

## Traffic Impact Analysis

# TEANAWAY COURT

Prepared for:  
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## Table of Contents

|                                                               |           |
|---------------------------------------------------------------|-----------|
| <b>Introduction .....</b>                                     | <b>1</b>  |
| Project Description.....                                      | 1         |
| Study Scope and Study Area.....                               | 1         |
| <b>Existing &amp; Future Without-Project Conditions .....</b> | <b>4</b>  |
| Roadway Network.....                                          | 4         |
| Transit Service .....                                         | 4         |
| Traffic Volumes .....                                         | 4         |
| Traffic Operations .....                                      | 8         |
| Traffic Safety.....                                           | 8         |
| <b>Project Impacts .....</b>                                  | <b>9</b>  |
| Trip Generation .....                                         | 9         |
| Trip Distribution and Assignment.....                         | 9         |
| Future With-Project Traffic Volumes.....                      | 10        |
| Future With-Project Traffic Operations .....                  | 13        |
| Site Access Analysis.....                                     | 13        |
| <i>Traffic Operations</i> .....                               | 13        |
| <i>Spacing</i> .....                                          | 13        |
| <b>Findings and Recommendations .....</b>                     | <b>14</b> |

## Appendix

- Appendix A: Traffic Counts
- Appendix B: LOS Definitions
- Appendix C: LOS Worksheets
- Appendix D: Detailed Trip Generation

## Figures

|           |                                                                     |    |
|-----------|---------------------------------------------------------------------|----|
| Figure 1. | Site Vicinity and Study Intersections .....                         | 2  |
| Figure 2. | Preliminary Site Plan .....                                         | 3  |
| Figure 3. | Existing PM Peak Hour Traffic Volumes .....                         | 6  |
| Figure 4. | Future (2027) Without-Project PM Peak Hour Traffic Volumes .....    | 7  |
| Figure 5. | Weekday PM Peak Hour Project Trip Distribution and Assignment ..... | 11 |
| Figure 6. | Future (2027) With-Project PM Peak Hour Traffic Volumes .....       | 12 |

## Tables

|          |                                                                                        |    |
|----------|----------------------------------------------------------------------------------------|----|
| Table 1. | Existing and Future Without-Project Weekday PM Peak Hour Intersection Operations ..... | 8  |
| Table 2. | Estimated Weekday Vehicle Trip Generation .....                                        | 9  |
| Table 3. | Future (2027) Weekday PM Peak Hour Intersection Operations.....                        | 13 |

## Introduction

This traffic impact analysis (TIA) identifies potential transportation-related impacts associated with the proposed Teaway Court Daycare Center development in Cle Elum, WA.

## Project Description

The proposed project will construct 41 affordable housing units within seven buildings on site in addition to a 5,000 square foot day care center serving up to 66 students on a currently vacant 4.3-acre lot (Parcel # 113034, 123034, 283034) located north of E 3rd Street and west of N Short Avenue in Cle Elum, WA. The site vicinity is shown on Figure 1. Access to and from the site is proposed via a single access driveway in the southeast corner of the project site along N Short Avenue, as shown in the site plan in Figure 2. The proposed project is anticipated to be fully constructed and occupied by 2027.

## Study Scope and Study Area

The stop-controlled intersections of N Short Avenue/E 3rd Street and N Short Avenue/SR 903 were studied for operational impacts during the weekday PM peak hour. Additionally, the site access intersection along N Short Avenue was also evaluated under future with-project conditions.

The scope of the analysis includes a review of the weekday PM peak hour conditions. The analysis includes a review of existing conditions in the vicinity of the project site, including the transportation network, planned improvements, existing and future without-project peak hour traffic volumes, traffic operations, and traffic safety. Future (2027) with-project conditions are evaluated by adding site-generated traffic to the future (2027) without-project volumes and were then compared to future (2027) without-project conditions to identify the relative impacts the proposed project has on the surrounding transportation system.



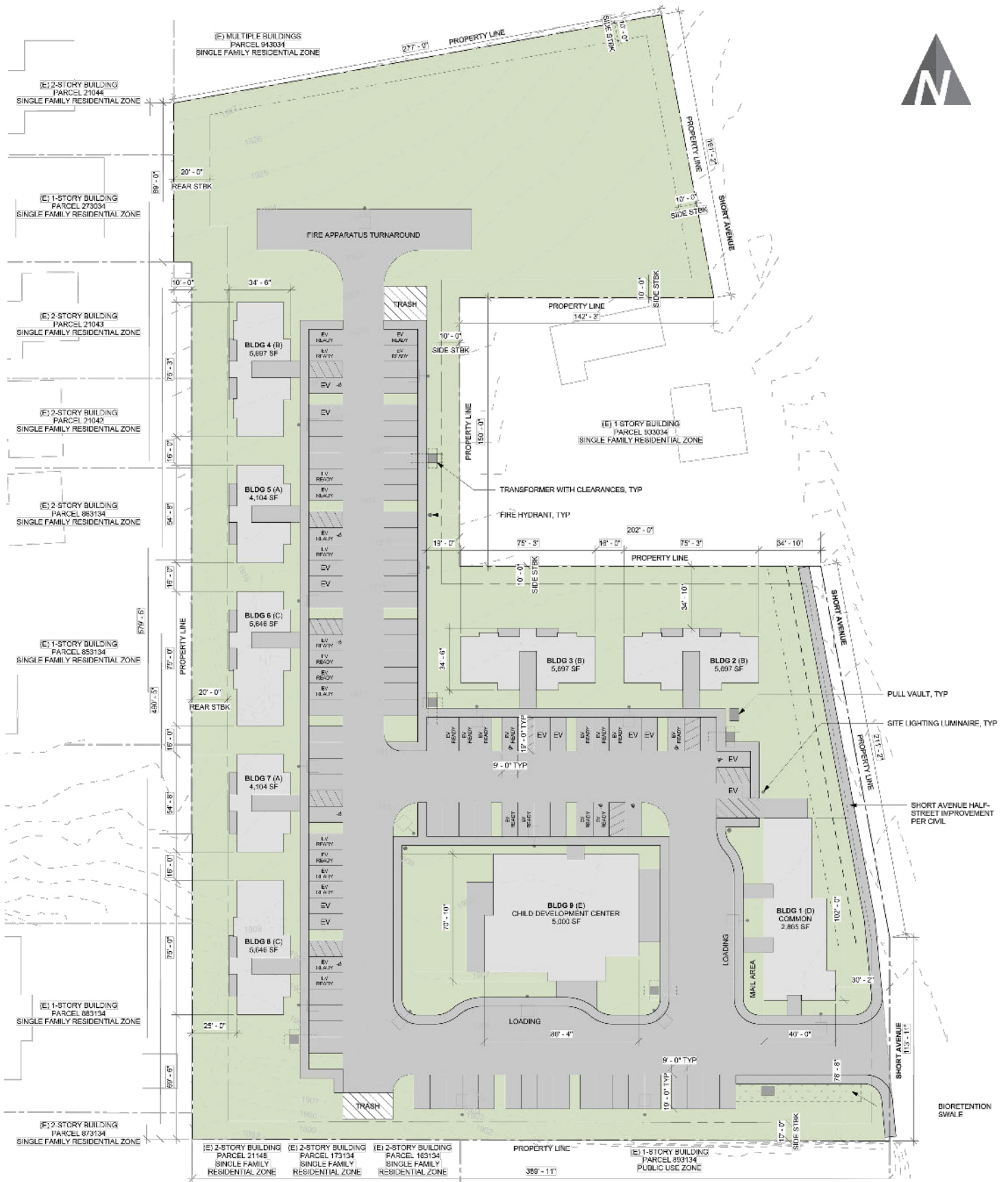
# Site Vicinity and Study Intersections

Teenway Court

FIGURE

1

transpogroup 



# Preliminary Site Plan

Teenway Court

transpogroup 

FIGURE

2

## Existing & Future Without-Project Conditions

This section describes both existing and future (2027) without-project conditions within the identified study area. Study area characteristics are provided for the transportation system, planned improvements, existing and future forecasted without-project traffic volumes, traffic operations, and traffic safety.

### Roadway Network

The following sections describe the existing street network within the vicinity of the proposed project and anticipated planned improvements.

#### *Existing*

The primary roadways within the study area and their characteristics near the study intersections are described below.

**N Short Avenue** is functionally classified by the City of Cle Elum as a local roadway with a speed limit of 30 mph in the vicinity of the project site. The roadway consists of an unmarked paved surface approximately 34 feet in width with no dedicated pedestrian or bicycle facilities present within the study area.

**E 3rd Street** is an unmarked two-lane roadway with a speed limit of 30 mph in the vicinity of the project site, classified as a local roadway. No pedestrian facilities, bicycle facilities, or shoulders are provided along E 3rd Street.

**SR 903 (I-90 Bypass)** is a two-lane roadway classified by WSDOT as a major collector with a speed limit of 30 mph within the study area. Wide painted shoulders are provided on both sides of the roadway although no dedicated pedestrian or bicycle facilities are present along SR 903 in the vicinity of the proposed project site.

#### *Planned Improvements*

Based on a review of the City of Cle Elum's *Six-Year Transportation Improvement Plan and Washington State Department of Transportation's (WSDOT) 2025-2028 Statewide Transportation Improvement Plan (STIP)*, no projects were identified in the immediate vicinity of the project site. There are multiple non-motorized, safety and resurfacing improvement project within the City although no projects identified within the study area.

### Transit Service

Transit service in the vicinity of the proposed project site is provided by Hope Source's Kittitas County Connector providing service 7-days per week between Kittitas, Ellensburg, Cle Elum, Ronald and Roslyn. The Kittitas County Connector travels along SR 903 with the closest stop to the project site located approximately 0.3 miles southwest at the intersection of SR 903/N Floral Avenue. Service is provided between 5:30 a.m. and 7:30 p.m. on weekdays and 8:30 a.m. to 7:30 p.m. on weekends with 5 round-trips per day on weekdays and 4 round-trips per day on weekends.

### Traffic Volumes

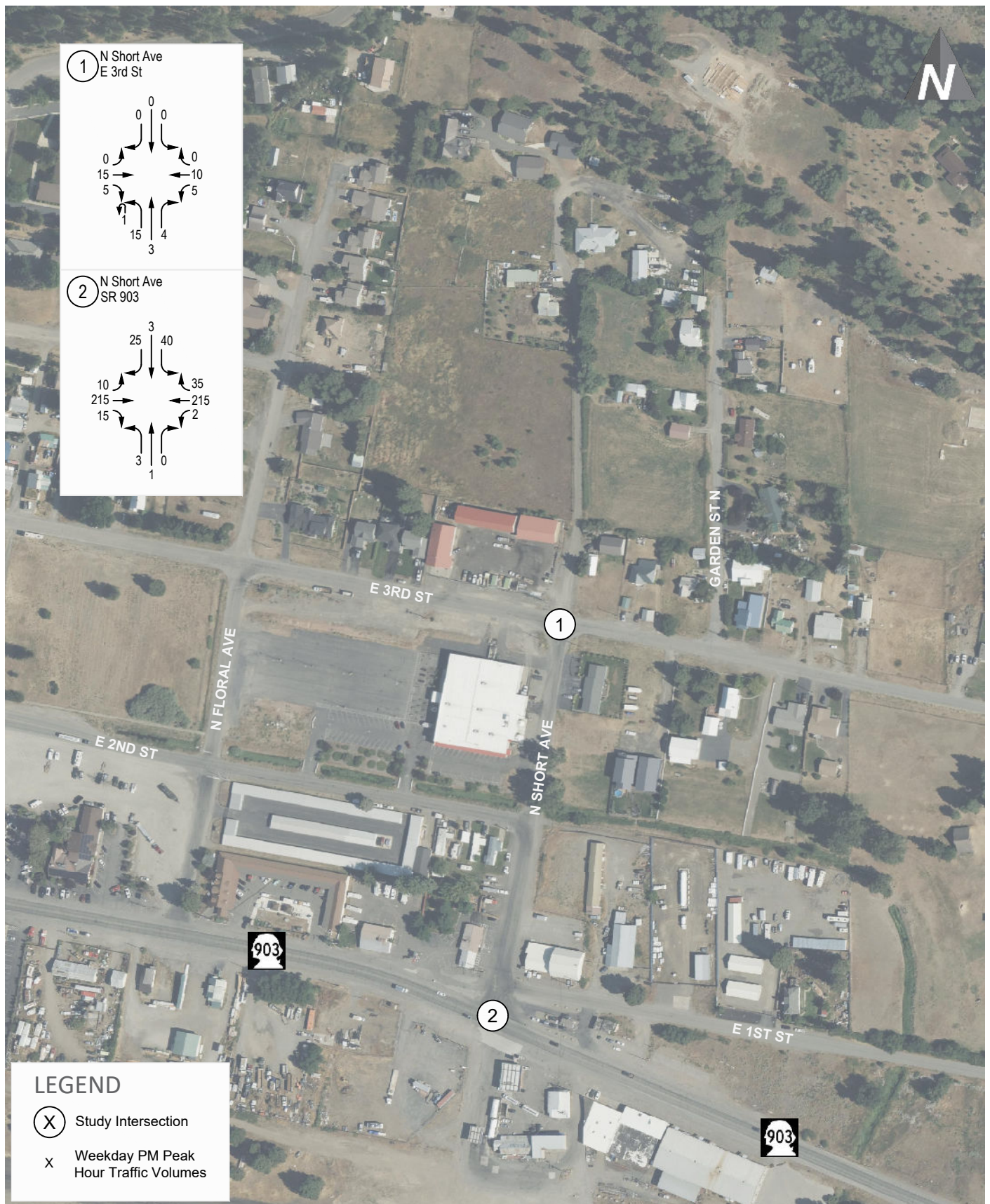
#### *Existing*

Existing weekday PM (4 to 6 p.m.) peak period traffic counts were collected at the off-site study intersections in August 2025. Volumes are rounded to the nearest 5 vehicles to account

for the daily fluctuations in traffic volumes. Figure 3 illustrates the existing weekday PM peak hour traffic volumes at the off-site study intersection.

### *Future Without-Project Traffic Volumes*

Future (2027) without-project traffic volumes are comprised of background traffic growth anticipated in the area as well as traffic from a planned but not yet constructed “pipeline” development identified in the vicinity of the proposed project site. An annual growth rate of 2.5 percent was used to estimate future traffic volumes on the roadways surrounding the project site, consistent with the growth used in the City’s Comprehensive Plan (November 2021) and other traffic studies prepared in the area of this project. The one pipeline development project identified was the Wildwood Ranch residential development proposed to construct 48 detached and 40 attached single-family homes on a site located east of S Cottage Avenue between E 1st Street and E 3rd Street. The forecast future (2027) without-project weekday PM peak hour traffic volumes are shown on Figure 4.



# Existing Weekday PM Peak Hour Traffic Volumes

Teenway Court

transpogroup

FIGURE

3



Future (2027) Without-Project Weekday PM Peak Hour Traffic Volumes FIGURE

Teenway Court

## Traffic Operations

The following section summarizes the traffic operations for existing and future (2027) without-project conditions for the study intersections.

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). At unsignalized intersections, LOS is measured in average delay per vehicle and is typically reported as the worst vehicle movement delay at any given intersection. Traffic operations and average vehicle delay for an intersection can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Appendix B contains a detailed explanation of LOS criteria and definitions.

Based on the City of Cle Elum's Comprehensive Plan (November 2021), the City, in agreement with the Washington State Department of Transportation (WSDOT), has established a LOS C standard for all intersections along rural roadways and LOS D for intersections along urban roadways within the City. SR 903 is identified by the City as an urban roadway, therefore recognizes a LOS D standard.

Weekday peak hour traffic operations for existing and future without-project conditions were evaluated at the study intersections based on the procedures identified in the *Highway Capacity Manual* (HCM 7th ed.) and using *Synchro 12*. *Synchro 12* is a software program that uses *HCM* methodology to evaluate intersection LOS and average vehicle delays. Analysis parameters such as lane channelization and traffic control type were maintained for future (2027) without-project conditions consistent with existing conditions.

Results for the existing and future without-project operations analyses are summarized in Table 1. Detailed LOS worksheets for the existing and future without-project analysis are included in Appendix C.

**Table 1. Existing and Future Without-Project Weekday PM Peak Hour Intersection Operations**

| Intersection            | LOS Standard | Existing         |                    |                 | 2027 Without-Project |       |    |
|-------------------------|--------------|------------------|--------------------|-----------------|----------------------|-------|----|
|                         |              | LOS <sup>1</sup> | Delay <sup>2</sup> | WM <sup>3</sup> | LOS                  | Delay | WM |
| 1. N Short Ave/E 3rd St | C            | A                | 9.0                | NB              | A                    | 9.1   | NB |
| 2. N Short Ave/SR 903   | D            | B                | 14.1               | NB              | C                    | 15.1  | NB |

1. Level of Service (A – F) as defined by the 7th Edition *Highway Capacity Manual* (HCM), Transportation Research Board.  
 2. Average delay per vehicle in seconds.  
 3. Worst movement reported for unsignalized intersections where NB = northbound.

Table 1 shows that under existing conditions, both of the study intersections operate at LOS B or better during the weekday PM peak hour, meeting the established City and WSDOT LOS standards. With the addition of background growth in the vicinity of the project site, under future (2027) without-project conditions, both study intersections are expected continue meeting the required LOS standards operating at LOS C or better with approximately 15 seconds or less of delay during the weekday PM peak hour.

## Traffic Safety

The five most recent years of collision records (January 1, 2019, to December 31, 2023) provided by the Washington State Department of Transportation (WSDOT) were reviewed within the study area to identify existing traffic safety issues at the study intersections. The review showed that no collisions occurred over the last five-year review period at the intersections of N Short Avenue/E 3rd Street and N Short Avenue/SR 903, or along the project frontage on N Short Avenue. One collision did occur at the intersection of N Short Avenue/E 2nd Street located between the two study intersections. This collision occurred in 2023 when a driver under the influence of alcohol collided with a fence along the roadway, resulting in property damage only.

# Project Impacts

This section of the report documents project-generated impacts within the study area. First, peak hour traffic volumes are estimated, distributed, and assigned to adjacent roadways and intersections within the study area. Next, future (2027) traffic volumes including project traffic are developed and the potential impact to traffic volumes and traffic operations are identified.

## Trip Generation

Trip generation for the proposed project was based on the established trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (12th Edition, 2025). For the proposed land uses, ITE's Day Care Center (LU 565) and Affordable Housing restricted by Income Limits (LU 223) were assumed. The anticipated trips generated by the proposed day care center on site were estimated based on the planned building size rather than the anticipated number of students as this provides a higher trip estimate and therefore a conservative analysis.

The proposed project trip generation was adjusted for pass-by trips which reflect traffic already on streets in the vicinity of the project site that would visit the Day Care Center on site while driving by the site on the way to their final destination. Based on the ITE *Trip Generation Manual* (12th Edition, 2025), the pass-by rate for the day care center use (LU 565) is 44 percent during the weekday PM peak hour. Transpo has conducted independent studies of pass-by trips for daycare facilities. These studies have shown a higher percentage of pass-by trips than identified by ITE. However, the ITE rates were used to provide a conservative estimate. Table 2 summarizes the estimated weekday trips generated by the proposed project. The detailed trip generation calculations are included in Appendix D.

**Table 2. Estimated Weekday Vehicle Trip Generation**

| Land Use <sup>1</sup>          | Size           | Daily Trips | AM Peak Hour Trips |           |           | PM Peak Hour Trips |           |           |
|--------------------------------|----------------|-------------|--------------------|-----------|-----------|--------------------|-----------|-----------|
|                                |                |             | In                 | Out       | Total     | In                 | Out       | Total     |
| Day Care Center (LU 565)       | 5,000 sf       | 196         | 29                 | 25        | 54        | 25                 | 29        | 54        |
|                                | <i>Pass-By</i> |             |                    |           |           | -12                | -12       | -24       |
| Affordable Housing (LU 223)    | 41 du          | 292         | 8                  | 18        | 26        | 11                 | 8         | 19        |
| <b>Total New Primary Trips</b> |                | <b>488</b>  | <b>37</b>          | <b>43</b> | <b>80</b> | <b>24</b>          | <b>25</b> | <b>49</b> |

Note: sf = square feet, du = dwelling units

1. Average trip rates and pass-by rate from ITE *Trip Generation Manual*, 12th Edition (2025).

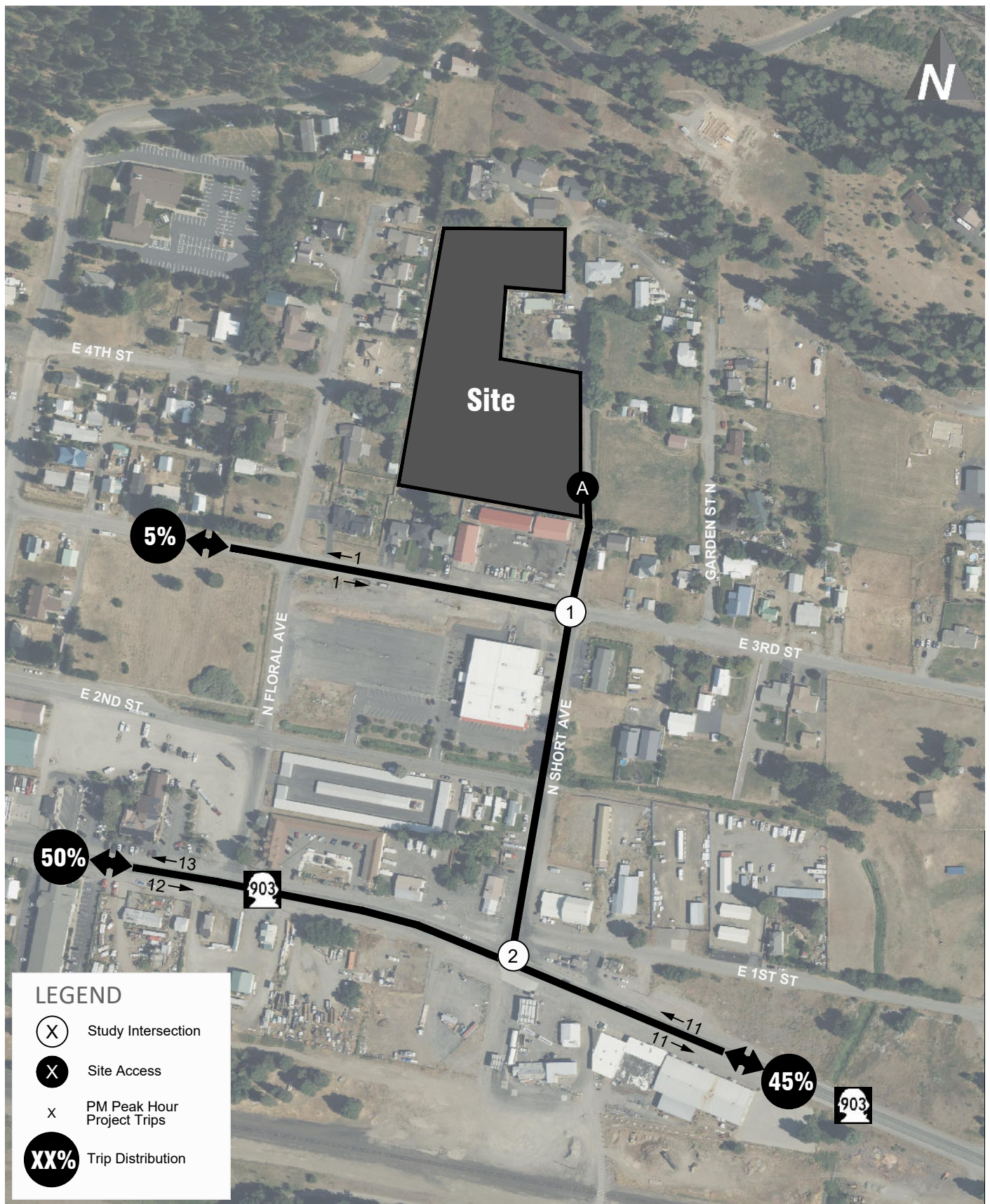
As shown in Table 2, the proposed project is estimated to generate 488 new weekday daily trips with 80 trips during the weekday AM peak hour and 49 new primary trips during the PM peak hour.

## Trip Distribution and Assignment

Trip distribution patterns for the proposed project trips to and from the site were based on existing travel patterns identified in the vicinity of the project site through traffic counts collected at the study intersections along N 3rd Street and SR 903 as well as a review of previously approved projects within the study area. The trip distribution for the proposed project is shown on Figure 5. The new weekday PM peak hour project trips were assigned within the study area based on the distribution for the proposed project and are also shown on Figure 5.

## **Future With-Project Traffic Volumes**

Site-generated weekday peak hour traffic volumes were added to the future without-project traffic volumes at the study intersections. The resulting future (2027) with-project peak hour traffic volumes are illustrated on Figure 6.



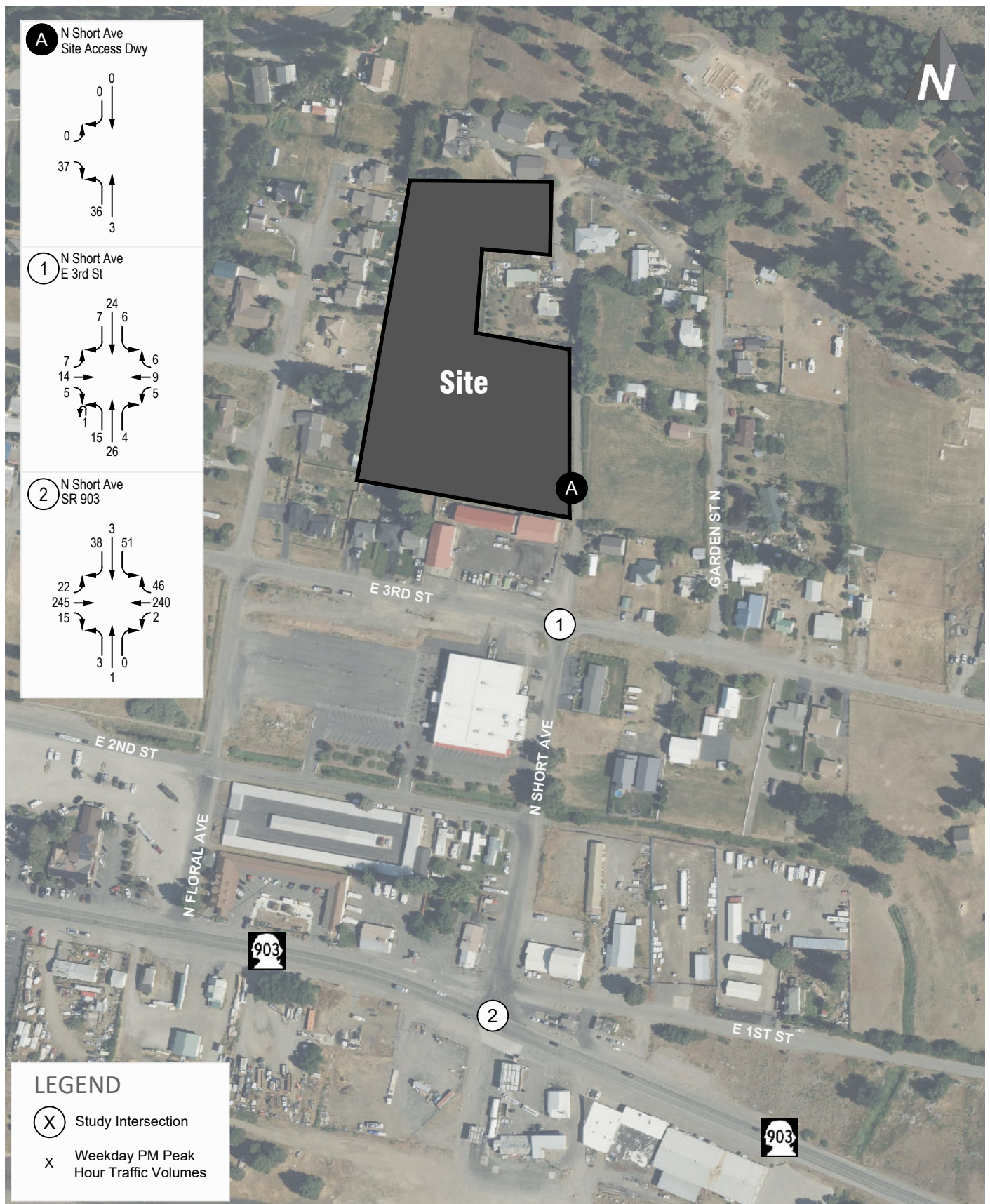
# Project Trip Distribution and Assignment

Teenway Court

transpogroup **7**

FIGURE

5



Future (2027) With-Project Weekday PM Peak Hour Traffic Volumes **FIGURE 6**

Teenway Court

## Future With-Project Traffic Operations

Future (2027) with-project study intersection operations were evaluated for the weekday PM peak hour and calculated using the methodology described previously. Analysis parameters such as lane channelization and control type were assumed to be consistent for the existing, future without- and with-project conditions. The without-project conditions were compared to the with-project conditions to understand the potential traffic impacts of the proposed project. Table 3 summarizes the future (2027) without- and with-project intersection operations for the weekday PM peak hour. LOS worksheets are included in Appendix C.

**Table 3. Future (2027) Weekday PM Peak Hour Intersection Operations**

| Intersection            | LOS Standard | Future (2027) Without-Project |                    |                 | Future (2027) With-Project |       |    |
|-------------------------|--------------|-------------------------------|--------------------|-----------------|----------------------------|-------|----|
|                         |              | LOS <sup>1</sup>              | Delay <sup>2</sup> | WM <sup>3</sup> | LOS                        | Delay | WM |
| 1. N Short Ave/E 3rd St | C            | A                             | 9.1                | NB              | A                          | 9.8   | NB |
| 2. N Short Ave/SR 903   | D            | C                             | 15.1               | NB              | C                          | 16.2  | SB |

1. Level of Service (A-F) as defined by the 7th Edition *Highway Capacity Manual* (HCM), Transportation Research Board.  
 2. Average delay per vehicle in seconds.  
 3. Worst movement (WM) reported for side-street stop-controlled intersections where NB = northbound, SB = southbound.

As shown in Table 3, with the addition of project traffic, the off-site study intersections are anticipated to continue operating at the same LOS as under future (2027) without-project conditions at LOS C or better during the weekday PM peak hour with an overall increase in intersection delay of approximately 1 second or less, continuing to meet the required LOS standards.

## Site Access Analysis

As noted above, access to the site will be provided via one access driveway located in the southeast corner of the project site along N Short Avenue, as illustrated in Figure 2. A site access evaluation including a review of traffic operations and site access spacing is included below. Due to the low traffic volumes along N Short Avenue, no dedicated turn lanes are required at the proposed site access.

### Traffic Operations

The traffic operations were evaluated at the side-street stop-controlled intersection of the proposed access driveway/N Short Avenue under future (2027) with-project conditions for the weekday PM peak hour, consistent with methodologies described above. The access driveway/N Short Avenue intersection is forecast to operate at LOS A with 8.5 seconds of delay under future (2027) with-project conditions during the weekday PM peak hour, meeting the established level of service standards.

### Spacing

The roadway spacing of the proposed site access intersection has been designed to meet the City of Cle Elum spacing requirements as outlined in the *City of Cle Elum 2024 Construction Standards*, Chapter 7. Based on the City's requirements a minimum distance of 50 feet is required between a driveway and adjacent intersection. The proposed site access is located approximately 235 feet north of E 3rd Street along N Short Avenue, exceeding the City's minimum spacing requirement.

## Findings and Recommendations

This traffic impact analysis summarizes the project traffic impacts of the proposed Teanaway Court Daycare Center and Affordable Housing development project located west of N Short Avenue and north of E 3rd Street in Cle Elum, WA. General findings and recommendations include:

- **Project Description** – The proposed project will construct 41 affordable housing units within seven buildings on site in addition to a 5,000 square foot day care center serving up to 66 students on a currently vacant lot located north of E 3rd Street and west of N Short Avenue in Cle Elum, WA.
- **Trip Generation** – The proposed project is estimated to generate 488 new weekday daily trips with 80 trips during the weekday AM peak hour and 49 new primary trips during the PM peak hour.
- **Traffic Operations** – The operational analysis shows that with the addition of project traffic, the off-site study intersections are anticipated to continue to meet the adopted LOS standards operating at LOS C or better during the weekday PM peak hour with an overall increase in intersection delay of approximately 1 second or less.
- **Site Access Evaluation** – The site access driveway located in the southeast corner of the project site along N Short Avenue is forecast to operate at LOS A under future (2027) with-project conditions during the weekday PM peak hour, meeting the established level of service standards. The City's required spacing standards are met without the need for dedicated turn lanes at the driveway, given the low traffic volumes along N Short Avenue.
- **Mitigation Measures** – The analysis shows that the proposed project does not have significant off-site transportation impacts and the existing transportation system can accommodate the proposed project, not requiring any mitigation measures.

## Appendix A: Traffic Counts

## INTERSECTION

PROJECT: Transpo Cle Elum  
JOB NO. 26-106  
DATE OF COUNT: 8/27/2025Short Avenue  
&  
3rd Street

Counter Analyst

Miovision BNG

PM PEAK HOURS

15 Minute Period Beginning @



| APPROACH              | Movement   | 3:30 PM |    |    | 3:45 PM |    |    | 4:00 PM |    |    | 4:15 PM |    |    | 4:30 PM |    |    | 4:45 PM |    |    | 5:00 PM |    |    | 5:15 PM |    |    | 5:30 PM |    |    | 5:45 PM |    |    | 6:00 PM |    |    | 6:15 PM |   |   |
|-----------------------|------------|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|---|---|
| Type                  |            | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV |         |   |   |
| Eastbound             | U-Turn     | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  |         |   |   |
|                       | Left       | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  |         |   |   |
|                       | Through    | 0       | 4  | 0  | 0       | 3  | 0  | 0       | 4  | 0  | 0       | 3  | 0  | 0       | 1  | 0  | 0       | 6  | 0  | 0       | 3  | 0  | 0       | 5  | 0  | 0       | 2  | 0  | 0       | 0  | 3  | 0       | 0  | 1  | 0       |   |   |
|                       | Right      | 0       | 3  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 0  | 0  | 0       | 1  | 0  | 0       | 0  | 1  | 0       | 0  | 0  | 0       | 3  | 0  | 0       | 2  | 0  | 0       | 0  | 1  | 0       |   |   |
|                       | App. Total | 0       | 7  | 0  | 0       | 4  | 0  | 0       | 5  | 0  | 0       | 4  | 0  | 0       | 1  | 0  | 0       | 7  | 0  | 0       | 3  | 1  | 0       | 5  | 0  | 0       | 5  | 0  | 0       | 2  | 0  | 0       | 3  | 0  | 0       | 2 | 0 |
|                       | Pct HV     | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 25%     |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |   |   |
| Westbound             | U-Turn     | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       |   |   |
|                       | Left       | 0       | 2  | 0  | 0       | 2  | 0  | 0       | 1  | 0  | 0       | 2  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 2  | 0  | 0       | 2  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0 |   |
|                       | Through    | 0       | 2  | 1  | 0       | 1  | 0  | 0       | 4  | 0  | 0       | 4  | 0  | 0       | 3  | 1  | 0       | 7  | 0  | 0       | 1  | 0  | 0       | 4  | 0  | 0       | 0  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 2 | 0 |
|                       | Right      | 0       | 1  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0 |   |
|                       | App. Total | 0       | 5  | 1  | 0       | 3  | 0  | 0       | 5  | 0  | 0       | 6  | 0  | 0       | 4  | 1  | 0       | 8  | 0  | 0       | 3  | 0  | 0       | 6  | 0  | 0       | 0  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 2 | 0 |
|                       | Pct HV     | 17%     |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 20%     |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |   |   |
| Northbound            | U-Turn     | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 1  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       |   |   |
|                       | Left       | 0       | 1  | 0  | 0       | 3  | 0  | 0       | 1  | 0  | 0       | 2  | 0  | 0       | 3  | 0  | 0       | 4  | 0  | 0       | 0  | 0  | 0       | 5  | 0  | 0       | 6  | 0  | 0       | 3  | 0  | 0       | 0  | 0  | 0       | 2 | 0 |
|                       | Through    | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 1  | 0  | 0       | 0  | 0  | 0       | 1  | 1  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0 |   |
|                       | Right      | 0       | 4  | 0  | 0       | 2  | 0  | 0       | 2  | 0  | 0       | 1  | 1  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 0  | 0  | 0       | 0  | 1  | 0       | 0 |   |
|                       | App. Total | 0       | 5  | 0  | 0       | 5  | 0  | 0       | 3  | 0  | 0       | 3  | 1  | 0       | 4  | 0  | 0       | 7  | 0  | 0       | 1  | 0  | 0       | 7  | 1  | 0       | 7  | 0  | 0       | 3  | 0  | 0       | 0  | 0  | 3       | 0 |   |
|                       | Pct HV     | 0%      |    |    | 0%      |    |    | 0%      |    |    | 25%     |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 13%     |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |   |   |
| Southbound            | U-Turn     | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0 |   |
|                       | Left       | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0 |   |
|                       | Through    | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0 |   |
|                       | Right      | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0 |   |
|                       | App. Total | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0 |   |
|                       | Pct HV     |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |   |   |
| Total Class Volume    |            | 0       | 17 | 1  | 0       | 12 | 0  | 0       | 13 | 0  | 0       | 13 | 1  | 0       | 9  | 1  | 0       | 22 | 0  | 0       | 7  | 1  | 0       | 18 | 1  | 0       | 12 | 0  | 0       | 6  | 0  | 0       | 4  | 0  | 0       | 7 | 0 |
| Total Interval Volume |            | 18      |    |    | 12      |    |    | 13      |    |    | 14      |    |    | 10      |    |    | 22      |    |    | 8       |    |    | 19      |    |    | 12      |    |    | 6       |    |    | 4       |    |    | 7       |   |   |
| Intersection Pct HV   |            | 6%      |    |    | 0%      |    |    | 0%      |    |    | 7%      |    |    | 10%     |    |    | 0%      |    |    | 13%     |    |    | 5%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |    |    | 0%      |   |   |

| Pedestrian Volumes |           | 15 Minute Period Beginning @ |      |      |      |      |      |      |      |      |      |      |      |
|--------------------|-----------|------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| APPROACH           | Movement  | 3:30                         | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 |
| Eastbound          | Crosswalk | 0                            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Westbound          | Crosswalk | 2                            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Northbound         | Crosswalk | 0                            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Southbound         | Crosswalk | 0                            | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Total              |           | 2                            | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |



| Intersection Total One Hour Volumes |           | Pct HV      |
|-------------------------------------|-----------|-------------|
| 3:30 PM                             | 57        | 3.5%        |
| 3:45 PM                             | 49        | 4.1%        |
| 4:00 PM                             | 59        | 3.4%        |
| 4:15 PM                             | 54        | 5.6%        |
| 4:30 PM                             | 59        | 5.1%        |
| <b>4:45 PM</b>                      | <b>61</b> | <b>3.3%</b> |
| 5:00 PM                             | 45        | 4.4%        |
| 5:15 PM                             | 41        | 2.4%        |
| 5:30 PM                             | 29        | 0.0%        |

App.= Approach  
Pct= Percent

## INTERSECTION

PROJECT: Transpo Cle Elum  
JOB NO. 26-106  
DATE OF COUNT: 8/27/2025

Short Avenue

&amp;

3rd Street

Counter Analyst

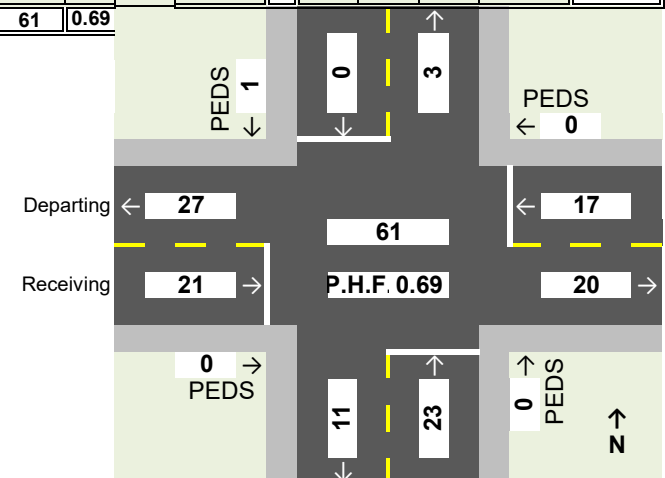
Miovision BNG

| Counter                 | Analyst    |               |    |    |         |    |    |         |    |    |         |    |    | Approach  |       |     |      |                |           |      |       |                |          |            |         |  |  |  |
|-------------------------|------------|---------------|----|----|---------|----|----|---------|----|----|---------|----|----|-----------|-------|-----|------|----------------|-----------|------|-------|----------------|----------|------------|---------|--|--|--|
| Miovision               | BNG        | PM PEAK HOURS |    |    |         |    |    |         |    |    |         |    |    | Receiving |       |     |      |                | Departing |      |       |                |          |            |         |  |  |  |
| APPROACH                | MOVEMENT   | 4:45 PM       |    |    | 5:00 PM |    |    | 5:15 PM |    |    | 5:30 PM |    |    | Mvmt      | TOTAL |     | PHF  | Percentage of: |           | Mvmt | Total | Percentage of: |          | App.       |         |  |  |  |
|                         |            | BK            | PC | HV | BK      | PC | HV | BK      | PC | HV | BK      | PC | HV |           | HV    | Veh |      | HV             | Approach  |      |       | HV             | Approach |            |         |  |  |  |
| Eastbound               | U-Turn     | 0             | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | EBU       | 0     | 0   |      |                | 0.00%     |      |       |                | 0.00%    | Eastbound  |         |  |  |  |
|                         | Left       | 0             | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | EBL       | 0     | 0   |      |                | 0.00%     |      |       |                | 0.00%    |            |         |  |  |  |
|                         | Through    | 0             | 6  | 0  | 0       | 3  | 0  | 0       | 5  | 0  | 0       | 2  | 0  | EBT       | 0     | 16  |      | 0%             | 76.19%    |      |       |                | 44.44%   |            |         |  |  |  |
|                         | Right      | 0             | 1  | 0  | 0       | 0  | 1  | 0       | 0  | 0  | 0       | 3  | 0  | EBR       | 1     | 5   |      | 20%            | 23.81%    |      |       |                | 0.00%    |            |         |  |  |  |
|                         | App. Total | 0             | 7  | 0  | 0       | 3  | 1  | 0       | 5  | 0  | 0       | 5  | 0  | Total     | 1     | 21  | 0.75 | 5%             | 100.00%   |      |       |                | 0%       |            | 100.00% |  |  |  |
|                         | Pct HV     | 0%            |    |    | 25%     |    |    | 0%      |    |    | 0%      |    |    |           |       |     |      |                |           |      |       |                |          |            |         |  |  |  |
| Westbound               | U-Turn     | 0             | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | WBU       | 0     | 0   |      |                | 0.00%     |      |       |                | 0.00%    | Westbound  |         |  |  |  |
|                         | Left       | 0             | 1  | 0  | 0       | 2  | 0  | 0       | 2  | 0  | 0       | 0  | 0  | WBL       | 0     | 5   |      | 0%             | 29.41%    |      |       |                | 0.00%    |            |         |  |  |  |
|                         | Through    | 0             | 7  | 0  | 0       | 1  | 0  | 0       | 4  | 0  | 0       | 0  | 0  | WBT       | 0     | 12  |      | 0%             | 70.59%    |      |       |                | 80.00%   |            |         |  |  |  |
|                         | Right      | 0             | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | WBR       | 0     | 0   |      |                | 0.00%     |      |       |                | 20.00%   |            |         |  |  |  |
|                         | App. Total | 0             | 8  | 0  | 0       | 3  | 0  | 0       | 6  | 0  | 0       | 0  | 0  | Total     | 0     | 17  | 0.53 | 0%             | 100.00%   |      |       |                | 0%       |            | 100.00% |  |  |  |
|                         | Pct HV     | 0%            |    |    | 0%      |    |    | 0%      |    |    |         |    |    |           |       |     |      |                |           |      |       |                |          |            |         |  |  |  |
| Northbound              | U-Turn     | 0             | 1  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | NBU       | 0     | 1   |      | 0%             | 4.35%     |      |       |                | 9.09%    | Northbound |         |  |  |  |
|                         | Left       | 0             | 4  | 0  | 0       | 0  | 0  | 0       | 5  | 0  | 0       | 6  | 0  | NBL       | 0     | 15  |      | 0%             | 65.22%    |      |       |                | 45.45%   |            |         |  |  |  |
|                         | Through    | 0             | 1  | 0  | 0       | 0  | 0  | 0       | 1  | 1  | 0       | 0  | 0  | NBT       | 1     | 3   |      | 33%            | 13.04%    |      |       |                | 0.00%    |            |         |  |  |  |
|                         | Right      | 0             | 1  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | 0       | 1  | 0  | NBR       | 0     | 4   |      | 0%             | 17.39%    |      |       |                | 45.45%   |            |         |  |  |  |
|                         | App. Total | 0             | 7  | 0  | 0       | 1  | 0  | 0       | 7  | 1  | 0       | 7  | 0  | Total     | 1     | 23  | 0.72 | 4%             | 100.00%   |      |       |                | 9%       |            | 100.00% |  |  |  |
|                         | Pct HV     | 0%            |    |    | 0%      |    |    | 13%     |    |    | 0%      |    |    |           |       |     |      |                |           |      |       |                |          |            |         |  |  |  |
| Southbound              | U-Turn     | 0             | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | SBU       | 0     | 0   |      |                |           |      |       |                | 0.00%    | Southbound |         |  |  |  |
|                         | Left       | 0             | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | SBL       | 0     | 0   |      |                |           |      |       |                | 0.00%    |            |         |  |  |  |
|                         | Through    | 0             | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | SBT       | 0     | 0   |      |                |           |      |       |                | 100.00%  |            |         |  |  |  |
|                         | Right      | 0             | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | SBR       | 0     | 0   |      |                |           |      |       |                | 0.00%    |            |         |  |  |  |
|                         | App. Total | 0             | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | 0       | 0  | 0  | Total     | 0     | 0   |      |                |           |      |       |                |          |            | 0.00%   |  |  |  |
|                         | Pct HV     |               |    |    |         |    |    |         |    |    |         |    |    |           |       |     |      |                |           |      |       |                |          |            |         |  |  |  |
| Total Class Volume      |            | 0             | 22 | 0  | 0       | 7  | 1  | 0       | 18 | 1  | 0       | 12 | 0  | Total     | 2     | 61  | 0.69 | EDS 1          |           |      |       |                | 0        | 3          | PEDS    |  |  |  |
| Total Interval Volume   |            | 22            |    |    | 8       |    |    | 19      |    |    | 12      |    |    | 61        |       |     |      |                |           |      |       |                |          |            |         |  |  |  |
| Intersection Pct Trucks |            | 0%            |    |    | 13%     |    |    | 5%      |    |    | 0%      |    |    | 3%        |       |     |      |                |           |      |       |                |          |            |         |  |  |  |

| Pedestrian Volumes |           | 4:45 | 5:00 | 5:15 | 5:30 | Confl. Ped TOTAL |
|--------------------|-----------|------|------|------|------|------------------|
| APPROACH           | MOVEMENT  |      |      |      |      |                  |
| Eastbound          | Crosswalk | 0    | 0    | 0    | 0    | 0                |
| Westbound          | Crosswalk | 0    | 0    | 0    | 0    | 0                |
| Northbound         | Crosswalk | 0    | 0    | 0    | 0    | 0                |
| Southbound         | Crosswalk | 1    | 0    | 0    | 0    | 1                |
| Total              |           | 1    | 0    | 0    | 0    |                  |

Movement = Mvmt  
Pedestrian = Ped

P.H.F.= Peak Hour Factor  
App.= Approach  
Pct= Percent



## INTERSECTION

PROJECT: Transpo Cle Elum  
JOB NO. 26-106  
DATE OF COUNT: 8/27/2025Short Avenue  
&  
SR 903

Counter Analyst

Miovision BNG

PM PEAK HOURS

15 Minute Period Beginning @



| APPROACH              | Movement   | 3:30 PM |     |    | 3:45 PM |     |    | 4:00 PM |     |    | 4:15 PM |     |    | 4:30 PM |     |    | 4:45 PM |     |    | 5:00 PM |     |    | 5:15 PM |     |    | 5:30 PM |     |    | 5:45 PM |     |    | 6:00 PM |     |    | 6:15 PM |     |   |
|-----------------------|------------|---------|-----|----|---------|-----|----|---------|-----|----|---------|-----|----|---------|-----|----|---------|-----|----|---------|-----|----|---------|-----|----|---------|-----|----|---------|-----|----|---------|-----|----|---------|-----|---|
| Type                  |            | BK      | PC  | HV | BK      | PC  | HV | BK      | PC  | HV | BK      | PC  | HV | BK      | PC  | HV | BK      | PC  | HV | BK      | PC  | HV | BK      | PC  | HV | BK      | PC  | HV | BK      | PC  | HV | BK      | PC  | HV |         |     |   |
| Eastbound             | U-Turn     | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  |         |     |   |
|                       | Left       | 0       | 2   | 0  | 0       | 6   | 0  | 0       | 4   | 0  | 0       | 4   | 0  | 0       | 1   | 0  | 0       | 5   | 0  | 0       | 1   | 0  | 0       | 2   | 1  | 0       | 4   | 0  | 0       | 5   | 0  | 0       | 1   | 0  | 0       | 1   | 0 |
|                       | Through    | 0       | 52  | 4  | 0       | 42  | 3  | 0       | 59  | 0  | 0       | 52  | 0  | 0       | 58  | 4  | 0       | 33  | 1  | 0       | 67  | 2  | 0       | 51  | 0  | 0       | 50  | 0  | 0       | 48  | 2  | 0       | 49  | 1  | 0       | 46  | 0 |
|                       | Right      | 0       | 1   | 2  | 0       | 0   | 3  | 0       | 1   | 1  | 0       | 2   | 1  | 0       | 1   | 2  | 0       | 0   | 2  | 0       | 6   | 2  | 0       | 3   | 1  | 0       | 3   | 0  | 0       | 0   | 0  | 2       | 0   | 0  | 0       | 0   | 0 |
|                       | App. Total | 0       | 55  | 6  | 0       | 48  | 6  | 0       | 64  | 1  | 0       | 58  | 1  | 0       | 60  | 6  | 0       | 38  | 3  | 0       | 74  | 4  | 0       | 56  | 2  | 0       | 57  | 0  | 0       | 53  | 2  | 0       | 52  | 1  | 0       | 47  | 0 |
|                       | Pct HV     | 10%     |     |    | 11%     |     |    | 2%      |     |    | 2%      |     |    | 9%      |     |    | 7%      |     |    | 5%      |     |    | 3%      |     |    | 0%      |     |    | 4%      |     |    | 2%      |     |    | 0%      |     |   |
| Westbound             | U-Turn     | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0 |
|                       | Left       | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 0   | 1  | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 0   | 1  | 0       | 0   | 0  | 1       | 0   | 0  | 0       | 0   | 4  | 0       | 0   | 0  | 0       | 1   | 2 |
|                       | Through    | 0       | 48  | 1  | 0       | 66  | 1  | 0       | 47  | 1  | 0       | 56  | 6  | 0       | 45  | 1  | 0       | 47  | 1  | 0       | 57  | 1  | 0       | 52  | 0  | 0       | 38  | 1  | 0       | 45  | 3  | 0       | 40  | 1  | 0       | 37  | 1 |
|                       | Right      | 0       | 6   | 0  | 0       | 7   | 0  | 0       | 6   | 0  | 0       | 7   | 1  | 0       | 6   | 0  | 0       | 13  | 0  | 0       | 7   | 0  | 0       | 7   | 0  | 0       | 7   | 0  | 0       | 0   | 0  | 1       | 1   | 0  | 7       | 0   |   |
|                       | App. Total | 0       | 55  | 1  | 0       | 73  | 1  | 0       | 53  | 2  | 0       | 63  | 7  | 0       | 52  | 1  | 0       | 60  | 1  | 0       | 64  | 2  | 0       | 59  | 1  | 0       | 45  | 2  | 0       | 49  | 3  | 0       | 41  | 2  | 0       | 45  | 3 |
|                       | Pct HV     | 2%      |     |    | 1%      |     |    | 4%      |     |    | 10%     |     |    | 2%      |     |    | 2%      |     |    | 3%      |     |    | 2%      |     |    | 4%      |     |    | 6%      |     |    | 5%      |     |    | 6%      |     |   |
| Northbound            | U-Turn     | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0 |
|                       | Left       | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 1   | 0  | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 1   | 0  | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 1       | 0   | 0  | 0       | 0   | 0 |
|                       | Through    | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0 |
|                       | Right      | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0 |
|                       | App. Total | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 1   | 0  | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 2   | 0  | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 0   | 0 |
|                       | Pct HV     |         |     |    | 0%      |     |    | 0%      |     |    | 0%      |     |    |         |     |    | 0%      |     |    | 0%      |     |    | 0%      |     |    |         |     |    |         |     |    | 0%      |     |    |         |     |   |
| Southbound            | U-Turn     | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 0       | 0   | 0 |
|                       | Left       | 0       | 9   | 0  | 0       | 5   | 0  | 0       | 16  | 0  | 0       | 9   | 0  | 0       | 9   | 0  | 0       | 3   | 0  | 0       | 19  | 1  | 0       | 11  | 0  | 0       | 2   | 1  | 0       | 10  | 1  | 0       | 8   | 1  | 0       | 9   | 0 |
|                       | Through    | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 2   | 0  | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 1   | 0  | 0       | 0   | 0  | 0       | 0   | 0  | 1       | 0   | 0  | 0       | 0   |   |
|                       | Right      | 0       | 4   | 0  | 0       | 5   | 0  | 0       | 8   | 0  | 0       | 6   | 0  | 0       | 4   | 0  | 0       | 6   | 0  | 0       | 10  | 1  | 0       | 9   | 0  | 0       | 12  | 2  | 0       | 3   | 0  | 4       | 0   | 0  | 4       | 0   |   |
|                       | App. Total | 0       | 13  | 0  | 0       | 11  | 0  | 0       | 24  | 0  | 0       | 17  | 0  | 0       | 13  | 0  | 0       | 10  | 0  | 0       | 29  | 2  | 0       | 21  | 0  | 0       | 14  | 3  | 0       | 13  | 1  | 0       | 13  | 1  | 0       | 13  | 0 |
|                       | Pct HV     | 0%      |     |    | 0%      |     |    | 0%      |     |    | 0%      |     |    | 0%      |     |    | 0%      |     |    | 6%      |     |    | 0%      |     |    | 18%     |     |    | 7%      |     |    | 7%      |     |    | 0%      |     |   |
| Total Class Volume    |            | 0       | 123 | 7  | 0       | 133 | 7  | 0       | 142 | 3  | 0       | 139 | 8  | 0       | 125 | 7  | 0       | 109 | 4  | 0       | 169 | 8  | 0       | 137 | 3  | 0       | 116 | 5  | 0       | 115 | 6  | 0       | 107 | 4  | 0       | 105 | 3 |
| Total Interval Volume |            | 130     |     |    | 140     |     |    | 145     |     |    | 147     |     |    | 132     |     |    | 113     |     |    | 177     |     |    | 140     |     |    | 121     |     |    | 121     |     |    | 111     |     |    | 108     |     |   |
| Intersection Pct HV   |            | 5%      |     |    | 5%      |     |    | 2%      |     |    | 5%      |     |    | 5%      |     |    | 4%      |     |    | 5%      |     |    | 2%      |     |    | 4%      |     |    | 5%      |     |    | 4%      |     |    | 3%      |     |   |

| Pedestrian Volumes |           | 15 Minute Period Beginning @ |      |      |      |      |      |      |      |      |      |      |      |
|--------------------|-----------|------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| APPROACH           | Movement  | 3:30                         | 3:45 | 4:00 | 4:15 | 4:30 | 4:45 | 5:00 | 5:15 | 5:30 | 5:45 | 6:00 | 6:15 |
| Eastbound          | Crosswalk | 0                            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Westbound          | Crosswalk | 0                            | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Northbound         | Crosswalk | 0                            | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Southbound         | Crosswalk | 0                            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Total              |           | 0                            | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |



| Intersection Total One Hour Volumes |     | Pct HV |
|-------------------------------------|-----|--------|
| 3:30 PM                             | 562 | 4.4%   |
| 3:45 PM                             | 564 | 4.4%   |
| 4:00 PM                             | 537 | 4.1%   |
| 4:15 PM                             | 569 | 4.7%   |
| 4:30 PM                             | 562 | 3.9%   |
| 4:45 PM                             | 551 | 3.6%   |
| 5:00 PM                             | 559 | 3.9%   |
| 5:15 PM                             | 493 | 3.7%   |
| 5:30 PM                             | 461 | 3.9%   |

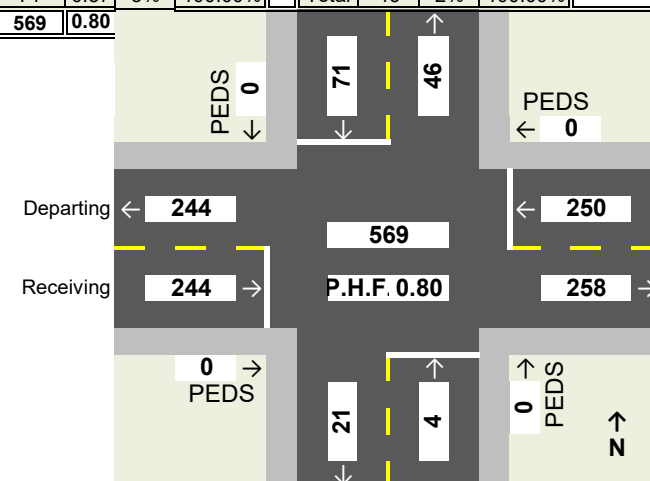
App.= Approach  
Pct= Percent

SR 903

Miovision BNG

| Pedestrian Volumes |           | 4:45 | 5:00 | 5:15 | 5:30 | Confl.       |
|--------------------|-----------|------|------|------|------|--------------|
| APPROACH           | MOVEMENT  |      |      |      |      | Ped<br>TOTAL |
| Eastbound          | Crosswalk | 0    | 0    | 0    | 0    | 0            |
| Westbound          | Crosswalk | 0    | 0    | 0    | 0    | 0            |
| Northbound         | Crosswalk | 0    | 0    | 0    | 0    | 0            |
| Southbound         | Crosswalk | 0    | 0    | 0    | 0    | 0            |
|                    | Total     | 0    | 0    | 0    | 0    |              |

P.H.F.= Peak Hour Factor  
App.= Approach  
Pct= Percent



## Appendix B: LOS Definitions

## Highway Capacity Manual 7th Edition

**Signalized intersection** level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual 7th Edition* (Transportation Research Board, 2022).

**Table 1. Level of Service Criteria for Signalized Intersections**

| Level of Service | Average Control Delay (seconds/vehicle) | General Description                                                                                                 |
|------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| A                | ≤10                                     | Free Flow                                                                                                           |
| B                | >10 – 20                                | Stable Flow (slight delays)                                                                                         |
| C                | >20 – 35                                | Stable flow (acceptable delays)                                                                                     |
| D                | >35 – 55                                | Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding) |
| E                | >55 – 80                                | Unstable flow (intolerable delay)                                                                                   |
| F <sup>1</sup>   | >80                                     | Forced flow (congested and queues fail to clear)                                                                    |

Source: *Highway Capacity Manual 7th Edition*, Transportation Research Board, 2022, respectively.

1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

**Unsignalized intersection** LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop controlled. All-way stop controlled intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

**Table 2. Level of Service Criteria for Unsignalized Intersections**

| Level of Service | Average Control Delay (seconds/vehicle) |
|------------------|-----------------------------------------|
| A                | 0 – 10                                  |
| B                | >10 – 15                                |
| C                | >15 – 25                                |
| D                | >25 – 35                                |
| E                | >35 – 50                                |
| F <sup>1</sup>   | >50                                     |

Source: *Highway Capacity Manual 7th Edition*, Transportation Research Board, 2022, respectively.

1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

## Appendix C: LOS Worksheets

HCM 7th TWSC  
1: N Short Ave & E 3rd St

Teanaway Court  
Existing Weekday PM Peak Hour

| Intersection             |        |      |      |        |       |      |        |       |       |        |      |      |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|------|------|
| Int Delay, s/veh         | 4.2    |      |      |        |       |      |        |       |       |        |      |      |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT  | SBR  |
| Lane Configurations      |        | ↕    |      |        | ↕     |      |        | ↕     |       |        | ↕    |      |
| Traffic Vol, veh/h       | 0      | 15   | 5    | 5      | 10    | 0    | 16     | 3     | 4     | 0      | 0    | 0    |
| Future Vol, veh/h        | 0      | 15   | 5    | 5      | 10    | 0    | 16     | 3     | 4     | 0      | 0    | 0    |
| Conflicting Peds, #/hr   | 1      | 0    | 1    | 0      | 0     | 0    | 1      | 0     | 0     | 0      | 0    | 1    |
| Sign Control             | Free   | Free | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop |
| RT Channelized           | -      | -    | None | -      | -     | None | -      | -     | None  | -      | -    | None |
| Storage Length           | -      | -    | -    | -      | -     | -    | -      | -     | -     | -      | -    | -    |
| Veh in Median Storage, # | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Grade, %                 | -      | 0    | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -    |
| Peak Hour Factor         | 69     | 69   | 69   | 69     | 69    | 69   | 69     | 69    | 69    | 69     | 69   | 69   |
| Heavy Vehicles, %        | 5      | 5    | 5    | 0      | 0     | 0    | 4      | 4     | 4     | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 22   | 7    | 7      | 14    | 0    | 23     | 4     | 6     | 0      | 0    | 0    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Major/Minor              | Major1 |      |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |      |
| Conflicting Flow All     | 15     | 0    | 0    | 30     | 0     | 0    | 56     | 56    | 26    | 54     | 60   | 16   |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 26     | 26    | -     | 30     | 30   | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 30     | 30    | -     | 24     | 30   | -    |
| Critical Hdwy            | 4.15   | -    | -    | 4.1    | -     | -    | 7.14   | 6.54  | 6.24  | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -     | -    | 6.14   | 5.54  | -     | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -     | -    | 6.14   | 5.54  | -     | 6.1    | 5.5  | -    |
| Follow-up Hdwy           | 2.245  | -    | -    | 2.2    | -     | -    | 3.536  | 4.036 | 3.336 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver       | 1583   | -    | -    | 1596   | -     | -    | 936    | 831   | 1044  | 949    | 835  | 1068 |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 986    | 869   | -     | 992    | 874  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 982    | 866   | -     | 999    | 874  | -    |
| Platoon blocked, %       |        | -    | -    |        | -     | -    |        |       |       |        |      |      |
| Mov Cap-1 Maneuver       | 1581   | -    | -    | 1594   | -     | -    | 930    | 826   | 1043  | 934    | 829  | 1066 |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -     | -    | 930    | 826   | -     | 934    | 829  | -    |
| Stage 1                  | -      | -    | -    | -      | -     | -    | 985    | 868   | -     | 986    | 869  | -    |
| Stage 2                  | -      | -    | -    | -      | -     | -    | 976    | 861   | -     | 989    | 873  | -    |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Approach                 | EB     |      |      | WB     |       |      | NB     |       |       | SB     |      |      |
| HCM Ctrl Dly, s/v        | 0      |      |      | 2.42   |       |      | 9.01   |       |       | 0      |      |      |
| HCM LOS                  |        |      |      |        |       |      | A      |       |       | A      |      |      |
|                          |        |      |      |        |       |      |        |       |       |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |      |
| Capacity (veh/h)         | 932    | 1581 | -    | -      | 600   | -    | -      | -     |       |        |      |      |
| HCM Lane V/C Ratio       | 0.036  | -    | -    | -      | 0.005 | -    | -      | -     |       |        |      |      |
| HCM Ctrl Dly (s/v)       | 9      | 0    | -    | -      | 7.3   | 0    | -      | 0     |       |        |      |      |
| HCM Lane LOS             | A      | A    | -    | -      | A     | A    | -      | A     |       |        |      |      |
| HCM 95th %tile Q(veh)    | 0.1    | 0    | -    | -      | 0     | -    | -      | -     |       |        |      |      |

HCM 7th TWSC  
2: Business Dwy/N Short Ave & SR 903

Teanaway Court  
Existing Weekday PM Peak Hour

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.9    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |       |
| Traffic Vol, veh/h       | 10     | 215                                                                               | 15   | 2      | 215                                                                               | 35   | 3      | 1                                                                                 | 0    | 40     | 3                                                                                   | 25    |
| Future Vol, veh/h        | 10     | 215                                                                               | 15   | 2      | 215                                                                               | 35   | 3      | 1                                                                                 | 0    | 40     | 3                                                                                   | 25    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Peak Hour Factor         | 80     | 80                                                                                | 80   | 80     | 80                                                                                | 80   | 80     | 80                                                                                | 80   | 80     | 80                                                                                  | 80    |
| Heavy Vehicles, %        | 6      | 6                                                                                 | 6    | 4      | 4                                                                                 | 4    | 0      | 0                                                                                 | 0    | 3      | 3                                                                                   | 3     |
| Mvmt Flow                | 13     | 269                                                                               | 19   | 3      | 269                                                                               | 44   | 4      | 1                                                                                 | 0    | 50     | 4                                                                                   | 31    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 313    | 0                                                                                 | 0    | 288    | 0                                                                                 | 0    | 579    | 621                                                                               | 278  | 590    | 608                                                                                 | 291   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 303    | 303                                                                               | -    | 296    | 296                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 276    | 318                                                                               | -    | 294    | 313                                                                                 | -     |
| Critical Hdwy            | 4.16   | -                                                                                 | -    | 4.14   | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.2  | 7.13   | 6.53                                                                                | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.13   | 5.53                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.13   | 5.53                                                                                | -     |
| Follow-up Hdwy           | 2.254  | -                                                                                 | -    | 2.236  | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  | 3.527  | 4.027                                                                               | 3.327 |
| Pot Cap-1 Maneuver       | 1226   | -                                                                                 | -    | 1263   | -                                                                                 | -    | 430    | 406                                                                               | 766  | 418    | 409                                                                                 | 746   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 711    | 667                                                                               | -    | 711    | 667                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 735    | 658                                                                               | -    | 712    | 655                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1226   | -                                                                                 | -    | 1263   | -                                                                                 | -    | 402    | 400                                                                               | 766  | 410    | 403                                                                                 | 746   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 402    | 400                                                                               | -    | 410    | 403                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 702    | 659                                                                               | -    | 709    | 665                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 699    | 656                                                                               | -    | 702    | 647                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |       |
| HCM Ctrl Dly, s/v        | 0.33   |                                                                                   |      | 0.06   |                                                                                   |      | 14.08  |                                                                                   |      | 13.85  |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | B      |                                                                                   |      | B      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |       |
| Capacity (veh/h)         | 401    | 74                                                                                | -    | -      | 14                                                                                | -    | -      | 491                                                                               |      |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.012  | 0.01                                                                              | -    | -      | 0.002                                                                             | -    | -      | 0.173                                                                             |      |        |                                                                                     |       |
| HCM Ctrl Dly (s/v)       | 14.1   | 8                                                                                 | 0    | -      | 7.9                                                                               | 0    | -      | 13.9                                                                              |      |        |                                                                                     |       |
| HCM Lane LOS             | B      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | B                                                                                 |      |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0.6                                                                               |      |        |                                                                                     |       |

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.6    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |      |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR  |
| Lane Configurations      |        |  |      |        |  |      |        |  |       |        |  |      |
| Traffic Vol, veh/h       | 0      | 20                                                                                | 5    | 5      | 15                                                                                | 0    | 16     | 3                                                                                 | 4     | 0      | 0                                                                                   | 0    |
| Future Vol, veh/h        | 0      | 20                                                                                | 5    | 5      | 15                                                                                | 0    | 16     | 3                                                                                 | 4     | 0      | 0                                                                                   | 0    |
| Conflicting Peds, #/hr   | 1      | 0                                                                                 | 1    | 0      | 0                                                                                 | 0    | 1      | 0                                                                                 | 0     | 0      | 0                                                                                   | 1    |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -    |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -    |
| Peak Hour Factor         | 69     | 69                                                                                | 69   | 69     | 69                                                                                | 69   | 69     | 69                                                                                | 69    | 69     | 69                                                                                  | 69   |
| Heavy Vehicles, %        | 5      | 5                                                                                 | 5    | 0      | 0                                                                                 | 0    | 4      | 4                                                                                 | 4     | 0      | 0                                                                                   | 0    |
| Mvmt Flow                | 0      | 29                                                                                | 7    | 7      | 22                                                                                | 0    | 23     | 4                                                                                 | 6     | 0      | 0                                                                                   | 0    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |      |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |      |
| Conflicting Flow All     | 23     | 0                                                                                 | 0    | 37     | 0                                                                                 | 0    | 71     | 71                                                                                | 34    | 68     | 74                                                                                  | 24   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 34     | 34                                                                                | -     | 37     | 37                                                                                  | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 37     | 37                                                                                | -     | 31     | 37                                                                                  | -    |
| Critical Hdwy            | 4.15   | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.14   | 6.54                                                                              | 6.24  | 7.1    | 6.5                                                                                 | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.14   | 5.54                                                                              | -     | 6.1    | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.14   | 5.54                                                                              | -     | 6.1    | 5.5                                                                                 | -    |
| Follow-up Hdwy           | 2.245  | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.536  | 4.036                                                                             | 3.336 | 3.5    | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver       | 1573   | -                                                                                 | -    | 1586   | -                                                                                 | -    | 916    | 816                                                                               | 1034  | 929    | 820                                                                                 | 1059 |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 977    | 863                                                                               | -     | 983    | 868                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 973    | 860                                                                               | -     | 991    | 868                                                                                 | -    |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |       |        |                                                                                     |      |
| Mov Cap-1 Maneuver       | 1572   | -                                                                                 | -    | 1585   | -                                                                                 | -    | 910    | 810                                                                               | 1033  | 914    | 814                                                                                 | 1057 |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 910    | 810                                                                               | -     | 914    | 814                                                                                 | -    |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 976    | 862                                                                               | -     | 978    | 863                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 968    | 855                                                                               | -     | 980    | 867                                                                                 | -    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |      |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |      |
| HCM Ctrl Dly, s/v        | 0      |                                                                                   |      | 1.82   |                                                                                   |      | 9.09   |                                                                                   |       | 0      |                                                                                     |      |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | A      |                                                                                   |       | A      |                                                                                     |      |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |       |        |                                                                                     |      |
| Capacity (veh/h)         | 914    | 1572                                                                              | -    | -      | 450                                                                               | -    | -      | -                                                                                 |       |        |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.036  | -                                                                                 | -    | -      | 0.005                                                                             | -    | -      | -                                                                                 |       |        |                                                                                     |      |
| HCM Ctrl Dly (s/v)       | 9.1    | 0                                                                                 | -    | -      | 7.3                                                                               | 0    | -      | 0                                                                                 |       |        |                                                                                     |      |
| HCM Lane LOS             | A      | A                                                                                 | -    | -      | A                                                                                 | A    | -      | A                                                                                 |       |        |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0.1    | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | -                                                                                 |       |        |                                                                                     |      |

2: Business Dwy/N Short Ave & SR 903Future (2027) Without-Project Weekday PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 10   | 245  | 15   | 2    | 240  | 35   | 3    | 1    | 0    | 40   | 3    | 25   |
| Future Vol, veh/h        | 10   | 245  | 15   | 2    | 240  | 35   | 3    | 1    | 0    | 40   | 3    | 25   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   |
| Heavy Vehicles, %        | 6    | 6    | 6    | 4    | 4    | 4    | 0    | 0    | 0    | 3    | 3    | 3    |
| Mvmt Flow                | 13   | 306  | 19   | 3    | 300  | 44   | 4    | 1    | 0    | 50   | 4    | 31   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-------|-------|
| Conflicting Flow All | 344    | 0 | 0 | 325    | 0 | 0 | 648    | 689 | 316 | 659    | 677   | 322   |
| Stage 1              | -      | - | - | -      | - | - | 341    | 341 | -   | 327    | 327   | -     |
| Stage 2              | -      | - | - | -      | - | - | 307    | 349 | -   | 332    | 350   | -     |
| Critical Hdwy        | 4.16   | - | - | 4.14   | - | - | 7.1    | 6.5 | 6.2 | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.13   | 5.53  | -     |
| Follow-up Hdwy       | 2.254  | - | - | 2.236  | - | - | 3.5    | 4   | 3.3 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver   | 1193   | - | - | 1224   | - | - | 387    | 371 | 730 | 376    | 373   | 717   |
| Stage 1              | -      | - | - | -      | - | - | 678    | 642 | -   | 684    | 646   | -     |
| Stage 2              | -      | - | - | -      | - | - | 707    | 637 | -   | 679    | 631   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1193   | - | - | 1224   | - | - | 360    | 365 | 730 | 369    | 368   | 717   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 360    | 365 | -   | 369    | 368   | -     |
| Stage 1              | -      | - | - | -      | - | - | 670    | 634 | -   | 682    | 644   | -     |
| Stage 2              | -      | - | - | -      | - | - | 671    | 636 | -   | 669    | 623   | -     |

| Approach          | EB  | WB   | NB   | SB    |
|-------------------|-----|------|------|-------|
| HCM Ctrl Dly, s/v | 0.3 | 0.06 | 15.1 | 14.89 |
| HCM LOS           |     |      | C    | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBL  | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 362   | 66   | -   | -   | 13    | -   | -   | 449   |
| HCM Lane V/C Ratio    | 0.014 | 0.01 | -   | -   | 0.002 | -   | -   | 0.189 |
| HCM Ctrl Dly (s/v)    | 15.1  | 8    | 0   | -   | 7.9   | 0   | -   | 14.9  |
| HCM Lane LOS          | C     | A    | A   | -   | A     | A   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | 0    | -   | -   | 0     | -   | -   | 0.7   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 6.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 7    | 14   | 5    | 5    | 9    | 6    | 16   | 26   | 4    | 6    | 24   | 7    |
| Future Vol, veh/h        | 7    | 14   | 5    | 5    | 9    | 6    | 16   | 26   | 4    | 6    | 24   | 7    |
| Conflicting Peds, #/hr   | 1    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 69   | 69   | 69   | 69   | 69   | 69   | 69   | 69   | 69   | 69   | 69   | 69   |
| Heavy Vehicles, %        | 5    | 5    | 5    | 0    | 0    | 0    | 4    | 4    | 4    | 0    | 0    | 0    |
| Mvmt Flow                | 10   | 20   | 7    | 7    | 13   | 9    | 23   | 38   | 6    | 9    | 35   | 10   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |     |      |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-----|------|
| Conflicting Flow All | 23     | 0 | 0 | 29     | 0 | 0 | 91     | 82    | 25    | 92     | 82  | 19   |
| Stage 1              | -      | - | - | -      | - | - | 45     | 45    | -     | 33     | 33  | -    |
| Stage 2              | -      | - | - | -      | - | - | 46     | 37    | -     | 59     | 49  | -    |
| Critical Hdwy        | 4.15   | - | - | 4.1    | - | - | 7.14   | 6.54  | 6.24  | 7.1    | 6.5 | 6.2  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.14   | 5.54  | -     | 6.1    | 5.5 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.14   | 5.54  | -     | 6.1    | 5.5 | -    |
| Follow-up Hdwy       | 2.245  | - | - | 2.2    | - | - | 3.536  | 4.036 | 3.336 | 3.5    | 4   | 3.3  |
| Pot Cap-1 Maneuver   | 1573   | - | - | 1598   | - | - | 888    | 804   | 1046  | 896    | 812 | 1064 |
| Stage 1              | -      | - | - | -      | - | - | 964    | 853   | -     | 988    | 872 | -    |
| Stage 2              | -      | - | - | -      | - | - | 963    | 860   | -     | 957    | 858 | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -   | -    |
| Mov Cap-1 Maneuver   | 1572   | - | - | 1596   | - | - | 831    | 793   | 1045  | 839    | 802 | 1062 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 831    | 793   | -     | 839    | 802 | -    |
| Stage 1              | -      | - | - | -      | - | - | 956    | 847   | -     | 983    | 867 | -    |
| Stage 2              | -      | - | - | -      | - | - | 910    | 855   | -     | 904    | 852 | -    |

| Approach          | EB   |  |  | WB   |  |  | NB   |  |  | SB   |  |  |
|-------------------|------|--|--|------|--|--|------|--|--|------|--|--|
| HCM Ctrl Dly, s/v | 1.97 |  |  | 1.82 |  |  | 9.76 |  |  | 9.54 |  |  |
| HCM LOS           |      |  |  |      |  |  | A    |  |  | A    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 824   | 460   | -   | -   | 417   | -   | -   | 847   |
| HCM Lane V/C Ratio    | 0.081 | 0.006 | -   | -   | 0.005 | -   | -   | 0.063 |
| HCM Ctrl Dly (s/v)    | 9.8   | 7.3   | 0   | -   | 7.3   | 0   | -   | 9.5   |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.3   | 0     | -   | -   | 0     | -   | -   | 0.2   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 22   | 245  | 15   | 2    | 240  | 46   | 3    | 1    | 0    | 51   | 3    | 38   |
| Future Vol, veh/h        | 22   | 245  | 15   | 2    | 240  | 46   | 3    | 1    | 0    | 51   | 3    | 38   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   |
| Heavy Vehicles, %        | 6    | 6    | 6    | 4    | 4    | 4    | 0    | 0    | 0    | 3    | 3    | 3    |
| Mvmt Flow                | 28   | 306  | 19   | 3    | 300  | 58   | 4    | 1    | 0    | 64   | 4    | 48   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-------|-------|
| Conflicting Flow All | 358    | 0 | 0 | 325    | 0 | 0 | 678    | 733 | 316 | 696    | 714   | 329   |
| Stage 1              | -      | - | - | -      | - | - | 371    | 371 | -   | 334    | 334   | -     |
| Stage 2              | -      | - | - | -      | - | - | 307    | 363 | -   | 362    | 380   | -     |
| Critical Hdwy        | 4.16   | - | - | 4.14   | - | - | 7.1    | 6.5 | 6.2 | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.13   | 5.53  | -     |
| Follow-up Hdwy       | 2.254  | - | - | 2.236  | - | - | 3.5    | 4   | 3.3 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver   | 1179   | - | - | 1224   | - | - | 369    | 350 | 730 | 355    | 356   | 710   |
| Stage 1              | -      | - | - | -      | - | - | 654    | 623 | -   | 678    | 642   | -     |
| Stage 2              | -      | - | - | -      | - | - | 707    | 628 | -   | 655    | 612   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1179   | - | - | 1224   | - | - | 330    | 339 | 730 | 343    | 345   | 710   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 330    | 339 | -   | 343    | 345   | -     |
| Stage 1              | -      | - | - | -      | - | - | 635    | 606 | -   | 676    | 640   | -     |
| Stage 2              | -      | - | - | -      | - | - | 654    | 627 | -   | 635    | 595   | -     |

| Approach          | EB   | WB   | NB    | SB    |
|-------------------|------|------|-------|-------|
| HCM Ctrl Dly, s/v | 0.63 | 0.06 | 15.99 | 16.19 |
| HCM LOS           |      |      | C     | C     |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 332   | 139   | -   | -   | 12    | -   | -   | 436   |
| HCM Lane V/C Ratio    | 0.015 | 0.023 | -   | -   | 0.002 | -   | -   | 0.264 |
| HCM Ctrl Dly (s/v)    | 16    | 8.1   | 0   | -   | 7.9   | 0   | -   | 16.2  |
| HCM Lane LOS          | C     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh) | 0     | 0.1   | -   | -   | 0     | -   | -   | 1     |

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 7.5                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 37   | 36   | 3                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0                                                                                 | 37   | 36   | 3                                                                                 | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 69                                                                                | 69   | 69   | 69                                                                                | 69                                                                                | 69   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 4    | 4                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 0                                                                                 | 54   | 52   | 4                                                                                 | 0                                                                                 | 0    |

| Major/Minor          | Minor2 | Major1 |       | Major2 |   |   |
|----------------------|--------|--------|-------|--------|---|---|
| Conflicting Flow All | 110    | 1      | 1     | 0      | - | 0 |
| Stage 1              | 1      | -      | -     | -      | - | - |
| Stage 2              | 109    | -      | -     | -      | - | - |
| Critical Hdwy        | 6.42   | 6.22   | 4.14  | -      | - | - |
| Critical Hdwy Stg 1  | 5.42   | -      | -     | -      | - | - |
| Critical Hdwy Stg 2  | 5.42   | -      | -     | -      | - | - |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.236 | -      | - | - |
| Pot Cap-1 Maneuver   | 887    | 1083   | 1608  | -      | - | - |
| Stage 1              | 1022   | -      | -     | -      | - | - |
| Stage 2              | 916    | -      | -     | -      | - | - |
| Platoon blocked, %   |        |        |       | -      | - | - |
| Mov Cap-1 Maneuver   | 858    | 1083   | 1608  | -      | - | - |
| Mov Cap-2 Maneuver   | 858    | -      | -     | -      | - | - |
| Stage 1              | 989    | -      | -     | -      | - | - |
| Stage 2              | 916    | -      | -     | -      | - | - |

| Approach          | EB  | NB   | SB |
|-------------------|-----|------|----|
| HCM Ctrl Dly, s/v | 8.5 | 6.75 | 0  |
| HCM LOS           | A   |      |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 1604  | -   | 1083  | -   | -   |
| HCM Lane V/C Ratio    | 0.032 | -   | 0.05  | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.3   | 0   | 8.5   | -   | -   |
| HCM Lane LOS          | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.2   | -   | -   |

## Appendix D: Detailed Trip Generation

Teanaway Court

| <u>Proposed Use</u>                |                        |                 |       |                |                      |       |           |             |          |          |               |    |     |       |               |          |       |  |
|------------------------------------|------------------------|-----------------|-------|----------------|----------------------|-------|-----------|-------------|----------|----------|---------------|----|-----|-------|---------------|----------|-------|--|
|                                    |                        |                 |       |                |                      |       |           | Gross Trips |          |          | Pass-By Trips |    |     |       | Primary Trips |          |       |  |
| Land Use                           | Setting                | Size            | Units | Model          | Equation             | Rate  | Inbound % | Inbound     | Outbound | Subtotal | %             | In | Out | Total | Inbound       | Outbound | Total |  |
| <b>Day Care Center (LU 565)</b>    |                        | <b>5,000 sf</b> |       |                |                      |       |           |             |          |          |               |    |     |       |               |          |       |  |
| Daily                              | General Urban/Suburban |                 |       | Rate           | -                    | 39.30 | 50%       | 98          | 98       | 196      |               | -  | -   | -     | 98            | 98       | 196   |  |
| AM Peak Hour                       | General Urban/Suburban |                 |       | Rate           | -                    | 10.88 | 53%       | 29          | 25       | 54       |               | -  | -   | -     | 29            | 25       | 54    |  |
| PM Peak Hour                       | General Urban/Suburban |                 |       | Rate           | -                    | 10.75 | 47%       | 25          | 29       | 54       | 44%           | 12 | 12  | 24    | 13            | 17       | 30    |  |
| <b>Affordable Housing (LU 223)</b> |                        | <b>41 du</b>    |       |                |                      |       |           |             |          |          |               |    |     |       |               |          |       |  |
| Daily                              | General Urban/Suburban |                 |       | Equation (lin) | T = 3.73(X) + 139.35 | -     | 50%       | 146         | 146      | 292      |               | -  | -   | -     | 146           | 146      | 292   |  |
| AM Peak Hour                       | General Urban/Suburban |                 |       | Equation (lin) | T = 0.21(X) + 17.21  | -     | 29%       | 8           | 18       | 26       |               | -  | -   | -     | 8             | 18       | 26    |  |
| PM Peak Hour                       | General Urban/Suburban |                 |       | Rate           | -                    | 0.46  | 59%       | 11          | 8        | 19       |               | -  | -   | -     | 11            | 8        | 19    |  |
| <u>Subtotal</u>                    |                        |                 |       |                |                      |       |           |             |          |          |               |    |     |       |               |          |       |  |
| Daily                              |                        |                 |       |                |                      |       |           | 244         | 244      | 488      |               | 0  | 0   | 0     | 244           | 244      | 488   |  |
| AM Peak Hour                       |                        |                 |       |                |                      |       |           | 37          | 43       | 80       |               | 0  | 0   | 0     | 37            | 43       | 80    |  |
| PM Peak Hour                       |                        |                 |       |                |                      |       |           | 36          | 37       | 73       |               | 12 | 12  | 24    | 24            | 25       | 49    |  |

**Notes:**  
1. Trip rates and pass-by rates based on Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (12th Edition) equation and average trip rates as shown above.