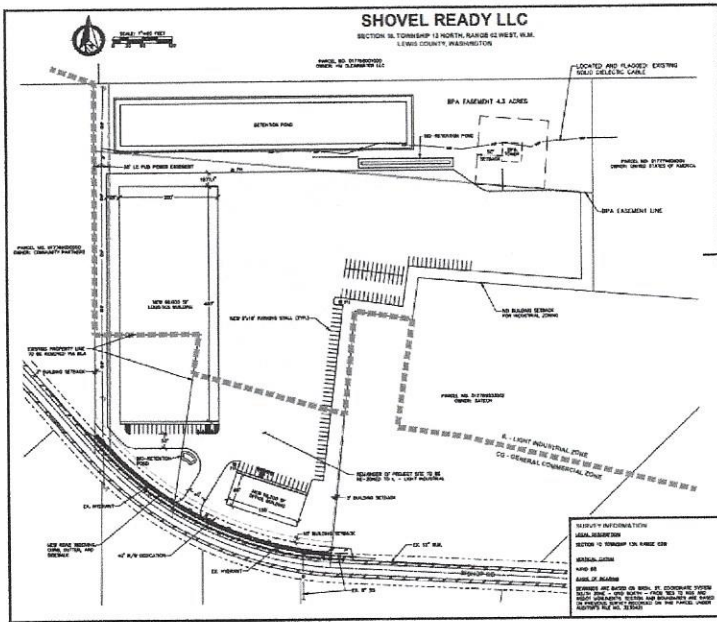


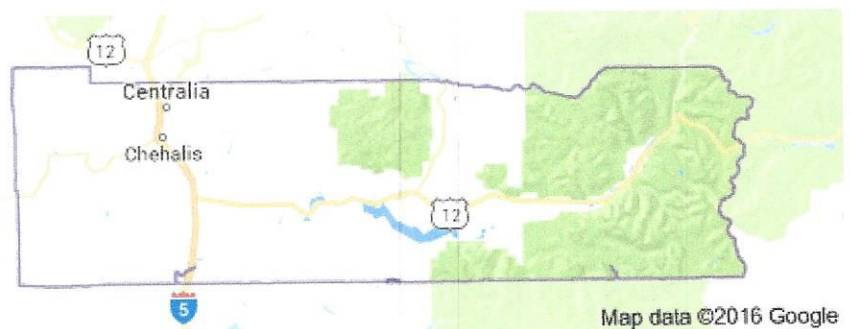
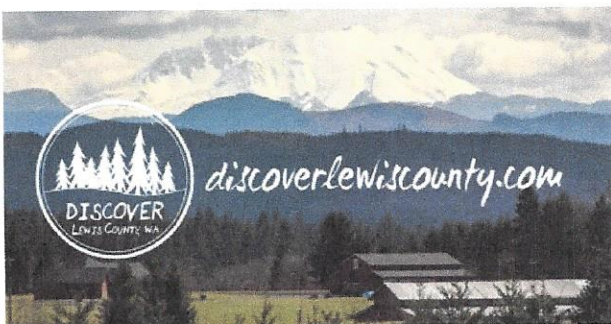
Lewis County (Chehalis UGA)

**SHOVEL READY DISTRIBUTION & OFFICE
TRANSPORTATION MEMORANDUM**

November 9, 2023



Jake Traffic Engineering, Inc.
 Mark J. Jacobs, PE (OR and WA), PTOE, President
 2614 39th Ave. SW - Seattle, WA 98116 - 2503
 Tel. 206.762.1978 - Cell 206.799.5692
 E-mail jaketraffic@comcast.net





November 9, 2023

RB ENGINEERING

Attn: Robert Balmelli, PE

91 SW 13th Street

Chehalis, WA 98532

Re: Shovel Ready Distribution & Office – Lewis County (Chehalis UGA)
Transportation Memorandum

Dear Mr. Balmelli,

I am pleased to provide this Transportation Memorandum for the proposed project located at 1737 Bishop Rd. to construct a 96,000 sf industrial storage building and a 10,200 sf office building. Access to the site would be a new driveway on Bishop Road.

Below is an aerial view of the site obtained from Lewis County GIS:

Shovel Ready Distribution & Office - Lewis County (Chehalis UGA)



RB ENGINEERING
Attn: Robert Balmelli, PE
November 9, 2023
Page -2-

The site is on two undeveloped parcels #017769033001 and 017767002000.

Attached to this letter is a Preliminary Site Plan prepared by RB Engineering I received on 10.17.2023. The plan depicts the 96,000 distribution building, a 10,200 sf office, the 35 127 parking stalls including six accessible, site circulation and a new access driveway on Bishop Road.

This Transportation Memorandum documents the Traffic Generation of the proposed development. In addition, I have inspected the site access, safety and traffic operations.

Site Traffic Generation

Definitions

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the proposed development.

Traffic generated by development projects consists of the following types:

Pass-By Trips:	Trips made as intermediate stops on the way from an origin to a primary trip destination.
Diverted Link Trips:	Trips attracted from the traffic volume on a roadway within the vicinity of the generator but which require a diversion from that roadway to another roadway in order to gain access to the site.
Captured Trips:	Site trips shared by more than one land use in a multi-use development.
Primary (New) Trips:	Trips made for the specific purpose of using the services of the project.

Trip Generation

The proposed Shovel Ready Distribution & Office project is projected to generate the vehicular trips during the average weekday, street traffic AM and PM peak hours as shown in Table 1. The trip generation for the project is calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, for Warehouse (ITE LUC 150) and Office Building (ITE Land Use Code 710). All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the trip generation values.

RB ENGINEERING
 Attn: Robert Balmelli, PE
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 Page -3-

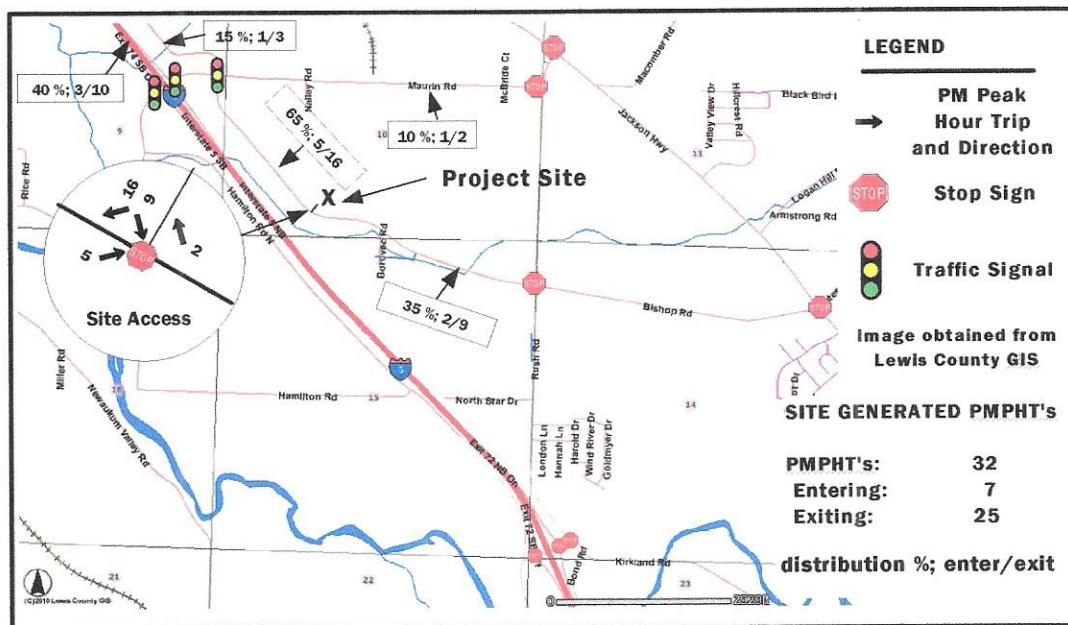
TABLE 1 - VEHICULAR TRIP GENERATION SHOVEL READY DISTRIBUTION & OFFICE - LEWIS COUNTY (CHEHALIS UGA) TRANSPORTATION MEMORANDUM										
Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)	Pass-by %*	Pass-by Trips	Net Total
Proposed: Warehousing (ITE LUC 150; 96,000 sf)										
Weekday	96,000	1.71	50%	82	50%	82	164	--	--	--
AM peak hour	96,000	0.17	77%	13	23%	4	16	--	--	--
PM peak hour	96,000	0.18	28%	5	72%	12	17	--	--	--
Proposed: General Office Building (ITE LUC 710; 10,200 sf)										
Weekday	10,200	10.84	50%	55	50%	55	111	--	--	--
AM peak hour	10,200	1.52	88%	14	12%	2	16	--	--	--
PM peak hour	10,200	1.44	17%	2	83%	12	15	--	--	--
Total: Proposed Warehouse + Office										
Weekday	--	--	--	137	--	137	275	--	--	--
AM peak hour	--	--	--	26	--	6	32	--	--	--
PM peak hour	--	--	--	7	--	25	32	--	--	--

Where X = number of units or sf and T = Trips; parenthesis (xx) denote negative values
 * - Pass-by rates per ITE, local Agency data and JTE, Inc. Traffic Engineering Experience, warehousing and office trips are typically considered new thus for analysis no pass-by to account for service/delivery type trips is taken
 Trip rates per the Institute of Transportation Engineers Trip Generation Manual 11th Edition
 Note: Due to rounding some values may not add up

This project would generate about 32 new PM peak hour trips.

Trip Distribution

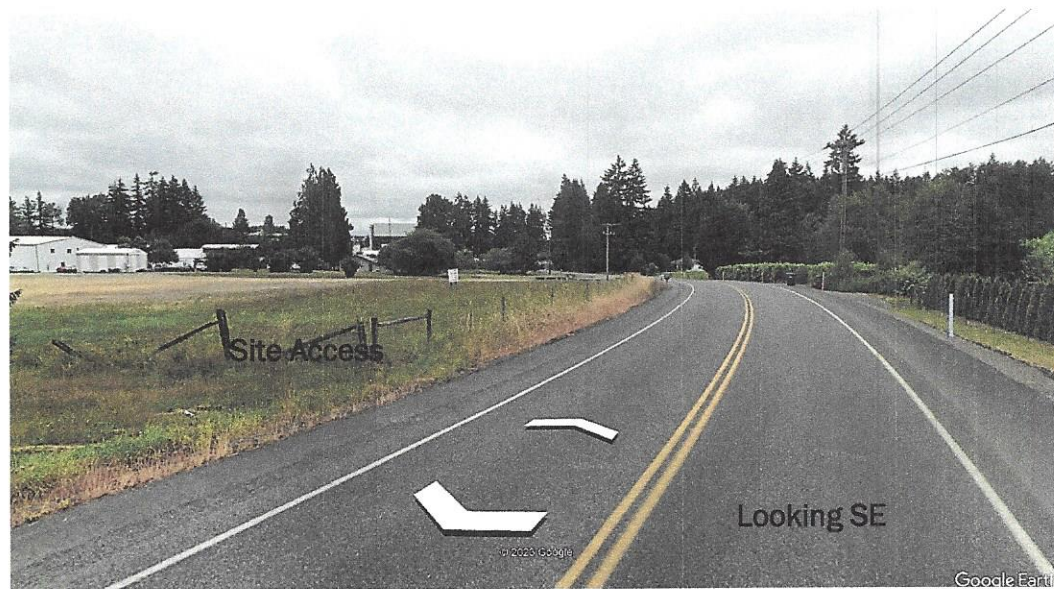
The graphic below depicts the project generated trips assigned to the adjacent road system based on the characteristics of the road network, existing traffic volume patterns, the location of likely trip origins and destinations (residential, schools, employment, shopping, social and recreational opportunities).



RB ENGINEERING
Attn: Robert Balmelli, PE
November 9, 2023
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Site Access Inspection

The proposed access to the project would be on Bishop Road. Bishop Road at the site is a 2-lane Minor Arterial road with paved shoulders (~5') on both sides. The posted speed limit is 35 MPH. Below are Google Street View photographs at the proposed access on Bishop Road looking to the Northwest and Southeast, respectively.



Per the Google Street View good sight lines exist in both directions, **presuming vegetation in the sight triangle is properly maintained.**

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November 9, 2023
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The required **Stopping Sight Distance** for a 35 MPH speed per the American Association of State Highway and Transportation Officials "A Policy on Geometric Design of Highways and Streets" is **250 feet**. The Entering Sight Distance is 335 and 390 feet for a right turn/crossing and left turn from a stop, respectively. AASHTO identifies **SSD** as the critical sight line to be provided, see Section 9.5.1 attached in the Appendix.

Parked vehicles, signage and vegetation can affect sight lines. Appropriate vehicular, signage and vegetation restriction within the site access sight triangle is recommended.

Incident/Safety History

Incident data was reviewed using the WSDOT accident data portal available online at <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>. This portal was used to review incidents in the site vicinity for the years 2018 to 2022. The WSDOT data is attached.

Inspection of the five years of recorded incidents near the site showed no recorded incidents on Bishop Rd. between Maurin and Rush Roads. Nearby intersections were also inspected with few incidents and no perceptible issues.

Summarizing - Safety inspection of the study intersections and street corridors near the site did not reveal any apparent safety issue.

Traffic Operational Inspection

Jake Traffic Engineering Inc. has conducted a number of traffic studies in the site area. This work included study of the SR - 5 at Labree Road interchange SB and NB ramp junction intersections, Bishop Road at Labree Rd. - Maurin Rd. intersection. These signalized intersections were widened and improved in 2009 and **provide more than ample capacity** to accommodate the site traffic.

I have also studied the Bishop Rd. at Rush Rd. stop controlled intersection. This intersection operates overall at LOS 'A' with the stop controlled EB and WB operation at LOS 'B'.

The 2022 PM peak hour traffic volume on Bishop Road at Labree - Maurin Road are 92 NB and 129 SB vehicles and would be less near the site. These are relatively low volumes and via Traffic Engineering inspection the site access would work acceptably.

Agency Traffic Impact Analysis Guidelines

Lewis County

The Lewis County Code Section **12.60.430** notes when a TIA would be required:

12.60.430 Warrants for Level II traffic impact analysis.

RB ENGINEERING

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November 9, 2023

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(1) The following is a list of specific conditions that may dictate the requirement for preparing a Level II TIA. The traffic engineer may require the preparation of a TIA if one or more of the following conditions are satisfied:

(a) The development is within the urban area as defined by the Urban Growth Management Boundary and is required by the city.

(b) The development will generate 50 or more a.m. or p.m. peak hour trips within the rural areas as defined by the Urban Growth Management Act.

(c) The county has required that an environmental assessment or environmental impact statement be prepared.

(d) A rezone of the subject property is being proposed.

(e) Current traffic or road system problems exist in the local area as identified by the county or a previous traffic study, such as a high-accident location, poor roadway alignment, or capacity deficiency.

(f) Adjacent neighborhoods or other areas are perceived to be impacted.

(g) The current or projected level of service of the roadway system as a result of the proposed development is perceived to be significantly affected, or is expected to exceed county adopted level of service standards.

(h) The proposed development may potentially affect the implementation of street system improvements outlined in the transportation element of the comprehensive plan, the transportation improvement program, or any other documented transportation project.

(i) At the time of environmental review, the original TIA is more than two years old or the proposed land use intensity increased by more than 10 percent.

(j) The proposed development is within an existing or proposed transportation benefit area. This may include latecomer agreements, road improvement districts (RID), or local/state transportation improvement areas programmed for development reimbursements.

(k) The proposed development generates more than 25 percent of p.m. peak hour traffic through a signalized intersection or the "critical" movement at an un-signalized intersection. [Ord. 1194 Exh. B, 2007]

The County trip impact threshold for analyzing an intersection or roadway is typically 50 PM peak hour trips.

City of Chehalis

The City of Chehalis Municipal Code Section **12.04.330.B** notes when a TIA would be required:

B. When Required.

1. The need for a TIA will be based on the size of the proposed development, existing street and intersection conditions, traffic volumes, accident history, community concerns, and other pertinent factors associated with the proposed project.

2. A TIA will be required if a proposed development meets two or more of the following conditions:

RB ENGINEERING

Attn: Robert Balmelli, PE

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- a. The proposed project generates more than 10 vehicles in the peak direction of the peak hour on the adjacent streets and intersections. This includes the summation of all turning movements that affect the peak direction of traffic.*
 - b. The proposed project generates more than 25 percent of the site-generated peak hour traffic through a signalized intersection or "critical" movement at a nonsignalized intersection.*
 - c. The proposed project is within an existing or proposed transportation benefit area. This may include transportation benefit districts (TBD), local improvement districts (LID), or local/state transportation improvement areas programmed for development reimbursements.*
 - d. The proposed project may potentially affect the implementation of the street system outlined in the transportation element of the comprehensive plan, the six-year transportation improvement program, or any other documented transportation project.*
 - e. If the original TIA was prepared more than two years before the proposed project completion dated.*
 - f. The increase in traffic volume as measured by ADT, peak hour, or peak hour of the "critical" movement is more than 10 percent.*
- 3. Even if it is determined that a TIA is not required, the director of public works or designated consultant may require the developer to have a trip generation study (TGS) conducted. TGSs will be used to forecast project-generated traffic for an established future horizon.*

Per my review of the Agency TIA requirements a TIA could be required. Site traffic is projected to affect the SR - 5 at Labree Road interchange NB ramp junction intersections, Bishop Road at Labree Rd. - Maurin Rd. intersection with 10 or more peak hour trips in the peak direction. These intersections have ample capacity and no apparent safety concerns. Thus I do not believe a TIA should be required for this project.

Agency Traffic Impact Mitigation

The County will require that the project site be constructed in conformance to City requirements.

Summary

This Transportation Memorandum documents the Traffic Generation of the proposed redevelopment project. In addition, I inspected the existing site access and discuss the City's Traffic Impact Guidelines. Good sight lines exist at the driveway and the projected addition of 32 PM peak hour trips could necessitate a full TIA be conducted. The intersections that would be affected by site traffic have more than ample capacity to serve the site traffic. No apparent safety issue exists in the site vicinity inspected.

Based on my analysis I recommend that Shovel Ready Distribution & Office project be allowed with the following traffic impact mitigation measures.

RB ENGINEERING

Attn: Robert Balmelli, PE

November 9, 2023

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- Construct the site in accordance with applicable City requirements.
- Incorporate a vehicular, signage and vegetation restriction within the site access sight triangle into the site plan.

Please contact me at 206.762.1978 or email me at jaketraffic@comcast.net if you have any questions.



Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC

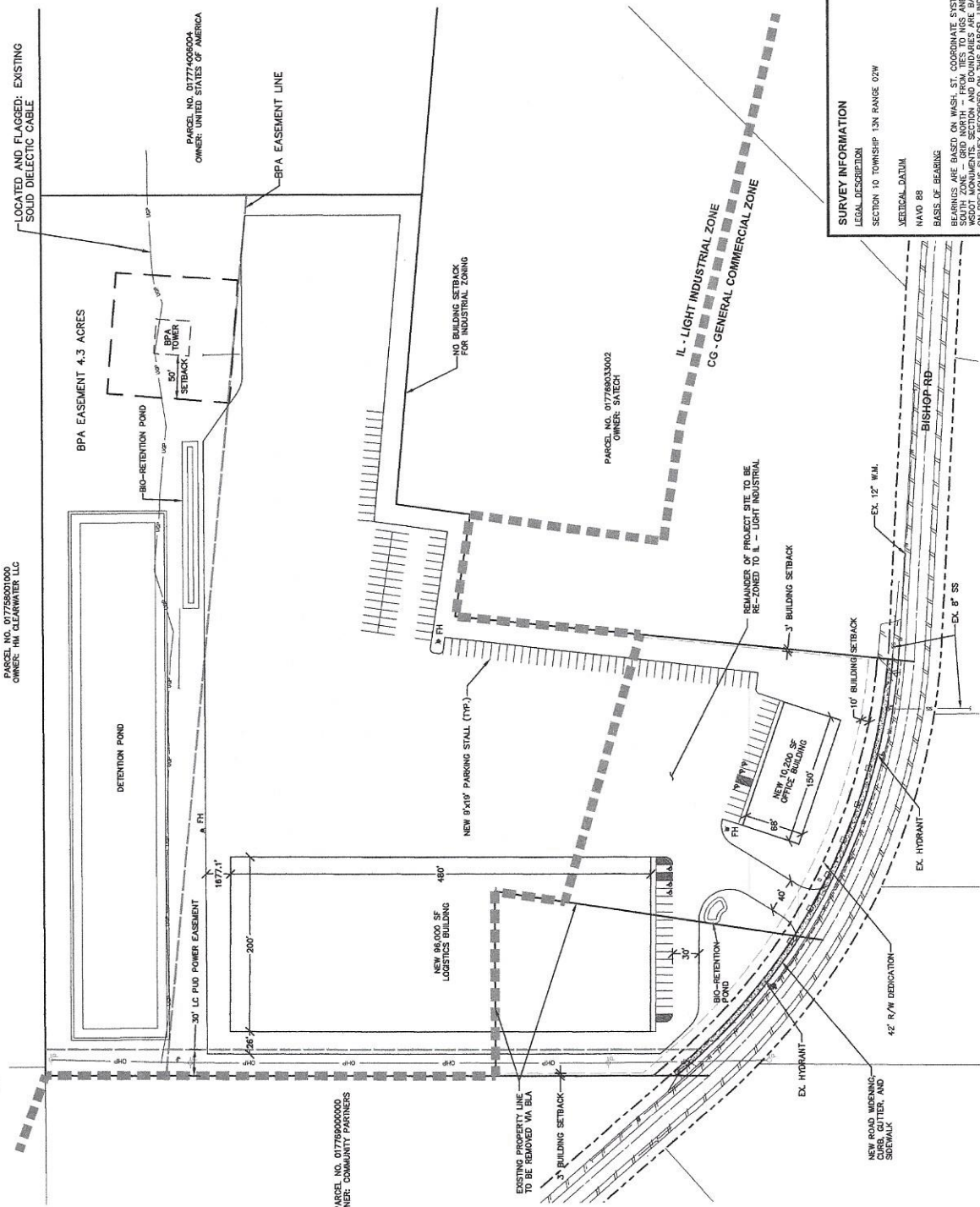
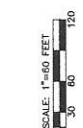
MJJ: mjj

APPENDIX

SHOVEL READY LLC

SECTION 10, TOWNSHIP 13 NORTH, RANGE 02 WEST, W.M.
LEWIS COUNTY, WASHINGTON

PARCEL NO. 01775001000
OWNER: HM CLEARWATER LLC



SURVEY INFORMATION
LEGAL DESCRIPTION
SECTION 10 TOWNSHIP 13N RANGE 02W
MEDICAL DATUM
NAVD 88
BASIS OF BEARING
BEARINGS ARE BASED ON WASH. ST. COORDINATE SYSTEM
SOUTH ZONE GRID NORTH - FROM TIES TO NGS AND
ADJACENT SURVEYS. BEARINGS AND DISTANCES LISTED
ON PREVIOUS SURVEY REDUCED ON THIS PARCEL UNDER
AUDITOR'S FILE NO. 3235421



PROJECT INFORMATION

APPLICANT: MARK WIRE ROAD ENTER ROAD CHEHALIS, WA 98532 (360) 269-4285

ENGINEER: ROBERT W. BALMELLI 91 S.W. 13TH ST. CHEHALIS, WA 98532-0923 (360) 746-8819 PHONE (360) 746-8812 FAX

SURVEYOR: BULM & ASSOCIATES LAND SURVEYORS 1000 W. 13TH ST. CHEHALIS, WA 98532 (360) 746-1651

PARCEL NOS: 01776903001, 01776700000
SITE ADDRESS: 1727 BISHOP RD CHEHALIS, WA 98532

LAND USE (PROVISIONAL): YES
SETBACKS: NO
ZONING: CG - GENERAL COMMERCIAL
FRONT 10', BACK 0', SIDE 0'
100 FEET

SETBACKS: NO USE INDUSTRIAL
CG - GENERAL COMMERCIAL
FRONT 10', BACK 0', SIDE 0'
100 FEET

BUILDING SIZE/USE: 96,000 SF / LOGISTICS BUILDING
BUILDING HEIGHT: 10,200 SF / OFFICE BUILDING

TOTAL SITE AREA: 15.17 ACRES (46,535)
NEW IMPERVIOUS: 2.03 ACRES (6978)
REPLACED IMPERVIOUS: 7.03 ACRES (242,811)
DISTURBED PERVIOUS: 6.06 ACRES (6078)
LANDSCAPE AREA: 5.57 ACRES
STREET FRONTAGE: 548 LINEAR FEET

GRADING (CUT/FILL): 467,750 CY CUT / 845,000 CY FILL

STORMWATER SYSTEMS: 2016 SWMMW-LID LIST METHOD
SOIL CLASSIFICATION: ARCS
LACUMAS SILT LOAM
NO ANTIMAN SILT CLAY LOAM

INFILTRATION: ENHANCED
TREATMENT: NO
NPDES STORM PERMIT: YES

ROAD CLASSIFICATION: BISHOP RD - PUBLIC MINOR ARTERIAL
DRIVEWAY WIDTH: 40' WID. MAX. ALLOWED = 35'

PARKING REQUIRED: PROFESSIONAL SALES - ~3 / 1,000 SF
DISTRIBUTION CENTER - ~1 / 1,000 SF

PARKING PROVIDED: 6 ADA STALLS
127 TOTAL STALLS

ADA REQUIRED: 127 ADA STALLS & ADA STALLS

WATER SERVICE: CITY OF CHEHALIS (360) 748-0238
SEWER SERVICE: CITY OF CHEHALIS (360) 748-0238
FIRE DISTRICT: LC FIRE DISTRICT #6 (360) 748-0238
SCHOOL DISTRICT: CHEHALIS SCHOOL DISTRICT (360) 807-7200
POWER SERVICE: LEWIS COUNTY PUD (360) 592-5812

SHEET INDEX

- PO1 PRELIMINARY SITE PLAN
- PT.1 PRELIMINARY GRADING AND DRAINAGE PLAN
- PT.2 PRELIMINARY UTILITY PLAN
- PT.3 PRELIMINARY DETAILS AND NOTES
- LS1.1 PRELIMINARY LANDSCAPE PLAN

P0.1
1 OF 5

Rb Engineering
DESIGN + PERMIT + MANAGE
1010 1st St. SE
Chehalis, WA 98532
Phone: (360) 746-8819
Fax: (360) 746-8812
www.rb-engineering.com

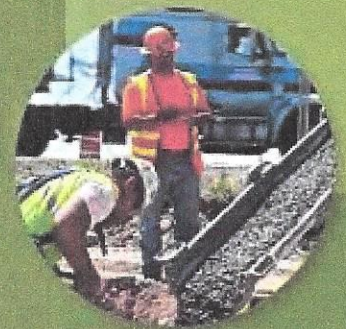
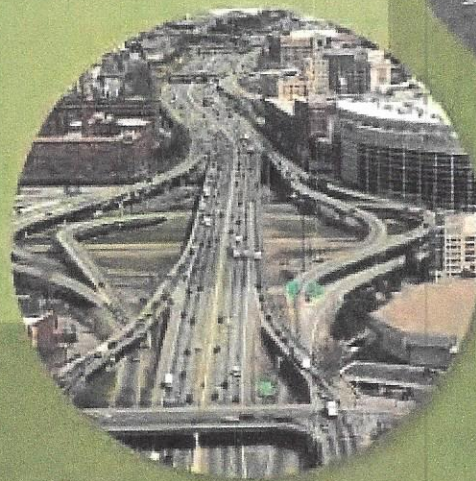
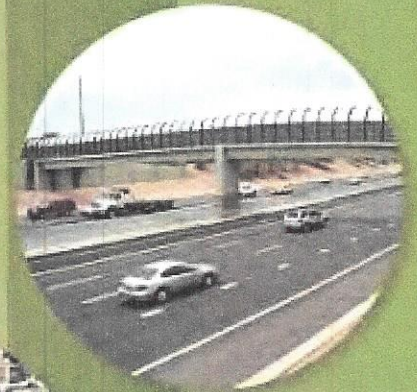


SHOVEL READY LLC
CHEHALIS, WA

DATE: 10/17/23
SCALE: 1" = 60'
CHECKED BY: RMB
DRAWN BY: RMB
DESIGNED BY: RMB
REVISION

A Policy on
**Geometric
Design of
Highways
and Streets**

2011
6th Edition



AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
AASHTO
THE VOICE OF TRANSPORTATION



American Association of State Highway and Transportation Officials

444 North Capitol Street, NW, Suite 249

Washington, DC 20001

202-624-5800 phone/202-624-5806 fax

www.transportation.org

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at its junction with the major road. For simple unchannelized intersections involving low design speeds and stop or signal control, it may be desirable to warp the crowns of both roads into a plane at the intersection; the appropriate plane depends on the direction of drainage and other conditions. Changes from one cross slope to another should be gradual. Intersections at which a minor road crosses a multilane divided highway with a narrow median on a superelevated curve should be avoided whenever practical because of the difficulty in adjusting grades to provide a suitable crossing. Gradelines of separate turning roadways should be designed to fit the cross slopes and longitudinal grades of the intersection legs.

The alignment and grades are subject to greater constraints at or near intersections than on the open road. At or near intersections, the combination of horizontal and vertical alignment should provide traffic lanes that are clearly visible to drivers at all times, clearly understandable for any desired direction of travel, free from the potential for conflicts to appear suddenly, and consistent in design with the portions of the highway just traveled.

The combination of vertical and horizontal curvature should allow adequate sight distance at an intersection. As discussed in Section 3.5 on “Combinations of Horizontal and Vertical Alignment,” a sharp horizontal curve following a crest vertical curve is undesirable, particularly on intersection approaches.

9.5 INTERSECTION SIGHT DISTANCE

9.5.1 General Considerations

Each intersection has the potential for several different types of vehicular conflicts. The possibility of these conflicts actually occurring can be greatly reduced through the provision of proper sight distances and appropriate traffic controls. The avoidance of conflicts and the efficiency of traffic operations still depend on the judgment, capabilities, and response of each individual driver.

Stopping sight distance is provided continuously along each highway or street so that drivers have a view of the roadway ahead that is sufficient to allow drivers to stop. The provision of stopping sight distance at all locations along each highway or street, including intersection approaches, is fundamental to intersection operation.

Vehicles are assigned the right-of-way at intersections by traffic-control devices or, where no traffic-control devices are present, by the rules of the road. A basic rule of the road, at an intersection where no traffic-control devices are present, requires the vehicle on the left to yield to the vehicle on the right if they arrive at approximately the same time. Sight distance is provided at intersections to allow drivers to perceive the presence of potentially conflicting vehicles. This should occur in sufficient time for a motorist to stop or adjust their speed, as appropriate, to avoid colliding in the intersection. The methods for determining the sight distances needed by drivers approaching intersections are based on the same principles as stopping sight distance, but incorporate modified assumptions based on observed driver behavior at intersections.

The driver of a vehicle approaching an intersection should have an unobstructed view of the entire intersection, including any traffic-control devices, and sufficient lengths along the intersecting highway to permit the driver to anticipate and avoid potential collisions. The sight distance needed under various

assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Sight distance is also provided at intersections to allow the drivers of stopped vehicles a sufficient view of the intersecting highway to decide when to enter the intersecting highway or to cross it. If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, a major-road vehicle may need to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road.

9.5.2 Sight Triangles

Specified areas along intersection approach legs and across their included corners should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. These specified areas are known as clear sight triangles. The dimensions of the legs of the sight triangles depend on the design speeds of the intersecting roadways and the type of traffic control used at the intersection. These dimensions are based on observed driver behavior and are documented by space-time profiles and speed choices of drivers on intersection approaches (12). Two types of clear sight triangles are considered in intersection design—approach sight triangles and departure sight triangles.

Approach Sight Triangles

Each quadrant of an intersection should contain a triangular area free of obstructions that might block an approaching driver's view of potentially conflicting vehicles. The length of the legs of this triangular area, along both intersecting roadways, should be such that the drivers can see any potentially conflicting vehicles in sufficient time to slow or stop before colliding within the intersection. Figure 9-15A shows typical clear sight triangles to the left and to the right for a vehicle approaching an uncontrolled or yield-controlled intersection.

Report Name

 Total Crashes

Select Report Parameters

Location

 Region: (All)

 County: Lewis

 City: (All)

Jurisdiction

 (All)

Run Report



Summary Reports - Total Crashes

Report Year: 2018

Location: Lewis County

Jurisdiction: (All)

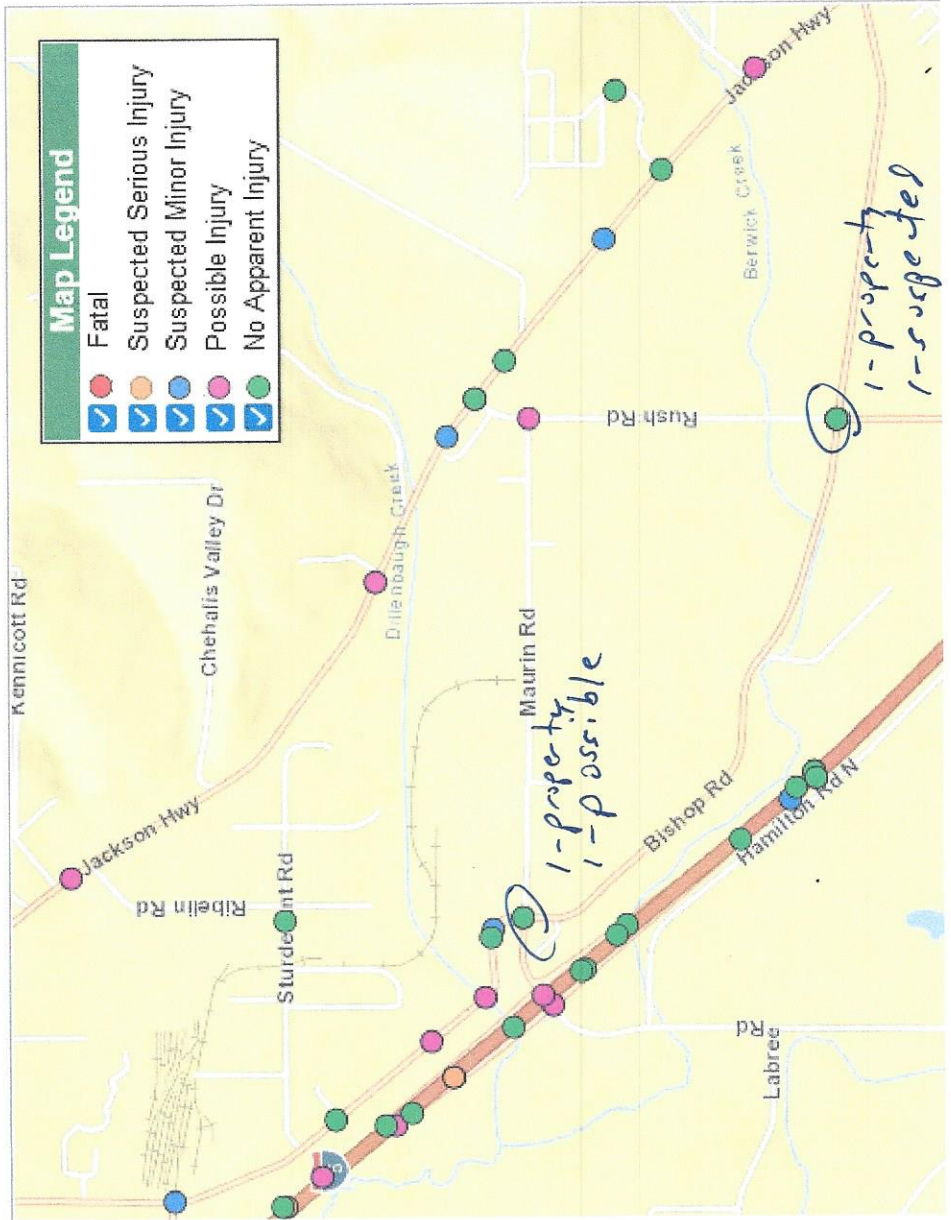
Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, sc collected for the purpose of identifying, evaluating, or planning the safety enhance sites, hazardous roadway conditions, or railway-highway crossings are not sub. admitted into evidence in a Federal or State court proceeding or considered for ot action for damages arising from any occurrence at a location mentioned or addre surveys, schedules, lists, or data.

Data

Charts

Notes

Most Severe Injury per Crash	Crashes
Fatal	5
Suspected Serious Injury	45
Suspected Minor Injury	105
Possible Injury	264
No Apparent Injury	986
Total Crashes	1,405



Select Report Parameters

Location

Region: (All) Jurisdiction: (All)

County: Lewis

City: (All)

Run Report



Search

Summary Reports - Total Crashes

Report Year: 2019

Location: Lewis County

Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, sch collected for the purpose of identifying, evaluating, or planning the safety enhance sites, hazardous roadway conditions, or railway-highway crossings are not subj admitted into evidence in a Federal or State court proceeding or considered for oif action for damages arising from any occurrence at a location mentioned or addres surveys, schedules, lists, or data.

Data

Charts

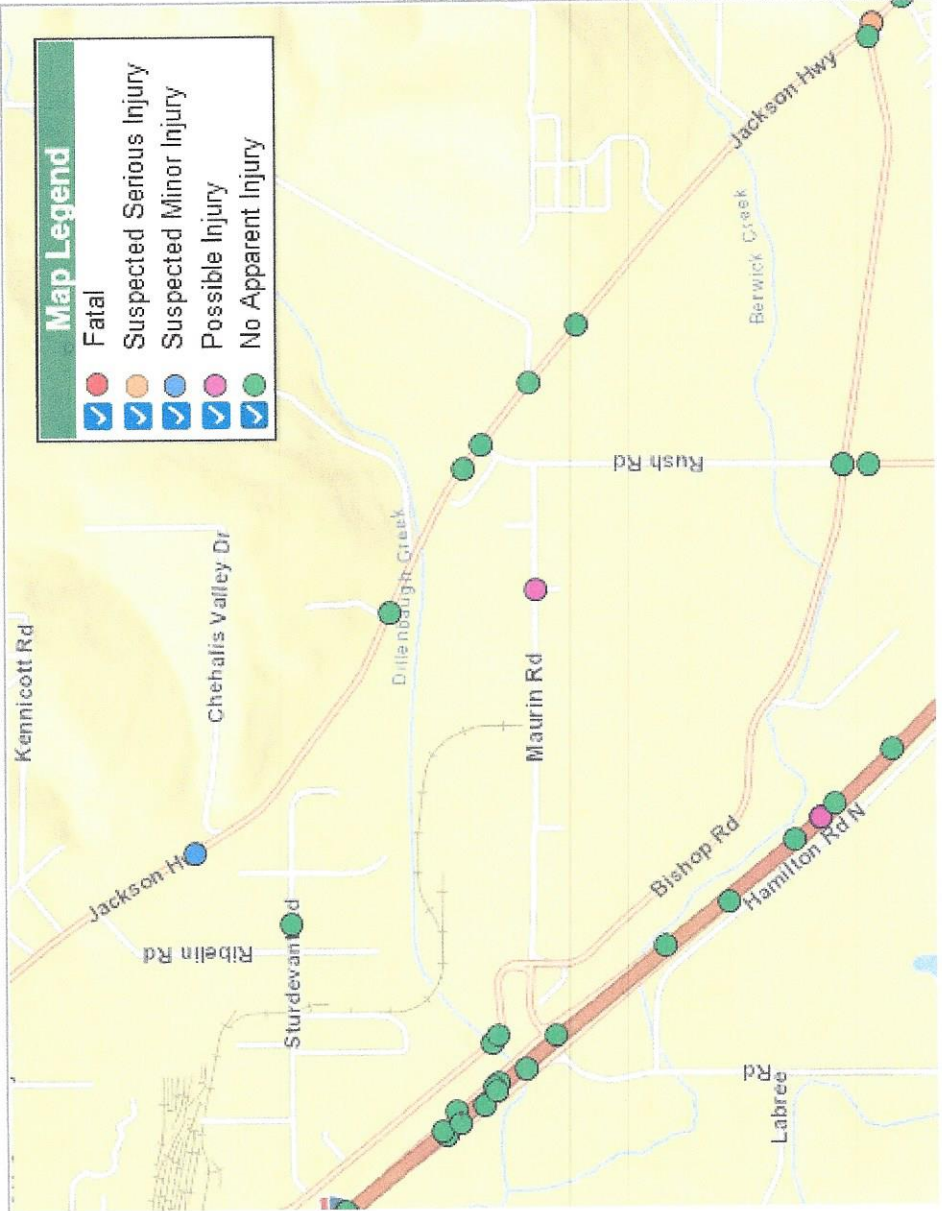
Notes

Most Severe Injury per Crash

Fatal	Crashes	14
Suspected Serious Injury		29
Suspected Minor Injury		97
Possible Injury		226
No Apparent Injury		1,034
Total Crashes		1,400

Map Legend

- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible Injury
- No Apparent Injury





Report Name

Total Crashes

Select Report Parameters

Location

Region: (All)

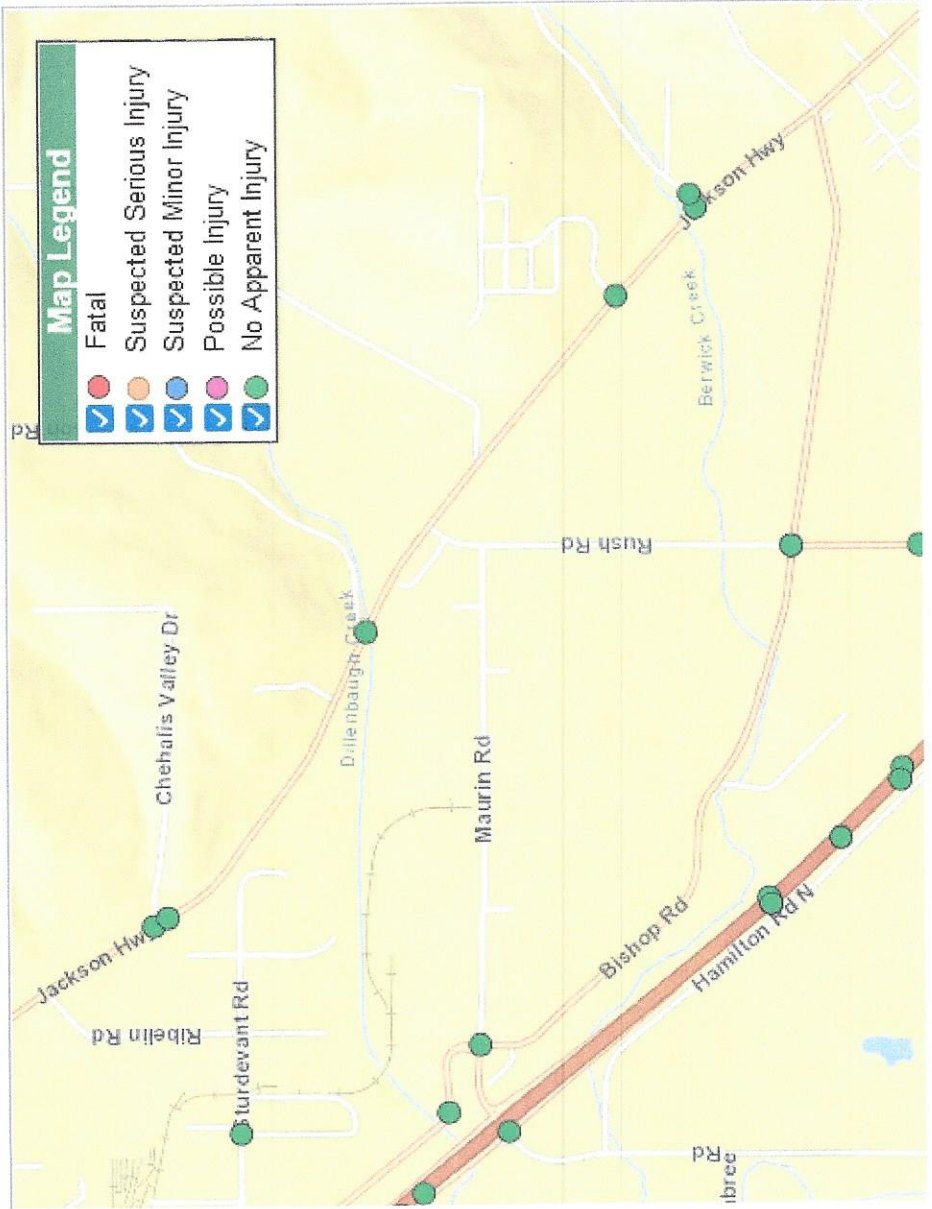
County: Lewis

City: (All)

Jurisdiction

(All)

Run Report



Search

Portal FAQs Fee

Summary Reports - Total Crashes

Report Year: 2020

Location: Lewis County

Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, lists, or data.

Data

Charts

Notes

Most Severe Injury per Crash

Fatal

Suspected Serious Injury

Suspected Minor Injury

Possible Injury

No Apparent Injury

Total Crashes

Crashes

12

29

119

153

917

1,230



Search

Summary Reports - Total Crashes

Report Year: 2021

Location: Lewis County

Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, and information collected for the purpose of identifying, evaluating, or planning the safety enhancement sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery in a Federal or State court proceeding or considered for other legal action for damages arising from any occurrence at a location mentioned or addressed in the reports, surveys, schedules, lists, or data.

Data

Charts

Notes

Most Severe Injury per Crash	Crashes
Fatal	7
Suspected Serious Injury	45
Suspected Minor Injury	171
Possible Injury	170
No Apparent Injury	1,155
Total Crashes	1,548

Report Name

Total Crashes

Select Report Parameters

Run Report

Location

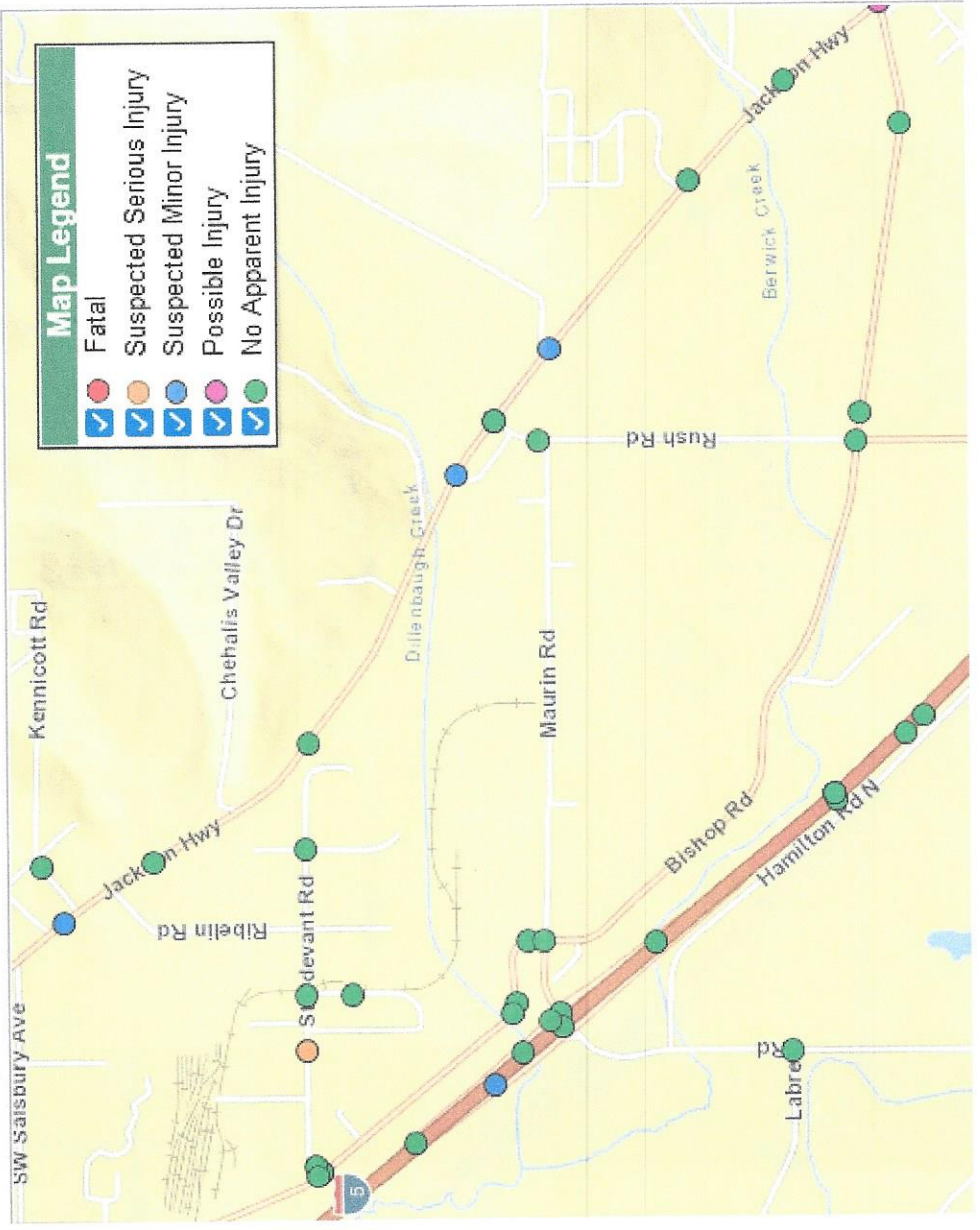
Region: (All)

County: Lewis

City: (All)

Jurisdiction

(All)



Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4858b
Site Code : 00004858
Start Date : 3/10/2022
Page No : 2

Start Time	Bishop Rd Southbound				Maurin Rd Westbound				Bishop Rd Northbound				Labree Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	37	19	10	66	5	17	1	23	0	17	11	28	5	23	30	58	175
03:15 PM	59	27	8	94	7	42	0	49	0	8	14	22	10	18	22	50	215
03:30 PM	45	27	4	76	13	79	1	93	0	8	9	17	16	10	19	45	231
03:45 PM	23	14	6	43	10	25	0	35	1	15	9	25	9	15	17	41	144
Total Volume	164	87	28	279	35	163	2	200	1	48	43	92	40	66	88	194	765
% App. Total	58.8	31.2	10		17.5	81.5	1		1.1	52.2	46.7		20.6	34	45.4		
PHF	.695	.806	.700	.742	.673	.516	.500	.538	.250	.706	.768	.821	.625	.717	.733	.836	.828
Passenger +	153	84	25	262	34	153	1	188	1	46	43	90	36	60	66	162	702
% Passenger +	93.3	96.6	89.3	93.9	97.1	93.9	50.0	94.0	100	95.8	100	97.8	90.0	90.9	75.0	83.5	91.8
Heavy	11	3	3	17	1	10	1	12	0	2	0	2	4	6	22	32	63
% Heavy	6.7	3.4	10.7	6.1	2.9	6.1	50.0	6.0	0	4.2	0	2.2	10.0	9.1	25.0	16.5	8.2

