

TRAFFIC IMPACT ANALYSIS PROPOSED SCOPE

GENERAL

Project name: **Oak Springs**
Location: Marvin Rd SE Parcel # 11825240000
Land use: 89 Units of Single Family Housing
Project Access: Internal connections to 29th Way SE to route onto Woodgrove Dr SE

Horizon Year: 2018

ANALYSIS PERIOD

Peak period between 4:00 PM & 6:00 PM

THURSTON COUNTY
RECEIVED

OCT 18 2013

INTERSECTIONS TO EXAMINE (Based on TAZ 76 distribution)

DEVELOPMENT SERVICES

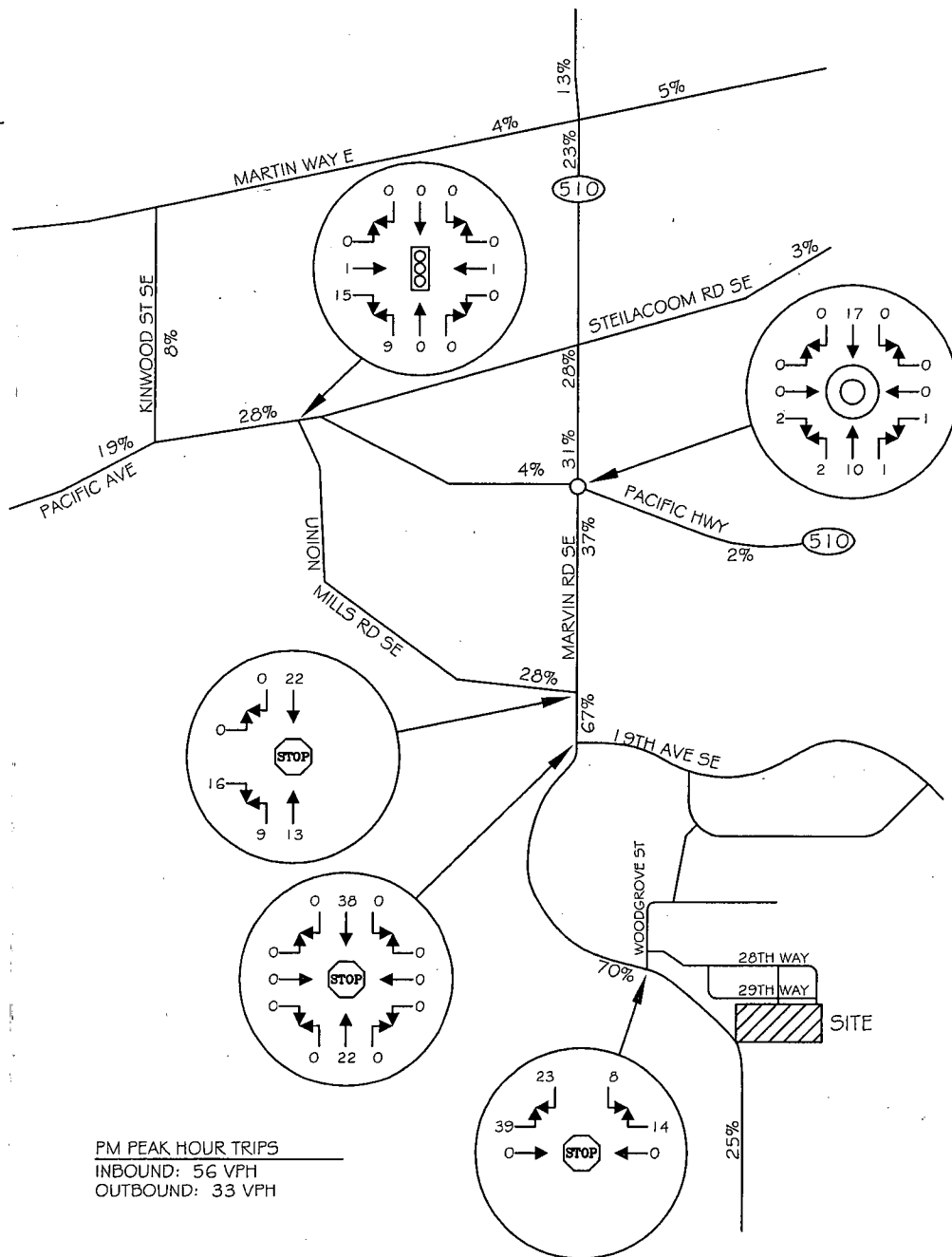
Marvin Rd SE & Woodgrove St SE
Marvin Rd SE & 19th Ave SE
Marvin Rd SE & Union Mills Rd SE
Marvin Rd SE & Pacific Ave SE
Union Mills Rd SE & Pacific Ave SE

PIPELINE PROJECTS

As determined by jurisdiction

ADDITIONAL COMMENTS

Vicinity map and trip distribution
Site Plan
Trip Generation
TAZ 76 output
Annual Growth Rate at 2.7% from WSDOT Annual Traffic Report for SR 510 @ Pacific



OAK SPRINGS



HEATH & ASSOCIATES, INC
Transportation and Civil Engineering

TRIP DISTRIBUTION & ASSIGNMENT

PARCEL "A"
THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE
NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 10 NORTH,
RANGE 1 WEST, N.M.
EXCEPTED THEREFROM THAT PORTION, IF ANY, LYING IN
FRONT OF MAY OF COUNTY ROAD KNOWN AS MARVIN
ROAD IN TARRANT COUNTY, TEXAS.

PARCEL "B"

AN EASEMENT FOR ingress, egress and utilities over, under upon and through a 40 foot wide portion of land as described in instrument recorded December 3, 2007 under recording no. 380796 in Johnston County, North Carolina.

ORIGINAL PARCEL NO. 22896A	11022340000
TOTAL AREA	1.69 ± 0.14 Acre Density
TOTAL AREA TOTAL LOT# DENSITY	Residential 20.02 ACRES 84
OPEN SPACE USE OF TRACTS TRACT "A"	4.45 DUL per acre (0.40 DUL) 5.61 acres (lot#)
TRACT "B"	STORM DRAINAGE/ CARE HABITAT
TRACT "C"	TREE TRACT/ ACTIVE
TRACT "D"	REGISTRATION OPEN SPACE/ DUFFER
SMALLEST LOT SIZE	50.00 S.F.
AVERAGE LOT SIZE	6,000 S.F.
LENGTH OF PUBLIC ROAD	742.93 L.F.
AREA OF PUBLIC ROAD	5.01 ACRES
WATER	CITY OF LAGUNITA
SEWER	CITY OF LAGUNITA

1. ALL BUILDINGS SHOWN HEREON ARE TO BE REMOVED.
2. ALL SEWAGE WATER SUPPLIES ON OR WITHIN 300 FEET ARE SHOWN HEREON.
3. OPEN SPACE TRACTS "A", "I" AND "C" WILL BE OWNED AND MAINTAINED BY THE HOPEFULNESS ASSOCIATION.
4. DETACHMENTS
FRONT = 30'
REAR = 31' EXCEPT PLANNING STREET = 30'
REAR = 13'
5. TOPOGRAPHIC INFORMATION DEPICTED HEREON IS BASED ON TRANSFORM COUNTY PHOTOGRAPHOMETRY.
6. ACCORDING TO PLAT PANEL NO. 3020000008, THE LAND WHICH IS INCLUDED IN THIS SUBDIVISION LIES WITHIN THAT 10' STRIP DEEMED AS AN AREA OF PERMANENT FLOODING.

 WELL
 POLE ANCHOR
 FENCE POLE
 FENCE LINE
 FENCE LINE
 OVERHEAD UTILITIES
 PLANNED PLANNED UTILITY EASEMENT
 ADDRESS AND UTILITY EASEMENT
 COUNTY B.L. AND A.L. EASEMENT
 RECORDED METER
 ADDRESS FILE NO. 000000
 EASEMENT FOR POWER, GAS, AND UTILITIES
 AUTOGAY FILE NO. 000000
 EXISTING BUILDING TO BE DEMOLISHED,

[illegible][illegible]

6. COMMITMENT FOR TITLE INSURANCE DATED MAY 12, 2011 PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY UNDER FILE NO. HCS-69080-00
7. PLAT OF EVERGREEN HEIGHTS DIVISION TWO RECORDED UNDER AUDITOR'S FILE NO. 4099866.
8. PLAT OF EVERGREEN HEIGHTS DIVISION TWO RECORDED UNDER AUDITOR'S FILE NO. 4099866.
9. SURVEY RECORDED UNDER AUDITOR'S FILE NO. 4099866.
10. BOUNDARY LINE ADJUSTMENT NO. 04-08-0817 IS RECORDED UNDER AUDITOR'S FILE NO. 30-4-6030
11. SURVEY RECORDED UNDER AUDITOR'S FILE NO. 4114643.

SCALE: 1"=50 FEET



HATTON GODAT PANTIER
ENGINEERS AND SURVEYORS
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OLYMPIA, WA 98506
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hattonpantier.com 13-046B

Detailed Average Rate Trip Calculations
For 89 Dwelling Units of Single Family Detached Housing(210) - [R]

Project:
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	9.52	3.70	1.00	847
7-9 AM Peak Hour Enter	0.19	0.00	1.00	17
7-9 AM Peak Hour Exit	0.56	0.00	1.00	50
7-9 AM Peak Hour Total	0.75	0.90	1.00	67
4-6 PM Peak Hour Enter	0.63	0.00	1.00	56
4-6 PM Peak Hour Exit	0.37	0.00	1.00	33
4-6 PM Peak Hour Total	1.00	1.05	1.00	89
AM Pk Hr, Generator, Enter	0.20	0.00	1.00	18
AM Pk Hr, Generator, Exit	0.57	0.00	1.00	51
AM Pk Hr, Generator, Total	0.77	0.91	1.00	69
PM Pk Hr, Generator, Enter	0.65	0.00	1.00	58
PM Pk Hr, Generator, Exit	0.37	0.00	1.00	33
PM Pk Hr, Generator, Total	1.02	1.05	1.00	91
Saturday 2-Way Volume	9.91	3.72	1.00	882
Saturday Peak Hour Enter	0.50	0.00	1.00	45
Saturday Peak Hour Exit	0.43	0.00	1.00	38
Saturday Peak Hour Total	0.93	0.99	1.00	83
Sunday 2-Way Volume	8.62	3.36	1.00	767
Sunday Peak Hour Enter	0.46	0.00	1.00	41
Sunday Peak Hour Exit	0.40	0.00	1.00	36
Sunday Peak Hour Total	0.86	0.95	1.00	77

Note: A zero indicates no data available.

Source: Institute of Transportation Engineers

Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
ANNUAL TRAFFIC REPORT

STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUPLET	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME			
						2009 UNITS	2010 UNITS	2011 UNITS	2012 UNITS
509	022.35	AFTER JCT S 192ND ST		1				11000*	11000
509	023.07	AFTER JCT NORMANDY RD		1		14000	14000	14000*	14000
509	023.47	BEFORE JCT 1ST AVE S		1		14000	14000	14000*	13000
509	023.47	AFTER JCT 1ST AVE S		1		2900	2900	3000*	3000
509	023.88B	AFTER JCT S NORMANDY RD WYE CONN		1		10000	9900	10000*	10000
509	024.24B	AFTER JCT 8TH AVE S WYE CONN		1		16000	16000	16000*	16000
509	024.35B	AT SR 509 BRIDGE		1		15000	14000	14000*	14000
509	023.67	AFTER RAMP DES MOINES WAY S		1		29000	28000	28000*	28000
509	024.83	AT S 160TH ST		1		23000	22000	21000*	21000
509	025.27	BEFORE RAMP SR 518		1		34000	33000	33000*	33000
509	025.60	AT SR 518		1				22000*	22000
509	025.90	AFTER RAMP SR 518		1		26000	26000	25000*	25000
509	026.37	AT PTR LOCATION D14		1	02 03	57000+	56000*	54000*	54000*
509	026.90	AT S 128TH ST BRIDGE		1		42000	41000	39000*	39000
509	027.27	AFTER RAMP S 128TH ST		1		48000	47000	45000*	45000
509	028.31	AFTER RAMP S 112TH ST		1		54000	53000	52000*	52000
509	029.59B	AT CLOVERDALE ST		1		44000	43000	42000*	42000
509	029.81B	AFTER RAMP MYERS WAY		1		61000	60000	61000*	61000
509	029.87	BEFORE RAMP SR 99 SB-2ND AVE SW		1				54000*	54000
509	029.90	AFTER RAMP NBCD LANE		1				45000*	45000
STATE ROUTE NO 510 MAINLINE SR 5 TO SR 507/YELM									
510	000.01	AT SR 5 BRIDGE*BEGIN ROUTE		1		25000	25000	32000*	32000
510	000.48	BEFORE JCT MARTIN WAY SE WYE CONN		1		24000	24000	24000*	24000
510	002.64	AFTER JCT MARTIN WAY SE WYE CONN		1		25000*	26000	28000*	28000
510	003.77	BEFORE JCT 9TH AVE SE		1		18000	18000	20000*	20000
510	004.30	AFTER JCT PACIFIC AVE*MARVIN RD		2		12000*	12000	13000*	13000
510	006.95	AFTER JCT MERIDIAN RD SE		2		8600	8700	9200*	9200

* BASED ON ACTUAL COUNT
+ SOURCE OF TRUCK PERCENTAGES