

JUNE 12TH, 2026

BONNER COUNTY PLANNING
BONNER COUNTY PLANNING DEPARTMENT
1500 HWY 2, STE. 208
SANDPOINT, ID 83864

RE: EDGEWATER ESTATES; TRIP GENERATION & DISTRIBUTION LETTER

1. PROJECT LOCATION & ACCESS

EDGEWATER ESTATES IS A PROPOSED 10-LOT RESIDENTIAL SUBDIVISION (5-6 ACRES PER LOT) LOCATED IN BONNER COUNTY, IDAHO. THE PROJECT SITE IS SITUATED ON FORESTED TERRAIN WITH APPROXIMATELY 52 ACRES OF TOTAL AREA AND IS ACCESSED VIA STATE HIGHWAY 200 (SH-200), A TWO-LANE STATE HIGHWAY THAT RUNS EAST-WEST THROUGH NORTHERN IDAHO.

A. PROJECT LOCATION & ROADWAY CONTEXT.

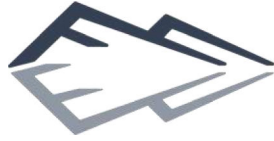
THE SITE IS LOCATED ALONG THE SH-200 CORRIDOR IN BONNER COUNTY. SH-200 CONNECTS EASTWARD TOWARD PRIEST RIVER AND WESTWARD TOWARD OLDTOWN. THE PROJECT IS OUTSIDE ANY INCORPORATED CITY LIMITS; THE NEAREST MUNICIPAL CENTER IS PRIEST RIVER, LOCATED JUST EAST OF THE PROJECT.

B. SITE ACCESS & SIGHT DISTANCE.

THE SUBDIVISION WILL BE ACCESSED VIA A NEW PRIVATE ROAD CONNECTING TO SH-200. THE APPLICANT IS COORDINATING WITH THE IDAHO TRANSPORTATION DEPARTMENT (ITD) FOR AN APPROACH PERMIT. SIGHT DISTANCES AT THE PROPOSED APPROACH ARE IN COMPLIANCE WITH ITD DESIGN STANDARDS FOR THE POSTED SPEED ON SH-200. THE APPROACH WILL MEET ITD STANDARDS AND WILL BE CONSTRUCTED PER THE APPROVED ENCROACHMENT PERMIT WHEN RECEIVED.

C. DISTANCE TO NEARBY INTERSECTIONS & POINTS OF INTEREST.

THE PROJECT SITE IS LOCATED IN A RURAL AREA OF BONNER COUNTY. THE NEAREST INTERSECTION IS A PRIVATE DRIVEWAY 500-FEET TO THE WEST AND LES SCHWAB TIRE, 777-FEET TO THE EAST. THERE ARE NO SCHOOLS, PARKS, CROSSWALKS, OR SIGNIFICANT PEDESTRIAN GENERATORS IMMEDIATELY ADJACENT TO THE PROJECT SITE. THE RURAL AND LOW-DENSITY CHARACTER OF THE SURROUNDING AREA LIMITS PEDESTRIAN ACTIVITY NEAR THE SITE ACCESS.



D. EXISTING SAFETY CONCERNS.

NO SPECIFIC SAFETY CONCERNS HAVE BEEN IDENTIFIED IN THE IMMEDIATE VICINITY OF THE PROPOSED ACCESS.

E. GRAPHICAL FIGURE.

SEE ATTACHED CONCEPTUAL ENGINEERING PLAN.

2. PROJECT ACTION

THE PROPOSED LAND USE ACTION IS A PRELIMINARY PLAT FOR EDGEWATER ESTATES, A 10-LOT SINGLE-FAMILY RESIDENTIAL SUBDIVISION. EACH LOT IS APPROXIMATELY 5-6 ACRES IN SIZE, IN ALIGNMENT WITH THE EXISTING RURAL 5 ZONING. NO LONG-TERM EXPANSION BEYOND THE 10-LOT SUBDIVISION IS PLANNED.

3. TRIP GENERATION

TRIP GENERATION WAS CALCULATED USING THE METHODOLOGY OF THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) TRIP GENERATION MANUAL, 12TH EDITION, LAND USE CODE (LUC) 210 - SINGLE-FAMILY DETACHED HOUSING. TRIPS WERE CALCULATED FOR THE WEEKDAY AM PEAK HOUR AND WEEKDAY PM PEAK HOUR AS SHOWN BELOW:

PARAMETER	AM PEAK	PM PEAK	NOTES
ITE LAND USE CODE	210	210	SINGLE-FAMILY DETACHED
RATE (VPH/DU)	0.70	0.93	ITE 12TH EDITION
DWELLING UNITS	10	10	
TOTAL TRIPS (VPH)	7	9	BELOW 50-TRIP TIS THRESHOLD

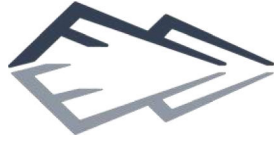
$$\text{AM PEAK VEHICLES PER HOUR (VPH)} = 10 \text{ DU} \times 0.70 \text{ RATE} = 7 \text{ VPH}$$

$$\text{PM PEAK VEHICLES PER HOUR (VPH)} = 10 \text{ DU} \times 0.93 \text{ RATE} = 9 \text{ VPH}$$

THE PROJECT GENERATES 7 AM PEAK HOUR TRIPS AND 9 PM PEAK HOUR TRIPS. BOTH VALUES ARE WELL BELOW THE 50-TRIP THRESHOLD THAT WOULD TYPICALLY TRIGGER A FULL TRAFFIC IMPACT STUDY (TIS). A TIS IS NOT ANTICIPATED TO BE REQUIRED FOR THIS PROJECT.

4. TRIP DISTRIBUTION AND ASSIGNMENT

PROJECT TRIPS ARE DISTRIBUTED TO SH-200 VIA THE SINGLE SITE ACCESS DRIVEWAY/PRIVATE ROAD APPROACH. BASED ON THE RURAL LOCATION OF THE SITE AND THE GENERAL TRAVEL PATTERNS ALONG THE SH-200 CORRIDOR, A 56/44 EAST-WEST SPLIT IS ASSUMED, REFLECTING BALANCED ACCESS TO DESTINATIONS IN BOTH DIRECTIONS.

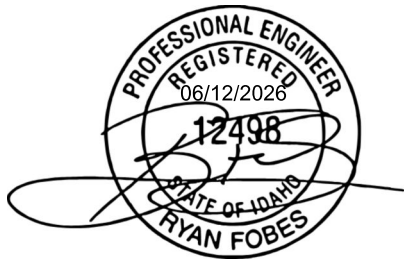


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ROADWAY / DIRECTION	AM PEAK TRIPS	PM PEAK TRIPS
SH-200 — EAST	4	5
SH-200 — WEST	3	4
TOTAL	7	9

NOTE: TRIP VALUES ARE ROUNDED TO WHOLE VEHICLES. THE TOTAL PEAK HOUR VOLUMES ASSIGNED TO SH-200 ARE MINIMAL AND ARE NOT ANTICIPATED TO MEASURABLY IMPACT TRAFFIC OPERATIONS ON THE HIGHWAY.

LET ME KNOW IF YOU HAVE ANY QUESTIONS OR CONCERNS REGARDING THIS TRIP GENERATION AND DISTRIBUTION LETTER.



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