

**GTC**

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# Eaglemont Traffic Impact Analysis

Jurisdiction: City of Monroe

October 2012



CITY OF MONROE  
RECEIVED

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COMMUNITY DEVELOPMENT

GTC #12-087

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## 1. DEVELOPMENT IDENTIFICATION

Gibson Traffic Consultants, Inc. (GTC) has been retained to provide a traffic impact analysis for the proposed Eaglemont development to address the City of Monroe, Snohomish County and Washington State Department of Transportation (WSDOT) traffic impacts. Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

The Eaglemont development is proposed to consist of a total of up to 149 single-family residential units that will be constructed in five phases. The development site is currently vacant, except for a vacant residential unit. The development site is located at the terminus of 199<sup>th</sup> Avenue SE, north of Rainier View Road SE. Access to the development will be via the primary access to 199<sup>th</sup> Avenue SE and a secondary access to the north to Chain Lake Road. A site vicinity map has been included in Figure 1.

## 2. METHODOLOGY

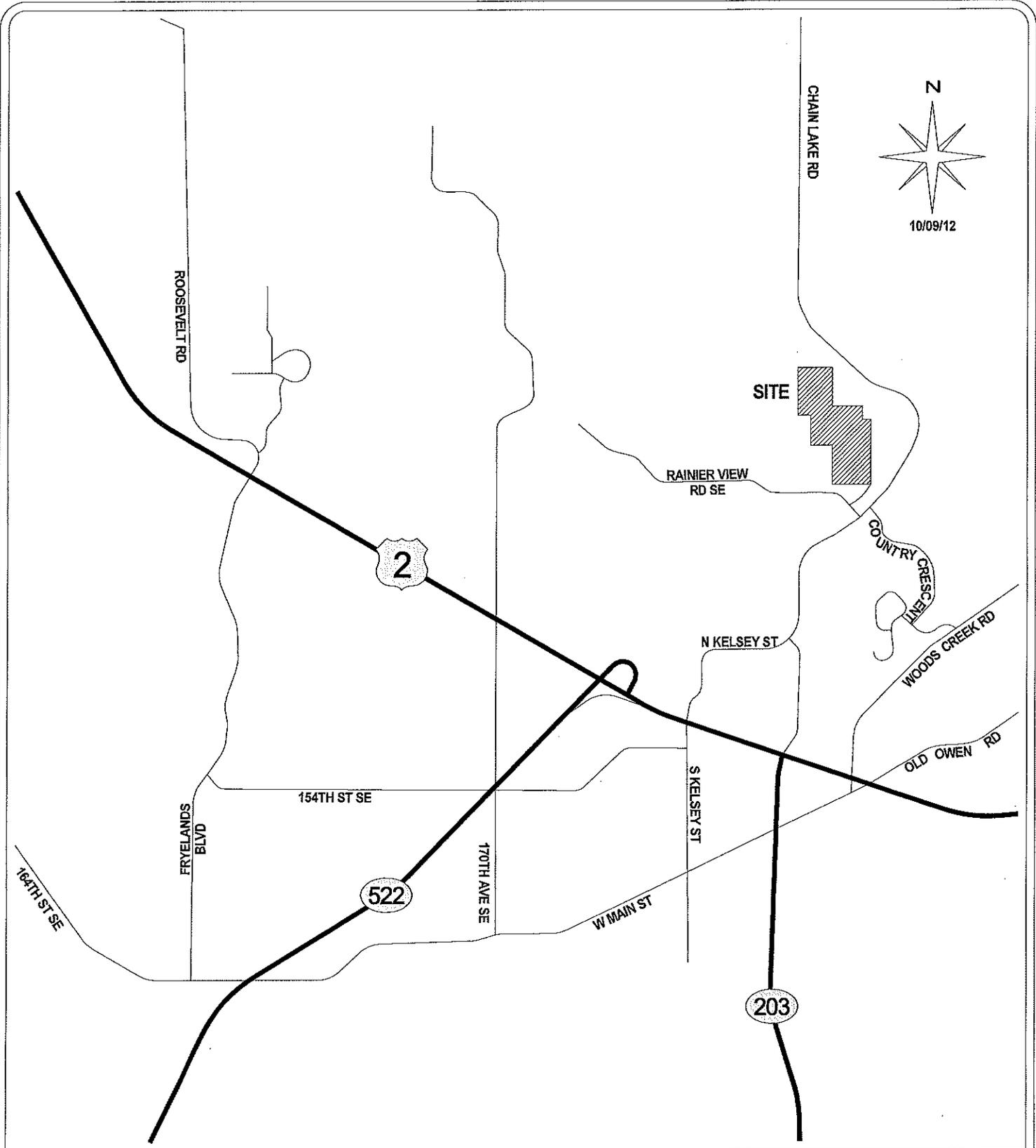
Trip generation calculations for the Eaglemont development have been performed utilizing average trip generation data contained in the Institute of Transportation Engineers' (ITE) *Trip Generation, 8<sup>th</sup> Edition (2008)*. The distribution of trips generated by the site is based on approved distributions for similar developments in the site vicinity.

Intersection level of service analysis has been performed based on scoping discussions with Brad Fieldberg, City of Monroe Public Works Director. Level of service analysis has been performed for the following intersections:

1. Chain Lake Road at Country Crescent Boulevard
2. Chain Lake Road at Rainier View Road SE
3. Chain Lake Road at N Kelsey Street
4. N Kelsey Street at US-2
5. Chain Lake Road/SR-203 at US-2

The access intersections have also been analyzed.

Congestion at intersections is generally measured in terms of level of service (LOS). In accordance with *Highway Capacity Manual: 2010 Edition (HCM)* by the Transportation Research Board, road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The level of service at signalized, roundabout and all-way stop-controlled intersections is based on the average delay of all approaches. The level of service for two-way stop-controlled intersections is based on average delays for the stopped approach with the highest delay. Geometric characteristics and conflicting traffic movements are taken into consideration when determining level of service values. A summary of the intersection level of service criteria is included in Table 1.



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EAGLEMONT  
149 SINGLE-FAMILY UNITS

LEGEND



DEVELOPMENT SITE

FIGURE 1  
SITE VICINITY  
MAP

CITY OF MONROE

**Table 1: Level of Service Criteria for Intersections**

Level of <sup>1</sup> Service	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
<b>A</b>	Little/No Delay	≤10	≤10
<b>B</b>	Short Delays	>10 and ≤15	>10 and ≤20
<b>C</b>	Average Delays	>15 and ≤25	>20 and ≤35
<b>D</b>	Long Delays	>25 and ≤35	>35 and ≤55
<b>E</b>	Very Long Delays	>35 and ≤50	>55 and ≤80
<b>F</b>	Extreme Delays <sup>2</sup>	>50	>80

The City of Monroe has a level of service threshold of LOS C for collector road intersections and LOS D for arterial road intersections. The City of Monroe also has an interlocal agreement with WSDOT for intersections along US-2, SR-203 and SR-522. The interlocal agreement states that the level of service needs to remain at LOS D for intersections operating at LOS D before development and LOS E for intersections that operate at LOS E before developments. Intersections operating at LOS F before development will require mitigation.

The City of Monroe also has an interlocal agreement with Snohomish County to provide turning movements at Snohomish County key intersections impacted with 3 or more directional peak-hour trips on an approach or departure and for traffic mitigation fees.

<sup>1</sup> **Source:** *Highway Capacity Manual* 2010.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.

LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

<sup>2</sup> When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

### 3. TRIP GENERATION

The trip generation calculations for the Eaglemont development are based on the average trip generation rates for ITE Land Use Code 210, single-family detached housing. The development is proposed to be constructed in five phases. The trip generation of each phase and the total trip generation of the Eaglemont development is summarized in Table 2.

**Table 2: Trip Generation Summary**

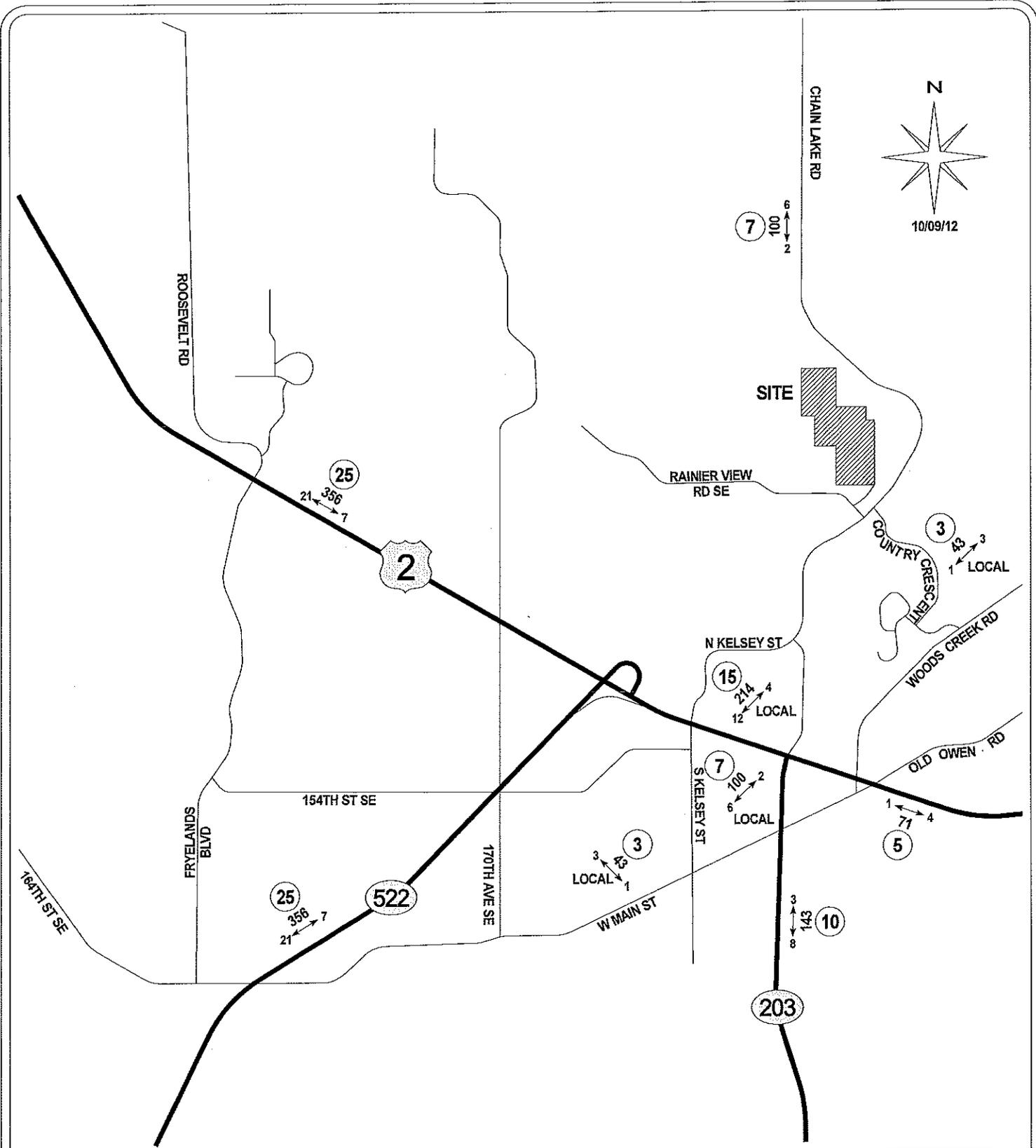
Phase	Units	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Phase I	26	248.82	4.88	14.62	19.50	16.54	9.72	26.26
Phase II	32	306.24	6.00	18.00	24.00	20.36	11.96	32.32
Phase III	20	191.40	3.75	11.25	15.00	12.73	7.47	20.20
Phase IV	41	392.37	7.69	23.06	30.75	26.09	15.32	41.41
Phase V	30	287.10	5.63	16.87	22.50	19.09	11.21	30.30
<b>Total</b>	<b>149</b>	<b>1,425.93</b>	<b>27.95</b>	<b>83.80</b>	<b>111.75</b>	<b>94.81</b>	<b>55.68</b>	<b>150.49</b>

The 149 total units are anticipated to generate 1,426 average daily trips with 112 AM peak-hour trips and 150 PM peak-hour trips. The trip generation calculations are included in the attachments.

### 4. TRIP DISTRIBUTION

The distribution of trips generated by the Eaglemont development is based on previously approved traffic studies conducted in the site vicinity for residential developments. It is anticipated that 25% of the development's trips will travel to and from the west along US-2. Approximately 35% of the development's trips will travel to and from the south, twenty-five percent along SR-522 and ten percent along SR-203. It is estimated that 28% of the development's trips will travel to and from local areas in the vicinity of the development, ten percent south of US-2, fifteen percent north of US-2 and three percent to the east. The remaining 12% of the development's trips are anticipated to travel to and from the north and east, seven percent to and from the north along Chain Lake Road and five percent to and from the east along US-2. Detailed distributions are included in Figure 2 for the AM peak-hour and Figure 3 for the PM peak-hour.

The interlocal agreement with Snohomish County requires key intersection impacted with 3 or more directional peak-hour trips on any approach or departure to be shown. The Eaglemont development will impact 14 key intersections during the AM and PM peak-hours. The key intersection impacts are shown in detail in the attachments of this report. Snohomish County's trip distribution policies state that trips along US-2 do not need to be distributed west of 88<sup>th</sup> Street SE. Trips traveling along SR-522 and SR-203 are anticipated to travel to and from King County.



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EAGLEMONT  
149 SINGLE-FAMILY UNITS

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**LEGEND**

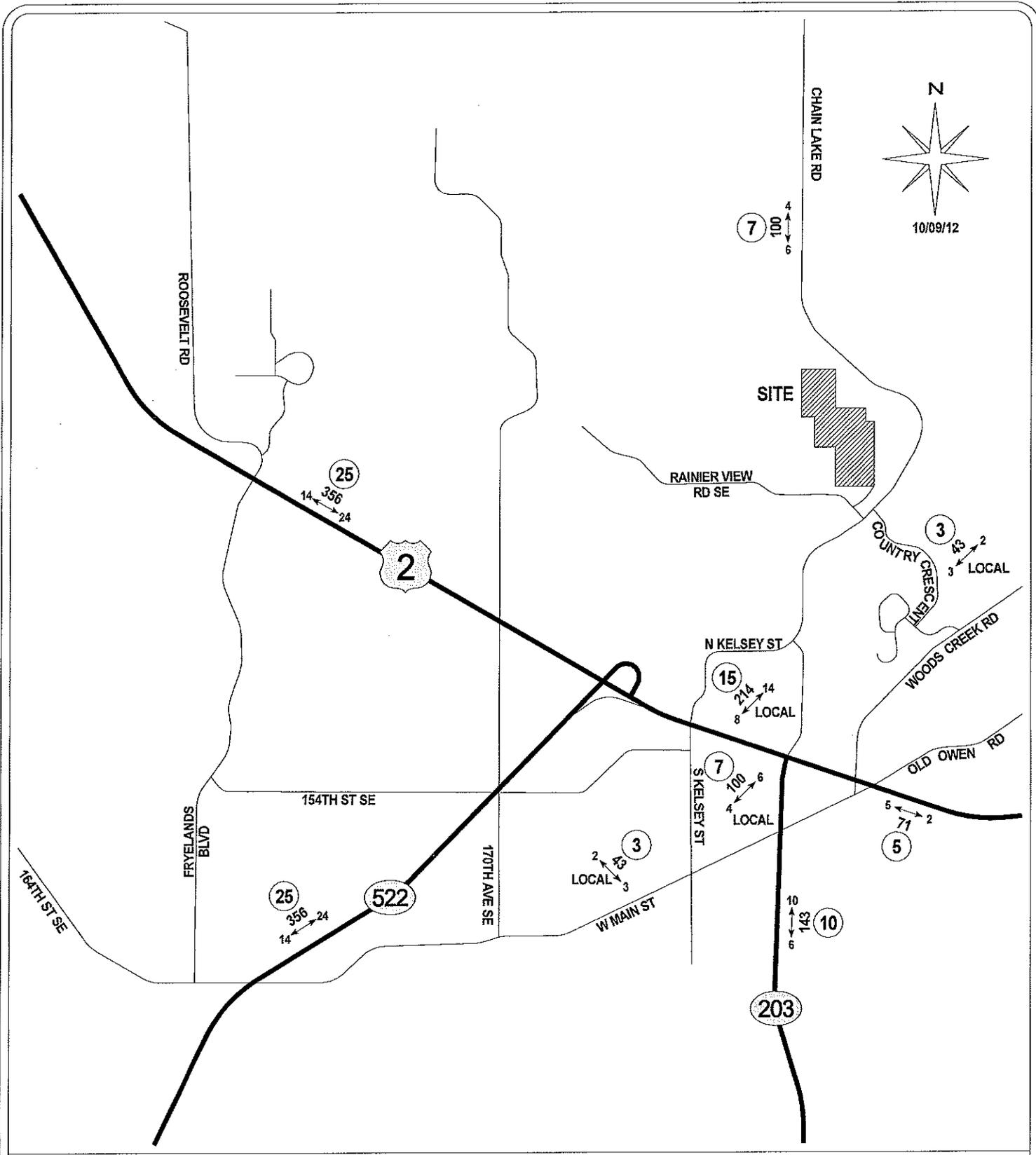
AWDT  
AM ↔ PEAK

NEW SITE TRAFFIC  
(DAILY/PEAK-HOUR)



TRIP DISTRIBUTION %

**FIGURE 2**  
**DEVELOPMENT**  
**TRIP DISTRIBUTION**  
**AM PEAK-HOUR**



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EAGLEMONT  
149 SINGLE-FAMILY UNITS

**LEGEND**

AWDT  
PM ↔ PEAK

NEW SITE TRAFFIC  
(DAILY/PEAK-HOUR)

25

TRIP DISTRIBUTION %

CITY OF MONROE

**FIGURE 3**  
**DEVELOPMENT**  
**TRIP DISTRIBUTION**  
**PM PEAK-HOUR**

## 5. INTERSECTION LEVEL OF SERVICE ANALYSIS

The intersections that have been analyzed as part of this report are based on scoping conversations with Brad Fielberg from the City of Monroe and the interlocal agreements with Snohomish County and WSDOT. Level of service analysis has been performed for the following intersections for the weekday PM peak-hour:

1. Chain Lake Road at Country Crescent Boulevard
2. Chain Lake Road at Rainier View Road SE
3. Chain Lake Road at N Kelsey Street
4. N Kelsey Street at US-2
5. Chain Lake Road/SR-203 at US-2

### 5.1 Turning Movement Volumes

The existing turning movements at the study intersections were counted by the independent count firm of Traffic Data Gathering (TDG). The counts were performed between 4:00 PM and 6:00 PM, the typical PM peak-period. The turning movement counts were collected in September and October of 2012. The existing turning movements at the study intersections are shown in Figure 4.

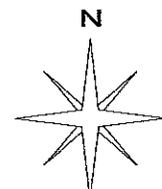
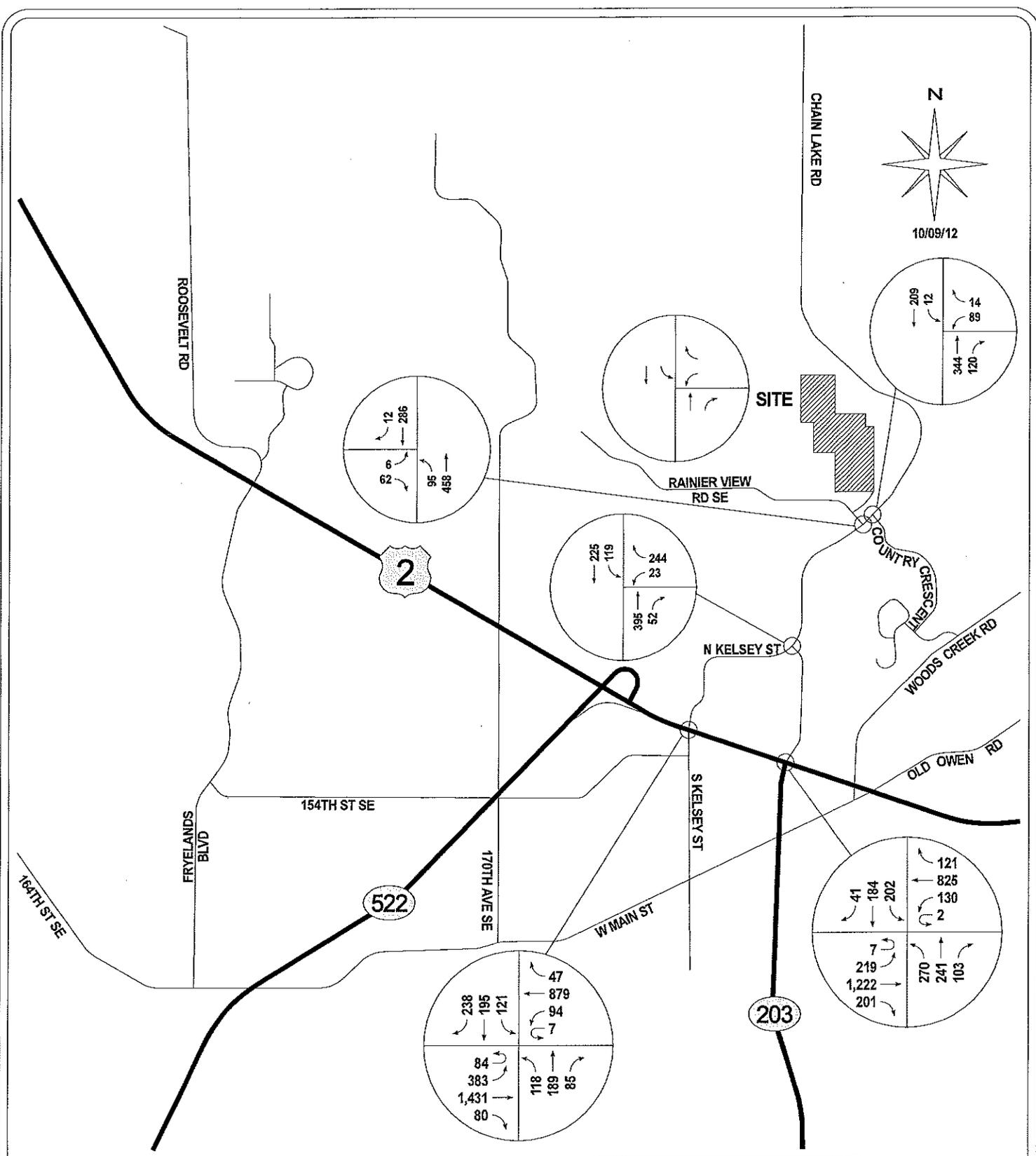
The future volumes have been calculated for the year 2018, which allows for a 6-year build-out of the development. The 2018 baseline turning movements have been calculated by applying a 2% annually compounding growth rate. The 2018 baseline turning movements at the study intersections are shown in Figure 5.

The 2018 future with development turning movements were calculated by adding the development's turning movements to the 2018 baseline turning movements. The 2018 future with development turning movements are shown in Figure 6. It should be noted that it has been assumed that all development trips will utilize the main access via 199<sup>th</sup> Avenue SE.

The existing turning movement counts and turning movement calculations are included in the attachments.

### 5.2 Intersection Level of Service Results

The level of service analysis has been performed utilizing the existing control, channelization, peak-hour factors and heavy-vehicle factors. The WSDOT signal timing data for the intersections of N Kelsey Street and Chain Lake Road/SR-203 at US-2 have been obtained and utilized in the analysis.



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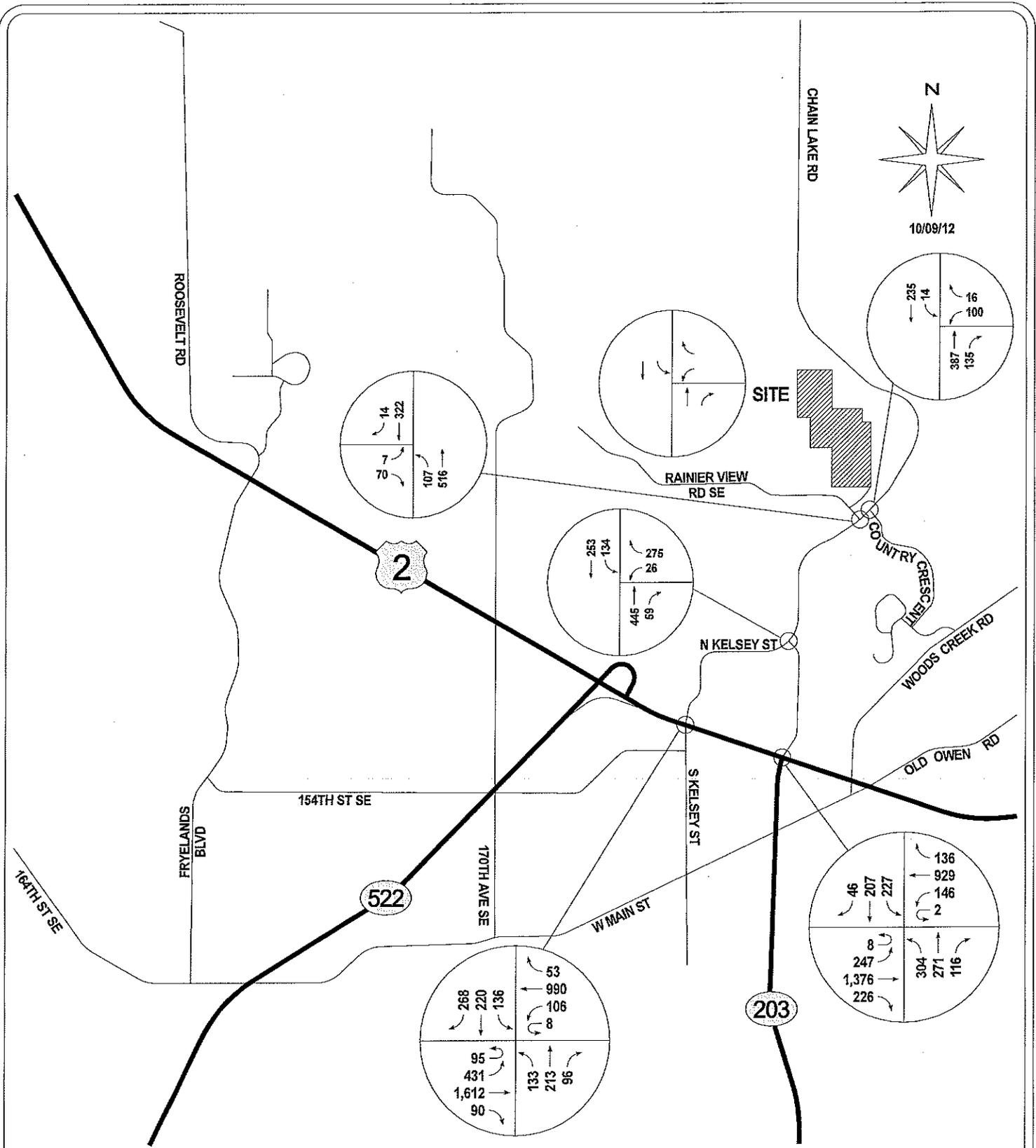
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XXX → TURNING MOVEMENT VOLUMES

**FIGURE 4**  
**2012 EXISTING**  
**TURNING MOVEMENTS**

CITY OF MONROE



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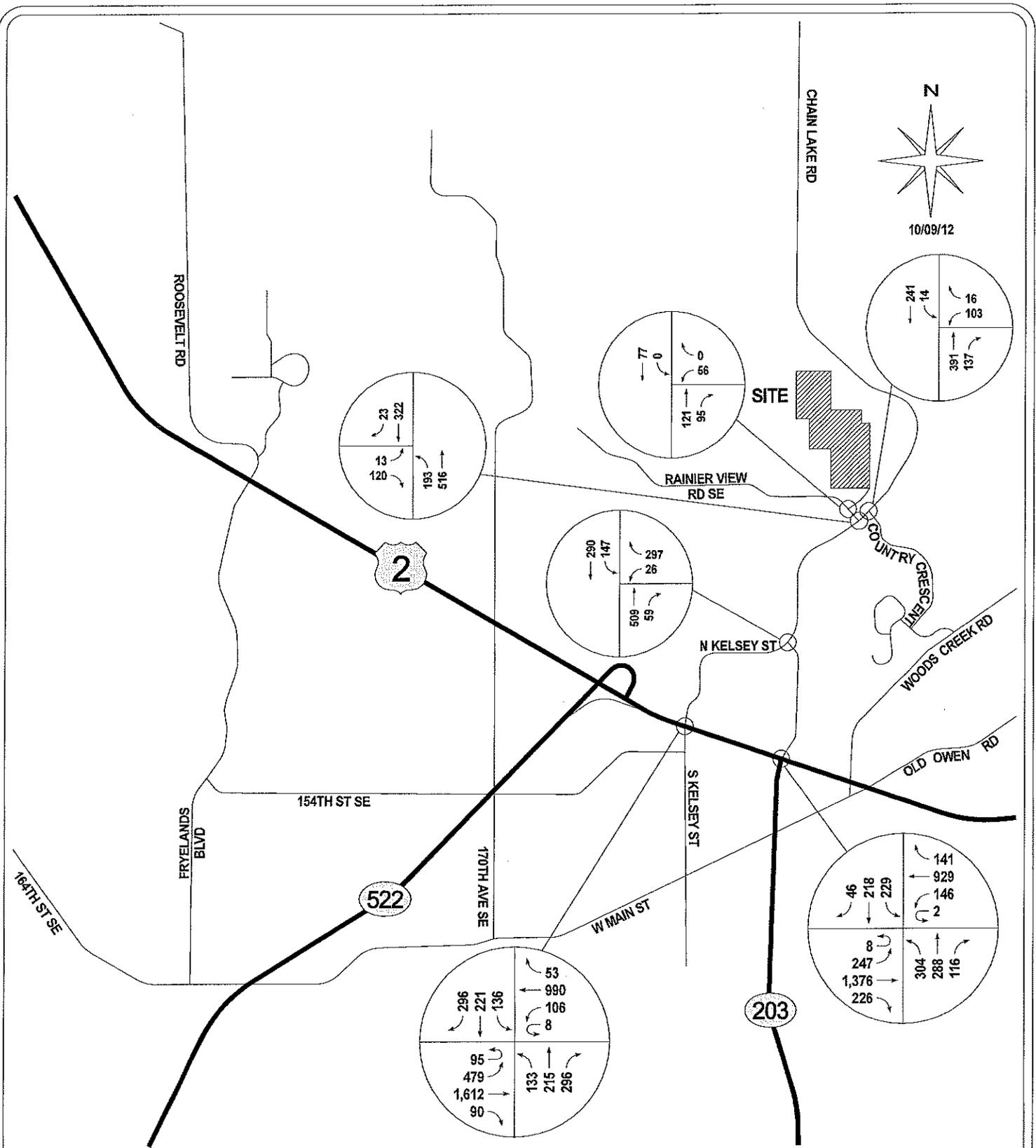
EAGLEMONT  
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LEGEND

XXX → TURNING MOVEMENT VOLUMES

FIGURE 5  
2022 BASELINE  
TURNING MOVEMENTS

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149 SINGLE-FAMILY UNITS

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LEGEND

XXX →

TURNING MOVEMENT VOLUMES

**FIGURE 6**  
**2022 FUTURE**  
**WITH DEVELOPMENT**  
**TURNING MOVEMENTS**

The following intersections are collector intersections and have a level of service threshold of LOS C:

1. Chain Lake Road at Country Crescent Boulevard
2. Chain Lake Road at Rainier View Road SE
3. Chain Lake Road at N Kelsey Street

The acceptable levels of service for the intersections of N Kelsey Street and Chain Lake Road at US-2 are based on the level of service before the development. If the level of service is LOS D before the development, LOS D must be maintained with the development. If the level of service is LOS E before the development, LOS E must be maintained with the development.

The level of service analysis shows that the collector intersections operate at LOS C or better under the 2012 existing conditions and the 2018 baseline conditions; and will remain at LOS C or better with the addition of the Eaglemont Development. The WSDOT intersections of N Kelsey Street and Chain Lake Road/SR-203 at US-2 are anticipated to operate at LOS E or better under the 2018 baseline conditions and remain at LOS E or better with the addition of the development.

The level of service analysis shows that all of the study intersections are anticipated to operate within acceptable thresholds. The level of service results for the study intersections are summarized in Table 3.

**Table 3: Intersection Level of Service Summary**

Intersection	2012 Existing Conditions		2018 Baseline Conditions		2018 Future Conditions with Development	
	LOS	Delay	LOS	Delay	LOS	Delay
1. Chain Lake Road at Country Crescent Boulevard	C	15.8 sec	C	18.2 sec	C	18.6 sec
2. Chain Lake Road at Rainier View Road SE	B	11.4 sec	B	12.2 sec	B	14.6 sec
3. Chain Lake Road at N Kelsey Street	B	14.8 sec	C	17.7 sec	C	21.5 sec
4. N Kelsey Street at US-2	D	41.8 sec	D	47.0 sec	D	48.1 sec
5. Chain Lake Road/SR-203 at US-2	D	50.7 sec	E	68.0 sec	E	68.0 sec
6. 199 <sup>th</sup> Avenue SE (access) at Rainier View Road SE	---	---	---	---	B	10.5 sec

The level of service calculations are included in the attachments.

## 6. ACCESS ANALYSIS

The Eaglemont development is proposed to have access to 199<sup>th</sup> Avenue SE and Chain Lake Road. The main access will be via 199<sup>th</sup> Avenue SE, which currently dead-ends at the development. The access to Chain Lake Road will provide full access as well, but it not anticipated to be significantly utilized by the development.

The main access to 199<sup>th</sup> Avenue SE will extend the roadway into the development and will not create an intersection. The access to Chain Lake Road will be a new access and therefore sight distance and channelization analysis has been performed for this access. The Chain Lake Road access will be within the jurisdiction of Snohomish County and therefore the sight distance and channelization analysis has been performed based on Snohomish County guidelines. The posted speed limit along Chain Lake Road in the vicinity of the access is 35 mph, which requires 338 feet of stopping sight distance and 390 feet of intersection sight distance with the 8 mph modifier to the posted speed limit. The access will have at least 338 feet of stopping sight distance and 390 feet of intersection sight distance in both directions.

The Chain Lake Road access is not anticipated to have a significant number of left-turns into the access. However, the Snohomish County *Guidelines for Left-Turn Lane at Unsignalized Intersection – Two-Lane Roadway* have been evaluated for the Chain Lake Road access. The analysis, which is based on the volumes from the adjacent intersection of Chain Lake Road at Country Crescent Boulevard, shows that there would have to be approximately 54 left-turns before the left-turn lane would be warranted. The development will only have 95 total inbound PM peak-hour trips. This would mean that over 55% of the development's inbound trips would have to use the north access before a left-turn lane would be warranted. Since nearly all of the development's trips are anticipated to use the access to 199<sup>th</sup> Avenue SE, a left-turn lane is not warranted for the Chain Lake Road access.

## 7. TRAFFIC MITIGATION FEES

The Washington Growth Management Act and Revised Code of Washington 82.02.050(2) authorize local jurisdictions to establish proportionate share traffic mitigation fees in order to fund capital facilities, such as roads and intersections. The Eaglemont development is located within the City of Monroe, which has established traffic mitigation fees. The City of Monroe also has interlocal agreements with Snohomish County and WSDOT for traffic mitigation fees.

### 7.1 City of Monroe

The City of Monroe has established a traffic mitigation fee schedule. The fee for single-family residential units is \$2,043 per unit. The 149 units of the Eaglemont development will have City of Monroe traffic mitigation fees of \$304,407. It should be noted that these fees may not vest and may be higher when the building applications are pulled.

## 7.2 Snohomish County

The City of Monroe and Snohomish County have an interlocal agreement that provides for the payment of traffic mitigation fees for impacts to Snohomish County roadways by City of Monroe developments. Traffic mitigation fees are based on predetermined area impacts or impacts to actual improvement projects. The trip distribution shows that the Eaglemont development will not impact any Snohomish County improvement projects in the Transportation Needs Report with three directional PM peak-hour trips. According to Section 3(a)2 of the *Snohomish County Traffic Worksheet and Traffic Study Requirements for Developments in the City of Monroe*, City of Monroe developments are only required to pay traffic mitigation fees for improvements in the Transportation Needs Report impacted with three directional peak-hour trips. The Eaglemont is therefore not required to pay traffic mitigation fees to Snohomish County.

## 7.3 WSDOT

The City of Monroe and WSDOT have an interlocal agreement that provides for the payment of traffic mitigation fees. The interlocal agreement states that a development only has a “significant adverse impact” if the development contributes 25 or more trips to a WSDOT intersection. The only WSDOT roadway that the Eaglemont development impacts with 25 peak-hour trips (AM or PM peak-hour trips) for which WSDOT has an ongoing improvement project is along SR-522 from the Snohomish River to US-2, which is currently under construction.

The interlocal agreement between the City of Monroe and WSDOT is unclear as to when fees will no longer be collected for an improvement project. However, section 5.2 d) of the interlocal agreement between Snohomish County and WSDOT states that “[t]he STATE will not request proportionate-share mitigation for development’s impacts to any STATE project whose Ad date comes before the development’s regulatory completeness date.” The “Ad date” is defined as when a project is “advertised for bids for construction.” Based on information from WSDOT’s website for the SR-522 improvement project, the project was advertised on April 4, 2011 and awarded on May 26, 2011. Therefore, mitigation fees for impacts to the SR-522 improvement project from the Snohomish River to US-2 should not be required.

## 7.4 Traffic Mitigation Fee Summary

The Eaglemont development is located in the City of Monroe and is therefore required to pay traffic mitigation fees to the City of Monroe. The City of Monroe traffic mitigation fees are \$304,407 for the development. The City of Monroe has interlocal agreements with Snohomish County and WSDOT. However, the Eaglemont development will not meet the thresholds for paying traffic mitigation fees to Snohomish County and WSDOT and therefore traffic mitigation fees for these jurisdictions are not required.

The total traffic mitigation fees for the Eaglemont development are \$304,407. This is equivalent to \$2,043 per unit.

## 8. CONCLUSIONS

The Eaglemont development is proposed to consist of 149 total single-family residential units. The development is anticipated to generate 1,426 average daily trips with 112 AM peak-hour trips and 150 PM peak-hour trips. The level of service analysis shows that all of the study intersections are anticipated to operate within acceptable thresholds. The Eaglemont development will have City of Monroe traffic mitigation fees of \$304,407. The development will not meet the thresholds for paying traffic mitigation fees to Snohomish County or WSDOT.

# **Trip Generation Calculations**

Eaglemont  
GTC #12-087

Trip Generation for: Weekday  
(a.k.a.): Average Weekday Daily Trips (AWDT)

LAND USES	VARIABLE	ITE LU code	Gross Trips						Internal Crossover			NET EXTERNAL TRIPS BY TYPE							
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	IN BOTH DIRECTIONS		DIVERGED LINK		PASS-BY		DIVERGED LINK		NEW		
									% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In	Out	In	Out	
Single-Family (Phase I)	26 units	210	9.57	50%	50%	248.82	0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	124.41	124.41
Single-Family (Phase II)	32 units	210	9.57	50%	50%	306.24	0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	153.12	153.12
Single-Family (Phase III)	20 units	210	9.57	50%	50%	191.40	0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	95.70	95.70
Single-Family (Phase IV)	41 units	210	9.57	50%	50%	392.37	0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	196.19	196.18
Single-Family (Phase V)	30 units	210	9.57	50%	50%	287.10	0%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	143.55	143.55
<b>Totals</b>						<b>1425.93</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1425.93</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>712.97</b>	<b>712.96</b>

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Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM  
(a.k.a.): Weekday AM Peak Hour

LAND USES	VARIABLE	ITE LU code	Gross Trips						Internal Crossover		IN BOTH DIRECTIONS				DIRECTIONAL ASSIGNMENTS				
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	TOTAL In+Out (Total)	% of Ext. Trips	In+Out (Total)	NEW In+Out (Total)	PASS-BY		DIVERTED LINK		NEW		
													In	Out	In	Out	In	Out	In
Single-Family (Phase I)	26 units	210	0.75	25%	75%	19.50	0%	0.00	0%	0.00	19.50	0%	0.00	0.00	0.00	0.00	0.00	4.88	14.62
Single-Family (Phase II)	32 units	210	0.75	25%	75%	24.00	0%	0.00	0%	0.00	24.00	0%	0.00	0.00	0.00	0.00	0.00	6.00	18.00
Single-Family (Phase III)	20 units	210	0.75	25%	75%	15.00	0%	0.00	0%	0.00	15.00	0%	0.00	0.00	0.00	0.00	0.00	3.75	11.25
Single-Family (Phase IV)	41 units	210	0.75	25%	75%	30.75	0%	0.00	0%	0.00	30.75	0%	0.00	0.00	0.00	0.00	0.00	7.69	23.06
Single-Family (Phase V)	30 units	210	0.75	25%	75%	22.50	0%	0.00	0%	0.00	22.50	0%	0.00	0.00	0.00	0.00	0.00	5.63	16.87
<b>Totals</b>						<b>111.75</b>		<b>0.00</b>		<b>0.00</b>	<b>111.75</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>27.95</b>	<b>83.80</b>

Eaglemont  
 GTC #12-087

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM  
 (a.k.a.): Weekday PM Peak Hour

LAND USES	VARIABLE	ITE LU code	Gross Trips						Internal Crossover			IN BOTH DIRECTIONS				NET EXTERNAL TRIPS BY TYPE					
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	DIVERGED LINK	PASS-BY		DIVERGED LINK		NEW			
														In	Out	In	Out	In	Out		
Single-Family (Phase I)	26 units	210	1.01	63%	37%	26.26	0%	0.00	0%	0.00	0%	0.00	0%	0.00	0.00	0.00	0.00	0.00	16.54	9.72	
Single-Family (Phase II)	32 units	210	1.01	63%	37%	32.32	0%	0.00	0%	0.00	0%	0.00	0%	0.00	0.00	0.00	0.00	0.00	20.36	11.96	
Single-Family (Phase III)	20 units	210	1.01	63%	37%	20.20	0%	0.00	0%	0.00	0%	0.00	0%	0.00	0.00	0.00	0.00	0.00	12.73	7.47	
Single-Family (Phase IV)	41 units	210	1.01	63%	37%	41.41	0%	0.00	0%	0.00	0%	0.00	0%	0.00	0.00	0.00	0.00	0.00	26.09	15.32	
Single-Family (Phase V)	30 units	210	1.01	63%	37%	30.30	0%	0.00	0%	0.00	0%	0.00	0%	0.00	0.00	0.00	0.00	0.00	19.09	11.21	
<b>Totals</b>						<b>150.49</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>150.49</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>94.81</b>	<b>55.68</b>	

Eaglemont  
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AM Peak-Hour

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	1426	28	84	111.75
1%	14.26	0.28	0.84	1.12
2%	28.52	0.56	1.68	2.24
3%	42.78	0.84	2.51	3.35
4%	57.04	1.12	3.35	4.47
5%	71.30	1.40	4.19	5.59
6%	85.56	1.68	5.03	6.71
7%	99.82	1.96	5.87	7.82
8%	114.07	2.24	6.70	8.94
9%	128.33	2.52	7.54	10.06
10%	142.59	2.80	8.38	11.18
11%	156.85	3.07	9.22	12.29
12%	171.11	3.35	10.06	13.41
13%	185.37	3.63	10.89	14.53
14%	199.63	3.91	11.73	15.65
15%	213.89	4.19	12.57	16.76
16%	228.15	4.47	13.41	17.88
17%	242.41	4.75	14.25	19.00
18%	256.67	5.03	15.08	20.12
19%	270.93	5.31	15.92	21.23
20%	285.19	5.59	16.76	22.35
21%	299.45	5.87	17.60	23.47
22%	313.70	6.15	18.44	24.59
23%	327.96	6.43	19.27	25.70
24%	342.22	6.71	20.11	26.82
25%	356.48	6.99	20.95	27.94
26%	370.74	7.27	21.79	29.06
27%	385.00	7.55	22.63	30.17
28%	399.26	7.83	23.46	31.29
29%	413.52	8.11	24.30	32.41
30%	427.78	8.39	25.14	33.53
31%	442.04	8.66	25.98	34.64
32%	456.30	8.94	26.82	35.76
33%	470.56	9.22	27.65	36.88
34%	484.82	9.50	28.49	38.00
35%	499.08	9.78	29.33	39.11
36%	513.33	10.06	30.17	40.23
37%	527.59	10.34	31.01	41.35
38%	541.85	10.62	31.84	42.47
39%	556.11	10.90	32.68	43.58
40%	570.37	11.18	33.52	44.70
41%	584.63	11.46	34.36	45.82
42%	598.89	11.74	35.20	46.94
43%	613.15	12.02	36.03	48.05
44%	627.41	12.30	36.87	49.17
45%	641.67	12.58	37.71	50.29
46%	655.93	12.86	38.55	51.41
47%	670.19	13.14	39.39	52.52
48%	684.45	13.42	40.22	53.64
49%	698.71	13.70	41.06	54.76
50%	712.97	13.98	41.90	55.88

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	1426	28	84	112
51%	727.22	14.25	42.74	56.99
52%	741.48	14.53	43.58	58.11
53%	755.74	14.81	44.41	59.23
54%	770.00	15.09	45.25	60.35
55%	784.26	15.37	46.09	61.46
56%	798.52	15.65	46.93	62.58
57%	812.78	15.93	47.77	63.70
58%	827.04	16.21	48.60	64.82
59%	841.30	16.49	49.44	65.93
60%	855.56	16.77	50.28	67.05
61%	869.82	17.05	51.12	68.17
62%	884.08	17.33	51.96	69.29
63%	898.34	17.61	52.79	70.40
64%	912.60	17.89	53.63	71.52
65%	926.85	18.17	54.47	72.64
66%	941.11	18.45	55.31	73.76
67%	955.37	18.73	56.15	74.87
68%	969.63	19.01	56.98	75.99
69%	983.89	19.29	57.82	77.11
70%	998.15	19.57	58.66	78.23
71%	1012.41	19.84	59.50	79.34
72%	1026.67	20.12	60.34	80.46
73%	1040.93	20.40	61.17	81.58
74%	1055.19	20.68	62.01	82.70
75%	1069.45	20.96	62.85	83.81
76%	1083.71	21.24	63.69	84.93
77%	1097.97	21.52	64.53	86.05
78%	1112.23	21.80	65.36	87.17
79%	1126.48	22.08	66.20	88.28
80%	1140.74	22.36	67.04	89.40
81%	1155.00	22.64	67.88	90.52
82%	1169.26	22.92	68.72	91.64
83%	1183.52	23.20	69.55	92.75
84%	1197.78	23.48	70.39	93.87
85%	1212.04	23.76	71.23	94.99
86%	1226.30	24.04	72.07	96.11
87%	1240.56	24.32	72.91	97.22
88%	1254.82	24.60	73.74	98.34
89%	1269.08	24.88	74.58	99.46
90%	1283.34	25.16	75.42	100.58
91%	1297.60	25.43	76.26	101.69
92%	1311.86	25.71	77.10	102.81
93%	1326.11	25.99	77.93	103.93
94%	1340.37	26.27	78.77	105.05
95%	1354.63	26.55	79.61	106.16
96%	1368.89	26.83	80.45	107.28
97%	1383.15	27.11	81.29	108.40
98%	1397.41	27.39	82.12	109.52
99%	1411.67	27.67	82.96	110.63
100%	1425.93	27.95	83.80	111.75

Eaglemont  
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PM Peak-Hour

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	1426	95	56	150.49
1%	14.26	0.95	0.56	1.50
2%	28.52	1.90	1.11	3.01
3%	42.78	2.84	1.67	4.51
4%	57.04	3.79	2.23	6.02
5%	71.30	4.74	2.78	7.52
6%	85.56	5.69	3.34	9.03
7%	99.82	6.64	3.90	10.53
8%	114.07	7.58	4.45	12.04
9%	128.33	8.53	5.01	13.54
10%	142.59	9.48	5.57	15.05
11%	156.85	10.43	6.12	16.55
12%	171.11	11.38	6.68	18.06
13%	185.37	12.33	7.24	19.56
14%	199.63	13.27	7.80	21.07
15%	213.89	14.22	8.35	22.57
16%	228.15	15.17	8.91	24.08
17%	242.41	16.12	9.47	25.58
18%	256.67	17.07	10.02	27.09
19%	270.93	18.01	10.58	28.59
20%	285.19	18.96	11.14	30.10
21%	299.45	19.91	11.69	31.60
22%	313.70	20.86	12.25	33.11
23%	327.96	21.81	12.81	34.61
24%	342.22	22.75	13.36	36.12
25%	356.48	23.70	13.92	37.62
26%	370.74	24.65	14.48	39.13
27%	385.00	25.60	15.03	40.63
28%	399.26	26.55	15.59	42.14
29%	413.52	27.49	16.15	43.64
30%	427.78	28.44	16.70	45.15
31%	442.04	29.39	17.26	46.65
32%	456.30	30.34	17.82	48.16
33%	470.56	31.29	18.37	49.66
34%	484.82	32.24	18.93	51.17
35%	499.08	33.18	19.49	52.67
36%	513.33	34.13	20.04	54.18
37%	527.59	35.08	20.60	55.68
38%	541.85	36.03	21.16	57.19
39%	556.11	36.98	21.72	58.69
40%	570.37	37.92	22.27	60.20
41%	584.63	38.87	22.83	61.70
42%	598.89	39.82	23.39	63.21
43%	613.15	40.77	23.94	64.71
44%	627.41	41.72	24.50	66.22
45%	641.67	42.66	25.06	67.72
46%	655.93	43.61	25.61	69.23
47%	670.19	44.56	26.17	70.73
48%	684.45	45.51	26.73	72.24
49%	698.71	46.46	27.28	73.74
50%	712.97	47.41	27.84	75.25

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	1426	95	56	150
51%	727.22	48.35	28.40	76.75
52%	741.48	49.30	28.95	78.25
53%	755.74	50.25	29.51	79.76
54%	770.00	51.20	30.07	81.26
55%	784.26	52.15	30.62	82.77
56%	798.52	53.09	31.18	84.27
57%	812.78	54.04	31.74	85.78
58%	827.04	54.99	32.29	87.28
59%	841.30	55.94	32.85	88.79
60%	855.56	56.89	33.41	90.29
61%	869.82	57.83	33.96	91.80
62%	884.08	58.78	34.52	93.30
63%	898.34	59.73	35.08	94.81
64%	912.60	60.68	35.64	96.31
65%	926.85	61.63	36.19	97.82
66%	941.11	62.57	36.75	99.32
67%	955.37	63.52	37.31	100.83
68%	969.63	64.47	37.86	102.33
69%	983.89	65.42	38.42	103.84
70%	998.15	66.37	38.98	105.34
71%	1012.41	67.32	39.53	106.85
72%	1026.67	68.26	40.09	108.35
73%	1040.93	69.21	40.65	109.86
74%	1055.19	70.16	41.20	111.36
75%	1069.45	71.11	41.76	112.87
76%	1083.71	72.06	42.32	114.37
77%	1097.97	73.00	42.87	115.88
78%	1112.23	73.95	43.43	117.38
79%	1126.48	74.90	43.99	118.89
80%	1140.74	75.85	44.54	120.39
81%	1155.00	76.80	45.10	121.90
82%	1169.26	77.74	45.66	123.40
83%	1183.52	78.69	46.21	124.91
84%	1197.78	79.64	46.77	126.41
85%	1212.04	80.59	47.33	127.92
86%	1226.30	81.54	47.88	129.42
87%	1240.56	82.48	48.44	130.93
88%	1254.82	83.43	49.00	132.43
89%	1269.08	84.38	49.56	133.94
90%	1283.34	85.33	50.11	135.44
91%	1297.60	86.28	50.67	136.95
92%	1311.86	87.23	51.23	138.45
93%	1326.11	88.17	51.78	139.96
94%	1340.37	89.12	52.34	141.46
95%	1354.63	90.07	52.90	142.97
96%	1368.89	91.02	53.45	144.47
97%	1383.15	91.97	54.01	145.98
98%	1397.41	92.91	54.57	147.48
99%	1411.67	93.86	55.12	148.99
100%	1425.93	94.81	55.68	150.49