$1,000,000 in bonus money for early completion or paying \$1,000,000 in penalty for a late completion.

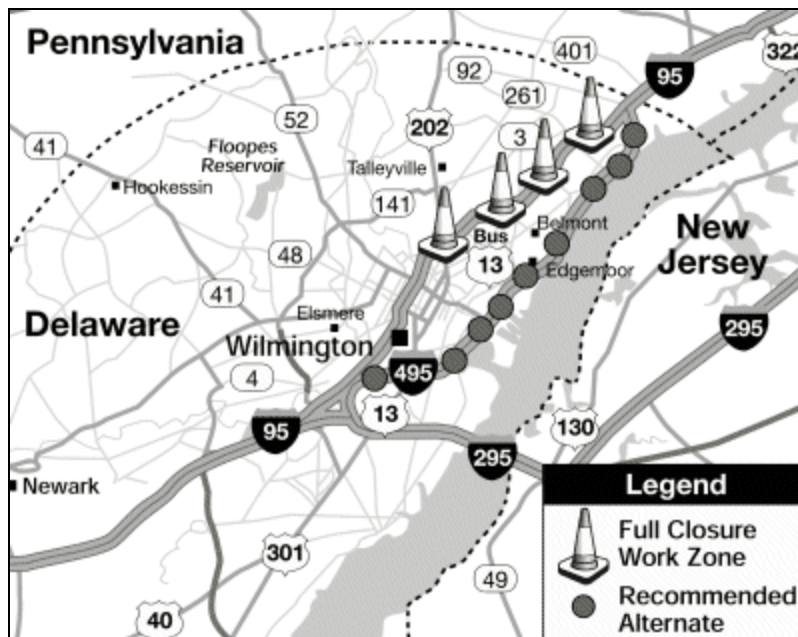


Figure 14 - Closure and recommended detour for the I-95 project

Some corridor and project characteristics include:

- \$23.5 million project
- 100,000 average daily traffic
- 11 percent commercial vehicle traffic
- Reconstruction of a 6.1 mile section of roadway (24.4 lane miles)
- Project dates - April to October 2000.

A partnership was created between DelDOT and various stakeholders including: political leaders, community activists, business leaders, government officials, and the general public. The partnership developed and instituted a program called the *Five Elements of Mobility*: (1) Public Information (2) Transportation Management Improvement (TMI) projects (3) Integrated Transportation Management Systems (ITMS) (4) Traveling together (5) Capital Improvement Program (CIP) Coordination. The five elements were seen as a

good effort to get the word out on project details and impacts, in order to implement congestion mitigation measures prior to project deployment. Approximately \$13 million was spent on the partnership and five mobility elements listed above.

Many improvements were made throughout the area to facilitate the full closure. Improvements included retiming signals, adding and improving left-hand turn lanes, adding capacity to ramps, ITS deployment, rail station enhancements, and improved "Expresso" bus service to downtown locations. Capacity improvements were made to intersections predicted to see an increase in traffic during rehabilitation. Improvements to alternate routes increased the overall project costs; however, the improvements remain effective in reducing congestion on the road network. Rehabilitation projects in the future will benefit from the initial investment made by DelDOT in preparing for the full closure of I-95.

The public outreach component of the I-95 rehabilitation project was significant. Beginning two years prior to project deployment DelDOT initiated a public outreach strategy that resulted in a "survival guide" publication advertisement space in local newspapers, outreach events, and public meetings. Investments made on alternate routes during the I-95 project will reap benefits on future projects; one notable step was purchasing a radio station (1380 AM) that relates traffic and travel information on a 24-hour basis. The outreach strategy covered both in-state/local motorists and out-of-state traffic. DelDOT personnel related the importance of providing different information for each group based on its needs.

Why Use Full Road Closure?

DelDOT decided to pursue a full road closure strategy to reduce project duration, therefore alleviating the impact of rehabilitation on travelers. Given that an alternate route existed with ample capacity, the heavy traffic that normally travels along I-95 could be easily rerouted. Providing exceptional service and mobility to both local and through travelers is important to DelDOT personnel and key decision makers.

A key determinant in using the full closure method was the availability of a parallel interstate route, I-495. Prior to beginning the project it was estimated that the level of service on I-95 along the 6.1 mile section was D or F, and on I-495, it was A or B. The extra capacity on I-495 was a key determinant in deciding to use full road closure. It was estimated that 35 percent of the traffic using I-95 was through traffic and could be diverted to I-495. It was decided that local traffic using I-95 could be diverted to I-495, then to the improved local street network.

Benefits

Table 8 - Wilmington, Delaware I-95 Benefits Summary

Benefit	Comment
Duration	Reduced 75%
Worker and Traveler Safety	Improvement cited
Cost	Increased overall
Quality	Smoother surface
Public Sentiment	Positive

Duration: In order to expedite the construction process and minimize the impact on I-95 corridor traffic, DelDOT developed an innovative plan for rehabilitation using full closure. From the contractor's perspective this would minimize construction times, provide a safer and more efficient work area, and reduce conflicts with traffic. (10) Overall project duration was reduced from two years to 185 days, resulting in a reduction of exposure for both travelers and workers of 75 percent. Reduced duration was key on such a highly traveled route connecting major cities (see Figure 15).



Figure 15 - I-95 North closed for construction

Worker and Traveler Safety: Safety is difficult to quantify; however, project personnel cited the improved safety of separating construction activities from through traffic as a major component of the decision to use full closure. It is possible that crashes increased on alternative routes; however, no data are available.

Cost: As part of the maintenance of traffic planning, regional models of New Castle County were used to identify diversion alternatives associated with various maintenance of traffic options. From the regional models, intersections and roadways predicted to experience severe increases in traffic were identified. The resulting congested sites were then examined further to determine capacity-related improvements that could accommodate projected trip diversion. Prior to beginning the mainline project, capacity improvements were made on alternative routes and intersections such as sequencing lights, additional turn lane capacity, and improved ramps. According to project personnel the overall cost of the I-95 full closure was more expensive compared to traditional maintenance of traffic projects. Included in the increased costs are improvements made to alternate routes, some of which have long-term value, and the extensive two-year public outreach campaign necessary to inform residents and travelers. Maintenance-of-traffic costs were reduced as a result of eliminating the need for a temporary PCC barrier. Project personnel estimate that MOT costs were reduced from approximately 10 percent of total project budget to two percent.

Quality: Project personnel noted that allowing the contractor full access to the roadway resulted in a long-term pavement section that was built to the highest standards of efficiency. A smoother surface, with a notably quieter ride, resulted from the need for fewer joints. The 40-year design includes regularly scheduled maintenance and overlays; it is yet to be determined if the durability of the roadway is improved through the full closure approach.

Public Sentiment: Positive comments were received, with very few complaints during the I-95 project. As noted by project personnel, the success of the project has "raised the bar" on future projects, requiring innovative thinking and strategic planning with the public in mind. The overall success of the I-95 project has created a new level of appreciation and respect for the DelDOT team as a whole.

Additional Benefits Cited - Investment for the Future: Many of the congestion mitigation initiatives that were implemented during the early stages of the I-95 rehabilitation were permanent improvements to the traffic network. Traffic management initiatives implemented during the project have continued to provide benefits following project completion. ITS implementation, ramp and intersection improvements, and emergency access ramps have greatly benefited the entire network in reducing congestion. The "Expresso" bus service that was implemented during the project transported citizens from selected stops directly downtown. The Expresso service initially planned for deployment only during the construction period was continued for two years after project completion based on its popularity. The route was later discontinued during annual route adjustments, due to low ridership.

Lessons Learned

- Pre-qualification of contractors was critical to project success on the I-95 full closure. Contractors were required to qualify twice during the process. Initially a first cut of contractors was made based on capability to complete the project, including the availability of resources such as manpower, equipment, and asphalt production. Qualifications were again solicited from the remaining contractors, as contract specifications became available.
- Including public relations personnel as part of the project team is important and allows the public to remain informed as the project moves forward. With the complexity of closing a major north/south route, the public relations component is critical to project success. Having begun the public outreach campaign two years prior to project implementation, information was far-reaching and comprehensive.

- One of the keys to the success of the I-95 closure was having a champion with technical project knowledge who was able to convince the public, elected officials, and senior DOT personnel. Typically the public will interface with a spokesperson for projects; however, during the I-95 closure project personnel intimately familiar with technical aspects of the project were able to connect with the public during meetings and call-in radio shows. It is felt that this contributed greatly to public acceptance and cooperation using the full closure approach.
- Early involvement of construction personnel reduces potential roadblocks to project success, resulting in smooth construction with fewer disruptions. During the planning and design phases, the construction group provided input that would alleviate change orders and revisions after construction had started. Much of the success of the I-95 project is attributed to the construction group.

4 - Alternative Strategies

Limited Capacity Closures

A limited capacity closure refers to removal or suspension of a portion of traffic operations directionally from a segment of roadway for the purpose of reconstruction and/or maintenance activities. Traffic can be suspended based on vehicle type (e.g., removing automobiles, allowing trucks to continue) and/or destination (e.g., removing through traffic while maintaining local traffic).

I-75 Detroit, Michigan

I-75 in Detroit was rehabilitated using a limited capacity closure. I-75 carries a large number of commercial vehicles to and from the Canadian border through Detroit. Realizing the importance of maintaining commercial trucking operations during the project, Michigan DOT decided to allow one northbound lane, operating on the southbound side, to remain open for truck traffic. The lane served as an express route from I-75 to downtown Detroit. Entry and exit ramps along the route were closed, limiting access to the facility during construction operations.

Considerations:

Limited capacity closure projects require a significant amount of public information and outreach. Media outlets were used to disseminate details on the project, and information about alternate routes was available. As part of the *Fix Detroit* 6 program the I-75 project details were provided in a flyer included in the *Detroit Free Press* Sunday paper. The flyer related information on six projects. More than 850,000 *Fix Detroit* 6 flyers were included in the paper at a cost of over \$80,000.

Benefits:

- As a result of this strategy, congestion was reduced on alternate routes due to availability of a primary route to commercial vehicle traffic.
- Michigan DOT personnel noted that while it is not known whether the number of accidents has gone down, in general the severity of accidents has been reduced through the use of the limited capacity closure.
- Increased access to the roadway allows for full-width construction to take place, improving quality and reducing the number of joints needing potential future maintenance.

Nighttime/Off-peak Closures

Many projects have utilized nighttime or off-peak closures to facilitate construction or maintenance operations. As defined in this report, a nighttime or off-peak closure is removal or suspension of traffic from a segment of roadway during the night or off-peak traffic periods for the purpose of reconstruction and/or maintenance activities. Often the work performed under nighttime closures requires complete access to the road such as bridge work or utilities repair.

I-40 Wilmington, North Carolina

During a bridge rehabilitation project near Wilmington, North Carolina, engineers utilized a nighttime closure to set bridge girders. I-40 was fully closed for 6 hours, from 12:01 A.M. to 6:00 A.M. The detour required vehicles to travel about 10 miles. The space needed to perform the necessary work was only about 300 feet of roadway; however, alternate routes would not allow for a quick detour off and back onto the road. Given the type of work being performed, no alternative to nighttime closure was available.

Considerations:

- NCDOT engineers and inspectors monitored traffic at both ends of the full closure to ensure that traffic was detoured smoothly and congestion did not reach unacceptable levels.
- Stakeholders included highway patrol, emergency services, media, local police, and NCDOT traffic services.

- Despite needing full access to only a small portion of the road (300 yards), the detour route was approximately 10 miles long due to a lack of alternatives.

Benefits:

- Work crews were able to safely install bridge girders with no traffic conflict to hinder the extensive procedure.
- Traffic volumes during the 12:00 A.M. to 6:00 A.M. time period are very light, allowing traffic to be re-routed with minimal consequences.
- Nighttime closure allowed crews to complete the necessary work while reducing the disruption of traffic to one extended period of time, instead of several short closures.

Ramp Closures

Ramp closure, as defined in this report, requires the removal or suspension of traffic from a ramp or series of ramps for the purpose of rehabilitation or construction. Closing a ramp can eliminate the need for complex traffic control that addresses both traffic entering the facility and traffic already on the facility.

Oklahoma

Oklahoma initiated a policy to facilitate reconstruction and improve public relations during reconstruction activities. The policy allows for existing ramps to be closed for rehabilitation projects based on the potential for congestion or safety concerns.

Considerations:

- The Oklahoma Department of Transportation must conduct a public hearing for the surrounding neighborhoods to notify the public of the upcoming closures and to address the concerns expressed by the public. Typically, this is done just prior to closing the ramps.
- In the future, ODOT plans to conduct public hearings during the planning and design phases to ensure that all local concerns are addressed and that no economic hardship to the local economy will be produced from the ramp closures.

Benefits:

- Ramp closures typically facilitate and accelerate reconstruction. This in turn reduces motorist delay and improves safety.
- Ramp closures also serve to increase public awareness of construction projects and work zones, and often provide new ideas on different approaches to reduce impacts.

Intermittent Closures

As defined in this report, intermittent closures are the removal or suspension of traffic from a segment of roadway for specified time increments, typically 5 to 30 minutes, while roadwork takes place. Examples of project types conducive to intermittent closures include utility work or bridge girder placement.

Ohio Turnpike

Many agencies including the Ohio Turnpike Commission use intermittent closures, in the form of rolling roadblocks, to perform structural steel setting, utility crossing work, or to shift traffic into a new configuration. Performing rolling roadblocks requires police officers to control each lane of traffic and on-ramps, and maintenance staff to serve as the "last vehicle through." Rolling road blocks are used 35 to create a 10- to 12-minute traffic-free work window. Typically this requires that traffic be shut down approximately 10 miles prior to the work zone. The entire closure lasts 20 to 25 minutes. About 10 minutes are needed to clear the roadway, leaving 10 to 12 minutes for work to take place.

Considerations:

- Rolling roadblocks have the potential to create significant traffic backups.
- Significant manpower is generally required to deploy a rolling roadblock.
- Work should be conducive to night work, as rolling roadblocks during the daytime have potential to create unacceptable congestion.

Benefits:

- Traffic is slowed and controlled, allowing for noninterrupted work to take place for 10 to 12 minutes.
- Rolling roadblocks allow traffic to remain in motion, making recovery easier than completely stopping traffic.
- Rolling roadblocks can also serve as a useful approach to make significant shifts in lane configurations.

5 - Summary of Findings

The purpose of this report is to raise awareness among designers, construction engineers, and managers of the applications and benefits of full road closure during rehabilitation and construction activities. Based on interviews with project personnel (when available) and literature reviews, six projects using a full road closure approach are described, including benefits, recommendations for success, and lessons learned. Factors related to cost, safety, mobility, duration, quality, and public sentiment during the application of full road closure are described. The goal of this examination is to provide transportation agency staff with a better understanding of the reasons for the use of full closure, and the benefits associated with the approach. Table 9 presents a summary of the rationale for using full road closure and the benefits of this action for the six projects described in this report.

Table 9 - Project Sites Summary Table

Study Sites	Rationale for Full Road Closure	Benefits
I-84 Portland, Oregon 2 weekends, directional closures	To quickly restore badly rutted pavement, complete the project prior to the winter rainy season, and allow for the late season use of available funding.	• Reduced construction duration to two weekends, an 85% reduction. • Saved approximately \$100,000. • Achieved a smoother/quieter ride through a reduction in total number of joints and seams. • Likely improved safety.
I-65 Louisville, Kentucky 2 weekends, directional closures	To expedite construction to reduce the impacts on travelers.	• Reduced a 90-day project to 107 hours. • Achieved a safer working environment for the contractors and increased productivity. • Resulted in a higher-quality end product.
M-10 Detroit, Michigan 2 months, bi-directional closure	To reduce construction time in order to complete the project in one construction season, and potentially increase safety.	• Reduced project duration by 71%. • Reduced maintenance of traffic cost by 75%-90%. • Cited a safer environment for workers and travelers.
I-670 Columbus, Ohio Expected duration of 18 months, bi-directional closure	To minimize the impact of construction on travelers.	• Expected to reduce project time from four years to 18 months. • Estimated cost savings of \$8 to \$10 million. • Expected to increase productivity due to increased workspace.
3 intersections on SR 395 Kennewick, Washington 2 weekends; 2 intersections on 1 weekend and 1 on the second weekend	To minimize the time and disruption associated with replacing several intersections.	• Reduced project duration by 70% on average for each intersection. • Eliminated the need for confusing traffic patterns that would have resulted from maintaining traffic through the intersections. • Achieved positive public sentiment and support for the use of full closure.
I-95 Wilmington, Delaware 7 months, directional closure	To minimize overall project completion time, reducing impacts to both local and through traffic.	• Reduced project duration by 75%. • Believed to increase the safety of both workers and travelers. • Improved public appreciation for DelDOT services.

Benefits

The six projects examined for this study all experienced numerous benefits as a result of using a full closure approach.

- All projects reported a reduction in project duration. According to the study, the average duration reduction resulting from the use of full road closure was 76 percent, compared with part-width construction using traditional maintenance of traffic (see Figure 16). Full closure essentially eliminates worker exposure to traffic and moves traffic away from the work zone. Reductions in project duration also reduce the time period that motorists are exposed to the congestion and safety impacts related to the road project. A measure of this benefit for the six projects is captured in Figure 17.
- Based on estimates from project personnel, two projects realized significant cost savings through the use of full closure.
- Five projects studied cited improved traveler and worker safety as a benefit and factor in the decision to utilize full closure.
- Three projects reported a better-quality product achieved through the use of full closure.
- Two project sites reported that no complaints were received about the project, with positive comments frequently being made by the public. All projects reported that public sentiment was positive.
- The increased workspace and flexibility in project staging offered by full closures often led to greater efficiency.
- Project personnel felt that worker productivity improved due to less distraction from traffic.
- All project sites noted that the impact of construction on travelers was reduced. Congestion observed on alternate routes during the closures was often less than expected.

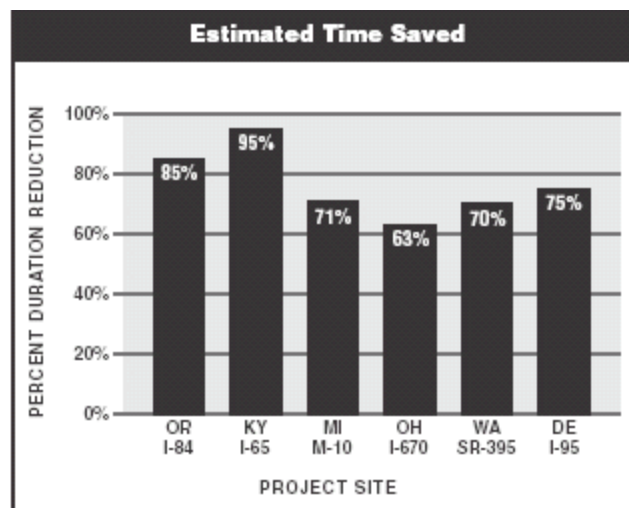


Figure 16 - Estimated time saved: Project days for full road closure vs. estimated days with traditional maintenance of traffic

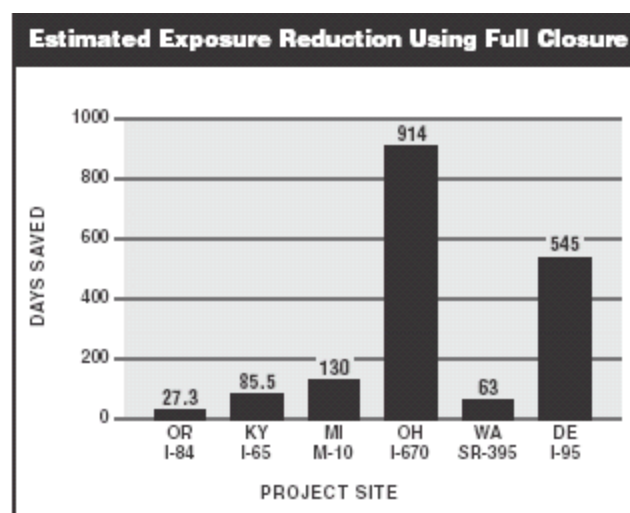


Figure 17 - Reduction in work zone exposure (in days)

Considerations

- City/county agencies and personnel often need to be convinced of the feasibility of implementing a full closure strategy and the potential benefits that can be realized, compared to traditional means of performing rehabilitation under traffic.

- Full closure projects are typically done on an accelerated schedule. Contractor and supplier ability to provide adequate amounts of resources (materials, equipment, crew) to maintain an accelerated pace should be assessed prior to letting a project as a full closure.
- Meeting the project completion deadline is particularly important when using full closure since this is often highly publicized as the date when the road will re-open. Therefore full closure projects may carry additional deadline pressure for those involved. This can accelerate decisions and limit the time for researching options when issues arise.
- Impacts to business or entertainment venues can be a factor. Many of the project sites planned closures around events and considered impacts to businesses during the planning process. This type of planning helps to ensure a successful project.
- Full closure projects are often scheduled on a 24-hour work basis, so there is potential for impacts to local residents, including noise and light pollution.
- Increases to traffic densities on alternate routes must be assessed, planned for, and managed. Depending on available alternate routes, there is a potential need for capacity improvements and operational enhancements that may require additional funding and coordination during the planning and programming phases.

Lessons Learned

- The use of full road closure requires significant lead time for increased planning and outreach with regard to the potential effects of road closures. Project personnel need to consider all possible stakeholders to ensure that their needs are met throughout project duration.
- The availability of adequate alternate routes is the most critical factor in pursuing a full road closure approach. For the study sites, projected congestion impacts typically went unrealized as demand during the project was less than expected as a result of information dissemination.
- A solid traffic management plan is vital to the success of the project. This includes an appropriate amount of signage in advance of the closure to inform travelers of alternate routes.
- The public outreach component was noted as the key factor in the success of full closure projects by several sites. Public relations serves to inform the public of alternate routes, reduce the overall volume of traffic, and encourage patience on the part of travelers leading to increased satisfaction with project performance. Useful, accurate information exchange with all stakeholders is the goal of a successful public outreach campaign, and reduces complaints during the project.
- State agencies are typically not allowed to specify city or county roads as detours. However it was found that non-state roads might handle much of the diverted traffic. Two sites related that after about two weeks traffic redistributed on its own and balanced the increased load on the network, at which time a fair assessment of overall traffic flow could be made.

6 - Conclusion

Agencies across the country are successfully using full closure in work zones. This cross-cutting study has examined some applications of full closure in work zones and the resulting benefits, issues, and lessons learned associated with the strategy. The approach has enabled state agencies to significantly reduce the impacts of rehabilitation projects, while not compromising quality, productivity, safety, and sometimes cost. Many agencies have already begun to experience these potential benefits and pass those benefits on to others.

While a full closure approach may not be appropriate for every work zone, there are many situations where transportation agencies can effectively use full closure. Although the need exists to better quantify benefits, the qualitative benefits are apparent. Project personnel from several sites using a full closure strategy indicated that using full closure in work zones has resulted in positive public sentiment, increased productivity, reduced project duration, increased safety and/or a shortened risk period, and in some cases significant cost savings. With increased consideration and application full closure will help reduce the overall impact of work zones as deteriorating roads are rehabilitated and improved to meet ongoing and future mobility needs.

7 - Other Selected FHWA Work Zone Publications

- *Work Zone Best Practices Guidebook*(FHWA-OP-00-010) (2000)
- Best Practices Fact Sheets
 - Fact Sheet 1:
Oregon's QuickFax Service
(FHWA-OP-00-022) (2000)
 - Fact Sheet 2:
Customer Driven Construction in Illinois
(FHWA-OP-00-023) (2000)
 - Fact Sheet 3:
Work Zone Safety Awareness Week
(FHWA-OP-00-024) (2000)

- Fact Sheet 4:
Delaware's Survival Plan for the I-95 Shutdown
(FHWA-OP-00-025) (2000)
- Fact Sheet 5:
Innovation During Bridge Rehabilitation Improves Mobility
(FHWA-OP-01-008) (2001)
- Fact Sheet 6:
Work Zone Best Practices Guidebook
(FHWA-OP-01-009) (2001)
- Fact Sheet 7:
Compendium of Work Zone Research, Development and Technology Transfer
(FHWA-OP-02-054) (2002)
- Shorter Duration, Safer Work Zones, More Satisfied Travelers: Successful Applications of Full Road Closure in Work Zones (FHWA-OP-03-086) (2003)
- *Intelligent Transportation Systems in Work Zones: A Cross-Cutting Study*(FHWA-OP-02-025) (2002)
- *Informed Motorists, Fewer Crashes: Using Intelligent Transportation Systems in Work Zones*(FHWA-OP-01-043) (2001)
- *Positive Protection: Reducing Risk, Protecting Workers and Motorists*(2003) Joint publication with AASHTO, ARTBA, AGC, ATSSA, LHSFNA
- *Creating Safer Work Zones: Five Brochures*(FHWA-SA-03-007) (2003)
- *A Snapshot of Summer 2001 Work Zone Activity*(EDL #13793) (2003)
- *Compendium of Work Zone Research, Development, and Technology Transfer Projects 1997 to 2002*(FHWA-OP-02-053) (2002)
- *Methods and Procedures to Reduce Motorist Delays in European Work Zones*(FHWA-PL-01-001) (2000)

To obtain a copy of a publication, visit our website at <https://www.fhwa.dot.gov/workzones>.

Endnotes

- ¹ US Department of Transportation FHWA. (2001) *Moving Ahead- The American Public Speaks on Roadways and Transportation in Communities*. (Infrastructure Survey) FHWA - OP-01-017.
- ² "Temporary Losses of Highway Capacity and Impacts on Performance" Final draft, April 2002, prepared by Oak Ridge National Laboratory for US Department of Energy.
- ³ US Department of Transportation FHWA. (2001) *National Work Zone Safety Awareness Week - Fact Sheet*. <http://safety.fhwa.dot.gov/fourthlevel/nwzaw/factsheet.htm>.
- ⁴ Dunston, P. and Mannering, F. (1998) *Evaluation of the Full Weekend Closure Strategy for Highway Reconstruction Projects I-405 Tukwila to Factoria*. Washington State Transportation Commission and US Department of Transportation.
- ⁵ US Department of Transportation FHWA. (2001) *Moving Ahead- The American Public Speaks on Roadways and Transportation in Communities*. (Operations and Planning/Environment Survey) FHWA - OP-01-017.
- ⁶ Oregon Department of Transportation. (2002) *Technical Memorandum - Portland Bridge Project I-84 Banfield Freeway*.
- ⁷ I-65 Institute. (2001) "Weekend Shutdown Works: Kentucky Transportation Cabinet Completes I-65 and I-64 Weekend Project in Record Time," *Inside I-65 Newsletter*, Vol. 2, No. 11.
- ⁸ Uhlmeier, J. (2001) *PCCP Intersections - Design and Construction in Washington State*. Washington State Department of Transportation.
- ⁹ O'Neill, D. (2001) *I-95 Reconstruction and the Five Elements of Mobility*. Delaware Department of Transportation.
- ¹⁰ O'Neill, D. (2001) *I-95 Reconstruction and the Five Elements of Mobility*. Delaware Department of Transportation.

From: [Joel Grounds](#)
To: [Jesse Schuerman](#)
Cc: [Josh Baird](#); [Troy Vitek](#); [Kasey Ketterling](#); [Frisco Adams](#)
Subject: Eastland Construction Closed Versus Phased
Date: Monday, August 26, 2024 7:51:40 AM
Attachments: [FHWA FULL ROAD CLOSURE FOR WORK ZONE OPERATIONS. A Cross-Cutting Study.pdf](#)

[EXTERNAL SENDER]

Good morning Jesse,

I wanted to share some insights on the differences between full and partial road closures for the upcoming Eastland construction project. We looked at how each closure option impacts cost, timeline, quality of work, and the overall effect on the public. I also reached out to two contractors and one returned my email request and said it is about a 20%-30% time savings and about 20% cost savings which is consistent with the what we found.

Full Closure

Pros:

- **Faster Completion:** Full closure has the potential to cut the construction timeline by 20-50%.
- **Cost Savings:** Construction costs can potentially be reduced by 10-25%, although FHWA studies state it is difficult to compare and greatly depends on the scale, complexity, and context of the project. Larger and more complex projects benefit the most from a full closure.
- **Better Quality of Work:** With no traffic to work around, we can focus on the entire project at once, leading to a higher quality of construction. It reduces the chance of mistakes or rework due to the challenges of working in a live traffic environment.
- **Safety:** Greatly reduced risk of accidents involving vehicles and construction activities.

Cons:

- **Community Disruption:** A full closure would be more disruptive.
- **Emergency Services:** Emergency vehicles would still need to get through construction, which could require some planning and coordination.

Partial Closure

Pros:

- **Less Disruption:** By keeping part of the road open, the inconvenience to the public is reduced compared to a full closure.
- **Emergency Access:** Easier to maintain access for emergency services, reducing the need for complex alternative routes.
- **Community Accessibility:** Maintains some level of traffic flow, which is less frustrating for the traveling public.

Cons:

- **Longer Timeline:** Working around traffic extends the project by 20-50% compared to a full closure.
- **Higher Costs:** The extended timeline and need for additional traffic management can increase costs by 10-25% compared to a full closure.
- **Quality Challenges:** Construction under partial closure can sometimes result in compromises in craftsmanship or durability due to the constrained work zones, phased approach, and working around live traffic.

The attached *FHWA Full Road Closure Study* discusses the pros and cons of full closure versus partial closure, with an emphasis on estimated time savings (specifically refer to the Summary of Findings beginning on page 27)

Thank you,

Joel Grounds, P.E., PTOE

Principal Engineer | **Precision Engineering, LLC**

379 E Shore Drive, Ste 120 | Eagle, ID 83616 | Office: 208.938.1695

Cell: 208.859.0485 | website: www.precisionengineeringllc.com

ORDINANCE NO. 2024-015

AN ORDINANCE OF THE CITY OF TWIN FALLS, IDAHO, AMENDING ORDINANCE NO. 2023-009, THE APPROPRIATION ORDINANCE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2023, AND ENDING SEPTEMBER 30, 2024; APPROPRIATING ADDITIONAL MONIES THAT ARE TO BE RECEIVED BY THE CITY OF TWIN FALLS, IDAHO, IN THE SUM OF \$8,331,574; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF TWIN FALLS, IDAHO:

SECTION 1. That Ordinance No. 2023-009, the appropriation ordinance for the City of Twin Falls, Idaho, for the fiscal year commencing October 1, 2023, and ending September 30, 2024, be and the same is hereby amended as follows:

That the additional sum of \$8,331,574 be appropriated out of the following revenues:

Street Fund - Idaho Transportation Department Grant	\$547,065
Street Fund - Reserves	\$612,111
Street Fund - Contingency - Capital Improvement Fund	\$128,800
Street Light Fund - Reserves	\$60,000
Airport Fund - Reserves	\$598,472
Capital Improvement Fund - Certificates of Participation	\$691,041
Capital Improvement Fund - Reserves	\$3,570,108
Capital Improvement Fund - Fire District Grant	\$808,004
Capital Improvement Fund - Reallocation - Shop Remodel (SLFRF)	\$369,000
Impact Fee Fund - Reserves	\$58,973
Water Fund - Reserves	\$750,000
Common Area Maintenance Fund - Reserves	\$5,000
Sanitation Fund - Unanticipated Revenue	\$78,000
Insurance Fund - Reserves	\$55,000
TOTAL Revenues	\$8,331,574

That the expenditures to be paid by these funds are as follows:

Street Fund - Design - Eastland Drive	\$777,030
Street Fund - Truck - Snow Plow/Salt	\$230,357
Street Fund - Sidewalk Project - Stadium Blvd.	\$151,789
Street Fund - Shop Roof	\$128,800
Street Light Fund - Luminaires and Subdivision Lights	\$60,000
Airport Fund - Delta Minimum Revenue Guarantee	\$500,000
Airport Fund - Badging Office and Equipment	\$98,472
Capital Improvement Fund - Fire Stations 2 & 3	\$3,551,745
Capital Improvement Fund - Jim Bieri Training Facility	\$862,510
Capital Improvement Fund - Police Vehicles	\$400,000
Capital Improvement Fund - Sunway Soccer Complex and Splashpad	\$369,000
Capital Improvement Fund - Facility Enhancements - Harrison	\$206,419
Capital Improvement Fund - Multi Pro Sprayer - Golf Course	\$48,479
Impact Fee Fund - Irrigation Pipe, Sidewalk - Park Adjacent to FS3	\$56,440
Impact Fee Fund - Canyon Rim Trailhead at Poleline/Eastland	\$1,905
Impact Fee Fund - Filer-Hankins Construction Project	\$628
Water Fund - Hankins Pressure Zone	\$750,000
Common Area Maintenance - Contract Services	\$5,000
Sanitation Fund - PSI, Landfill, Recycling	\$78,000
Insurance Fund - Insurance Claims	\$15,000
Insurance Fund - Insurance Premiums	\$40,000
TOTAL Expenditures	\$8,331,574

SECTION 2. This ordinance shall be in full force and effect from and after its passage, approval and publication.

PASSED BY THE CITY COUNCIL
SIGNED BY THE MAYOR

September 18, 2023
September 18, 2023

ATTEST:

Mayor Ruth Pierce

Deputy City Clerk
PUBLISH: Thursday, September 28, 2023



Date: Monday, September 16, 2024
To: Honorable Mayor and City Council
From: Kelli Ebersole, City Planner

ACTION ITEM

Request:

Request to Appeal the Planning and Zoning Commission's decision regarding Special Use Permit PZ24-0047 to allow drive-thru services and extended hours of operation on property located at 1965 Blue Lakes Blvd. North c/o Todd Smith on behalf of In-N-Out Burgers. (PZ24-0085)

Time Estimate:

Approximately 10-20 minutes for the presentation with questions/comments to follow.

Background:

This is a request to appeal the denial of special use permit (PZ24-0047) from In-N-Out Burgers to operate a drive-through with extended hours of operation on property located at 1965 Blue Lakes Blvd N. The property is approximately 0.93 acres (more or less) with a building that is approximately 3,887 sq. ft. The property currently houses Outback Steakhouse. The applicant is requesting to build two drive-through lanes for food service with extended hours of operation: 10:30 A.M. – 1:00- A.M., Sunday – Thursday and 10:30 A.M. – 1:30- A.M., Friday and Saturday.

On June 25, 2024, the Planning and Zoning Commission denied the Special Use Permit request, PZ24-0047, by a vote of 5-2. The applicant has applied for an appeal of that decision, and it is being brought to City Council for decision.

Approval Process:

Per City Code 10-13-2-2 the Special Use Permit process requires a public hearing in which interested persons have the opportunity to be heard, with regards to the application.

The Commission shall decide on the request within thirty (30) days after the public hearing. If Conditions of Approval are placed on the permit by the Commission, the Administrator shall issue the permit specifically listing such conditions. Conditions shall be implemented within six (6) months, or the permit is void.

If the Commission's decision is appealed within fifteen (15) days of the signing of the Findings of Fact, City Council shall set a hearing date to consider all information, testimony, and minutes of the previous hearing to reach a decision on the appeal.

Standards Applicable to Special Uses:

- Will, in fact, constitute a special use as established by zoning requirements for the zone involved.
- Will be harmonious with and in accordance with the general objectives or with any specific objective of a comprehensive plan and/or zoning regulations.
- Will be designed, constructed, operated, and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area.

- Will not be hazardous or disturbing to existing or future neighboring uses.
- Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer and schools; or that the persons responsible for the establishment of the proposed use shall be able to provide adequately any such services.
- Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.
- Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any person, property or to the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.
- Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares.
- Will not result in the destruction, loss or damage of a natural, scenic or historic feature of major importance.

10-13-2-2: Upon Granting a Special Use Permit, Conditions May Be Attached To A Special Use Permit Including, But Not Limited To, Those:

1. Minimizing adverse impact on other developments.
2. Controlling the sequence and timing of development.
3. Controlling the duration of development.
4. Assuring that development is maintained properly.
5. Designating the exact location and nature of development.
6. Requiring the provision for on-site or off-site public facilities or services.
7. Requiring more restrictive standards than those generally required in this Title.

Budget Impact:

N/A

Regulatory Impact:

Per City Code 10-4-8.2 states a special use permit is required for “any facility with drive-through service” and “permitted retail/trade uses operating outside the hours of seven o’clock (7:00) A.M. to ten o’clock (10:00) P.M.”

If City Council overturns the decision of the Planning and Zoning Commission, In-N-Out Burgers will be allowed to build a restaurant with a drive-through and be open for extended retail/trade hours.

History:

The property is zoned C-1 (Commercial Highway District) CRO (Canyon Rim Overlay) PUD, located within the Canyon Park West PUD. The property has been home to Outback Steakhouse since 2001.

Analysis:

This Special Use Permit request is for the drive-through and extended hours of operation only. The restaurant itself is outright permitted in the C-1, Commercial Highway District, and is included as an allowed use in the PUD.

The applicant has stated in the narrative the proposed hours of operation are seven (7) days per week, from 10:30 A.M. – 1:00- A.M., Sunday – Thursday and 10:30 A.M. – 1:30- A.M., Friday and Saturday. The hours of operation fall outside the allowed retail hours of 7:00 A.M. – 10:00 P.M. and require a Special

Use Permit.

The restaurant will be staffed with 10–12 associates per shift, with 3 shifts per day.

The parking requirements for this request are calculated by building size. This building of 3,887 square feet requires forty-two (42) total parking spaces. The Canyon Park West PUD has a cross-use parking agreement that allows the center's parking to be used by all tenants. In the narrative, the applicant has shown the parking breakdown only using the portion of lot shared by In-N-Out and the Swig/MoBettah's building. The total parking spaces in that lot area are eighty-six (86) spaces, which meets the parking requirement for the three (3) restaurants.

The restaurant will have two (2) drive-through lanes for order taking which merge into one (1) lane for payment and food service. Per city code, drive-through lanes have a vehicle stacking requirement of five (5) cars per lane from the first window, pickup window, order board, or other stopping point. The proposed site plan shows the applicant has exceeded this requirement with a twenty-nine (29) vehicle queue using both drive-through lanes. City staff's analysis is that this is a sufficient queue under normal operating conditions.

With the opening and other busier times of the shopping and tourist seasons, this queue may become overcrowded with vehicles. The applicant has addressed this concern in their narrative by having store associates available to manage the excess vehicle stacking. Employees are deployed with handheld tablets to take multiple orders and a third grill can be utilized to help prepare the incoming orders, getting the customers through the drive-through line in a quicker and more efficient manner.

The applicant has provided additional traffic queue analysis by the Ganddini Group, recording drive through queue data from three (3) existing drive-through locations closely matching the conditions of the proposed drive through, with comparable locations and populations. The analysis shows the maximum peak drive-through stack was twenty-seven (27) cars, with an average maximum dinner queue of twenty-five (25) vehicles, supporting the proposed queue of twenty-nine (29) vehicles.

Per the ITE Trip Generation Manual, an average fast-food restaurant with a drive-through window will generate 50.94 vehicle trips per PM peak hour (4:00 – 6:00 pm) per 1,000 Sq. Ft. GFA (gross floor area), with a directional distribution of 51% entering, 49% exiting. Based on this statistic, a restaurant of approximately 3,800 sq. ft. can expect up to 191 total vehicle trips per PM peak hour. That calculates out to roughly ninety-seven (97) vehicles entering and ninety-four (94) vehicles exiting per PM peak hour. While this may not be the exact numbers experienced by In N Out Burgers, it gives an average for comparison.

This request is not the first drive-through request that has come before the commission in this area. There are currently multiple drive-through businesses in the surrounding area, which are responsible for managing their drive-through queues. Swig has a drive-through in the same parking area as this proposed location. The Habit is also located in the same shopping center and has a working drive-through. Across the street, at the Magic Valley Mall, there are two drive-through restaurants (Starbucks and Taco Bell). Taco Bell and Chick-Fil-A on Blue Lakes Blvd. N. are observed to be two of the busiest drive-throughs in town. Both were constructed with a drive-thru queue of five (5) vehicles before the menu order board at each location.

Requests for extended hours of operation are not an unusual Special Use Permit request. Any business wanting to open before 7:00 A.M., or stay open past 10:00 P.M. is required to have a Special Use Permit. Starbucks traditionally opens by 6:00 A.M. Taco Bell stays open until 3:00 A.M. for the drive-through. There are many others in town that operate outside the outright permitted retail hours.

The Perrine Bridge, Visitors Center, and the private road roundabout create a unique location for this restaurant, as visitors coming into Twin Falls will see In-N-Out as one of the first businesses. This will create a “buzz” with the restaurants' opening and there will be extra traffic generated to this area for some time. This intersection is already one of the busiest in the City of Twin Falls with an average trip count of ~40,000 vehicles per day. City staff has discussed traffic concerns with the applicant and have added a few conditions that should address opening traffic, and normalized traffic counts on local public roads. In-N-Out and Woo Investment Group will be responsible to manage the traffic through the shopping center private roads accessing the restaurant. In-N-Out Burgers has expressed that a traffic control plan will be in place for the grand opening. The City of Twin Falls Police and Fire Departments are requesting a condition to review the opening plans through the City of Twin Falls Special Event Process in order to adequately plan for emergency access to this area through the opening phase of this new business.

The arterial landscaping along Blue Lakes Blvd North is maintained by Wood Investment Group. The site landscaping plan has been included, and shows a 3'4" minimum hedge along the drive-through to help mitigate glare from headlights from vehicles in the drive-through queue.

The 2016 Comprehensive Plan; “Grow With Us” designates this area as appropriate for “Mixed Use” serving local and regional commercial businesses, which allows for high-density mixed use development in a compact, pedestrian-oriented environment, sitting at intersections of major arterials. Staff has determined the proposed use is compatible with the comprehensive plan and the area, as it is a high-density commercial center with other retail stores and restaurants serving the community at large.

Staff does recognize traffic congestion may be an issue with the opening of a new, highly anticipated business coming to town. However, under normalized operations, this area will continue to be busy with customers/travelers during peak travel times of day and year. Otherwise, staff does not foresee detrimental impacts with approval of this permit.

Conclusion:

The City Council is tasked with making a motion on the original Special Use Permit request.

The Council may approve the request, as presented, deny the request, as presented, add conditions, or table the request for more information.

Approval of this zoning request does not preclude the applicant from obtaining the required permits and/or licenses needed to complete the project.

Sample Motion:

I make a motion to approve the request for a Special Use Permit to allow drive-thru services and extended hours of operation on property located at 1965 Blue Lakes Blvd. N., c/o Todd Smith on behalf of In-N-Out Burger. (PZ24-0047)

If the Council approves this request as presented, then staff recommends the following:

1. Subject to site plan amendments as required by Building, Engineering, Fire and Zoning Officials to comply with applicable City Codes and standards.
2. Subject to local public roads, including Neilson Point Place, not being detrimentally impacted by excessive traffic volumes directly attributable to this business.

3. Subject to the opening plan going through the City of Twin Falls Special Event Permit process to ensure adequate public safety access to the surrounding area during the grand opening phase of operations.

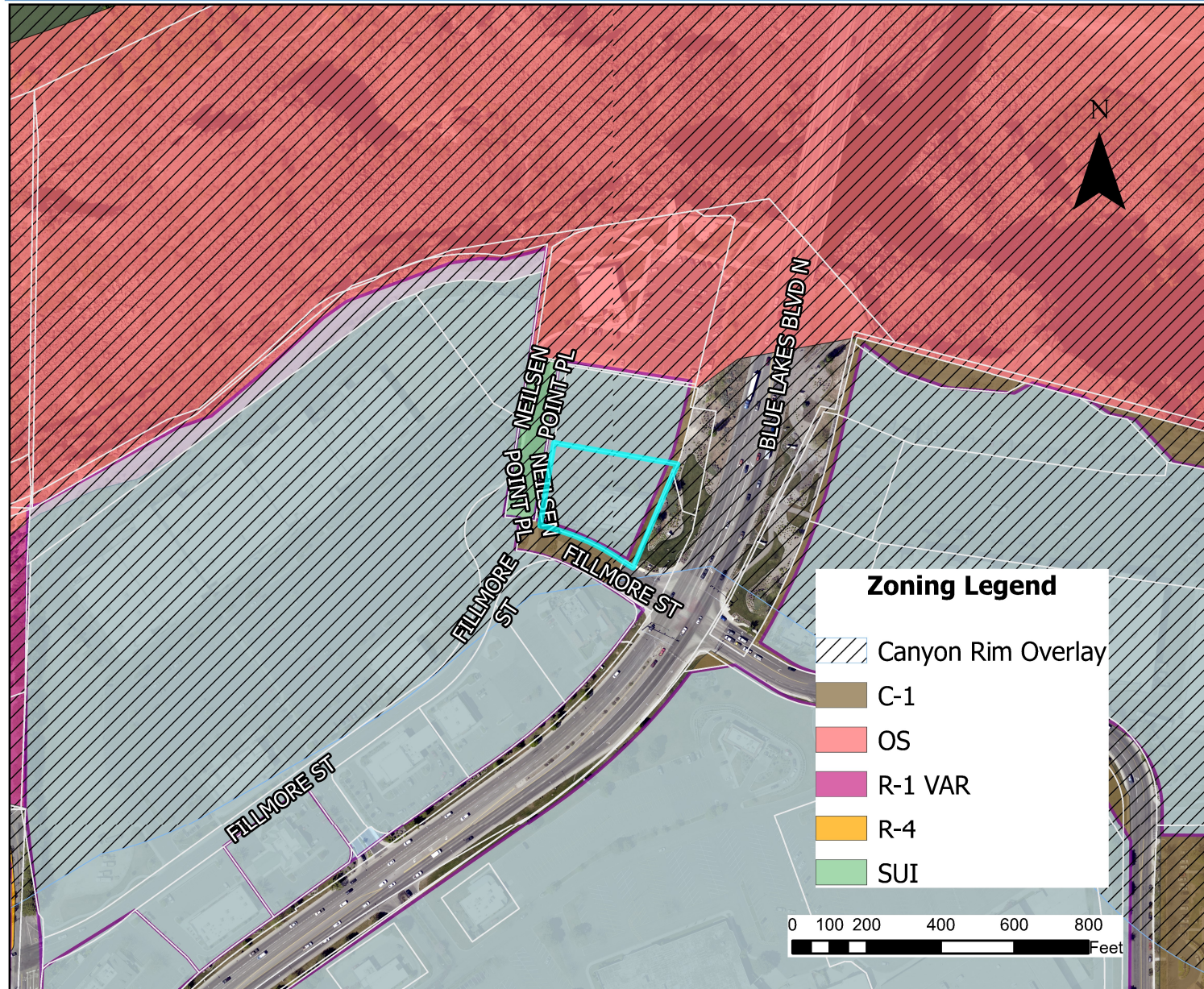
Attachments:

1. PZ24-0047 Vicinity Layout
2. PZ24-0047 Presentation Map
3. PZ24-0085 Appeal Narrative
4. PZ24-0047 Original Applicant Narrative
5. PZ24-0047 Ganddini Drive Thru Analysis
6. PZ24-0047 Parking Agreement
7. PZ24-0047 Proposed Elevations
8. PZ24-0047 Proposed Site Plans
9. PZ24-0047 Proposed Landscape Plans
10. 1 - PZ24-0047 Original Public Comment
11. 2- PZ24-0047 Original Public Comment
12. 3- PZ24-0047 Original Public Comment
13. 4- PZ24-0047 Original Public Comment
14. 5- PZ24-0047 Original Public Comment
15. 6- PZ24-0047 Original Public Comment
16. 7- PZ24-0047 Original Public Comment
17. 062524 Minutes final
18. 1- Appeal Public Comment J Beaver 9-3-24
19. 2- Appeal Public Comment K Sharpe 9-6-24
20. 3- Appeal Public Comment S Mauldin 9-6-24
21. 4- Appeal Public Comment A Crafton 9-11-24

Request for a Special Use Permit to allow a drive through with extended hours of operation on property located at 1965 Blue Lakes Boulevard North.



ZONING MAP



Zoning

Current Zoning: C-1 CRO PUD

Current Land Use: Restaurant

Proposed Zoning: N/A

Proposed Land Use: Drive Thru Restaurant

Surrounding Area

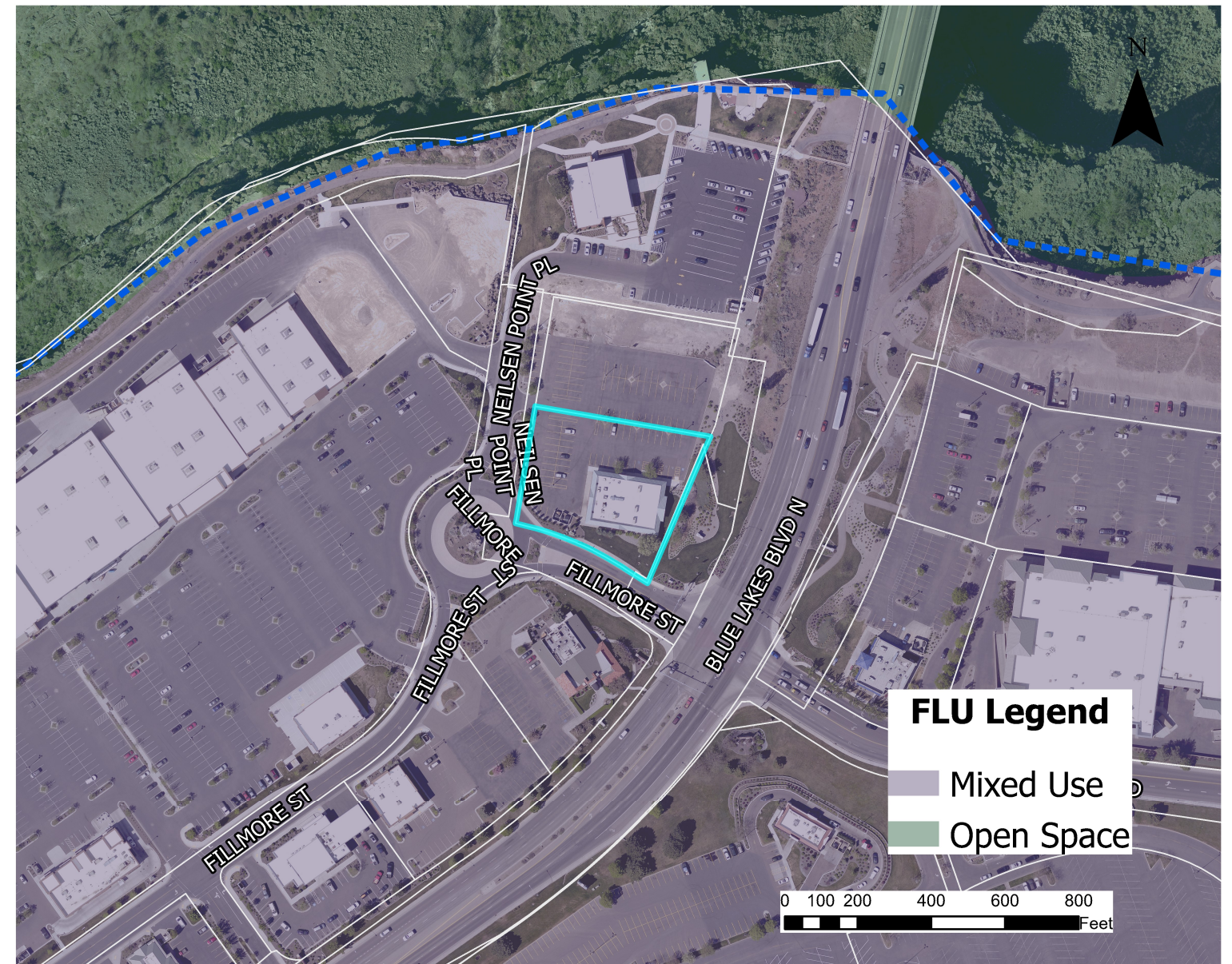
North: Commercial/Visitors Center/Canyon Rim

South: Commercial

East: Commercial

West: Blue Lakes Blvd N/Commercial

FUTURE LAND USE MAP



Regulations

10-4-8.2, 10-4-19, 10-13-2.2,
Canyon Park West PUD

FLU Category

Mixed Use: Serves local and regional commercial

- Siting at intersections of major arterials
- Typically anchored by a grocery store, civic, or entertainment uses
- Allows high-intensity mixed use development in a compact, pedestrian oriented environment.
- Pedestrian activity is the highest priority; buildings should be located close to the street.

Wide sidewalks, street furniture, and other amenities are strongly encouraged

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626-813-8200



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August 8, 2024

City of Twin Falls Community Development Services
P.O. Box 1907 203 Main Ave. E
Twin Falls, ID 83303
Email:

Re: Appeal of the Findings of Fact, Conclusion of Law, and Decision of the City of Twin Falls Planning & Zoning Commission denying the Special Use Application No. PZ24-0047 submitted by In-N-Out Burgers for 1965 Blue Lakes Boulevard North, Twin Falls, Idaho

This letter is in support of Applicant's appeal of the Decision of the Twin Falls Planning and Zoning Commission. In-N-Out Burgers, the Applicant, respectfully requests that the City Council reverse the Decision and approve the Special Use Permit, subject to the proposed conditions of approval set forth in the Action Item for the Application prepared by the City of Twin Falls Department of Planning and Zoning.

The In-N-Out Burger request for a special use permit was heard by the planning and zoning commission on June 25, 2024. In-N-Out is continuing to pursue the location of a drive thru restaurant at 1965 Blue Lakes Blvd. and is following through on the next required step – this appeal of the decision of the Twin Falls Planning and Zoning Commission – to obtain the approval of the City of Twin Falls Special Use Permit for our proposed restaurant.

After filing a detailed application and collaborating with City Staff leading up to the planning and zoning commission hearing, we were pleased to obtain a strong and well supported recommendation of approval by City Staff. Staff performed a thorough review of the application and considered the relevant information and facts which led to the recommendation of approval. Those facts will be discussed in detail. At the hearing, a majority of the Commissioners were persuaded by emotional public testimony, and they apparently lost focus of the facts that support approval of the restaurant at the proposed location. We respect those who provided public testimony. We respect their passion and concern. However, an objective view of the facts supports approval of the special use permit. In her testimony and deliberations, the Chairperson of the Planning and Zoning Commission asserted a fact-based position to the commission that was compelling and consistent with underlying information.

It is important to reiterate some background to clear up some of the information that may have negatively persuaded some on the commission. At the June 25th hearing our Meridian Idaho store was brought up and seemed to drive traffic fears that are inapplicable for this location. Our Meridian store, which opened on December 12, 2023, is presently the first and only In-N-Out Burger restaurant in the entire state of Idaho and it is located in an area that serves the entire Treasure Valley and beyond. Millions of people were awaiting that opening. That will not be the case in Twin Falls. By the time we get ready to open in Twin Falls, In-N-Out Burger will have three and possibly four locations open in

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Treasure Valley making the Twin Falls location the fourth or fifth store in Idaho, and in a significantly less populated area.

More importantly, while there was significant demand and excitement at the opening of the Meridian store, the drive thru lines and traffic were completely managed in such a way that the adjacent public roadways (a state highway and county highway) were not impacted. Additionally, the mall was not negatively impacted. We had the full support of the mall in Meridian, and we have the full support of the mall in Twin Falls now. In Meridian we meticulously developed and executed a plan that maintained order and did not cause problems on the adjacent public roads. We will do the same in Twin Falls.

As Planning and Zoning Commission Chairperson Titus noted in the Commission's testimony and deliberations, and is further discussed in this letter, the addition of In-N-Out Burger will add a very small percentage of new traffic. It is estimated that Blue Lakes Blvd carries between 32,500 and 40,000 vehicle trips daily. The Institute of Traffic Engineer Data Manual (ITE) calculates that the average daily trips at a 3,887 SF fast-food restaurant with a drive thru at 1,804. The existing restaurant, Outback Steakhouse, currently generates trips within the current traffic patterns and traffic counts which according to ITE data is an average of 663 trips. The net new trips on average per ITE data is then 1,141. Given that trip counts tabulate both the arrival as a trip and the departure as a trip, this amounts to a few hundred vehicles added daily which amounts to a relatively small percentage increase in the overall traffic.

Another critical point is that we have the cooperation of the ownership of the large mall that owns the proposed In-N-Out Burger site. There is ample space available to stack any excess car queue for extreme circumstances such as the "honeymoon period" when the store is first opened. Going back to the Meridian store example, In-N-Out has consistently demonstrated the ability to manage those temporary circumstances to maintain order and avoid adding to any public road impacts. In-N-Out is committed to using all reasonable resources to solve queuing issues that may temporarily arise at initial store opening.

This leads to the final point that provides assurances to all parties and the public. The staff realized the potential drive thru queue concern and mitigated that issue by including a condition that required In-N-Out Burger to resolve any impacts "directly attributable to its business" that impact public roads. In-N-Out Burger agrees to this condition of the special use permit. This condition resolves any potential traffic issue and renders the denial of the application as conditioned to be without merit.

Additional detailed analysis is provided below in support of our appeal.

Background

This Property is zoned C-1 CRO PUD and designed as Mixed Use per the Comprehensive Plan of the City ("Plan"). It consists of approximately .93 acres and is currently used as the Outback Steakhouse (which consists of 6,207 square feet). The Applicant is proposing to construct a 3,887

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square-foot restaurant with a drive thru (“**Restaurant**”). In the current zone, a Restaurant is a permitted use by right. Thus, only the drive-thru and extended hours require a special use permit.

Access to the Restaurant would be from Nielsen Point. The overall shopping center has access from Filmore, Canyon Springs and its own direct access in between those two locations. Patrons of the Restaurant do not directly access the restaurant from Blue Lakes Blvd., but from Nielsen Point and internal mall circulation. All properties surrounding the Property are commercial uses. Nearby uses that are located along Blue Lakes Boulevard include restaurants with drive-thru and extended hours. Thus, the proposed use is compatible with the surrounding area and uses.

The Staff Report proposed the following conditions of approval:

1. Subject to site plan amendments as required by Building, Engineering, Fire and Zoning Officials to comply with applicable City Codes and standards.
2. Subject to local public roads, including Nielsen Point Place, not being detrimentally impacted by excessive traffic volumes directly attributable to this business.
3. Subject to the grand opening plans going through the City of Twin Falls Special Event Permit process to ensure adequate public safety across to the surrounding area during the grand opening phase of operations.

Basis of Appeal

As a general matter, the Commission denied the Application on the perceived amount of increased traffic only and no other issue. For the reasons described in more detail below, the Decision was unsupported due to incorrect bases, assumptions, and the fact that the conditions of approval proposed in the Staff Report sufficiently address any potential traffic concerns.

1. The Restaurant met all factors considered for a SUP.

Pursuant to Section 10-13-2-2 of the City’s Code (“**Code**”), the following standards are to be considered when considering a special use:

- (1) Will, in fact, constitute a special use as established by zoning requirements for the zone involved.

Only the proposed drive thru and extended hours require a special use; the restaurant portion is permitted by right.

- (2) Will be harmonious with and in accordance with the general objectives or with any specific objective of a comprehensive plan and/or zoning regulations.

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Pursuant to the Plan, the goals and characteristics of the Mixed-Use land use category is as follows:

- Serves local and regional commercial
- Sitting at intersections of major arterials
- Typically anchored by a grocery store, civic or entertainment uses
- Allows high-intensity mixed use development in a compact, pedestrian orientated environments
- Pedestrian activity is the highest priority; buildings should be located close to the street, Wide sidewalks, street furniture and other amenities are strongly encouraged.

The Restaurant meets these goals and characteristics and thus is harmonious with the Plan. In fact, the rationale for denial of the Application – its location near Blue Lakes Boulevard – conflicts with the second goal/characteristic of the Plan. The Plan supports this location.

- (3) Will be designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area.

The principal use – a restaurant – is not changing. Additionally, there are multiple restaurants with drive thru and extended hours within the same area. The proposed design of the Restaurant will enhance the appearance of the general vicinity.

- (4) Will not be hazardous or disturbing to existing or future neighboring uses.

As noted, the Restaurant is harmonious with current uses. The future uses of surrounding areas are also deemed Mixed Use. Further, any potential traffic concerns, including concerns with the opening day, are mitigated by the proposed conditions of approval set forth in the Staff Report. Applicant is agreeable to all proposed conditions and is more than willing to work with the City on any future traffic concerns, understanding that its special use permit can be revoked at any time for a violation of such conditions.

- (5) Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer and schools; or that the persons responsible for the establishment of the proposed use shall be able to provide adequately any such services.

The only public facilities addressed during the hearing on the Application were the highways and streets. As proposed, the Application mitigates any concerns with the ability of such public facilities by, among other things, having the ingress and egress from Nielsen Point (a public street) instead of Blue Lakes

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Boulevard (a highway), providing a comprehensive queuing plan to avoid any backup of traffic or otherwise and by working with local authorities for the opening.

- (6) Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.

The Restaurant will not require additional requirements at the public cost – any coordination for the initial opening will be at Applicant's sole cost and expense. Additionally, the Restaurant will only improve the economic welfare of the community.

- (7) Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any person, property or to the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

Again, the only concern raised with respect to the Application was the traffic. As enumerated above and below, the increase in traffic due to the special use only is minimal, the Applicant will work with the City on any actual traffic concerns, the Applicant's design and plan for queuing will reduce any backup or otherwise onto public streets, the Applicant will work with authorities on the initial store opening and the conditions of approval mitigate any concerns.

- (8) Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares.

The design of the Restaurant requires all ingress and egress to come from Nielsen Point, which requires 2 right-hand turns from the highway. In addition, the queuing design and plan will prevent back up onto public streets.

- (9) Will not result in the destruction, loss or damage of a natural, scenic or historic feature of major importance.

The Property is located in, and surrounded by, commercial uses. No natural, scenic or historic feature of major importance will be destroyed, lost or damaged as a result of the drive thru (as the Restaurant is already a permitted use by right).

2. Trip Generations – Restaurant as a whole versus drive-thru use only.

In reaching its decision, the Commission looked at the entire restaurant use in its determination instead of focusing on the drive thru portion only. As noted above, a restaurant without a drive thru is permitted by right. Thus, any traffic generated by the permitted use should not have been considered by the Commission in reaching the Decision. Specifically, below is a table showing the trip generation

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rates based upon a 3,887 square-foot restaurant pursuant to the Institute of Transportation Engineers (“ITE”) Trip Generation Manual (11th Edition, 2021):

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Fast Food Restaurant without drive-thru ¹	97	70	167	64	64	128	1,739
Fast Food Restaurant with drive-thru	88	84	172	66	61	127	1,804
<i>Percent Differences</i>	+3%			-0.8%			3.7%

Thus, the difference between the permitted use and the use seeking a special use permit is extremely minor - in fact, the p.m. peak hour total trips for a drive thru are less than the stand-alone restaurant.

3. Queuing data versus traffic data.

The Planning and Zoning Commission incorrectly correlated increased traffic impacts with drive thru queue impacts as a potential source for back up into public roads. The drive thru queue will not back up into public roads. As provided in the traffic queue analysis by The Ganddini Group submitted with the special use permit application, the site provides adequate queue space as evidenced by data collected from comparable stores. In addition, the applicant will work with the mall owner to ensure any temporary queue at the initial store opening does not impact public roads. There is no evidence supporting a finding that drive thru queue will impact public roads.

4. Access to the Restaurant is not from Blue Lakes Boulevard.

The Commission looked at the traffic on Blue Lakes Boulevard, basing its analysis on facts². As mentioned previously, access to the Restaurant is two streets from Blue Lakes Boulevard. The Commission did not take into account the traffic on the street that will serve as the only access to the Restaurant, which is two streets removed from Blue Lakes Boulevard.

5. Proposed conditions of approval are sufficient to address any potential traffic concerns.

The reasons for the denial of the Application specified by the Commission are all mitigated by the conditions of approval proposed in the Staff Report (which the Applicant is agreeable to). The

¹ Source: ITE 933.

² It appears that the 40,000 trips per day figure quoted in the Decision was an estimate based upon oral testimony at the hearing and has not been confirmed.

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Applicant is also agreeable to any additional condition that will mitigate actual traffic issues as they arise.

6. Extended hours.

The denial of the Application does not appear to be based on any rationale or basis related to the extended hours. As noted previously, multiple similar uses within the surrounding area also have extended hours. Further, any concern arising from traffic is mitigated and addressed for the reasons discussed above relating to the drive thru use.

Based on the foregoing, the Applicant respectfully requests that the City Council reverse the Decision and approve the Application, subject to the proposed conditions of approval set forth in the Staff Report.

Respectfully,

Todd Smith, Development Manager
In-N-Out Burger



RPT06190010080

Find by owner

Legend

Map Layers

NAIP Imagery 2021



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Selected features: 29

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Project Description Proposed In-N-Out Burgers Restaurant 1965 Blue Lakes Blvd. Twin Falls, ID

In-N-Out Burgers proposes to develop a new In-N-Out Burger restaurant with a drive-through at 1965 Blue Lakes Blvd., Twin falls, Idaho.

The proposed In-N-Out restaurant will be 3,887 square feet with indoor seating for 84 guests, and outdoor seating for 28 guests. The site is approximately .93 acres and improvements will include an approx. 500 square foot covered trash enclosure, a drive-through with dedicated onsite queuing for 27 cars. Code required parking of 42 cars will be achieved with a combination of on-premises and off-premises "reciprocal" parking. Onsite vehicle circulation is excellent, with no "dead-end" parking aisles, and a single shared access entry to both properties with a cross access point that allows for easy entry and exit. Currently an Outback Steakhouse building is operating on site. Outback is relocating.

The construction of the proposed IN-N-Out Burger will include 24 parking onsite spaces. The required parking for the project will be 42 spaces. The additional parking will be provided by reciprocal parking between In-N-Out and the adjoining parcel. The adjoining parcel provides 46 spaces now and will provide 62 spaces after In-N-Out construction is completed. The parking for all establishments will be met as summarized below:

Parking required:

INOB requires **39 spaces** ($3,887/100=38.9$)
Outdoor seating for INOB requires **3 spaces**
"Swig" requires **14 spaces** ($1,361/100=13.6$)
"Mo Bettahs" requires **26 spaces** ($1,920/75=25.6$)
Outdoor seating for "Swig" and "Mo Bettahs" requires **4 spaces**
Total number of spaces required between the two properties = **86 spaces**

The breakdown for the number of parking spaces provided is as follows:

"Swig" and "Mo Bettahs" provides **46 existing spaces**
The modified striping north of the INOB property provides **16 spaces**
The site plan for INOB is providing **24 spaces**
Total number of spaces provided between the two properties = **86 spaces**

The proposed In-N-Out will feature a drive thru lane and an escape lane should the need arise for a customer to have to exit the drive through prior to ordering or picking up food. The City of Twin Falls Code requires a drive thru to provide "Five (5) stacking spaces from first window, pickup window, order board, or other stopping point." The proposed drive thru lane is designed to handle a projected 27 vehicles in total which is about 18 stacking spaces behind the menu board. In addition, should the restaurant unexpectedly surpass that, store associates are well trained in managing excess drive thru queuing on site.

In-N-Out cooks all its burgers and fries to order – nothing is pre-cooked and there are no cooked food holding bins. This restaurant will be equipped with three burger grills. Two grills will always operate,

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and activation of the third grill will be done in response to high dine-in or, more typically, high drive-through demand as activating the third grill significantly increases the speed at which drive-through orders are delivered to customer vehicles. In addition, standard store operating procedure dictates that as soon as the drive-through queue reaches the 8th or 9th car (where the menu board/order speaker is located) In-N-Out Associates are deployed outside to take orders using hand-held ordering tablets. The use of these tablets puts orders into the kitchen faster than ordering at the menu board, and, when combined with increased production from the third grill, the result is extremely fast and efficient food production with the shortest possible food wait times, and therefore the shortest possible drive-through vehicle queues.

Awareness of the queue reaching the menu board is enhanced with outdoor cameras and indoor monitors. There will be between 4 and 6 outdoor cameras on this site, with 3 or 4 of them specifically viewing the drive-through lane. These cameras display on multiple monitors located inside the restaurant including at the manager's office, above the grills, and at both the pay and pickup windows.

In addition to the operational efficiencies and extensive drive thru stack design described above, a traffic queue analysis was prepared by Giancarlo Ganddini of the Ganddini Group. The analysis recorded drive thru queue data from existing In-N-Out drive thru locations that matched the conditions the proposed drive thru will feature. Such factors as comparable locations and comparable populations to provide the best data for the proposed drive thru. The traffic queuing analysis found that comparable existing stores maximum peak drive thru stack was 27 cars (Logan Utah), and the average maximum dinner queue was 25 vehicles. The supporting data provides empirical evidence that the 27-car stack will be sufficient once the restaurant settles into a normal operating pattern.

Construction for the restaurant will be done in a single phase and take approximately 7 months, with a typical progression of construction activities. These activities, some of which would run concurrently, include site preparation and limited grading of about 4 to 6 weeks, building construction of about 4 months, paving and striping of about 3 weeks, and landscaping of about 2 weeks.

The restaurant will operate 7 days a week, from 10:30 AM to 1:00 AM Sunday through Thursday, and from 10:30 AM to 1:30 AM on Friday and Saturday. The restaurant, drive-thru, and parking lot, as with all In-N-Out Burgers restaurants, will be well-lit and meticulously maintained. The restaurant will be staffed by approximately 10 to 12 Associates per shift, with 3 shifts per day.

The proposed restaurant will operate in the same location as Outback Steakhouse previously operated within a commercial mall next to other restaurants and shopping. The proposed In-N-Out is therefore compatible with the surrounding properties.

There is no delivery dock or designated delivery parking bay required on the premises as deliveries are made only by In-N-Out owned and operated vehicles, after the restaurant is closed to the public, between the hours of 2 AM and 9 AM.

No alcoholic beverages will be served.



TECHNICAL MEMORANDUM

TO: In-N-Out Burger, Inc.

FROM: Giancarlo Ganddini, PTP, PE (CA) | Ganddini Group, Inc.

DATE: May 9, 2024

SUBJECT: Drive Through Queuing Analysis for Proposed In-N-Out Burger at 1965 Blue Lakes Boulevard, Twin Falls, ID
Project No. 19724

Ganddini Group, Inc. is pleased to provide this drive through queuing analysis for the proposed In-N-Out Burger Project in the City of Twin Falls, Idaho. The purpose of this memorandum is to document anticipated drive through lane stacking needs for the proposed Project based on drive through lane queue surveys observed at comparable existing In-N-Out restaurants. We trust this analysis will aid the City in assessing the project.

PROJECT DESCRIPTION

The approximately 1.0-acre project site is located within the Canyon Park shopping center on the west side of State Route 93 and south of Snake River, addressed at 1965 Blue Lakes Boulevard North, in the City of Twin Falls, Idaho. The project site is currently developed with a sit-down restaurant that is proposed to be demolished. The proposed project involves construction of a new 3,860 square foot In-N-Out Burger restaurant with drive through window. The proposed site plan is provided in Attachment A.

STANDARD DRIVE THROUGH WINDOW OPERATIONS

As shown on the site plan, the Project is proposing a dual-lane drive through layout that merges into one lane prior to a single service point for taking orders at the menu board located at the approximate 9th vehicle from the pick-up window. The proposed drive through layout provides a total queuing capacity for up to approximately 24 vehicles.

During peak operations, In-N-Out associates will monitor the parking lot to ensure that on-site circulation flows smoothly and access to/from parking spaces and the drive through lane is adequately maintained. The drive through lane is typically monitored by three to four cameras with video feeds displayed at the manager's office, cooking grills, and both the pay and pick-up windows. During periods of peak demand, a wireless handheld ordering system is implemented once the drive through lane queue extends beyond the menu board and ordering speaker. This enables orders to be processed sooner and ensures that the order is ready by the time the vehicle reaches the pick-up window. The associate operating the handheld ordering system will also communicate with management inside the restaurant and can notify of the need for additional associates to assist in the parking area.

Compared to older In-N-Out locations, the proposed project will provide substantially more vehicular storage capacity in the drive through lane and will have a larger, more efficient kitchen. Two grills are typically operated at all times and a third grill is used during periods of high volume. Activation of the third grill is typically done

in response to drive through demand and enables the restaurant to increase the speed at which drive through orders are picked up. With implementation of handheld ordering, combined with the higher capacity kitchen, drive through orders can be processed at an average of approximately one vehicle every 30-45 seconds during peak periods (order processing time may vary during non-peak periods).

DRIVE THROUGH LANE QUEUE SURVEYS

To estimate the queue lengths that can be anticipated for the proposed Project, an empirical analysis of drive through queuing was performed. Based on review of store characteristics, such as location outside of major metropolitan areas and potential market population, the following existing In-N-Out Burger restaurants were determined to adequately represent comparable conditions as the proposed Project and were selected for observations:

- 3040 AZ-69, Prescott, AZ 86301 (Drive through length = 256 feet/12 cars)
- 873 N Promenade Parkway, Casa Grande, AZ 85194 (Drive through length = 245 feet/12 cars)
- 404 Main Street, Logan, UT 84321 (Drive through length = 400 feet/20 cars)

The drive through queue surveys were conducted on Thursday, April 18, 2024, and Saturday, April 20, 2024. The number of vehicles queued in the drive through lane was observed and recorded in one-minute increments during the peak lunch period from 11:00 AM to 2:00 PM and the peak dinner period from 5:00 PM to 8:00 PM. The raw survey worksheets are provided in Attachment B.

Table 1 below shows a summary of the maximum drive through queue length (in vehicles) observed at each of the four survey sites.

Table 1.
Summary of Maximum Drive Through Queues Observed

Survey Site	Maximum Queue Observed (Vehicles)				
	Weekday		Saturday		Maximum
	Lunch (11AM-2PM)	Dinner (5PM-8PM)	Lunch (11AM-2PM)	Dinner (5PM-8PM)	
Prescott, AZ	21	22	22	20	22
Casa Grande, AZ	16	26	20	15	26
Logan, UT	18	27	20	18	27
Average	19	25	21	18	25

As shown in Table 1, the maximum drive through queue ranged from 22 to 27 vehicles. Based on the average of the maximum queues observed at three survey sites, the proposed project can be expected to have a maximum queue of 25 vehicles during periods of peak demand.

Based on queuing capacity for 24 vehicles, the maximum queue expected for the proposed Project would exceed the drive through lane capacity by approximately one vehicle. Figure 1 illustrates that the proposed site plan can accommodate up to five (5) additional vehicles on-site, for a total queuing capacity of 29 cars, without adversely impacting on-site circulation or site access.

Note: this analysis represents peak drive through queuing for typical operations. Grand openings and/or other special events may result in longer drive through queues. In-N-Out operations team shall develop a grand opening plan, which may include use of the drive through by-pass lane shown on Figure 1 for additional storage capacity.

CONCLUSION

Based on the total on-site queuing capacity for up to 29 cars, the proposed Project is anticipated to provide sufficient drive through queuing capacity to accommodate the maximum forecast queue of 25 cars as derived from drive through queue surveys conducted at comparable In-N-Out restaurants during peak lunch and dinner periods.

We appreciate the opportunity to assist with this project. Should you have any questions or comments, please contact me at (714) 795-3100.

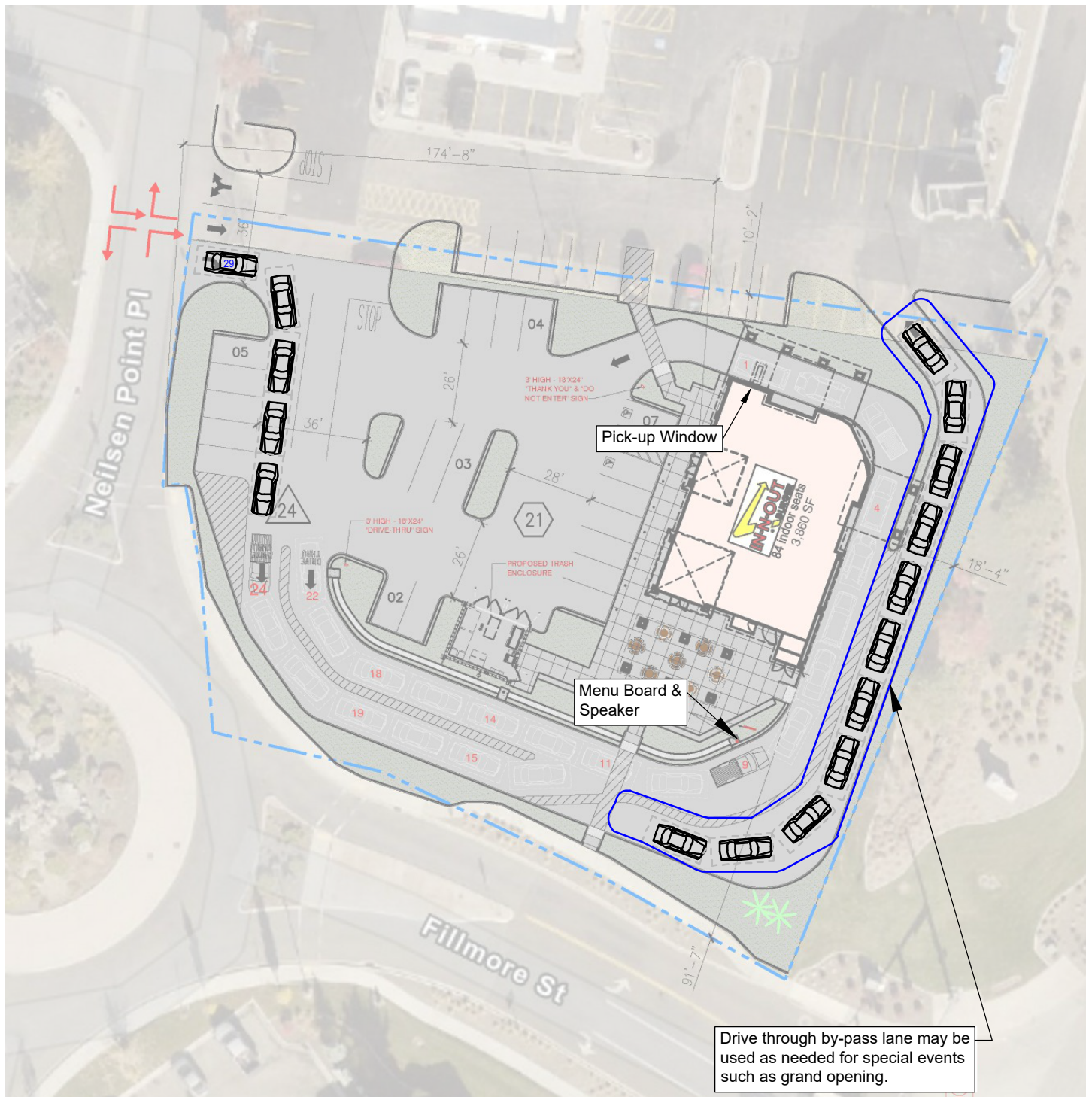
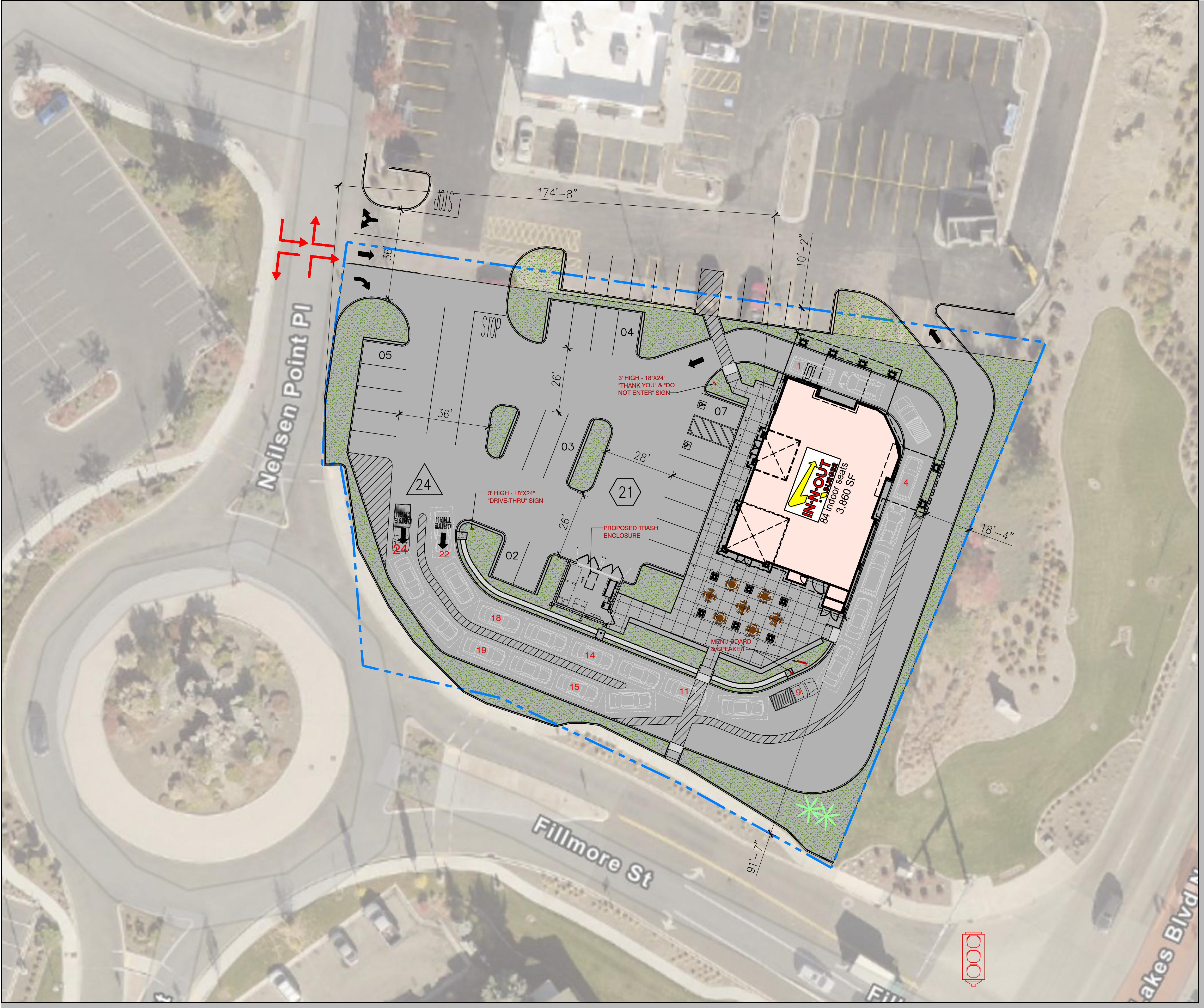


Figure 1
Site Plan

ATTACHMENT A

SITE PLAN



THIS SITE PLAN IS BASED ON AERIAL FILE OF A EXISTING/NEW SITE PLAN



VICINITY MAP N.T.S.

SUMMARY

IN-N-OUT SITE AREA:	± 1.02 ACRE (44,322 SF ±)		
SITE ADDRESS:	1965 BLUE LAKES BLVD. NORTH		
JURISDICTION:	CITY OF TWIN FALLS, ID		
APN			
ZONING:	C-1	COMMERCIAL HIGHWAY	
PROPOSED USE:		DRIVE-THRU FASTFOOD	
CAR STACKING IN DRIVE THRU:		24 CARS MIN.	
REQ. SET BUILDING SET BACKS		REQ.	PROV.'D
FRONT:	EAST	35'-0"	18'-4"
SIDE:	NORTH	0'-0"	10'-2"
SIDE:	SOUTH	0'-0"	91'-7"
REAR:	WEST	0'-0"	174'-8"

INO CHECK LIST

MENU BOARD AND SPEAKER AT CAR:	9		
ASSOCIATE WALKWAY SPAN:	CAR 9 TO CAR 22		
DRIVE THRU'S ALLOWED IN ZONING	YES ☒	NO ☐	
CONDITIONAL USE PERMIT NEED FOR D/T:	YES ☐	NO ☒	
PATIO CANOPY:	YES ☒	NO ☐	
WATER MISTERS:	YES ☐	NO ☐	
HEATERS:	YES ☐	NO ☐	
DRIVE THRU CANOPY:	YES ☐	NO ☐	
HEATERS:	YES ☐	NO ☐	
COLD CLIMATE FLY FAN HEATERS:	YES ☐	NO ☐	

BUILDING AREA

IN-N-OUT BUILDING AREA:	URBAN PROTOTYPE	3,860 S.F.
IN-N-OUT SEATING:		
INDOOR:		74 SEATS
OUTDOOR:		28 SEATS

PARKING SUMMARY	REQ.	PROV.'D
IN-N-OUT BLDG(@1 SP PER 100 S.F.)		
AREA 3860 SF :	39	21
RECIPROCAL PARKING REQUIRED:		18
	39	39



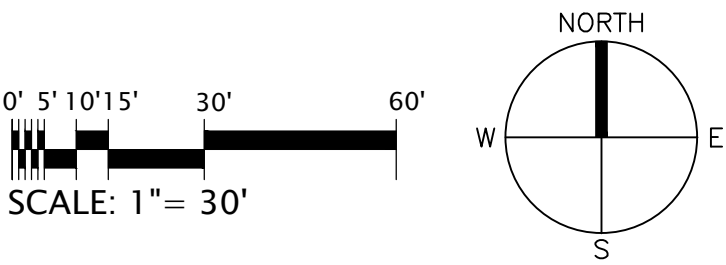
13502 HAMBURGER LANE
BALDWIN PARK, CA 91706

PRELIMINARY SITE PLAN-2 REV-5

SHEET OF 1

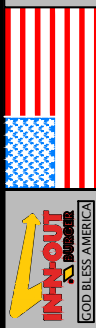
THE INFORMATION, DRAWINGS AND SPECIFICATIONS SHOWN ARE AND SHALL REMAIN THE PROPERTY OF IN-N-OUT BURGER.
THESE DOCUMENTS MAY NOT BE USED WITHOUT THE EXPRESSED WRITTEN CONSENT OF IN-N-OUT BURGERS.

TWIN FALLS, ID
1965 BLUE LAKES BLVD. NORTH



EXAMPLE CURRENT PROPERTY
(OUTBACK STEAKHOUSE SITE DEMO)

PRELIMINARY SITE PLAN LAYOUT
(1965 BLUE LAKES BLVD. NORTH) TWIN FALLS, ID



ATTACHMENT B

DRIVE THROUGH QUEUE SURVEY WORKSHEETS

Location: In N Out, 3040 AZ-69, Prescott, AZ 86301

Project #: 24-1225-001

QUEUE STUDY

FRIDAY					SATURDAY						
Thursday, April 18, 2024			Thursday, April 18, 2024			Saturday, April 20, 2024			Saturday, April 20, 2024		
	Drive thru	Further		Drive thru	Further		Drive thru	Further		Drive thru	Further
11:00:00 AM	10	0	05:00:00 PM	11	6	11:00:00 AM	9	0	05:00:00 PM	10	2
11:01:00 AM	11	0	05:01:00 PM	11	6	11:01:00 AM	9	0	05:01:00 PM	10	1
11:02:00 AM	11	0	05:02:00 PM	11	5	11:02:00 AM	11	0	05:02:00 PM	10	1
11:03:00 AM	11	0	05:03:00 PM	11	3	11:03:00 AM	11	0	05:03:00 PM	10	0
11:04:00 AM	10	0	05:04:00 PM	11	3	11:04:00 AM	13	0	05:04:00 PM	9	0
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11:12:00 AM	12	2	05:12:00 PM	11	0	11:12:00 AM	11	6	05:12:00 PM	8	0
11:13:00 AM	12	2	05:13:00 PM	10	0	11:13:00 AM	11	5	05:13:00 PM	7	0
11:14:00 AM	12	4	05:14:00 PM	10	0	11:14:00 AM	10	4	05:14:00 PM	8	0
11:15:00 AM	12	4	05:15:00 PM	11	1	11:15:00 AM	9	4	05:15:00 PM	11	0
11:16:00 AM	11	7	05:16:00 PM	11	0	11:16:00 AM	8	4	05:16:00 PM	11	1
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11:44:00 AM	5	0	05:44:00 PM	11	10	11:44:00 AM	10	0	05:44:00 PM	7	0
11:45:00 AM	5	0	05:45:00 PM	12	10	11:45:00 AM	9	0	05:45:00 PM	7	0
11:46:00 AM	8	0	05:46:00 PM	12	8	11:46:00 AM	9	0	05:46:00 PM	8	0
11:47:00 AM	8	0	05:47:00 PM	11	7	11:47:00 AM	7	0	05:47:00 PM	8	0
11:48:00 AM	9	2	05:48:00 PM	12	5	11:48:00 AM	8	0	05:48:00 PM	9	0
11:49:00 AM	9	1	05:49:00 PM	11	5	11:49:00 AM	9	1	05:49:00 PM	10	2
11:50:00 AM	9	4	05:50:00 PM	11	3	11:50:00 AM	9	2	05:50:00 PM	10	1
11:51:00 AM	11	3	05:51:00 PM	13	3	11:51:00 AM	9	0	05:51:00 PM	11	1
11:52:00 AM	11	5	05:52:00 PM	14	2	11:52:00 AM	8	0	05:52:00 PM	12	0
11:53:00 AM	10	5	05:53:00 PM	13	4	11:53:00 AM	8	0	05:53:00 PM	11	0
11:54:00 AM	9	4	05:54:00 PM	13	4	11:54:00 AM	9	1	05:54:00 PM	10	0
11:55:00 AM	10	3	05:55:00 PM	13	5	11:55:00 AM	10	0	05:55:00 PM	11	1
11:56:00 AM	11	3	05:56:00 PM	12	6	11:56:00 AM	9	0	05:56:00 PM	11	7
11:57:00 AM	10	6	05:57:00 PM	12	5	11:57:00 AM	8	0	05:57:00 PM	11	5
11:58:00 AM	9	5	05:58:00 PM	12	6	11:58:00 AM	9	0	05:58:00 PM	11	4
11:59:00 AM	10	2	05:59:00 PM	12	6	11:59:00 AM	10	0	05:59:00 PM	11	5
12:00:00 PM	10	2	06:00:00 PM	12	4	12:00:00 PM	11	0	06:00:00 PM	11	5
12:01:00 PM	10	2	06:01:00 PM	12	2	12:01:00 PM	11	0	06:01:00 PM	11	6
12:02:00 PM	11	3	06:02:00 PM	12	4	12:02:00 PM	11	1	06:02:00 PM	11	5
12:03:00 PM	11	2	06:03:00 PM	12	3	12:03:00 PM	11	2	06:03:00 PM	11	4
12:04:00 PM	11	4	06:04:00 PM	12	3	12:04:00 PM	10	0	06:04:00 PM	11	3
12:05:00 PM	11	3	06:05:00 PM	12	3	12:05:00 PM	10	0	06:05:00 PM	11	2
12:06:00 PM	10	6	06:06:00 PM	13	1	12:06:00 PM	10	1	06:06:00 PM	11	4
12:07:00 PM	10	7	06:07:00 PM	13	1	12:07:00 PM	10	1	06:07:00 PM	11	2
12:08:00 PM	10	6	06:08:00 PM	12	3	12:08:00 PM	10	1	06:08:00 PM	11	1
12:09:00 PM	10	4	06:09:00 PM	12	3	12:09:00 PM	11	2	06:09:00 PM	11	0
12:10:00 PM	9	4	06:10:00 PM	12	4	12:10:00 PM	10	5	06:10:00 PM	11	1
12:11:00 PM	9	4	06:11:00 PM	12	2	12:11:00 PM	9	7	06:11:00 PM	11	2

Location: In N Out, 3040 AZ-69, Prescott, AZ 86301

Project #: 24-1225-001

QUEUE STUDY

FRIDAY

	Thursday, April 18, 2024			Thursday, April 18, 2024	
	Drive thru	Further		Drive thru	Further
12:12:00 PM	12	3	06:12:00 PM	11	4
12:13:00 PM	11	3	06:13:00 PM	11	4
12:14:00 PM	10	3	06:14:00 PM	12	2
12:15:00 PM	10	2	06:15:00 PM	12	3
12:16:00 PM	10	0	06:16:00 PM	11	3
12:17:00 PM	9	0	06:17:00 PM	11	3
12:18:00 PM	9	0	06:18:00 PM	11	2
12:19:00 PM	7	0	06:19:00 PM	12	0
12:20:00 PM	6	0	06:20:00 PM	10	0
12:21:00 PM	5	0	06:21:00 PM	8	0
12:22:00 PM	7	0	06:22:00 PM	8	0
12:23:00 PM	8	0	06:23:00 PM	7	0
12:24:00 PM	8	3	06:24:00 PM	8	0
12:25:00 PM	9	3	06:25:00 PM	9	0
12:26:00 PM	9	6	06:26:00 PM	9	0
12:27:00 PM	9	6	06:27:00 PM	12	0
12:28:00 PM	9	6	06:28:00 PM	12	0
12:29:00 PM	10	4	06:29:00 PM	11	0
12:30:00 PM	10	8	06:30:00 PM	11	1
12:31:00 PM	10	8	06:31:00 PM	11	2
12:32:00 PM	11	7	06:32:00 PM	10	2
12:33:00 PM	10	6	06:33:00 PM	10	4
12:34:00 PM	10	8	06:34:00 PM	10	2
12:35:00 PM	10	7	06:35:00 PM	11	2
12:36:00 PM	11	7	06:36:00 PM	12	2
12:37:00 PM	11	8	06:37:00 PM	12	7
12:38:00 PM	10	8	06:38:00 PM	12	7
12:39:00 PM	12	8	06:39:00 PM	12	8
12:40:00 PM	12	8	06:40:00 PM	12	8
12:41:00 PM	12	8	06:41:00 PM	12	7
12:42:00 PM	12	7	06:42:00 PM	12	8
12:43:00 PM	11	7	06:43:00 PM	12	9
12:44:00 PM	10	8	06:44:00 PM	11	8
12:45:00 PM	12	7	06:45:00 PM	11	8
12:46:00 PM	12	7	06:46:00 PM	11	8
12:47:00 PM	11	8	06:47:00 PM	11	7
12:48:00 PM	12	7	06:48:00 PM	12	9
12:49:00 PM	11	9	06:49:00 PM	11	10
12:50:00 PM	11	8	06:50:00 PM	10	11
12:51:00 PM	12	7	06:51:00 PM	11	9
12:52:00 PM	12	8	06:52:00 PM	9	9
12:53:00 PM	12	7	06:53:00 PM	11	7
12:54:00 PM	12	6	06:54:00 PM	11	7
12:55:00 PM	12	6	06:55:00 PM	10	7
12:56:00 PM	12	8	06:56:00 PM	10	8
12:57:00 PM	12	9	06:57:00 PM	11	7
12:58:00 PM	12	8	06:58:00 PM	10	7
12:59:00 PM	12	8	06:59:00 PM	11	6
01:00:00 PM	10	7	07:00:00 PM	11	6
01:01:00 PM	13	5	07:01:00 PM	11	6
01:02:00 PM	13	5	07:02:00 PM	12	5
01:03:00 PM	10	6	07:03:00 PM	11	7
01:04:00 PM	10	5	07:04:00 PM	12	5
01:05:00 PM	10	4	07:05:00 PM	12	5
01:06:00 PM	10	5	07:06:00 PM	12	5
01:07:00 PM	10	5	07:07:00 PM	12	5
01:08:00 PM	10	5	07:08:00 PM	11	5
01:09:00 PM	9	4	07:09:00 PM	10	6
01:10:00 PM	10	3	07:10:00 PM	12	4
01:11:00 PM	10	3	07:11:00 PM	11	4
01:12:00 PM	10	4	07:12:00 PM	11	2
01:13:00 PM	10	4	07:13:00 PM	9	2
01:14:00 PM	11	3	07:14:00 PM	9	2
01:15:00 PM	11	4	07:15:00 PM	9	1
01:16:00 PM	11	8	07:16:00 PM	10	2
01:17:00 PM	11	7	07:17:00 PM	10	1
01:18:00 PM	11	6	07:18:00 PM	10	3
01:19:00 PM	10	6	07:19:00 PM	10	3
01:20:00 PM	10	5	07:20:00 PM	10	3
01:21:00 PM	9	4	07:21:00 PM	9	2
01:22:00 PM	10	3	07:22:00 PM	10	0
01:23:00 PM	10	2	07:23:00 PM	9	0

SATURDAY

	Saturday, April 20, 2024			Saturday, April 20, 2024	
	Drive thru	Further		Drive thru	Further
12:12:00 PM	10	9	06:12:00 PM	11	2
12:13:00 PM	9	9	06:13:00 PM	10	1
12:14:00 PM	11	7	06:14:00 PM	11	0
12:15:00 PM	12	8	06:15:00 PM	10	0
12:16:00 PM	11	8	06:16:00 PM	10	0
12:17:00 PM	12	6	06:17:00 PM	9	0
12:18:00 PM	12	7	06:18:00 PM	10	1
12:19:00 PM	11	7	06:19:00 PM	10	0
12:20:00 PM	10	6	06:20:00 PM	8	0
12:21:00 PM	10	4	06:21:00 PM	7	0
12:22:00 PM	10	4	06:22:00 PM	10	0
12:23:00 PM	12	2	06:23:00 PM	8	0
12:24:00 PM	12	2	06:24:00 PM	8	0
12:25:00 PM	11	3	06:25:00 PM	7	0
12:26:00 PM	11	2	06:26:00 PM	8	0
12:27:00 PM	11	5	06:27:00 PM	8	3
12:28:00 PM	10	7	06:28:00 PM	8	2
12:29:00 PM	10	7	06:29:00 PM	9	2
12:30:00 PM	10	7	06:30:00 PM	10	2
12:31:00 PM	11	6	06:31:00 PM	11	3
12:32:00 PM	11	5	06:32:00 PM	11	2
12:33:00 PM	10	7	06:33:00 PM	11	0
12:34:00 PM	11	6	06:34:00 PM	10	0
12:35:00 PM	11	6	06:35:00 PM	9	0
12:36:00 PM	10	8	06:36:00 PM	8	0
12:37:00 PM	10	6	06:37:00 PM	9	0
12:38:00 PM	11	8	06:38:00 PM	8	0
12:39:00 PM	11	5	06:39:00 PM	8	0
12:40:00 PM	11	6	06:40:00 PM	10	0
12:41:00 PM	10	6	06:41:00 PM	10	0
12:42:00 PM	11	5	06:42:00 PM	9	0
12:43:00 PM	12	5	06:43:00 PM	8	0
12:44:00 PM	12	2	06:44:00 PM	9	0
12:45:00 PM	9	5	06:45:00 PM	8	0
12:46:00 PM	9	5	06:46:00 PM	10	0
12:47:00 PM	10	5	06:47:00 PM	10	0
12:48:00 PM	10	8	06:48:00 PM	9	0
12:49:00 PM	11	8	06:49:00 PM	9	0
12:50:00 PM	11	8	06:50:00 PM	9	0
12:51:00 PM	12	7	06:51:00 PM	8	0
12:52:00 PM	11	6	06:52:00 PM	8	0
12:53:00 PM	11	5	06:53:00 PM	7	0
12:54:00 PM	11	5	06:54:00 PM	6	0
12:55:00 PM	10	4	06:55:00 PM	6	0
12:56:00 PM	10	5	06:56:00 PM	6	0
12:57:00 PM	10	6	06:57:00 PM	7	0
12:58:00 PM	10	6	06:58:00 PM	7	0
12:59:00 PM	11	4	06:59:00 PM	7	0
01:00:00 PM	11	5	07:00:00 PM	6	0
01:01:00 PM	10	4	07:01:00 PM	6	0
01:02:00 PM	9	7	07:02:00 PM	6	0
01:03:00 PM	9	8	07:03:00 PM	6	0
01:04:00 PM	10	9	07:04:00 PM	7	0
01:05:00 PM	11	8	07:05:00 PM	8	0
01:06:00 PM	10	9	07:06:00 PM	9	0
01:07:00 PM	11	8	07:07:00 PM	8	1
01:08:00 PM	10	8	07:08:00 PM	10	1
01:09:00 PM	11	8	07:09:00 PM	9	0
01:10:00 PM	10	6	07:10:00 PM	9	0
01:11:00 PM	10	7	07:11:00 PM	10	0
01:12:00 PM	11	7	07:12:00 PM	10	0
01:13:00 PM	11	8	07:13:00 PM	10	0
01:14:00 PM	10	8	07:14:00 PM	10	2
01:15:00 PM	11	8	07:15:00 PM	10	3
01:16:00 PM	11	9	07:16:00 PM	10	3
01:17:00 PM	12	7	07:17:00 PM	10	4
01:18:00 PM	12	7	07:18:00 PM	10	2
01:19:00 PM	12	6	07:19:00 PM	11	1
01:20:00 PM	12	8	07:20:00 PM	11	2
01:21:00 PM	12	9	07:21:00 PM	11	2
01:22:00 PM	11	9	07:22:00 PM	11	2
01:23:00 PM	12	9	07:23:00 PM	11	4

Location: In N Out, 3040 AZ-69, Prescott, AZ 86301

Project #: 24-1225-001

QUEUE STUDY

FRIDAY

Thursday, April 18, 2024		Thursday, April 18, 2024	
Drive thru	Further	Drive thru	Further
01:24:00 PM	10	07:24:00 PM	9
01:25:00 PM	11	07:25:00 PM	8
01:26:00 PM	9	07:26:00 PM	8
01:27:00 PM	9	07:27:00 PM	6
01:28:00 PM	8	07:28:00 PM	7
01:29:00 PM	8	07:29:00 PM	7
01:30:00 PM	6	07:30:00 PM	8
01:31:00 PM	6	07:31:00 PM	10
01:32:00 PM	5	07:32:00 PM	10
01:33:00 PM	4	07:33:00 PM	8
01:34:00 PM	3	07:34:00 PM	10
01:35:00 PM	3	07:35:00 PM	10
01:36:00 PM	4	07:36:00 PM	10
01:37:00 PM	3	07:37:00 PM	10
01:38:00 PM	3	07:38:00 PM	10
01:39:00 PM	3	07:39:00 PM	10
01:40:00 PM	3	07:40:00 PM	11
01:41:00 PM	4	07:41:00 PM	9
01:42:00 PM	4	07:42:00 PM	10
01:43:00 PM	5	07:43:00 PM	10
01:44:00 PM	5	07:44:00 PM	10
01:45:00 PM	5	07:45:00 PM	9
01:46:00 PM	6	07:46:00 PM	9
01:47:00 PM	7	07:47:00 PM	7
01:48:00 PM	6	07:48:00 PM	8
01:49:00 PM	6	07:49:00 PM	8
01:50:00 PM	9	07:50:00 PM	8
01:51:00 PM	9	07:51:00 PM	9
01:52:00 PM	10	07:52:00 PM	10
01:53:00 PM	9	07:53:00 PM	10
01:54:00 PM	10	07:54:00 PM	10
01:55:00 PM	9	07:55:00 PM	9
01:56:00 PM	9	07:56:00 PM	10
01:57:00 PM	9	07:57:00 PM	11
01:58:00 PM	11	07:58:00 PM	10
01:59:00 PM	11	07:59:00 PM	11

SATURDAY

Saturday, April 20, 2024		Saturday, April 20, 2024	
Drive thru	Further	Drive thru	Further
01:24:00 PM	11	07:24:00 PM	9
01:25:00 PM	11	07:25:00 PM	9
01:26:00 PM	12	07:26:00 PM	8
01:27:00 PM	12	07:27:00 PM	6
01:28:00 PM	12	07:28:00 PM	11
01:29:00 PM	12	07:29:00 PM	11
01:30:00 PM	12	07:30:00 PM	11
01:31:00 PM	12	07:31:00 PM	11
01:32:00 PM	12	07:32:00 PM	10
01:33:00 PM	11	07:33:00 PM	9
01:34:00 PM	12	07:34:00 PM	9
01:35:00 PM	12	07:35:00 PM	10
01:36:00 PM	12	07:36:00 PM	9
01:37:00 PM	12	07:37:00 PM	10
01:38:00 PM	11	07:38:00 PM	11
01:39:00 PM	12	07:39:00 PM	11
01:40:00 PM	12	07:40:00 PM	10
01:41:00 PM	12	07:41:00 PM	10
01:42:00 PM	11	07:42:00 PM	10
01:43:00 PM	11	07:43:00 PM	10
01:44:00 PM	11	07:44:00 PM	10
01:45:00 PM	12	07:45:00 PM	10
01:46:00 PM	11	07:46:00 PM	9
01:47:00 PM	11	07:47:00 PM	10
01:48:00 PM	11	07:48:00 PM	10
01:49:00 PM	11	07:49:00 PM	10
01:50:00 PM	12	07:50:00 PM	11
01:51:00 PM	12	07:51:00 PM	11
01:52:00 PM	11	07:52:00 PM	11
01:53:00 PM	11	07:53:00 PM	11
01:54:00 PM	11	07:54:00 PM	11
01:55:00 PM	11	07:55:00 PM	10
01:56:00 PM	11	07:56:00 PM	10
01:57:00 PM	11	07:57:00 PM	11
01:58:00 PM	12	07:58:00 PM	11
01:59:00 PM	11	07:59:00 PM	11

 = Max queue

Location: In N Out, 873 N Promenade Pkwy, Casa Grande, AZ 85194

Project #: 24-1225-002

QUEUE STUDY

FRIDAY

	Thursday, April 18, 2024			Thursday, April 18, 2024	
	Drive thru	Further		Drive thru	Further
11:00:00 AM	7	0	05:00:00 PM	10	4
11:01:00 AM	6	1	05:01:00 PM	11	4
11:02:00 AM	8	0	05:02:00 PM	10	3
11:03:00 AM	9	0	05:03:00 PM	11	3
11:04:00 AM	11	0	05:04:00 PM	10	5
11:05:00 AM	11	2	05:05:00 PM	10	4
11:06:00 AM	10	2	05:06:00 PM	10	3
11:07:00 AM	10	2	05:07:00 PM	10	2
11:08:00 AM	9	2	05:08:00 PM	10	3
11:09:00 AM	9	2	05:09:00 PM	10	3
11:10:00 AM	10	2	05:10:00 PM	9	3
11:11:00 AM	9	2	05:11:00 PM	10	2
11:12:00 AM	9	1	05:12:00 PM	10	1
11:13:00 AM	9	1	05:13:00 PM	10	1
11:14:00 AM	8	0	05:14:00 PM	10	1
11:15:00 AM	8	0	05:15:00 PM	10	1
11:16:00 AM	8	0	05:16:00 PM	9	0
11:17:00 AM	8	0	05:17:00 PM	9	1
11:18:00 AM	8	0	05:18:00 PM	9	0
11:19:00 AM	6	0	05:19:00 PM	8	0
11:20:00 AM	7	0	05:20:00 PM	9	1
11:21:00 AM	7	0	05:21:00 PM	9	0
11:22:00 AM	7	0	05:22:00 PM	8	0
11:23:00 AM	9	0	05:23:00 PM	9	1
11:24:00 AM	10	0	05:24:00 PM	9	1
11:25:00 AM	10	1	05:25:00 PM	10	1
11:26:00 AM	11	2	05:26:00 PM	11	0
11:27:00 AM	11	3	05:27:00 PM	8	0
11:28:00 AM	10	3	05:28:00 PM	8	0
11:29:00 AM	9	3	05:29:00 PM	7	0
11:30:00 AM	10	2	05:30:00 PM	6	0
11:31:00 AM	9	3	05:31:00 PM	7	0
11:32:00 AM	11	2	05:32:00 PM	7	0
11:33:00 AM	9	5	05:33:00 PM	7	0
11:34:00 AM	9	5	05:34:00 PM	8	1
11:35:00 AM	11	3	05:35:00 PM	8	0
11:36:00 AM	10	5	05:36:00 PM	7	0
11:37:00 AM	10	3	05:37:00 PM	7	0
11:38:00 AM	10	2	05:38:00 PM	6	0
11:39:00 AM	11	2	05:39:00 PM	7	1
11:40:00 AM	11	1	05:40:00 PM	8	0
11:41:00 AM	10	2	05:41:00 PM	9	0
11:42:00 AM	10	2	05:42:00 PM	9	0
11:43:00 AM	11	2	05:43:00 PM	10	0
11:44:00 AM	11	3	05:44:00 PM	9	1
11:45:00 AM	10	2	05:45:00 PM	9	3
11:46:00 AM	9	2	05:46:00 PM	8	3
11:47:00 AM	8	3	05:47:00 PM	8	3
11:48:00 AM	10	2	05:48:00 PM	8	4
11:49:00 AM	9	2	05:49:00 PM	9	3
11:50:00 AM	10	2	05:50:00 PM	10	3
11:51:00 AM	10	3	05:51:00 PM	9	3
11:52:00 AM	10	5	05:52:00 PM	11	3
11:53:00 AM	10	3	05:53:00 PM	11	3
11:54:00 AM	9	5	05:54:00 PM	10	4
11:55:00 AM	9	5	05:55:00 PM	11	5
11:56:00 AM	8	6	05:56:00 PM	10	6
11:57:00 AM	9	6	05:57:00 PM	11	15
11:58:00 AM	9	5	05:58:00 PM	10	5
11:59:00 AM	10	3	05:59:00 PM	10	4
12:00:00 PM	10	4	06:00:00 PM	11	3
12:01:00 PM	10	3	06:01:00 PM	11	2
12:02:00 PM	11	3	06:02:00 PM	9	4
12:03:00 PM	9	2	06:03:00 PM	10	3
12:04:00 PM	9	3	06:04:00 PM	10	2
12:05:00 PM	11	3	06:05:00 PM	10	1
12:06:00 PM	11	3	06:06:00 PM	10	3
12:07:00 PM	10	3	06:07:00 PM	9	2
12:08:00 PM	10	6	06:08:00 PM	10	0
12:09:00 PM	11	3	06:09:00 PM	10	0
12:10:00 PM	10	3	06:10:00 PM	9	0
12:11:00 PM	11	1	06:11:00 PM	9	0

SATURDAY

	Saturday, April 20, 2024			Saturday, April 20, 2024	
	Drive thru	Further		Drive thru	Further
11:00:00 AM	8	0	05:00:00 PM	8	0
11:01:00 AM	7	0	05:01:00 PM	9	0
11:02:00 AM	7	0	05:02:00 PM	9	0
11:03:00 AM	5	0	05:03:00 PM	8	0
11:04:00 AM	4	0	05:04:00 PM	9	0
11:05:00 AM	4	0	05:05:00 PM	10	0
11:06:00 AM	5	0	05:06:00 PM	10	0
11:07:00 AM	4	0	05:07:00 PM	9	0
11:08:00 AM	5	0	05:08:00 PM	8	1
11:09:00 AM	5	0	05:09:00 PM	9	0
11:10:00 AM	5	0	05:10:00 PM	7	0
11:11:00 AM	6	0	05:11:00 PM	7	0
11:12:00 AM	6	2	05:12:00 PM	8	0
11:13:00 AM	7	2	05:13:00 PM	7	1
11:14:00 AM	9	0	05:14:00 PM	7	1
11:15:00 AM	9	0	05:15:00 PM	7	0
11:16:00 AM	9	0	05:16:00 PM	9	1
11:17:00 AM	8	0	05:17:00 PM	7	1
11:18:00 AM	6	0	05:18:00 PM	8	0
11:19:00 AM	8	0	05:19:00 PM	7	0
11:20:00 AM	7	0	05:20:00 PM	7	0
11:21:00 AM	8	0	05:21:00 PM	6	0
11:22:00 AM	10	0	05:22:00 PM	6	0
11:23:00 AM	11	3	05:23:00 PM	6	0
11:24:00 AM	12	2	05:24:00 PM	5	0
11:25:00 AM	11	3	05:25:00 PM	5	0
11:26:00 AM	12	4	05:26:00 PM	5	0
11:27:00 AM	12	6	05:27:00 PM	3	0
11:28:00 AM	12	6	05:28:00 PM	2	0
11:29:00 AM	10	6	05:29:00 PM	4	0
11:30:00 AM	10	5	05:30:00 PM	5	0
11:31:00 AM	10	4	05:31:00 PM	5	1
11:32:00 AM	10	4	05:32:00 PM	5	3
11:33:00 AM	11	3	05:33:00 PM	6	2
11:34:00 AM	10	3	05:34:00 PM	5	2
11:35:00 AM	10	3	05:35:00 PM	7	0
11:36:00 AM	10	2	05:36:00 PM	8	0
11:37:00 AM	10	2	05:37:00 PM	7	0
11:38:00 AM	10	0	05:38:00 PM	7	0
11:39:00 AM	9	0	05:39:00 PM	6	0
11:40:00 AM	7	0	05:40:00 PM	5	0
11:41:00 AM	5	0	05:41:00 PM	6	0
11:42:00 AM	4	0	05:42:00 PM	6	0
11:43:00 AM	4	0	05:43:00 PM	6	0
11:44:00 AM	5	0	05:44:00 PM	6	0
11:45:00 AM	5	0	05:45:00 PM	6	0
11:46:00 AM	3	0	05:46:00 PM	7	0
11:47:00 AM	4	0	05:47:00 PM	7	0
11:48:00 AM	5	2	05:48:00 PM	7	0
11:49:00 AM	4	2	05:49:00 PM	7	0
11:50:00 AM	6	2	05:50:00 PM	5	0
11:51:00 AM	6	2	05:51:00 PM	4	0
11:52:00 AM	7	0	05:52:00 PM	3	0
11:53:00 AM	8	1	05:53:00 PM	3	0
11:54:00 AM	6	2	05:54:00 PM	2	0
11:55:00 AM	7	1	05:55:00 PM	4	0
11:56:00 AM	9	0	05:56:00 PM	4	0
11:57:00 AM	9	0	05:57:00 PM	4	0
11:58:00 AM	9	0	05:58:00 PM	5	2
11:59:00 AM	8	0	05:59:00 PM	6	1
12:00:00 PM	9	0	06:00:00 PM	8	0
12:01:00 PM	7	0	06:01:00 PM	8	0
12:02:00 PM	7	2	06:02:00 PM	7	0
12:03:00 PM	7	1	06:03:00 PM	8	0
12:04:00 PM	8	1	06:04:00 PM	6	0
12:05:00 PM	7	0	06:05:00 PM	7	0
12:06:00 PM	7	0	06:06:00 PM	7	0
12:07:00 PM	6	0	06:07:00 PM	8	0
12:08:00 PM	5	0	06:08:00 PM	8	0
12:09:00 PM	6	0	06:09:00 PM	8	0
12:10:00 PM	6	0	06:10:00 PM	5	0
12:11:00 PM	6	0	06:11:00 PM	5	0

Location: In N Out, 873 N Promenade Pkwy, Casa Grande, AZ 85194

Project #: 24-1225-002

QUEUE STUDY

FRIDAY

Thursday, April 18, 2024			Thursday, April 18, 2024		
Drive thru		Further	Drive thru		Further
12:12:00 PM	11	1	06:12:00 PM	9	0
12:13:00 PM	11	0	06:13:00 PM	8	0
12:14:00 PM	10	3	06:14:00 PM	7	0
12:15:00 PM	10	3	06:15:00 PM	5	0
12:16:00 PM	10	4	06:16:00 PM	5	0
12:17:00 PM	12	2	06:17:00 PM	4	0
12:18:00 PM	11	2	06:18:00 PM	5	0
12:19:00 PM	8	2	06:19:00 PM	5	0
12:20:00 PM	8	1	06:20:00 PM	6	0
12:21:00 PM	7	0	06:21:00 PM	7	0
12:22:00 PM	7	0	06:22:00 PM	7	0
12:23:00 PM	6	0	06:23:00 PM	8	0
12:24:00 PM	7	0	06:24:00 PM	8	0
12:25:00 PM	7	0	06:25:00 PM	6	0
12:26:00 PM	6	0	06:26:00 PM	6	0
12:27:00 PM	6	0	06:27:00 PM	6	0
12:28:00 PM	6	0	06:28:00 PM	7	0
12:29:00 PM	6	0	06:29:00 PM	7	0
12:30:00 PM	6	0	06:30:00 PM	6	0
12:31:00 PM	5	3	06:31:00 PM	6	0
12:32:00 PM	5	3	06:32:00 PM	7	0
12:33:00 PM	6	5	06:33:00 PM	10	0
12:34:00 PM	7	4	06:34:00 PM	10	2
12:35:00 PM	8	3	06:35:00 PM	10	0
12:36:00 PM	9	2	06:36:00 PM	10	0
12:37:00 PM	10	1	06:37:00 PM	9	0
12:38:00 PM	11	2	06:38:00 PM	8	0
12:39:00 PM	10	3	06:39:00 PM	6	0
12:40:00 PM	11	2	06:40:00 PM	7	0
12:41:00 PM	10	1	06:41:00 PM	6	0
12:42:00 PM	9	0	06:42:00 PM	5	0
12:43:00 PM	9	0	06:43:00 PM	6	0
12:44:00 PM	9	0	06:44:00 PM	5	0
12:45:00 PM	9	0	06:45:00 PM	6	0
12:46:00 PM	9	0	06:46:00 PM	8	0
12:47:00 PM	8	0	06:47:00 PM	8	0
12:48:00 PM	7	0	06:48:00 PM	8	0
12:49:00 PM	7	0	06:49:00 PM	9	0
12:50:00 PM	7	0	06:50:00 PM	9	0
12:51:00 PM	7	1	06:51:00 PM	8	0
12:52:00 PM	8	2	06:52:00 PM	10	0
12:53:00 PM	8	1	06:53:00 PM	11	0
12:54:00 PM	6	0	06:54:00 PM	11	0
12:55:00 PM	6	0	06:55:00 PM	10	0
12:56:00 PM	7	0	06:56:00 PM	10	0
12:57:00 PM	7	0	06:57:00 PM	7	0
12:58:00 PM	7	0	06:58:00 PM	7	0
12:59:00 PM	7	0	06:59:00 PM	6	0
01:00:00 PM	6	0	07:00:00 PM	7	0
01:01:00 PM	6	0	07:01:00 PM	7	0
01:02:00 PM	6	0	07:02:00 PM	7	1
01:03:00 PM	6	3	07:03:00 PM	7	1
01:04:00 PM	9	0	07:04:00 PM	8	0
01:05:00 PM	8	1	07:05:00 PM	7	0
01:06:00 PM	8	1	07:06:00 PM	5	0
01:07:00 PM	9	0	07:07:00 PM	5	0
01:08:00 PM	8	0	07:08:00 PM	5	0
01:09:00 PM	8	0	07:09:00 PM	8	1
01:10:00 PM	7	0	07:10:00 PM	8	2
01:11:00 PM	8	0	07:11:00 PM	8	2
01:12:00 PM	8	0	07:12:00 PM	9	0
01:13:00 PM	9	0	07:13:00 PM	8	0
01:14:00 PM	8	0	07:14:00 PM	6	2
01:15:00 PM	10	0	07:15:00 PM	7	1
01:16:00 PM	10	0	07:16:00 PM	7	3
01:17:00 PM	11	0	07:17:00 PM	7	3
01:18:00 PM	11	0	07:18:00 PM	7	2
01:19:00 PM	10	0	07:19:00 PM	8	2
01:20:00 PM	10	1	07:20:00 PM	9	1
01:21:00 PM	9	1	07:21:00 PM	10	0
01:22:00 PM	9	1	07:22:00 PM	10	1
01:23:00 PM	8	0	07:23:00 PM	10	2

SATURDAY

Saturday, April 20, 2024			Saturday, April 20, 2024		
Drive thru		Further	Drive thru		Further
12:12:00 PM	7	0	06:12:00 PM	5	0
12:13:00 PM	7	1	06:13:00 PM	6	2
12:14:00 PM	6	1	06:14:00 PM	6	2
12:15:00 PM	6	3	06:15:00 PM	5	6
12:16:00 PM	6	3	06:16:00 PM	4	6
12:17:00 PM	6	5	06:17:00 PM	9	5
12:18:00 PM	8	2	06:18:00 PM	10	4
12:19:00 PM	8	2	06:19:00 PM	10	4
12:20:00 PM	9	1	06:20:00 PM	11	3
12:21:00 PM	10	1	06:21:00 PM	11	4
12:22:00 PM	10	0	06:22:00 PM	10	3
12:23:00 PM	8	1	06:23:00 PM	9	3
12:24:00 PM	10	2	06:24:00 PM	10	2
12:25:00 PM	10	2	06:25:00 PM	10	4
12:26:00 PM	10	6	06:26:00 PM	9	5
12:27:00 PM	10	5	06:27:00 PM	9	4
12:28:00 PM	9	7	06:28:00 PM	10	3
12:29:00 PM	9	7	06:29:00 PM	11	2
12:30:00 PM	9	7	06:30:00 PM	11	2
12:31:00 PM	9	6	06:31:00 PM	11	1
12:32:00 PM	11	3	06:32:00 PM	9	1
12:33:00 PM	11	6	06:33:00 PM	9	1
12:34:00 PM	10	6	06:34:00 PM	10	0
12:35:00 PM	10	7	06:35:00 PM	9	0
12:36:00 PM	10	8	06:36:00 PM	11	0
12:37:00 PM	10	7	06:37:00 PM	10	1
12:38:00 PM	10	6	06:38:00 PM	11	0
12:39:00 PM	11	5	06:39:00 PM	9	0
12:40:00 PM	10	5	06:40:00 PM	7	1
12:41:00 PM	11	3	06:41:00 PM	7	2
12:42:00 PM	11	4	06:42:00 PM	7	1
12:43:00 PM	10	5	06:43:00 PM	6	1
12:44:00 PM	10	7	06:44:00 PM	7	0
12:45:00 PM	10	7	06:45:00 PM	6	0
12:46:00 PM	10	5	06:46:00 PM	7	4
12:47:00 PM	10	5	06:47:00 PM	6	4
12:48:00 PM	10	5	06:48:00 PM	6	2
12:49:00 PM	11	4	06:49:00 PM	6	2
12:50:00 PM	11	4	06:50:00 PM	6	2
12:51:00 PM	11	4	06:51:00 PM	5	3
12:52:00 PM	11	5	06:52:00 PM	7	1
12:53:00 PM	11	5	06:53:00 PM	9	1
12:54:00 PM	12	4	06:54:00 PM	10	0
12:55:00 PM	11	4	06:55:00 PM	10	0
12:56:00 PM	12	2	06:56:00 PM	9	0
12:57:00 PM	12	1	06:57:00 PM	8	0
12:58:00 PM	10	2	06:58:00 PM	7	0
12:59:00 PM	11	3	06:59:00 PM	6	1
01:00:00 PM	11	3	07:00:00 PM	6	1
01:01:00 PM	10	2	07:01:00 PM	6	0
01:02:00 PM	9	2	07:02:00 PM	6	2
01:03:00 PM	9	0	07:03:00 PM	5	2
01:04:00 PM	9	0	07:04:00 PM	6	1
01:05:00 PM	9	0	07:05:00 PM	8	2
01:06:00 PM	8	0	07:06:00 PM	9	1
01:07:00 PM	7	0	07:07:00 PM	8	1
01:08:00 PM	8	0	07:08:00 PM	8	1
01:09:00 PM	9	1	07:09:00 PM	7	1
01:10:00 PM	10	0	07:10:00 PM	7	2
01:11:00 PM	12	1	07:11:00 PM	9	0
01:12:00 PM	12	1	07:12:00 PM	8	0
01:13:00 PM	10	6	07:13:00 PM	6	0
01:14:00 PM	10	6	07:14:00 PM	6	3
01:15:00 PM	8	7	07:15:00 PM	8	1
01:16:00 PM	9	5	07:16:00 PM	8	1
01:17:00 PM	9	4	07:17:00 PM	6	2
01:18:00 PM	9	5	07:18:00 PM	7	1
01:19:00 PM	10	4	07:19:00 PM	8	1
01:20:00 PM	10	3	07:20:00 PM	9	0
01:21:00 PM	10	3	07:21:00 PM	9	0
01:22:00 PM	11	6	07:22:00 PM	9	0
01:23:00 PM	12	7	07:23:00 PM	9	0

Location: In N Out, 873 N Promenade Pkwy, Casa Grande, AZ 85194

Project #: 24-1225-002

QUEUE STUDY

FRIDAY

Thursday, April 18, 2024			Thursday, April 18, 2024		
Drive thru		Further	Drive thru		Further
01:24:00 PM	8	0	07:24:00 PM	10	4
01:25:00 PM	6	0	07:25:00 PM	10	5
01:26:00 PM	7	0	07:26:00 PM	10	8
01:27:00 PM	7	1	07:27:00 PM	9	7
01:28:00 PM	7	0	07:28:00 PM	9	7
01:29:00 PM	7	0	07:29:00 PM	9	6
01:30:00 PM	7	0	07:30:00 PM	10	4
01:31:00 PM	7	2	07:31:00 PM	10	5
01:32:00 PM	8	1	07:32:00 PM	10	5
01:33:00 PM	8	1	07:33:00 PM	9	7
01:34:00 PM	8	1	07:34:00 PM	10	7
01:35:00 PM	8	0	07:35:00 PM	11	6
01:36:00 PM	7	0	07:36:00 PM	11	6
01:37:00 PM	7	0	07:37:00 PM	10	6
01:38:00 PM	6	0	07:38:00 PM	10	5
01:39:00 PM	5	0	07:39:00 PM	10	3
01:40:00 PM	6	0	07:40:00 PM	10	2
01:41:00 PM	4	0	07:41:00 PM	9	2
01:42:00 PM	6	1	07:42:00 PM	9	2
01:43:00 PM	6	1	07:43:00 PM	10	1
01:44:00 PM	5	1	07:44:00 PM	10	1
01:45:00 PM	7	1	07:45:00 PM	9	2
01:46:00 PM	7	2	07:46:00 PM	9	1
01:47:00 PM	7	2	07:47:00 PM	9	2
01:48:00 PM	8	2	07:48:00 PM	9	3
01:49:00 PM	7	2	07:49:00 PM	10	1
01:50:00 PM	5	2	07:50:00 PM	9	0
01:51:00 PM	5	2	07:51:00 PM	8	0
01:52:00 PM	5	3	07:52:00 PM	7	0
01:53:00 PM	6	3	07:53:00 PM	7	1
01:54:00 PM	7	3	07:54:00 PM	8	0
01:55:00 PM	7	3	07:55:00 PM	10	0
01:56:00 PM	7	2	07:56:00 PM	10	0
01:57:00 PM	7	2	07:57:00 PM	10	0
01:58:00 PM	7	3	07:58:00 PM	9	0
01:59:00 PM	7	3	07:59:00 PM	9	0

SATURDAY

Saturday, April 20, 2024			Saturday, April 20, 2024		
Drive thru		Further	Drive thru		Further
01:24:00 PM	10	7	07:24:00 PM	10	0
01:25:00 PM	9	7	07:25:00 PM	10	0
01:26:00 PM	12	5	07:26:00 PM	9	0
01:27:00 PM	11	4	07:27:00 PM	8	0
01:28:00 PM	10	3	07:28:00 PM	8	0
01:29:00 PM	11	6	07:29:00 PM	9	0
01:30:00 PM	11	6	07:30:00 PM	9	0
01:31:00 PM	11	5	07:31:00 PM	9	0
01:32:00 PM	12	5	07:32:00 PM	10	0
01:33:00 PM	11	5	07:33:00 PM	11	0
01:34:00 PM	10	4	07:34:00 PM	10	0
01:35:00 PM	10	4	07:35:00 PM	10	0
01:36:00 PM	10	4	07:36:00 PM	10	0
01:37:00 PM	12	2	07:37:00 PM	10	0
01:38:00 PM	11	4	07:38:00 PM	11	0
01:39:00 PM	11	4	07:39:00 PM	11	0
01:40:00 PM	12	3	07:40:00 PM	11	0
01:41:00 PM	10	9	07:41:00 PM	9	0
01:42:00 PM	11	8	07:42:00 PM	8	0
01:43:00 PM	11	9	07:43:00 PM	8	0
01:44:00 PM	11	9	07:44:00 PM	8	0
01:45:00 PM	10	8	07:45:00 PM	7	0
01:46:00 PM	9	9	07:46:00 PM	8	0
01:47:00 PM	9	9	07:47:00 PM	8	0
01:48:00 PM	11	7	07:48:00 PM	10	0
01:49:00 PM	10	8	07:49:00 PM	10	0
01:50:00 PM	10	7	07:50:00 PM	10	0
01:51:00 PM	10	8	07:51:00 PM	9	0
01:52:00 PM	10	8	07:52:00 PM	8	0
01:53:00 PM	10	7	07:53:00 PM	9	0
01:54:00 PM	10	7	07:54:00 PM	8	0
01:55:00 PM	10	5	07:55:00 PM	9	0
01:56:00 PM	10	4	07:56:00 PM	9	0
01:57:00 PM	10	3	07:57:00 PM	8	0
01:58:00 PM	10	2	07:58:00 PM	8	0
01:59:00 PM	10	0	07:59:00 PM	9	0

 = Max queue

Location: In N Out, 404 Main St, Logan, UT 84321

Project #: 24-1225-003

QUEUE STUDY
FRIDAY

	Thursday, April 18, 2024			Thursday, April 18, 2024	
	Drive thru	Further		Drive thru	Further
11:00:00 AM	9	0	05:00:00 PM	11	0
11:01:00 AM	11	0	05:01:00 PM	10	0
11:02:00 AM	10	0	05:02:00 PM	10	0
11:03:00 AM	7	0	05:03:00 PM	10	0
11:04:00 AM	8	0	05:04:00 PM	10	0
11:05:00 AM	13	0	05:05:00 PM	11	0
11:06:00 AM	12	0	05:06:00 PM	11	0
11:07:00 AM	7	0	05:07:00 PM	11	0
11:08:00 AM	8	0	05:08:00 PM	11	0
11:09:00 AM	11	0	05:09:00 PM	12	0
11:10:00 AM	10	0	05:10:00 PM	12	1
11:11:00 AM	9	0	05:11:00 PM	12	1
11:12:00 AM	9	0	05:12:00 PM	12	1
11:13:00 AM	8	0	05:13:00 PM	13	1
11:14:00 AM	8	0	05:14:00 PM	13	0
11:15:00 AM	8	0	05:15:00 PM	13	0
11:16:00 AM	8	0	05:16:00 PM	13	0
11:17:00 AM	8	0	05:17:00 PM	12	0
11:18:00 AM	7	0	05:18:00 PM	12	0
11:19:00 AM	6	0	05:19:00 PM	12	0
11:20:00 AM	6	0	05:20:00 PM	12	0
11:21:00 AM	6	0	05:21:00 PM	8	0
11:22:00 AM	7	0	05:22:00 PM	8	0
11:23:00 AM	7	0	05:23:00 PM	8	0
11:24:00 AM	7	0	05:24:00 PM	8	0
11:25:00 AM	8	0	05:25:00 PM	9	0
11:26:00 AM	8	0	05:26:00 PM	9	0
11:27:00 AM	9	0	05:27:00 PM	9	0
11:28:00 AM	9	0	05:28:00 PM	9	0
11:29:00 AM	9	0	05:29:00 PM	10	0
11:30:00 AM	10	0	05:30:00 PM	10	1
11:31:00 AM	10	0	05:31:00 PM	10	0
11:32:00 AM	10	0	05:32:00 PM	10	0
11:33:00 AM	10	0	05:33:00 PM	11	0
11:34:00 AM	11	0	05:34:00 PM	11	0
11:35:00 AM	14	1	05:35:00 PM	11	0
11:36:00 AM	14	1	05:36:00 PM	10	0
11:37:00 AM	14	2	05:37:00 PM	10	0
11:38:00 AM	14	2	05:38:00 PM	10	0
11:39:00 AM	14	2	05:39:00 PM	10	0
11:40:00 AM	15	3	05:40:00 PM	11	0
11:41:00 AM	15	3	05:41:00 PM	11	0
11:42:00 AM	15	3	05:42:00 PM	12	0
11:43:00 AM	15	3	05:43:00 PM	13	0
11:44:00 AM	13	3	05:44:00 PM	13	1
11:45:00 AM	13	2	05:45:00 PM	13	0
11:46:00 AM	13	2	05:46:00 PM	13	0
11:47:00 AM	13	2	05:47:00 PM	14	1
11:48:00 AM	11	2	05:48:00 PM	14	2
11:49:00 AM	11	2	05:49:00 PM	14	1
11:50:00 AM	11	1	05:50:00 PM	14	2
11:51:00 AM	11	0	05:51:00 PM	15	2
11:52:00 AM	10	0	05:52:00 PM	15	2
11:53:00 AM	12	0	05:53:00 PM	15	2
11:54:00 AM	11	0	05:54:00 PM	15	3
11:55:00 AM	10	0	05:55:00 PM	16	3
11:56:00 AM	10	0	05:56:00 PM	16	3
11:57:00 AM	10	0	05:57:00 PM	16	4
11:58:00 AM	9	0	05:58:00 PM	16	4
11:59:00 AM	9	0	05:59:00 PM	16	4
12:00:00 PM	9	0	06:00:00 PM	16	4
12:01:00 PM	9	0	06:01:00 PM	16	5
12:02:00 PM	8	0	06:02:00 PM	17	5
12:03:00 PM	8	0	06:03:00 PM	18	5
12:04:00 PM	8	0	06:04:00 PM	18	6
12:05:00 PM	8	0	06:05:00 PM	18	6
12:06:00 PM	9	0	06:06:00 PM	18	9
12:07:00 PM	9	0	06:07:00 PM	16	9
12:08:00 PM	9	0	06:08:00 PM	16	9
12:09:00 PM	11	0	06:09:00 PM	16	6
12:10:00 PM	11	0	06:10:00 PM	16	6
12:11:00 PM	11	0	06:11:00 PM	13	6

SATURDAY

	Saturday, April 20, 2024			Saturday, April 20, 2024	
	Drive thru	Further		Drive thru	Further
11:00:00 AM	6	0	05:00:00 PM	11	0
11:01:00 AM	6	0	05:01:00 PM	11	0
11:02:00 AM	6	0	05:02:00 PM	11	0
11:03:00 AM	6	0	05:03:00 PM	14	1
11:04:00 AM	6	0	05:04:00 PM	14	1
11:05:00 AM	6	0	05:05:00 PM	14	1
11:06:00 AM	6	0	05:06:00 PM	14	2
11:07:00 AM	6	0	05:07:00 PM	14	1
11:08:00 AM	6	0	05:08:00 PM	14	1
11:09:00 AM	5	0	05:09:00 PM	15	1
11:10:00 AM	5	0	05:10:00 PM	15	1
11:11:00 AM	5	0	05:11:00 PM	15	3
11:12:00 AM	5	0	05:12:00 PM	15	3
11:13:00 AM	5	0	05:13:00 PM	15	3
11:14:00 AM	5	0	05:14:00 PM	15	3
11:15:00 AM	5	0	05:15:00 PM	14	2
11:16:00 AM	5	0	05:16:00 PM	14	2
11:17:00 AM	5	0	05:17:00 PM	14	2
11:18:00 AM	5	0	05:18:00 PM	14	2
11:19:00 AM	5	0	05:19:00 PM	11	2
11:20:00 AM	5	0	05:20:00 PM	11	1
11:21:00 AM	5	0	05:21:00 PM	11	1
11:22:00 AM	5	0	05:22:00 PM	11	1
11:23:00 AM	4	0	05:23:00 PM	11	1
11:24:00 AM	4	0	05:24:00 PM	11	0
11:25:00 AM	4	0	05:25:00 PM	10	1
11:26:00 AM	4	0	05:26:00 PM	10	0
11:27:00 AM	4	0	05:27:00 PM	10	0
11:28:00 AM	4	0	05:28:00 PM	10	0
11:29:00 AM	5	0	05:29:00 PM	10	0
11:30:00 AM	5	0	05:30:00 PM	10	1
11:31:00 AM	5	0	05:31:00 PM	9	0
11:32:00 AM	5	0	05:32:00 PM	9	0
11:33:00 AM	6	0	05:33:00 PM	9	0
11:34:00 AM	6	0	05:34:00 PM	9	0
11:35:00 AM	6	0	05:35:00 PM	9	0
11:36:00 AM	6	0	05:36:00 PM	9	0
11:37:00 AM	6	0	05:37:00 PM	9	0
11:38:00 AM	9	0	05:38:00 PM	9	0
11:39:00 AM	9	0	05:39:00 PM	9	0
11:40:00 AM	9	0	05:40:00 PM	10	0
11:41:00 AM	9	0	05:41:00 PM	10	0
11:42:00 AM	9	0	05:42:00 PM	10	0
11:43:00 AM	8	0	05:43:00 PM	10	0
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11:57:00 AM	14	2	05:57:00 PM	9	0
11:58:00 AM	15	2	05:58:00 PM	9	0
11:59:00 AM	15	2	05:59:00 PM	9	0
12:00:00 PM	15	3	06:00:00 PM	9	0
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12:02:00 PM	15	3	06:02:00 PM	9	0
12:03:00 PM	16	3	06:03:00 PM	11	0
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12:05:00 PM	16	3	06:05:00 PM	11	0
12:06:00 PM	13	2	06:06:00 PM	11	0
12:07:00 PM	13	2	06:07:00 PM	11	0
12:08:00 PM	13	2	06:08:00 PM	11	0
12:09:00 PM	12	2	06:09:00 PM	10	0
12:10:00 PM	12	2	06:10:00 PM	10	0
12:11:00 PM	12	2	06:11:00 PM	10	0

Location: In N Out, 404 Main St, Logan, UT 84321

Project #: 24-1225-003

QUEUE STUDY

FRIDAY

Thursday, April 18, 2024			Thursday, April 18, 2024		
Drive thru		Further	Drive thru		Further
12:12:00 PM	11	0	06:12:00 PM	13	9
12:13:00 PM	12	0	06:13:00 PM	13	6
12:14:00 PM	12	0	06:14:00 PM	12	6
12:15:00 PM	12	0	06:15:00 PM	12	6
12:16:00 PM	13	0	06:16:00 PM	12	3
12:17:00 PM	13	0	06:17:00 PM	12	3
12:18:00 PM	13	0	06:18:00 PM	11	3
12:19:00 PM	13	0	06:19:00 PM	11	2
12:20:00 PM	13	0	06:20:00 PM	11	2
12:21:00 PM	11	0	06:21:00 PM	11	2
12:22:00 PM	11	0	06:22:00 PM	10	1
12:23:00 PM	10	0	06:23:00 PM	10	0
12:24:00 PM	10	0	06:24:00 PM	10	0
12:25:00 PM	10	0	06:25:00 PM	10	0
12:26:00 PM	9	0	06:26:00 PM	11	0
12:27:00 PM	9	0	06:27:00 PM	11	0
12:28:00 PM	9	0	06:28:00 PM	11	1
12:29:00 PM	9	0	06:29:00 PM	11	0
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12:31:00 PM	8	0	06:31:00 PM	12	0
12:32:00 PM	8	0	06:32:00 PM	12	0
12:33:00 PM	9	0	06:33:00 PM	12	0
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12:37:00 PM	9	0	06:37:00 PM	13	0
12:38:00 PM	10	0	06:38:00 PM	14	0
12:39:00 PM	10	0	06:39:00 PM	14	1
12:40:00 PM	10	0	06:40:00 PM	14	0
12:41:00 PM	10	0	06:41:00 PM	14	0
12:42:00 PM	11	0	06:42:00 PM	15	0
12:43:00 PM	11	0	06:43:00 PM	15	0
12:44:00 PM	11	0	06:44:00 PM	15	0
12:45:00 PM	11	0	06:45:00 PM	15	0
12:46:00 PM	10	0	06:46:00 PM	16	0
12:47:00 PM	10	0	06:47:00 PM	16	0
12:48:00 PM	10	0	06:48:00 PM	16	0
12:49:00 PM	10	0	06:49:00 PM	14	0
12:50:00 PM	11	0	06:50:00 PM	14	0
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12:52:00 PM	11	0	06:52:00 PM	14	0
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01:00:00 PM	10	0	07:00:00 PM	13	0
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01:04:00 PM	9	0	07:04:00 PM	11	0
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01:06:00 PM	9	0	07:06:00 PM	8	0
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01:12:00 PM	8	0	07:12:00 PM	5	0
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01:18:00 PM	9	0	07:18:00 PM	9	0
01:19:00 PM	9	0	07:19:00 PM	9	0
01:20:00 PM	9	0	07:20:00 PM	11	0
01:21:00 PM	9	0	07:21:00 PM	11	0
01:22:00 PM	10	0	07:22:00 PM	11	0
01:23:00 PM	10	0	07:23:00 PM	10	0

SATURDAY

Saturday, April 20, 2024			Saturday, April 20, 2024		
Drive thru		Further	Drive thru		Further
12:12:00 PM	12	1	06:12:00 PM	10	0
12:13:00 PM	12	1	06:13:00 PM	10	0
12:14:00 PM	11	1	06:14:00 PM	11	0
12:15:00 PM	11	0	06:15:00 PM	11	0
12:16:00 PM	7	0	06:16:00 PM	11	1
12:17:00 PM	7	0	06:17:00 PM	11	0
12:18:00 PM	7	0	06:18:00 PM	8	0
12:19:00 PM	7	0	06:19:00 PM	8	0
12:20:00 PM	7	0	06:20:00 PM	8	0
12:21:00 PM	8	0	06:21:00 PM	8	0
12:22:00 PM	8	0	06:22:00 PM	8	0
12:23:00 PM	8	0	06:23:00 PM	7	0
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12:30:00 PM	9	0	06:30:00 PM	9	1
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12:32:00 PM	9	0	06:32:00 PM	9	0
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12:39:00 PM	8	0	06:39:00 PM	12	0
12:40:00 PM	8	0	06:40:00 PM	12	0
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12:42:00 PM	7	0	06:42:00 PM	13	0
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12:44:00 PM	7	0	06:44:00 PM	13	0
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12:46:00 PM	7	0	06:46:00 PM	11	0
12:47:00 PM	7	0	06:47:00 PM	11	0
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01:04:00 PM	14	3	07:04:00 PM	12	2
01:05:00 PM	15	3	07:05:00 PM	12	2
01:06:00 PM	15	3	07:06:00 PM	12	0
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01:08:00 PM	15	3	07:08:00 PM	11	0
01:09:00 PM	15	3	07:09:00 PM	11	0
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01:19:00 PM	13	2	07:19:00 PM	9	0
01:20:00 PM	13	2	07:20:00 PM	9	0
01:21:00 PM	13	2	07:21:00 PM	9	0
01:22:00 PM	11	0	07:22:00 PM	9	0
01:23:00 PM	11	0	07:23:00 PM	9	0

Location: In N Out, 404 Main St, Logan, UT 84321

Project #: 24-1225-003

QUEUE STUDY

FRIDAY

	Thursday, April 18, 2024			Thursday, April 18, 2024	
	Drive thru	Further		Drive thru	Further
01:24:00 PM	10	0	07:24:00 PM	7	0
01:25:00 PM	10	0	07:25:00 PM	7	0
01:26:00 PM	12	0	07:26:00 PM	7	0
01:27:00 PM	13	0	07:27:00 PM	7	0
01:28:00 PM	13	1	07:28:00 PM	12	0
01:29:00 PM	13	1	07:29:00 PM	12	1
01:30:00 PM	13	1	07:30:00 PM	12	1
01:31:00 PM	13	1	07:31:00 PM	12	1
01:32:00 PM	11	2	07:32:00 PM	13	1
01:33:00 PM	11	2	07:33:00 PM	13	1
01:34:00 PM	10	0	07:34:00 PM	13	0
01:35:00 PM	10	0	07:35:00 PM	13	0
01:36:00 PM	11	0	07:36:00 PM	14	0
01:37:00 PM	11	0	07:37:00 PM	14	0
01:38:00 PM	10	0	07:38:00 PM	14	0
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01:56:00 PM	14	2	07:56:00 PM	9	0
01:57:00 PM	14	2	07:57:00 PM	9	0
01:58:00 PM	14	2	07:58:00 PM	9	0
01:59:00 PM	14	3	07:59:00 PM	9	0

SATURDAY

	Saturday, April 20, 2024			Saturday, April 20, 2024	
	Drive thru	Further		Drive thru	Further
01:24:00 PM	11	1	07:24:00 PM	9	0
01:25:00 PM	11	1	07:25:00 PM	11	0
01:26:00 PM	9	1	07:26:00 PM	11	1
01:27:00 PM	9	0	07:27:00 PM	11	0
01:28:00 PM	9	0	07:28:00 PM	11	0
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01:56:00 PM	11	0	07:56:00 PM	9	0
01:57:00 PM	11	0	07:57:00 PM	6	0
01:58:00 PM	10	0	07:58:00 PM	6	0
01:59:00 PM	10	0	07:59:00 PM	6	0

 = Max queue

To: Jonathan Spendlove <JSpendlove@tfid.org>

Subject: Outback Cross Parking

[EXTERNAL SENDER]

Hi Jonathan,

Here is what I am finding on cross parking rights for the Outback pad.

Section 3.01 of the Canyon Park LLC DEC/CCR recorded May 17, 2001 gives all occupants of the shopping center a nonexclusive easement for vehicle parking. There is a similar document for CPW with the same language. Im not sure if the two properties have cross easement rights with each other but Outbacks pad should be able to include in parking ratios the parking at Johnny Carinos and Best Buy – Sportsmans.

ARTICLE III

EASEMENTS

3.01 **Ingress, Egress and Parking.** Subject to subparagraphs (e) and (f) of this section 3.01, Declarant reserves for itself and grants to each present and future Owner and Occupant, for the benefit of each Parcel (the Benefited Parcel) and its Occupants, a nonexclusive easement on, over and through the Parking Area and the driveways within the Project (the Burdened Parcel) for (i) vehicular access, ingress and egress by Permittees from public streets at the location of all curb cuts (when established), passage of Permittee's vehicles over established circulation elements (when constructed), and parking of Permittees' vehicles within designated parking stalls (when constructed) and (ii) pedestrian access, ingress and egress and passage by Permittees. Each future Owner, by taking title to its Parcel subject to this Declaration, shall be deemed to have granted such easement with respect to the Parking Area on its Parcel to all other Owners and their Occupants. Such easement rights shall exist only during the term of this Declaration and shall be subject to the following reservations as well as other provisions contained in this Declaration:

Trevor White | GM | Idaho Regional Office

1485 Pole Line Road E. Suite OFC | Twin Falls, ID 83301

O: 208.733.3097





"GOD BLESS AMERICA"

13502 HAMBURGER LANE
BALDWIN PARK, CA 91706

TWIN FALLS, ID

1965 BLUE LAKES BLVD. NORTH

ISSUED: 03/04/24

BONE CHINA STUCCO, COLORADO STONE WIRECUT BRICK "ICEBERG" WITH ROWLOCK SILL, FLAT ROOF, AND COOLEY BRITE AWNINGS



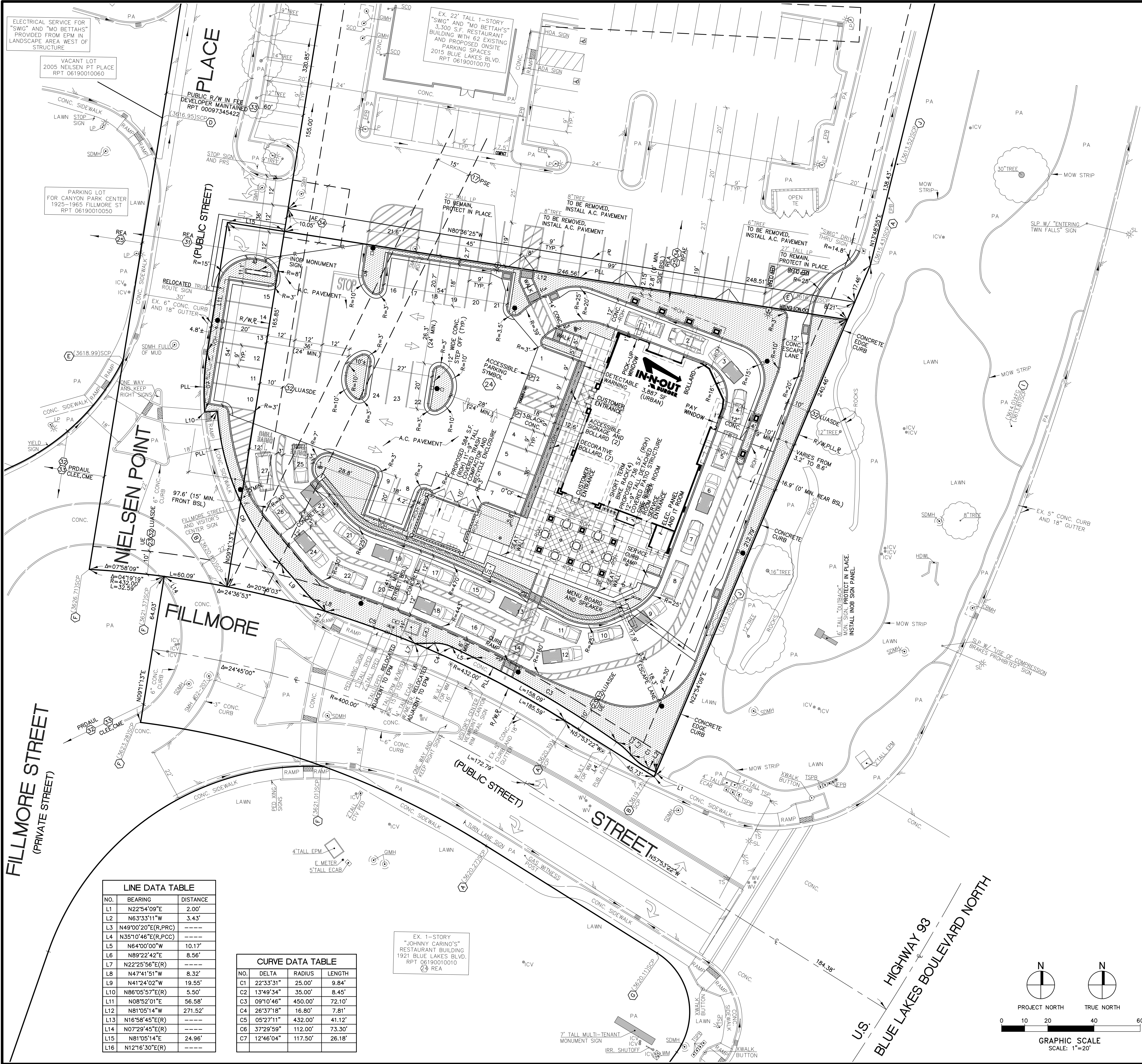
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13502 HAMBURGER LANE
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1965 BLUE LAKES BLVD. NORTH

ISSUED: 03/04/24

BONE CHINA STUCCO, COLORADO STONE WIRECUT BRICK "ICEBERG" WITH ROWLOCK SILL, FLAT ROOF, AND COOLEY BRITE AWNINGS



LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	N22°54'09"E	2.00'
L2	N63°33'11"W	3.43'
L3	N49°00'20"E(R,PRC)	----
L4	N35°10'46"E(R,PCC)	----
L5	N64°00'00"W	10.17'
L6	N89°22'42"E	8.56'
L7	N22°25'56"E(R)	----
L8	N47°41'51"W	8.32'
L9	N41°24'02"W	19.55'
L10	N86°05'57"E(R)	5.50'
L11	N08°52'01"E	56.58'
L12	N81°05'14"W	271.52'
L13	N16°58'45"E(R)	----
L14	N07°29'45"E(R)	----
L15	N81°05'14"E	24.96'
L16	N12°16'30"E(R)	----

CURVE DATA TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	22°33'31"	25.00'	9.84'
C2	13°49'34"	35.00'	8.45'
C3	09°10'46"	450.00'	72.10'
C4	26°37'18"	16.80'	7.81'
C5	05°27'11"	432.00'	41.12'
C6	37°29'59"	112.00'	73.30'
C7	12°46'04"	117.50'	26.18'

EX. 1-STORY
"JOHNNY CARINO'S"
RESTAURANT BUILDING
1921 BLUE LAKES BLVD.
RPT 06190010010
REA

LEGEND

- NEW 24"x36" CONCRETE DRAIN BOX INLET WITH A FLOARG PLUS FOSSIL FILTER INSERT FOR THE PRE-TREATMENT OF STORMWATER RUNOFF.
- PROPOSED INOB INSTALLED AND MAINTAINED 22'-6" TALL FIXTURE HEIGHT LIGHT POLE ON TOP OF A 30" TALL 24" DIAMETER CONCRETE BASE FOR A TOTAL HEIGHT OF 25' TALL MAXIMUM.
- PROPOSED INOB INSTALLED AND MAINTAINED LANDSCAPED PLANTER AND IRRIGATION SYSTEM ONSITE, INCLUDING AREA UNDER BUILDING ROOF OVERHANG (ROH), CONSISTING OF APPROXIMATELY 7,044 SQUARE FEET (17.3%).
- BLACK TRUNCATED DOMES DETECTABLE WARNING STRIP.
- VEHICLE DETECTOR LOOP.
- PROPERTY LINE.
- NEW 3' TALL 18"x24" UT "DRIVE THRU" DIRECTIONAL SIGN.
- NEW 3' TALL 18"x24" UT "THANK YOU, DO NOT ENTER" DIRECTIONAL SIGN.
- NEW PEDESTRIAN CROSSWALK SIGN.
- NEW ACCESSIBILITY ENTRY SIGN.
- NEW STOP SIGN.
- INOB IN-N-OUT BURGER.
- CF CURB FACE.
- VOH VEHICLE OVERHANG WITH NO OBSTRUCTIONS INCLUDING LIGHT POLES, TREES AND SIGNAGE.
- PROPOSED INOB INSTALLED AND MAINTAINED LANDSCAPED PLANTER AND IRRIGATION SYSTEM OFFSITE, CONSISTING OF APPROXIMATELY 1,112 SQUARE FEET.

INOB LIMITS OF PROPOSED CONSTRUCTION.

- ADA ACCESSIBLE PATH OF TRAVEL. ACCESSIBLE PATH OF TRAVEL IS NOT LESS THAN 4 FEET WIDE, AND DOES NOT EXCEED A RUNNING SLOPE OF 1:20 (5%) OR A CROSS SLOPE IN EXCESS OF 1:50 (2%). REFER TO SHEET C33 FOR SPECIFIC SLOPES AND GRADES.
- IDAHO POWER ELECTRIC PAD MOUNT TRANSFORMER WITH BOLLARDS.
- PORTABLE TRASH RECEPTACLE ON A MINIMUM 24"x24"x4" CONCRETE PAD.
- NEW CONCRETE SIDEWALK.
- BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTION SHOWN ON SHEET C38.
- SIMPLIFIED PLOTTABLE EASEMENT DESCRIPTION SHOWN ON SHEET C38.
- DRIVE-THRU CATWALK CONCRETE PAD WITH UMBRELLA STAND.
- 24" WIDE MATTED INOB ASSOCIATE WALKWAY CONSISTING OF APPROXIMATELY 274 SQUARE FEET.
- PROPOSED 18" TO 27" TALL 22" WIDE STUCCO COVERED SEAT/SCREEN WALL PAINTED TO MATCH THE BUILDING WITH A CONCRETE CAP.
- PLL PROPOSED INOB LEASE PREMISE LINE.
- UE UTILITY EASEMENT.
- PRDAUL PRIVATE LOT RESERVED FOR ROADWAY, DRAINAGE, ACCESS, UTILITIES AND LANDSCAPING PURPOSES.
- LUASDE PUBLIC LANDSCAPE, UTILITY, ACCESS, SIDEWALK AND DRAINAGE EASEMENT.
- PSE PUBLIC SEWER EASEMENT.
- RPAE RECIPROCAL PARKING AND ACCESS EASEMENT.
- CLEE CITY LAW ENFORCEMENT EASEMENT.
- CME CITY MAINTENANCE EASEMENT.
- AE ACCESS EASEMENT.
- REA RECIPROCAL EASEMENT AGREEMENT.

GENERAL NOTES

- IN-N-OUT BURGER LEASE PREMISES AREA = 40,704 SQUARE FEET OR 0.934 ACRES.
- EXISTING CITY ZONE: C-1 (COMMERCIAL HIGHWAY) AND CANYON PARK WEST PUD.
- COMPREHENSIVE PLAN LAND USE DESIGNATION: MIXED-USE.
- EXISTING LAND USE: ONE-STORY 6,232 SQUARE FOOT ONE-STORY OPERATING "OUTBACK STEAKHOUSE" RESTAURANT BUILDING WITH 52 SURFACE PAVED PARKING SPACES.

PROPOSED LAND USE: NEW IN-N-OUT BURGER SIT-DOWN RESTAURANT WITH A DRIVE-THRU LANE PERMITTED IN CITY ZONE. A SPECIAL USE PERMIT IS REQUIRED FOR A DRIVE THRU LANE, AND FOR HOURS OF OPERATION AFTER 10:00PM. SPECIAL USE PERMITS (SUP) WILL REQUIRE A PUBLIC HEARING IN FRONT OF THE PLANNING AND ZONING COMMISSION. A PRE-APPLICATION MEETING MUST TAKE PLACE PRIOR TO THE SPECIAL USE PERMIT (SUP) SUBMISSION TO THE CITY.
- PROPOSED SCOPE OF WORK:
(A) CONSTRUCT A 3,887 SQUARE FOOT SIT-DOWN (84 SEATS INSIDE) RESTAURANT BUILDING, A 27 VEHICLE LONG DRIVE THRU QUEUE AND AN ONSITE 24 SPACE SHARED PAVED SURFACE PARKING LOT.
- IN-N-OUT BURGER URBAN BUILDING AREA = 3,887 S.F.
DETACHED COVERED PATIO STRUCTURE ROOF OVERHANG = 736 S.F.
COVERED TRASH ENCLOSURE ROOF OVERHANG = 584 S.F.
INDOOR SEATING = 84 SEATS, OUTDOOR SEATING = 28 SEATS (7 TABLES)
OUTDOOR SEATING AREA = 50 S.F. EACH FOR 7-4 SEAT TABLE (350 S.F.) PLUS 20 S.F. EACH FOR 0-2 SEAT TABLES (0 S.F.) = 350 S.F.
- REQUIRED PARKING: 1 SPACE PER 100 SQUARE FEET OF GROSS FLOOR AREA (3,887 S.F.) = 39 SPACES PLUS OUTDOOR SEATING/DINING AREA (350 S.F.) = 3 SPACES WILL BE INCLUDED IN GROSS FLOOR AREA CALCULATIONS FOR A TOTAL OF 42 SPACES.
- MAXIMUM FLOOR AREA RATIO (FAR) = NONE FOUND. FAR PROVIDED = 0.10.
- REQUIRED SITE LANDSCAPE AREA = 1,221 S.F. (3%)
- LANDSCAPE AREA PROVIDED WITHIN PROPERTY = 7,044 S.F. (17.3%)
- IN-N-OUT BURGER PARKING SPACE DETAILED SUMMARY TABLE

DESCRIPTION	EXISTING	REQUIRED	PROPOSED
1. STANDARD SPACE (9'x20')	50	40	17
2. ACCESSIBLE VAN SPACE (17'x18' PLUS A 2' VOH)	1	1	1
3. ACCESSIBLE SPACE (17'x18' PLUS A 2' VOH)	1	1	1
4. STANDARD SPACE (9'x18' PLUS A 2' VOH)	0	0	5
5. TOTAL	52	42	24
6. IN-N-OUT BURGER DRIVE THRU VEHICLE QUEUE (20' LONG INOB VEHICLE)	0	5	27
7. SHORT-TERM BICYCLE PARKING WITHIN DESIGNATED BIKE RACK	0	0	4

- ALL NEW SIGNS SHALL BE APPROVED BY A SEPARATE CITY PERMIT.
- PARCEL ID: PORTION OF RPT06190010080 TOGETHER WITH A PORTION OF RPT00097345422.
- EXISTING TREES ONSITE = 37.
ONSITE TREES TO BE PROTECTED IN PLACE = 0.
OFFSITE STREET TREES TO BE REMOVED = 0.
TOTAL TREES TO BE REMOVED = 37.
- EXISTING LANDSCAPE AREA ONSITE = 8,402 S.F. (20.6%)
- SITE PLAN SHALL MEET ALL ENGINEERING AND NPDES REQUIREMENTS.
- VEHICLE PARKING AND ACCESS IS RECIPROCAL WITH THE PROPERTY TO THE NORTH: REQUIRED PARKING FOR "SWIG" AND "MO BETTAH'S" RESTAURANT BUILDING AT 2015 BLUE LAKES BLVD.
14 SPACES FOR 1,361 S.F. BUILDING WITH DRIVE THRU LANE ("SWIG")
26 SPACES FOR 1,920 S.F. BUILDING WITHOUT DRIVE THRU LANE ("MO BETTAH'S")
3 SPACES FOR 7-4 SEAT OUTDOOR TABLES (350 S.F.)
1 SPACE FOR 2-2 SEAT OUTDOOR TABLES (40 S.F.)
44 SPACES REQUIRED TOTAL
- TOTAL PARKING BETWEEN TWO PROPERTIES AT 1965 AND 2015 BLUE LAKES BLVD.
86 SPACES REQUIRED
86 SPACES PROVIDED

SHEET INDEX OF CITY ENTITLEMENT DRAWINGS	
NO.	SHEET TITLE
C30	CITY ENTITLEMENT NEW SITE PLAN
C31	CITY ENTITLEMENT EXISTING SITE PLAN
C32	CITY ENTITLEMENT DEMOLITION PLAN
C33	CITY ENTITLEMENT GRADING AND DRAINAGE PLAN
C34	CITY ENTITLEMENT STORM DRAIN AND UTILITY PLAN
C35	CITY ENTITLEMENT PRELIMINARY STORMWATER MANAGEMENT PLAN (SWM) SITE PLAN
C36.0	CITY ENTITLEMENT HYDROLOGY STUDY MAP - EXISTING CONDITION
C36.1	CITY ENTITLEMENT HYDROLOGY STUDY MAP - PROPOSED CONDITION
C37	CITY ENTITLEMENT TOPOGRAPHY SURVEY MAP
C38	CITY ENTITLEMENT BOUNDARY AND EASEMENT MAP
LLP.1	CITY ENTITLEMENT LANDSCAPE PLANTING PLAN

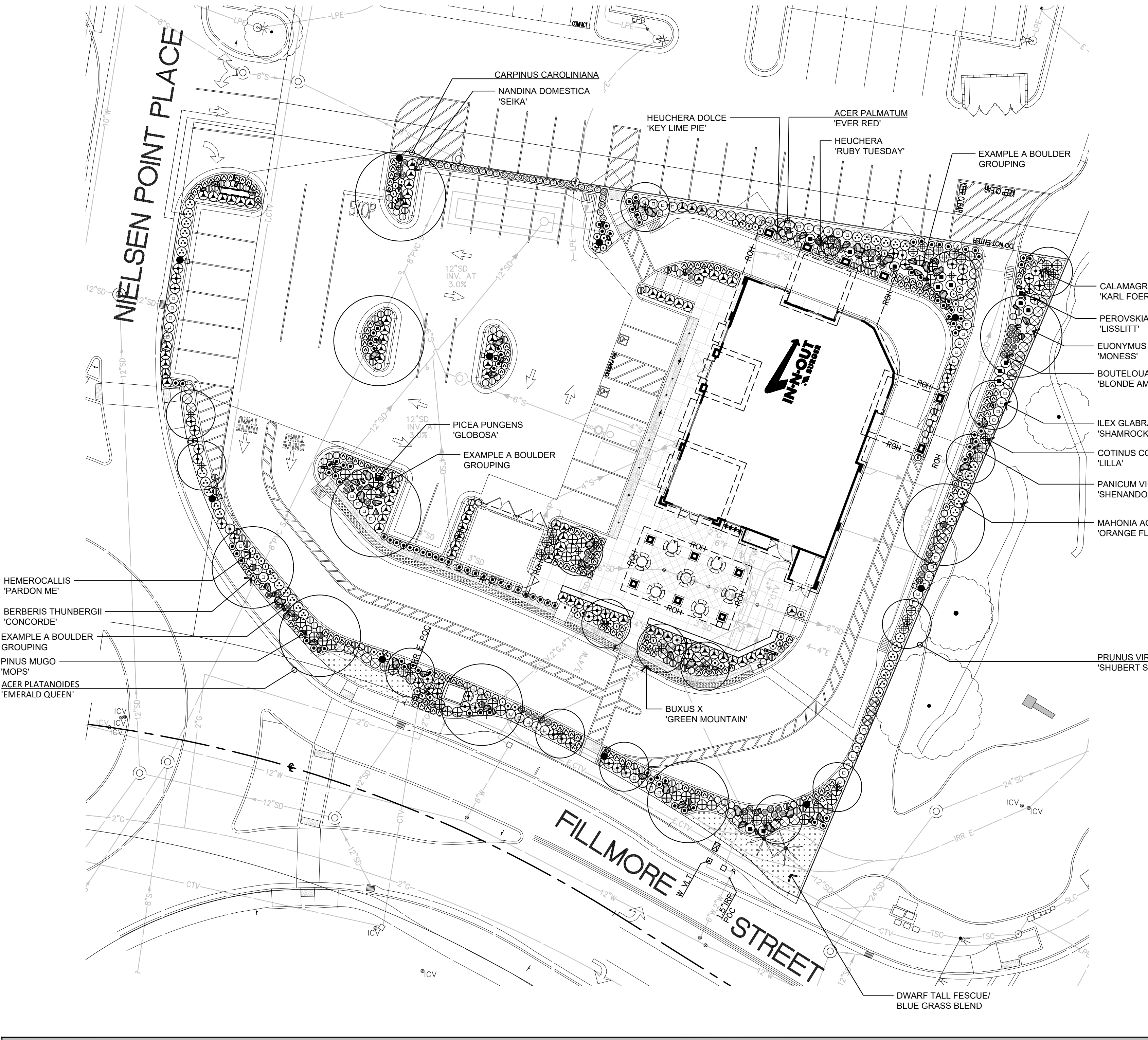
PROFESSIONAL ENGINEER
LICENSED
20320
AARON D. FELLOW
STATE OF IDAHO

MSL ENGINEERING, INC.
CIVIL ENGINEERS AND LAND SURVEYORS SPECIALIZING IN SITE DEVELOPMENT
301 NORTH SAN DAMAS AVENUE, SUITE 100
SAN DAMAS, CA 94573
(925) 305-2395 FAX (925) 305-2397
Aaron D. Fellow
AARON D. FELLOW R.C.E. 20320 DATE 04-01-2024

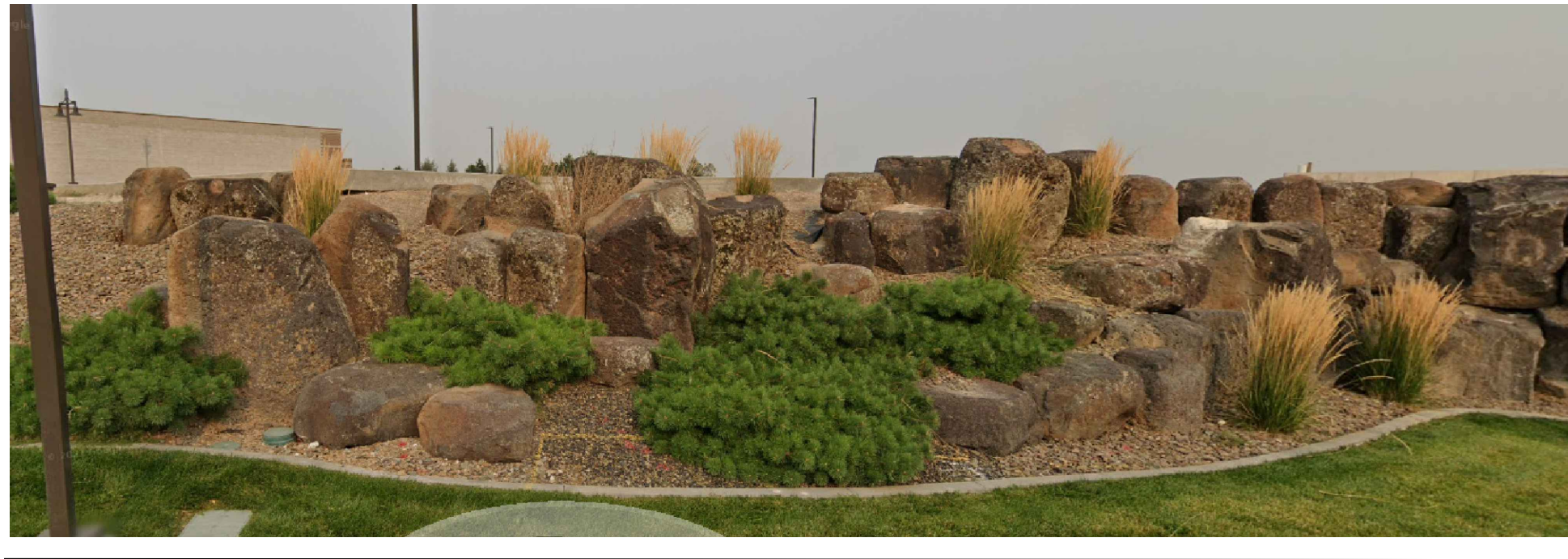
Apogee
PROJECT NO. -----
SPACES THE COLONADE
15305 Dallas Parkway
12th Floor
Dallas, Texas 75001
Ph: (214) 928-5788

IN-N-OUT BURGER
PROJECT
IN-N-OUT BURGERS RESTAURANT
CANYON PARK CENTER
1965 BLUE LAKES BOULEVARD NORTH
TWIN FALLS, ID 83301
OWNER
IN-N-OUT BURGER
13502 HAMBURGER LANE BALDWIN PARK, CA 91706-5885
CONTACT: TODD SMITH, (626) 813-5399
GOD BLESS AMERICA

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PLAN VIEW



EXAMPLE A BOULDER GROUPING

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	SPACING	REMARKS
TREES						
	ACER PALMATUM 'EVER RED'	EVER RED JAPANESE MAPLE	4' OVERALL HEIGHT MIN.	+/- 3	PER PLAN	STANDARDS - MATCHED
	ACER PLATANOIDES 'EMERALD QUEEN'	NORWAY MAPLE	2" CALIPER	+/- 6	PER PLAN	STANDARDS - MATCHED
	CARPINUS CAROLINIANA 'NATIVE FLAME'	NATIVE FLAME AMERICAN HORNBEAM	2" CALIPER	+/- 3	PER PLAN	STANDARDS - MATCHED
	PRUNUS VIRGINIANA 'SHUBERT SELECT'	CANADA RED SELECT CLUMP CHOKECHERRY	2" CALIPER	+/- 17	PER PLAN	STANDARDS - MATCHED
SHRUBS						
	BERBERIS THUNBERGII 'CONCORDE'	CONCORDE JAPANESE BARBERRY	5 GALLON	+/- 171	24" O.C.	TRIANGLE SPACING
	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA GRASS	5 GALLON	+/- 60	24" O.C.	TRIANGLE SPACING
	COTINUS COGGYGRIA 'LILLA'	LILLA SMOKE BUSH	5 GALLON	+/- 31	36" O.C.	TRIANGLE SPACING
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	5 GALLON	+/- 49	36" O.C.	TRIANGLE SPACING
	EUONYMUS JAPONICUS 'MONESS'	SILVER PRINCESS BOXLEAF EUONYMUS	5 GALLON	+/- 33	24" O.C.	TRIANGLE SPACING
	HEMEROCALLIS 'PARDON ME'	DAYLILY RED	5 GALLON	+/- 56	24" O.C.	TRIANGLE SPACING
	HEUCHERA 'RUBY TUESDAY'	RUBY TUESDAY HEUCHERA	5 GALLON	+/- 40	24" O.C.	TRIANGLE SPACING
	HEUCHERA DOLCE 'KEY LIME PIE'	DOLCE KEY LIME PIE HEUCHERA	5 GALLON	+/- 108	24" O.C.	TRIANGLE SPACING
	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY	5 GALLON	+/- 60	24" O.C.	TRIANGLE SPACING
	MAHONIA AQUIFOLIUM 'ORANGE FLAME'	ORANGE FLAME OREGON GRAPE HOLLY	5 GALLON	+/-37	36" O.C.	TRIANGLE SPACING
	NANDINA DOMESTICA 'SEIKA'	OBSESSION NANDINA	5 GALLON	+/- 71	36" O.C.	TRIANGLE SPACING
	PEROVSKIA ATRIPLICIFOLIA 'LISSLITT'	LACEY BLUE RUSSIAN SAGE	5 GALLON	+/- 14	36" O.C.	TRIANGLE SPACING
	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH SWITCH GRASS	5 GALLON	+/- 108	24" O.C.	TRIANGLE SPACING
	PINUS MUGO 'MOPS'	MOPS MUGO PINE	5 GALLON	+/-35	36" O.C.	TRIANGLE SPACING
	PICEA PUNGENS 'GLOBOSA'	DWARF GLOBE BLUE SPRUCE	5 GALLON	+/-15	36" O.C.	TRIANGLE SPACING
	DWARF TALL FESCUE/BLUE GRASS BLEND	LOCALLY AVAILABLE, SUBMIT CUT SHEET TO OWNER PRIOR TO ORDERING	SOD	+/- 609 SQ FT	PER PLAN	
PROTECTIVE BARRIER HEDGE						
	BUXUS X 'GREEN MOUNTAIN'	GREEN MOUNTAIN BOXWOOD	5 GALLON	+/- 141	12" O.C.	ROOT BALL TO ROOT BALL DEPENDENT ON PLANT SIZE
NOTE:						
1. QUANTITIES SHOWN ARE APPROXIMATE, CONTRACTOR SHALL VERIFY COUNT. BASED UPON OC SPACING INDICATED.						
2. ALL PLANT MATERIAL SHALL BE REVIEWED AND APPROVED BY IN-N-OUT REP. AND LANDSCAPE ARCHITECT.						
3. ALIGN TREES WITH PARKING STALLS STRIPING.						
4. INSTALL 3" SHREDDED MULCH FOR ALL LANDSCAPE AREAS.						

LANDSCAPE CONSTRUCTION LEGEND

SYMBOL	MATERIAL
	3" DEPTH OD 3/4" MIN DECORATIVE CRUSH ROCK TO MATCH DEVELOPMENT. LOCALLY HARVESTED SUBMIT SAMPLE TO OWNER FOR APPROVAL
	6" X 6" MOW CONCRETE BAND TO SEPARATE ALL LAWN AREA FROM PLANTER AREAS
	24" WIDE MATTED INOB ASSOCIATE WALKWAY REFER TO CIVIL DRAWINGS

CIVIL DRAWINGS REFERENCE NOTE:

- REFER TO CIVIL DRAWINGS SHEET C3 FOR THE FOLLOWING ITEMS:
- DIMENSIONS OF ALL PROPERTY LINES
- LABELING OF ALL EXISTING AND PROPOSED BUILDINGS, STRUCTURES, AND LANDSCAPING ELEMENTS.
- ALL TABULATION OF SITE ITEMS INCLUDING PERMEABLE AND NON PERMEABLE SURFACES.

EXISTING TREE PROTECTION NOTES

CONTRACTOR SHALL PROTECT EXISTING TREES IN PLACE AND PROVIDE TEMPORARY ORANGE CONSTRUCTION FENCING 10' FROM TRUNK MIN TO REMAIN DURING CONSTRUCTION. DO NOT CUT OR DAMAGE ANY ROOT LARGER THAN 2" WITHOUT REVIEW AND WRITTEN APPROVAL BY A CERTIFIED ARBORIST. DO NOT INSTALL ANY PLANT MATERIAL WITHIN 12" OF ANY ROOT SYSTEMS. ANY ILL AFFECTS ON THE HEALTH OF THE EXISTING TREES IS OBSERVED AND WAS A DIRECT RESULT OF THE DISTURBANCE DURING CONSTRUCTION. CONTRACTOR SHALL TAKE THE NECESSARY MEASURES TO SAVE THE TREE; IF THE TREE CANNOT BE SAVED, CONTRACTOR SHALL PROVIDE CREDIT FOR TREE AS ESTABLISHED BY CERTIFIED ARBORIST OF OWNERS CHOOSING AND AT CONTRACTORS EXPENSE.

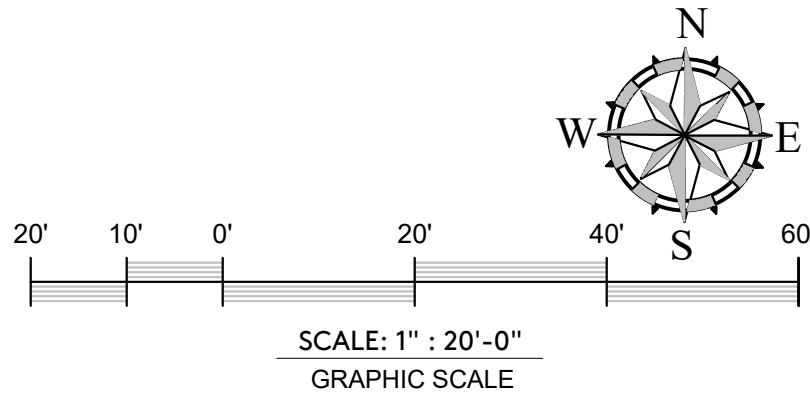
LANDSCAPE IRRIGATION INTENT:

IT IS THE INTENT TO PROVIDE AN IRRIGATION DESIGN UTILIZING DRIP IRRIGATION SYSTEM FOR THE ENTIRE SITE BURIED A CONSTANT 4" BELOW FINISH GRADE AND STAPLED DOWN @ 5' INTERVALS FOR ADDED PROTECTION. THE IRRIGATION SYSTEM SHALL BE CONTROLLED BY A SMART CONTROLLER WITH ONSITE WEATHER SENSOR AND REMOTE OPERATION THROUGH THE INTERNET FROM CENTRAL LOCATION. CONTROLLER SHALL BE A TYPE WHICH AUTOMATICALLY ADJUSTS RUNTIMES AND FREQUENCIES BASED, NOT ONLY ON HISTORICAL ET, BUT ACTUAL ONSITE WEATHER CONDITIONS.

LANDSCAPE BOULDER LEGEND

BOULDER #	SIZE	TYPE/ COLOR/ MANUFACTURER
1	1' X 2' X 3'	LOCALLY HARVESTED QUARRY ROCK TO BE USED FOR ACCENT BOULDERS.
2	2' X 4' X 3'	BOULDER/ COLOR: ANGULAR BASALT TO MATCH DEVELOPMENT
3	3' X 3' X 3'	SUBMIT SAMPLE TO OWNER FOR APPROVAL

BOULDER PLACEMENT (GROUPINGS) SHALL BE REVIEWED BY THE LANDSCAPE ARCHITECT PRIOR TO PLACEMENT.



LANDSCAPE ARCHITECT:

SIGNATURE DATE: 04-01-2024

LA-16934

BRANDON PETRUNIO & ASSOCIATES, INC.

LANDSCAPE ARCHITECTS

Design Studio: 301 N. San Dimas Ave., San Dimas, CA. 91773
Corp Office: 15699 Cherry Leaf Lane, Fontana, CA. 92336
T: (424) 235-8940, M: (951) 312-9943, E: brandon@bpalas.com

Underground Service Alert

Call: Toll Free

811

TWO WORKING DAYS BEFORE YOU DIG

AGRONOMIC SOILS REPORT REQUIREMENT

AFTER MAJOR GRADING OPERATIONS ARE COMPLETED, CONTRACTOR SHALL OBTAIN SOIL SAMPLES FROM MIN 6" DEPTH AND SUBMIT TO AN APPROVED LABORATORY FOR ANALYSIS AND RECOMMENDATIONS. OBTAIN A MINIMUM OF 1 SAMPLE PER ACRE AND 1 SAMPLE AFTER IMPLEMENTATION OF FIRST REPORT FOR VERIFICATION SOIL MEETS SOILS LAB STANDARDS. REPORTS MUST BE SUBMITTED TO LANDSCAPE ARCHITECT, CITY AND OWNERS REP. FOR REVIEW AND APPROVAL.

FIBERWEB BIO BARRIER:

- CONTRACTOR SHALL INSTALL TREE ROOT BARRIERS FOR ALL TREES WITHIN 6' OF CONCRETE EDGE. INSTALL THE 24" VERSION AND SHALL BE CONTINUOUS FOR 10' ON EITHER SIDE OF TREE.
- STREET TREES AND OTHER TREES LOCATED WITHIN 10- FEET OF THE PUBLIC RIGHT-OF-WAY (WITH THE EXCEPTION OF PALM TREES) SHALL BE PROVIDED WITH A BIO BARRIER.

PROFESSIONAL ENGINEER

LICENSED

20320

STATE OF IDAHO

AARON D. FELLOW

MSL ENGINEERING, INC.

CIVIL ENGINEERS AND LAND SURVEYORS SPECIALIZING IN SITE DEVELOPMENT

501 NORTH SAN DIMAS AVENUE, SAN DIMAS, CA. 91773

(909) 305-2385 FAX (909) 305-2387

02-27-2024

DATE

R.C.E. 20320

PROJECT NO. -----

Apogee

SPACES: THE COLONADE

15305 Dallas Parkway

12th Floor

75001

Ph: (214) 928-5788

PROJECT

IN-N-OUT BURGERS RESTAURANT

CANYON PARK CENTER

1965 BLUE LAKES BOULEVARD NORTH

TWIN FALLS, ID 83301

OWNER

IN-N-OUT BURGER

13502 HAMBURGER LANE BALDWIN PARK, CA. 91706-5885

CONTACT: TODD SMITH, (626) 813-5399

IN-N-OUT BURGER

GOD BLESS AMERICA

REVISIONS

PLAN TITLE

ENTITLEMENT

LANDSCAPE

PLANTING PLAN

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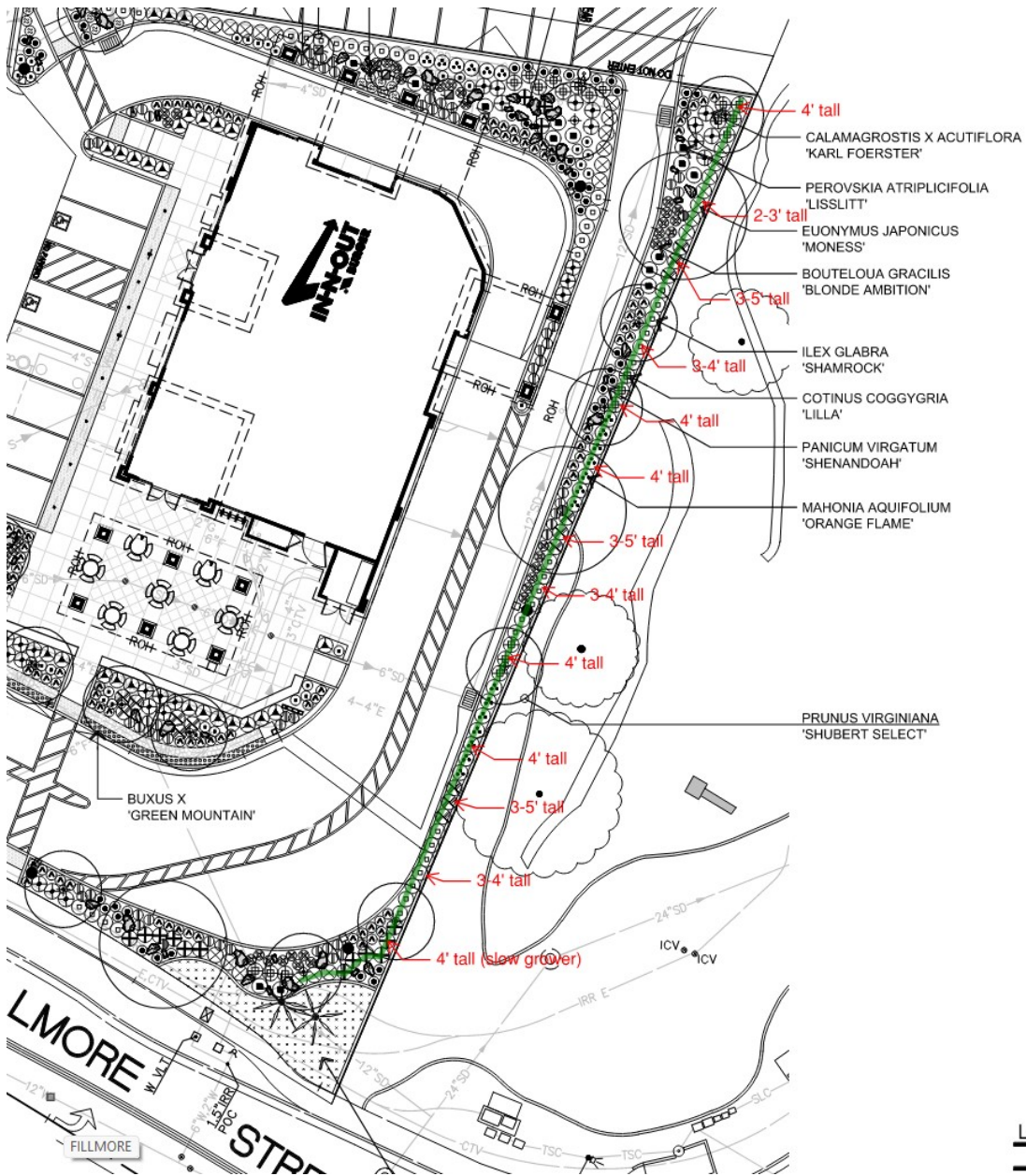
B.M.P.

DATE

04-01-2024

DRAWING

LPP.1



Kelli Ebersole

From: forms@tfid.org
Sent: Friday, June 7, 2024 6:24 AM
To: Kelli Ebersole; Will Klaver; Jody Green; Lisa Strickland; Jonathan Spendlove
Subject: Public Comment Notice for PZ24-0047

A public comment has been submitted for PZ24-0047 presented at the Planning and Zoning Meeting on 6/25/2024.

Name: James Beaver

Email: beaverj1972@gmail.com

Comments:

I would like to say I'm excited for InNOut Burger to come to Twin Falls, however I believe the location in discussion would not be suited for them. I would recommend somewhere on Pole Line Rd or another site suitable for their drive thru lines.

Kelli Ebersole

From: forms@tfid.org
Sent: Friday, June 7, 2024 5:44 PM
To: Kelli Ebersole; Will Klaver; Jody Green; Lisa Strickland; Jonathan Spendlove
Subject: Public Comment Notice for PZ24-0047

A public comment has been submitted for PZ24-0047 presented at the Planning and Zoning Meeting on 6/25/2024.

Name: Tiara Miller

Email: theschwabenator31@gmail.com

Comments:

The current location selected for the In-N-Out burger overtaking the Outback steakhouse location is going to cause an enormous traffic disruption. There simply is not enough room to accommodate the vehicles who will literally be stopping the traffic in the roundabout, bridge, and the streets off of Bridgeview, Fillmore st, and Blue Lakes. With the increased traffic it will cause other businesses in the area to suffer as their customers can't get to them in a timely manner. For a current real life example look into Meridians In-N-Out and the 4 hours waits at opening and they had to use the malls massive parking lot which was lucky available to them as an extension to their drive thru. their wait times are now currently an hour. So my question is where are you putting all these vehicles who are waiting an hour or more to name a few of the closest businesses who will be impacted such as Mo Bettah's, Ulta, Johnny Corino's, Osh Kosh, Dick's sporting goods, natural grocers, and all the other businesses close by not to suffer. There has to be another location which would be better suited to accommodate. We have Perrine Bridge adjacent which is integral to travelers and workers to get in and out of Twin Falls. I can't imagine the disaster of stopped traffic pushing farther into Blue Lakes and Poleline and even into the highway 93.

Kelli Ebersole

From: forms@tfid.org
Sent: Tuesday, June 11, 2024 7:13 AM
To: Kelli Ebersole; Will Klaver; Jody Green; Lisa Strickland; Jonathan Spendlove
Subject: Public Comment Notice for PZ24-0047

Follow Up Flag: Follow up
Flag Status: Flagged

A public comment has been submitted for PZ24-0047 presented at the Planning and Zoning Meeting on 6/25/2024.

Name: Josh Burgess
Email: jburgess.94@gmail.com
Comments:

I would like to see IN N OUT Burger open a new restaurant here in Twin Falls. However I have concerns with the proposed 1965 Blue Lakes Blvd N location. Traffic is already a congested mess in this area. With the additional amount of traffic that this business would bring in, I can see traffic piling up on the Bridge trying to access it from the south bound lanes of 93. The small round a bout near this location would soon be overwhelmed and impede traffic flow to the existing shopping center and Perrine visitor center. Again I am all for this restaurant and have been waiting a long time for its arrival. But I do not believe that the additional traffic congestion near the main artery into Twin Falls would be an ideal situation.

Kelli Ebersole

From: forms@tfid.org
Sent: Wednesday, June 12, 2024 7:42 AM
To: Kelli Ebersole; Will Klaver; Jody Green; Lisa Strickland; Jonathan Spendlove
Subject: Public Comment Notice for PZ24-0047

A public comment has been submitted for PZ24-0047 presented at the Planning and Zoning Meeting on 6/25/2024.

Name: Emily Andersen

Email: emilykpetersen13@gmail.com

Comments:

This is not a good location for this business. The roundabout adjacent to the parking lot already gets congested and drivers stay stationary in the roundabout waiting for the signal to change which backs up traffic even further. In-N-Out is known to have extremely long drive-through lines that would undoubtedly contribute even more to that issue. Also, the current parking lot is already difficult to manage and would poorly affect the 2 businesses in that parking lot (Swig and Mo Bettah's) as people would not be able to get there easily with the back-up of the cars for In-N-Out. Personally, I would much rather be able to access those locations (as well as the Visitor's Center).

Please choose a different location!

Kelli Ebersole

From: Rich and Gin Bontadelli <r.g.bontadelli@gmail.com>
Sent: Saturday, June 15, 2024 7:58 AM
To: Planning and Zoning
Subject: Pro in-n-out

[EXTERNAL SENDER]

Hello,

We have moved to Twin Falls from Southern Utah. In-n-out has a well orchestrated system for car flow very much like Chick-fil-A. Their food is excellent and affordable. I was excited to read of their choosing Twin Falls. View it as a positive!

Also, Twin needs a new rec. center for certain. The e-street is tragic.

Thank you!!

Gin Bontadelli
435 559 3723

Kelli Ebersole

From: forms@tfid.org
Sent: Monday, June 17, 2024 11:04 AM
To: Kelli Ebersole; Will Klaver; Jody Green; Lisa Strickland; Jonathan Spendlove
Subject: Public Comment Notice for PZ24-0047

A public comment has been submitted for PZ24-0047 presented at the Planning and Zoning Meeting on 6/25/2024.

Name: Lisa Benoit Wirsching

Email: smwirsch@sbcglobal.net

Comments:

Can you do better than this location for In and Out? This location will just cause more traffic chaos on Blue Lakes and Poleline. What about public safety, emergency vehicles needing to get to a location near the In and Out.

Come on Twin Falls YOU can do better on the location!

Lisa Benoit Wirsching

Kelli Ebersole

From: forms@tfid.org
Sent: Thursday, June 20, 2024 4:45 PM
To: Kelli Ebersole; Will Klaver; Jody Green; Lisa Strickland; Jonathan Spendlove
Subject: Public Comment Notice for PZ24-0047

A public comment has been submitted for PZ24-0047 presented at the Planning and Zoning Meeting on 6/25/2024.

Name: David K Cox
Email: shakeedave@hotmail.com
Comments:

I think the spot In-n-out has chosen for their Twin Falls location is a great place to put an In-n-out. There could be improvements made. This is not the first time In-n-out has built in a new location. They know what they are doing. I would recommend allowing the drive thru and the extended hours. We all need to welcome In-n-out to Twin Falls.

Thank you ,

David K Cox



Twin Falls Planning & Zoning Commission Minutes

Tuesday, June 25, 2024, 6:00 PM

203 Main Ave East
Twin Falls, ID 83303

Members -

City Limits: Chairperson Danielle Titus; Vice-Chair Cortney Campbell; Todd Rambur; Robyn Weatherford; Kelly Herrgesell; Tiffany Zimmerman

Area of Impact: Susan Petruzzelli

1) Confirmation of Quorum/Call Meeting to Order

Chairperson Titus called the meeting to order at 06:00 PM

Members Attending: Titus, Campbell (phone), Rambur, Weatherford, Herrgesell, Zimmerman, Petruzzelli

Staff Attending: Spendlove, Strickland, Ebersole, Green, Vitek, Wells, Hammett, Humble

2) Conflict of Interest Declaration

3) Consent Calendar

- a) Approval of minutes from the following meeting: June 11, 2024

Commissioner Herrgesell made a motion to approve the consent calendar, as presented.

Commissioner Petruzzelli seconded the motion.

4) Items of Consideration

- a) Preliminary Presentation for a request for a Zoning Development Agreement and Zoning District Change from R-4 to R-4 ZDA for a residential townhome development on property located at 1607 Washington St S. c/o Rex Harding on behalf of RE Financial, Inc (PZ24-0043).

Staff Presentation:

City Planner Strickland presented the Preliminary Presentation for a request for a Zoning Development Agreement and Zoning District Change from R-4 to R-4 ZDA for a residential townhome development on property located at 1607 Washington St S. c/o Rex Harding on behalf of RE Financial, Inc (PZ24-0043).

Per City Code 10-6-1.7 (B) The applicant is required to present a preliminary review prior to a public hearing to the Planning and Zoning Commission in which the Commission may give suggestions and ask questions of the applicant about the proposed ZDA.

Per City Code 10-6-1.7(E) Approval of a ZDA shall be based on the following standards: the proposed uses are not detrimental to surrounding properties; deviations from Title 10 shall be warranted by the design of the conceptual plan; conformance to the Comprehensive Plan, and existing and/or proposed infrastructure must be adequate for the project.

Per City Code 10-14-1 thru 8 Any application for a zoning district change shall follow the procedures outlined in these sections.

N/A

A full analysis of this application will be provided during the public hearing.

Staff makes no recommendations at this time. Staff will present a full analysis of the request at the

public hearing scheduled for Tuesday, July 9, 2024.

Applicant Presentation:

Rex Harding TDH Engineering explained a few more details about the project.

PZ/Questions & Comments:

Chairperson Titus asked about the density and if it fits in the R-4 Zone
Rex Harding replied that it does.

5) Public Hearings

- a) Request for a Special Use Permit for a detached accessory building (more than 1,000 square feet) on property located at 926 Wirsching Ave W. c/o Jim and Helen Rankin (PZ24-0044)

Staff Presentation:

City Planner Ebersole presented the request for a Special Use Permit for a detached accessory building (more than 1,000 square feet) on property located at 926 Wirsching Ave W. c/o Jim and Helen Rankin (PZ24-0044)

Per City Code 10-13-2.2 The Special Use Permit process requires a public hearing in which interested persons have the opportunity to be heard, with regards to the application.

The Commission shall decide on the request within thirty (30) days after the public hearing. If Conditions of Approval are placed on the permit by the Commission, the Administrator shall issue the permit specifically listing such conditions. Conditions shall be implemented within 6 months, or the permit is void.

If the Commission's decision is appealed within fifteen (15) days of the signing of the Findings of Fact, City Council shall set a hearing date to consider all information, testimony, and minutes of the previous hearing to reach a decision on the appeal.

Standards Applicable to Special Uses:

- Will, in fact, constitute a special use as established by zoning requirements for the zone involved.
- Will be harmonious with and in accordance with the general objectives or with any specific objective of a comprehensive plan and/or zoning regulations.
- Will be designed, constructed, operated, and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area.
- Will not be hazardous or disturbing to existing or future neighboring uses.
- Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer and schools; or that the persons responsible for the establishment of the proposed use shall be able to provide adequately any such services.
- Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.
- Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any person, property or to the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.

- Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares.
- Will not result in the destruction, loss or damage of a natural, scenic or historic feature of major importance.

The property is zoned R-2, Residential, located in the Carter Subdivision. The home was built in 1968. The property is approximately 24,970 sq. ft (0.572 acres), with the new building measuring at approximately 1,800 sq. ft.

The 2016 Comprehensive Plan; "Grow With Us" designates this area as appropriate for "Town Neighborhood", which is primarily residential in nature. The applicant stated they would like to build the shop for personal use, for a garage/storage area and a craft/woodworking area.

The property's lot size is 24,970 sq. ft., (0.572 acres). The minimum lot size for a single-family dwelling is 6,000 square feet. Setbacks in the R-2 zone for an accessory building are seven (7') feet from the side property line(s) and twenty (20') feet from the rear property line or may be placed three (3') feet from the rear and side property line if the accessory building is located more than ten (10') feet from the residential dwelling. The applicant's site plan shows where the shop will be located and how it meets the required setbacks.

Staff has determined that the lot size is sufficient for the shop and residence and the required building setbacks can be met with this new addition. Staff has determined the proposed use is compatible with the neighborhood and the comprehensive plan. Based on the standards for approval, staff does not foresee any negative impacts related to the land use.

Approval of this zoning request does not preclude the applicant from obtaining the required permits and/or licenses needed to complete the project.

Upon conclusion should the Commission recommend approval of the request as presented, staff recommends the following:

1. Subject to site plan amendments as required by Building, Engineering, Fire and Zoning Officials to comply with applicable City Codes and standards.

PZ/Questions & Comments:

Applicant Presentation:

Rex Ward explained the purpose of the garage and the need for more storage space on the property.

Public Hearing: Opened and closed with no public input

Discussions Followed:

Commissioner Rambur thinks it looks like a good project and good use in that area.

Commissioner Herrgesell feels that staff stated it's a good fit and is good with the project.

Chairperson Titan stated that it meets setback and lot coverage and will work.

MOTION: Commissioner Petruzzelli moved to approve the request for a special use permit for a detached accessory building (more than 1,000 square feet) on property located at 926 Wirsching Ave W c/o Jim and Helen Rankin (PZ24-0044). Commissioner Weatherford seconded the motion. Roll call vote showed all members present voted.

Approved 7 to 0.

- b) Request for a Special Use Permit to allow drive-through services and extended hours of operation on property located at 1965 Blue Lakes Blvd N. c/o Todd Smith on behalf of In-N-Out Burgers. (PZ24-0047)

Staff Presentation:

City Planner Ebersole presented the request for a Special Use Permit to allow drive-through services and extended hours of operation on property located at 1965 Blue Lakes Blvd N. c/o Todd Smith on behalf of In-N-Out Burgers. (PZ24-0047)

Per City Code 10-13-2-2 the Special Use Permit process requires a public hearing in which interested persons have the opportunity to be heard, with regards to the application.

The Commission shall decide on the request within thirty (30) days after the public hearing. If Conditions of Approval are placed on the permit by the Commission, the Administrator shall issue the permit specifically listing such conditions. Conditions shall be implemented within six (6) months, or the permit is void.

If the Commission's decision is appealed within fifteen (15) days of the signing of the Findings of Fact, City Council shall set a hearing date to consider all information, testimony, and minutes of the previous hearing to reach a decision on the appeal.

Standards Applicable to Special Uses:

Will, in fact, constitute a special use as established by zoning requirements for the zone involved.

- Will be harmonious with and in accordance with the general objectives or with any specific objective of a comprehensive plan and/or zoning regulations.
- Will be designed, constructed, operated, and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area.
- Will not be hazardous or disturbing to existing or future neighboring uses.
- Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer and schools; or that the persons responsible for the establishment of the proposed use shall be able to provide adequately any such services.
- Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.
- Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any person, property or to the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.
- Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares.
- Will not result in the destruction, loss or damage of a natural, scenic or historic feature of major importance.

The property is zoned C-1 (Commercial Highway District) CRO (Canyon Rim Overlay) PUD, located within the Canyon Park West PUD. The property has been home to Outback Steakhouse since 2001.

This Special Use Permit request is for the drive-through and extended hours of operation only. The restaurant itself is outright permitted in the C-1, Commercial Highway District, and is included as an allowed use in the PUD.

The applicant has stated in the narrative the proposed hours of operation are seven (7) days per week, from 10:30 A.M. – 1:00- A.M., Sunday – Thursday and 10:30 A.M. – 1:30- A.M., Friday and Saturday. The hours of operation fall outside the allowed retail hours of 7:00 A.M. – 10:00 P.M. and require a Special Use Permit.

The restaurant will be staffed with 10–12 associates per shift, with 3 shifts per day.

The parking requirements for this request are calculated by building size. This building of 3,887 square feet requires forty-two (42) total parking spaces. The Canyon Park West PUD has a cross-use parking agreement that allows the center's parking to be used by all tenants. In the narrative, the applicant has shown the parking breakdown only using the portion of lot shared by In-N-Out and the Swig/MoBettah's building. The total parking spaces in that lot area are eighty-six (86) spaces, which meets the parking requirement for the three (3) restaurants.

The restaurant will have two (2) drive-through lanes for order taking which merge into one (1) lane for payment and food service. Per city code, drive-through lanes have a vehicle stacking requirement of five (5) cars per lane from the first window, pickup window, order board, or other stopping point. The proposed site plan shows the applicant has exceeded this requirement with a twenty-nine (29) vehicle queue using both drive-through lanes. City staff's analysis is that this is a sufficient queue under normal operating conditions..

With the grand opening and other busier times of the shopping and tourist seasons, this queue may become overcrowded with vehicles. The applicant has addressed this concern in their narrative by having store associates available to manage the excess vehicle stacking. Employees are deployed with handheld tablets to take multiple orders and a third grill can be utilized to help prepare the incoming orders, getting the customers through the drive-through line in a quicker and more efficient manner.

The applicant has provided additional traffic queue analysis by the Ganddini Group, recording drive through queue data from three (3) existing drive-through locations closely matching the conditions of the proposed drive through, with comparable locations and populations. The analysis shows the maximum peak drive-through stack was twenty-seven (27) cars, with an average maximum dinner queue of twenty-five (25) vehicles, supporting the proposed queue of twenty-nine (29) vehicles.

Per the ITE Trip Generation Manual, an average fast-food restaurant with a drive-through window will generate 50.94 vehicle trips per PM peak hour (4:00 – 6:00 pm) per 1,000 Sq. Ft. GFA (gross floor area), with a directional distribution of 51% entering, 49% exiting. Based on this statistic, a restaurant of approximately 3,800 sq. ft. can expect up to 191 total vehicle trips per PM peak hour. That calculates out to roughly ninety-seven (97) vehicles entering and ninety-four (94) vehicles exiting per PM peak hour. While this may not be the exact numbers experienced by In N Out Burgers, it gives an average for comparison.

This request is not the first drive-through request that has come before the commission in this area. There are currently multiple drive-through businesses in the surrounding area, which are responsible for managing their drive-through queues. Swig has a drive-through in the same parking area as this proposed location. The Habit is also located in the same shopping center and has a working drive-through. Across the street, at the Magic Valley Mall, there are two drive-through restaurants (Starbucks and Taco Bell). Taco Bell and Chick-Fil-A on Blue Lakes Blvd. N. are

observed to be two of the busiest drive-throughs in town. Both were constructed with a drive-thru queue of five (5) vehicles before the menu order board at each location.

Requests for extended hours of operation is not an unusual Special Use Permit request. Any business wanting to open before 7:00 A.M., or stay open past 10:00 P.M. is required to have a Special Use Permit. Starbucks traditionally opens by 6:00 A.M. Taco Bell stays open until 3:00 A.M. for the drive-through. There are many others in town that operate outside the outright permitted retail hours.

The Perrine Bridge, Visitors Center, and the private road roundabout create a unique location for this restaurant, as visitors coming into Twin Falls will see In-N-Out as one of the first businesses. This will create a “buzz” with the restaurants' grand opening and there will be extra traffic generated to this area for some time. This intersection is already one of the busiest in the City of Twin Falls with an average trip count of ~40,000 vehicles per day. City staff has discussed traffic concerns with the applicant and have added a few conditions that should address grand opening traffic, and normalized traffic counts on local public roads. In-N-Out and Woodbury Corporation will be responsible to manage the through the shopping center private roads accessing the restaurant. In-N-Out Burgers has expressed that a traffic control plan will be in place for the grand opening. The City of Twin Falls Police and Fire Departments are requesting a condition to review the grand opening plans through the City of Twin Falls Special Event Process in order to adequately plan for emergency access to this area through the grand opening phase of this new business.

The arterial landscaping along Blue Lakes Blvd North is maintained by Woodbury Corporation. The site landscaping plan has been included, and shows a 3'4" minimum hedge along the drive-through to help mitigate glare from headlights from vehicles in the drive-through queue.

The 2016 Comprehensive Plan; “Grow With Us” designates this area as appropriate for “Mixed Use” serving local and regional commercial businesses, which allows for high-density mixed use development in a compact, pedestrian-oriented environment, sitting at intersections of major arterials. Staff has determined the proposed use is compatible with the comprehensive plan and the area, as it is a high-density commercial center with other retail stores and restaurants serving the community at large.

Based on the standards for approval, staff does not foresee any mitigated impacts related to the land use, although traffic congestion may be an issue with the grand opening of a new, highly anticipated business coming to town, under normalized operations this area will continue to be busy with customers/travelers during peak travel times of day and year.

Approval of this zoning request does not preclude the applicant from obtaining the required permits and/or licenses needed to complete the project.

If the Commission approves this request as presented, then staff recommends the following:

1. Subject to site plan amendments as required by Building, Engineering, Fire and Zoning Officials to comply with applicable City Codes and standards.
2. Subject to local public roads, including Neilson Point Place, not being detrimentally impacted by excessive traffic volumes directly attributable to this business.
3. Subject to the grand opening plans going through the City of Twin Falls Special Event Permit process to ensure adequate public safety access to the surrounding area during the grand opening phase of operations.

PZ/Questions & Comments:

- Vice-Chair Campbell asked about the traffic study and which 3 locations were used in it.
- Planner Ebersole Prescott, AZ, Casa Grande, AZ and Logan, UT. Store size and population were similar.

Applicant Presentation:

Todd Smith presented on behalf of In-N-Out. He talked about the start of the business. He explained that they will manage the side queuing during the “honeymoon” phase as well as when routine patterns settle in with ongoing operations. Preparation for store opening is managed by In-N-Out and the City conditioned to have a Special Events Permit filled out. In-N-Out has vast experience with high volume stores and queues above industry norms. They agree and are committed to follow the conditions city staff have proposed.

PZ/Questions & Comments:

- Commissioner Herrgesell asked if there are more cars than the queue allows where will they go.
- Todd Smith responded that the staff will know how to handle extra vehicles and have a plan in place. They will work with Wood Investment Group if odd site space is needed.
- Commissioner Petruzzelli asked about the max queue count in Meridian during standard time.
- Todd Smith stated it's typically in the 30-40 car range. Meridian is the first store in the area and this will be the 4th or 5th by the time it's open.
- Commissioner Weatherford asked about the queue in the highest level of cars and the parking lot for people dining in.
- Todd Smith responded that they have shared parking and will protect the parking to make sure it's not blocked by the queue.
- Commissioner Petruzzelli asked staff about the other drive-thru queues and what they were approved for.
- Planner Ebersole Chick-fil-a has 5 and meets the minimum.
- Chairperson Titus asked about signage for walkways with parking lots and sidewalks.
- Planner Ebersole stated that it is a requirement with the sign permit.
- Director Spendlove stated it is required if ADA but if access to other areas it is not.
- Chairperson Titus asked about the criteria for the permit. Specifically about the public access and where that is.
- Planner Ebersole responded that the public access being referred to is Blue Lakes and Bridgeview.

Public Hearing: Opened

- Robert Duarte expressed his concern about the location. He stated that according to DOT that 31-34,000 vehicles are crossing the bridge daily and of that over 2500 are trucks and of the trucks 18-24 are tanker trucks carrying gasoline. He feels the traffic cannot be controlled and will spill onto the road. He stated that he talked with the fire chief and they don't have enough foam in a vehicle to fight a gas tank fire.
- Sherry Mauldin spoke about the Outback steakhouse and that it is under lease still and open. She doesn't like that In-N-Out will be taking the building. She doesn't like that the city put a round-about in and that it limits that access to the parking lot. The only way in

and out of town is the bridge. She feels other areas should be considered instead of tearing down the building that have better access and not so close to the bridge.

- Sarah Bender agrees with what has been said. She loves the restaurant but feels the drive thru should be somewhere else. She feels the traffic will be a mess and a left turn signal at the light would help. She thinks the round-about will be blocked.
- Becca Robinson had a question about the letters and information and if they would be public.
- Russel Robinson stated he likes the business but feels the location isn't a good fit. He has traffic concerns. He wonders about peak hours and how that will work, and feels the street is already a problem and should be denied.
- Jeremy Orton is concerned about the queue during peak hours. He stated that Blue Lakes backs up 3+ miles already and this might add to that.
- Todd Smith replied to comments. He stated that Meridian had no public roads impacted during the opening. They plan with emergency services in advance of openings and they will manage the queue on site according to the conditions.
- Director Spendlove addressed some concerns. The letters that were received after the packet was created will be public as part of the minutes. He explained what portion of Fillmore is private and which roads are public and who owns them (city/state). Nielsen is city owned because of infrastructure and access to visitor center. The round-about is private property. It is believed that people bypass the public road and use Fillmore to Blue Lakes Blvd. Discussions with ITD about the problem resulted with no input about the request. The area becomes congested from people going North. ITD has jurisdiction over the intersection.
- Commissioner Herrgesell asked for clarification with the stop light at Blue Lakes and if the city has no jurisdiction on the light.
- Director Spendlove stated that the City would work with their partners, however, it is ultimately their decision to modify or change.
- Commissioner Herrgesell asked if they are involved in the process of approval.
- Director Spendlove replied that a right-of-way permit to impact the roadway. The Police or Public Safety departments would inquire of ITD on the traffic pattern. They would have availability for input just like they did with this application.
- Commissioner Petruzzelli asked for clarification on what the details of the application they were looking at as a commission and if the applicants had looked at different locations.
- Director Spendlove explained that they don't have to answer if other locations were considered, the application is for drive-through and extended hours only. The City is giving information about the public access points because the other access is private.
- City Engineer Vitek spoke about the roads and traffic with ITD and the feeling is the impact isn't concerning. They appreciate the staff report and conditions so that if needed they will step in to mitigate. The City will be involved with the start-up process to monitor.
- Director Spendlove said the city will get numbers from the private road.
- Chairperson Titus asked what the numbers would be used for.
- Director Spendlove stated that we need a base line for the future so that if an abnormal number shows up it can be addressed.
- Chairperson Titus asked if that occurred who is responsible for that.
- Director Spendlove replied that if they are creating a hazard on the public road that becomes an issue. We want to monitor Visitor Center and will bring it back if it's a problem.
- Commissioner Herrgesell asked what the special event planning process is.
- Director Spendlove explained that the police department is in charge of the Special Event Permit. Every dept will see if it will affect them and give input then City Council will have final approval.

- Commissioner Zimmerman asked what population was used for the traffic study.
- Director Spendlove stated that he used Logan and Prescott as their population is similar to ours.
- Commissioner Zimmerman asked if we know when this would open. She wondered about the que in summer vs winter.
- Director Spendlove replied that it is usually a year to build.
- Commissioner Petruzzelli asked about other locations again.
- Todd Smith replied that this is the only one presented to him.
- Chairperson Titus asked about the traffic and drive thru is there anything else other than what has been shown.
- Todd Smith stated that these are only examples and they will have a plan when they open.
- Chairperson Titus asked about the overall ordering process.
- Todd Smith explained that associates will go out with remote tablets for efficiency. In-N-Out can get a car through every 30-45 secs.
- Commissioner Zimmerman asked about the Meridian overflow and who managed that.
- Todd Smith stated that they use traffic control group for openings and keep some traffic special people on staff.
- Commissioner Zimmerman asked when they are planning to open.
- Todd Smith replied that they are going to follow the process.

Public Hearing: Closed

Discussions Followed:

- Commissioner Rambur stated that they need to check off all 9 standards and #7 with access to the Visitors Center and bridge area is his concern. People will not pull up close and will back up onto Fillmore causing blockage.
- Commissioner Petruzzelli stated she feels that #3, 4, 7, 8, 9 will be affected with this request. #3 will affect the area, the Visitors Center is challenging right now and this will complicate it more, #4 will be hazardous for the neighboring uses, #7 traffic, #8 approached at the intersection, #9 back to the Visitors Center, the impact on the traffic from the drive-through.
- Commissioner Herrgesell stated that #7 is a concern for her. She feels this will cause excessive production of traffic.
- Chairperson Titus stated she feels the hours are not an issue.
- Director Spendlove clarified the commission needs to focus on issues the permit could cause vs the existing issues with the road.
- Chairperson Titus asked what the capacity for Blue Lakes is.
- Director Spendlove replied that as a state road he doesn't have the capacity.
- City Engineer Vitek explained that the bridge intersection is classified as a "B". An "A" means you don't have to use brakes. Blue Lakes and Pole Line intersection is a "D".
- Commissioner Petruzzelli stated that she feels the uses with include excessive production of traffic.
- Director Spendlove responded that they need to look at the facts presented.
- Commissioner Rambur asked if that 40,000 is Blue Lakes to HWY 93.
- Chairperson Titus stated that the number of approaches and potent traffic is such a small percentage of what is already there.

- Commissioner Petruzzelli stated she thinks that the public responses need to be considered.
- Chairperson Titus replied that finding facts from staff and the applicant. She likes the staff recommendations and conditions wording that could bring it back if needed.
- Commissioner Rambur stated again that #7 - use will be detrimental to any property- Bridgeview, Fillmore and Visitor Center.
- Commissioner Herrgesell feels that access down to Centennial Park via Fillmore should be considered.
- Commissioner Petruzzelli asked about #9 and if anyone feels this will result in the destruction, loss or damage of natural, scenic or historic feature of major importance like the bridge or Visitor Center.
- Chairperson Titus stated that the access is not destroying, the drive-through itself is not impacting the area. She feels the same about #7. She thinks the affect of traffic might be in certain areas but the use of activities shouldn't be.
- Commissioner Zimmerman commented that she wonders if it's In-N-Outs problem to fix the traffic issue. The facts say the road can handle the traffic.
- Commissioner Weatherford feels that we have an existing problem and the amount could increase but not be detriment.
- Vice-Chair Campbell feels that with the Visitors Center so close that the hours are a concern and she will vote no.
- Chairperson Titus stated that the traffic is an existing problem but not the applicants issue to fix.
- Commissioner Zimmerman stated that a positive consequence in that area is that additional business will be brought that much closer to the Visitor Center.
- Commissioner Herrgesell feels that the drive-thru is not an issue but the approach might become an interference with traffic.
- Chairperson Titus asked to look at Blue Lakes and not the round-about. The private road should not be considered for impact. The application is to discuss the public roads.
- Commissioner Petruzzelli stated that everyone she talked to that had a negative comment wants In-N-Out in Twin Falls, but not in this area. She feels this will have a negative affect to the historic area.
- Commissioner Rambur wanted to add that it's a small percentage for Blue Lakes, but not small for Fillmore and Bridgeview.
- Chairperson Titus reminded that only public approach for the decision. The private road is for them to manage.
- Director Spendlove replied that Bridgeview is city owned.
- Vice-Chair Campbell stated that the amount of public feedback should be considered.

MOTION: Commissioner Zimmerman moved to approve the request for a Special Use Permit to allow drive-through services and extended hours of operation on property located at 1965 Blue Lakes Blvd N. c/o Todd Smith on behalf of In-N-Out Burgers (PZ24-0047). Commissioner Rambur seconded the motion. Roll call vote showed all members present voted.

Declined 2 to 5.

6) Upcoming Meeting(s)

a) July 9, 2024

7) Adjournment

The meeting adjourned at 08:01 PM

Jody Green

Jody Green, Planning Technician

Kelli Ebersole

From: No Reply
Sent: Tuesday, September 3, 2024 4:17 PM
To: Kelli Ebersole; Will Klaver; Jody Green; Lisa Strickland; Jonathan Spendlove
Subject: Public Comment Notice for PZ24-0085

A public comment has been submitted for PZ24-0085 presented at the City Council Meeting on 9/16/2024.

Name: James Beaver

Email: beaverj1972@gmail.com

Comments:

I believe there has to be a better location for In n Out to build the at the location on Bluelakes. Possibly the bank that has been emptied for several years next to Olive Garden

Kelli Ebersole

From: No Reply
Sent: Friday, September 6, 2024 12:44 AM
To: Kelli Ebersole; Will Klaver; Jody Green; Lisa Strickland; Jonathan Spendlove
Subject: Public Comment Notice for PZ24-0085

A public comment has been submitted for PZ24-0085 presented at the City Council Meeting on 9/16/2024.

Name: Kaylynn Sharpe
Email: kayljohn08@aol.com

Comments:

As a commuter from Jerome to Twin Falls, please do not allow this location to be approved for a drive thru. There is enough of a hassle getting across the bridge as it is. Not to mention the lack of a turn lights and limited parking in that shopping center. The round a bout is congested enough without an over crowded drive thru. We do not have the infrastructure to sustain this drive thru. Please find a new location that doesn't cause added congestion and stress to the bridge. Thank you

Inn & Out Burgers
4199 Campus Drive Suite 900
Irvine, CA 92612

September 02, 2024

To Whom It May Concern:

First off let me say that we, in Twin Falls Idaho would love to have you here! However, speaking for many of the residents of the Magic Valley, but especially for myself, there are several concerns that I have about your proposed location.

First of all, there is an existing business at your proposed location....Outback Steakhouse. Outback Steakhouse has an existing lease on the property until 2033. They intend to fulfill their lease and we, in the Magic Valley, love having Outback Steakhouse here and are privileged to have a choice in fine dining. Not "fast food" but "fine dining". What gives you the right to come into our town and force another existing business to close? There are many other options available in our town, which I will point out later in this letter.

Second, the spokesman you had here in June to represent your company did very little to convince the citizens in attendance at the city council meeting that this would benefit our community. You intend to bring in your own employees to start off this drive thru restaurant and any future hires from OUR community would start at the bottom of the "chain" to work their way up. Not only that, but he stated that you would be shipping in all of your own products which would increase the traffic over our bridge and not benefit any of our local meat processing plants, our cheese factory or any other local producers in our town.

Third, there was a gentleman at the city council meeting who told the statistics of how much traffic crosses our bridge daily: the number of cars-trucks-semis-oil tankers, etc. He made a very good point!! We already experience numerous accidents near that intersection as well as on the bridge. What happens when the Emergency Vehicles can't gain access to those accidents due to the increased traffic? At the conclusion of the meeting at City Hall I was told by one of the other people in attendance that the shirts for Idaho Inn & Out Burgers feature the Perrine Bridge on them and then I understood the motive! You want to be first off the MAIN entrance into our beautiful town.

Finally, your spokesman said that your company had compared the demographics of the "proposed location in Twin Falls" to similar locations you have opened in Utah & Arizona. However, those locations in Utah & Arizona do not have a BRIDGE and a ROUND-A-BOUT at their location as well as an historical site (SNAKE RIVER CANYON), the Visitor Center, a designated "electrical vehicle charging station", two other restaurants AND a strip mall all in the same location!!!! You can not compare apples to oranges!!! Twin Falls has a unique situation as we have only one bridge into our town (unless you travel approximately 10 miles down the freeway in either direction). The City of Twin Falls has proposed the idea of building another bridge into our town, however, no location has been determined yet, and in reality, it would take at least 5-10 years to build proposed new bridge. When your spokesman was asked if your company had considered other locations....his answer was "not to my knowledge".

Having said all this, you obviously want to be the first thing people see as they are crossing our bridge. LET ME ASSURE YOU.....IF YOU BUILD IT THEY WILL COME!! So, to be one of the FIRST fast food chains they see as they are crossing the bridge, could I please make a couple of suggestions? First: As you cross our bridge, the Magic Valley Mall is on your left and Taco Bell is at the main entrance into that mall. Behind Taco Bell (by Olive Garden & Texas Roadhouse/across from Home Depot & McCallisters) there is a two story bank that has been sitting vacant for at least 10 years. There is a huge grassy area and ample parking there as ShopKo was previously in that section

of the mall as well as a movie theatre that takes up less than half of the parking area. You could put a big sign with the Inn & Out Burger Arrow pointing in that direction. There are 5 entrances into this mall from Blue Lakes (unlike the round-a-bout which has only one entrance) as well as many back road entrances for us locals who know our way around town. All others would see your sign and go there. Again, I say, we would love to have you in Twin Falls just not in your proposed location and not at the expense of one of our existing businesses and its' employees.

A recent development...as of a few weeks ago, the Golden Corral (which is less than a block away from the Outback location) has closed. There is no round-a-bout there and there are 3 entrances into that parking lot. There is a lot of room there (not as much as at the bank location but ample) and I believe the city would approve your drive thru as well as extended business hours in either of these locations. We all would love to have you here but not at the expense of ANY OTHER EXISTING BUSINESS IN OUR TOWN and ESPECIALLY not where the "scenic attraction" for our tourists is located as well as the main entrance into our town.

AND.....at the exit off of I-84 (before the bridge) there is the Idaho Farm & Ranch Museum, a Flying J, a Comfort Inn and various other businesses including a medical center. There is a lot of vacant ground that may be available for purchase as Twin Falls & Jerome are growing closer together. It would also keep traffic congestion off of the bridge and bring tourists to the Historical Museum. That would enable Inn-n-Out Burger to be the first restaurant before crossing the bridge and the first restaurant they would see off the freeway after their long travels.

Please, please consider these options as well as MANY vacant lots that are available on Blue Lakes & Pole Line. If you chose a vacant lot you could save valuable time and resources tearing down an existing building before you could begin construction on your new building and see a return on your investment. Through our local TV stations post on FB there was a report that the only reason you were denied a permit was due to "drive -thru" and "extended hours". However, 5 out of 7 council members absolutely said NO and 2 out of 7 also said NO and gave their objections: one-drive thru and one-extended hours. That means the majority has already told you NO. Shortly after our city council meeting in June, there was a list of other proposed locations on FB and I do not recall if was our local paper or TV station that listed them, however, it pictured Johnny Cariono's (existing local business), Chilis (existing local business), Red Robin (existing local business), Ford Dealership (currently being remodeled by Lithia/Jeep) and I believe a couple of other locations that I do not recall. However, those are ALL existing businesses! Again, I ask, what gives you the right to force one of our existing businesses out and leave their employees without jobs?

I can assure you, if you build it they will come! From Hailey, Bellevue, Ketchum, SunValley, Shoshone, Dietrich, Richfield, Jerome, Gooding, Wendell, Bliss, Glens Ferry, Kimberly, Eden, Hazelton, Filer, Hollister and I think even from Jackpot, Nevada. No matter where you build, we would welcome you! I believe the Magic Valley would absolutely support Inn & Out Burger just not in the proposed location of Outback Steakhouse. It would cause increased problems at the bridge/round-a-bout/stoplight. We do not want to lose other existing businesses and see their employees lose their jobs.

PLEASE.....reconsider your petition for the location of Outback Steakhouse and look at other endless possibilities in our town. We want you here.

Thank You for taking the time to consider my opinion. If you would like to reach out to me please feel free to do so.

Thank You!!



Shari Mauldin
1123 Park Meadows Drive
Twin Falls, ID 83301
(208) 420-5963

First, let us start with the fact that The Outback Steakhouse is an existing business in Twin Falls and we love eating there!! The Outback Steakhouse currently has as lease on their building until 2033. There are employees currently working there to support their families. Having said this, what gives Inn & Out Burger the right to disrupt this business and its' employees and how could the City of Twin Falls even entertain this proposal? Suggesting to the public that the Outback Steakhouse is already "out of business" and damaging their reputation!!

Next, let's consider the fact that the City of Twin Falls built a round-a-bout which limits access into the Outback parking lot, the Visitors Center and the strip mall. This round-a-bout also has ONE stop light which has no designated turn signal prohibiting exit and entrance into the round-a-bout that is located exactly at the ONLY entrance into our town from the bridge. Then, the city installed EV charging stations at the Visitors Center. And to further exasperate the situation, the City approved the construction of Mo-Bettahs & Swig in the Outback parking lot. The congestion in this round-a-bout is already disastrous and dangerous but mostly discouraging to the tourists that come to see our magnificent "tourist attraction"...the Snake River Canyon and the Visitor Center.

Finally, consider the time it will take to tear down an existing building. There are many vacant lots on Blue Lakes, specifically by 5 points where the Episcopal church was. Another possibility could be the Magic Valley Mall by The Olive Garden & The Texas Roadhouse which has 5 entrances into its large parking lot from Blue Lakes where the round-a-bout only has ONE entrance that it is already backed up. Perhaps they would consider a vacant lot on Pole Line? Wherever Inn & Out Burger decides to build in Twin Falls, people from all over the valley will support them.

We would absolutely welcome Inn & Out Burger to our town but NOT AT THE EXPENSE of an existing business and its' employees and NOT BLOCKING THE ONLY ENTRANCE INTO OUR BEAUTIFUL CITY.

Thank You for your time and consideration.

*read at city council meeting
in June*

Jwin Falls City Council

RE: Ann & Det Burger

Kelli Ebersole

From: No Reply
Sent: Wednesday, September 11, 2024 12:09 PM
To: Kelli Ebersole; Will Klaver; Jody Green; Lisa Strickland; Jonathan Spendlove
Subject: Public Comment Notice for PZ24-0085

A public comment has been submitted for PZ24-0085 presented at the City Council Meeting on 9/16/2024.

Name: Anita E Crafton

Email: pocketcollie@gmail.com

Comments:

In-and-Out Burgers needs to find a different location. The design of that so-called traffic circle is far too small to handle any kind of congestion, much less what would be generated by a hugely popular restaurant. Unless P&Z and the city council can find a better solution to traffic management, this appeal MUST be denied!