

TRAFFIC IMPACT ANALYSIS SCOPING INFORMATION

Project Title: **Wellington Heights**
 Project Description: 56 Single Family Dwelling Units
 Parcels: 59000-400600, -400100, -400800, -500100, -300100, -600100,
 -200100, -200600, -200900, -700300

Trip Generation:

Quantity	Land Use Code	Description	ADT Rate	AM Peak Hour Rate	PM Peak Hour Rate	Pass-By Rate
56 Units	210	Single Family	ITE Eqn. (see attached)	ITE Eqn. (see attached)	ITE Eqn. (see attached)	0%

Total AM Peak Hour Trips: 45 (11 Enter/34 Exit)
 Total PM Peak Hour Trips: 58 (37 Enter/21 Exit)
 Total Daily Trips: 610
 Horizon Year: 2020
 Ambient Growth: 2%
 Pipeline Projects: As instructed by jurisdiction

Major Arterial Intersections to Study:

9th Ave SW & Fern St SW

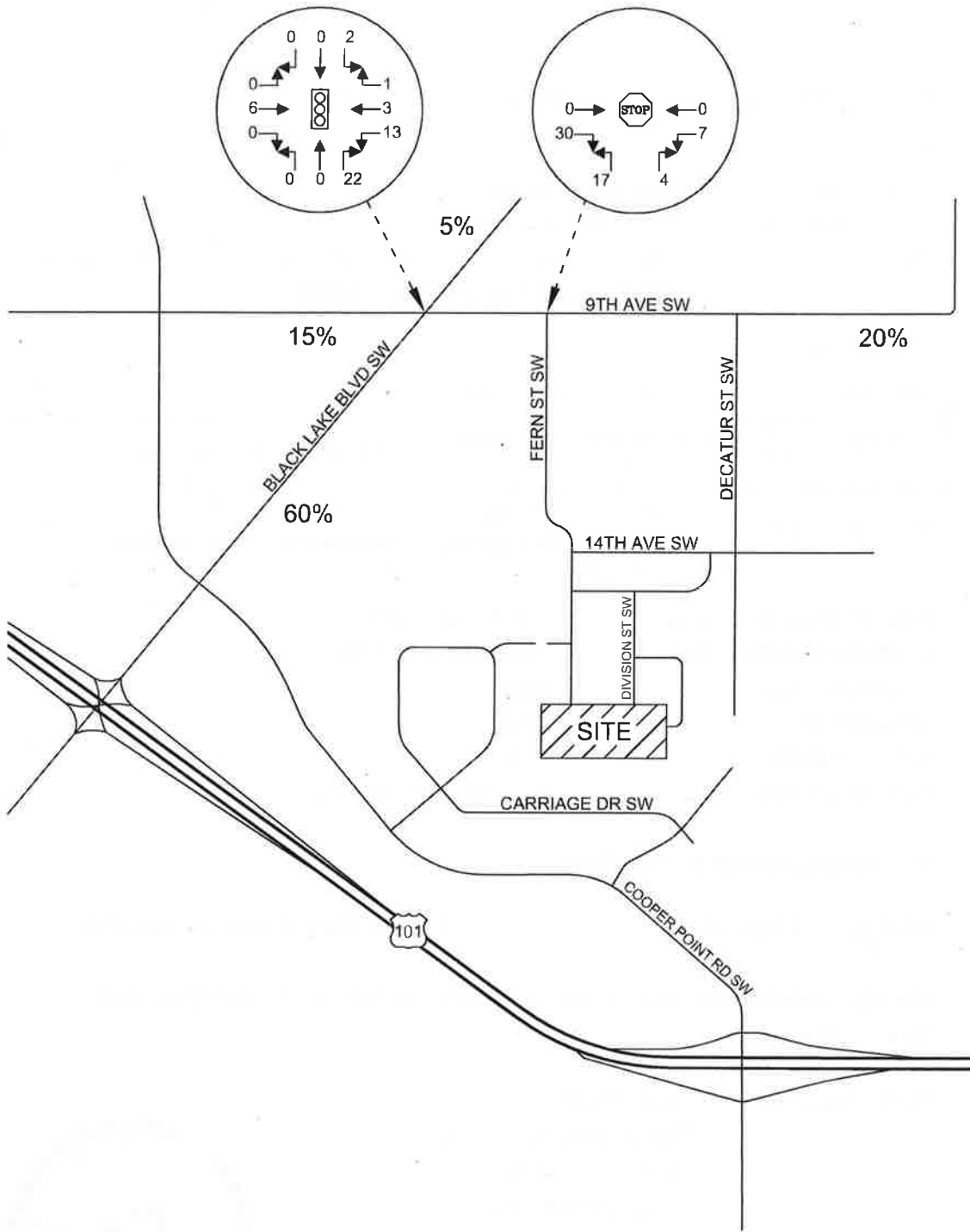
9th Ave SW & Black Lake Blvd SW

The trip distribution shown in Figure 1 is based on a TAZ 335 modeling provided by Thurston County

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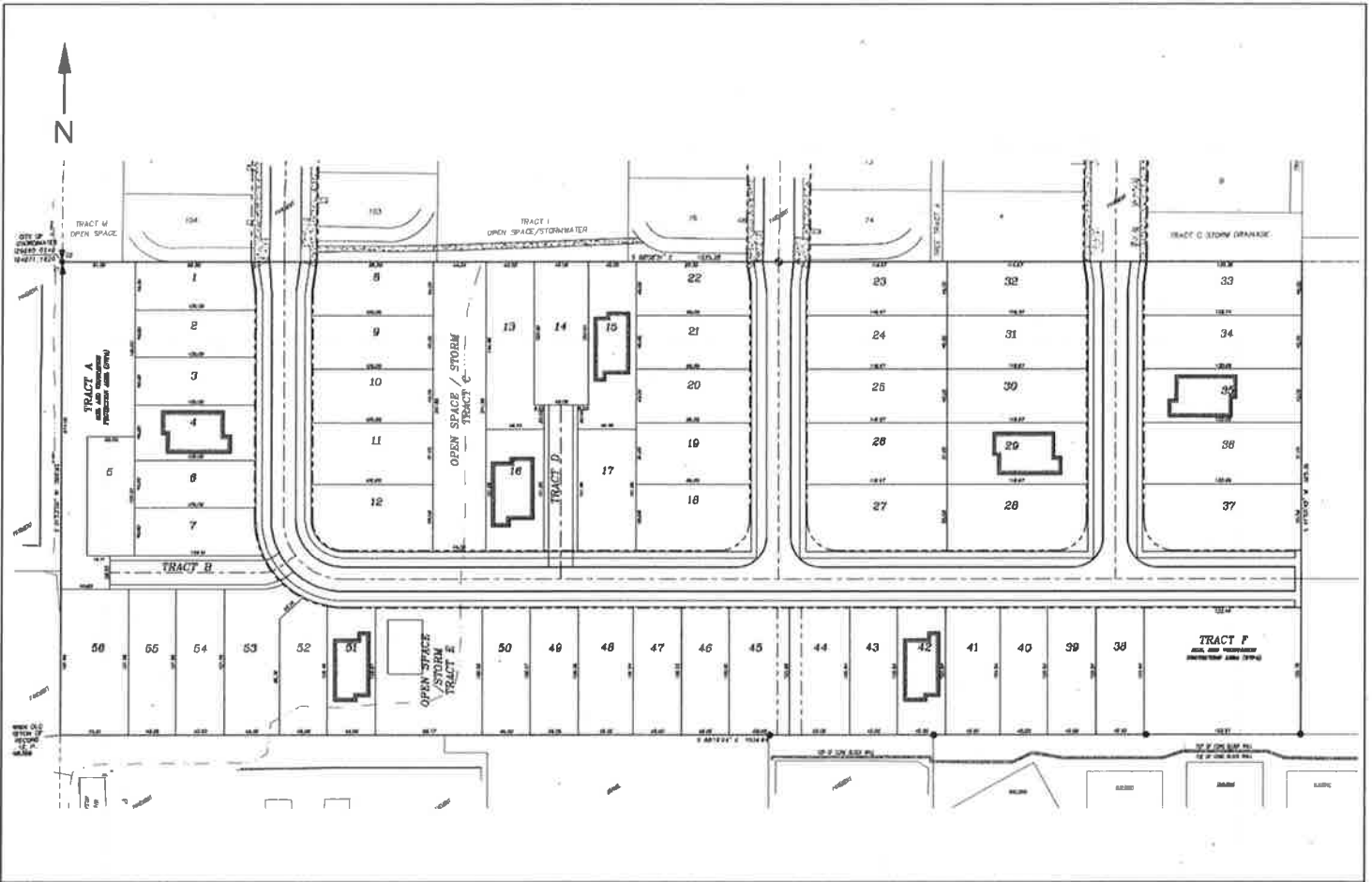




NEW PM PEAK HOUR TRIPS
INBOUND: 37 VPH
OUTBOUND: 21 VPH

HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

WELLINGTON HEIGHTS
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 1



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

WELLINGTON HEIGHTS
SITE PLAN
FIGURE 2

Single-Family Detached Housing (210)

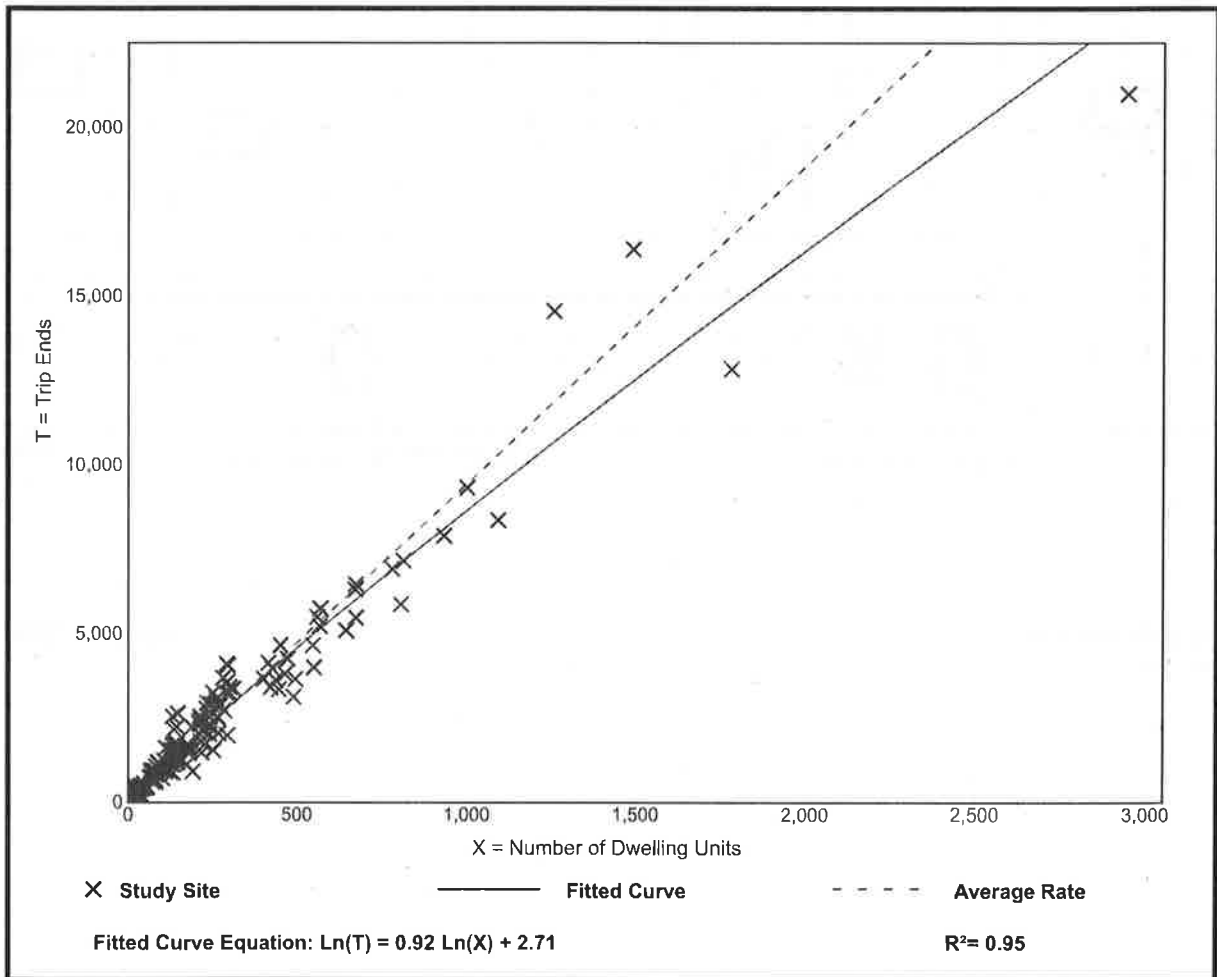
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 159
Avg. Num. of Dwelling Units: 264
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation



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Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

**Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 173

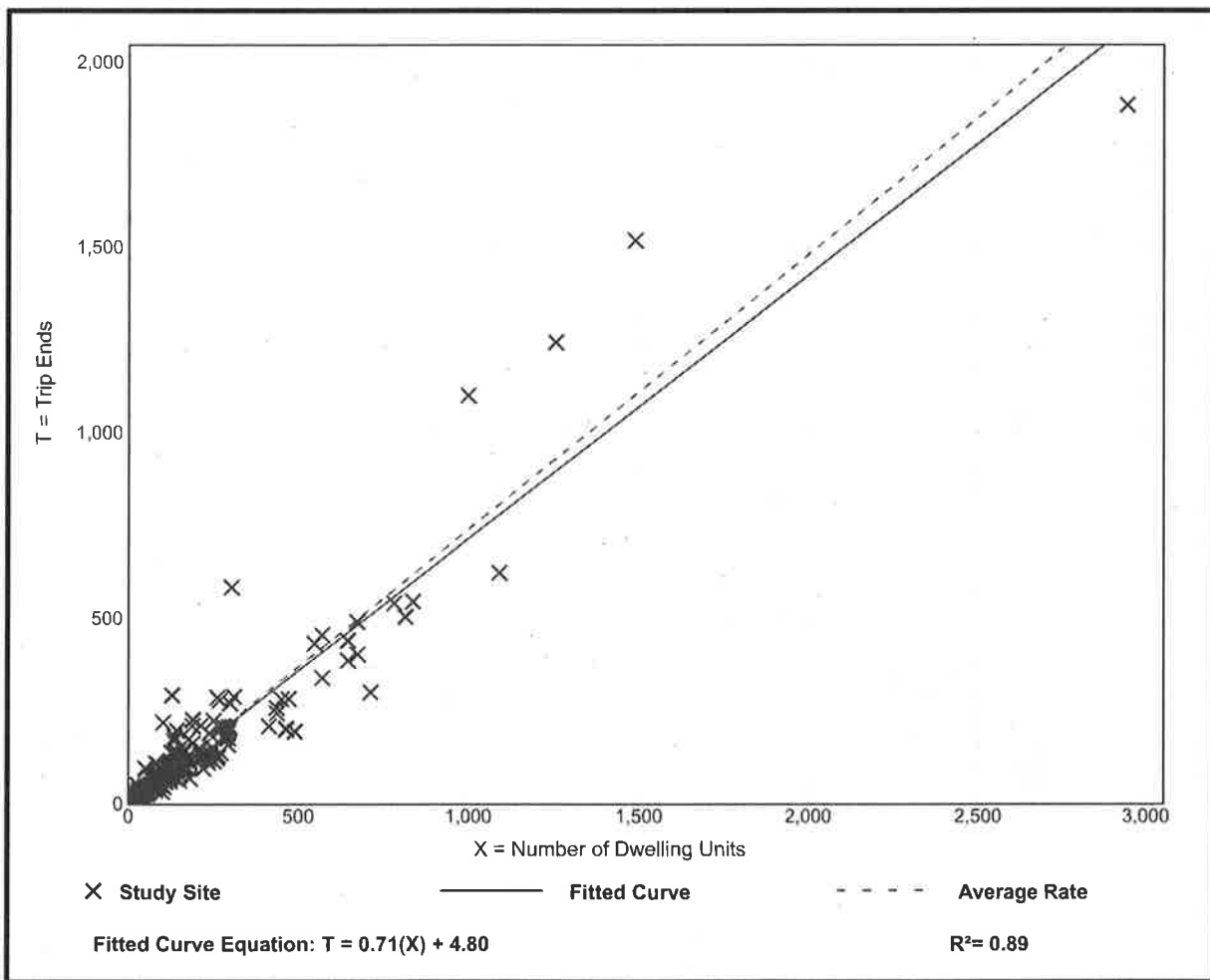
Avg. Num. of Dwelling Units: 219

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

Data Plot and Equation



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Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

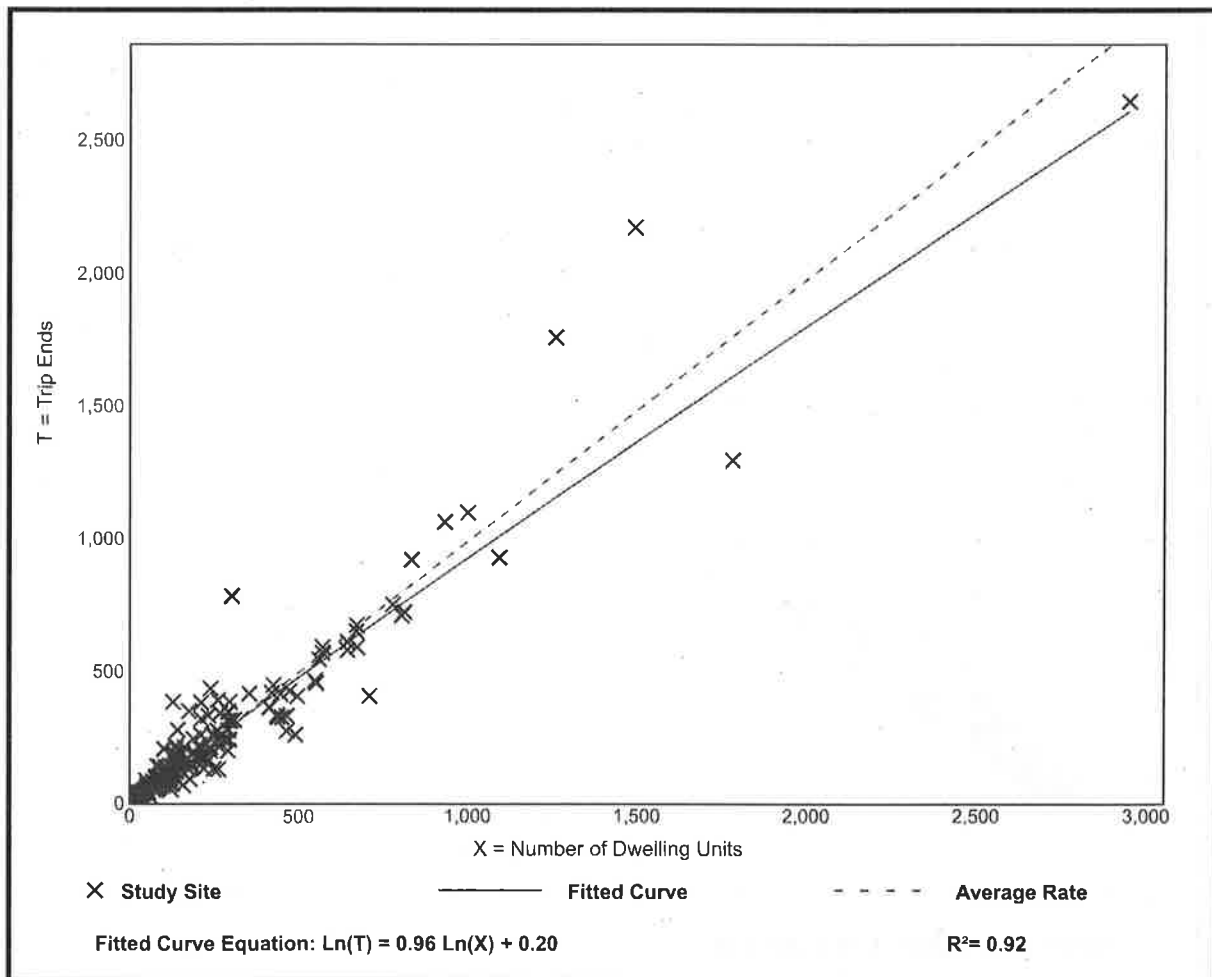
Setting/Location: General Urban/Suburban

Number of Studies: 190
 Avg. Num. of Dwelling Units: 242
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

Data Plot and Equation



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