TRANSPORTATION COMMISSION

Bob Sanders
Commission Chair
trans@ci.moscow.id.us

Regular Meeting
~Agenda~

Bill Belknap
Staff Liaison
208.883.7011

https://www.ci.moscow.id.us/556/Transportation-Commission

Thursday **August 12, 2021**	**4:00 PM**	**Council Chambers** **206 E. Third Street**

WELCOME AND ATTENDANCE

REGULAR AGENDA

1. **Approval of July 8, 2021 Minutes (ACTION ITEM)**
   Presentation of minutes for approval.
   PROPOSED ACTIONS: Approve minutes as presented; approve minutes with amendments; or provide staff further direction.

2. **Public Comment**
   Members of the public may speak to the Commission regarding matters NOT on the agenda or currently pending before the Commission. Please state your name and city of residence for the record and limit your remarks to three (3) minutes.

3. **Park Valley Addition Preliminary Subdivision Plat Review and Recommendation (ACTION ITEM) – Bill Belknap**
   The City recently received an application for a replat of a portion of the Southgate Third Addition called the Park Valley Addition. Staff will provide an overview of the proposal for the Commission's review and recommendation.
   PROPOSED ACTION: Receive report and provide recommendations as deemed appropriate.

4. **Sierra Vista Preliminary Subdivision Plat Review and Recommendation (ACTION ITEM) – Bill Belknap**
   The City recently received an application for a replat of a portion of the Southgate Third Addition called the Sierra Vista Addition. Staff will provide an overview of the proposal for the Commission's review and recommendation.
   PROPOSED ACTION: Receive report and provide recommendations as deemed appropriate.

5. **Woodbury Preliminary Subdivision Plat Review and Recommendation (ACTION ITEM) – Bill Belknap**
   The City recently received an application for annexation, rezone and platting of an approximate 17 acres parcel of land called the Woodbury Addition. Staff will provide an overview of the proposal for the Commission's review and recommendation.

NOTICE: Moscow City Council and Commission meetings can be televised, videotaped and/or recorded. Individuals attending the meeting who require special assistance to accommodate physical, hearing, or other impairments, please contact the City Clerk, at (208) 883-7015 or TDD 883-7019, as soon as possible so that arrangements may be made.

PROPOSED ACTION: Receive report and provide recommendations as deemed appropriate.

REPORTS

- **Intercity Transit Subcommittee Report**

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS

The next regularly scheduled Transportation Commission meeting is September 9, 2021.

ADJOURN

NOTICE: Moscow City Council and Commission meetings can be televised, videotaped and/or recorded. Individuals attending the meeting who require special assistance to accommodate physical, hearing, or other impairments, please contact the City Clerk, at (208) 883-7015 or TDD 883-7019, as soon as possible so that arrangements may be made.

TRANSPORTATION COMMISSION

Bob Sanders
Commission Chair
trans@ci.moscow.id.us

Regular Meeting
~Minutes~

Bill Belknap
Staff Liaison
208.883.7011

https://www.ci.moscow.id.us/556/Transportation-Commission

Thursday **July 8, 2021**	**4:00 PM**	**Council Chambers** **206 E. Third Street**

The meeting was called to order at 4:02 PM

MEMBERS PRESENT:	Bob Sanders, Chair; Randy Baukol, Ben Calabretta, Rebecca Couch, Mary DuPree, Joel Hamilton, Mike McGahan
MEMBERS ABSENT:	Erin Bacon
OTHERS:	Gina Taruscio
STAFF:	Bill Belknap, Jennifer Fleischman

REGULAR AGENDA

1. **Approval of Minutes from June 10, 2021**
   Presentation of minutes for approval.

Hamilton moved for approval of the minutes as written, seconded by Couch. Vote by Acclamation: Ayes: Unanimous. Nays: None. Abstentions: (2) Baukol, McGahan. Motion carried.

2. **Public Comment**
   Members of the public may speak to the Commission regarding matters NOT on the agenda or currently pending before the Commission. Please state your name and city of residence for the record and limit your remarks to three (3) minutes.

None.

3. **Continued Discussion Regarding of Proposed Bicycle/E-bike/E-scooter Licensing Requirements – Bill Belknap**
   During the Commission's last meeting, the Commission discussed the merits of continuing the requirement to license bicycles within the City. The Commission requested staff to collect additional information for the Commission's review and consideration.

Belknap reviewed the proposed licensing requirements that were discussed at the last meeting, noting that Moscow Police Department has agreed to make it only a voluntary requirement for residents and the City Attorney will also be updating City Code to remove mandatory bicycle licensing.

E-scooter vendors have their own licensing requirements so that they can keep track of maintenance and other needs for their scooters. MPD reported that there has been an average of 60-90 licenses sold annually. The licensing requirement section in the proposed Shared Mobility Device agreement was removed.

4. **Review of Proposed Shared Mobility License Agreement Template and Geofencing Boundaries – Bill Belknap**
   The City has seen recent interest in the deployment of shared mobility devices (E-scooters) within the City by two scooter companies. Staff has prepared a draft license agreement for shared mobility providers

DRAFT

that would regulate their operations and standards of performance. The Commission reviewed the Agreement at the last meeting and the one remaining item for discussion was speed reduction zones that would be geofenced to reduce potential conflicts with pedestrians.

Belknap explained the proposed geofencing map for the Shared Mobility Device agreement, asking the Commissioners for input on the boundaries in relation to the downtown area. The UI Campus Walkway system or Palouse Mall could also be geofenced for speed control. Friendship Square was proposed as a location where users could not end their trip, as they would not stop being charged by the vendor until the device was moved. Current speed limit is proposed at 7mph in the geofenced areas. Couch will send information directly to the City regarding the University's desired Campus geofenced areas.

Farmer's Market would be responsible for making their own rules about not allowing e-scooters within the market. The vendor's start date will be proposed after the ordinance and license agreement passed City Council. The current proposed vendor fees have been set at $5, 000 for the license fee, and then an additional $100 per device.

5. Discussion Regarding Intra-City Transit Services – Bill Belknap

At the Commission's last meeting, the Commission expressed a desire to engage stakeholders to gauge interest and feasibility of reestablishing intracity public transit services between Moscow and Pullman.

DuPree started the discussion on inter-city transit services and suggested the Commission might start pursuing a plan by creating a subcommittee. Couch explained her research regarding transit between the University of Idaho and Washington State University. The ultimate recommendation was not to have a full bus running all day every day, but only several times a day with a smaller vehicleA questionnaire was proposed to gauge the interests of the public and critical participants, such as the City of Pullman, the Universities, and the Airport.

DuPree made a motion to create an Inter-City Transit Service ad-hoc subcommittee, seconded by Couch. Vote by Acclamation: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

Taruscio, Couch, DuPree, and Sanders volunteered to serve on the subcommittee. There was a tentative plan to meet in about two weeks at the SMART Transit Center around 4pm.

REPORTS

Left turn signal at D and Main Street was completed.

ANNOUNCEMENTS

UPCOMING EVENTS / MEETINGS

1. The next regular scheduled Transportation Commission meeting is August 12, 2021.

The meeting adjourned at 4:58 PM

_____

Robert Sanders, Chair

DRAFT

CITY OF MOSCOW
COMMUNITY DEVELOPMENT
Ph.: 208-883-7035
Fax: 208-883-7033
jfleischman@ci.moscow.id.us

For City Use Only			
	Date Received		
Dept	Fee Type	Fees	Paid
CD	Application Fee	$895	
	Receipt Number		

APPLICATION FOR PRELIMINARY SUBDIVISION PLAT

APPLICANT:
Name: Mike Salisbury, Manager, Jemca LLC Telephone [redacted]
Complete Address: [redacted] Moscow ID 83843
E-Mail: _____ Fax: _____

OWNER: (if other than applicant)
Name: Jemca LLC Telephone: 208-301-2370
Complete Address: 2315 Shelby Lane Moscow ID 83843
E-Mail: _____ Fax: _____

ENGINEER/SURVEYOR:
Name: Scott Becker Telephone: 208-882-3520
Complete Address: 405 S Washington St. Moscow, ID 83843
E-Mail: scottbecker@moscow.com Fax: _____

Primary point of contact (select one): Applicant_____ Owner_____ Engineer/Surveyor X

PROPERTY:
1. Proposed Subdivision Name: Park Valley
2. Address(as) or Parcel Number(s): Portions of Blocks 2 & 3 of Southgate 3rd
3. Legal Description: *Please attach copy of full description.*
4. Gross area of all land involved: 4.59 acres, and/or _____ sq. ft.
5. Total Net Area of land area exclusive of proposed or existing public street and other public lands: 3.51 acres, and/or _____ square feet.
6. Total number of lots: 12 Average lot size: _____
7. Existing Zoning of subject property: R1- R2- R3

SEWER AND WATER MAIN OVERSIZING REIMBURSEMENT POLICY
Oversizing of utilities will not be eligible for reimbursement from the City unless a written request is submitted to the City Engineer prior to approval of the project construction drawings and a written approval of such request is issued by the City Engineer.

Recieved 06-25-2021

PROJECT DESCRIPTION:
Please describe the concept of the proposed subdivision and approximate percentage (%) of each proposed new land use, i.e. 75% single family residential; 20% multi-family; 5% commercial. Also include any proposed park land and the acreage:
100% Single Family Residential

PRELIMINARY PLAT CHECKLIST:

_____ 1. Subdivision name
_____ 2. Location: Section, Township, Range
_____ 3. Subdivider's name & address
_____ 4. Engineer/surveyor name & address
_____ 5. Date of subdivision
_____ 6. Reference to adjoining subdivisions with names
_____ 7. North arrow
_____ 8. Scale, not less than 1 in. = 60 ft.
_____ 9. Existing and proposed right-of-way or public tracts with widths and names
_____10. Lot and block layout with numbering and dimensions
_____11. Existing zoning designation, or proposed if a rezone is requested
_____12. All existing and proposed easements of record stating width and purpose
_____13. Location of any existing open spaces or permanent structures
_____14. General layout of sewer and water utilities
_____15. Proposed phasing, if any
_____16. Acreage breakdown with gross and net (less right-of-way)
_____17. Plan/profile of proposed street grades
_____18. Existing Topography*
_____18. Proposed finished grading plan*
_____19. Location of any delineated wetlands and/or water bodies and, if applicable, the floodway and 100-year floodplain (BFE data must be included if the plat is ≥5 acres or ≥50 lots)
_____20. Vicinity sketch
*5' max. contour interval, except for slopes >50% may have 10' interval) Areas with existing slopes ≥ 20% shall be shaded or clearly indicated on the plans.

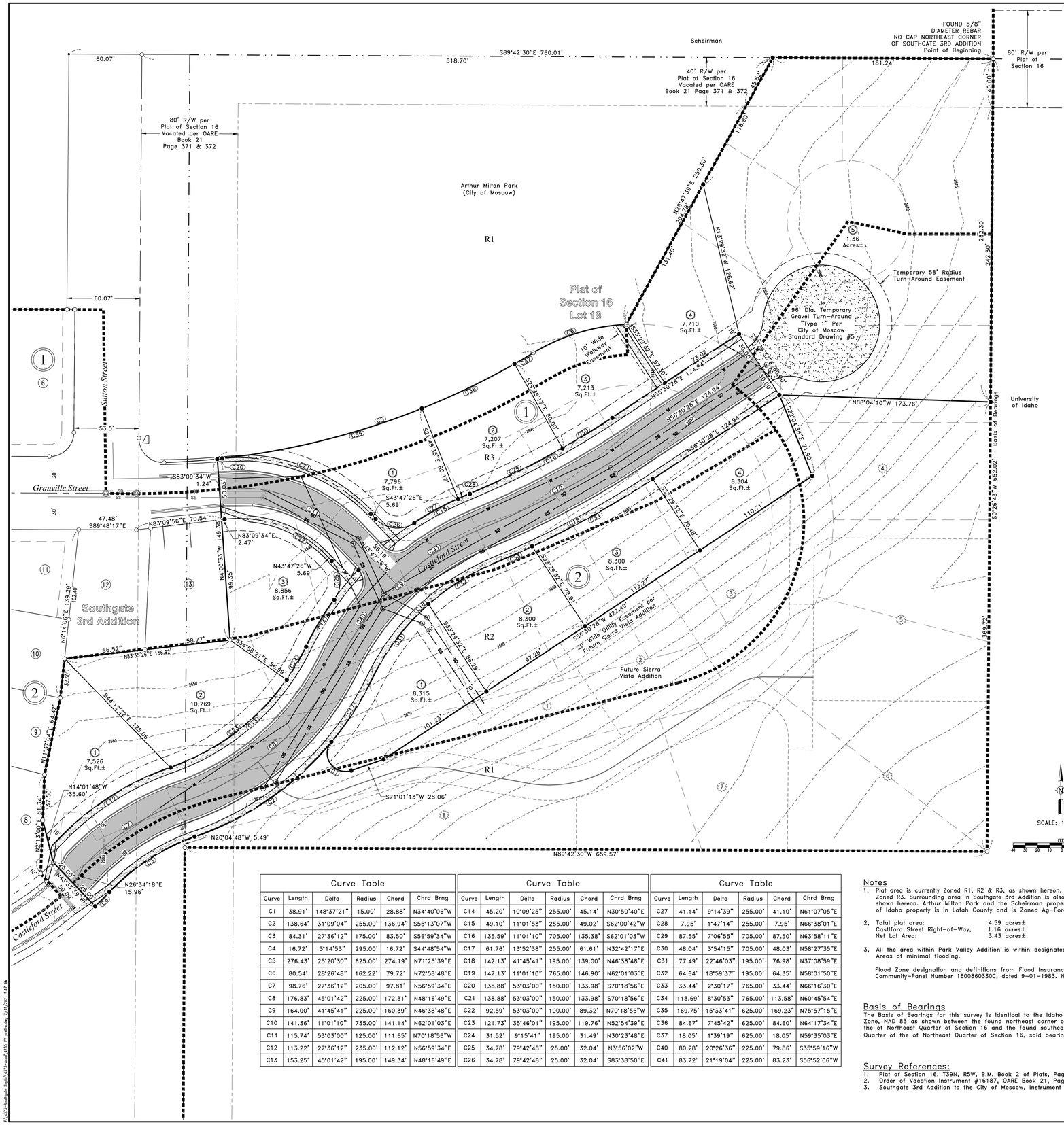
SUBMITTAL:
A Subdivision application is made by submitting the following information to the Community Development Department:

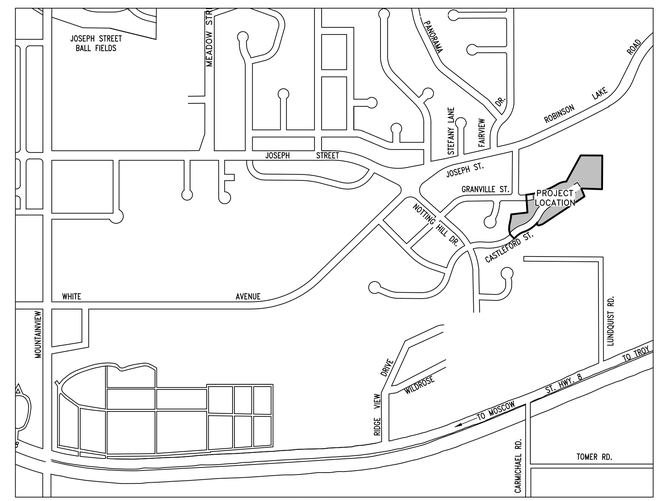
- Completed application.
- Copy of neighborhood meeting invitation, mailing list, attendance list and minutes.
- Payment of application fees.
- One full-sized Preliminary Plat Map and one electronic copy.

I understand this information is a public record and may be posted to a public website.

Applicant's Signature	June 16, 2021 Date
Property Owner's Signature (if different)	June 16, 2021 Date

Recieved 06-25-2021





Vicinity Map

Legal Description

A parcel of land located in portions of Blocks 2 & 3 of Southgate 3rd Addition to the City of Moscow, Instrument #540165, Latah County Records, Portions of which are in Lot 18 of the Plat of Section 16, Book 2 of Plats, Page 36, Latah County Records, in the Northwest Quarter of the Northeast Quarter of Section 16, Township 39 North, Range 5 West, Boise Meridian, Latah County, Idaho, described as follows:

Begininning at the northeast corner of the Northwest Quarter of the Northeast Quarter of Section 16 and the northwest corner of Southgate 3rd Addition;
Thence along the common east line thereof, S00°26'43"W, 40.00 feet to the northeast corner of Lot 18 of the Plat of Section 16;
Thence continuing along said common east line and along the east line of said Lot 18, S00°26'43"W, 242.30 feet;
Thence leaving said common east line, N88°04'10"W, 173.76 feet;
Thence S22°04'36"E, 71.90 feet;
Thence S56°30'28"W, 422.49 feet;
Thence S71°01'13"W, 28.06 feet;
Thence 38.91 feet along a curve to the right, said curve having a Delta = 148°37'21",
Radius = 15.00 feet, Chord = to 28.88 feet and a Chord Bearing = N34°40'06"W;
Thence 138.64 feet along a non-tangent curve to the right, said curve having a Delta = 31°09'04",
Radius = 255.00 feet, Chord = 136.94 feet and a Chord Bearing = S55°13'07"W;
Thence 84.31 feet along a curve to the left, said curve having a Delta = 27°36'12",
Radius = 175.00 feet, Chord = 83.50 feet and a Chord Bearing = S56°59'34"W;
Thence 16.72 feet along a curve to the right, said curve having a Delta = 3°14'53",
Radius = 295.00 feet, Chord = 16.72 feet and a Chord Bearing = S44°48'54"W to a point on the south right-of-way line of Castleford Street;
Thence N43°33'39"W, 50.00 feet to a point on the north right-of-way line thereof;
Thence N14°01'48"W, 35.60 feet to a point on the east line of Lot 8, Block 2 of Southgate 3rd Addition;
Thence along said east line N02°13'00"E, 37.50 feet to the southeast corner of Lot 9, Block 2 of Southgate 3rd Addition;
Thence along the east line thereof, N11°37'04"E, 64.42 feet to the southeast corner of Lot 10, Block 2 of Southgate 3rd Addition;
Thence along the east line thereof N06°14'06"E, 32.50 feet to the southwest corner of Lot 12, Block 2 of Southgate 3rd Addition;
Thence along the south line thereof and the south line of Lot 13, Block 2 of Southgate 3rd Addition
N83°35'26"E, 136.92 feet to the southeast corner thereof;
Thence along the east line thereof, N04°00'33"W, 99.35 feet to a point on the south right-of-way line of Granville Street;
Thence N04°00'33"W, 50.03 feet to a point on the north right-of-way line thereof and the south line of Arthur Milton Park, shown as Parcel A on the Plat of Southgate 3rd Addition;
Thence along said south line the following two courses:
Thence 276.43 feet along a non-tangent curve to the left, said curve having a Delta = 25°20'30",
Radius = 625.00 feet, Chord = 274.19 feet and a Chord Bearing = N71°25'39"E;
Thence 80.54 feet along a curve to the right, said curve having a Delta = 28°26'48",
Radius = 162.22 feet, Chord = 79.72 feet and a Chord Bearing = N72°58'48"E to the southeast corner of said Parcel A;
Thence along the east line thereof N28°47'39"E, 204.78 feet to a point on the north line of Lot 18 of the Plat of Section 16;
Thence continuing along said east line, N28°47'39 E, 45.52 feet to the north line of the Northwest Quarter of the Northeast Quarter of Section 16 and the north line of Southgate 3rd Addition;
Thence along said common north line, S89°42'30"E, 181.24 feet to the Point of Beginning.

Parcel contains 4.59 acres more or less.

Legend

- Found Monument as Described
- Set 5/8" Rebar Stamped "Rim Rock PLS 17534"
- Set Centerline Monument Stamped "Rim Rock PLS 17534"
- Found 5/8" Rebar
- Found CenterLine
- Calculated Position
- 2 — Block Number
- 1 — Lot Number – Park Valley Addition
- 1 — Lot Number – Future Sierra Vista Addition
- 14 — Lot Number – Other Subdivision
- R1 — City of Moscow Zoning Designation
- Proposed Man Hole
- Existing Man Hole
- Park Valley Addition Plat Boundary
- Proposed Lot Line
- Future Sierra Vista Addition Lot Line
- Southgate 3rd Addition Lot Line – to be Made Obsolete
- Existing Lot Line
- Zoning Boundary
- Road Centerline
- Proposed Right of Way
- Existing Right of Way
- Proposed Public Utility and Access Easement
- Section Line
- Existing Public Easement
- W — Proposed Water Line
- SS — Proposed Sanitary Sewer Line
- SD — Proposed Storm Drain Line
- W — Existing Water Line
- SD — Existing Storm Drain Line
- SS — Existing Sanitary Sewer Line
- Existing 5' Contour Interval
- Asphalt Paving
- Concrete Paving

SCALE: 1"= 40'

FEET 40 30 20 10 0 20 40

Curve Table					
Curve	Length	Delta	Radius	Chord	Chrd Brng
C1	38.91'	148°37'21"	15.00'	28.88'	N34°40'06"W
C2	138.64'	31°09'04"	255.00'	136.94'	S55°13'07"W
C3	84.31'	27°36'12"	175.00'	83.50'	S56°59'34"W
C4	16.72'	3°14'53"	295.00'	16.72'	S44°48'54"W
C5	276.43'	25°20'30"	625.00'	274.19'	N71°25'39"E
C6	80.54'	28°26'48"	162.22'	79.72'	N72°58'48"E
C7	98.76'	27°36'12"	205.00'	97.81'	N56°59'34"E
C8	176.83'	45°01'42"	225.00'	172.31'	N48°16'49"E
C9	164.00'	41°45'41"	225.00'	160.39'	N46°38'48"E
C10	141.36'	11°01'10"	735.00'	141.14'	N62°01'03"E
C11	115.74'	53°03'00"	125.00'	111.65'	N70°18'56"W
C12	113.22'	27°36'12"	235.00'	112.12'	N56°59'34"E
C13	153.25'	45°01'42"	195.00'	149.34'	N48°16'49"E

Curve Table					
Curve	Length	Delta	Radius	Chord	Chrd Brng
C14	45.20'	10°09'25"	255.00'	45.14'	N30°50'40"E
C15	49.10'	11°01'53"	255.00'	49.02'	S62°00'42"W
C16	135.59'	11°01'10"	705.00'	135.38'	S62°01'03"W
C17	61.76'	13°52'38"	255.00'	61.61'	N32°42'17"E
C18	142.13'	41°45'41"	195.00'	139.00'	N46°38'48"E
C19	147.13'	11°01'10"	765.00'	146.90'	N62°01'03"E
C20	138.88'	53°03'00"	150.00'	133.98'	S70°18'56"E
C21	138.88'	53°03'00"	150.00'	133.98'	S70°18'56"E
C22	92.59'	53°03'00"	100.00'	89.32'	N70°18'56"W
C23	121.73'	35°46'01"	195.00'	119.76'	N52°54'39"E
C24	31.52'	9°15'41"	195.00'	31.49'	N30°23'48"E
C25	34.78'	79°42'48"	25.00'	32.04'	N3°56'02"W
C26	34.78'	79°42'48"	25.00'	32.04'	S83°38'50"E

Curve Table					
Curve	Length	Delta	Radius	Chord	Chrd Brng
C27	41.14'	9°14'39"	255.00'	41.10'	N61°07'05"E
C28	7.95'	1°47'14"	255.00'	7.95'	N66°38'01"E
C29	87.55'	7°06'55"	705.00'	87.50'	N63°58'11"E
C30	48.04'	3°54'15"	705.00'	48.03'	N58°27'35"E
C31	77.49'	22°46'03"	195.00'	76.98'	N37°08'59"E
C32	64.64'	18°59'37"	195.00'	64.35'	N58°01'50"E
C33	33.44'	2°30'17"	765.00'	33.44'	N66°16'30"E
C34	113.69'	8°30'53"	765.00'	113.58'	N60°45'54"E
C35	169.75'	15°33'41"	625.00'	169.23'	N75°57'15"E
C36	84.67'	7°45'42"	625.00'	84.60'	N64°17'34"E
C37	18.05'	1°39'19"	625.00'	18.05'	N59°35'03"E
C40	80.28'	20°26'36"	225.00'	79.86'	S35°59'16"W
C41	83.72'	21°19'04"	225.00'	83.23'	S56°52'06"W

Notes

1. Plat area is currently Zoned R1, R2 & R3, as shown hereon. The replatted lots are to be Zoned R3. Surrounding area in Southgate 3rd Addition is also Zoned R1, R2 & R3, as shown hereon. Arthur Milton Park and the Scheirman property are Zoned R1. University of Idaho property is in Latah County and is Zoned Ag-Forest.
2. Total plat area: 4.59 acres±
   Castlford Street Right-of-Way, 1.16 acres±
   Net Lot Area: 3.43 acres±.
3. All the area within Park Valley Addition is within designatedFlood Zone "C": Areas of minimal flooding.

   Flood Zone designation and definitions from Flood Insurance Rate Map (FIRM) Community-Panel Number 1600860330C, dated 9-01-1983. No delineated wetlands on site.

Basis of Bearings

The Basis of Bearings for this survey is identical to the Idaho Coordinate System, West Zone, NAD 83 as shown between the found northeast corner of the Northwest Quarter of the of Northeast Quarter of Section 16 and the found southeast corner of the Northwest Quarter of the of Northeast Quarter of Section 16, said bearing being S00°26'43"W.

Survey References:

1. Plat of Section 16, T39N, R5W, B.M. Book 2 of Plats, Page 36.
2. Order of Vacation Instrument #16187, OARE Book 21, Pages 371-375.
3. Southgate 3rd Addition to the City of Moscow, Instrument #540165.

Hopkins & Associates, Inc.
Surveying - Environmental Services
P.O. Box 3724
Moscow, Idaho 83843
(208) 882-3520

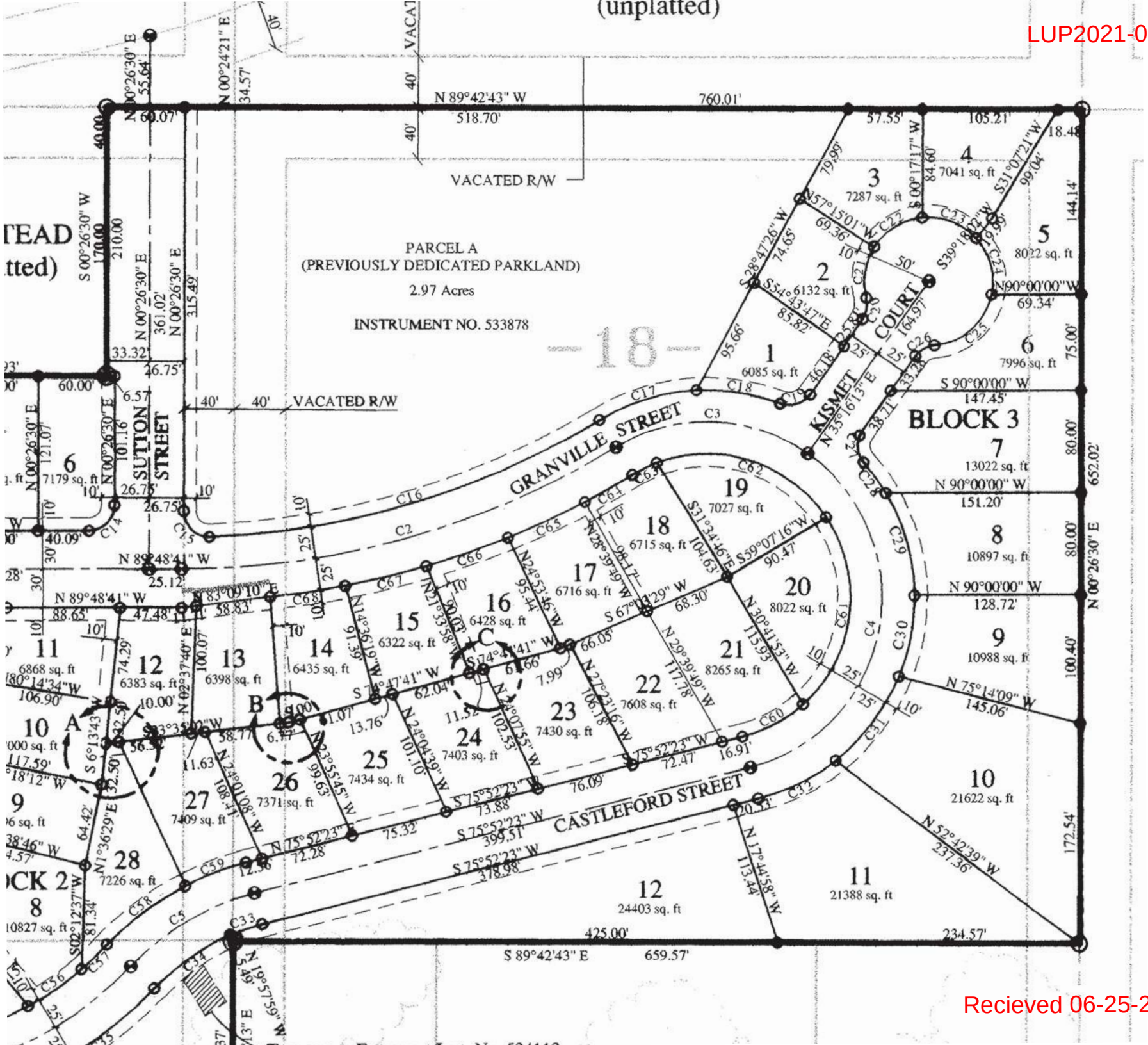
RIM ROCK CONSULTING, INC.
Land Planning
Civil Engineering
Mapping

PRELIMINARY NOT FOR CONSTRUCTION

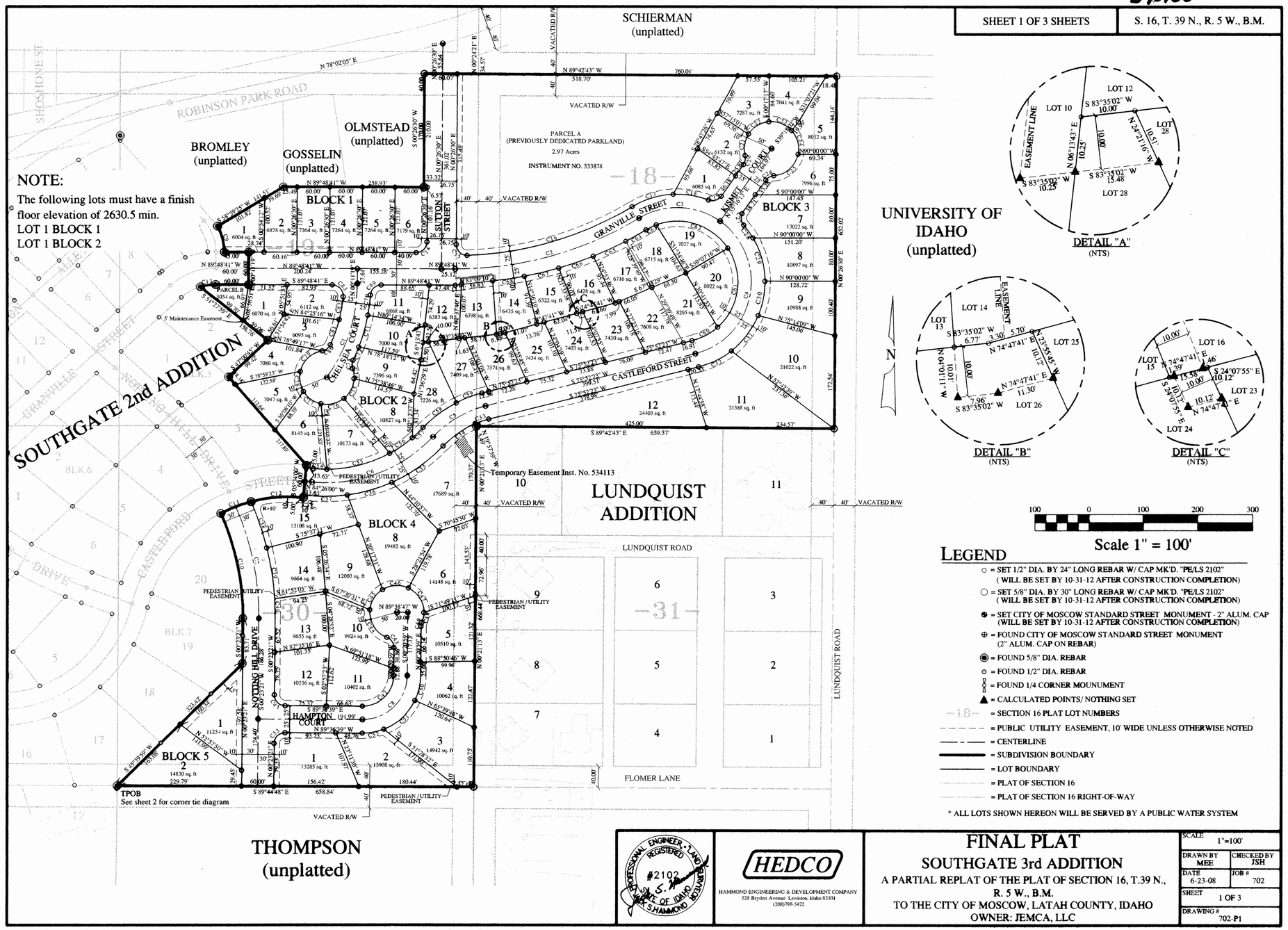
Park Valley Addition – Preliminary Plat

Re-Plat of Portions of Blocks 2 & 3 of Southgate 3rd Addition to the City of Moscow
Section 16, Township 39 North, Range 5 West, Boise Meridian, Latah County, Idaho
Mike Salisbury 2315 Shelby Lane, Moscow, Idaho 83843
June – 2021

Drafted by:	SW
Checked by:	MED
File Name:	HH FIRST ADD PRELIM
Tab:	P1
Layer Style:	TOPO
Plot Style	Primary.ctb
Project:	3483-07-13
Date:	7/19/21


(unplatted)
VACATED R/W
N 89°42'43" W
760.01'
518.70'
PARCEL A
(PREVIOUSLY DEDICATED PARKLAND)
2.97 Acres
INSTRUMENT NO. 533878
SUTTON STREET
GRANVILLE STREET
CASTLEFORD STREET
KISMET COURT
BLOCK 3
S 89°42'43" E
659.57'
425.00'
234.57'
652.02'
N 00°26'30" E

SHEET 1 OF 3 SHEETS	S. 16, T. 39 N., R. 5 W., B.M.



NOTE:

The following lots must have a finish floor elevation of 2630.5 min.
LOT 1 BLOCK 1
LOT 1 BLOCK 2

LEGEND

- ○ = SET 1/2" DIA. BY 24" LONG REBAR W/ CAP MK'D. "PE/LS 2102" (WILL BE SET BY 10-31-12 AFTER CONSTRUCTION COMPLETION)
- ○ = SET 5/8" DIA. BY 30" LONG REBAR W/ CAP MK'D. "PE/LS 2102" (WILL BE SET BY 10-31-12 AFTER CONSTRUCTION COMPLETION)
- ● = SET CITY OF MOSCOW STANDARD STREET MONUMENT - 2" ALUM. CAP (WILL BE SET BY 10-31-12 AFTER CONSTRUCTION COMPLETION)
- ⊕ = FOUND CITY OF MOSCOW STANDARD STREET MONUMENT (2" ALUM. CAP ON REBAR)
- ◉ = FOUND 5/8" DIA. REBAR
- ⊙ = FOUND 1/2" DIA. REBAR
- = FOUND 1/4 CORNER MOUNUMENT
- ▲ = CALCULATED POINTS/ NOTHING SET
- –18– = SECTION 16 PLAT LOT NUMBERS
- = PUBLIC UTILITY EASEMENT, 10' WIDE UNLESS OTHERWISE NOTED
- = CENTERLINE
- = SUBDIVISION BOUNDARY
- = LOT BOUNDARY
- = PLAT OF SECTION 16
- = PLAT OF SECTION 16 RIGHT-OF-WAY

* ALL LOTS SHOWN HEREON WILL BE SERVED BY A PUBLIC WATER SYSTEM

PROFESSIONAL ENGINEER - LAND SURVEYOR REGISTERED #2102 STATE OF IDAHO JOHN S. HAMMOND

HEDCO

HAMMOND ENGINEERING & DEVELOPMENT COMPANY
528 Bryden Avenue Lewiston, Idaho 83501
(208)798-5422

FINAL PLAT

SOUTHGATE 3rd ADDITION

A PARTIAL REPLAT OF THE PLAT OF SECTION 16, T.39 N., R. 5 W., B.M.
TO THE CITY OF MOSCOW, LATAH COUNTY, IDAHO
OWNER: JEMCA, LLC

SCALE 1"=100'	
DRAWN BY MEE	CHECKED BY JSH
DATE 6-23-08	JOB # 702
SHEET 1 OF 3	
DRAWING # 702-P1	

CITY OF MOSCOW
COMMUNITY DEVELOPMENT
Ph.: 208-883-7035
Fax: 208-883-7033
jfleischman@ci.moscow.id.us

For City Use Only			
Date Received			
Dept	Fee Type	Fees	Paid
CD	Application Fee	$895	
	Receipt Number		

APPLICATION FOR PRELIMINARY SUBDIVISION PLAT

APPLICANT:
Name: Mike Salisbury , Manager, Jemca LLC Telephone: [redacted]
Complete Address: [redacted] Moscow ID 83843
E-Mail: Fax:

OWNER: (if other than applicant)
Name: Jemca LLC Telephone: 208-301-2370
Complete Address: 2315 Shelby Lane Moscow ID 83843
E-Mail: Fax:

ENGINEER/SURVEYOR:
Name: Scott Becker Telephone: 208-882-3520
Complete Address: 405 S Washington St. Moscow, ID 83843
E-Mail: scottbecker@moscow.com Fax:

Primary point of contact (select one): Applicant____ Owner____ Engineer/Surveyor X

PROPERTY:
1. Proposed Subdivision Name: Sierra Vista
2. Address(as) or Parcel Number(s): Portions of Block 2&3 of Southgate 3rd
3. Legal Description: *Please attach copy of full description.*
4. Gross area of all land involved: 2.97 acres, and/or ____ sq. ft.
5. Total Net Area of land area exclusive of proposed or existing public street and other public lands: 2.97 acres, and/or ____ square feet.
6. Total number of lots: 8 Average lot size: 14,307 SF
7. Existing Zoning of subject property: R1

SEWER AND WATER MAIN OVERSIZING REIMBURSEMENT POLICY
Oversizing of utilities will not be eligible for reimbursement from the City unless a written request is submitted to the City Engineer prior to approval of the project construction drawings and a written approval of such request is issued by the City Engineer.

Recieved 06-25-2021

PROJECT DESCRIPTION:
Please describe the concept of the proposed subdivision and approximate percentage (%) of each proposed new land use, i.e. 75% single family residential; 20% multi-family; 5% commercial. Also include any proposed park land and the acreage:
100 % single family residential

PRELIMINARY PLAT CHECKLIST:

_____ 1. Subdivision name
_____ 2. Location: Section, Township, Range
_____ 3. Subdivider's name & address
_____ 4. Engineer/surveyor name & address
_____ 5. Date of subdivision
_____ 6. Reference to adjoining subdivisions with names
_____ 7. North arrow
_____ 8. Scale, not less than 1 in. = 60 ft.
_____ 9. Existing and proposed right-of-way or public tracts with widths and names
_____10. Lot and block layout with numbering and dimensions
_____11. Existing zoning designation, or proposed if a rezone is requested
_____12. All existing and proposed easements of record stating width and purpose
_____13. Location of any existing open spaces or permanent structures
_____14. General layout of sewer and water utilities
_____15. Proposed phasing, if any
_____16. Acreage breakdown with gross and net (less right-of-way)
_____17. Plan/profile of proposed street grades
_____18. Existing Topography*
_____18. Proposed finished grading plan*
_____19. Location of any delineated wetlands and/or water bodies and, if applicable, the floodway and 100-year floodplain (BFE data must be included if the plat is ≥5 acres or ≥50 lots)
_____20. Vicinity sketch
*5' max. contour interval, except for slopes >50% may have 10' interval) Areas with existing slopes ≥ 20% shall be shaded or clearly indicated on the plans.

SUBMITTAL:
A Subdivision application is made by submitting the following information to the Community Development Department:

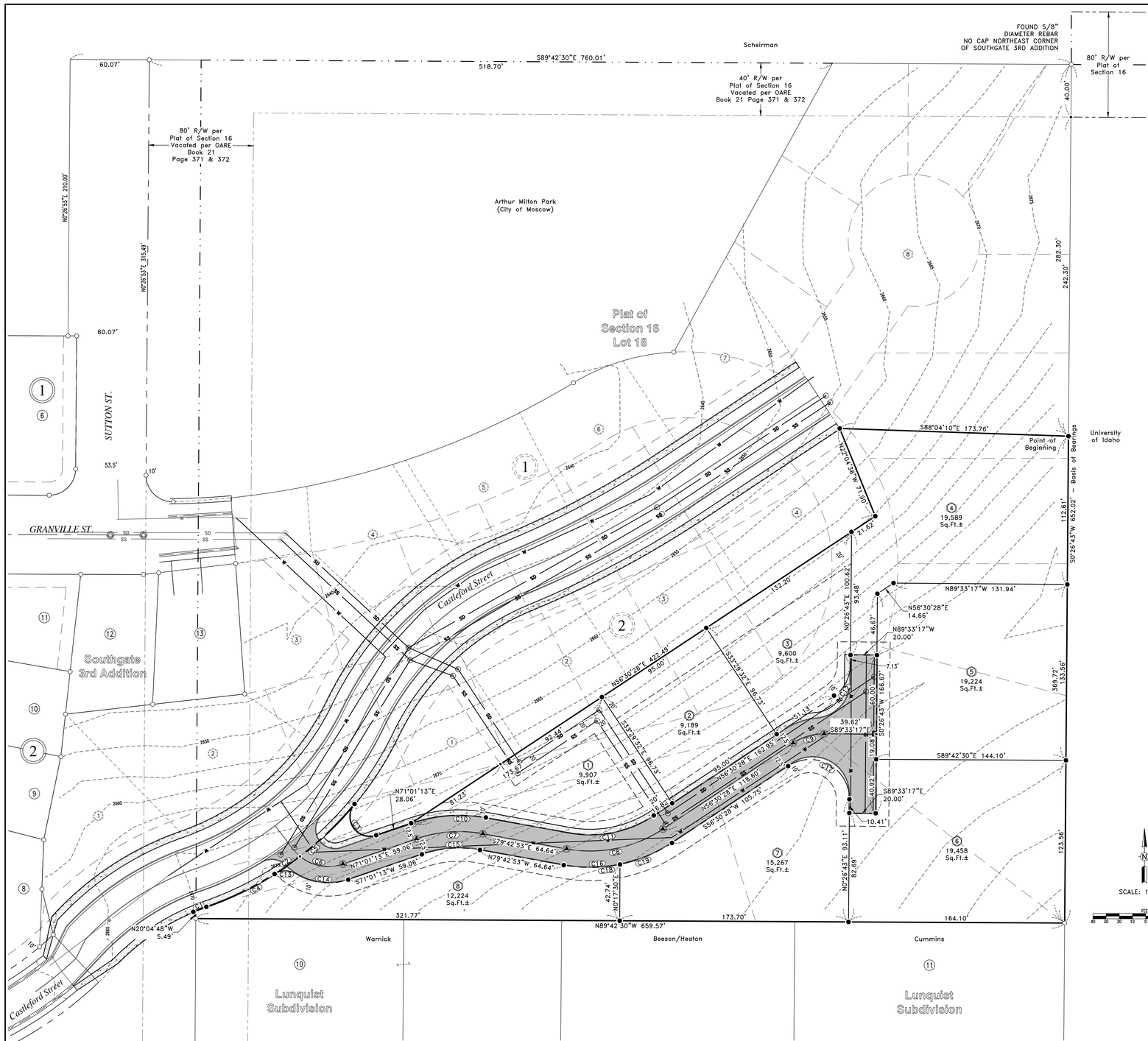
- Completed application.
- Copy of neighborhood meeting invitation, mailing list, attendance list and minutes.
- Payment of application fees.
- One full-sized Preliminary Plat Map and one electronic copy.

I understand this information is a public record and may be posted to a public website.

Applicant's Signature — Date: June 16, 2021

Property Owner's Signature (if different) — Date: June 16, 2021

Recieved 06-25-2021



Legal Description

A parcel of land located in Portions of Blocks 2 & 3 of Southgate 3rd Addition to the City of Moscow, Instrument #540165, Latah County Records, Portions of which are in Lot 18 of the Plat of Section 16, Book 2 of Plats, Page 36, Latah County Records, in the Northwest Quarter of the Northeast Quarter of Section16, Township 39 North, Range 5 West, Boise Meridian, Latah County, Idaho, described as follows:

Commencing at the northeast corner of the Northwest Quarter of the Northeast Quarter of Section 16 and the northwest corner of Southgate 3rd Addition;
Thence along the common east line thereof, S00°26'43"W, 40.00 feet to the northwest corner of Lot 18 of the Plat of Section 16;
Thence continuing along said common east line and along the east line of said Lot 18, S00°26'43"W, 242.30 feet to the Point of Beginning:

Thence continuing along said common east line and along the east line of said Lot 18, S00°26'43"W, 369.72 feet to the common southeast corner of the Northwest Quarter of the Northeast Quarter of Section 16, Said Lot 18 and of Southgate 3rd Addition;
Thence along the common south line of said Northwest Quarter of the Northeast Quarter, of Said Lot 18 and said Southgate 3rd Addition, N89°42'30"W, 659.57 feet to the common southwest corner of said Northwest Quarter of the Northeast Quarter and of Said Lot 18;
Thence leaving the south line of said Northwest Quarter of the Northeast Quarter and of Said Lot 18 and continuing along the south line of said Southgate 3rd Addition, N20°04'48"W, 5.49 feet;
Thence 10.60 feet along a non-tangent curve to the right, said curve having a Delta = 3°28'18",
Radius = 175.00 feet, Chord = 10.60 feet and a Chord Bearing = N69°03'31"E;
Thence 138.64 feet along a curve to the left, said curve having a Delta = 31°09'04", Radius = 255.00 feet,
Chord = 136.94 feet and a Chord Bearing = N55°13'07"E;
Thence 38.91 feet along a non-tangent curve to the left, said curve having a Delta = 148°37'21",
Radius = 15.00 feet; Chord = 28.88 feet and a Chord Bearing = S34°40'06"E;
Thence N71°01'13"E, 28.06 feet;
Thence N56°30'28"E, 422.49 feet;
Thence N22°04'36"W, 71.90 feet;
Thence S88°04'10"E, 173.76 feet to the Point of Beginning.

Parcel contains 2.97 acres more or less.

Notes

1. Plat area is currently Zoned R1, R2 & R3, as shown hereon. The replatted lots are to be Zoned R3. Surrounding area in Southgate 3rd Addition is also Zoned R1, R2 & R3, as shown hereon. Land to the south and the east are in Latah County. University of Idaho property to the east is Zoned Ag-Forest. Warnick, Beeson/Heaton & Cummins properties to the south are Zoned Single Family Residential.

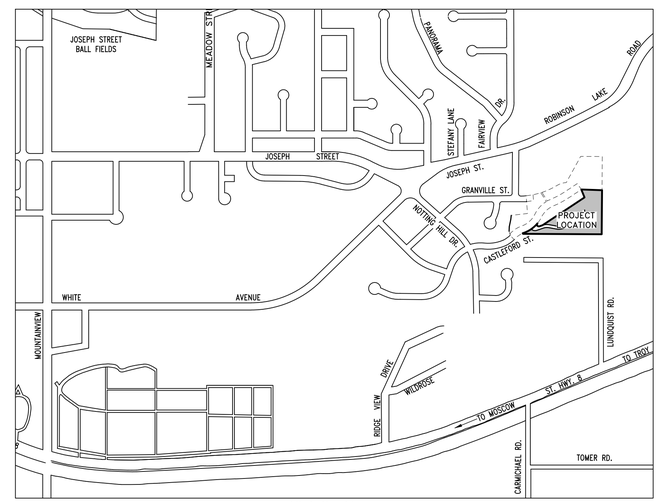
2. Total plat area: 2.97 acres±
   Sierra Vista Drive area: 0.35 acres±
   Net Lot Area: 2.62 acres±.

3. All the area within Sierra Vista Addition is within designated Flood Zone "C": Areas of minimal flooding.

   Flood Zone designation and definitions from Flood Insurance Rate Map (FIRM) Community-Panel Number 1600860330C, dated 9-01-1983. No delineated wetlands on site.

Basis of Bearings

The Basis of Bearings for this survey is identical to the Idaho Coordinate System, West Zone, NAD 83 as shown between the found northeast corner of the Northwest Quarter of the of Northeast Quarter of Section 16 and the found southeast corner of the Northwest Quarter of the of Northeast Quarter of Section 16, said bearing being S00°26'43"W.



Vicinity Map

SCALE: 1"=40'

Legend

- Found Monument as Described
- Set 5/8" Rebar Stamped "Rim Rock PLS 17534"
- Set Centerline Monument Stamped "Rim Rock PLS 17534"
- Found 5/8" Rebar
- Found CenterLine
- Calculated Position
- Block Number
- Lot Number – Sierra Vista Addition
- Lot Number – Future Park Valley Addition
- Lot Number – Other Subdivision
- City of Moscow Zoning Designation
- Proposed Man Hole
- Existing Man Hole
- Sierra Vista Addition Plat Boundary
- Proposed Lot Line
- Future Park Valley Addition Lot Line
- Southgate 3rd Addition Lot Line – to be Made Obsolete
- Existing Lot Line
- Zoning Boundary
- Road Centerline
- Proposed Right of Way
- Existing Right of Way
- Proposed Public Utility and Access Easement
- Section Line
- Existing Public Easement
- Proposed Water Line
- Proposed Sanitary Sewer Line
- Proposed Storm Drain Line
- Existing Water Line
- Existing Storm Drain Line
- Existing Sanitary Sewer Line
- Existing 5' Contour Interval
- Asphalt Paving
- Concrete Paving

Curve Table

Curve	Length	Delta	Radius	Chord	Chrd Brng
C1	10.60'	3°28'18"	175.00'	10.60'	N69°03'31"E
C2	138.64'	31°09'04"	255.00'	136.94'	N55°13'07"E
C3	38.91'	148°37'21"	15.00'	28.88'	S34°40'06"E
C4	57.95'	13°01'12"	255.00'	57.82'	N64°17'03"E
C5	80.69'	18°07'52"	255.00'	80.36'	N48°42'31"E
C6	34.57'	58°15'12"	34.00'	33.10'	S79°51'11"E
C7	51.08'	29°15'53"	100.00'	50.52'	N85°39'10"E
C8	76.41'	43°46'39"	100.00'	74.56'	N78°23'47"E
C9	24.88'	33°56'15"	42.00'	24.52'	N73°28'35"E
C10	57.46'	29°15'53"	112.50'	56.84'	S85°39'10"W

Curve Table

Curve	Length	Delta	Radius	Chord	Chrd Brng
C11	66.86'	43°46'39"	87.50'	65.24'	S78°23'47"W
C12	29.35'	56°03'45"	30.00'	28.20'	S28°28'35"W
C13	16.79'	64°07'40"	15.00'	15.93'	N89°50'17"E
C14	41.29'	50°52'54"	46.50'	39.95'	S83°32'20"E
C15	44.69'	29°15'53"	87.50'	44.21'	N85°39'10"E
C16	85.96'	43°46'39"	112.50'	83.88'	N78°23'47"E
C17	64.89'	123°56'15"	30.00'	52.96'	S61°31'25"E
C18	42.98'	21°53'19"	112.50'	42.72'	N89°20'27"E
C19	42.98'	21°53'19"	112.50'	42.72'	N67°27'07"E

Survey References:

1. Plat of Section 16, T39N, R5W, B.M. Book 2 of Plats, Page 36.
2. Order of Vacation Instrument #16187, OARE Book 21, Pages 371-375.
3. Lundquist Subdivision of Lot 31, Section 39 North, Range 5 West of the Boise Meridian, Latah County, Idaho, Instrument #219584.
4. Southgate 3rd Addition to the City of Moscow, Instrument #540165.

Hopkins & Associates, Inc.
Engineers • Surveyors • Consultants
P.O. Box 8724
Moscow, Idaho 83843
(208) 882-3263

RIM ROCK CONSULTING, INC.
Land Planning
Civil Engineering
Surveying

PRELIMINARY NOT FOR CONSTRUCTION

Sierra Vista Addition – Preliminary Plat

Re-Plat of Portions of Blocks 2 & 3 of Southgate 3rd Addition to the City of Moscow

Section 16, Township 39 North, Range 5 West, Boise Meridian, Latah County, Idaho

Mike Salisbury 2315 Shelby Lane, Moscow, Idaho 83843

June – 2021

Drafted by:	SW
Checked by:	MED
File Name:	HH FIRST ADD PRELIM
Tab:	P1
Layer Style:	TOPO
Plot Style	Primary.ctb
Project:	3483-07-13
Date:	6/25/21

Recieved 06-25-2021

CITY OF MOSCOW
COMMUNITY DEVELOPMENT
Ph.: 208-883-7035
Fax: 208-883-7033
jfleischman@ci.moscow.id.us

For City Use Only			
	Date Received		
Dept	Fee Type	Fees	Paid
CD	Application Fee	$895	
	Receipt Number		

APPLICATION FOR PRELIMINARY SUBDIVISION PLAT

APPLICANT:
Name: Wintz Company, LLC Telephone: [redacted]
Complete Address: [redacted], Moscow, ID 83843
E-Mail: mark@wintzcompany.com Fax: _____

OWNER: (if other than applicant)
Name: Trail Family, LLC Telephone: _____
Complete Address: _____
E-Mail: _____ Fax: _____

ENGINEER/SURVEYOR:
Name: Scott Sumner Telephone: [redacted]
Complete Address: 405 SE Bishop Blvd, Ste 2, Pullman, WA 99163
E-Mail: scott@syntierengr.com Fax: _____

Primary point of contact (select one): Applicant_____ Owner_____ Engineer/Surveyor_____

PROPERTY:
1. Proposed Subdivision Name: Woodbury
2. Address(as) or Parcel Number(s): RP39N05W050015 & RP39N05W045553
3. Legal Description: *Please attach copy of full description.*
4. Gross area of all land involved: 17.12 acres, and/or _____ sq. ft.
5. Total Net Area of land area exclusive of proposed or existing public street and other public lands: 2.90 acres, and/or _____ square feet.
6. Total number of lots: 71 Average lot size: 7,978 sq. ft
7. Existing Zoning of subject property: Agriculture/Forestry

SEWER AND WATER MAIN OVERSIZING REIMBURSEMENT POLICY
Oversizing of utilities will not be eligible for reimbursement from the City unless a written request is submitted to the City Engineer prior to approval of the project construction drawings and a written approval of such request is issued by the City Engineer.

PROJECT DESCRIPTION:

Please describe the concept of the proposed subdivision and approximate percentage (%) of each proposed new land use, i.e. 75% single family residential; 20% multi-family; 5% commercial. Also include any proposed park land and the acreage:

Residential single family detached home. Density is approximately 3.5 units per acre. Employs new-urbanist ideas including, narrower streets to slow traffic, alleys for rear auto storage, tighter front setbacks to allow for more natural exchange with people on the sidewalk or street.

PRELIMINARY PLAT CHECKLIST:

_____ 1. Subdivision name
_____ 2. Location: Section, Township, Range
_____ 3. Subdivider's name & address
_____ 4. Engineer/surveyor name & address
_____ 5. Date of subdivision
_____ 6. Reference to adjoining subdivisions with names
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_____16. Acreage breakdown with gross and net (less right-of-way)
_____17. Plan/profile of proposed street grades
_____18. Existing Topography*
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_____20. Vicinity sketch

*5' max. contour interval, except for slopes >50% may have 10' interval) Areas with existing slopes ≥ 20% shall be shaded or clearly indicated on the plans.

SUBMITTAL:

A Subdivision application is made by submitting the following information to the Community Development Department:

- Completed application.
- Copy of neighborhood meeting invitation, mailing list, attendance list and minutes.
- Payment of application fees.
- One full-sized Preliminary Plat Map and one electronic copy.

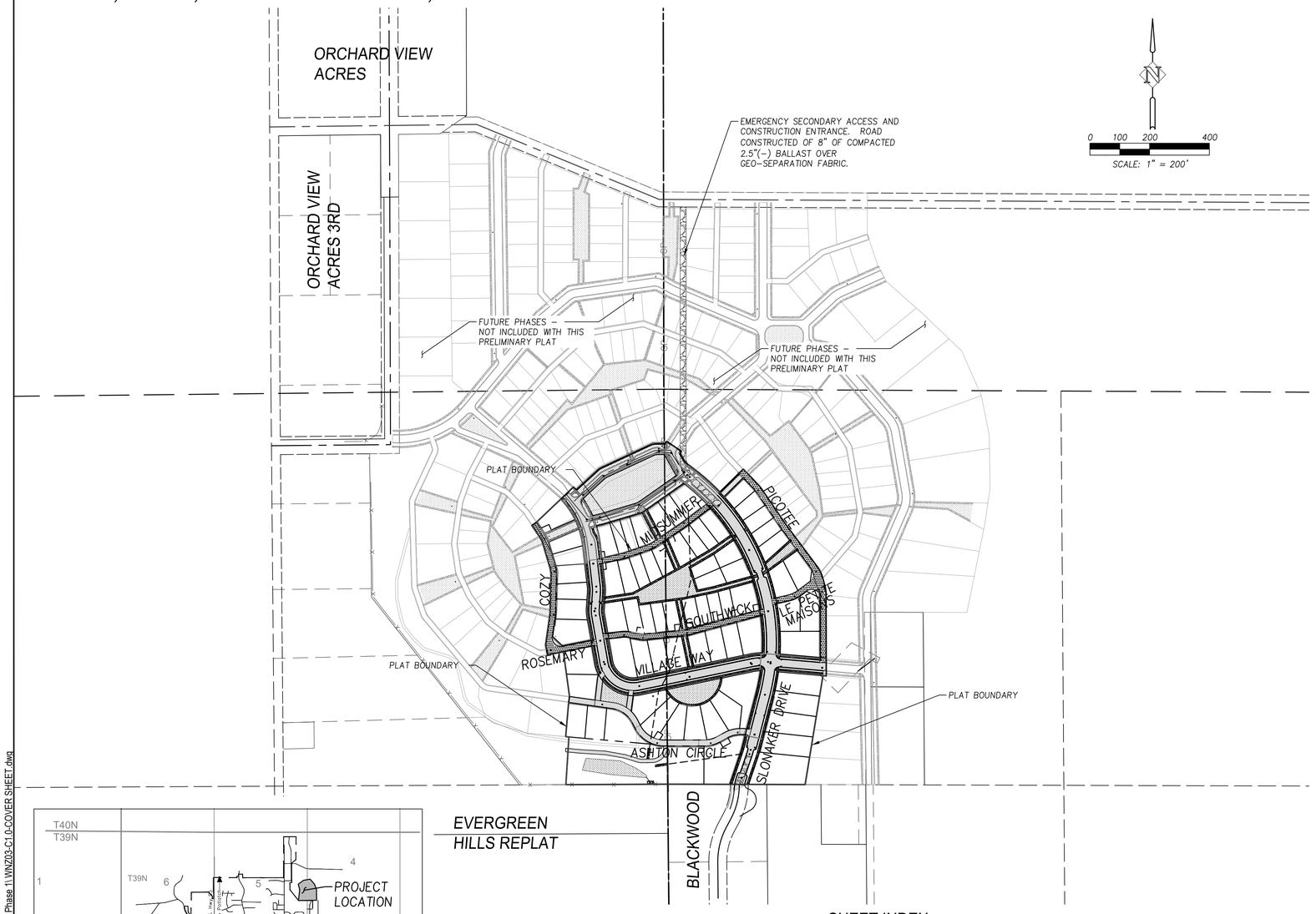
I understand this information is a public record and may be posted to a public website.

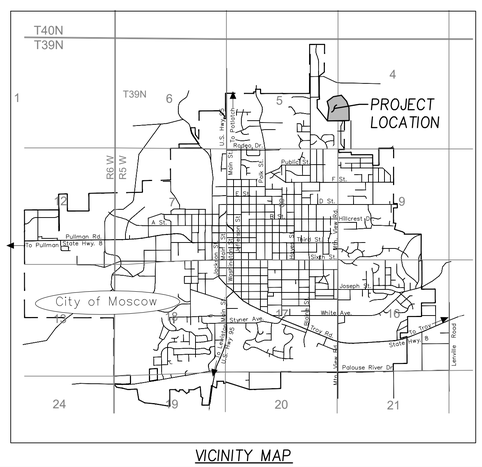
Applicant's Signature _____ Date 6/17/21

Property Owner's Signature (if different) _____ Date _____

WOODBURY PRELIMINARY PLAT

NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 AND THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5 OF TOWNSHIP 39 NORTH, RANGE 5 WEST, B.M., LATAH COUNTY, STATE OF IDAHO





VICINITY MAP

SHEET INDEX

1 C1.0 COVER SHEET
2 C2.0 PRELIMINARY GRADING PLAN
3 C3.0 PRELIMINARY UTILITY PLAN
4 C4.0 PRELIMINARY PLAT – SOUTH
5 C4.1 PRELIMINARY PLAT – NORTH
6 C5.0 SLONAKER PLAN AND PROFILE 9+64 TO 21+40
7 C5.1 VILLAGE PLAN AND PROFILE 20+00 TO 33+00
8 C5.2 ROAD SECTIONS
9 C6.0 FIRE TRUCK ACCESS

OWNER
TRAIL FAMILY LLC
1310 YOUMANS LANE

LAND AREAS
GROSS LAND: 20.45 ACRES
RIGHT OF WAY: 4.05 ACRES
TRACTS: 4.84 ACRES
NET LOTS: 11.56 ACRES

DEVELOPER
MARK WINTZ
WINTZ COMPANY LLC
1004 DAIRY LANE
MOSCOW, ID 83843
208.596.5555

SITE ADDRESS
SLONAKER DRIVE
MOSCOW, ID 83843

ENGINEER
SYNTIER ENGINEERING, INC
ATTN: SCOTT SUMNER, P.E.
405 SE BISHOP BLVD, STE 2
PULLMAN, WA 99163
TEL: 509.339.6187
CELL: 208.596.7912
E–MAIL: SCOTT@SYNTIERENGR.COM

LAND SURVEYOR
SYNTIER ENGINEERING, INC
JASON VON LINDERN, PLS

FLOOD ZONE DESIGNATIONS
FLOOD ZONE C
PANEL NUMBER 160086 0240 D
PANEL 240 OF 275

LAND USE ZONING
AG FORESTRY

LEGAL DESCRIPTION

DESCRIPTION OF A PORTION OF PARCELS 3 AND 7 AS DESCRIBED IN QUITCLAIM DEED RECORDED UNDER INSTRUMENT NO. 460076, RECORDS OF LATAH COUNTY, SITUATE IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 AND THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5 OF TOWNSHIP 39 NORTH, RANGE 5 WEST, B.M., LATAH COUNTY, STATE OF IDAHO, BEING MORE FULLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 4, SAID POINT BEING NORTH 00°33'28" WEST A DISTANCE OF 1322.72 FEET FROM THE SOUTHWEST CORNER OF SAID SECTION 4;

THENCE ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5 SOUTH 89°42'12" WEST A DISTANCE OF 340.66 FEET;

THENCE DEPARTING SAID NORTH LINE NORTH 03°36'03" EAST A DISTANCE OF 160.19 FEET;

THENCE NORTH 84°54'56" WEST A DISTANCE OF 10.83 FEET;

THENCE NORTH 04°59'10" EAST A DISTANCE OF 115.14 FEET;

THENCE NORTH 07°58'57" EAST A DISTANCE OF 20.00 FEET

THENCE NORTH 07°43'37" WEST A DISTANCE OF 150.95 FEET;

THENCE NORTH 78°51'24" WEST A DISTANCE OF 54.30 FEET;

THENCE NORTH 11°08'36" WEST A DISTANCE OF 34.62 FEET;

THENCE NORTH 08°05'42" EAST A DISTANCE OF 99.03 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE LEFT;

THENCE ALONG SAID TANGENT CURVE TO THE LEFT WITH A RADIUS THAT BEARS NORTH 81° 54' 18" WEST A DISTANCE OF 90.00 FEET, A CENTRAL ANGLE OF 06°35'57", ARC LENGTH OF 10.37 FEET, LONG CHORD BEARING NORTH 04°47'44" EAST A DISTANCE OF 10.36 FEET;

THENCE NORTH 01° 29' 45" EAST A DISTANCE OF 122.73 TO THE BEGINNING OF A NON–TANGENT CURVE TO THE LEFT;

THENCE ALONG SAID NON–TANGENT CURVE TO THE LEFT WITH A RADIUS THAT BEARS NORTH 88°31'23" WEST A DISTANCE OF 90.00 FEET, A CENTRAL ANGLE OF 16°58'53", ARC LENGTH OF 26.67 FEET, LONG CHORD BEARING NORTH 06° 58' 29" WEST A DISTANCE OF 26.58 FEET;

THENCE NORTH 16°18'31" WEST A DISTANCE OF 82.04 TO THE BEGINNING OF A TANGENT CURVE TO THE LEFT;

THENCE ALONG SAID TANGENT CURVE TO THE LEFT WITH A RADIUS THAT BEARS SOUTH 73°41'29" WEST A DISTANCE OF 90.00 FEET, A CENTRAL ANGLE OF 17°33'33", ARC LENGTH OF 27.58 FEET, LONG CHORD BEARING NORTH 25°05'18" WEST A DISTANCE OF 27.47 FEET;

THENCE NORTH 33°52 04" WEST A DISTANCE OF 46.92 FEET;

THENCE NORTH 56°07'56" EAST A DISTANCE OF 20.00 FEET;

THENCE NORTH 46°24'49" EAST A DISTANCE OF 110.72 FEET;

THENCE NORTH 46°14'08" EAST A DISTANCE OF 60.00 FEET

THENCE SOUTH 42°30'42" EAST A DISTANCE OF 14.43 FEET;

THENCE NORTH 47°25'44" EAST A DISTANCE OF 93.50 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT WITH A RADIUS THAT BEARS SOUTH 42°34'16" EAST A DISTANCE OF 72.00 FEET, A CENTRAL ANGLE OF 17°30'38", ARC LENGTH OF 22.00 FEET, LONG CHORD BEARING NORTH 56°11'03" EAST A DISTANCE OF 21.92 FEET;

THENCE NORTH 64°56'22" EAST A DISTANCE OF 171.36 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT, THE RADIUS OF WHICH BEARS SOUTH 25°03'38" EAST A DISTANCE OF 72.00 FEET, A CENTRAL ANGLE OF 24°13'56"; ARC LENGTH OF 30.45 FEET, LONG CHORD BEARING NORTH 77°03'21" EAST A DISTANCE OF 30.22 FEET;

THENCE NORTH 89°10'19" EAST A DISTANCE OF 24.71 FEET;

THENCE NORTH 32°35'45" EAST A DISTANCE OF 9.59 FEET;

THENCE SOUTH 55°45'07" EAST A DISTANCE OF 60.02 FEET

THENCE SOUTH 32°35'45" WEST A DISTANCE OF 9.10 FEET;

THENCE SOUTH 28°57'37" EAST A DISTANCE OF 30.22 FEET;

THENCE SOUTH 52°27'41" EAST A DISTANCE OF 45.94 FEET TO THE BEGINNING OF A NON–TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID NON–TANGENT CURVE TO THE RIGHT, THE RADIUS OF WHICH BEARS SOUTH 37°32'19" WEST A DISTANCE OF 730.00 FEET, A CENTRAL ANGLE OF 08°42'04", ARC LENGTH OF 110.86 FEET; LONG CHORD BEARING SOUTH 48°06'39" EAST A DISTANCE OF 110.75 FEET;

THENCE NORTH 45°24'27" EAST A DISTANCE OF 89.66 FEET;

THENCE NORTH 46°22'47" EAST A DISTANCE OF 20.00 FEET;

THENCE SOUTH 43°37'13" EAST A DISTANCE OF 72.09 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT WITH A RADIUS THAT BEARS SOUTH 46° 22' 47"WEST A DISTANCE OF 110.00 FEET, A CENTRAL ANGLE OF 09°18'22", AN ARC LENGTH OF 17.87 FEET, LONG CHORD BEARING SOUTH 38° 58' 02" EAST A DISTANCE OF 17.85 FEET;

THENCE SOUTH 34°18'51" EAST A DISTANCE OF 143.67 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE LEFT;

THENCE ALONG SAID TANGENT CURVE TO THE LEFT WITH A RADIUS THAT BEARS NORTH 55° 41' 09" EAST A DISTANCE OF 90.00 FEET, A CENTRAL ANGLE OF 02°22'53", AN ARC LENGTH OF 3.74 FEET, LONG CHORD BEARING SOUTH 35°30'17" EAST A DISTANCE OF 3.74 FEET;

THENCE SOUTH 36° 41' 44" EAST A DISTANCE OF 172.84 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT WITH A RADIUS THAT BEARS SOUTH 53° 10' 04" WEST A DISTANCE OF 110.00 FEET, A CENTRAL ANGLE OF 023°27'57", AN ARC LENGTH OF 45.05 FEET, LONG CHORD BEARING SOUTH 25° 05' 57" EAST A DISTANCE OF 44.74 FEET;

THENCE SOUTH 15° 44' 12" EAST A DISTANCE OF 23.94 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT WITH A RADIUS THAT BEARS SOUTH 74° 15' 48" WEST A DISTANCE OF 110.00 FEET, A CENTRAL ANGLE OF 15°34'53", AN ARC LENGTH OF 29.91 FEET, LONG CHORD BEARING SOUTH 07° 56' 45" EAST A DISTANCE OF 29.82 FEET;

THENCE SOUTH 00° 09' 19" EAST A DISTANCE OF 213.19 FEET;

THENCE SOUTH 00° 09' 19" EAST A DISTANCE OF 60.24 FEET;

THENCE NORTH 85° 02' 10" WEST A DISTANCE OF 11.16 FEET;

THENCE SOUTH 09° 17' 54" WEST A DISTANCE OF 369.47 FEET TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF AFOREMENTIONED SECTION 4;

THENCE ALONG SAID NORTH LINE NORTH 89° 49' 43" WEST A DISTANCE OF 460.08 FEET TO THE POINT OF BEGINNING.

CONTAINING: 891,062 SQUARE FEET OR 20.46 ACRES OF LAND, MORE OR LESS.

PREPARED BY SYNTIER ENGINEERING

COVER SHEET
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

SYNTIER Engineering, Inc.
405 SE Bretsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED 11844 STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5, 2021

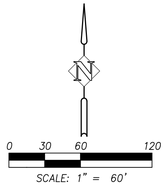
DATE	NO.	DESCRIPTION

REVISIONS

SHEET NO.
C1.0
1 OF 9

JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\ WNZ03-C1.0-COVER SHEET.dwg



PRELIMINARY GRADING PLAN
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

SYNTIER Engineering, Inc.
408 SE Bretsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5, 2021

REVISIONS

DATE	NO.	DESCRIPTION

SHEET NO.
C2.0
2 OF 9

JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C2.0-OVERALL GRADING.dwg

0 30 60 120

SCALE: 1" = 60'

LEGEND

STM	PROPOSED STORMWATER MAIN
W	PROPOSED WATERMAIN
SAN	PROPOSED SANITARY SEWER MAIN
JT	PROPOSED JOINT UTILITY TRENCH

PRELIMINARY UTILITY PLAN
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

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PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER

PRELIMINARY

DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5, 2021

REVISIONS

DATE	NO.	DESCRIPTION

SHEET NO.

C3.0

3 OF 9

JOB NO. WNZ-03

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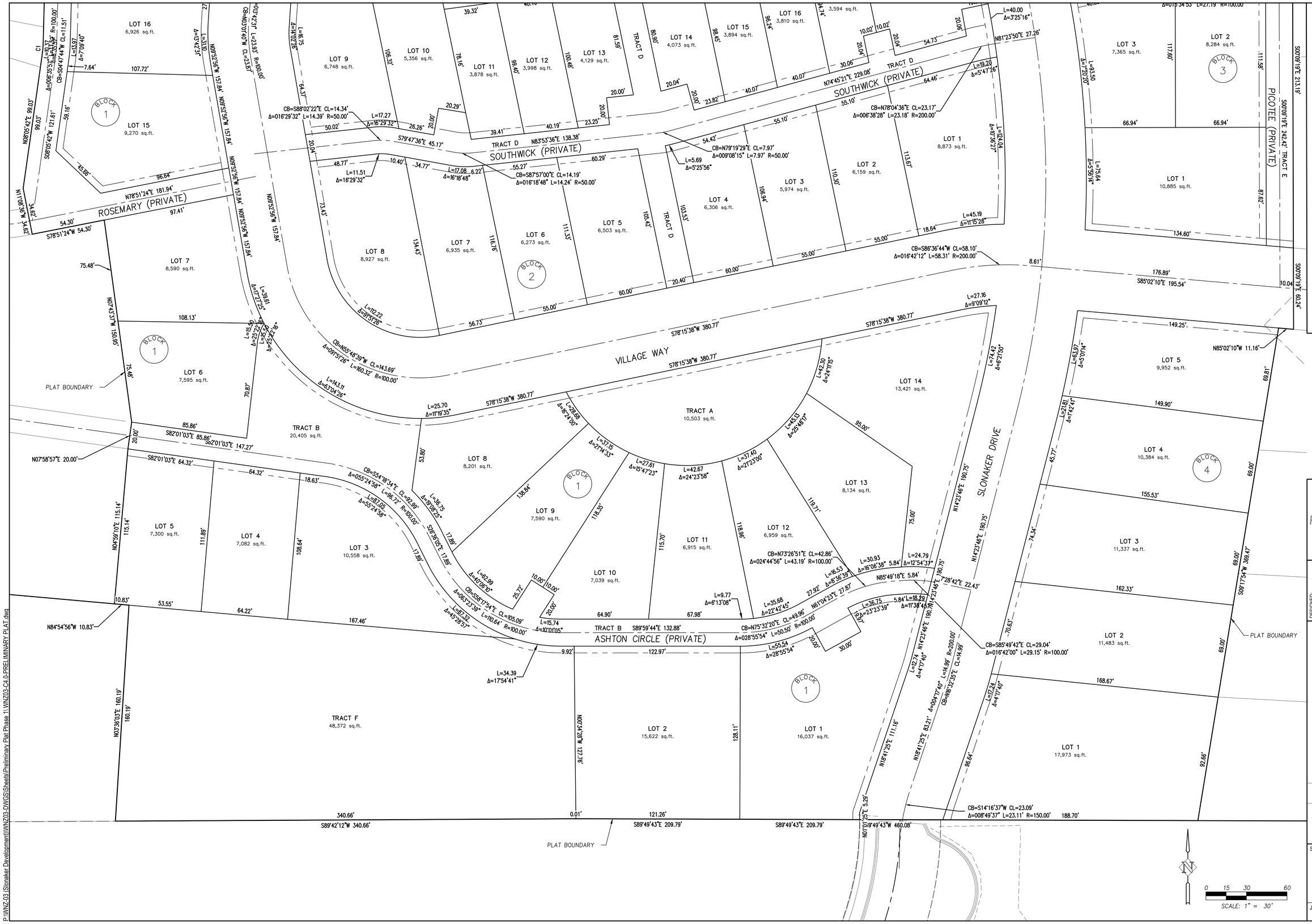

PRELIMINARY PLAT - SOUTH WOODBURY PRELIMINARY PLAT

MOSCOW, IDAHO

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PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER

PRELIMINARY

DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5, 2021

REVISIONS

DATE	NO.	DESCRIPTION

SHEET NO. C4.0

4 OF 9

JOB NO. WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C4.0-PRELIMINARY PLAT.dwg

SCALE: 1" = 30'

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C1	10.37	90.00	006°35'57"	N04°47'44"E	10.36
C2	26.67	90.00	016°58'53"	N06°58'29"W	26.58
C6	110.86	730.00	008°42'04"	S48°06'39"E	110.75

PRELIMINARY PLAT - NORTH
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

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PROFESSIONAL ENGINEER LICENSED SCOTT A SUMNER STATE OF IDAHO

PRELIMINARY

DESIGNED:	SAS
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CHECKED:	SAS
DATE:	AUGUST 5, 2021

DATE	NO.	DESCRIPTION
		REVISIONS

SHEET NO.
C4.1
5 OF 9

JOB NO.
WNZ-03

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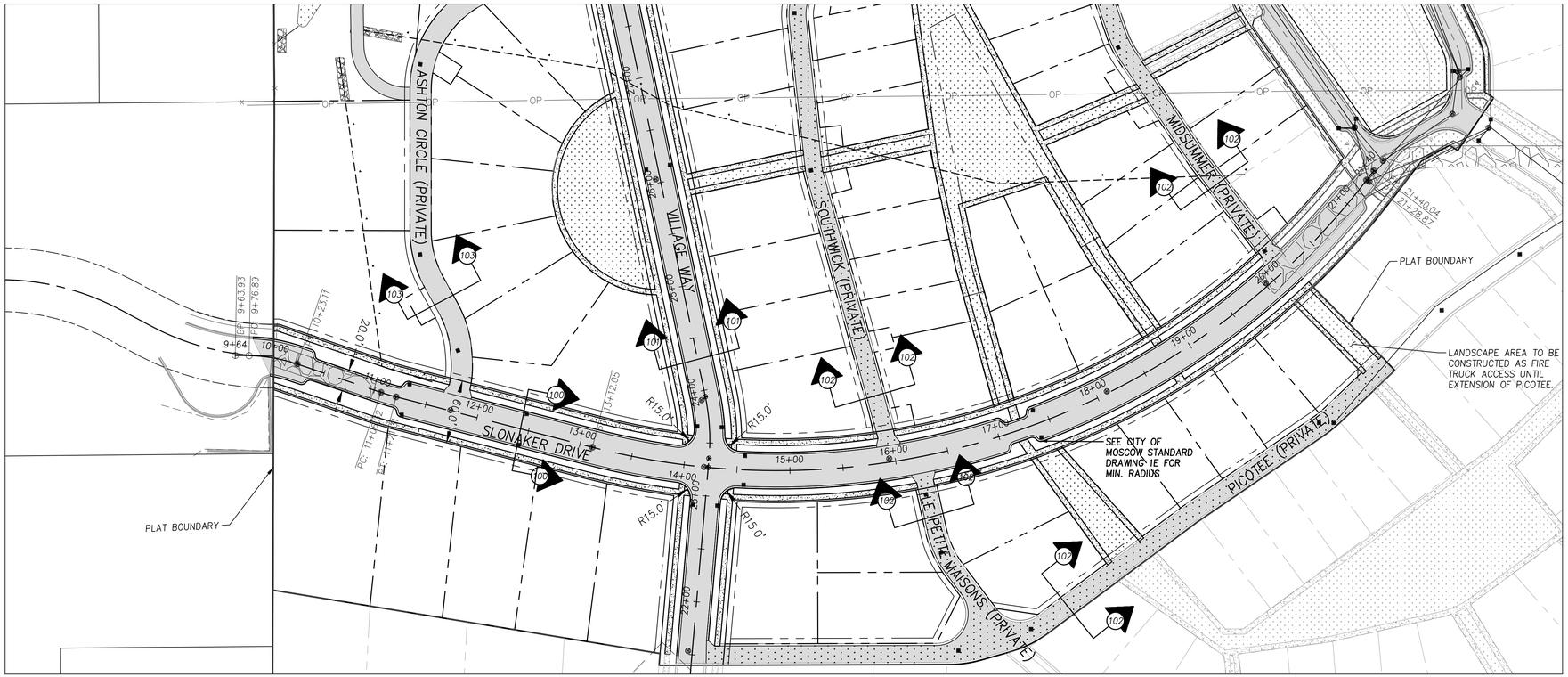
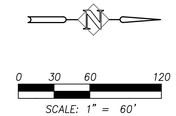


SLONAKER DRIVE PLAN



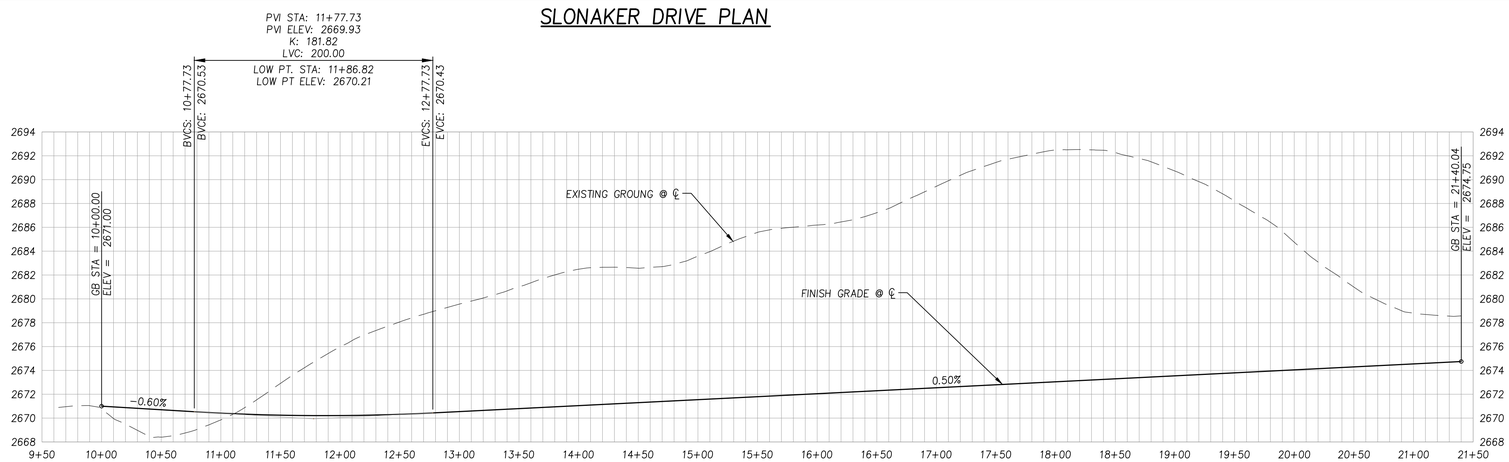
PLAT NOTES

(100) SEE CITY OF MOSCOW STANDARD DRAWING 5B FOR SLONAKER DRIVE STREET SECTION, SHEET C5.2.

(101) SEE CITY OF MOSCOW STANDARD DRAWING 1B FOR VILLAGE WAY STREET SECTION, SHEET C5.2.

(102) SEE TYPICAL ALLEY SECTION DETAIL, SHEET C5.2.

(103) SEE ONE WAY STREET SECTION, SHEET C5.2.



SLONAKER DRIVE PROFILE

SCALE: 1" = 60' (HORIZ.)
1" = 6' (VERT.)

SLONAKER PLAN AND PROFILE 9+64 TO 21+40
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

SYNTIER Engineering, Inc.
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PROFESSIONAL ENGINEER LICENSED 17146 STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5, 2021

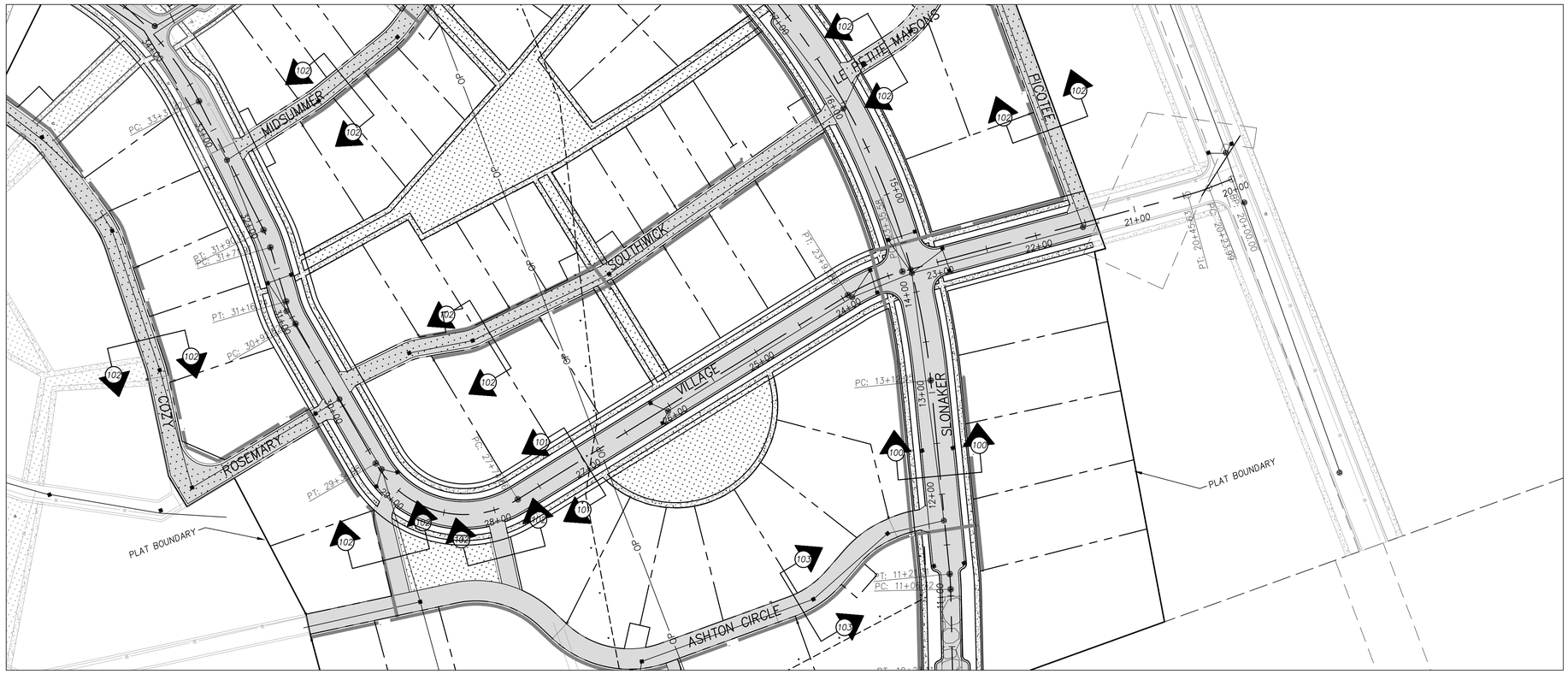
REVISIONS

DATE	NO.	DESCRIPTION

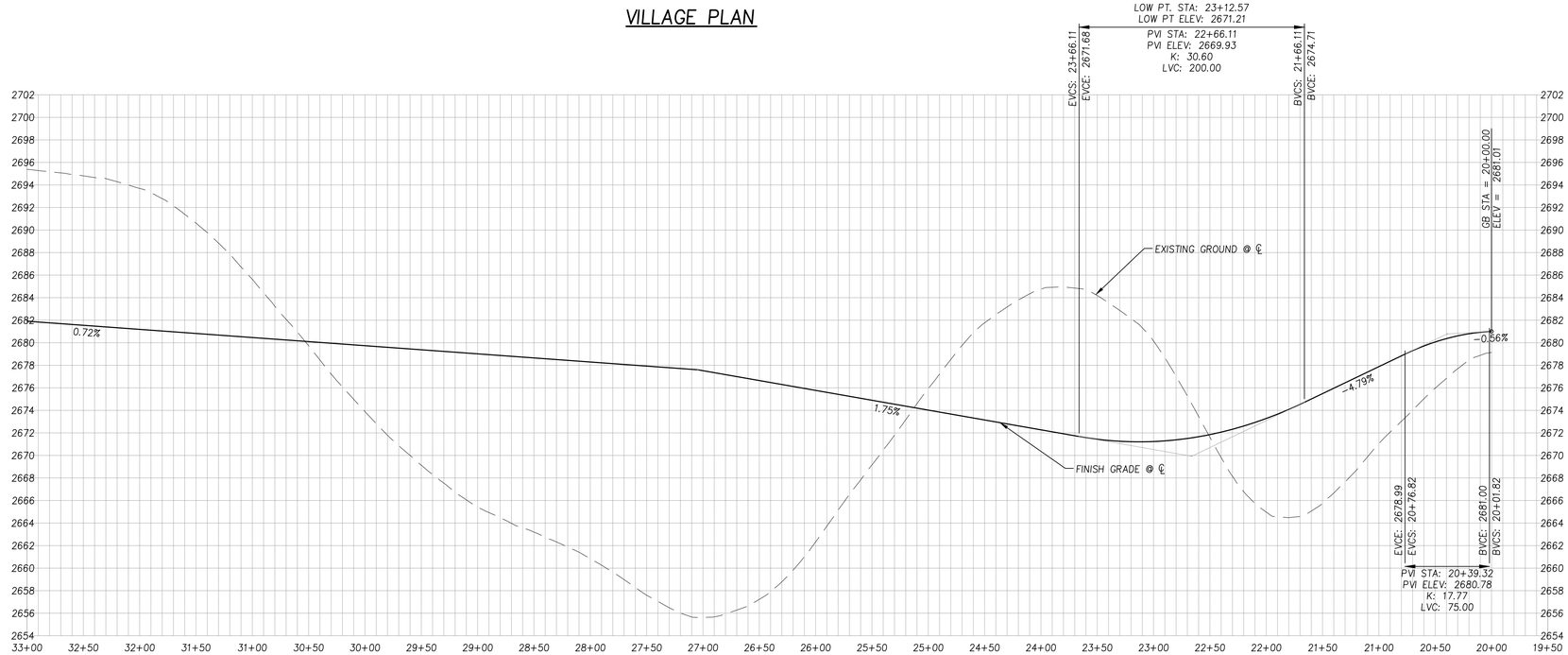
SHEET NO.
C5.0
6 OF 9

JOB NO. WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C5.2-SLONAKER STA 10+00 TO STA 24+00.dwg



VILLAGE PLAN



VILLAGE PROFILE VIEW

SCALE: 1" = 60' (HORIZ.)
1" = 6' (VERT.)

0 30 60 120
SCALE: 1" = 60'

PLAT NOTES

(100) SEE CITY OF MOSCOW STANDARD DRAWING 5B FOR SLONAKER DRIVE STREET SECTION, SHEET C5.2.

(101) SEE CITY OF MOSCOW STANDARD DRAWING 1B FOR VILLAGE WAY STREET SECTION, SHEET C5.2.

(102) SEE TYPICAL ALLEY SECTION DETAIL, SHEET C5.2.

(103) SEE ONE WAY STREET SECTION, SHEET C5.2.

VILLAGE PLAN AND PROFILE 20+00 TO 33+00
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

SYNTIER Engineering, Inc.
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PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5, 2021

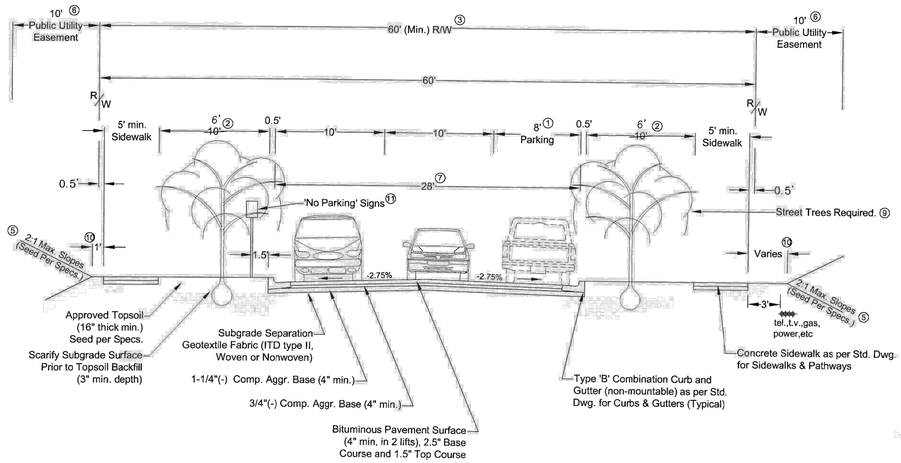
REVISIONS

DATE	NO.	DESCRIPTION

SHEET NO.
C5.1
7 OF 9

JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C5.1-VILLAGE STA 25+00 TO STA 32+00.dwg



Notes:

1. This street section should be used as the minimum standard for all streets not classified as Collector or Arterial, or under conditions in which the Standard Drawing for Alternate Local Street (36' Street) is not used. Engineering plans for subdivisions must specify on which side of street parking will be allowed.
2. The ten foot (10') wide green strip may be narrowed to a minimum width of five feet (5') in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer. Additional right-of-way shall be required as necessary to accommodate topography, utilities, or other needs as determined by the City Engineer.
4. Compact all subgrade and base aggregate to 95% of AASHTO T99 max. proctor density.
5. Seed all roadside backfill and excavations as per Standard Specifications.
6. Wider platted rights-of-way allow narrower easements, proportionately. Additional easement may be required as necessary.
7. Maximum street centerline profile grade shall equal 10.0% or as approved by the City Engineer.
8. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the Engineer, see Standard Drawing for Subsurface Drainage.
9. Tree selection and planting shall comply with the City's Arboricultural Standards and Specification Guide.
10. This dimension shall be four feet (4') where standard franchise utility pedestals (excluding transformers) are to be located and shall be six feet (6') where pedestals and an AVISTA power transformer pad is required (see Standard Drawing for Franchise Utility Details).
11. All signs to be furnished and installed by 'Developer.' Signs and installation to be in accordance with MUTCD.

REVISIONS

DATE	DESCRIPTION
2-4-2021	Switched sheets 1a and 1b

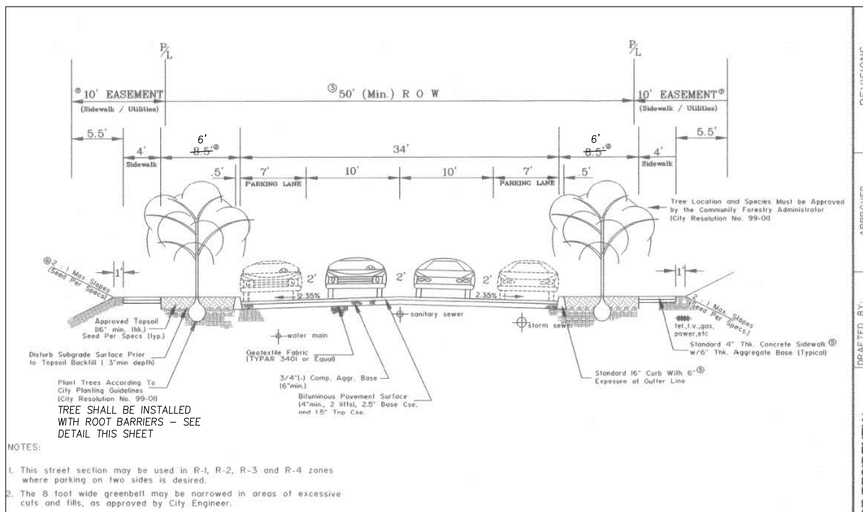
PROFESSIONAL ENGINEER LICENSED 14816 3-2-21 STATE OF IDAHO BRIAN SCOTT

DRAFTED BY: C.Edwards
CHECKED BY: K.Lilly
DRAWING SCALE: NTS
DATE: 3-31-2014

Local Street (28' Street)

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 1a



NOTES:

1. This street section may be used in R-1, R-2, R-3 and R-4 zones where parking on two sides is desired.
2. The 8 foot wide greenbelt may be narrowed in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer.
4. Compact all subgrade to 95% of AASHTO T99 max. proctor density.
5. Rolled curb is an acceptable alternative in residential areas. Sidewalk thickness remains the same (see Std. Dwgs. 1 and 2). Broken sidewalks will be replaced by the responsible party.
6. Seed all roadway backfill and excavations as per specifications.
7. Wider platted r-o-w's allow narrower easements, proportionately.
8. Maximum centerline profile grade equals 10.0%.
9. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the Engineer.
10. Developers are not responsible for planting trees, however must deposit cost of trees with City. (City Resolution No. 99-01)

REVISIONS

DATE	DATE

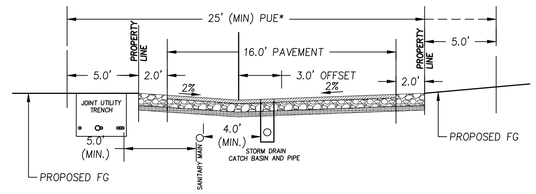
APPROVED BY: MOSCOW CITY COUNCIL JANUARY 21, 1997

DRAFTED BY: D.KLATT
CHECKED BY: G.FRESCH
DRAWING SCALE: NTS
DATE: 5/1/97

34' WIDE RESIDENTIAL STREET SECTION PARKING TWO SIDES

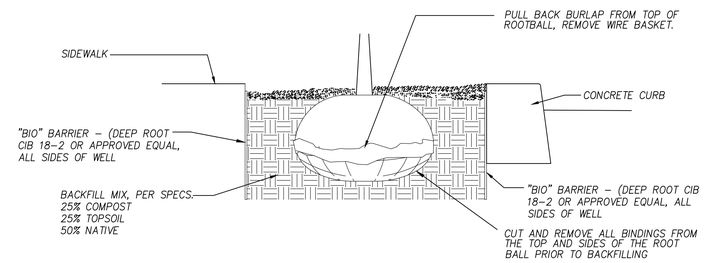
CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 5b



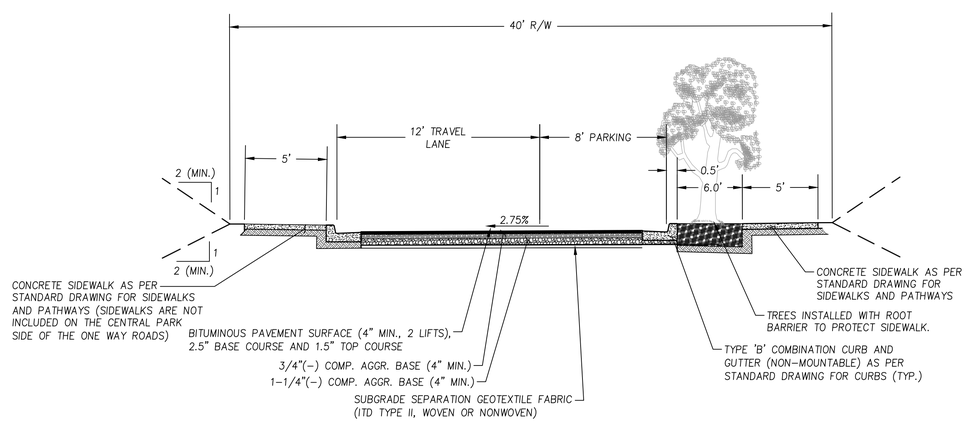
PRIVATE ALLEY SECTION

N.T.S.



TYPICAL STREET TREE WELL

N.T.S.



ONE WAY ROAD SECTION

N.T.S.

ROAD SECTIONS
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

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PROFESSIONAL ENGINEER LICENSED 14816 STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5, 2021

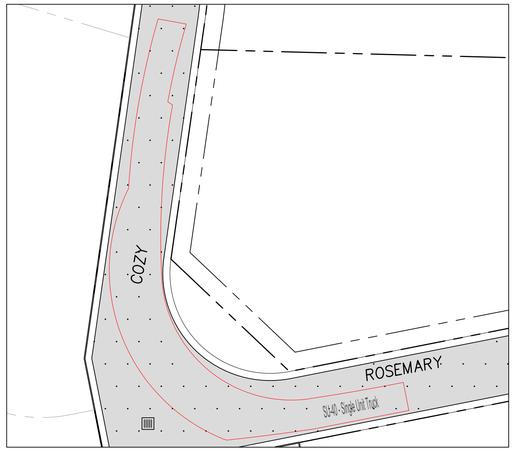
REVISIONS

DATE	NO.	DESCRIPTION

SHEET NO.
C5.2
8 OF 9

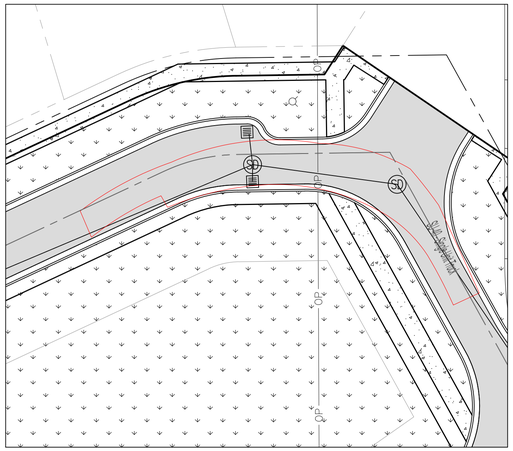
JOB NO. WNZ-03

P:\WNZ-03 (Sloraker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C5.3-ROAD SECTIONS.dwg



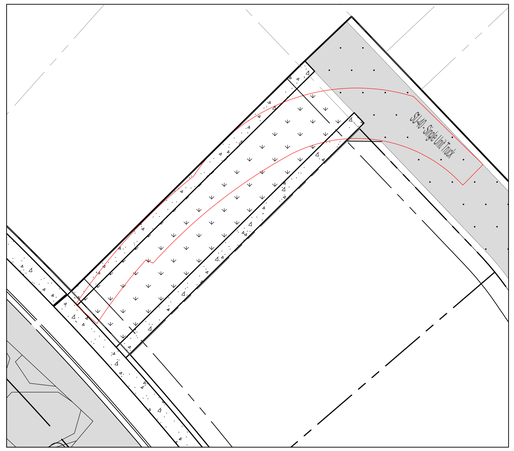
1– ROSEMARY RT COZY

SCALE: 1" =20'



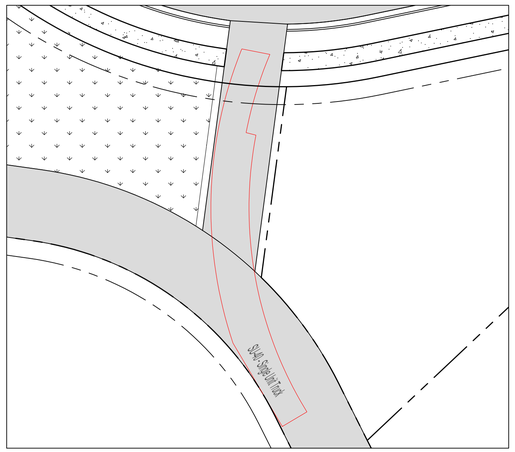
2 –SLONAKER LT NORTH PARK LANE

SCALE: 1" =20'



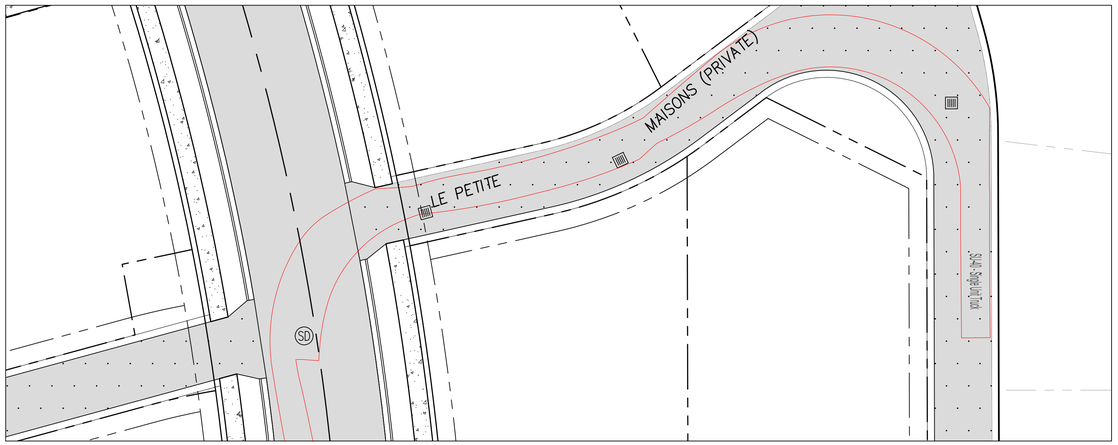
3 – PICOTEE LT TO TEMP FIRE ACCESS

SCALE: 1" =20'



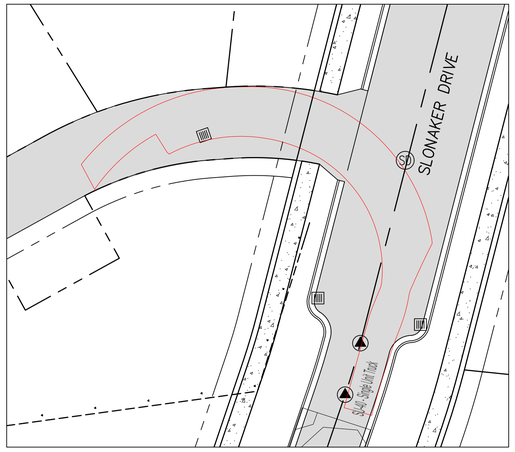
4 – ASHTON CIRCLE RT UNNAMED ACCESS

SCALE: 1" =20'



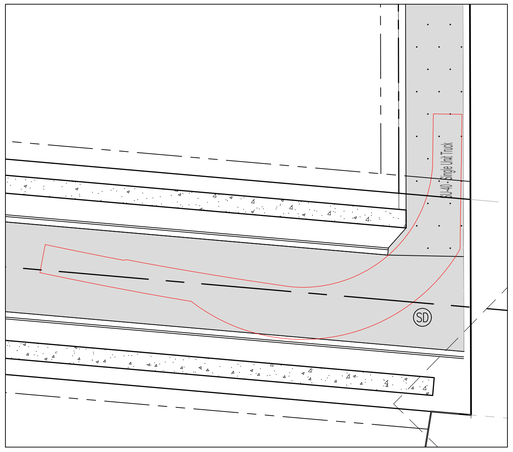
5 – PICOTEE LT LE PETITE MAISONS LT SLONAKER

SCALE: 1" =20'



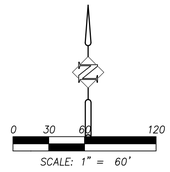
6 – SLONAKER LT ASHTON CIRCLE

SCALE: 1" =20'



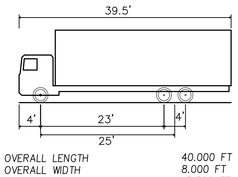
7 – PICOTEE RT VILLAGE

SCALE: 1" =20'



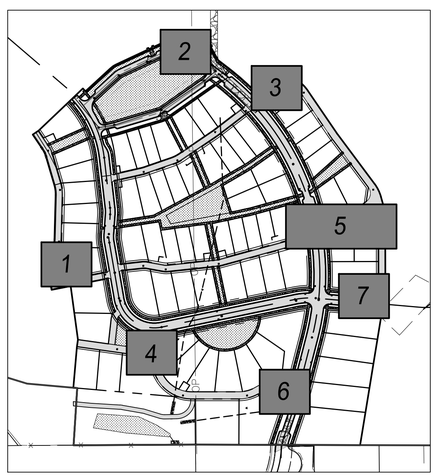
FIRE TRUCK NOTES:

FIRE TRUCK MOVEMENTS ANALYZED WITH AUTODESK VEHICLE TRACKING 2022. VEHICLE USED WAS A 40' SINGLE–UNIT TRUCK PER THE REQUEST OF THE FIRE MARSHALL. OUTLINE SHOWN ON PLANS IS THE WHEEL PATH OF THE VEHICLE.



OVERALL LENGTH	40.000 FT
OVERALL WIDTH	8.000 FT
OVERALL BODY HEIGHT	13.500 FT
MIN BODY GROUND CLEARANCE	1.367 FT
TRACK WIDTH	8.000 FT
MAX STEERING ANGLE (VIRTUAL)	31.80°

SU–40 – SINGLE UNIT TRUCK



KEYMAP

FIRE TRUCK ACCESS
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

SYNTIER Engineering, Inc.
408 SE Bretsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5, 2021

REVISIONS

DATE	NO.	DESCRIPTION

SHEET NO.
C6.0
9 OF 9

JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C6.0-Fire Truck Access.dwg

TRAFFIC IMPACT ANALYSIS MEMORANDUM

DATE: July 29, 2021

TO: Scott Sumner, PE | SynTier Engineering

FROM: Reah Flisakowski, PE and Kelly Smith | DKS Associates

SUBJECT: Moscow Subdivision Traffic Impact Study Project #21075-000

The following memorandum presents a traffic impact study conducted for a proposed subdivision in Moscow, Idaho. The proposed development includes 270 new single family housing units located south of Trail Road, west of Arborcrest Road and north of Slonaker Drive as shown in the preliminary site plan in Appendix A.

The following sections present operational analysis results for the existing year (2021) and the projected project opening year (2022) both with and without the developed subdivision at the study intersections. The proposed subdivision is expected to result in minimal impacts to vehicle traffic conditions at the study intersections and meet City operating standards under all development scenarios. No mitigations are needed to address potential project impacts to traffic conditions.

EXISTING CONDITIONS ANALYSIS (2021)

As required by City of Moscow staff, two study intersections were analyzed for this traffic impact study:

- Mountain View Road/D Street
- Mountain View Road/F Street

Historic traffic volume data and the travel demand model created for the Moscow Multimodal Transportation Plan[1] were used to estimate volume data to reflect year 2021 existing conditions.

[1] Moscow on the Move, Multimodal Transportation Plan, adopted July 2014.

MOUNTAIN VIEW ROAD/D STREET INTERSECTION VOLUMES

Intersection turning movement count data from 2006 was provided by the City of Moscow for the AM Peak Period (7:00-9:00 AM) and PM Peak Period (4:00-6:00 PM). The traffic count data was adjusted using a one percent per year annual growth rate to estimate existing year 2021 conditions. Calculations can be found in the Appendix.

MOUNTAIN VIEW ROAD/F STREET INTERSECTION VOLUMES

Intersection approach count data from 2017 was provided by the City of Moscow for the AM Peak Period (7:00-9:00 AM) and PM Peak Period (4:00-6:00 PM). Turning movement count data is required to conduct the intersection operations analysis. The travel demand model for Moscow was used to estimate turning movements at each approach. The 2017 count data was adjusted using a one percent per year annual growth rate to estimate existing year 2021 conditions. Calculations can be found in the Appendix.

EXISTING YEAR (2021) OPERATIONS ANALYSIS

Existing intersection operations were analyzed in the AM and PM peak hours using the adjusted traffic volumes for 2021. Intersection operations were evaluated using the most recent Highway Capacity Manual methodology (6th Edition). The estimated average delay, level of service (LOS), and volume-to-capacity (v/c) ratio are provided for each study intersection. The following minimum motor vehicle operating standards are applied to City streets and intersections:

- LOS D is considered acceptable at signalized and all-way stop controlled intersections if the volume to capacity ratio (v/c) is not higher than 1.0 for the sum of critical movements

Study intersection operations for the Existing Year (2021) are summarized in Table 1. Both study intersections operate within acceptable standards in the existing year (2021).

TABLE 1. STUDY INTERSECTION OPERATIONS (AM AND PM PEAK)

INTERSECTION	INTERSECTION CONTROL	OPERATING STANDARD	AM PEAK			PM PEAK		
			Delay	*LOS*	*V/C*	*Delay*	*LOS*	*V/C*
MOUNTAIN VIEW ROAD/ D STREET	All-way stop	LOS D	11.1	B	0.36	10.9	B	0.37
MOUNTAIN VIEW ROAD/ F STREET	All-way stop	LOS D	8.7	A	0.25	9.0	A	0.24

PROJECT IMPACT ANALYSIS (2022)

Existing year (2021) traffic volumes were adjusted using a one percent per year annual growth rate to represent project opening year (2022) and baseline conditions prior to construction of the project. The following future scenarios were considered:

- 2022 Baseline Conditions
- 2022 Baseline + Phase 1 Project Conditions (74 houses total)
- 2022 Baseline + Phase 1-2 Project Conditions (140 houses total)
- 2022 Baseline + Phase 1-3 Project Conditions (205 houses total)
- 2022 Baseline + Phase 1-4 Project Conditions (270 houses total)

Trip generation estimates for the AM and PM peak hours, shown in Table 2, were prepared for each development scenario provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual[2]. A diagram of the trip distribution for all project condition phases is included in the Appendix.

TABLE 2. VEHICLE TRIP GENERATION ESTIMATE

SCENARIO	# OF DWELLING UNITS	AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
		RATE	IN	OUT	TOTAL	RATE	IN	OUT	TOTAL
PHASE 1	74	0.76	14	41	55	1.00	46	27	73
PHASES 1-2	140	0.76	26	78	104	1.00	88	51	139
PHASES 1-3	205	0.76	38	114	152	1.00	128	75	203
PHASES 1-4	270	0.76	50	150	200	1.00	168	99	267

Study intersection operations were analyzed in the AM and PM peak hours using the adjusted traffic volumes for 2022. Intersection operations were evaluated using the most recent Highway Capacity Manual methodology (6th Edition). The estimated average delay, level of service (LOS), and volume-to-capacity (v/c) ratio are provided for each study intersection, as shown in Table 3 and Table 4.

[2] Trip Generation Manual, Institute of Transportation Engineers, 10th Edition, Land Use Code 210 – Detached Single Family Residential

TABLE 3. STUDY INTERSECTION OPERATIONS (AM AND PM PEAK) – MOUNTAIN VIEW/D STREET

FUTURE SCENARIO	OPERATING STANDARD	AM PEAK			PM PEAK		
		Delay	*LOS*	*V/C*	*Delay*	*LOS*	*V/C*
2022 BASELINE	LOS D	11.1	B	0.36	11.0	B	0.38
2022 BASELINE + PHASE 1	LOS D	11.5	B	0.41	11.4	B	0.41
2022 BASELINE + PHASES 1-2	LOS D	11.9	B	0.46	12.0	B	0.45
2022 BASELINE + PHASES 1-3	LOS D	12.5	B	0.52	12.6	B	0.48
2022 BASELINE + PHASES 1-4	LOS D	13.1	B	0.57	13.3	B	0.52

TABLE 4. STUDY INTERSECTION OPERATIONS (AM AND PM PEAK) – MOUNTAIN VIEW/F STREET

FUTURE SCENARIO	OPERATING STANDARD	AM PEAK			PM PEAK		
		Delay	*LOS*	*V/C*	*Delay*	*LOS*	*V/C*
2022 BASELINE	LOS D	8.8	A	0.25	9.1	A	0.25
2022 BASELINE + PHASE 1	LOS D	9.0	A	0.28	9.4	A	0.30
2022 BASELINE + PHASES 1-2	LOS D	9.3	A	0.31	9.9	A	0.36
2022 BASELINE + PHASES 1-3	LOS D	9.5	A	0.35	10.3	B	0.41
2022 BASELINE + PHASES 1-4	LOS D	9.8	A	0.38	10.9	B	0.46

Both study intersections operate within acceptable standards in the future year (2022) under all scenarios.

APPENDIX

DKS

720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • **DKSASSOCIATES.COM**

MEMORANDUM

DATE: May 12, 2021

TO: Scott Sumner, PE | SynTier Engineering

FROM: Reah Flisakowski and Kayla Fleskes | DKS Associates

SUBJECT: Moscow Subdivision Trip Generation Letter Project #21075-000

This memorandum describes the assessment of the transportation trip impacts associated with the proposed subdivision in Moscow, Idaho. The proposed development includes 270 new single family housing units located south of Trail Road, west of Arborcrest Road and north of Slonaker Drive as shown in the preliminary site plan in Appendix A. The following sections describe the trip generation estimate for the proposed subdivision and an estimate of daily trips on the adjacent street network.

PROJECT TRIP GENERATION

The amount of new vehicle trips generated by the proposed land use was estimated using average trip generation data published in the ITE Trip Generation Manual for the proposed 270 single family detached homes.[1] Trip generation estimates for the proposed development are provided for daily, morning, and evening peak hours, and are summarized in Table 1. It is expected that the proposed subdivision will generate approximately 2,550 trips per day.

TABLE 1. VEHICLE TRIP GENERATION ESTIMATE

LAND USE (ITE CODE)	UNITS	TOTAL DAILY TRIPS	AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
			RATE	IN	OUT	TOTAL	RATE	IN	OUT	TOTAL
210	Dwelling Units	2,550	0.76	53	152	205	1.00	173	97	270

[1] *Trip Generation Manual, Institute of Transportation Engineers, 10th Edition, Land Use Code 210 – Detached Single Family Residential*

DAILY TRAFFIC DISTRIBUTION

To provide an estimate of existing year 2021 traffic conditions, available 2016 daily traffic volumes collected by the City of Moscow[2] were increased by one percent per year. Figure 1 shows the 2021 traffic volumes on roadways near the proposed subdivision.

The estimated daily trips generated by the proposed subdivision were distributed to adjacent roadways based on 2016 traffic patterns and existing land use. Access to the subdivision will be provided by Trail Road (classified as a minor arterial by the City of Moscow[3]), Arbor Crest Road (local) and Slonaker Drive (local). As shown in Figure 1, new trips generated by the subdivision are expected to distribute primarily along Mountain View Road (minor arterial) and Orchard Avenue (collector).

Daily trips on Mountain View Road will increase by approximately 50 percent while daily trips along Orchard Avenue will increase by approximately 64 percent compared to existing 2021 conditions. However, the total daily traffic volume (2021 volume with proposed subdivision trips) is still consistent with the functional classification of both roadways. The total daily traffic volume on Orchard Avenue is estimated at 2,600 vehicles per day, similar to existing daily traffic volumes on F Street between Orchard Avenue and Mountain View Road. On Mountain View Road north of F Street, total daily traffic volume is estimated at nearly 3,000 vehicles per day, similar to existing daily traffic volumes on Hayes Street between 3rd Street and 6th Street.

[2] https://www.ci.moscow.id.us/DocumentCenter/View/1014/Traffic-Volume-PDF?bidId=

[3] Moscow on the Move, Multimodal Transportation Plan, adopted July 2014.

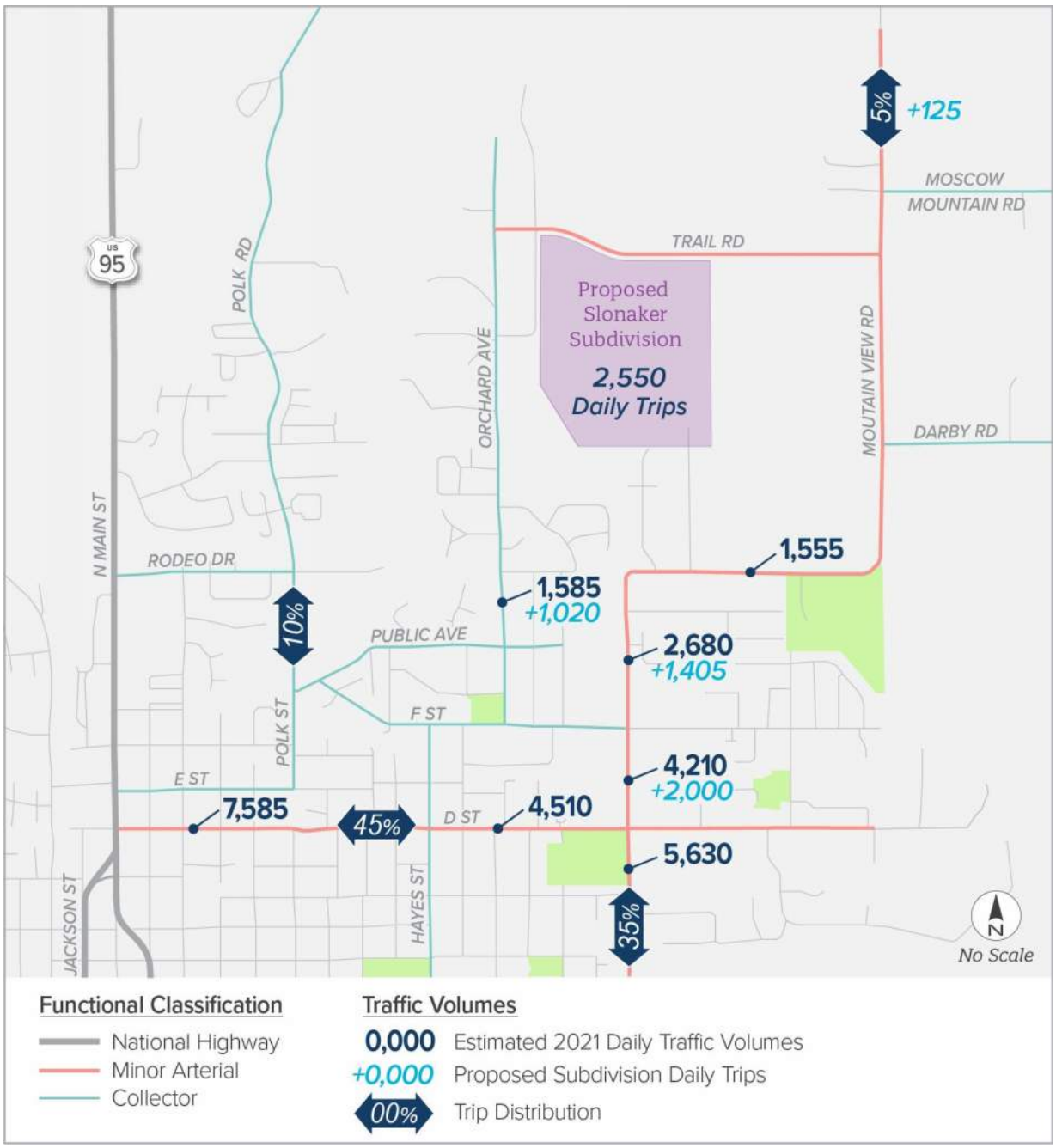


FIGURE 1. PROPOSED SUBDIVISION DAILY TRIP DISTRIBUTION

Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	30	27	11	45	10	6	16	15	18	26	3
Total Analysis Volume [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	564	648	552	612	516	586	520	567
Degree of Utilization, x	0.26	0.35	0.08	0.36	0.05	0.21	0.14	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.04	1.56	0.25	1.62	0.15	0.77	0.48	0.75
95th-Percentile Queue Length [ft]	25.9	39.0	6.31	40.5	3.65	19.2	11.9	18.8
Approach Delay [s/veh]	11.25		11.50		10.37		10.69	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.08							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	8	16	2	37	9	1	7	20	20	5	3
Total Analysis Volume [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

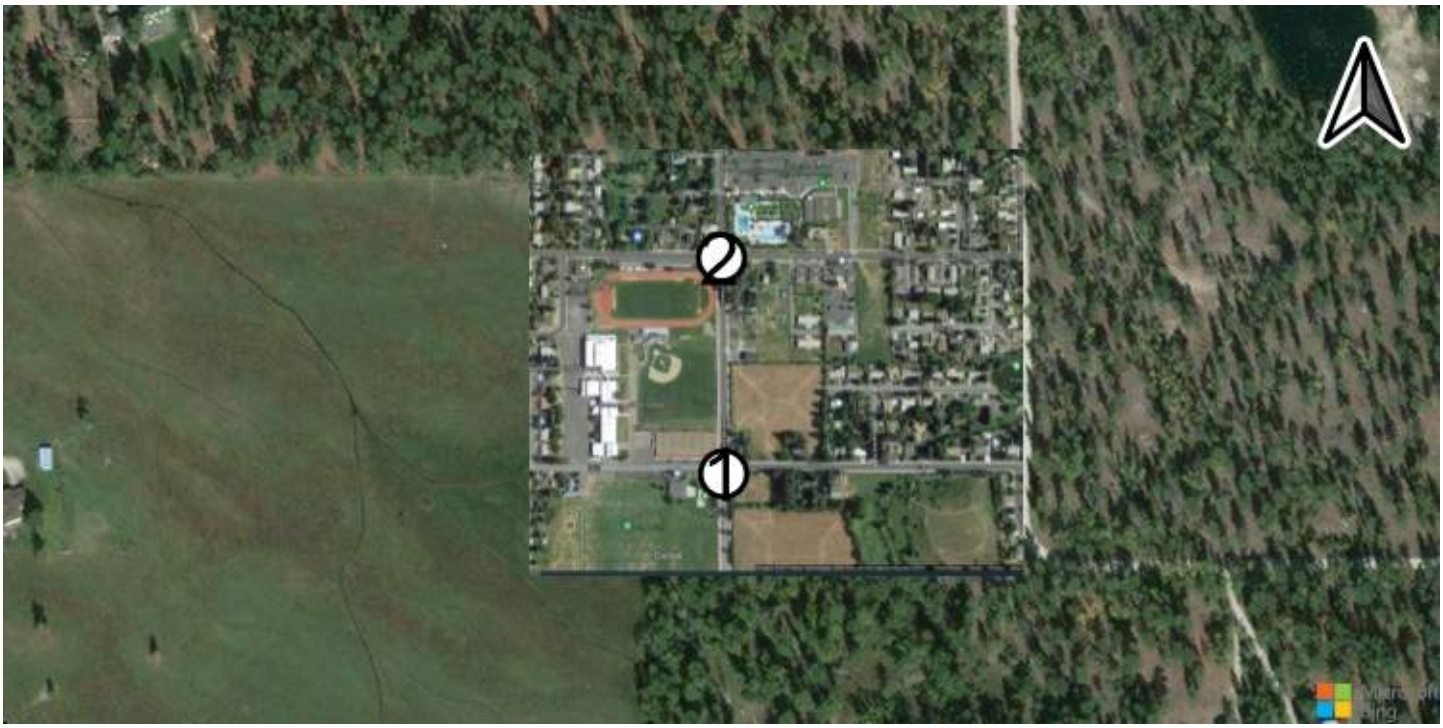
Lanes

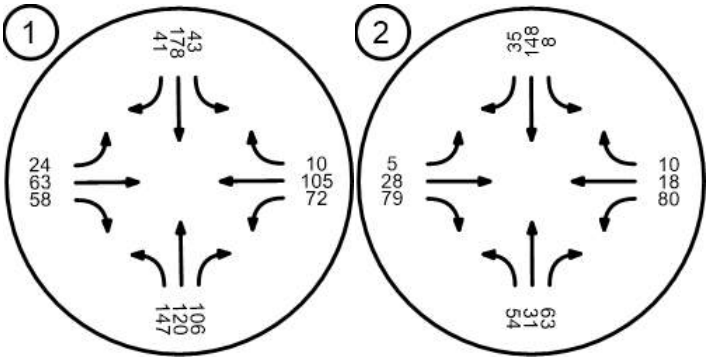
Capacity per Entry Lane [veh/h]	625	752	771	803	723
Degree of Utilization, x	0.09	0.13	0.25	0.14	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.28	0.43	0.97	0.48	0.52
95th-Percentile Queue Length [ft]	7.07	10.6	24.37	12.09	13.09
Approach Delay [s/veh]	8.48		9.20	8.21	8.86
Approach LOS	A		A	A	A
Intersection Delay [s/veh]	8.74				
Intersection LOS	A				

Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	18	41	24	64	59	73	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	30	27	11	45	10	6	16	15	18	27	3
Total Analysis Volume [veh/h]	14	12	10	43	18	41	24	64	59	73	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	562	646	551	609	514	583	519	565
Degree of Utilization, x	0.26	0.35	0.08	0.36	0.05	0.21	0.14	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.05	1.59	0.25	1.65	0.15	0.79	0.49	0.77
95th-Percentile Queue Length [ft]	26.2	39.7	6.33	41.2	3.67	19.7	12.1	19.1
Approach Delay [s/veh]	11.33		11.59		10.43		10.74	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.15							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	31	64	8	14	35	5	28	80	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	8	16	2	37	9	1	7	20	20	5	3
Total Analysis Volume [veh/h]	55	31	64	8	14	35	5	28	80	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

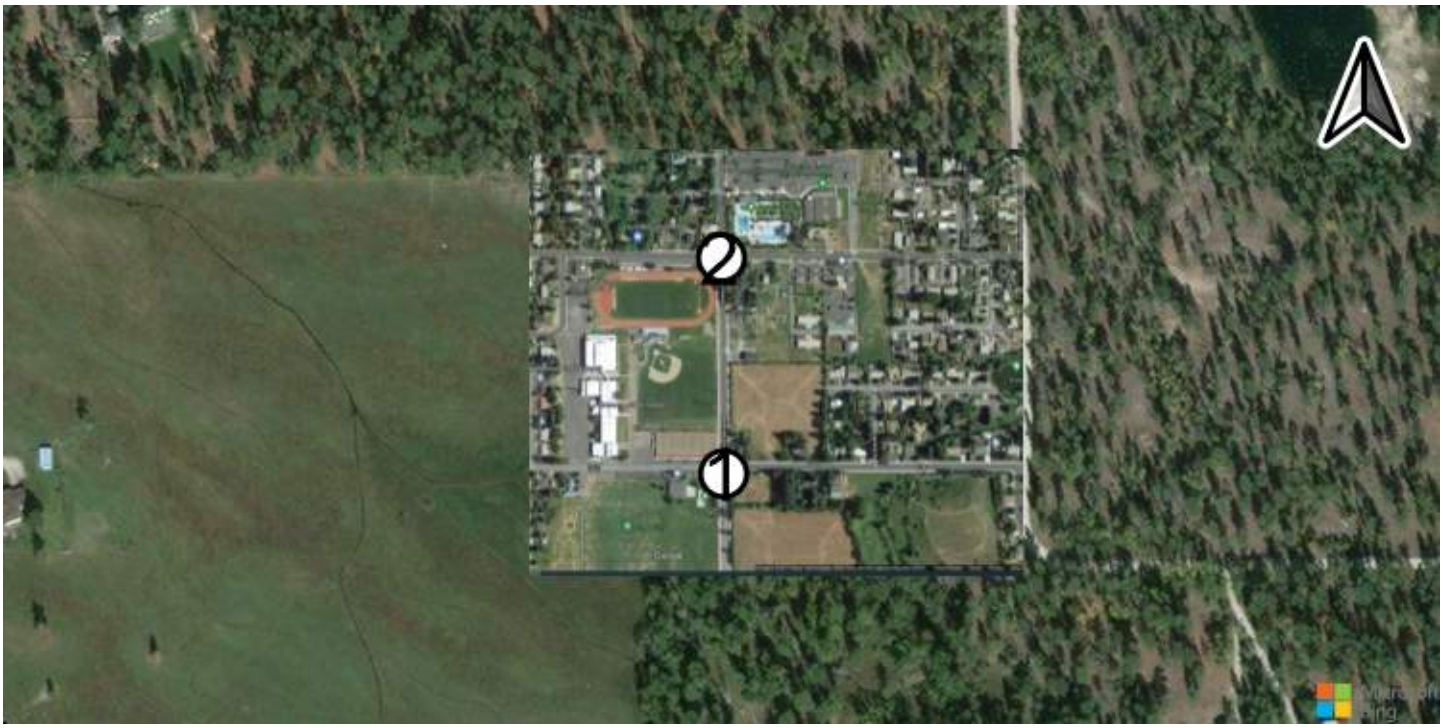
Lanes

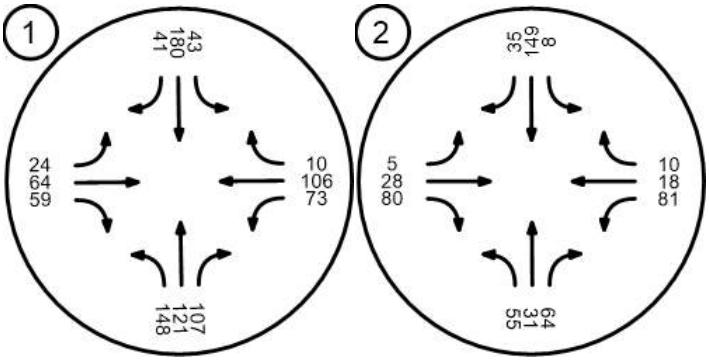
Capacity per Entry Lane [veh/h]	623	751	769	801	721
Degree of Utilization, x	0.09	0.13	0.25	0.14	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.29	0.43	0.98	0.49	0.53
95th-Percentile Queue Length [ft]	7.23	10.8	24.60	12.25	13.27
Approach Delay [s/veh]	8.50		9.23	8.23	8.88
Approach LOS	A		A	A	A
Intersection Delay [s/veh]	8.77				
Intersection LOS	A				

Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	14	19	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	19	60	30	63	58	72	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	31	27	11	48	15	8	16	15	18	26	3
Total Analysis Volume [veh/h]	14	12	10	43	19	60	30	63	58	72	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	557	638	549	611	507	575	512	557
Degree of Utilization, x	0.26	0.36	0.08	0.41	0.06	0.21	0.14	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.05	1.65	0.25	2.02	0.19	0.79	0.49	0.77
95th-Percentile Queue Length [ft]	26.3	41.2	6.36	50.4	4.70	19.7	12.1	19.2
Approach Delay [s/veh]	11.50		12.27		10.54		10.86	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.46							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.283

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	0	23	0	0	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	42	64	8	17	35	5	28	90	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	11	16	2	43	9	1	7	23	20	5	3
Total Analysis Volume [veh/h]	55	42	64	8	17	35	5	28	90	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	617	734	760	787	706
Degree of Utilization, x	0.09	0.14	0.28	0.16	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.29	0.50	1.17	0.55	0.54
95th-Percentile Queue Length [ft]	7.31	12.5	29.13	13.80	13.60
Approach Delay [s/veh]	8.66		9.60	8.42	9.03
Approach LOS	A		A	A	A
Intersection Delay [s/veh]	9.01				
Intersection LOS	A				

Moscow Slokaner Subdivision TIA

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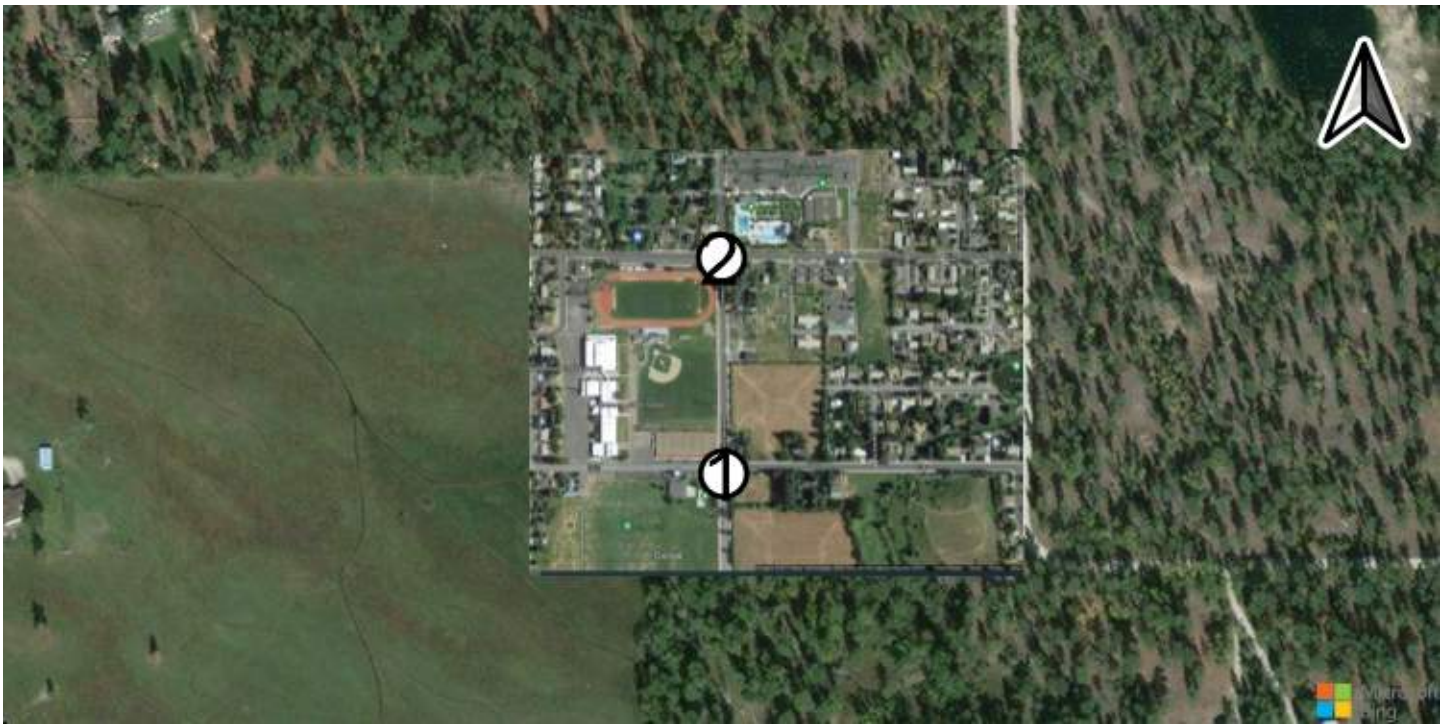
Scenario 2 2022 Project - Phase 1
7/29/2021

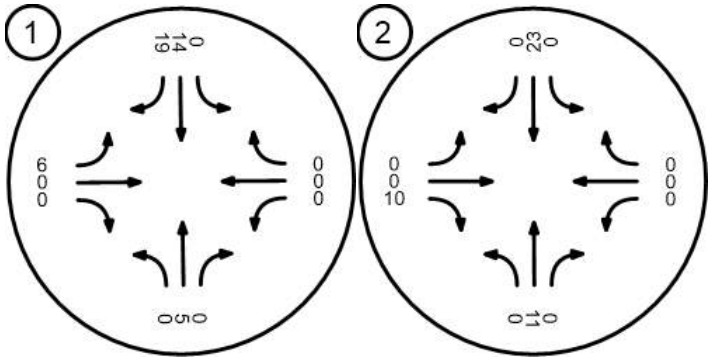
Trip Generation summary

Added Trips

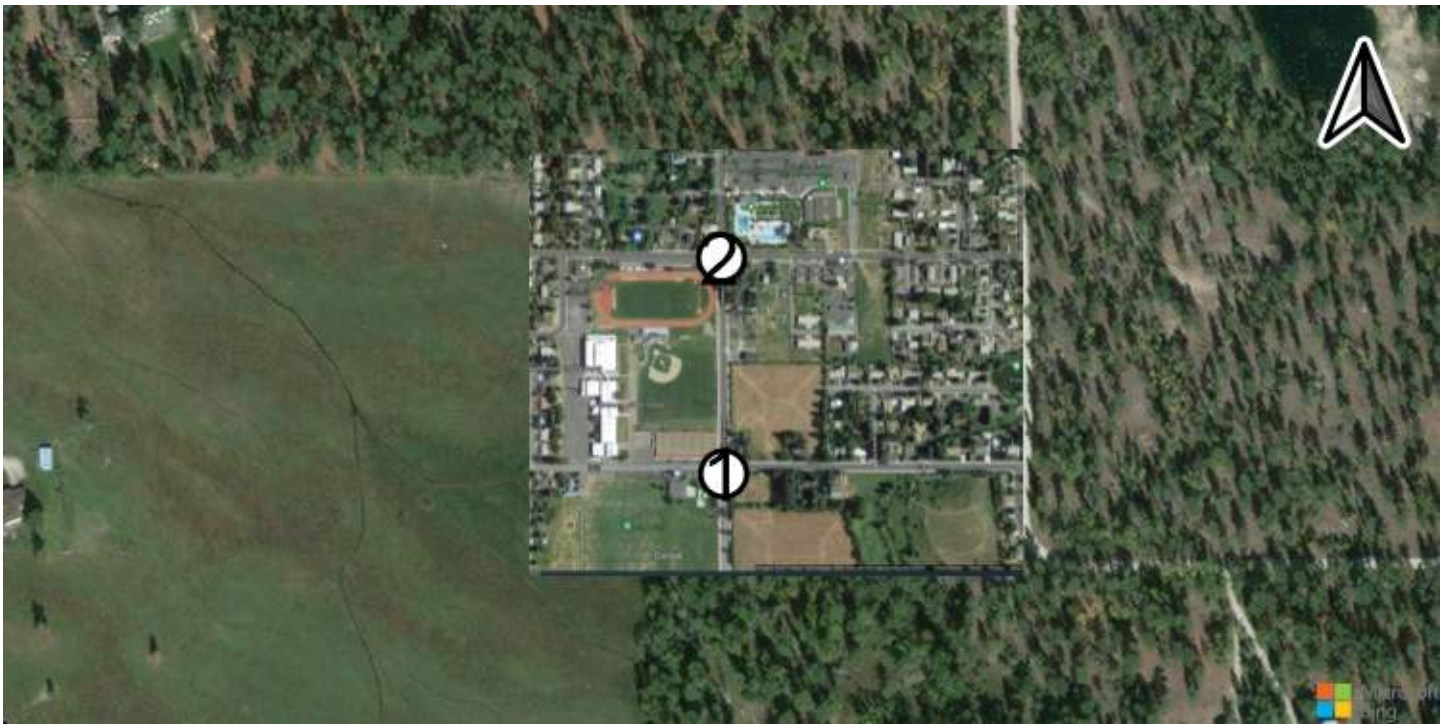
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.740	74.000	25.00	75.00	14	41	55	100.00
					Added Trips Total			**14**	**41**	**55**	**100.00**

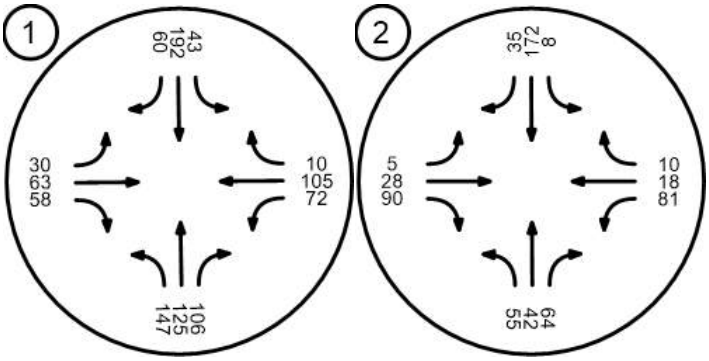
Traffic Volume - Net New Site Trips





Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	27	35	12	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	20	76	36	63	58	72	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	32	27	11	51	19	9	16	15	18	26	3
Total Analysis Volume [veh/h]	14	12	10	43	20	76	36	63	58	72	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	551	629	545	608	501	567	505	547
Degree of Utilization, x	0.27	0.37	0.08	0.46	0.07	0.21	0.14	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.07	1.73	0.26	2.43	0.23	0.80	0.50	0.79
95th-Percentile Queue Length [ft]	26.7	43.2	6.40	60.8	5.79	20.1	12.3	19.6
Approach Delay [s/veh]	11.73		13.11		10.70		11.02	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.88							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.313

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	0	0	43	0	0	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	52	64	8	19	35	5	28	99	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	13	16	2	48	9	1	7	25	20	5	3
Total Analysis Volume [veh/h]	55	52	64	8	19	35	5	28	99	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	611	720	750	775	692
Degree of Utilization, x	0.09	0.16	0.31	0.17	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.30	0.57	1.34	0.61	0.56
95th-Percentile Queue Length [ft]	7.39	14.2	33.49	15.29	13.91
Approach Delay [s/veh]	8.82		9.97	8.60	9.17
Approach LOS	A		A	A	A
Intersection Delay [s/veh]	9.25				
Intersection LOS	A				

Moscow Slokaner Subdivision TIA

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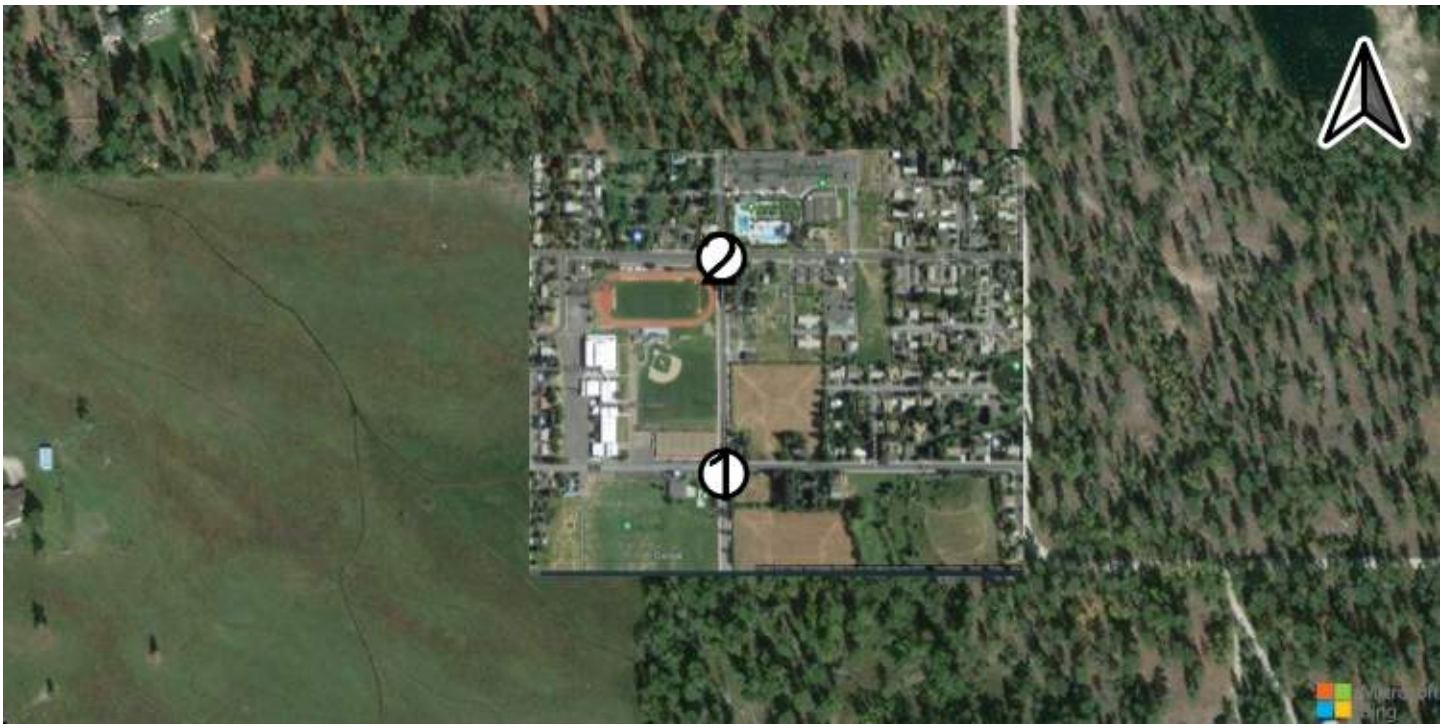
Scenario 3 2022 Project - Phase 1 + 2
7/29/2021

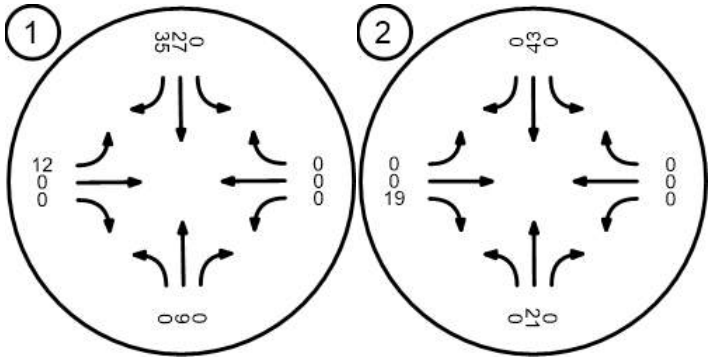
Trip Generation summary

Added Trips

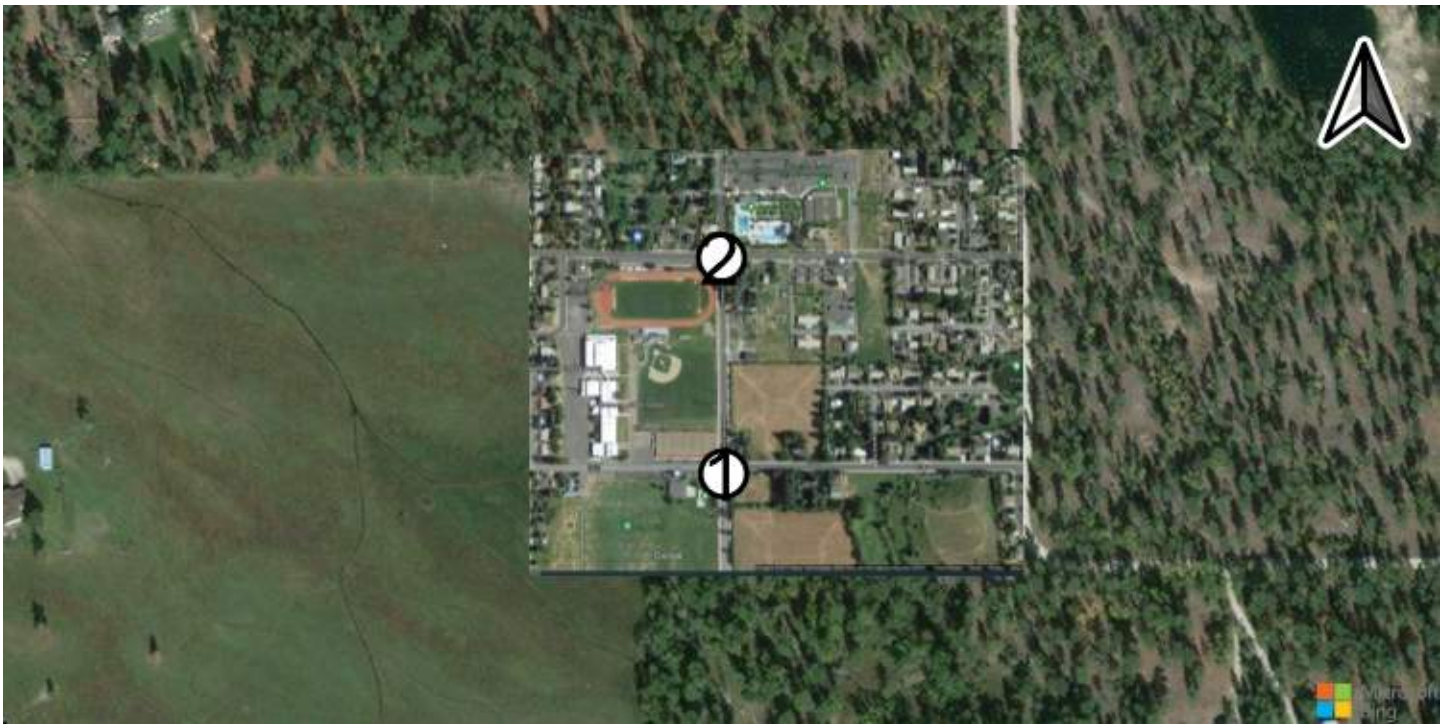
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.740	140.000	25.00	75.00	26	78	104	100.00
					Added Trips Total			**26**	**78**	**104**	**100.00**

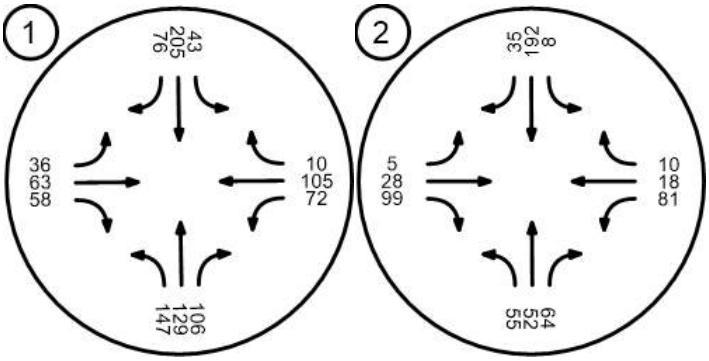
Traffic Volume - Net New Site Trips





Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	40	51	17	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	13	10	43	22	92	41	64	59	73	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	34	27	11	55	23	10	16	15	18	27	3
Total Analysis Volume [veh/h]	14	13	10	43	22	92	41	64	59	73	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	542	618	540	603	493	556	496	537
Degree of Utilization, x	0.27	0.39	0.08	0.52	0.08	0.22	0.15	0.22

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.10	1.85	0.26	2.97	0.27	0.84	0.51	0.81
95th-Percentile Queue Length [ft]	27.5	46.1	6.47	74.2	6.78	21.0	12.8	20.3
Approach Delay [s/veh]	12.05		14.29		10.93		11.23	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	12.47							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	30	0	0	64	0	0	0	27	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	61	64	8	21	35	5	28	10	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	15	16	2	53	9	1	7	27	20	5	3
Total Analysis Volume [veh/h]	55	61	64	8	21	35	5	28	10	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	605	708	742	763	680
Degree of Utilization, x	0.09	0.18	0.34	0.18	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.30	0.64	1.54	0.67	0.57
95th-Percentile Queue Length [ft]	7.47	15.9	38.49	16.73	14.22
Approach Delay [s/veh]	8.98		10.38	8.78	9.31
Approach LOS	A		B	A	A
Intersection Delay [s/veh]	9.52				
Intersection LOS	A				

Moscow Slokaner Subdivision TIA

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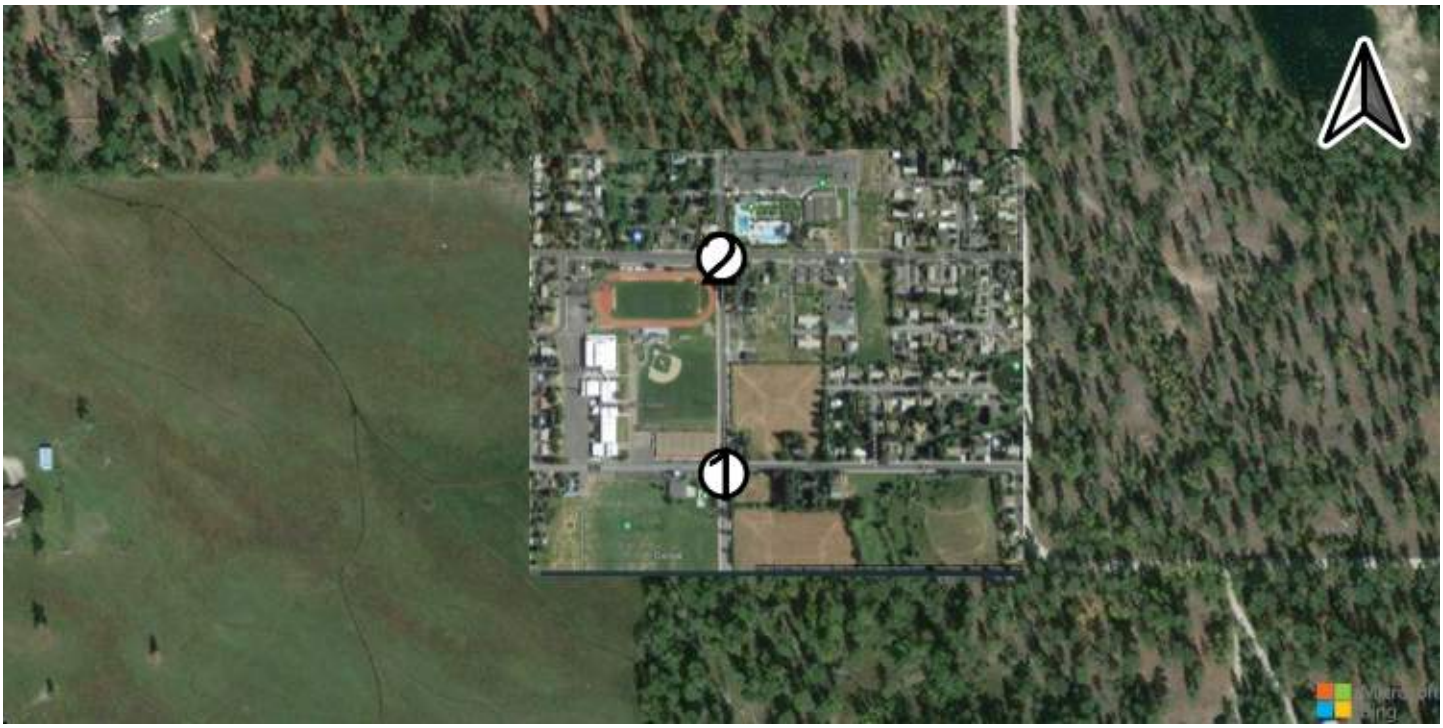
Scenario 4 2022 Project - Phase 1 + 2 + 3
7/29/2021

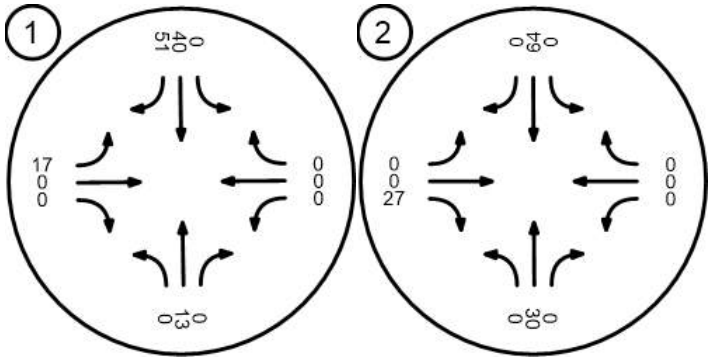
Trip Generation summary

Added Trips

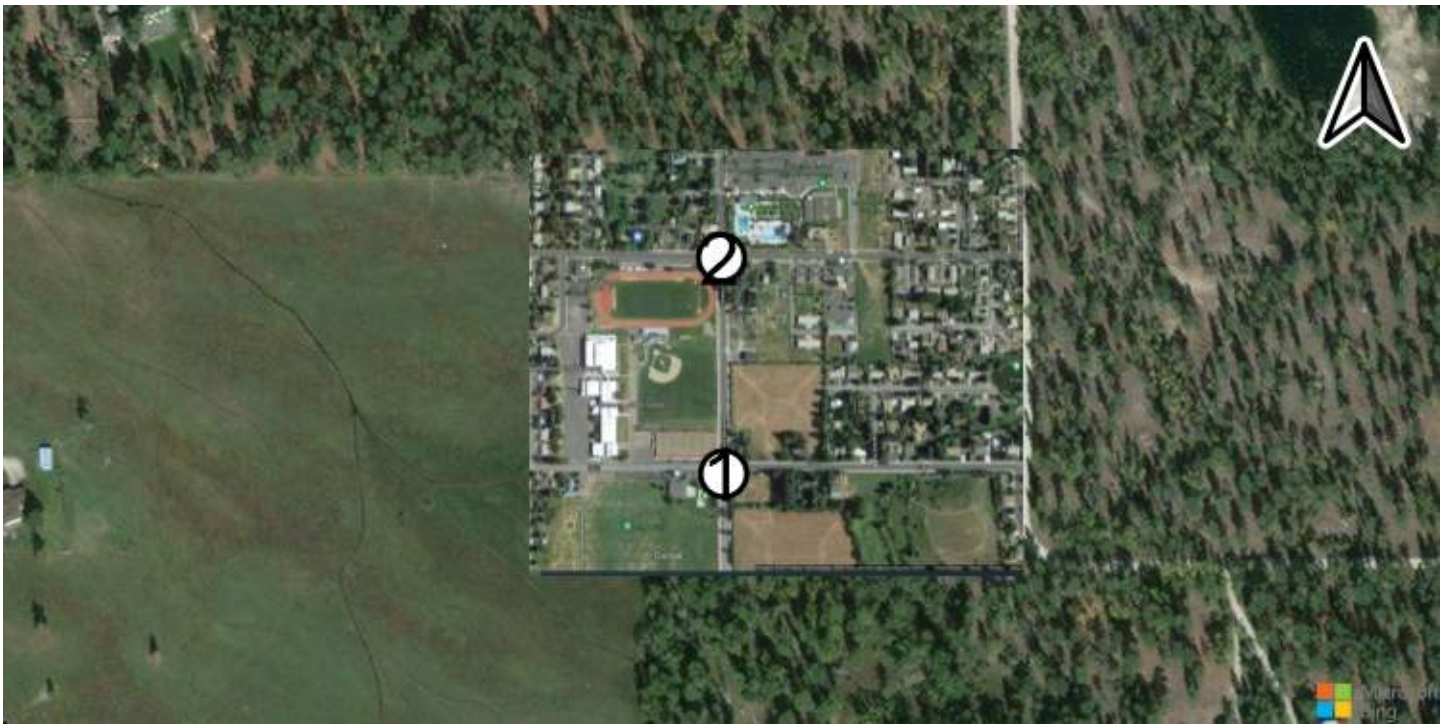
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.740	205.000	25.00	75.00	38	114	152	100.00
					Added Trips Total			**38**	**114**	**152**	**100.00**

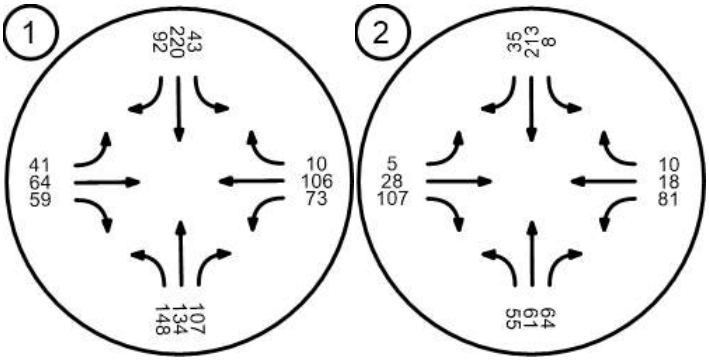
Traffic Volume - Net New Site Trips





Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	0	0	53	66	23	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	13	10	43	23	10	47	64	59	73	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	35	27	11	58	27	12	16	15	18	27	3
Total Analysis Volume [veh/h]	14	13	10	43	23	10	47	64	59	73	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	536	609	535	600	485	547	488	528
Degree of Utilization, x	0.28	0.40	0.08	0.57	0.10	0.22	0.15	0.22

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.12	1.95	0.26	3.54	0.32	0.86	0.52	0.83
95th-Percentile Queue Length [ft]	27.9	48.7	6.52	88.5	8.00	21.4	13.0	20.7
Approach Delay [s/veh]	12.33		15.56		11.11		11.40	
Approach LOS	B		C		B		B	
Intersection Delay [s/veh]	13.08							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.375

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	41	0	0	83	0	0	0	36	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	72	64	8	23	35	5	28	11	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	18	16	2	58	9	1	7	29	20	5	3
Total Analysis Volume [veh/h]	55	72	64	8	23	35	5	28	11	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	599	696	734	749	667
Degree of Utilization, x	0.09	0.20	0.37	0.20	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.30	0.72	1.74	0.74	0.58
95th-Percentile Queue Length [ft]	7.55	18.0	43.62	18.42	14.54
Approach Delay [s/veh]	9.18		10.82	8.99	9.46
Approach LOS	A		B	A	A
Intersection Delay [s/veh]	9.80				
Intersection LOS	A				

Moscow Slokaner Subdivision TIA

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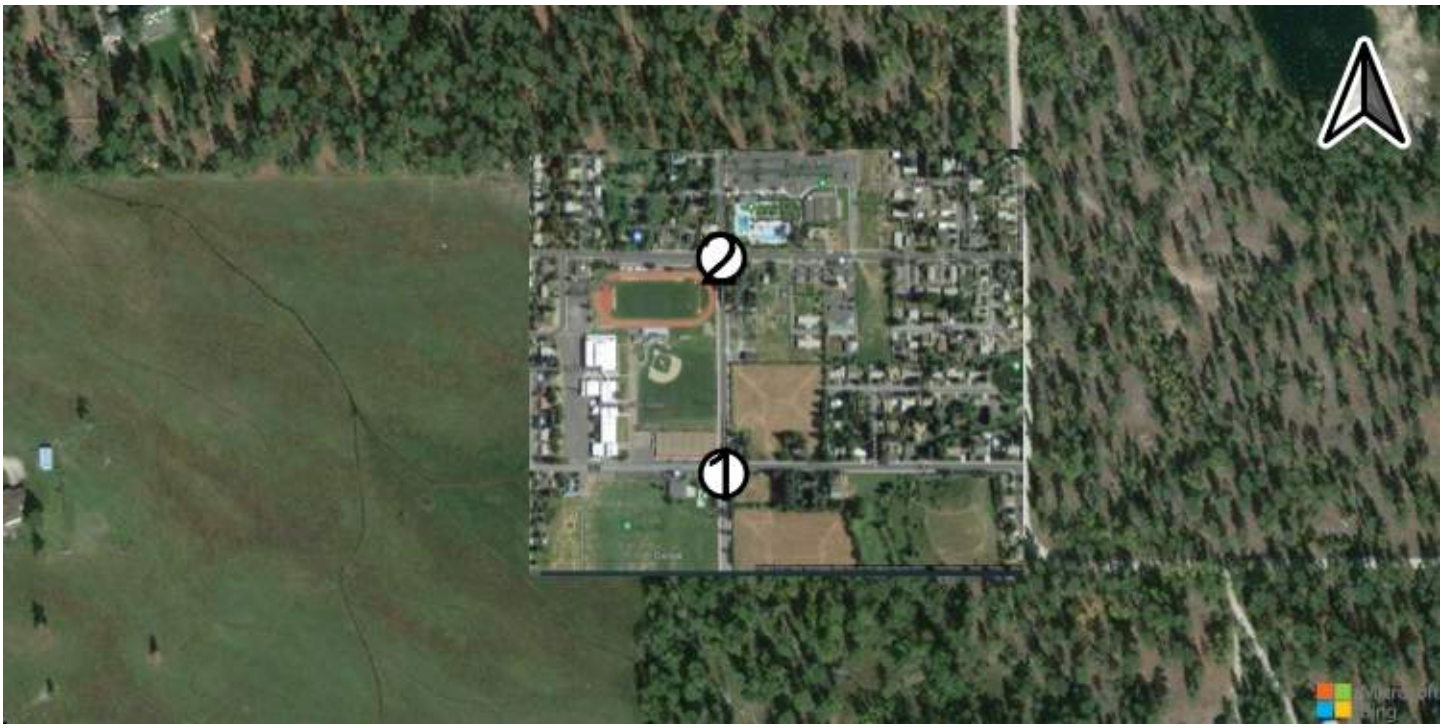
Scenario 5 2022 Project - Phase 1 + 2 + 3 + 4
7/28/2021

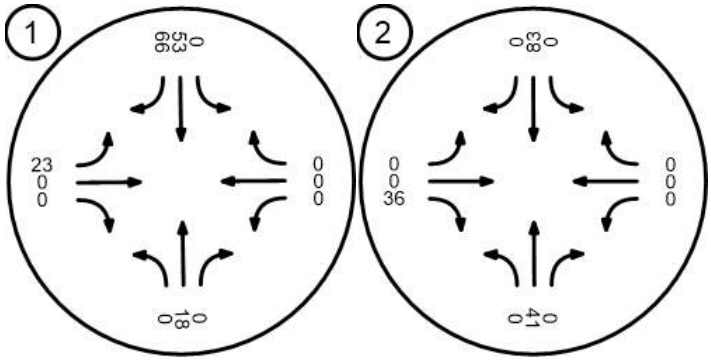
Trip Generation summary

Added Trips

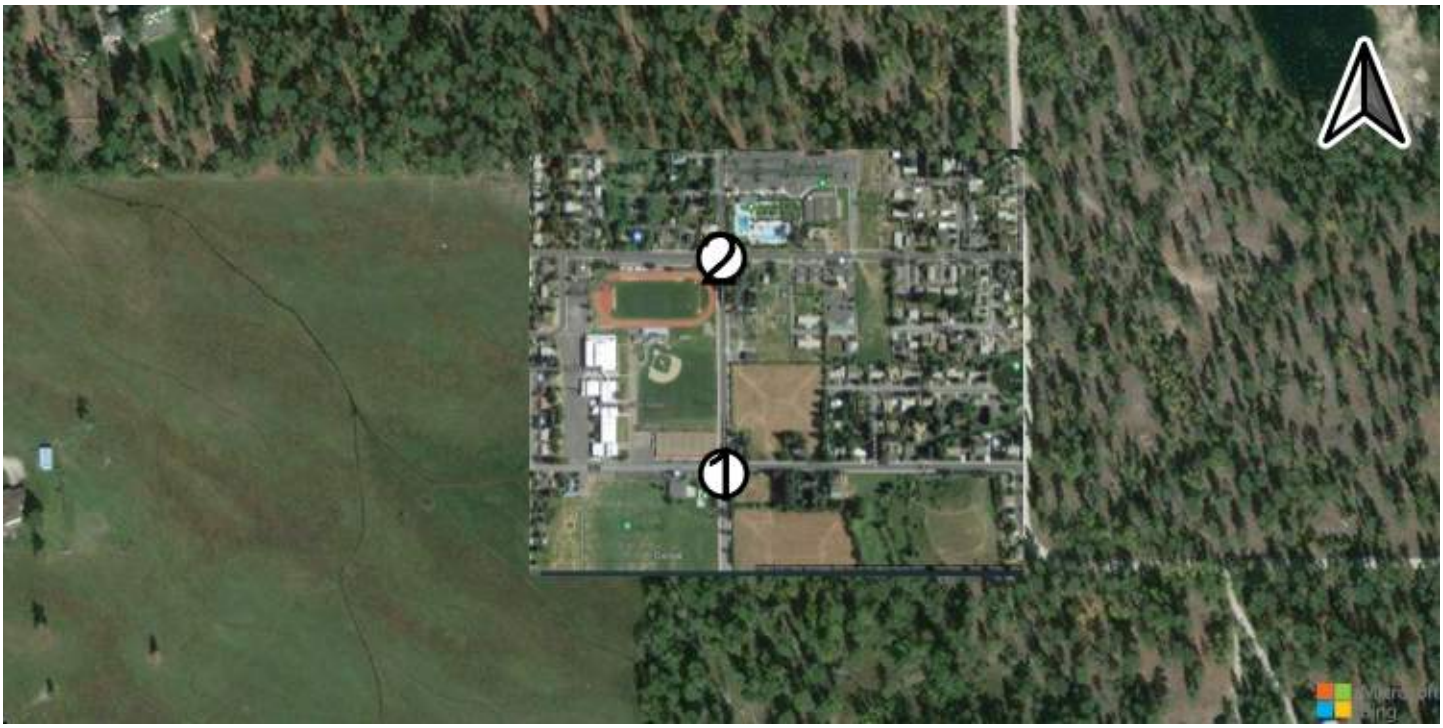
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.740	270.000	25.00	75.00	50	150	200	100.00
					Added Trips Total			**50**	**150**	**200**	**100.00**

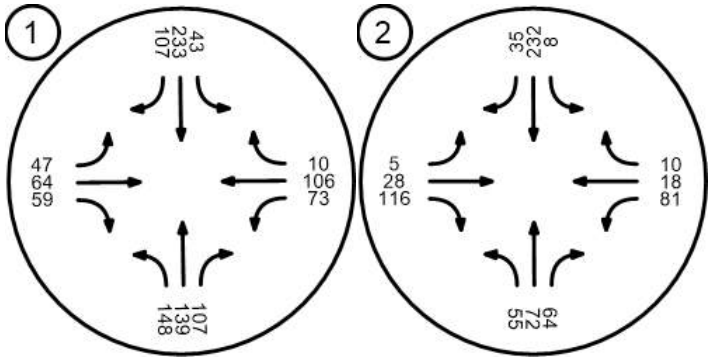
Traffic Volume - Net New Site Trips





Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	39	20	4	37	8	18	18	22	15	24	3
Total Analysis Volume [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	559	631	546	603	538	620	531	581
Degree of Utilization, x	0.15	0.37	0.03	0.30	0.13	0.26	0.11	0.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.53	1.73	0.09	1.25	0.45	1.02	0.39	0.67
95th-Percentile Queue Length [ft]	13.1	43.2	2.26	31.1	11.1	25.4	9.67	16.7
Approach Delay [s/veh]	11.38		11.05		10.47		10.32	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	10.88							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	18	27	10	27	3	5	7	18	19	5	1
Total Analysis Volume [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

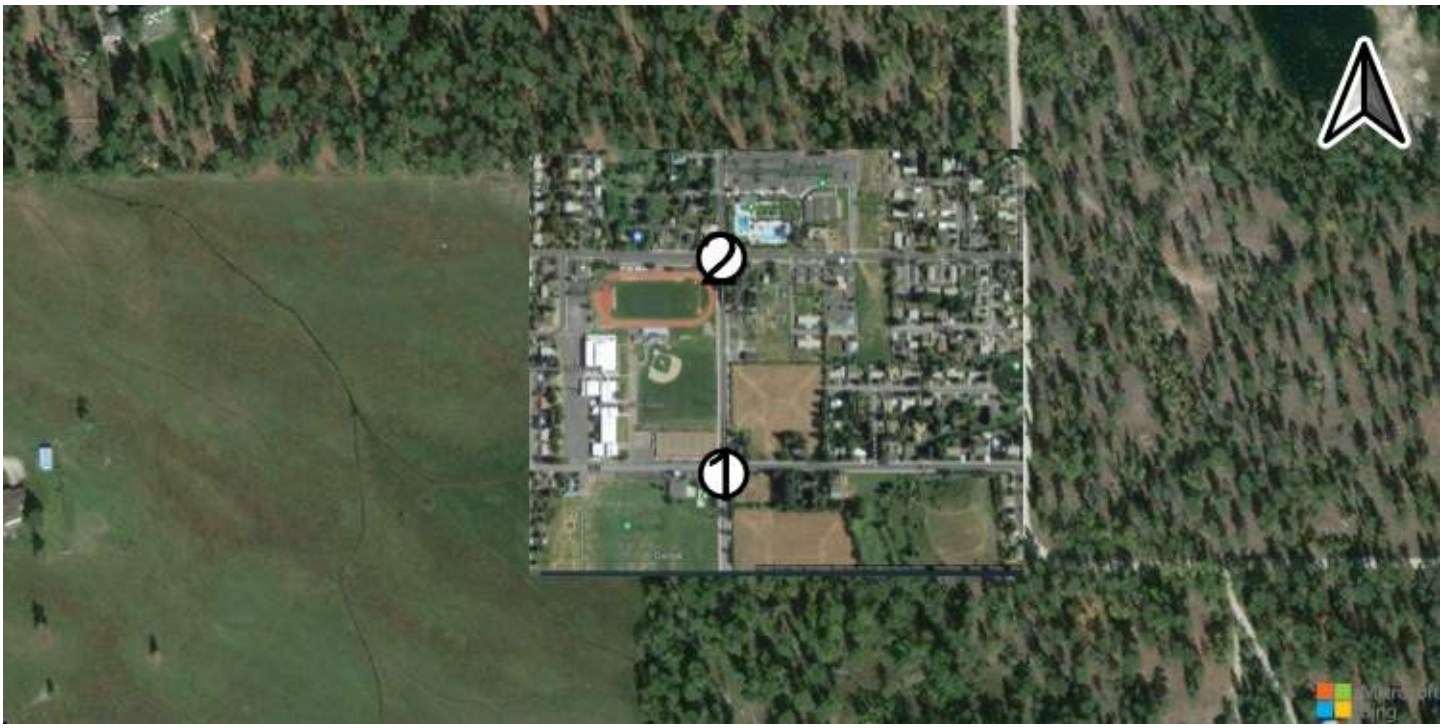
Lanes

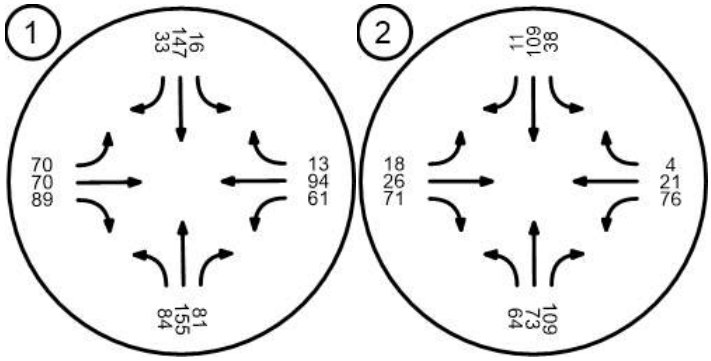
Capacity per Entry Lane [veh/h]	626	745	734	763	694
Degree of Utilization, x	0.10	0.24	0.22	0.15	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.34	0.96	0.81	0.53	0.51
95th-Percentile Queue Length [ft]	8.50	23.9	20.34	13.22	12.70
Approach Delay [s/veh]	9.09		9.25	8.55	9.07
Approach LOS	A		A	A	A
Intersection Delay [s/veh]	9.03				
Intersection LOS	A				

Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	15	82	16	14	33	71	71	90	62	95	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	39	21	4	37	8	18	18	23	16	24	3
Total Analysis Volume [veh/h]	85	15	82	16	14	33	71	71	90	62	95	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	557	629	544	600	535	618	529	579
Degree of Utilization, x	0.15	0.38	0.03	0.30	0.13	0.26	0.12	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.54	1.77	0.09	1.26	0.45	1.04	0.40	0.68
95th-Percentile Queue Length [ft]	13.3	44.3	2.27	31.5	11.3	25.9	9.89	17.0
Approach Delay [s/veh]	11.48		11.11		10.53		10.37	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	10.96							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.247

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	74	11	38	11	11	18	26	72	77	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	19	28	10	28	3	5	7	18	19	5	1
Total Analysis Volume [veh/h]	65	74	11	38	11	11	18	26	72	77	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

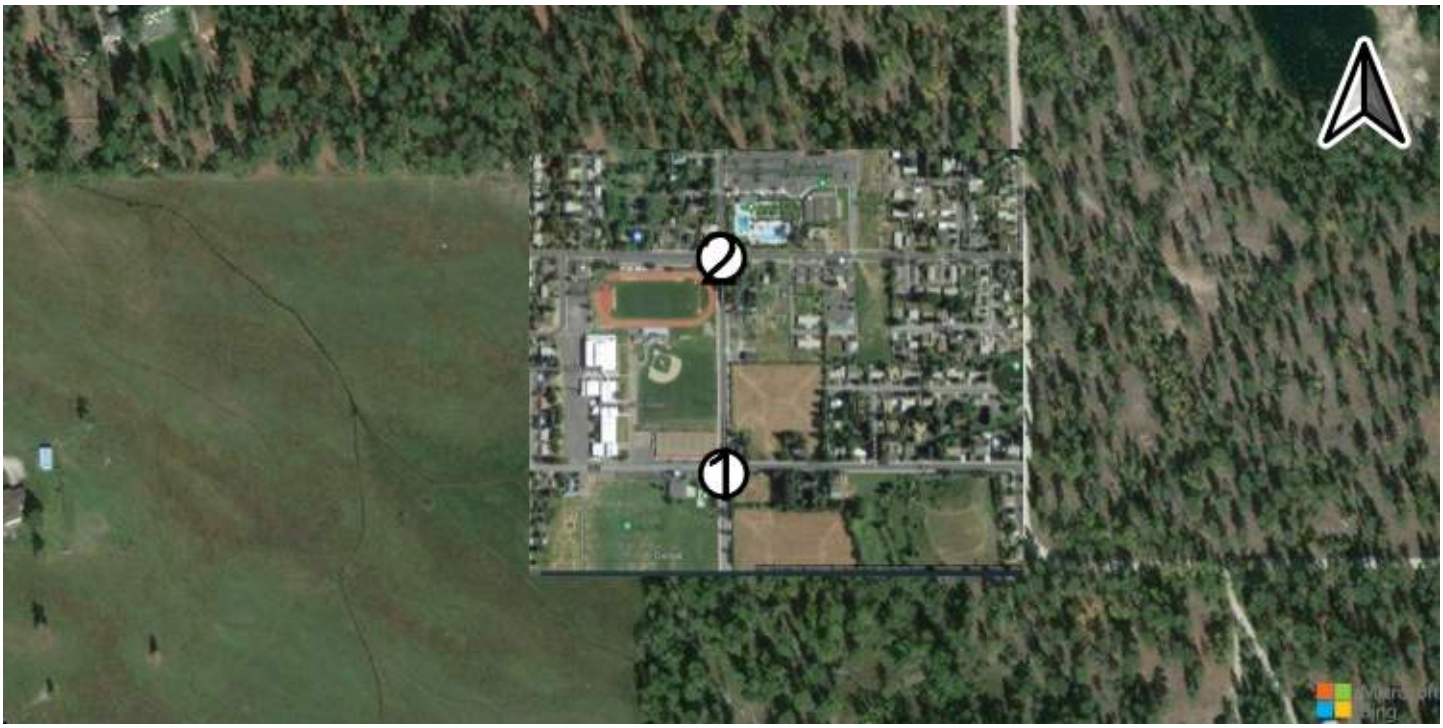
Lanes

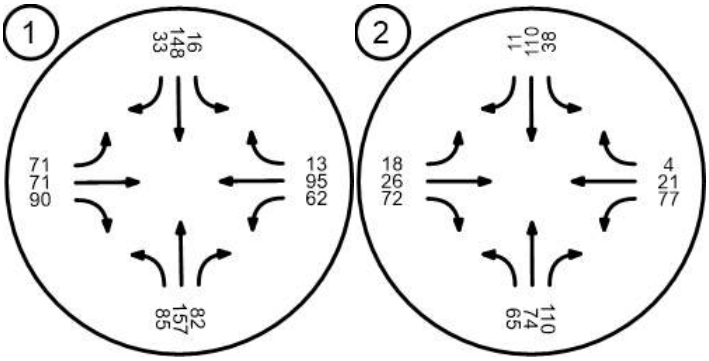
Capacity per Entry Lane [veh/h]	624	744	732	762	692
Degree of Utilization, x	0.10	0.25	0.22	0.15	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.35	0.97	0.82	0.54	0.52
95th-Percentile Queue Length [ft]	8.67	24.3	20.56	13.39	12.88
Approach Delay [s/veh]	9.12		9.27	8.57	9.10
Approach LOS	A		A	A	A
Intersection Delay [s/veh]	9.06				
Intersection LOS	A				

Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	9	13	21	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	17	81	16	15	46	91	70	89	61	94	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	43	20	4	39	12	23	18	22	15	24	3
Total Analysis Volume [veh/h]	84	17	81	16	15	46	91	70	89	61	94	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	548	616	536	595	527	606	518	565
Degree of Utilization, x	0.15	0.41	0.03	0.34	0.17	0.26	0.12	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.54	1.99	0.09	1.50	0.62	1.05	0.40	0.69
95th-Percentile Queue Length [ft]	13.4	49.6	2.30	37.4	15.4	26.1	9.95	17.2
Approach Delay [s/veh]	12.00		11.67		10.82		10.56	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.37							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.301

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	37	0	0	15	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	11	10	38	12	11	18	26	78	76	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	28	27	10	31	3	5	7	20	19	5	1
Total Analysis Volume [veh/h]	64	11	10	38	12	11	18	26	78	76	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	620	727	722	744	674
Degree of Utilization, x	0.10	0.30	0.24	0.16	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.34	1.27	0.93	0.58	0.53
95th-Percentile Queue Length [ft]	8.59	31.7	23.33	14.61	13.13
Approach Delay [s/veh]	9.64		9.55	8.79	9.28
Approach LOS	A		A	A	A
Intersection Delay [s/veh]	9.41				
Intersection LOS	A				

Moscow Slonaker Subdivision TIA

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Scenario 2 2022 Project - Phase 1

Report File: X:\...\PM Peak Hour Operations - Moscow Slonaker Subdivision - 2022 Phase 1_v3.pdf

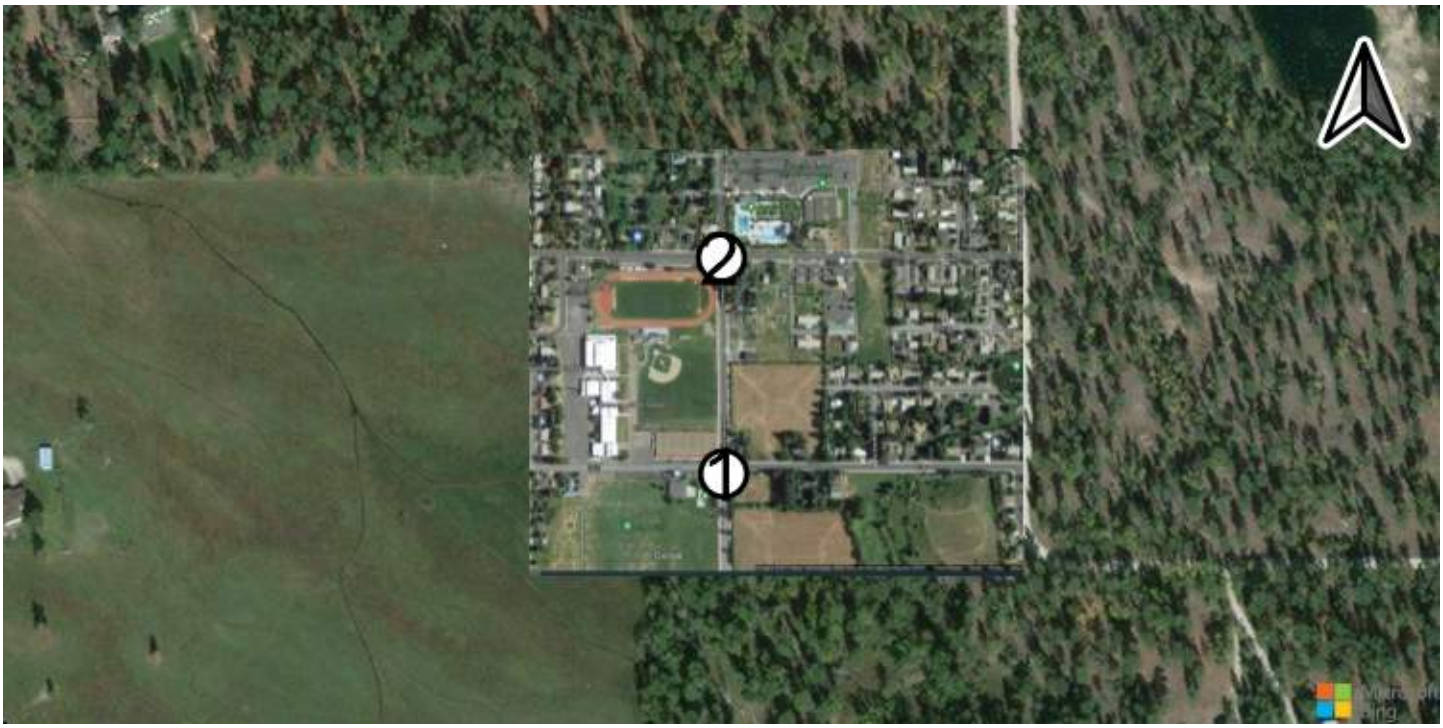
7/29/2021

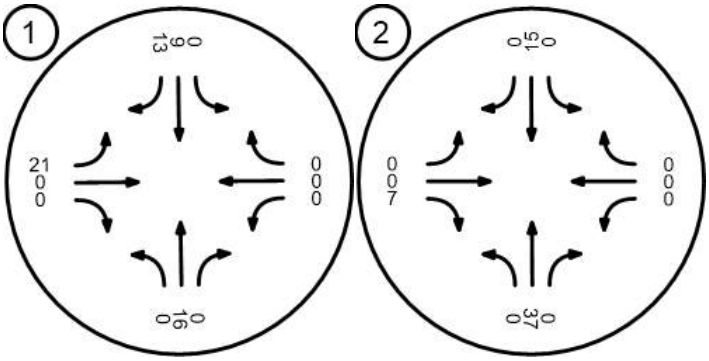
Trip Generation summary

Added Trips

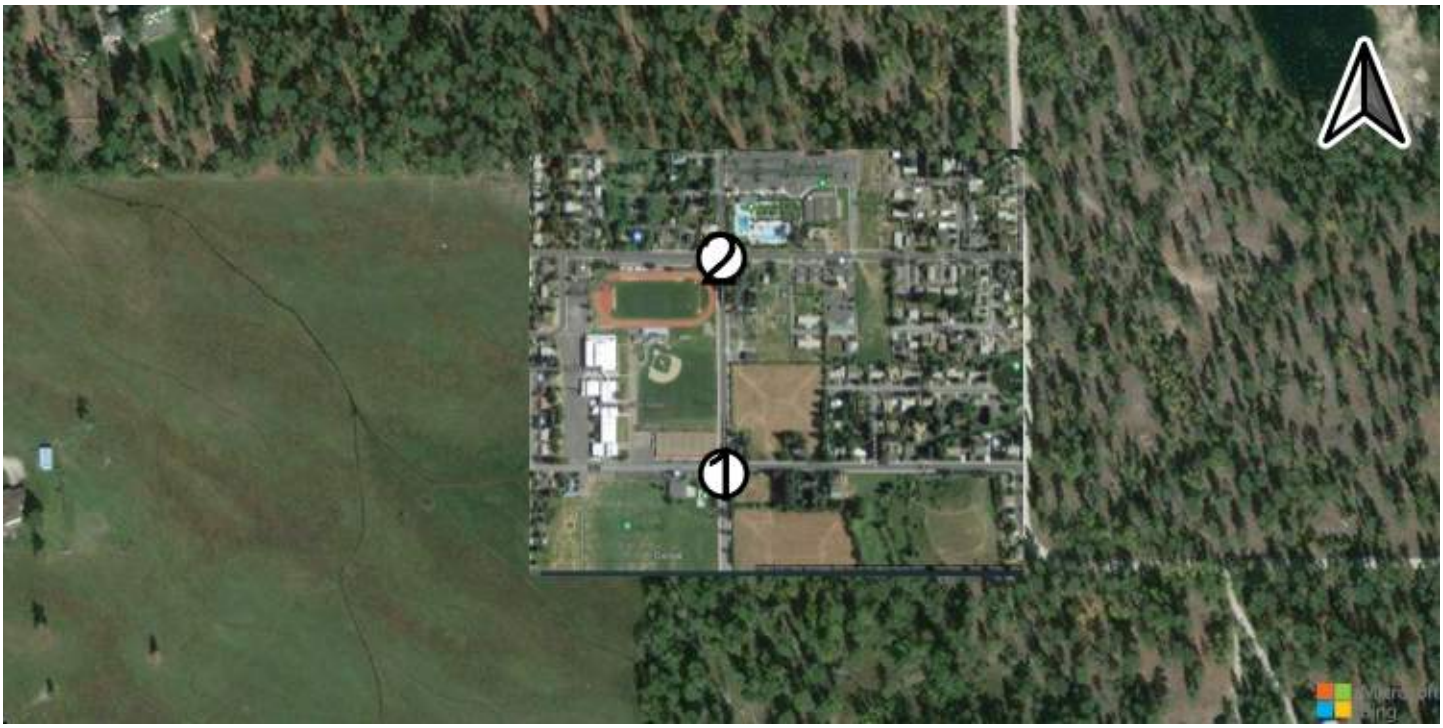
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.990	74.000	63.00	37.00	46	27	73	100.00
					Added Trips Total			**46**	**27**	**73**	**100.00**

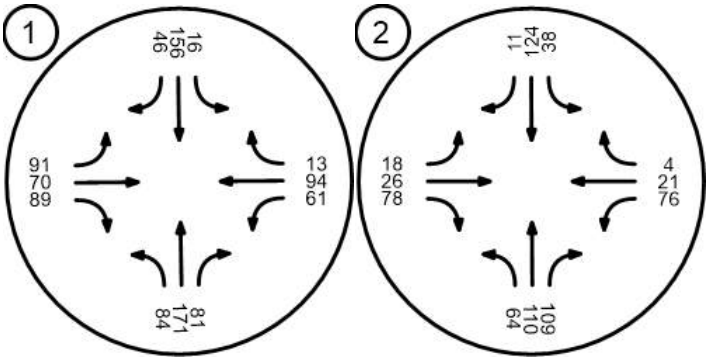
Traffic Volume - Net New Site Trips





Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	31	0	0	18	22	40	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	18	82	16	16	55	11	71	90	62	95	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	47	21	4	42	14	28	18	23	16	24	3
Total Analysis Volume [veh/h]	85	18	82	16	16	55	11	71	90	62	95	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	538	602	526	583	516	592	505	550
Degree of Utilization, x	0.16	0.45	0.03	0.38	0.22	0.27	0.12	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.56	2.31	0.09	1.76	0.81	1.10	0.42	0.72
95th-Percentile Queue Length [ft]	13.9	57.8	2.35	44.0	20.2	27.4	10.4	18.1
Approach Delay [s/veh]	12.79		12.39		11.26		10.84	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.97							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	71	0	0	28	0	0	0	12	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	14	11	38	13	11	18	26	84	77	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	36	28	10	35	3	5	7	21	19	5	1
Total Analysis Volume [veh/h]	65	14	11	38	13	11	18	26	84	77	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	614	713	709	724	655
Degree of Utilization, x	0.11	0.36	0.26	0.18	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.35	1.63	1.06	0.64	0.55
95th-Percentile Queue Length [ft]	8.83	40.6	26.41	15.97	13.72
Approach Delay [s/veh]	10.28		9.88	9.04	9.50
Approach LOS	B		A	A	A
Intersection Delay [s/veh]	9.85				
Intersection LOS	A				

Moscow Slonaker Subdivision TIA

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Scenario 3 2022 Project - Phase 1 + 2

Report File: X:\...\PM Peak Hour Operations - Moscow Slonaker Subdivision - 2022 Phase 1 + 2_v3.pdf

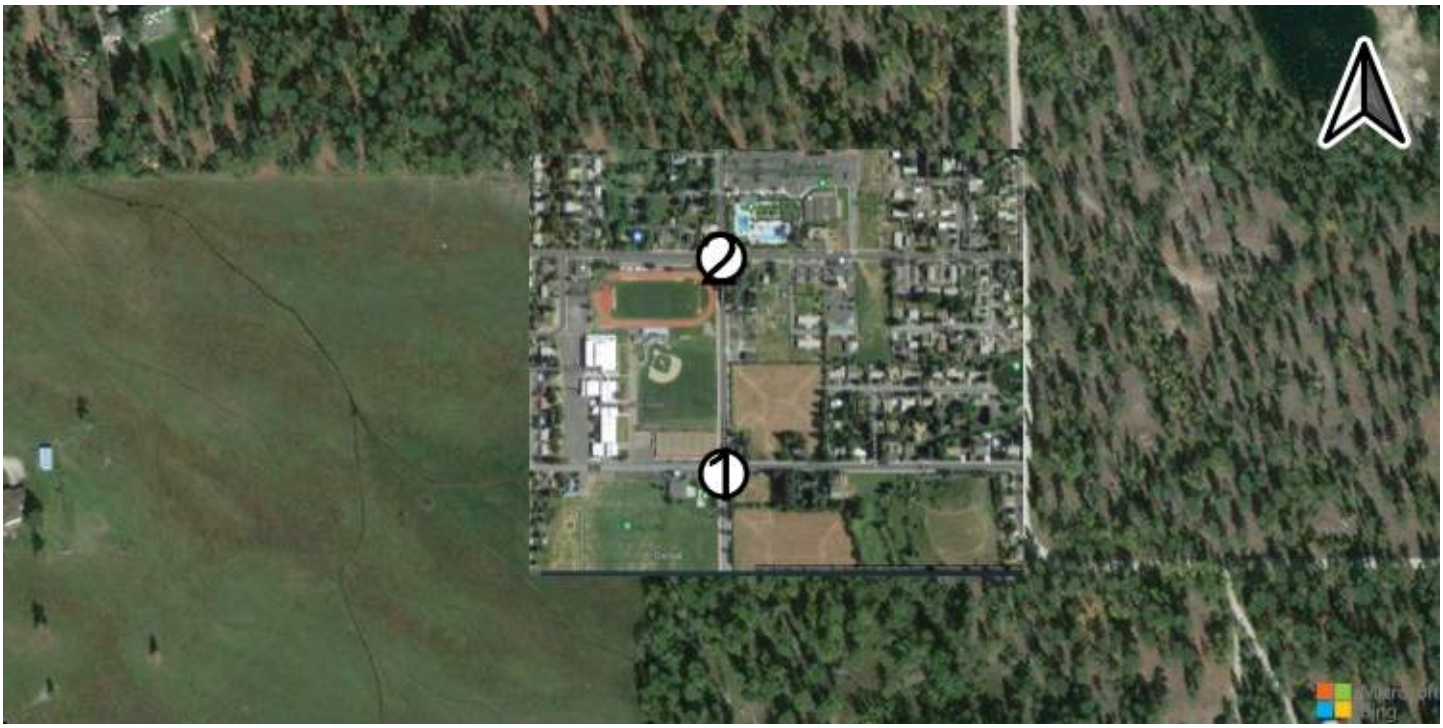
7/29/2021

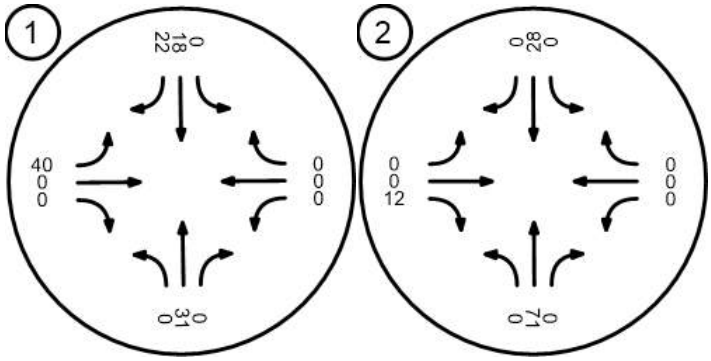
Trip Generation summary

Added Trips

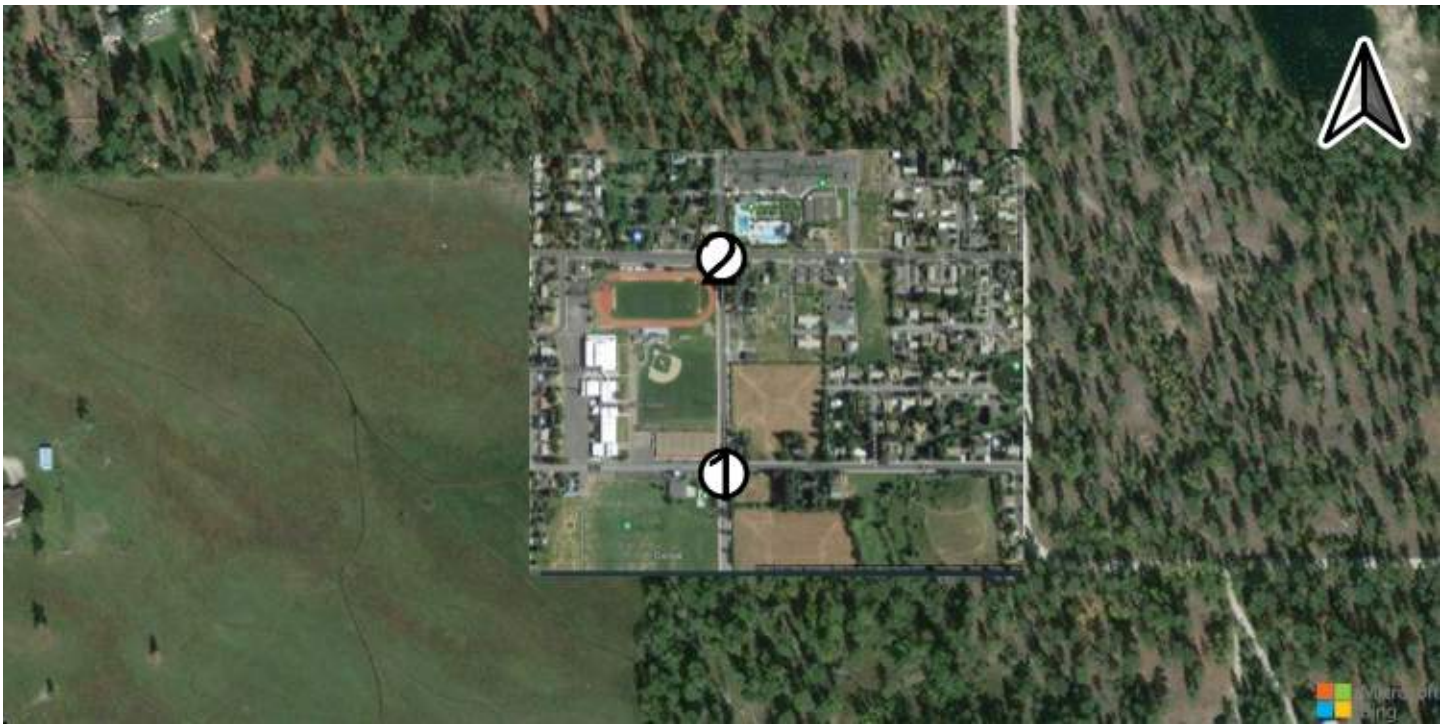
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.990	140.000	63.00	37.00	88	51	139	100.00
					Added Trips Total			**88**	**51**	**139**	**100.00**

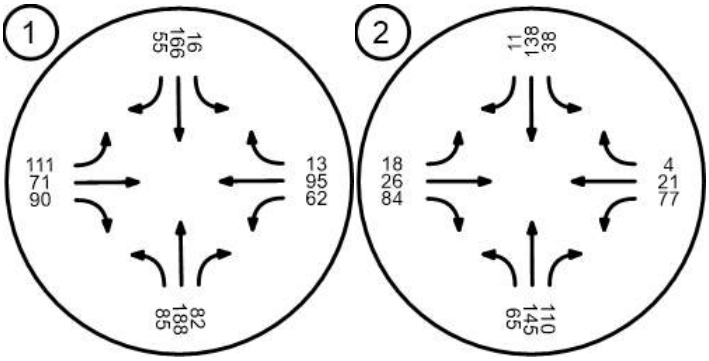
Traffic Volume - Net New Site Trips





Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	0	26	33	58	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	20	82	16	17	66	12	71	90	62	95	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	51	21	4	44	17	32	18	23	16	24	3
Total Analysis Volume [veh/h]	85	20	82	16	17	66	12	71	90	62	95	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	529	590	518	575	507	580	493	537
Degree of Utilization, x	0.16	0.48	0.03	0.42	0.25	0.28	0.13	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.57	2.61	0.10	2.05	1.00	1.13	0.43	0.75
95th-Percentile Queue Length [ft]	14.2	65.2	2.39	51.2	25.0	28.1	10.6	18.6
Approach Delay [s/veh]	13.53		13.15		11.68		11.07	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	12.56							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	0	0	41	0	0	0	18	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	17	11	38	15	11	18	26	90	77	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	44	28	10	38	3	5	7	23	19	5	1
Total Analysis Volume [veh/h]	65	17	11	38	15	11	18	26	90	77	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	609	701	699	708	639
Degree of Utilization, x	0.11	0.41	0.29	0.19	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.36	2.00	1.18	0.69	0.56
95th-Percentile Queue Length [ft]	8.91	50.0	29.50	17.35	14.12
Approach Delay [s/veh]	10.97		10.20	9.27	9.70
Approach LOS	B		B	A	A
Intersection Delay [s/veh]	10.32				
Intersection LOS	B				

Moscow Slonaker Subdivision TIA

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Scenario 4 2022 Project - Phase 1 + 2 + 3

Report File: X:\...\PM Peak Hour Operations - Moscow Slonaker Subdivision - 2022 Phase 1 + 2 + 3_v3.pdf

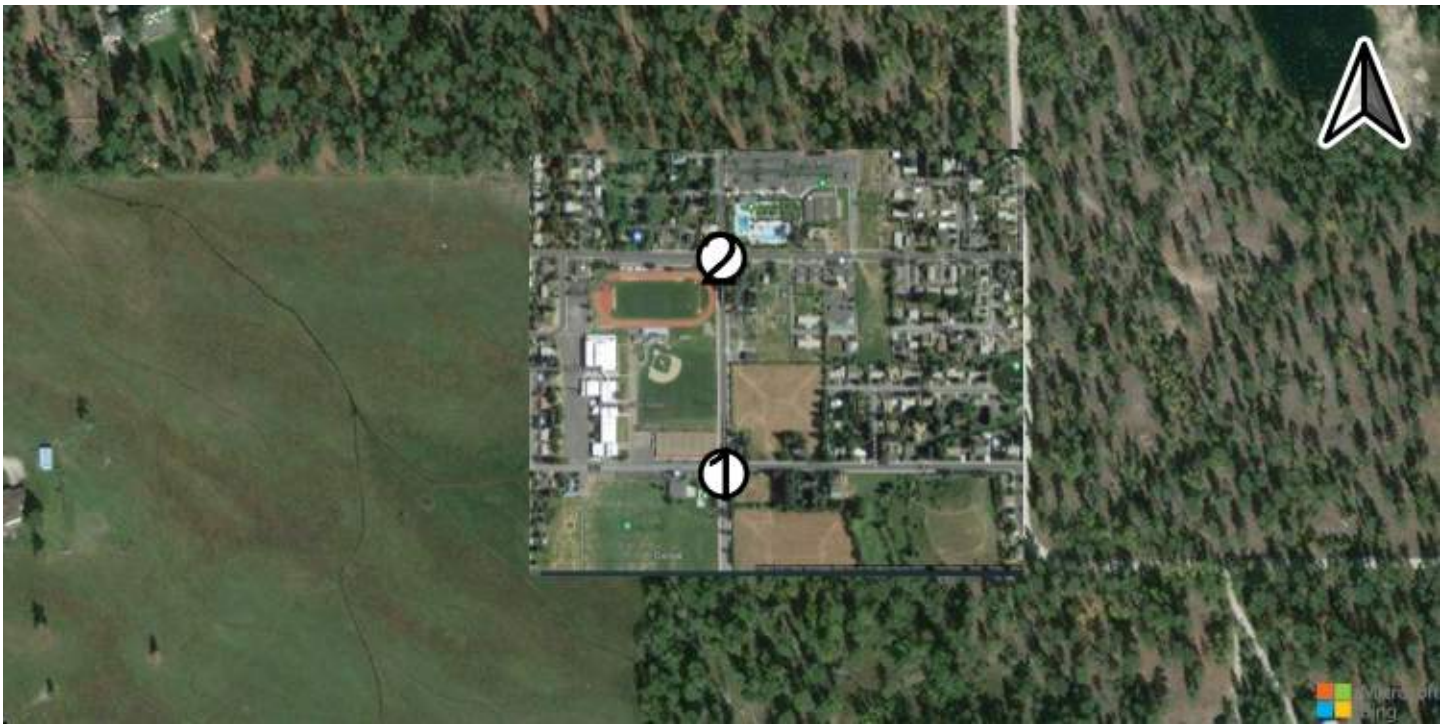
7/29/2021

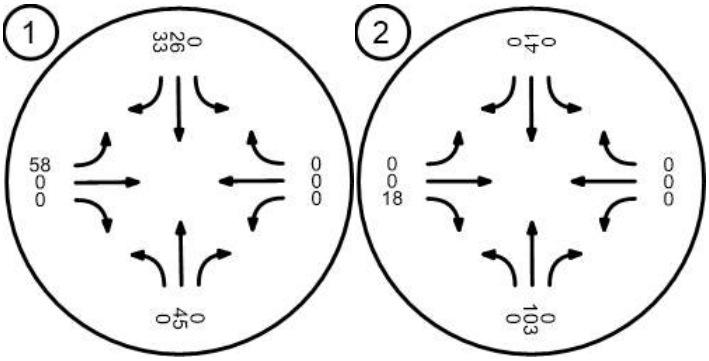
Trip Generation summary

Added Trips

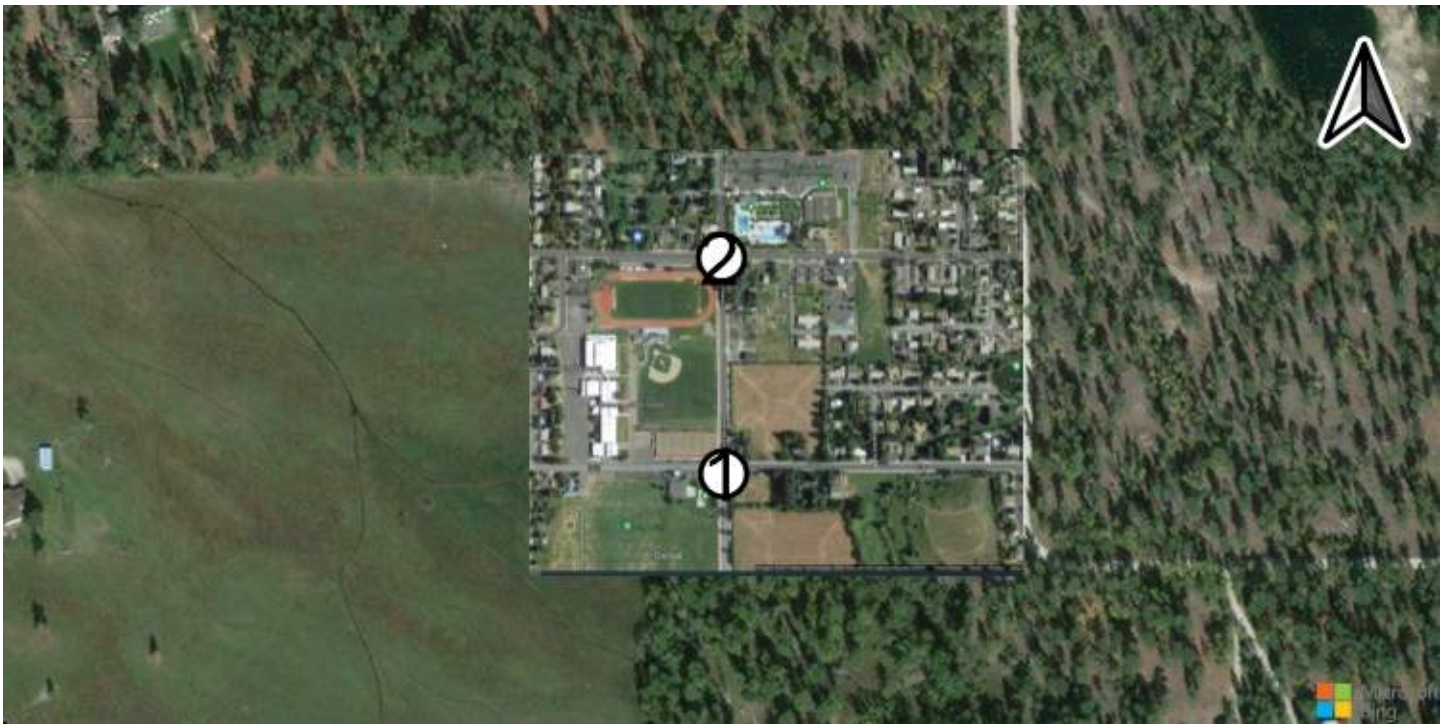
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.990	205.000	63.00	37.00	128	75	203	100.00
					Added Trips Total			**128**	**75**	**203**	**100.00**

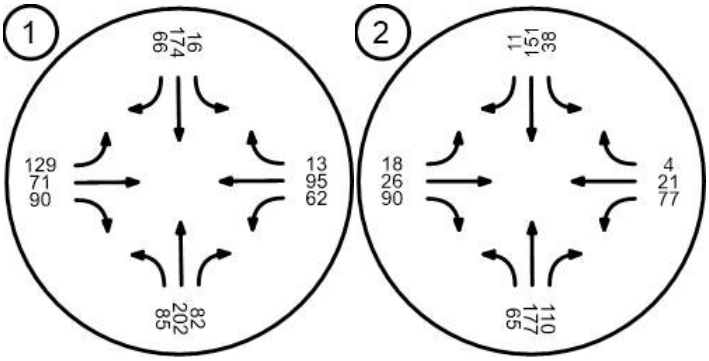
Traffic Volume - Net New Site Trips





Traffic Volume - Future Total Volume





Intersection Level Of Service Report
Intersection 1: Mountain View / D St

Control Type:	All-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	0	0	35	44	76	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	21	82	16	18	77	14	71	90	62	95	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	54	21	4	46	19	37	18	23	16	24	3
Total Analysis Volume [veh/h]	85	21	82	16	18	77	14	71	90	62	95	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	520	577	510	567	498	569	482	523
Degree of Utilization, x	0.16	0.52	0.03	0.46	0.30	0.28	0.13	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.58	2.95	0.10	2.40	1.22	1.16	0.44	0.77
95th-Percentile Queue Length [ft]	14.5	73.7	2.43	59.8	30.5	28.9	10.9	19.2
Approach Delay [s/veh]	14.42		14.08		12.19		11.33	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	13.27							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	55	0	0	0	24	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	20	11	38	16	11	18	26	96	77	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	52	28	10	41	3	5	7	24	19	5	1
Total Analysis Volume [veh/h]	65	20	11	38	16	11	18	26	96	77	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	602	688	685	688	620
Degree of Utilization, x	0.11	0.46	0.31	0.20	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.36	2.46	1.33	0.76	0.59
95th-Percentile Queue Length [ft]	9.03	61.5	33.31	18.97	14.64
Approach Delay [s/veh]	11.88		10.62	9.57	9.95
Approach LOS	B		B	A	A
Intersection Delay [s/veh]	10.94				
Intersection LOS	B				

Moscow Slonaker Subdivision TIA

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Scenario 5 2022 Project - Phase 1 + 2 + 3 + 4

Report File: X:\...\PM Peak Hour Operations - Moscow Slonaker Subdivision - 2022 Phase 1 + 2 + 3 + 4_v2.pdf

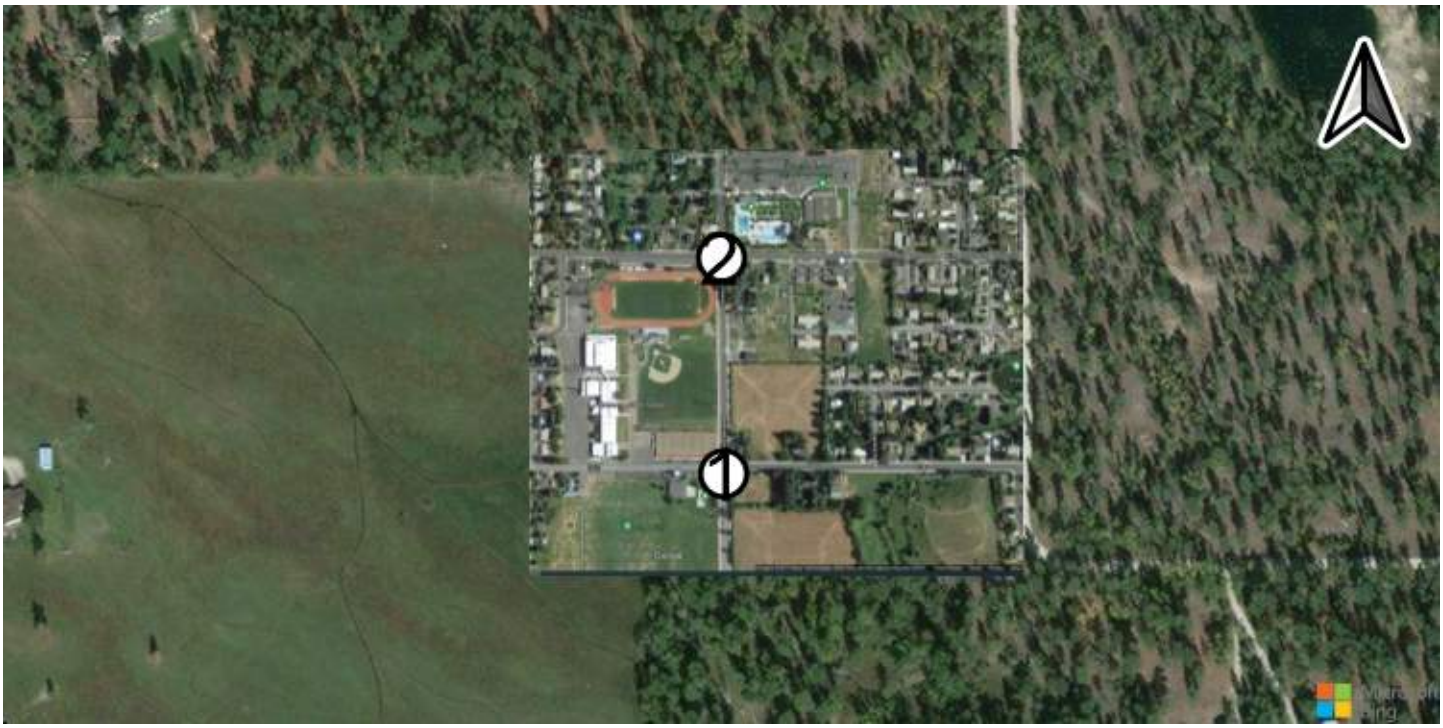
7/28/2021

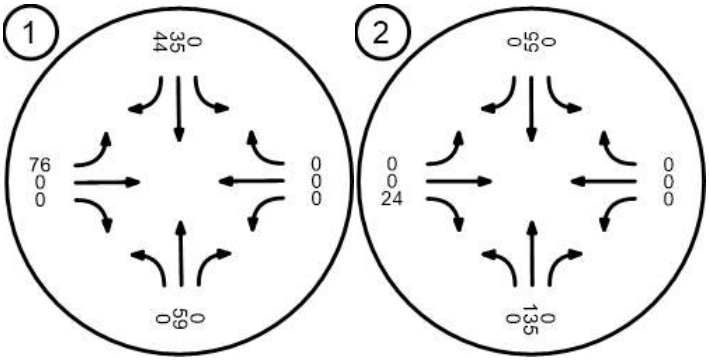
Trip Generation summary

Added Trips

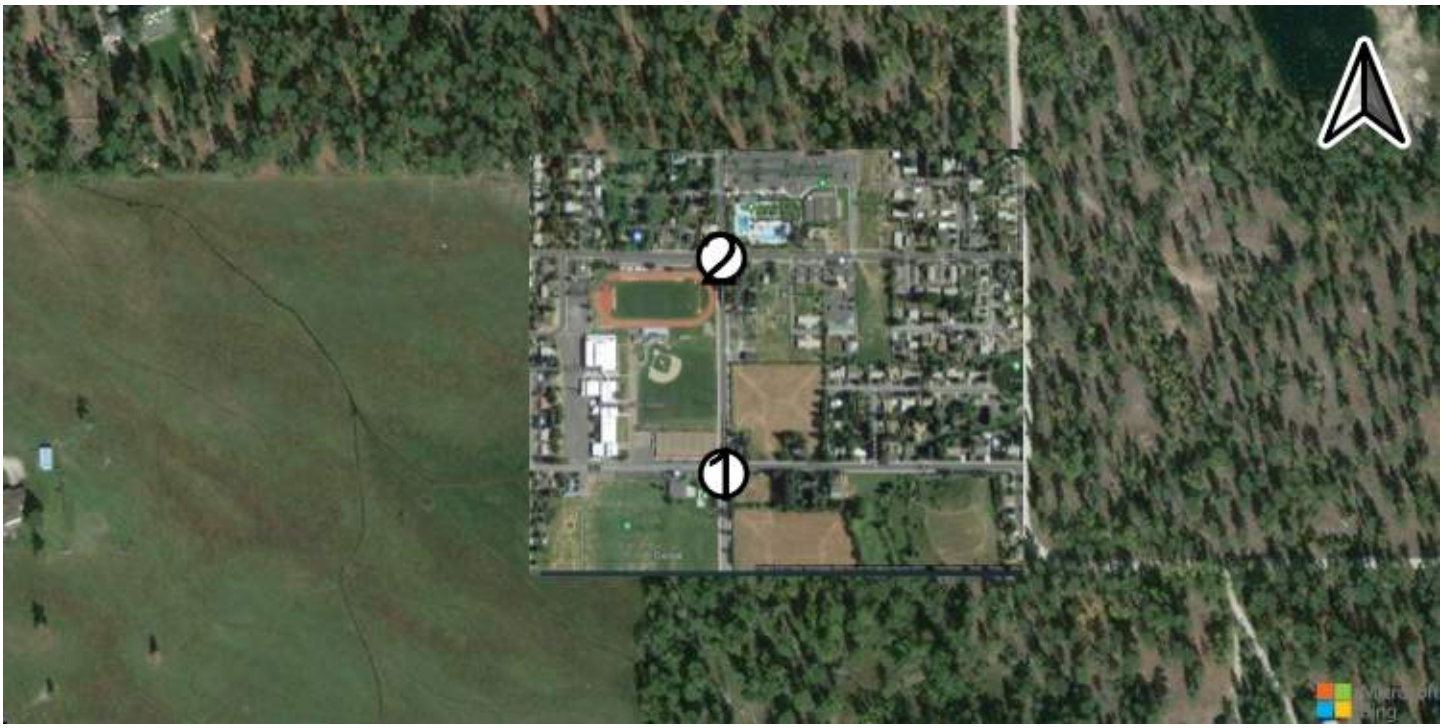
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.990	270.000	63.00	37.00	168	99	267	100.00
					Added Trips Total			**168**	**99**	**267**	**100.00**

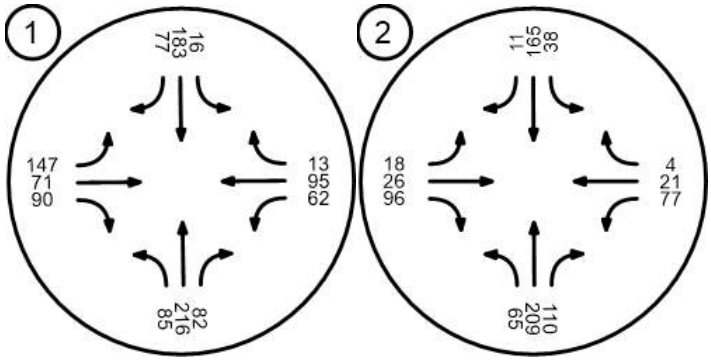
Traffic Volume - Net New Site Trips





Traffic Volume - Future Total Volume





Import Counts | Export

imports new ATD format

Intersection	Count Date	ak Hr St	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR
			Total Vehicle Volumes											
PM Count														
Existing AM Peak														
Mountain View Road/D Street	9/7/2006	7:30 AM	128	104	92	37	155	36	21	55	50	63	91	9
Growth of 1% per year	2021		147	120	106	43	178	41	24	63	58	72	105	10
Mountain View Road/F Street	2021	d from PI	69	40	81	4	75	18	4	23	65	111	25	14
			36%	21%	43%	4%	77%	19%	4%	25%	71%	74%	17%	9%
	2015	approach	139			180			105			102		
			50	29	59	7	139	33	5	26	74	75	17	10
Growth of 1% per year	2021		54	31	63	8	148	35	5	28	79	80	18	10
2022 Baseline Conditions	2022	1.01												
Mountain View Road/D Street			149	121	107	43	180	42	24	64	58	73	106	10
Mountain View Road/F Street			54	31	63	8	149	36	5	28	79	81	18	10
2022 Project Conditions - Phase 1	84 DU													
Mt View/D St - Phase 1 Project Volumes				*5*			*14*	*19*	*6*					
Mt View/F St - Phase 1 Project Volumes				*11*			*23*				*10*			
Mountain View Road/D Street			149	126	107	43	194	61	30	64	58	73	106	10
Mountain View Road/F Street			54	42	63	8	172	36	5	28	89	81	18	10
2022 Project Conditions - Phases 1 + 2	146 DU													
Mt View/D St - Phases 1 + 2 Project Volumes				*9*			*27*	*35*	*12*					
Mt View/F St - Phases 1 + 2 Project Volumes				*21*			*43*				*19*			
Mountain View Road/D Street			149	130	107	43	207	77	36	64	58	73	106	10
Mountain View Road/F Street			54	52	63	8	192	36	5	28	98	81	18	10
2022 Project Conditions - Phases 1 + 2 + 3	208 DU													
Mt View/D St - Phases 1 + 2 + 3 Project Volumes				*13*			*40*	*51*	*17*					
Mt View/F St - Phases 1 + 2 + 3 Project Volumes				*30*			*64*				*27*			
Mountain View Road/D Street			149	134	107	43	220	93	41	64	58	73	106	10
Mountain View Road/F Street			54	61	63	8	213	36	5	28	106	81	18	10
2022 Project Conditions - Phases 1 + 2 + 3 + 4	270 DU													
Mt View/D St - Phases 1 + 2 + 3 + 4 Project Volumes				*18*			*53*	*66*	*23*					
Mt View/F St - Phases 1 + 2 + 3 + 4 Project Volumes				*41*			*83*			*36*				
Mountain View Road/D Street			149	139	107	43	233	108	47	64	58	73	106	10
Mountain View Road/F Street			54	72	63	8	232	36	5	64	79	81	18	10

Import Counts | Export

imports new ATD format

Intersection	Count Date	'eak Hr Sta	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR
			Total Vehicle Volumes											
PM Count														
2021 Existing PM Peak														
Mountain View Road/D Street	9/7/2006	2:45 PM	73	135	70	14	128	29	61	61	77	53	82	11
Growth of 1% per year	2021		84	155	81	16	147	33	70	70	89	61	94	13
Mountain View Road/F Street	2013	model	65	75	111	14	40	4	18	25	69	81	23	4
			26%	30%	44%	24%	69%	7%	16%	22%	62%	75%	21%	4%
	2015	approach	232			149			108			95		
			60	69	103	36	103	10	17	24	67	71	20	4
Growth of 1% per year	2021		64	73	109	38	109	11	18	26	71	76	21	4
2022 Baseline Conditions	2022	1.01												
Mountain View Road/D Street			85	157	81	16	149	34	71	71	89	62	95	13
Mountain View Road/F Street			64	74	110	39	110	11	19	26	71	76	22	4
2022 Project Conditions - Phase 1	84 DU													
Mt View/D St - Phase 1 Project Volumes				*16*			*9*	*13*	*21*					
Mt View/F St - Phase 1 Project Volumes				*37*			*15*				*7*			
Mountain View Road/D Street			85	173	81	16	158	47	92	71	89	62	95	13
Mountain View Road/F Street			64	111	110	39	125	11	19	26	78	76	22	4
2022 Project Conditions - Phases 1 + 2	146 DU													
Mt View/D St - Phases 1 + 2 Project Volumes				*31*			*18*	*22*	*40*					
Mt View/F St - Phases 1 + 2 Project Volumes				*71*			*28*				*12*			
Mountain View Road/D Street			85	188	81	16	167	56	111	71	89	62	95	13
Mountain View Road/F Street			64	145	110	39	138	11	19	26	83	76	22	4
2022 Project Conditions - Phases 1 + 2 + 3	208 DU													
Mt View/D St - Phases 1 + 2 + 3 Project Volumes				*45*			*26*	*33*	*58*					
Mt View/F St - Phases 1 + 2 + 3 Project Volumes				*103*			*41*				*18*			
Mountain View Road/D Street			85	202	81	16	175	67	129	71	89	62	95	13
Mountain View Road/F Street			64	177	110	39	151	11	19	26	89	76	22	4
2022 Project Conditions - Phases 1 + 2 + 3 + 4	270 DU													
Mt View/D St - Phases 1 + 2 + 3 + 4 Project Volumes				*59*			*35*	*44*	*76*					
Mt View/F St - Phases 1 + 2 + 3 + 4 Project Volumes				*135*			*55*				*24*			
Mountain View Road/D Street			85	216	81	16	184	78	147	71	89	62	95	13
Mountain View Road/F Street			64	209	110	39	165	11	19	26	95	76	22	4

F Street "F Street Combined Counts.xls"

15-Jun-15	Tue		Wed		Thu			
	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	5	3	6	4	6	4	6	4
01:00	2	1	1	0	2	3	2	1
02:00	0	0	1	0	4	2	2	1
03:00	2	1	1	4	1	0	1	2
04:00	0	2	1	3	2	4	1	3
05:00	3	11	2	13	5	12	3	12
06:00	12	30	11	30	19	32	14	31
07:00	39	73	33	60	53	76	42	70
08:00	119	117	104	106	93	82	105	102
09:00	16	32	20	31	55	54	30	39
10:00	22	26	51	48	49	60	41	45
11:00	55	37	65	61	73	64	64	54
12:00 PM	47	40	73	73	63	62	61	58
01:00	35	32	73	71	61	61	56	55
02:00	53	32	79	61	75	88	69	60
03:00	95	82	87	89	95	62	92	78
04:00	60	38	99	87	121	121	93	82
05:00	83	54	104	90	136	141	108	95
06:00	61	48	79	84	95	85	78	72
07:00	38	30	70	72	80	99	63	67
08:00	28	25	52	56	63	61	48	47
09:00	21	17	36	36	41	61	33	38
10:00	16	5	17	16	29	24	21	15
11:00	11	5	11	9	14	12	12	9

Mt View "MTView Combined Counts.xls"

	1-Jun-15		Tue		Wed		Thu		Average		
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
12:00 AM			4	5	8	5	4	4	5	5	10
01:00			3	1	4	4	0	2	2	2	5
02:00			0	0	1	2	3	3	1	2	3
03:00			3	1	3	2	2	1	3	1	4
04:00			9	1	6	0	6	3	7	1	8
05:00			12	1	10	3	16	2	13	2	15
06:00			35	8	45	17	39	14	40	13	53
07:00			127	29	131	37	122	41	127	36	162
08:00			121	55	111	52	125	55	119	54	173
09:00			63	51	85	37	83	40	77	43	120
10:00			84	77	66	67	63	74	71	73	144
11:00			67	65	64	80	73	56	68	67	135
12:00 PM			95	79	79	82	80	84	85	82	166
01:00			66	85	79	84	87	92	77	87	164
02:00			91	74	64	77	14	13	56	55	111
03:00	99	109	87	117	95	119			94	115	209
04:00	84	139	79	111	79	132			81	127	208
05:00	84	156	89	154	123	161			99	157	256
06:00	136	123	76	129	110	124			107	125	233
07:00	54	77	63	75	76	77			64	76	141
08:00	26	46	88	59	65	80			60	62	121
09:00	22	32	26	42	34	42			27	39	66

10:00	14	11	11	21	12	24		12	19	31
11:00	4	9	3	11	9	11		5	10	16

01-Jun-15		Tue		Wed		Thu		Average		
SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
		6	8	11	12	5	3	7	8	15
		2	4	3	4	2	3	2	4	6
		1	0	1	2	2	4	1	2	3
		4	3	7	3	3	4	5	3	8
		12	1	8	1	6	2	9	1	10
		20	2	18	5	17	4	18	4	22
		62	20	70	29	66	26	66	25	91
		162	55	167	62	156	71	162	63	224
		184	134	172	144	184	139	180	139	319
		99	80	104	77	108	78	104	78	182
		95	93	110	94	109	104	105	97	202
		116	114	114	120	117	124	116	119	235
		143	133	124	128	146	127	138	129	267
		94	113	123	131	103	115	107	120	226
		120	122	117	130			119	126	245
173	184	158	208	179	200			170	197	367
137	197	156	179	133	211			142	196	338
130	228	144	223	174	245			149	232	381
156	170	131	195	160	169			149	178	327
86	133	88	132	118	163			97	143	240
43	66	105	90	102	136			83	97	181
42	47	61	62	61	78			55	62	117

	16	21	15	30	24	41		18	31	49
	12	14	14	22	21	21		16	19	35