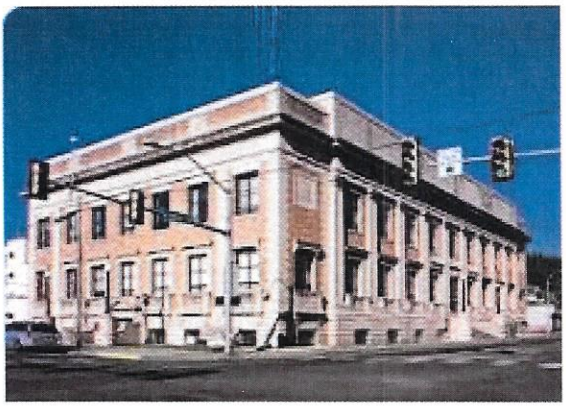
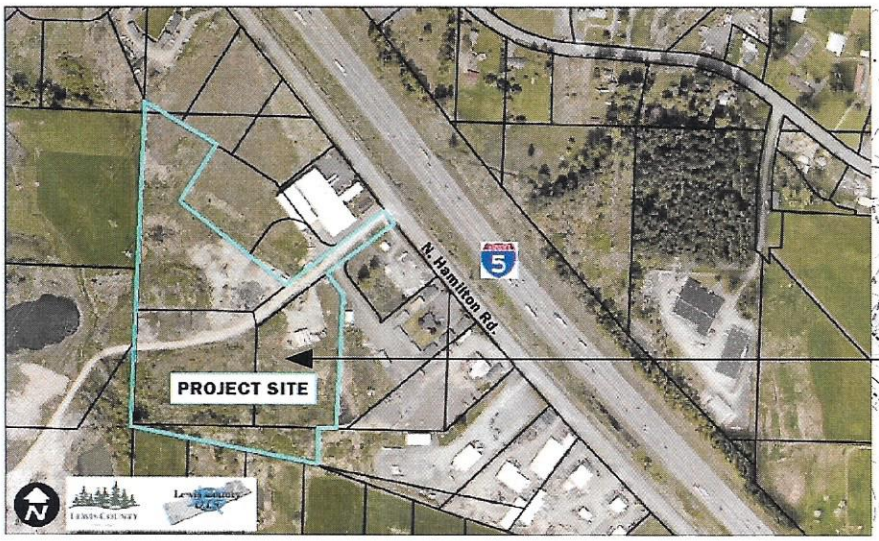
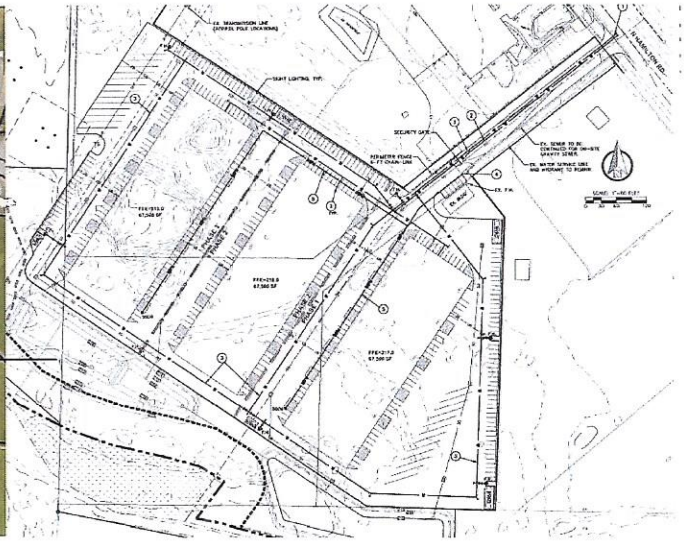


Chehalis

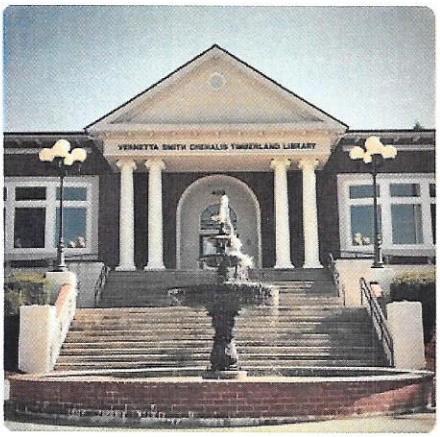
BLUE SKY INDUSTRIAL MASTER PLAN
TRANSPORTATION IMPACT ANALYSIS

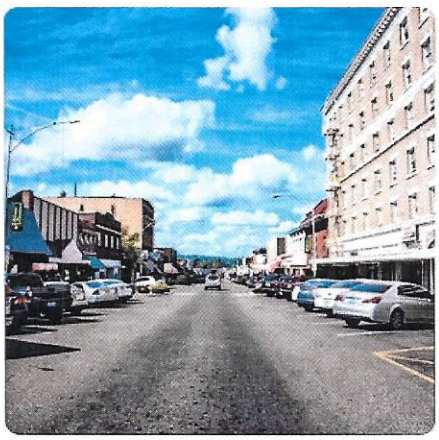
October 4, 2022





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





JTE . Jake Traffic Engineering, Inc. .

Mark J. Jacobs, PE, PTOE
President
2614 39th Ave. SW – Seattle, WA 98116 – 2503
Tel. 206.762.1978 - Cell 206.799.5692
E-mail jaketraffic@comcast.net

October 4, 2022

BLUE SKY PROPERTIES, LLC
Attn: Rusty Gill
PO Box 416
Chehalis, WA 98532

Re: Blue Sky Industrial Master Plan – Chehalis
Transportation Impact Analysis

Dear Mr. Gill,

I am pleased to present this Transportation Impact Analysis for conduct a Transportation Impact Analysis for an Industrial Project, ITE LUC 150, providing up to ~202,500 sf of industrial storage space in three buildings. The site is located at 2015 N. Hamilton Road. Access to the project would be via a private road easement on N. Hamilton Road.

Chehalis Municipal Code Section 12.04.330.B.2 requires the preparation of a Traffic Impact Analysis be conducted for projects that generate 10 or more PM peak hour trips within an existing or proposed Transportation Benefit District. Per CMC 3.11.010 the Chehalis Transportation Benefit District's geographic boundaries are comprised of the corporate limits of the City of Chehalis. The following intersections are studied/inspected in this report:

1. Labree Rd. at SR - 5 NB ramps
2. Labree Rd. at SR – 5 SB ramps
3. Labree Rd. at N. Hamilton Rd.
4. Site Access at N. Hamilton Rd.

I have inspected the site and surrounding street system. The general format of this report is to describe the proposed project, identify existing traffic conditions (baseline), project future traffic conditions and identify Agency street/road improvements (future baseline), calculate the traffic that would be generated by the project and then add it to the future baseline traffic volumes. Operational analyses are used to determine the specific project traffic impact and appropriate traffic mitigation measures to reduce the impact.

The **SUMMARY, CONCLUSIONS AND RECOMMENDATIONS** are on page 11 of this report.

PROJECT INFORMATION

Figure 1 is a vicinity map which shows the location of the site and the surrounding street system.

Figure 2 shows the Preliminary Site Plan prepared by RB Engineering, Inc. dated 09.08.2022 is attached. The plan depicts a development of three ~67,500 sf Industrial Buildings comprising a total of ~202,500 sf of space, 327 parking stalls (this is excessive, the City requirement is 225 that are still too many), 24 truck trailer berths, site circulation and access on N. Hamilton Rd. via a 26' wide private road easement.

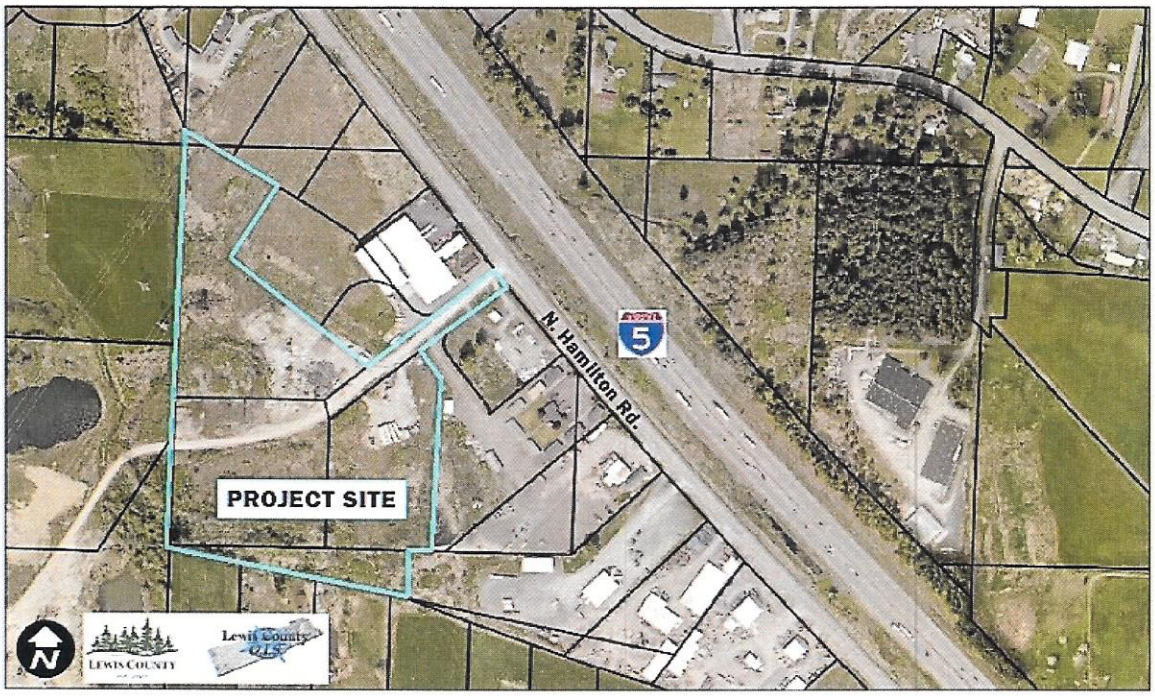
Full development and occupancy of the proposed Blue Sky Industrial Master Plan project is anticipated to occur by 2024/2025, presuming the permits are issued in a timely manner. However, to ensure a conservative analysis 2027 has been used as the horizon year.

EXISTING ENVIRONMENT

Project Site

An aerial image, augmented, of the project site obtained from Lewis County GIS is depicted below.

Blue Sky Industrial Master Plan - Chehalis



The site is located on Lewis County parcel #'s 17897017000, 025005010, 017896006009, 017896006010, 017896006011 and 017896006016 is currently undeveloped.

BLUE SKY PROPERTIES, LLC
Attn: Rusty Gill

WSDOT Functional Classification Map, the pertinent

WSDOT WSDOT Functional Classification Map

The primary streets within the study area and their classifications are as follows (streets near the site):

➢ SR – 5	Interstate
➢ Labree Rd. from SR – 5 to the east	Minor Arterial
➢ Bishop Road	Minor Arterial
➢ Maurin Rd.	Major Collector

Labree Road west of SR – 5 and N. Hamilton Rd. are not classified per the WSDOT Functional Classification Map. The streets are striped with yellow centerline striping that typically depicts that a street functions as a Business/Neighborhood Collector; and is consistent with my Traffic Engineering inspection.

Figure 3 shows the existing traffic control, number of street lanes, number of approach lanes at intersections and other pertinent information.

Pedestrian Facilities (General)

Paved shoulders (~8 to 10' wide) exist on N. Hamilton Rd. near the site.

Alternative Transportation

The City of Chehalis is served by Twin Transit. No transit service current exists near the site. More information on Transit Service is available at https://twintransit.org/routes/

Traffic Volumes

Figure 4 shows the baseline PM peak hour traffic volumes at the study intersections. Traffic Count Consultants, a firm specializing in the collection of traffic data, conducted PM peak period turning movement counts at the study intersections. The count data sheets are attached in the appendix.

Intersection Operations

Traffic engineers have developed criteria for intersection operations called level of service (LOS). The LOS's are A to F with A and B being very good and E and F being more congested. LOS C and D correlate to busy traffic conditions with some restrictions to the ability to choose travel speed, change lanes and the general convenience comfort and safety.

The procedures in the Transportation Research Board Highway Capacity Manual, HC6 were used to calculate the level of service at the study intersections. The following table depicts the LOS and corresponding average delay in seconds at signalized and stop control intersections:

Intersection Type	Level of Service					
	A	B	C	D	E	F
Signalized	<10	>10 and <20	>20 and <35	>35 and <55	>55 and <80	>80
Stop Control	<10	>10 and <15	>15 and <25	>25 and <35	>35 and <50	>50

LOS Analysis Software

The LOS of the study intersections were calculated using the Synchro software program (v11). Table 1, at the end of report prior to Figure, shows the existing LOS operations of the study intersections.

LOS Criteria

The City of Chehalis Municipal Code Section **12.04.330** subsection J.1 below identifies the City's operational standard at LOS C.

J. Mitigation.
1. The TIA will include a proposed mitigation plan. The mitigation may be either the construction of necessary transportation improvements or contributions to the city for the proposed project's fair share cost of identified future transportation improvements, as identified in the city's comprehensive plan. Levels of service "E" and "F" will be used as the threshold for determining appropriate mitigating measures on roadways and intersections in the study area. Mitigating measures will be required to the extent that the transportation facilities operate at a LOS "C" (LOS-C) condition or better upon completion of the development.

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 2017 to 2021. The WSDOT data is attached.

Inspection of the five years of recorded incidents near the site showed no recorded incidents on N. Hamilton Rd., none at the Labree Rd. N. at Hamilton Rd. N intersection and five (3-property damage & 2-possible injury) incidents at the SR – 5 at Labree Rd. interchange ramps.

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

The traffic control at the Labree Rd. at N. Hamilton Rd. intersection has Stop control for westbound and northbound traffic that makes traffic operational sense. There are no recorded incidents between 2017 and 2021 per WSDOT data. Per the RCW 46.61.180 Vehicle approaching intersection—Vulnerable users of a public way—Fine.

(1) When two vehicles approach or enter an intersection from different highways at approximately the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right.

(2) The right-of-way rule declared in subsection (1) of this section is modified at arterial highways and otherwise as stated in this chapter.

(3) (a) When the vehicle on the right approaching the intersection is a vulnerable user of a public way, a driver of a motor vehicle found to be in violation of this section must be assessed an additional fine equal to the base penalty assessed under RCW 46.63.110(3). This fine may not be waived, reduced, or suspended, unless the court finds the offender to be indigent, and is not subject to the additional fees and assessments that the base penalty for this violation is subject to under RCW 2.68.040, 3.62.090, and 46.63.110.

(b) For the purposes of this section, "vulnerable user of a public way" has the same meaning as provided in RCW 46.61.526(11)(c).

(4) The additional fine imposed under subsection (3) of this section must be deposited into the vulnerable roadway user education account created in RCW 46.61.145.

Motorists approaching an uncontrolled intersection from the right have the have the right of way.

Inspection of the five years of recorded incidents occurring near the site did not reveal any apparent issues. The stop signs are such that direct conflict movements in the public right of way are prevented via assigning the right of way via 'Stop' control. I have seen "Right Turn Permitted Without Stopping" signs used in similar situations, see sample below:

The intersection is operating satisfactorily as is thus no change is recommended at this time.

INFRASTRUCTURE IMPROVEMENT PROJECTS

City of Chehalis

I have reviewed the City of Chehalis Six Year Transportation Improvement Program 2022 to 2027 for transportation projects near the site, copy attached. No City project is noted near the site.

Lewis County

Lewis County's draft Six Year Transportation Improvement Program 2022 to 2027 available on-line 09.29.2022 was inspected for transportation projects near the site. No County road improvements are noted near the site.

WSDOT

Inspection of the WSDOT online project list on 09.29.2022 showed no projects near the site.

HORIZON YEAR CONDITIONS "WITHOUT" THE PROJECT

Figure 5 shows the projected 2027 PM peak hour traffic volumes "without" the project. These volumes include the existing traffic volume counts plus background growth. I have applied a 2% per year growth rate consistent with my recent traffic work in the City and the WSDOT data noted below for SR – 5 in Lewis County.

TRIP GENERATION AND DISTRIBUTION

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 Blue Sky Industrial Master Plan project is expected to generate the vehicular trips during the average weekday, street traffic AM and PM peak hours as shown in Table 2. The trip generation for the project is calculated using trip rates from the Institute of

Transportation Engineers (ITE) Trip Generation, 11th Edition, for the Warehousing (ITE Land Use Code 150). 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.

TABLE 2 - TRIP GENERATION
BLUE SKY INDUSTRIAL - CHEHALIS
TRANSPORTATION IMPACT ANALYSIS

Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Trip Total (T)
Proposed: Warehousing (ITE LUC 150; 202,500 sf)							
Weekday	202,500	1.71	50%	173	50%	173	346
AM peak hour	202,500	0.17	77%	27	23%	8	34
PM peak hour	202,500	0.18	28%	10	72%	26	36

where X = units or 1,000 sf; T = Trips

Note: Due to rounding some values may not add up

Trip Generation per the Institute of Transportation Engineers Trip Generation Manual 11th Edition

The net traffic associated with the Blue Sky Industrial Master Plan is 36 PM peak hour trips with 10 entering and 26 exiting.

Trip Distribution

Figure 6 shows the site generated traffic assigned to the street system. Trips to and from the site were distributed to the surrounding street network based on the characteristics of the network, existing traffic volume patterns and the location of likely trip origins and destinations (residential, business, shopping, social and recreational opportunities).

HORIZON YEAR CONDITIONS "WITH" THE PROJECT

Traffic Volumes

Figure 7 shows the projected 2027 PM peak hour traffic volumes "with" the proposed project at the analysis and site access intersections. The site generated PM peak hour traffic volumes shown on Figure 6 were added to the projected background traffic volumes shown on Figure 5 to obtain the Figure 7 volumes.

Level of Service

Table 1 shows the calculated LOS for the horizon year (2027) "with" and "without" project conditions at the analysis intersections. Based on my operational analysis the analyzed intersections would continue to operate at LOS 'C' or better for both "with" and "without" project conditions that exceeds the City criteria.

SITE ACCESS INSPECTION

Access to the proposed project is via an existing 26' wide private road easement on Hamilton Road North. Hamilton Road North at the access is generally level and strait. I have inspected this access using Google Earth Street View data. Below are Google Earth Street View photographs looking to the north and south, respectively at the site access on SW 21st Street:

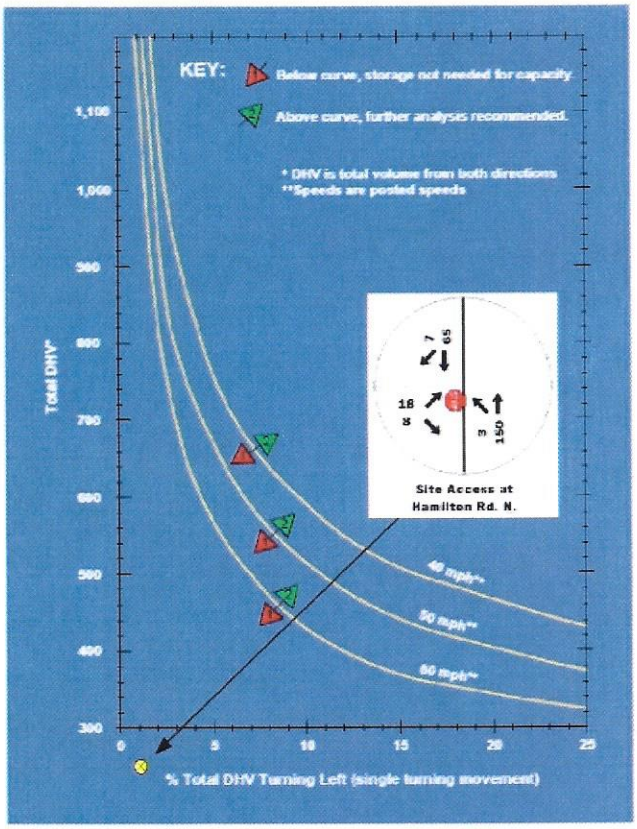
The required **Stopping Sight Distance** for a 50 MPH speed per the American Association of State Highway and Transportation Officials "A Policy on Geometric Design of Highways and Streets" is **425 feet**. The Entering Sight Distance is 480 and 555 feet for a right turn/crossing and left turn from a 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. Per the Google Earth Street View appropriate sight lines exist at the site access.

Access Channelization

I have reviewed the Site Access onto N. Hamilton Rd. for channelization using the WSDOT Design Manual Exhibit 1310-7a "Left Turn Storage Guidelines: 2-Lane Unsignalized" to ascertain the need for left turn channelization. A copy of the WSDOT figure is below:

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized



The traffic volumes are well below the threshold for storage. Further, the intersection is projected to operate at a very good LOS "with" the project.

AGENCY TRAFFIC IMPACT MITIGATION REQUIREMENTS

The City will require that the project site access and circulation be constructed in conformance to City requirements.

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

This report analyzed the traffic impact of the proposed Blue Sky Industrial Master Plan providing up to ~202,500 sf of industrial storage space in three buildings. The site is located at 2015 N. Hamilton Road. Access to the project would be via a private road easement on N. Hamilton Road.

Existing traffic data was obtained at the street intersections identified for analysis. Future horizon year traffic volumes were derived using a growth factor of two percent per year. Level of service analyses were performed for existing and projected future horizon traffic volumes during the PM peak hour. The evaluation of the traffic impact of the proposed project included adding project generated traffic to the future traffic volume projections and calculating the level of service. The "with" project traffic operations were then compared to the "without" project operations. The comparison of traffic operations "with" and "without" the project identified that the project would not cause a significant adverse affect on the operation of the study intersections. In addition, sight lines and safety inspection were conducted at the study intersections and no apparent deficiencies were noted.

Based on my analysis I recommend that Blue Sky Industrial Master Plan be allowed with the following traffic impact mitigation measures.

- Construct site in accordance with applicable City requirements.
- Install the site access on N. Hamilton Rd. per applicable City requirements.

If you have any questions you can contact me at 206.762.1978 or email me at jaketraffic@comcast.com.

Very truly yours,

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

10.04.2022

MJJ: n

TABLE 1 - PM PEAK HOUR LEVEL OF SERVICE
BLUE SKY INDUSTRIAL MASTER PLAN – SHORELINE
TRANSPORTATION IMPACT ANALYSIS

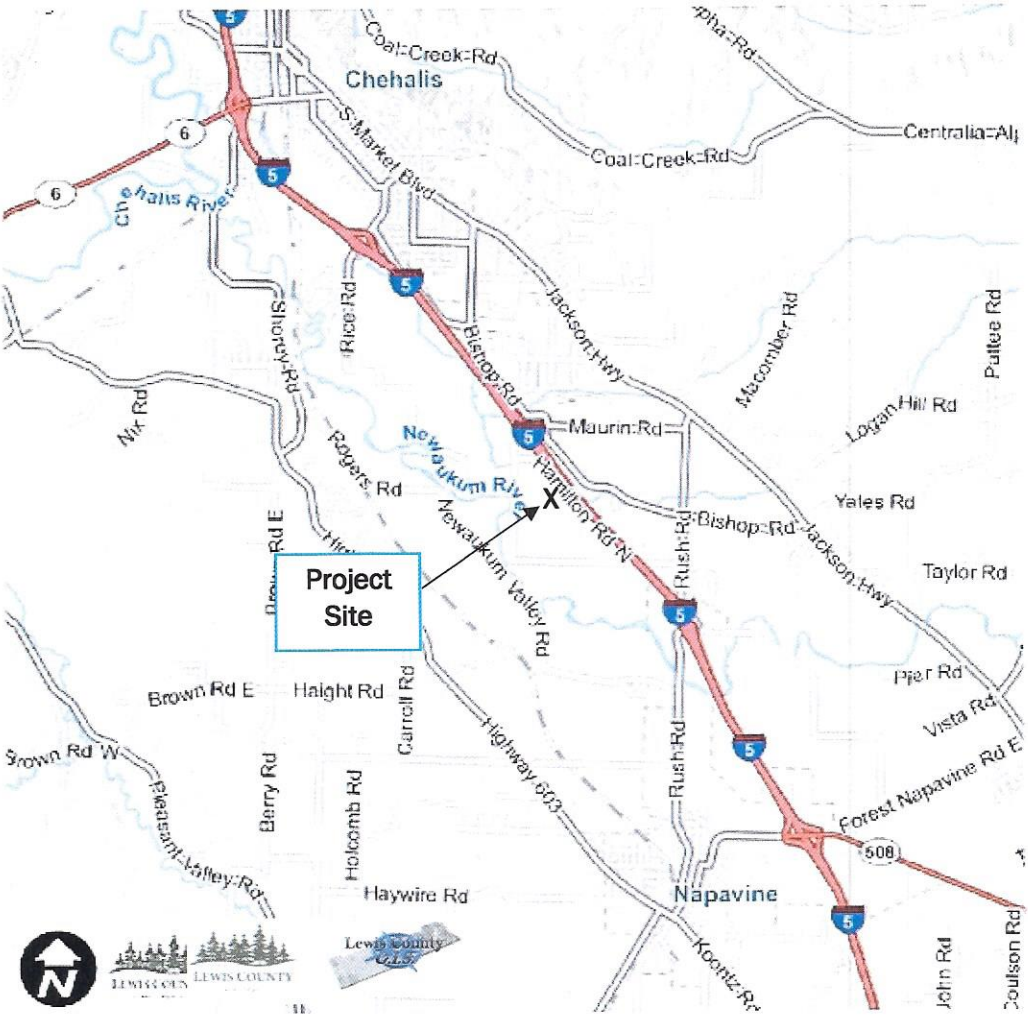
INTERSECTION	APPROACH	2022 EXISTING	2027 W/O PROJECT	2027 W/ PROJECT
1. Labree Rd. at SR - 5 NB ramps	Overall	C (22.4)	C (22.4)	C (23.1)
2. Labree Rd. at SR – 5 NB ramps	Overall	C (28.9)	C (29.8)	C (30.2)
3. Labree Rd. at N. Hamilton Rd.	Overall*	A (7.8)	A (8.0)	A (8.2)
4. Site Access at N. Hamilton Rd.	Overall EB	– –	– –	A (1.1) A (9.8)

* - Southbound traffic is not Stop controlled that is not a configuration the analysis procedure typically encounters and thus does not provide results. I thus analyzed the intersection as an All Way Stop that is a reasoned approach.

Number shown in parenthesis is the average control delay in seconds per vehicle for the intersection as a whole or approach movement, which determines the LOS per the Highway Capacity Manual.

Project: Blue Sky Industrial Master Plan – Chehalis
Location: 2015 N. Hamilton Road

NORTH



JTE, Inc.
FIGURE 1

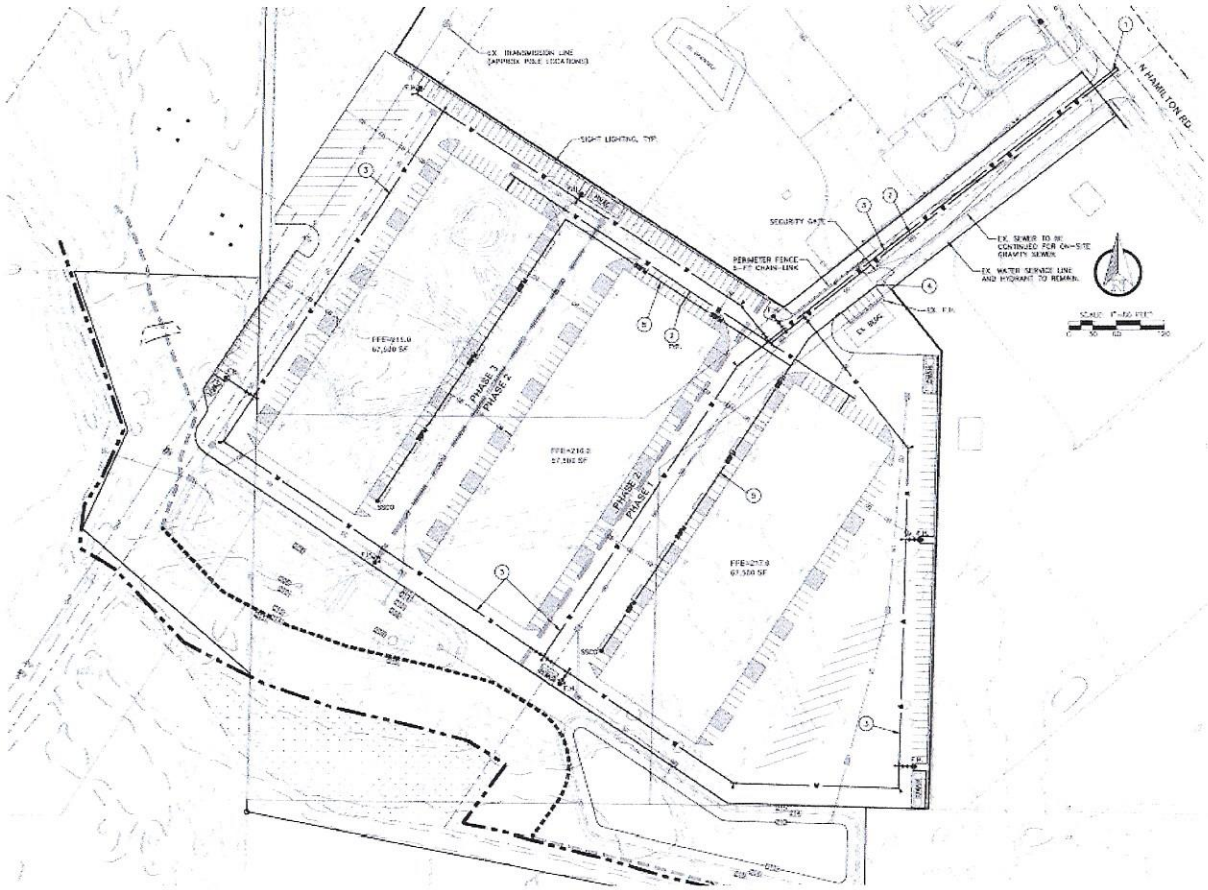
Reprint In Color Only

BLUE SKY INDUSTRIAL MASTER PLAN – CHEHALIS
TRANSPORTATION IMPACT ANALYSIS

VICINITY MAP

Project: Blue Sky Industrial Master Plan – Chehalis
Location: 2015 N. Hamilton Road

NORTH



Note: An 8.5 x 11" copy of the Site Plan is included with this report

JTE, Inc. FIGURE 2 Reprint in Color Only	BLUE SKY INDUSTRIAL MASTER PLAN – CHEHALIS TRANSPORTATION IMPACT ANALYSIS
	PRELIMINARY SITE PLAN

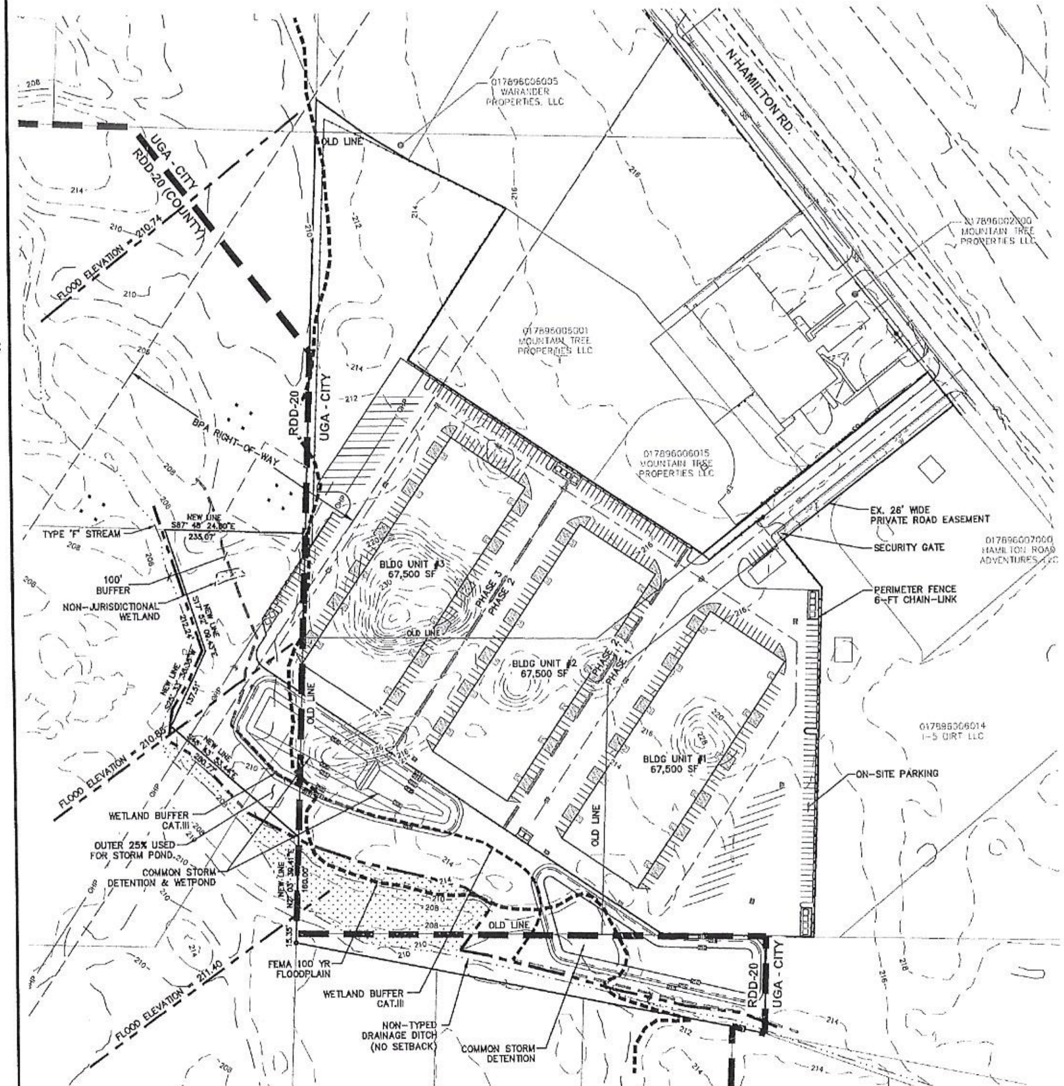
BLUE SKY I.M.P.

SECTION 15, TOWNSHIP 13 NORTH, RANGE 02 WEST, W.M.
LEWIS COUNTY, WASHINGTON

LEGEND

EXISTING / PROPOSED

- WATER MAIN
- SANITARY SEWER MAIN
- FORCE MAIN
- STORM MAIN
- ROOF DRAIN
- FOOTING DRAIN
- GAS LINE
- POWER LINE
- TELEPHONE LINE
- CABLE TV LINE
- ROADWAY CENTERLINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- FRONT/BACK OF CURB
- EDGE OF GRAVEL SHOULDER
- EDGE OF PAVEMENT
- SAWCUT LINE
- TOP/TOE OF SLOPE
- WETLAND BUFFER
- BUILDING ENVELOPE/SETBACK
- GRADE BREAK
- CONTOUR LINE
- FENCE
- FIRE HYDRANT
- GATE VALVE
- AIR RELIEF VALVE
- REDUCER
- THRUST BLOCKING
- WATER METER BOX
- DOUBLE CHECK VALVE ASSY
- CAP/PLUG
- STORM DRAIN CATCH BASIN
- STORM DRAIN MANHOLE
- CLEANOUT
- SURFACE FLOW DIRECTION
- SLOPE
- RIPRAP
- SPOT ELEVATION
- SEWER MANHOLE
- SEWER CLEANOUT
- AIR RELEASE VALVE
- THRUST BLOCKING
- REDUCER
- CAP/PLUG
- GATE VALVE
- JUNCTION BOX
- SERVICE DISCONNECT
- YARD/PEDESTRIAN LIGHT
- STREET LIGHT
- TRANSFORMER
- POWER VAULT
- POWER POLE
- POLE ANCHOR
- TELEPHONE VAULT
- TELEPHONE RISER
- GAS VALVE
- GAS METER
- SIGN



VICINITY MAP

N.T.S.

PROJECT INFORMATION

APPLICANT:	RUSTY GILL BLUE SKY PROPERTIES, LLC. PO BOX 416 CHEHALIS, WA 98532 (360) 508-1129 RUSTY@RGCRUSHING.COM
PARCEL NOS:	017897017000, 017725005010, 017896006009, 017896006010, 017896006011, 017896006016
PROPOSED USE:	WAREHOUSE STORAGE, 225,000 SF
SITE ADDRESS:	2015 N HAMILTON RD. CHEHALIS, WA 98532
ZONING:	UGA -CITY
SITE AREA:	20.03 TOTAL ACRES
GRADING:	31,000± CY CUT 51,000± CY FILL 20,000 NET FILL
PARKING: REQUIRED:	225 STALLS (1/1000SF) PER NMC 17.64.010.C
PROPOSED:	PHASE 1 125 STALLS FUTURE 202 STALLS TOTAL 327 STALLS
TRAILER PARKING:	TRUCK/TRAILER BERTHS: 24
SOILS:	48- CHEHALIS SILTY CLAY LOAM 118- LACAMAS SILT LOAM 152- OLEQUA SILT LOAM 172- REED SILTY CLAY LOAM
SANITARY SEWER:	CITY OF CHEHALIS
WATER:	CITY OF CHEHALIS
FIRE DISTRICT:	LEWIS COUNTY

SHEET INDEX

WORK IN CITY RIGHT-OF-WAY

CONTRACTOR TO OBTAIN RIGHT OF WAY PERMIT PRIOR TO ANY WORK WITHIN CITY RIGHT OF WAY. ALL WORK WITHIN CITY RIGHT OF WAY SHALL ADHERE TO CITY STANDARDS AS OUTLINED IN THE RIGHT OF WAY PERMIT.

GEOTECHNICAL NOTE

A GEOTECHNICAL REPORT WAS NOT PREPARED FOR THIS PROJECT. IN LIEU OF A REPORT, ALL RETAINING WALL CONSTRUCTION, EARTHWORK, SUB-GRADE PREPARATION, AND PAVING ACTIVITIES SHALL COMPLY WITH THE STANDARD SPECIFICATIONS AND THE IBC.

SCALE: 1"=100 FEET
0 50 100 200

NOTE: CLEARING/GRADING AND STOCKPILE ACTIVITY SHALL NOT BE PERFORMED WITHIN ANY CRITICAL AREA BUFFER.

NO.	DATE	REVISION

DESIGNED BY: CLA
DRAWN BY: ALE
CHECKED BY: RWB
DATE: 09/08/2022
SCALE: 1" = 100'

BLUE SKY I.M.P.

LEWIS COUNTY WA.

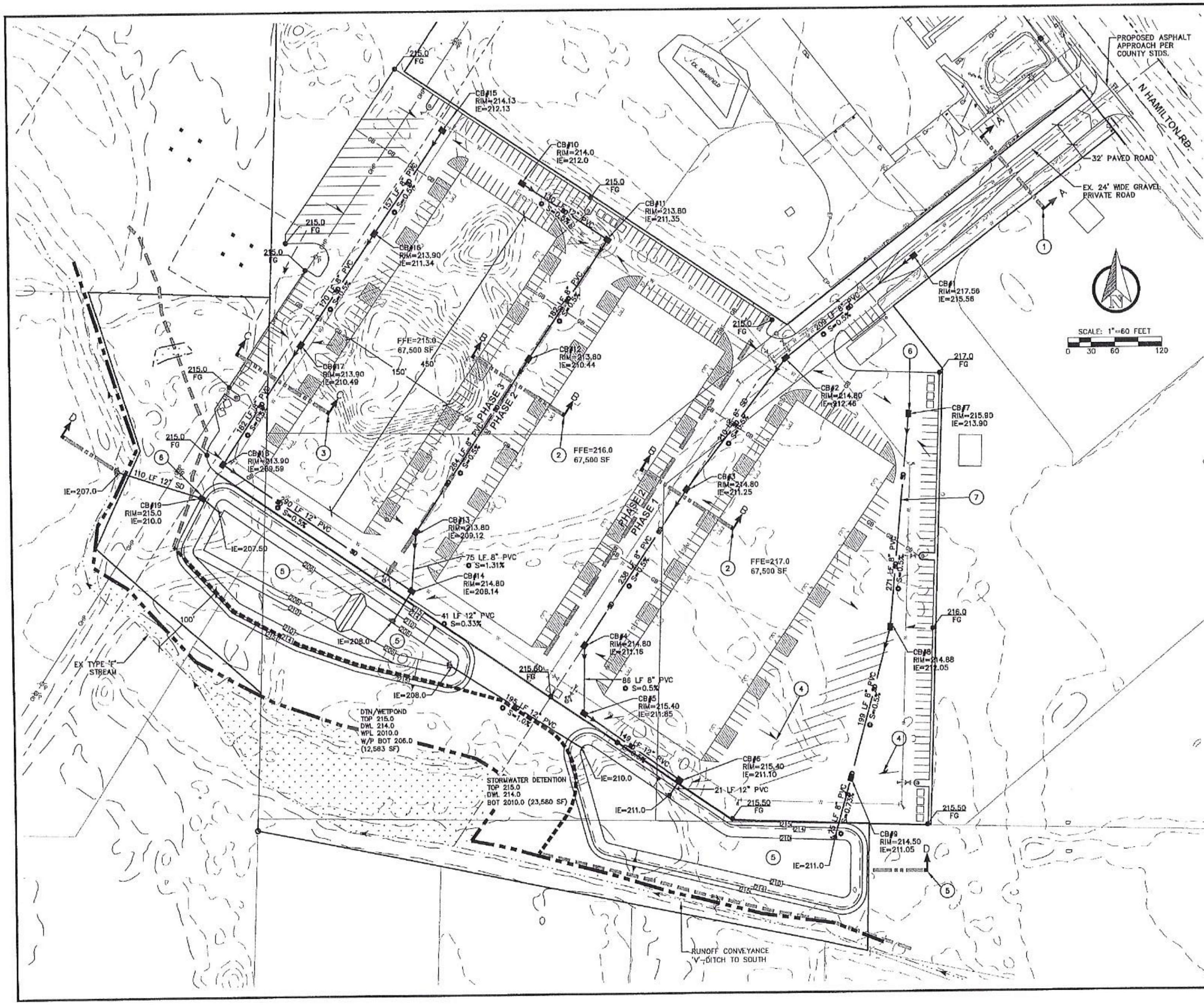
OVERALL MASTER SITE PLAN AND PROJECT INFORMATION

ROBERT W. BALMER
REGISTERED PROFESSIONAL ENGINEER
NOT FOR CONSTRUCTION

RB Engineering
DESIGN → PERMIT → MANAGE
P.O. Box 923
CHEHALIS, WA 98532
OFF: (360) 740-8919

811 Know what's below. Call 811 before you dig.

JOB NUMBER 20114
DRAWING NAME 20114_OVSP
C0.1
1 OF 4



GRADING NOTES:

1. WIDEN EX GRAVEL ROAD AND GRADE NEW 32' WIDE INVERTED ROAD SECTION PER DETAIL A-A ON SHEET C2.2.
2. GRADE NEW BLDG. PAD AND 70' WIDE INVERTED DRIVE LANE PER SECTION B-B ON SHEET C2.2.
3. GRADE NEW INVERTED DRIVE LANE PER SECTION C-C ON SHEET C2.2.
4. NEW PARKING PAD SLOPED TO DRAIN TO CATCH BASIN PER PLAN.
5. GRADE AND CONSTRUCT NEW COMBINATION WETPOND/ DETENTION POND PER PLAN AND SECTION DETAIL D-D ON SHEET C2.2.
6. STORM DRAIN CONTROL STRUCTURE TO BE INSTALLED PER FINAL DESIGN.
7. TYPE 1 CATCH BASINS TO BE INSTALLED PER FINAL DESIGN.
8. STORMWATER PVC PIPE TO BE INSTALLED PER FINAL DESIGN.

PAVING NOTE:

ALL PAVING SHALL BE DONE PRIOR TO OCTOBER 1ST. PAVING AFTER OCTOBER 1ST WILL REQUIRE APPROVAL FROM THE OWNER AND PROJECT ENGINEER. SUB-GRADE THAT DOES NOT MEET COMPACTION OR IS SATURATED WILL REQUIRE THE CONTRACTOR TO PROVIDE A WRITTEN 2 YEAR WARRANTY FOR THE PAVING.

ADA NOTE:

ALL NEW SIDEWALKS SHALL NOT EXCEED 2% SIDE SLOPE AND ADA PARKING STALLS AND RAMP LANDINGS SHALL NOT EXCEED 2 PERCENT SLOPE IN ALL DIRECTIONS. ALL ADA ACCESSIBLE ROUTES IDENTIFIED ON THE PLANS SHALL NOT EXCEED 5% LONGITUDINAL GRADE. ALL ADA RAMPS SHALL NOT EXCEED 8% GRADE AND 2% CROSS SLOPE. CONTRACTOR IS RESPONSIBLE TO CHECK GRADES PRIOR TO CONCRETE AND PAVING WORK. ANY GRADES EXCEEDING THE ABOVE LIMITS WILL BE REQUIRED TO BE CORRECTED AT THE SOLE EXPENSE OF THE CONTRACTOR.

NO.	DATE	REVISION

DESIGNED BY: CLA
DRAWN BY: ALE
CHECKED BY: RWB
DATE: 09/08/2022
SCALE: 1" = 60'

BLUE SKY I.M.P.

LEWIS COUNTY WA.

PRELIMINARY GRADING AND DRAINAGE PLAN

NOT FOR CONSTRUCTION

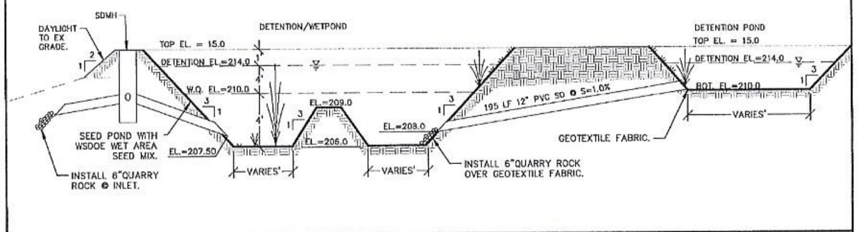
RB Engineering
DESIGN → PERMIT → MANAGE

811 Know what's below. Call 811 before you dig.

JOB NUMBER 20114

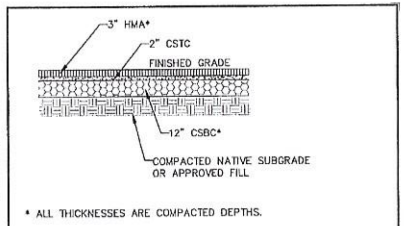
DRAWING NAME 20114_C2.1_PGDPL

C2.1



(D) DETENTION / WETPOND SECTION
N.T.S.

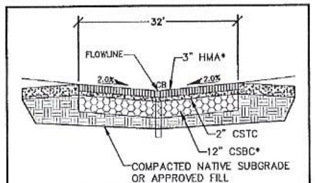
POND XSEC
POND_XSEC.dwg



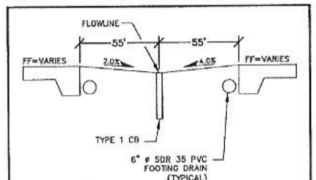
* ALL THICKNESSES ARE COMPACTED DEPTHS.

TYPICAL STRUCTURAL PAVING SECTION
N.T.S.

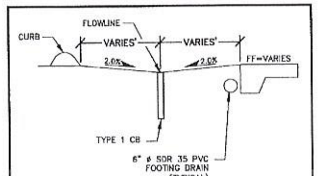
RB ENGINEERING
PAVING SECTION.dwg



(A) DRIVEWAY SECTION
N.T.S.



(B) DRIVELANE SECTION
N.T.S.



(C) DRIVELANE SECTION
N.T.S.

WET AREA SEED MIX:

	% WEIGHT	% PURITY	% GERMINATION
TALL OR MEADOW FESCUE *Festuca arundinacea or Festuca elatior*	60–70	98	98
SEASIDE/CREEPING BENTGRASS *Agrostis palustris*	10–15	98	98
MEADOW FOXTAIL *Alepocurus pratensis*	10–15	90	90
ALSIKE CLOVER *Trifolium hybridum*	1–6	98	98
REDTOP BENTGRASS *Agrostis alba*	1–6	92	92

SEEDING RATE = 120 LB / AC

*REFERENCE STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON: VOLUME V: TABLE 9.4

STANDARD STORM DRAINAGE NOTES

ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY/COUNTY STANDARDS AND THE MOST CURRENT COPY OF THE STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION (WSDOT/APWA).

TEMPORARY EROSION/WATER POLLUTION MEASURES SHALL BE REQUIRED IN ACCORDANCE WITH SECTION 1–07.15 OF THE STANDARD SPECIFICATIONS AND THE DRAINAGE DESIGN AND EROSION CONTROL MANUAL ("DRAINAGE MANUAL").

PROPONENT SHALL COMPLY WITH ALL OTHER PERMITS AND OTHER REQUIREMENTS OF THE GOVERNING AUTHORITY OR AGENCY.

A PRECONSTRUCTION MEETING SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION OR STAKING OF THE SITE.

HYDROSEED FILTER STRIP, INFILTRATION SWALE, AND ANY EXPOSED DISTURBED AREAS. HYDROSEED TO BE APPLIED IMMEDIATELY UPON COMPLETION OF GRADING.

STORM DRAIN PIPE SHALL MEET THE FOLLOWING REQUIREMENTS:

A. PLAIN CONCRETE PIPE CONFORMING TO THE REQUIREMENTS OF AASHTO M86, CLASS 2.
B. REINFORCED CONCRETE PIPE CONFORMING TO THE REQUIREMENTS OF AASHTO M 170.
C. PVC PIPE CONFORMING TO ASTM D3034 SDR OR ASTM F 789 WITH JOINTS AND GASKETS CONFORMING TO ASTM D3212 AND ASTM F 477.
D. DUCTILE IRON PIPE CONFORMING TO THE REQUIREMENTS OF AWWA C 151, THICKNESS CLASS AS SHOWN ON THE PLANS.
E. POLYETHYLENE SMOOTH WALL PIPE PER ADVANCED DRAINAGE SYSTEMS (ADS) N–12 OR HANCOR HI–Q CONSTRUCTED PER WSDOT/APWA STANDARD SPECIFICATIONS 7–04. (FOR PIPE SIZED UP THROUGH 24" DIA.)

SPECIAL STRUCTURES, OIL/WATER SEPARATORS, AND OUTLET CONTROLS SHALL BE INSTALLED PER PLANS AND MANUFACTURERS RECOMMENDATIONS.

PROVIDE TRAFFIC CONTROL PLAN(S) AS REQUIRED IN ACCORDANCE WITH MUTCD. CALL UNDERGROUND LOCATE LINE 1–800–424–5555 MINIMUM 48 HOURS PRIOR TO ANY EXCAVATION.

ALL SURVEYING AND STAKING SHALL BE PERFORMED BY AN ENGINEERING OR SURVEYING FIRM CAPABLE OF PERFORMING SUCH WORK. THE ENGINEER OR SURVEYOR DIRECTING SUCH WORK SHALL BE LICENSED BY THE STATE OF WASHINGTON.

THE MINIMUM STAKING OF STORM SEWER SYSTEMS SHALL BE AS FOLLOWS:

A. STAKE LOCATION OF ALL CATCH BASIN/MANHOLES AND OTHER FIXTURES FOR GRADE AND ALIGNMENT.
B. STAKE LOCATION, SIZE, AND DEPTH OF RETENTION/DETENTION FACILITY.
C. STAKE FINISHED GRADE OF ALL STORMWATER FEATURES, INCLUDING BUT NOT LIMITED TO CATCH BASIN/MANHOLE RIM ELEVATIONS, OVERFLOW STRUCTURES, WEIRS, AND INVERT ELEVATIONS OF ALL PIPES IN CATCH BASINS, MANHOLES, AND THOSE PIPES THAT DAYLIGHT.

ALL DRIVEWAY CULVERTS SHALL BE OF SUFFICIENT LENGTH TO PROVIDE A MINIMUM 3:1 SLOPE FOR THE EDGE OF THE DRIVEWAY TO THE BOTTOM OF THE DITCH. CULVERTS SHALL HAVE BEVELED SECTIONS TO MATCH THE SIDE SLOPE. THE STORM DRAINAGE SYSTEM SHALL BE CONSTRUCTED ACCORDING TO APPROVED PLANS ON FILE WITH THE JURISDICTION. ANY MATERIAL DEVIATION FROM THE APPROVED PLANS WILL REQUIRE WRITTEN APPROVAL FROM THE JURISDICTION.

A COPY OF THE APPROVED STORMWATER PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.

ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED OR SIMILARLY STABILIZED TO THE SATISFACTION OF THE JURISDICTION. FOR SITES WHERE GRASS HAS BEEN PLANTED THROUGH HYDROSEEDING, THE PERFORMANCE BOND WILL NOT BE RELEASED UNTIL THE GRASS HAS BEEN THOROUGHLY ESTABLISHED, UNLESS OTHERWISE APPROVED BY THE JURISDICTION.

ALL EROSION CONTROL AND STORMWATER FACILITIES SHALL BE REGULARLY INSPECTED AND MAINTAINED BY THE CONTRACTOR DURING THE CONSTRUCTION PHASE OF THE DEVELOPMENT PROJECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACT.

ANY WORK WITHIN THE TRAVELED RIGHT–OF–WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE AT LEAST ONE FLAGGER FOR EACH LANE OF TRAFFIC AFFECTED. ALL SECTIONS OF THE CURRENT W.S.D.O.T. STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL SHALL APPLY.

IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN STREET USE AND OTHER RELATED OR REQUIRED PERMITS PRIOR TO ANY CONSTRUCTION ACTIVITY IN THE JURISDICTIONS RIGHT–OF–WAY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL REQUIRED PERMITS PRIOR TO ANY CONSTRUCTION.

NO FINAL CUT OR FILL SLOPE SHALL EXCEED TWO (2) HORIZONTAL AND ONE (1) VERTICAL WITHOUT STABILIZATION BY ROCKERY OR BY A STRUCTURAL RETAINING WALL.

THE CONTRACTOR SHALL VERIFY THE LOCATIONS, WIDTHS, THICKNESSES, AND ELEVATIONS OF ALL EXISTING PAVEMENTS AND STRUCTURES, INCLUDING UTILITIES AND OTHER FRONTAGE IMPROVEMENTS, THAT ARE TO INTERFACE WITH WORK, PROVIDE ALL TRIMMING, CUTTING, SAW CUTTING, GRADING, LEVELING, SLOPING, COATING, AND OTHER WORK, INCLUDING MATERIALS AS NECESSARY TO CAUSE THE INTERFACE WITH EXISTING WORKS TO BE PROPER, WITHOUT CONFLICT, ACCEPTABLE TO THE ENGINEER AND THE JURISDICTION, COMPLETE IN PLACE, AND READY TO USE.

COMPACTION OF ALL FILL AREAS SHALL BE PER CURRENT APWA SPECIFICATIONS. FILL SHALL BE PROVIDED IN 6" MAXIMUM LIFTS AND SHALL BE COMPACTED TO 95 PERCENT OF ITS MAXIMUM RELATIVE DENSITY.

NO. | DATE | REVISION

DESIGNED BY: CLA
DRAWN BY: ALE
CHECKED BY: RWB
DATE: 09/08/2022
SCALE: NO SCALE

BLUE SKY I.M.P.

LEWIS COUNTY WA.

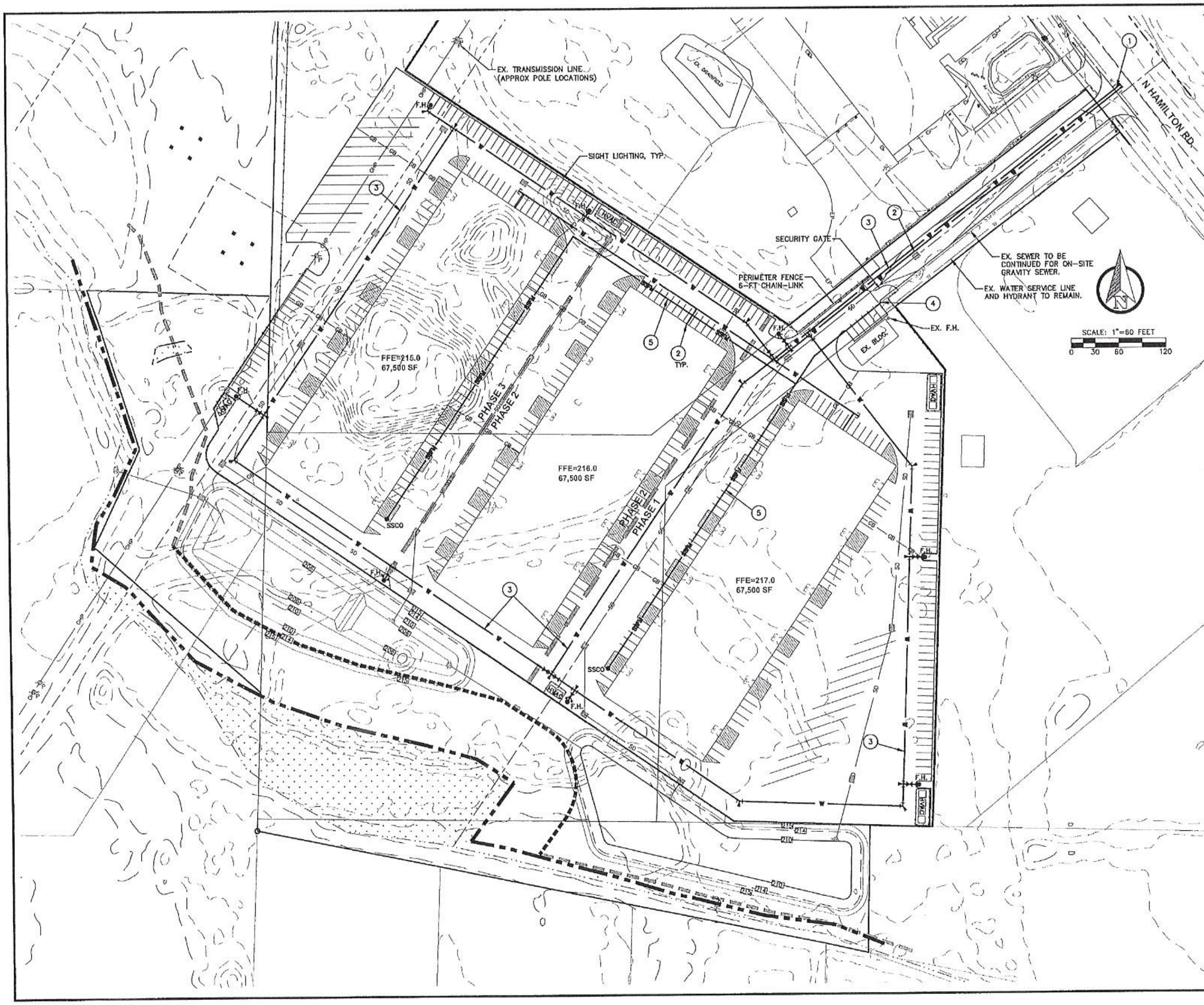
PRELIMINARY GRADING AND DRAINAGE NOTES AND DETAILS

NOT FOR CONSTRUCTION

RB Engineering
DESIGN → PERMIT → MANAGE

811 Know what's below. Call 811 before you dig

JOB NUMBER 20114
DRAWING NAME 20114_C2.2_PGDN
C2.2
3 OF 4



UTILITY NOTES:

1. PROPOSED CONNECTION TO EXISTING 8"ø WATER MAIN IN N. HAMILTON RD.
2. PROPOSED 1 ½"ø PVC DOMESTIC WATER SERVICE LINE TO SERVE BLDGS.
3. PROPOSED 6"ø FIRE LINE AND HYDRANTS PER PLAN.
4. PROPOSED CONNECTION TO EXISTING SANITARY SEWER FORCEMAIN.
5. PROPOSED 8"ø SDR35 SANITARY SEWER FORCEMAIN PER PLAN. INDIVIDUAL GRINDER PUMP LOCATIONS TO BE DETERMINED.

UTILITY SEPARATION NOTE:

MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN WATER LINES AND SANITARY SEWER LINES.

WHERE VERTICAL SEPARATION IS LESS THAN 18" BETWEEN WATER LINES AND SEWER LINES, SLEEVE WATER LINES WITH A 20' LENGTH OF DUCTILE IRON PIPE WITH ENDS EQUAL DISTANCE FROM CROSSING.

PROVIDE SAND CUSHION BETWEEN PIPES THAT HAVE LESS THAN 8" OF SEPARATION.

NO.	DATE	REVISION

DESIGNED BY: CLA
DRAWN BY: ALE
CHECKED BY: RWB
DATE: 09/08/2022
SCALE: 1" = 60'

BLUE SKY I.M.P.

LEWIS COUNTY WA.

PRELIMINARY UTILITY PLAN

NOT FOR CONSTRUCTION

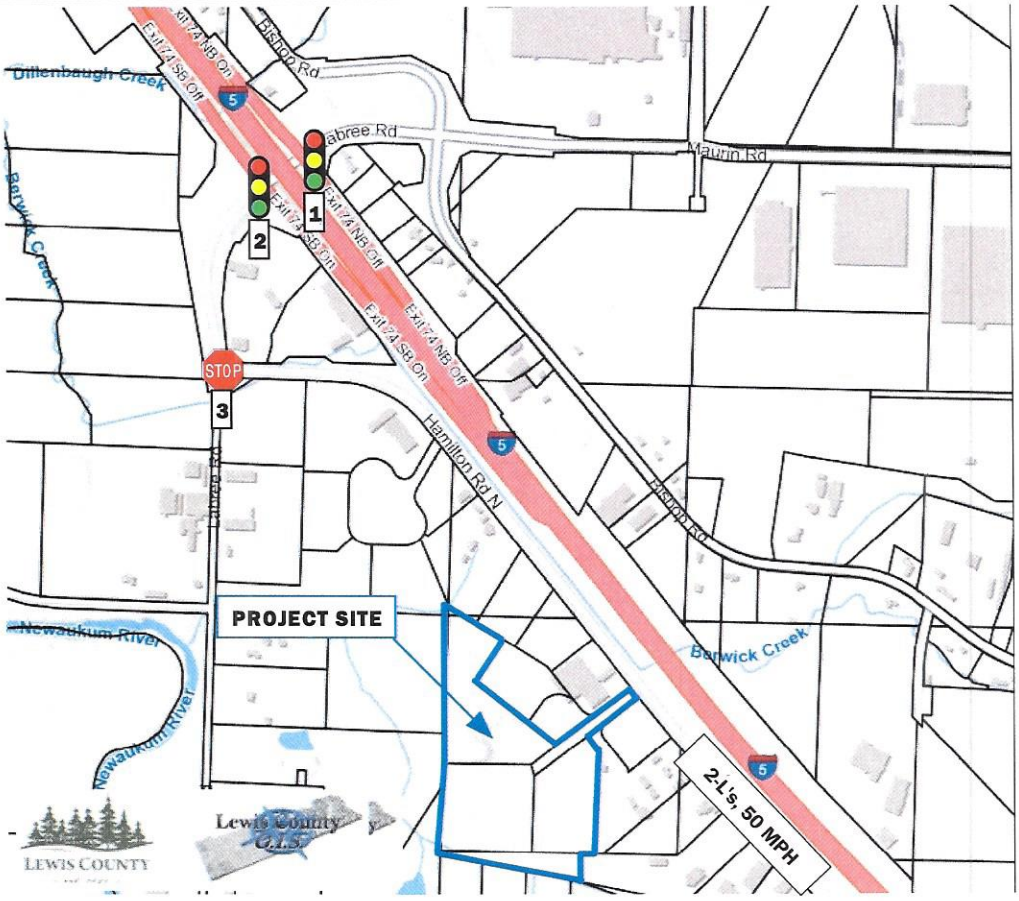
RB Engineering
DESIGN → PERMIT → MANAGE
P.O. Box 923
CHEHALIS, WA 98532
OFF: (360) 740-8919
EMAIL: CHERYL@RBEngineers.com

811 Know what's below. Call 811 before you dig.

JOB NUMBER
20114

DRAWING NAME
20114_C3.1_PUTPL

C3.1



NORTH

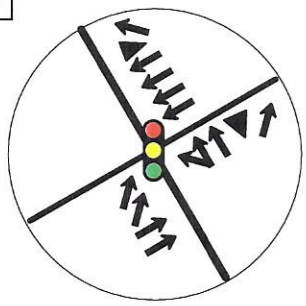
LEGEND

- Approach Lane & Direction
- Stop Sign
- Traffic Signal
- # Analysis I/S #
- X-L's # of Travel Lanes
- XX MPH Posted Speed Limit

1

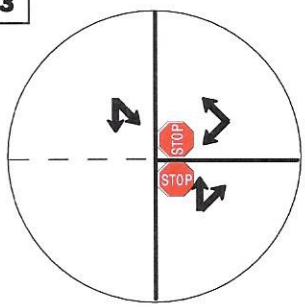
Labree Rd. at
SR - 5 NB ramp

2



Labree Rd. at
SR - 5 SB ramp

3



Labree Rd. at
N. Hamilton Rd.

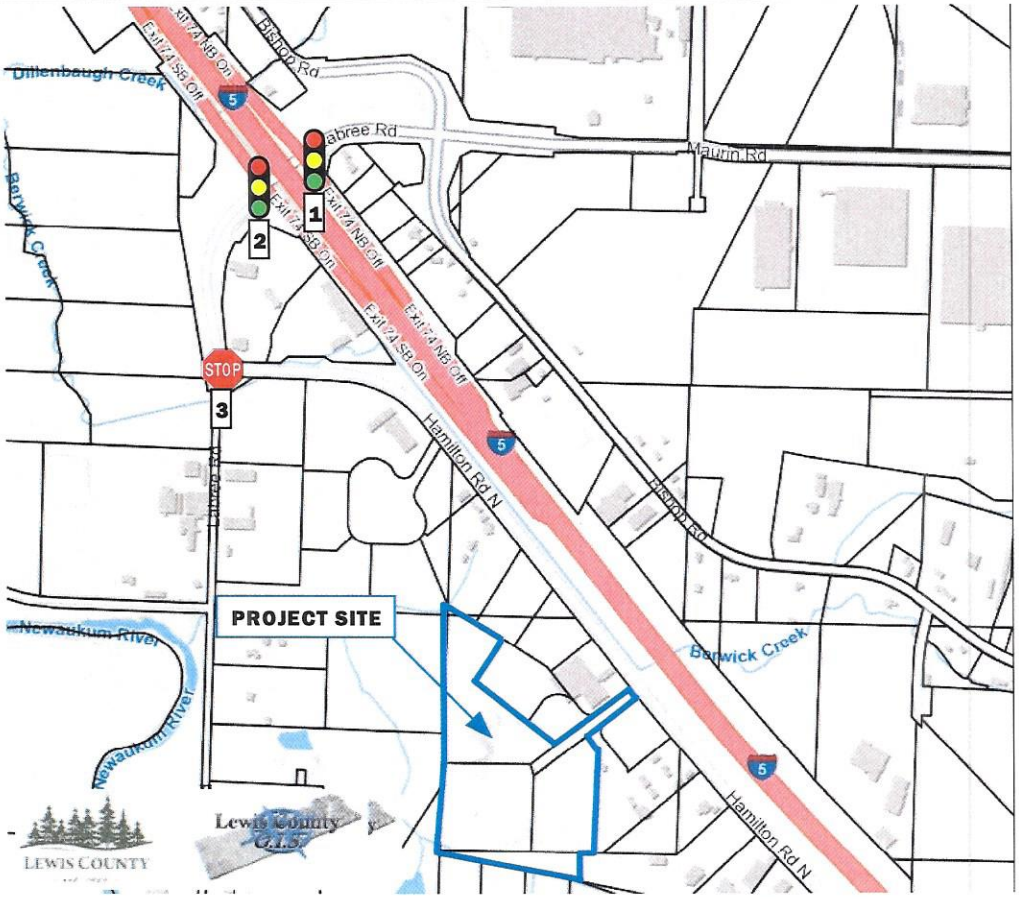
JTE, Inc.

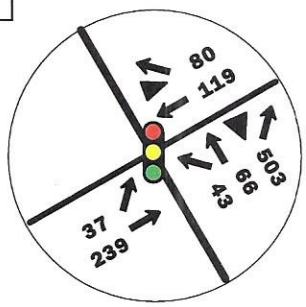
FIGURE 3

Reprint in Color Only

BLUE SKY INDUSTRIAL MASTER PLAN - CHEHALIS
TRANSPORTATION IMPACT ANALYSIS

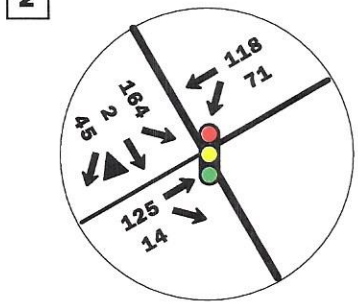
EXISTING STREET CONDITIONS





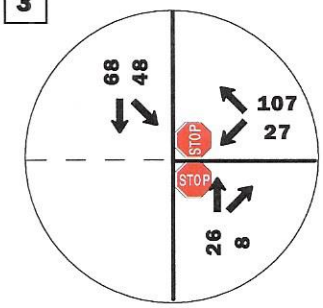
Labree Rd. at
SR - 5 NB ramp

08.25.2022*
1615 - 1615



Labree Rd. at
SR - 5 SB ramp

08.25.2022
1630 - 1730



Labree Rd. at
N. Hamilton Rd.

08.25.2022
1630 - 1730

* - There appears to have been an incident on SR - 5 NB that affected NB traffic. This incident does not look to affect the other counts. Ample capacity exists at the NB ramp thus a recount was not deemed to be necessary.

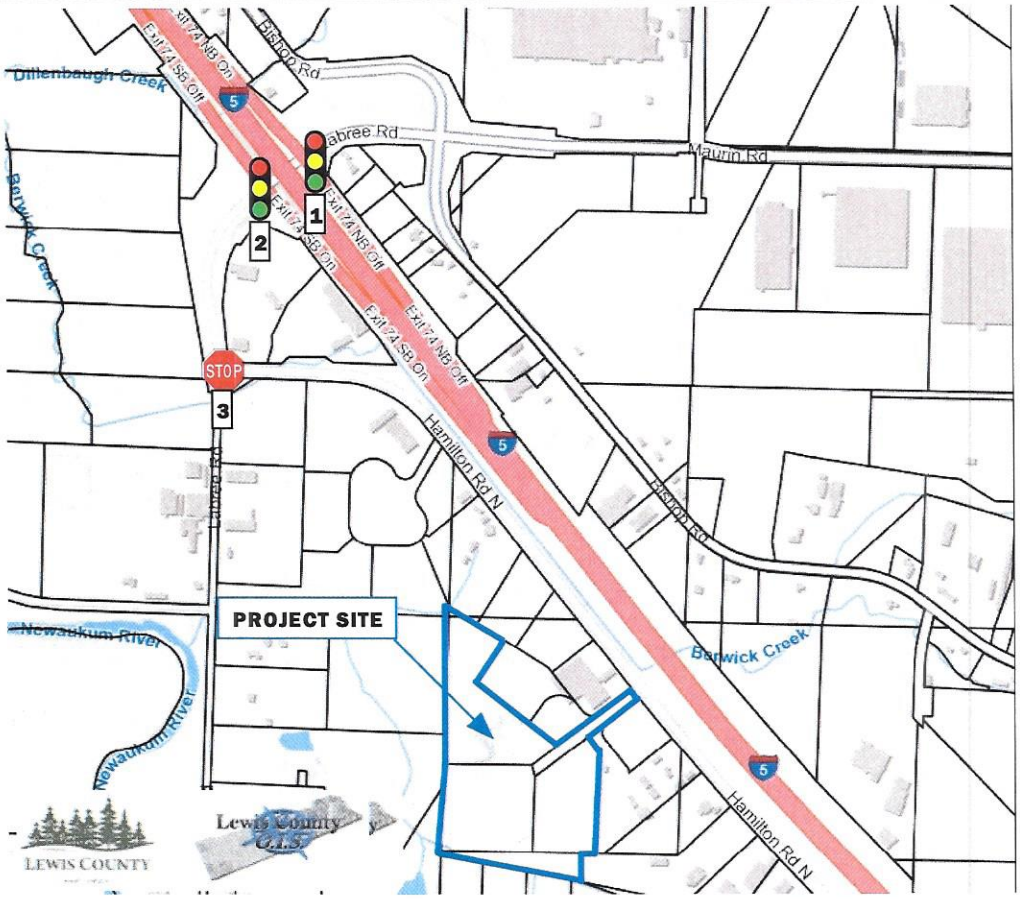
JTE, Inc.

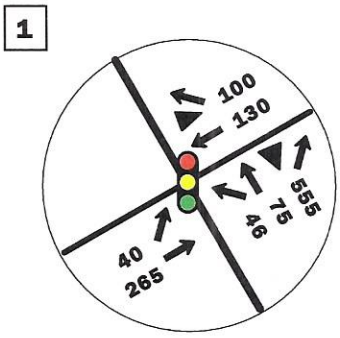
FIGURE 4

Reprint In Color Only

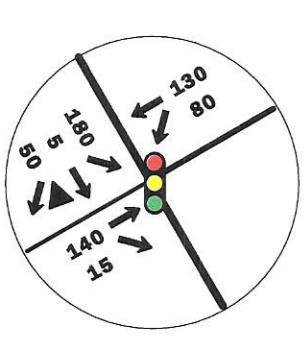
BLUE SKY INDUSTRIAL MASTER PLAN - CHEHALIS TRANSPORTATION IMPACT ANALYSIS

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

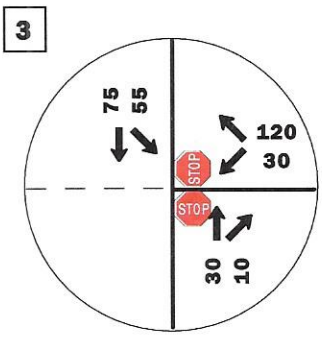




Labree Rd. at
SR - 5 NB ramp



Labree Rd. at
SR - 5 SB ramp



Labree Rd. at
N. Hamilton Rd.

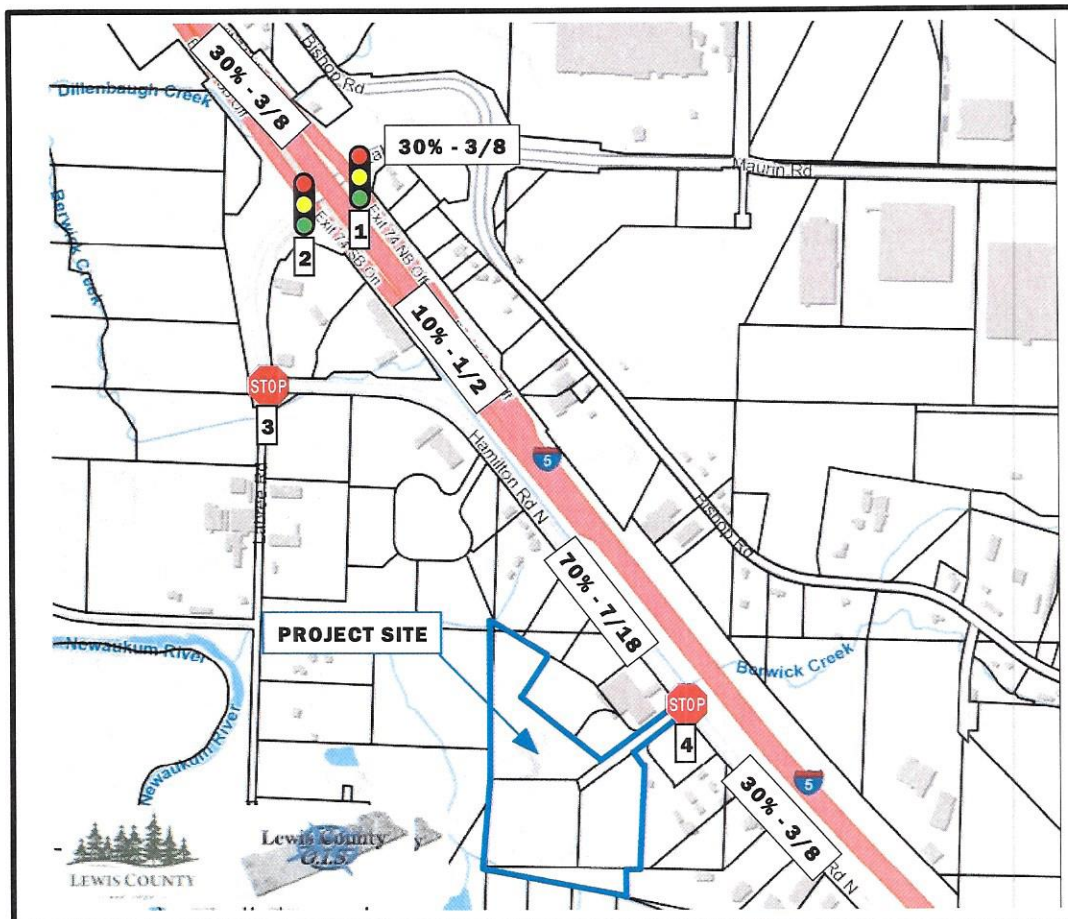
JTE, Inc.

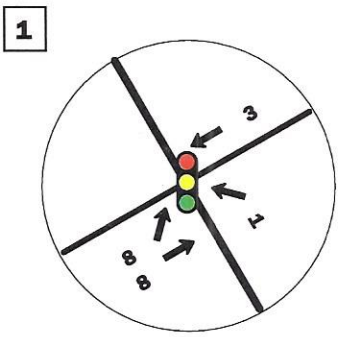
FIGURE 5

Reprint in Color Only

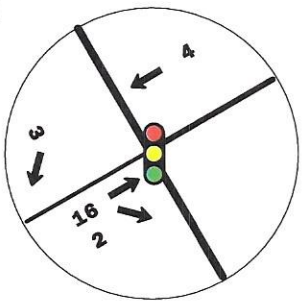
BLUE SKY INDUSTRIAL MASTER PLAN - CHEHALIS
TRANSPORTATION IMPACT ANALYSIS

PROJECTED 2027 PM PEAK HOUR TRAFFIC VOLUMES
WITHOUT THE PROJECT

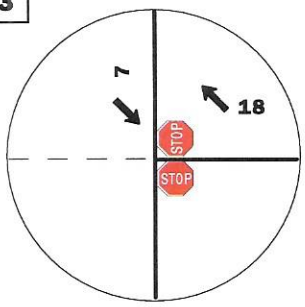




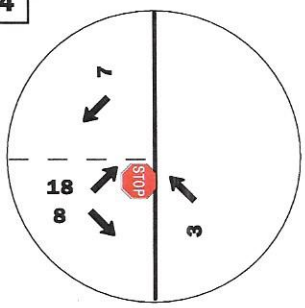
Labree Rd. at
SR - 5 NB ramp



Labree Rd. at
SR - 5 SB ramp



Labree Rd. at
N. Hamilton Rd.



Site Access at
N. Hamilton Rd.

NET NEW SITE GENERATED PM PEAK HOUR TRIPS				
Direction	Total	Site Access	(Existing)	Net New
Enter	10	10	-	10
Exit	26	26	-	26
Total	36	36	-	36

Note: Rounding can result in minor trip differential

Parenthesis (xx) - denote negative values per standard accounting convention

xx% distribution - enter/exit PMPHT's

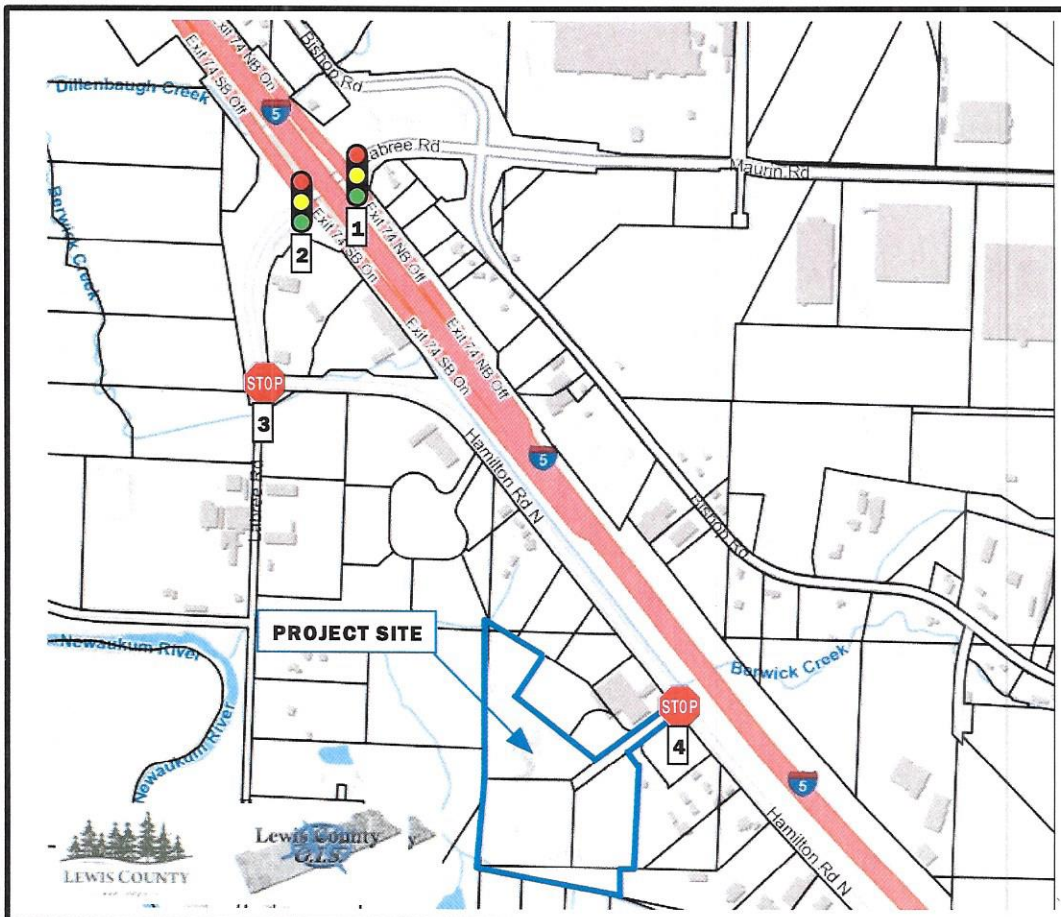
JTE, Inc.

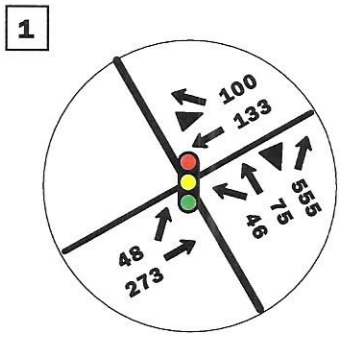
FIGURE 6

Reprint In Color Only

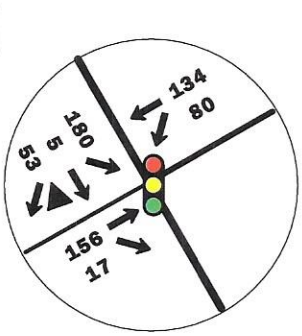
BLUE SKY INDUSTRIAL MASTER PLAN - CHEHALIS TRANSPORTATION IMPACT ANALYSIS

PROJECTED GENERATED PM PEAK HOUR TRAFFIC VOLUMES AND DISTRIBUTION

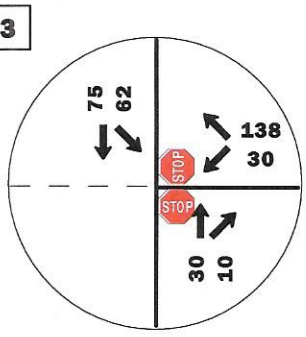




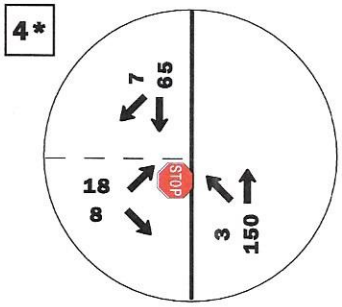
Labree Rd. at
SR - 5 NB ramp



Labree Rd. at
SR - 5 SB ramp



Labree Rd. at
N. Hamilton Rd.



Site Access at
N. Hamilton Rd.

* - through traffic volumes
derived using data at I/S #3

JTE, Inc.

FIGURE 7

Reprint in Color Only

BLUE SKY INDUSTRIAL MASTER PLAN - CHEHALIS
TRANSPORTATION IMPACT ANALYSIS

PROJECTED 2027 PM PEAK HOUR TRAFFIC VOLUMES
WITH THE PROJECT

APPENDIX

Prepared for: **Jake Traffic**

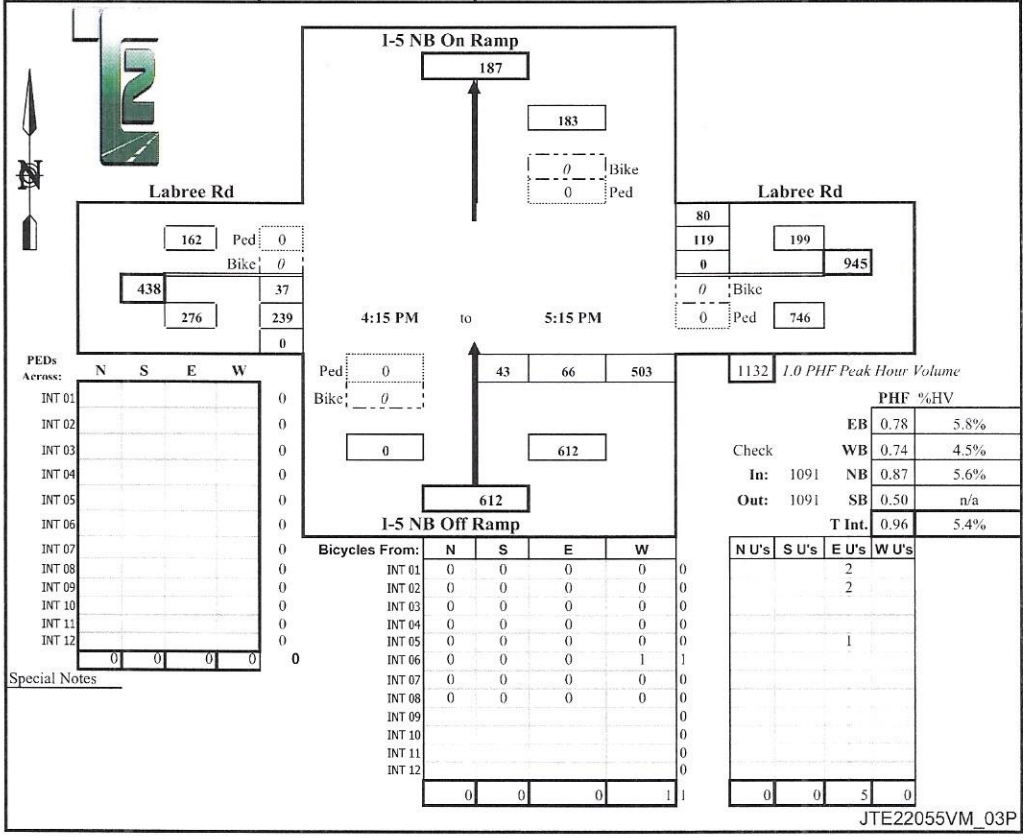
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: I-5 NB Ramps & Labree Rd
Location: Chehalis, Washington
Date of Count: Thu 08/25/2022
Checked By: Jen

Time Interval	From North on (SB) I-5 NB On Ramp				From South on (NB) I-5 NB Off Ramp				From East on (WB) Labree Rd				From West on (EB) Labree Rd				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	0	1	0	0	4	3	0	24	6	0	37	34	4	16	39	0	154
4:30 P	0	2	0	0	8	13	32	131	1	0	21	18	7	6	47	0	270
4:45 P	0	0	0	0	8	7	11	133	4	0	47	20	3	10	55	0	283
5:00 P	0	0	0	0	10	13	10	116	2	0	27	19	3	9	61	0	255
5:15 P	0	2	0	0	8	10	13	123	2	0	24	23	3	12	76	0	283
5:30 P	0	0	0	0	4	43	7	52	4	0	18	34	3	18	52	0	224
5:45 P	0	0	0	0	1	3	0	13	3	0	16	29	2	6	38	0	105
6:00 P	0	0	0	0	3	2	3	9	1	0	11	22	2	10	30	0	87
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	5	0	0	46	94	76	601	23	0	201	199	27	87	398	0	1661
Peak Hour: 4:15 PM to 5:15 PM																	
Total	0	4	0	0	34	43	66	503	9	0	119	80	16	37	239	0	1091
Approach	4				612				199				276				1091
%HV	n/a				5.6%				4.5%				5.8%				5.4%
PHF	0.50				0.87				0.74				0.78				0.96



PEDs Across:	N	S	E	W	
INT 01					0
INT 02					0
INT 03					0
INT 04					0
INT 05					0
INT 06					0
INT 07					0
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	0	0

	PHF	%HV
EB	0.78	5.8%
WB	0.74	4.5%
NB	0.87	5.6%
SB	0.50	n/a
T Int.	0.96	5.4%

Check In: 1091 Out: 1091

Bicycles From:	N	S	E	W	
INT 01	0	0	0	0	0
INT 02	0	0	0	0	0
INT 03	0	0	0	0	0
INT 04	0	0	0	0	0
INT 05	0	0	0	0	0
INT 06	0	0	0	1	1
INT 07	0	0	0	0	0
INT 08	0	0	0	0	0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	1	1

N U's	S U's	E U's	W U's
		2	
		2	
		1	
0	0	5	0

Special Notes

JTE22055VM_03P

Prepared for: **Jake Traffic**

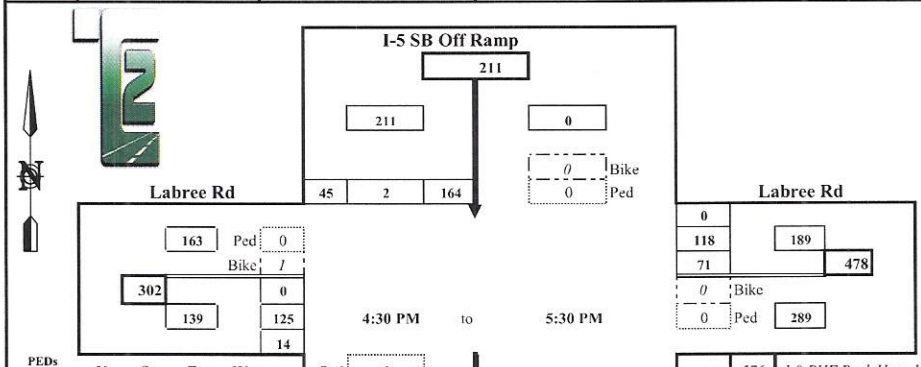
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: I-5 SB Ramps & Labree Rd
Location: Chehalis, Washington
Date of Count: Thu 08/25/2022
Checked By: Jen

Time Interval	From North on (SB) I-5 SB Off Ramp				From South on (NB) I-5 SB On Ramp				From East on (WB) Labree Rd				From West on (EB) Labree Rd				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	3	33	0	16	0	0	0	0	5	29	11	0	1	0	22	1	112
4:30 P	8	34	0	14	0	0	0	0	3	14	20	0	1	0	19	5	106
4:45 P	2	45	1	13	0	0	0	0	3	29	25	0	2	0	20	4	137
5:00 P	2	40	0	9	0	0	0	0	0	17	23	0	0	0	30	3	122
5:15 P	4	44	0	15	0	0	0	0	2	15	19	0	1	0	40	3	136
5:30 P	1	35	1	8	0	0	0	0	3	10	51	0	4	0	35	4	144
5:45 P	2	32	3	6	0	0	0	0	2	11	8	0	1	0	12	0	72
6:00 P	1	28	0	6	0	0	0	0	1	7	6	0	0	0	12	0	59
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	23	291	5	87	0	0	0	0	19	132	163	0	10	0	190	20	888
Peak Hour: 4:30 PM to 5:30 PM																	
Total	9	164	2	45	0	0	0	0	8	71	118	0	7	0	125	14	539
Approach	211				0				189				139				539
%HV	4.3%				n/a				4.2%				5.0%				4.5%
PHF	0.89				n/a				0.77				0.81				0.94



PEDs Across:	N	S	E	W	
INT 01					0
INT 02					0
INT 03					0
INT 04					0
INT 05					0
INT 06					0
INT 07					0
INT 08					0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	0	0

Bicycles From:	N	S	E	W	
INT 01	0	0	0	0	0
INT 02	0	0	0	0	0
INT 03	0	0	0	0	0
INT 04	0	0	0	0	0
INT 05	0	0	0	0	0
INT 06	0	0	0	1	1
INT 07	0	0	0	0	0
INT 08	0	0	0	0	0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	0	1	1

Special Notes

576 *1.0 PHF Peak Hour Volume*

		PHF	%HV
	EB	0.81	5.0%
Check	WB	0.77	4.2%
In: 539	NB	n/a	n/a
Out: 539	SB	0.89	4.3%
	T Int.	0.94	4.5%

Conditions:

JTE22055VM_02P

Prepared for: **Jake Traffic**

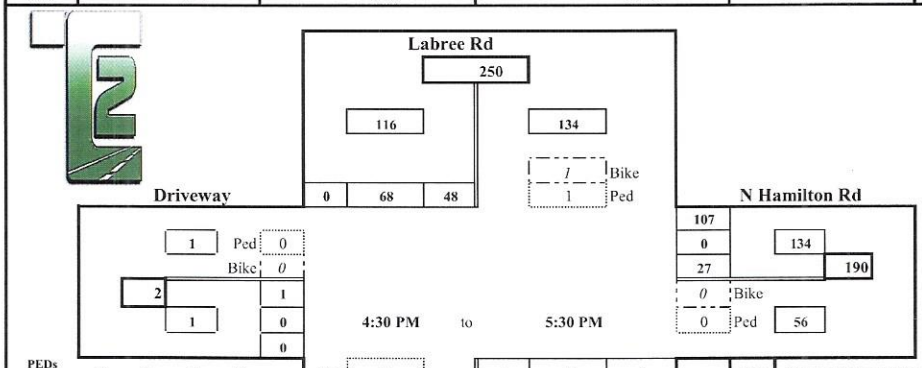
Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Labree Rd & N Hamilton Rd
Location: Chehalis, Washington
Date of Count: Thu 08/25/2022
Checked By: Jen

Time Interval Ending at	From North on (SB) Labree Rd				From South on (NB) Labree Rd				From East on (WB) N Hamilton Rd				From West on (EB) Driveway				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	2	16	7	0	0	0	8	0	1	1	0	11	0	0	0	1	44
4:30 P	4	14	17	0	0	0	6	1	1	3	0	15	0	0	0	0	56
4:45 P	2	20	19	0	0	1	5	1	2	4	0	20	0	0	0	0	70
5:00 P	0	11	21	0	0	0	7	1	1	8	0	19	0	0	0	0	67
5:15 P	3	10	19	0	0	0	8	2	2	10	0	38	0	1	0	0	88
5:30 P	1	7	9	0	0	0	6	4	3	5	0	30	0	0	0	0	61
5:45 P	2	7	10	0	0	0	6	3	1	2	0	7	0	0	0	0	35
6:00 P	0	4	7	0	0	0	5	0	0	3	0	6	0	0	0	0	25
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	14	89	109	0	0	1	51	12	11	36	0	146	0	1	0	1	446
Peak Hour: 4:30 PM to 5:30 PM																	
Total	6	48	68	0	0	1	26	8	8	27	0	107	0	1	0	0	286
Approach	116				35				134				1				286
%HV	5.2%				n/a				6.0%				n/a				4.9%
PHF	0.74				0.88				0.70				0.25				0.81



PEDs Across:

	N	S	E	W	
INT 01	0	0	0	0	0
INT 02	0	0	0	0	0
INT 03	0	0	0	0	0
INT 04	1	0	0	0	1
INT 05	0	0	0	0	0
INT 06	0	0	0	0	0
INT 07	0	0	0	0	0
INT 08	0	0	0	0	0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	1	0	0	0	1

Bicycles From:

	N	S	E	W	
INT 01	0	0	0	0	0
INT 02	0	0	0	0	0
INT 03	0	0	0	0	0
INT 04	0	0	0	0	0
INT 05	0	0	0	0	0
INT 06	1	0	0	0	1
INT 07	0	0	0	0	0
INT 08	0	0	0	0	0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	1	0	0	0	1

352 *1.0 PHF Peak Hour Volume*

		PHF	%HV
	EB	0.25	n/a
Check	WB	0.70	6.0%
In: 286	NB	0.88	n/a
Out: 286	SB	0.74	5.2%
	T Int.	0.81	4.9%

Conditions:

Special Notes

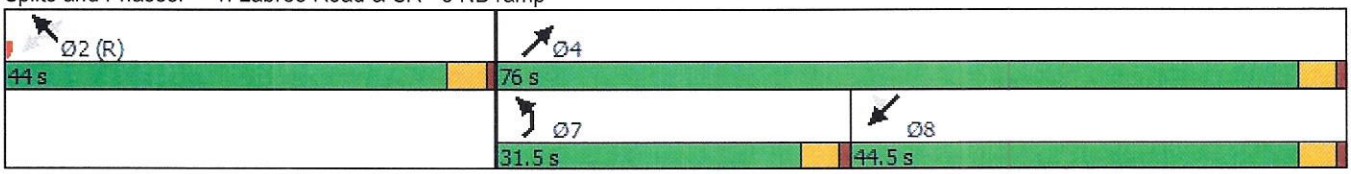
JTE22055VM_01P

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	43	66	503	37	239	0	0	119	80
Future Volume (vph)	0	0	0	43	66	503	37	239	0	0	119	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		325	0		0	0		325
Storage Lanes	0		0	1		1	2		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.97	0.95	1.00	1.00	0.86	1.00
Ped Bike Factor				0.99	1.00	0.98	0.99					0.98
Frt						0.850						0.850
Flt Protected				0.950	0.997		0.950					
Satd. Flow (prot)	0	0	0	1633	1714	1538	3335	3438	0	0	6225	1538
Flt Permitted				0.950	0.997		0.950					
Satd. Flow (perm)	0	0	0	1617	1713	1505	3288	3438	0	0	6225	1505
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						547						87
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		449			718			267			326	
Travel Time (s)		10.2			14.0			5.2			6.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	47	72	547	40	260	0	0	129	87
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	0	42	77	547	40	260	0	0	129	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases					2		7	4			8	
Permitted Phases				2		2						8
Detector Phase				2	2	2	7	4			8	8
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				44.0	44.0	44.0	31.5	76.0			44.5	44.5
Total Split (%)				36.7%	36.7%	36.7%	26.3%	63.3%			37.1%	37.1%
Maximum Green (s)				39.5	39.5	39.5	27.0	71.5			40.0	40.0
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				C-Max	C-Max	C-Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				92.6	92.6	92.6	6.9	18.4			9.0	9.0
Actuated g/C Ratio				0.77	0.77	0.77	0.06	0.15			0.08	0.08
v/c Ratio				0.03	0.06	0.43	0.21	0.49			0.28	0.45
Control Delay				4.1	4.0	1.5	57.5	55.0			53.9	18.4
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				4.1	4.0	1.5	57.5	55.0			53.9	18.4
LOS				A	A	A	E	D			D	B
Approach Delay					1.9			55.3			39.6	
Approach LOS					A			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 22.4		Intersection LOS: C	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Labree Road & SR - 5 NB ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	164	2	45	0	0	0	0	125	14	71	118	0
Future Volume (vph)	164	2	45	0	0	0	0	125	14	71	118	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.97	0.95	1.00
Ped Bike Factor	0.99	0.99	0.98					1.00		0.99		
Frt			0.850					0.985				
Flt Protected	0.950	0.953								0.950		
Satd. Flow (prot)	1633	1638	1538	0	0	0	0	6118	0	3335	3438	0
Flt Permitted	0.950	0.953								0.950		
Satd. Flow (perm)	1617	1622	1505	0	0	0	0	6118	0	3290	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55					15				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		472			377			343			267	
Travel Time (s)		9.2			7.3			6.7			5.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	2	49	0	0	0	0	136	15	77	128	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	91	89	49	0	0	0	0	151	0	77	128	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6						4		3	8	
Permitted Phases	6		6									
Detector Phase	6	6	6					4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5					22.5		9.5	22.5	
Total Split (s)	88.0	88.0	88.0					22.5		9.5	32.0	
Total Split (%)	73.3%	73.3%	73.3%					18.8%		7.9%	26.7%	
Maximum Green (s)	83.5	83.5	83.5					18.0		5.0	27.5	
Yellow Time (s)	3.5	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5		4.5	4.5	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max					None		None	None	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	95.2	95.2	95.2					8.2		5.0	15.8	
Actuated g/C Ratio	0.79	0.79	0.79					0.07		0.04	0.13	
v/c Ratio	0.07	0.07	0.04					0.35		0.56	0.28	
Control Delay	3.3	3.3	0.8					50.1		53.1	36.0	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	3.3	3.3	0.8					50.1		53.1	36.0	
LOS	A	A	A					D		D	D	
Approach Delay		2.8						50.1			42.4	
Approach LOS		A						D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2: and 6:SETL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 28.9		Intersection LOS: C	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: SR - 5 SB ramp & Labree Road

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	107	26	8	48	68
Future Vol, veh/h	27	107	26	8	48	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	29	116	28	9	52	74
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.6	7.5	8.2
HCM LOS	A	A	A

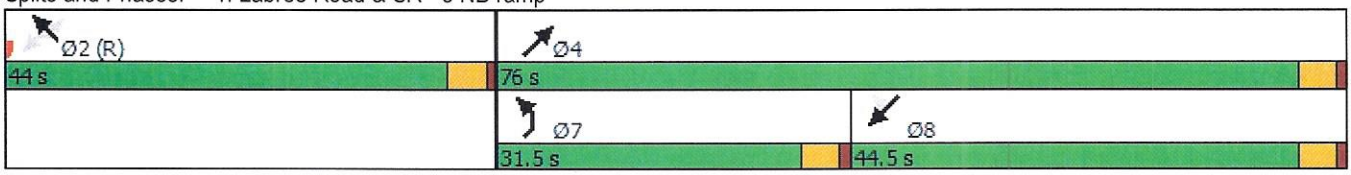
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	20%	41%
Vol Thru, %	76%	0%	59%
Vol Right, %	24%	80%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	34	134	116
LT Vol	0	27	48
Through Vol	26	0	68
RT Vol	8	107	0
Lane Flow Rate	37	146	126
Geometry Grp	1	1	1
Degree of Util (X)	0.043	0.155	0.152
Departure Headway (Hd)	4.197	3.826	4.352
Convergence, Y/N	Yes	Yes	Yes
Cap	840	921	817
Service Time	2.286	1.922	2.413
HCM Lane V/C Ratio	0.044	0.159	0.154
HCM Control Delay	7.5	7.6	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	45	75	555	40	265	0	0	130	100
Future Volume (vph)	0	0	0	45	75	555	40	265	0	0	130	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		325	0		0	0		325
Storage Lanes	0		0	1		1	2		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.97	0.95	1.00	1.00	0.86	1.00
Ped Bike Factor				0.99	1.00	0.98	0.99					0.98
Frt						0.850						0.850
Flt Protected				0.950	0.997		0.950					
Satd. Flow (prot)	0	0	0	1633	1714	1538	3335	3438	0	0	6225	1538
Flt Permitted				0.950	0.997		0.950					
Satd. Flow (perm)	0	0	0	1617	1713	1505	3289	3438	0	0	6225	1505
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						576						109
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		449			718			267			326	
Travel Time (s)		10.2			14.0			5.2			6.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	49	82	603	43	288	0	0	141	109
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	0	44	87	603	43	288	0	0	141	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases					2		7	4			8	
Permitted Phases				2		2						8
Detector Phase				2	2	2	7	4			8	8
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				44.0	44.0	44.0	31.5	76.0			44.5	44.5
Total Split (%)				36.7%	36.7%	36.7%	26.3%	63.3%			37.1%	37.1%
Maximum Green (s)				39.5	39.5	39.5	27.0	71.5			40.0	40.0
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				C-Max	C-Max	C-Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				92.0	92.0	92.0	7.0	19.0			9.5	9.5
Actuated g/C Ratio				0.77	0.77	0.77	0.06	0.16			0.08	0.08
v/c Ratio				0.04	0.07	0.47	0.22	0.53			0.29	0.50
Control Delay				4.2	4.2	1.8	57.5	55.1			53.6	17.7
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				4.2	4.2	1.8	57.5	55.1			53.6	17.7
LOS				A	A	A	E	E			D	B
Approach Delay					2.2			55.4			38.0	
Approach LOS					A			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 22.4		Intersection LOS: C	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Labree Road & SR - 5 NB ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	180	5	50	0	0	0	0	140	15	80	130	0
Future Volume (vph)	180	5	50	0	0	0	0	140	15	80	130	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.97	0.95	1.00
Ped Bike Factor	0.99	0.99	0.98					1.00		0.99		
Frt			0.850					0.986				
Flt Protected	0.950	0.955								0.950		
Satd. Flow (prot)	1633	1642	1538	0	0	0	0	6125	0	3335	3438	0
Flt Permitted	0.950	0.955								0.950		
Satd. Flow (perm)	1617	1626	1505	0	0	0	0	6125	0	3291	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55					16				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		472			377			343			267	
Travel Time (s)		9.2			7.3			6.7			5.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	5	54	0	0	0	0	152	16	87	141	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	100	101	54	0	0	0	0	168	0	87	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6						4		3	8	
Permitted Phases	6		6									
Detector Phase	6	6	6					4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5					22.5		9.5	22.5	
Total Split (s)	88.0	88.0	88.0					22.5		9.5	32.0	
Total Split (%)	73.3%	73.3%	73.3%					18.8%		7.9%	26.7%	
Maximum Green (s)	83.5	83.5	83.5					18.0		5.0	27.5	
Yellow Time (s)	3.5	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5		4.5	4.5	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max					None		None	None	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	93.1	93.1	93.1					8.4		5.0	17.9	
Actuated g/C Ratio	0.78	0.78	0.78					0.07		0.04	0.15	
v/c Ratio	0.08	0.08	0.05					0.38		0.63	0.28	
Control Delay	3.5	3.5	1.0					50.4		58.7	35.7	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	3.5	3.5	1.0					50.4		58.7	35.7	
LOS	A	A	A					D		E	D	
Approach Delay		3.0						50.4			44.5	
Approach LOS		A						D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2: and 6:SETL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: SR - 5 SB ramp & Labree Road

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	120	30	10	55	75
Future Vol, veh/h	30	120	30	10	55	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	33	130	33	11	60	82
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.8	7.6	8.4
HCM LOS	A	A	A

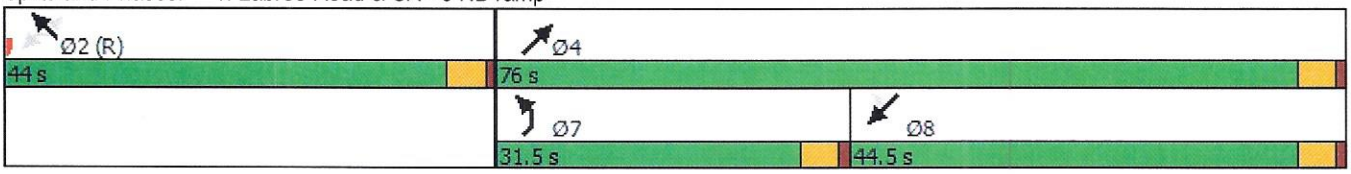
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	20%	42%
Vol Thru, %	75%	0%	58%
Vol Right, %	25%	80%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	40	150	130
LT Vol	0	30	55
Through Vol	30	0	75
RT Vol	10	120	0
Lane Flow Rate	43	163	141
Geometry Grp	1	1	1
Degree of Util (X)	0.052	0.18	0.172
Departure Headway (Hd)	4.336	3.973	4.391
Convergence, Y/N	Yes	Yes	Yes
Cap	829	908	807
Service Time	2.346	1.975	2.473
HCM Lane V/C Ratio	0.052	0.18	0.175
HCM Control Delay	7.6	7.8	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.7	0.6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	46	75	555	48	273	0	0	133	100
Future Volume (vph)	0	0	0	46	75	555	48	273	0	0	133	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		325	0		0	0		325
Storage Lanes	0		0	1		1	2		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.97	0.95	1.00	1.00	0.86	1.00
Ped Bike Factor				0.99	1.00	0.98	0.99					0.98
Frt						0.850						0.850
Flt Protected				0.950	0.997		0.950					
Satd. Flow (prot)	0	0	0	1633	1714	1538	3335	3438	0	0	6225	1538
Flt Permitted				0.950	0.997		0.950					
Satd. Flow (perm)	0	0	0	1617	1713	1505	3290	3438	0	0	6225	1505
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						564						109
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		449			718			267			326	
Travel Time (s)		10.2			14.0			5.2			6.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	50	82	603	52	297	0	0	145	109
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	0	45	87	603	52	297	0	0	145	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases					2		7	4			8	
Permitted Phases				2		2						8
Detector Phase				2	2	2	7	4			8	8
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	5.0			5.0	5.0
Minimum Split (s)				22.5	22.5	22.5	9.5	22.5			22.5	22.5
Total Split (s)				44.0	44.0	44.0	31.5	76.0			44.5	44.5
Total Split (%)				36.7%	36.7%	36.7%	26.3%	63.3%			37.1%	37.1%
Maximum Green (s)				39.5	39.5	39.5	27.0	71.5			40.0	40.0
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	3.5
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				4.5	4.5	4.5	4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode				C-Max	C-Max	C-Max	None	None			None	None
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)				11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)				91.6	91.6	91.6	7.3	19.4			9.6	9.6
Actuated g/C Ratio				0.76	0.76	0.76	0.06	0.16			0.08	0.08
v/c Ratio				0.04	0.07	0.47	0.26	0.54			0.29	0.50
Control Delay				4.4	4.3	1.9	58.1	55.6			53.6	17.6
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay				4.4	4.3	1.9	58.1	55.6			53.6	17.6
LOS				A	A	A	E	E			D	B
Approach Delay					2.3			55.9			38.1	
Approach LOS					A			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Labree Road & SR - 5 NB ramp

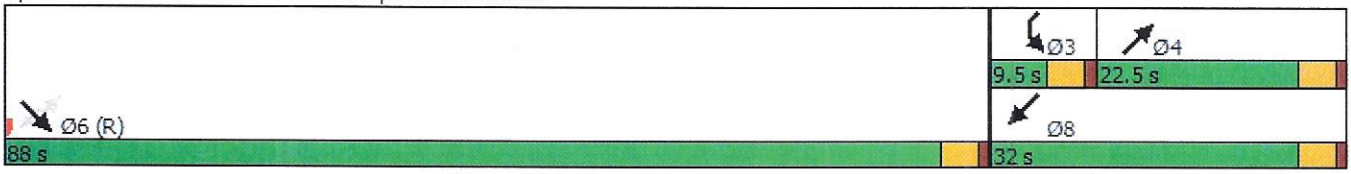


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	180	5	53	0	0	0	0	156	17	80	134	0
Future Volume (vph)	180	5	53	0	0	0	0	156	17	80	134	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.97	0.95	1.00
Ped Bike Factor	0.99	0.99	0.98					1.00		0.99		
Frt			0.850					0.986				
Flt Protected	0.950	0.955								0.950		
Satd. Flow (prot)	1633	1642	1538	0	0	0	0	6125	0	3335	3438	0
Flt Permitted	0.950	0.955								0.950		
Satd. Flow (perm)	1617	1626	1505	0	0	0	0	6125	0	3292	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58					17				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		472			377			343			267	
Travel Time (s)		9.2			7.3			6.7			5.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	5	58	0	0	0	0	170	18	87	146	0
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	100	101	58	0	0	0	0	188	0	87	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6						4		3	8	
Permitted Phases	6		6									
Detector Phase	6	6	6					4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5					22.5		9.5	22.5	
Total Split (s)	88.0	88.0	88.0					22.5		9.5	32.0	
Total Split (%)	73.3%	73.3%	73.3%					18.8%		7.9%	26.7%	
Maximum Green (s)	83.5	83.5	83.5					18.0		5.0	27.5	
Yellow Time (s)	3.5	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5					4.5		4.5	4.5	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max					None		None	None	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)	92.8	92.8	92.8					8.7		5.0	18.2	
Actuated g/C Ratio	0.77	0.77	0.77					0.07		0.04	0.15	
v/c Ratio	0.08	0.08	0.05					0.41		0.63	0.28	
Control Delay	3.6	3.6	1.0					50.7		58.2	35.4	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	3.6	3.6	1.0					50.7		58.2	35.4	
LOS	A	A	A					D		E	D	
Approach Delay		3.0						50.7			43.9	
Approach LOS		A						D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2: and 6:SETL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 30.2		Intersection LOS: C	
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: SR - 5 SB ramp & Labree Road



Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	138	30	10	62	75
Future Vol, veh/h	30	138	30	10	62	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	33	150	33	11	67	82
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8	7.6	8.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	18%	45%
Vol Thru, %	75%	0%	55%
Vol Right, %	25%	82%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	40	168	137
LT Vol	0	30	62
Through Vol	30	0	75
RT Vol	10	138	0
Lane Flow Rate	43	183	149
Geometry Grp	1	1	1
Degree of Util (X)	0.053	0.202	0.183
Departure Headway (Hd)	4.389	3.979	4.431
Convergence, Y/N	Yes	Yes	Yes
Cap	819	908	798
Service Time	2.401	1.981	2.523
HCM Lane V/C Ratio	0.053	0.202	0.187
HCM Control Delay	7.6	8	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.8	0.7

Intersection	
Int Delay, s/veh	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	138	30	10	62	75
Future Vol, veh/h	30	138	30	10	62	75
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	33	150	33	11	67	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	265	49	0	0	49	0
Stage 1	44	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	718	1011	-	-	1539	-
Stage 1	971	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	678	1001	-	-	1532	-
Mov Cap-2 Maneuver	678	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	3.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	923	1532	-
HCM Lane V/C Ratio	-	-	0.198	0.044	-
HCM Control Delay (s)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	65	7	3	150	18	8
Future Vol, veh/h	65	7	3	150	18	8
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	71	8	3	163	20	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	254	85
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1494	-	728	966
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	849	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1487	-	719	957
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	843	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	779	1487	-	-	-
HCM Lane V/C Ratio	0.036	0.002	-	-	-
HCM Control Delay (s)	9.8	7.4	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

WSDOT

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Report Category: Summary Reports

Report Name: Total Crashes

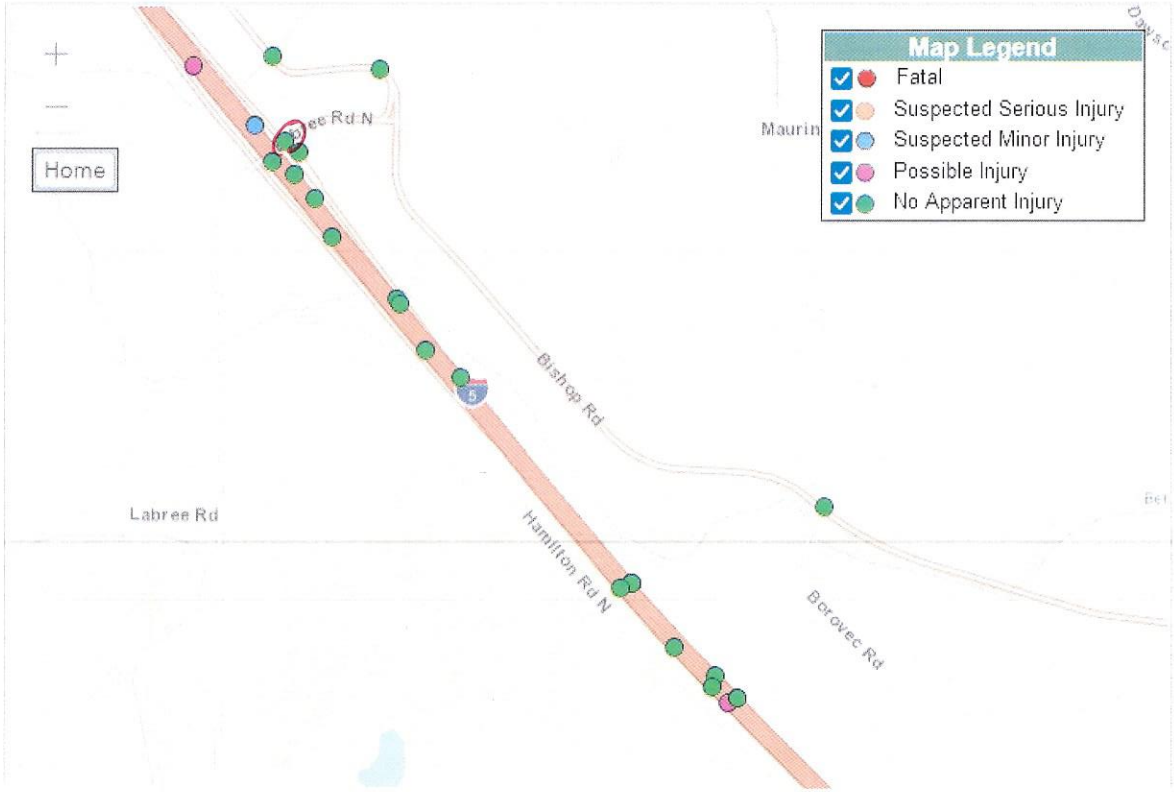
Select Report Parameters

Report Year: 2017

Location: Region: (All); County: Lewis; City: (All)

Jurisdiction: (All)

Run Report



Summary Reports - Total Crashes

Report Year: 2017
Location: Lewis County
Jurisdiction: (All)

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

Data | Charts | Notes

Most Severe Injury per Crash	Crashes
Fatal	13
Suspected Serious Injury	37
Suspected Minor Injury	92
Possible Injury	281
No Apparent Injury	1,036
Total Crashes	**1,459**

WSDOT

Search | Portal FAQs | Feedback

Report Category	Report Name
Summary Reports	Total Crashes

Select Report Parameters

Report Year	Location		Jurisiction
2018	Region:	(All)	(All)
	County:	Lewis	
	City:	(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, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, 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**

WSDOT

Search | Portal FAQs | Feedback

Report Category	Report Name
Summary Reports	Total Crashes

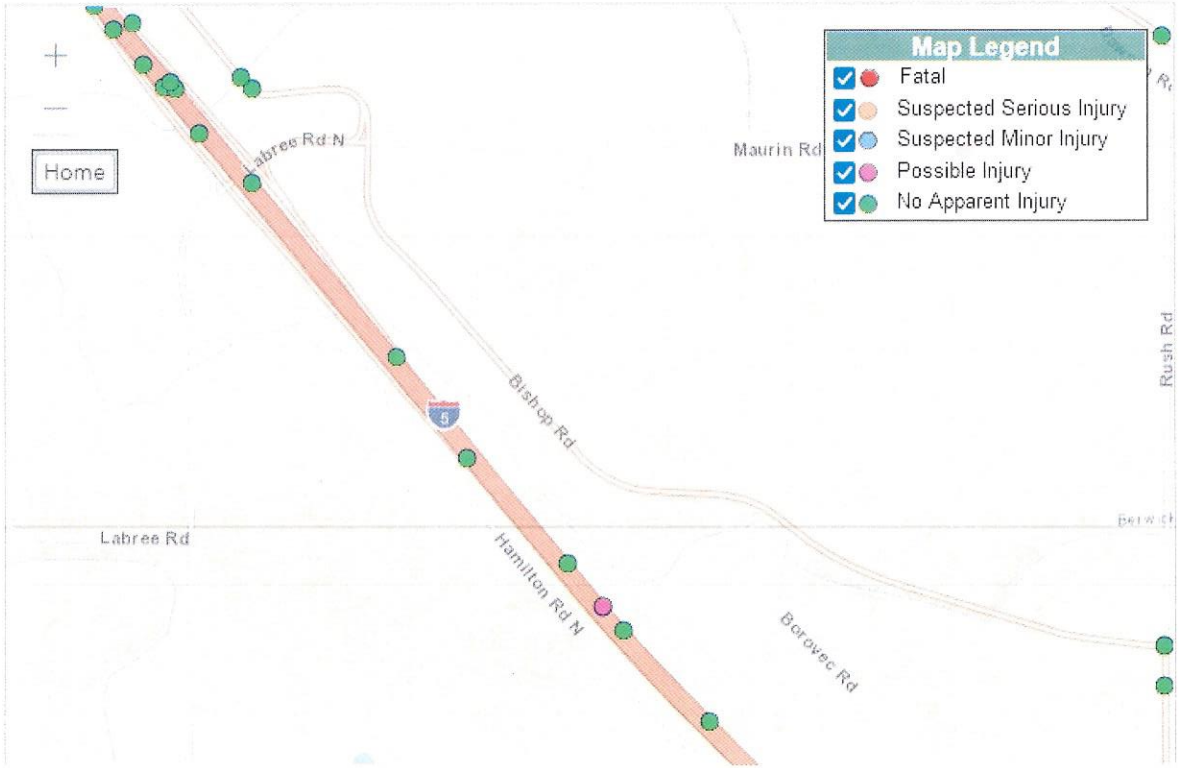
Select Report Parameters

Report Year: 2019

Location — Region: (All) | County: Lewis | City: (All)

Jurisdiction: (All)

Run Report



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, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data | Charts | Notes

Most Severe Injury per Crash	Crashes
Fatal	14
Suspected Serious Injury	29
Suspected Minor Injury	97
Possible Injury	226
No Apparent Injury	1,029
Total Crashes	**1,395**

WSDOT

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Report Category	Report Name
Summary Reports	Total Crashes

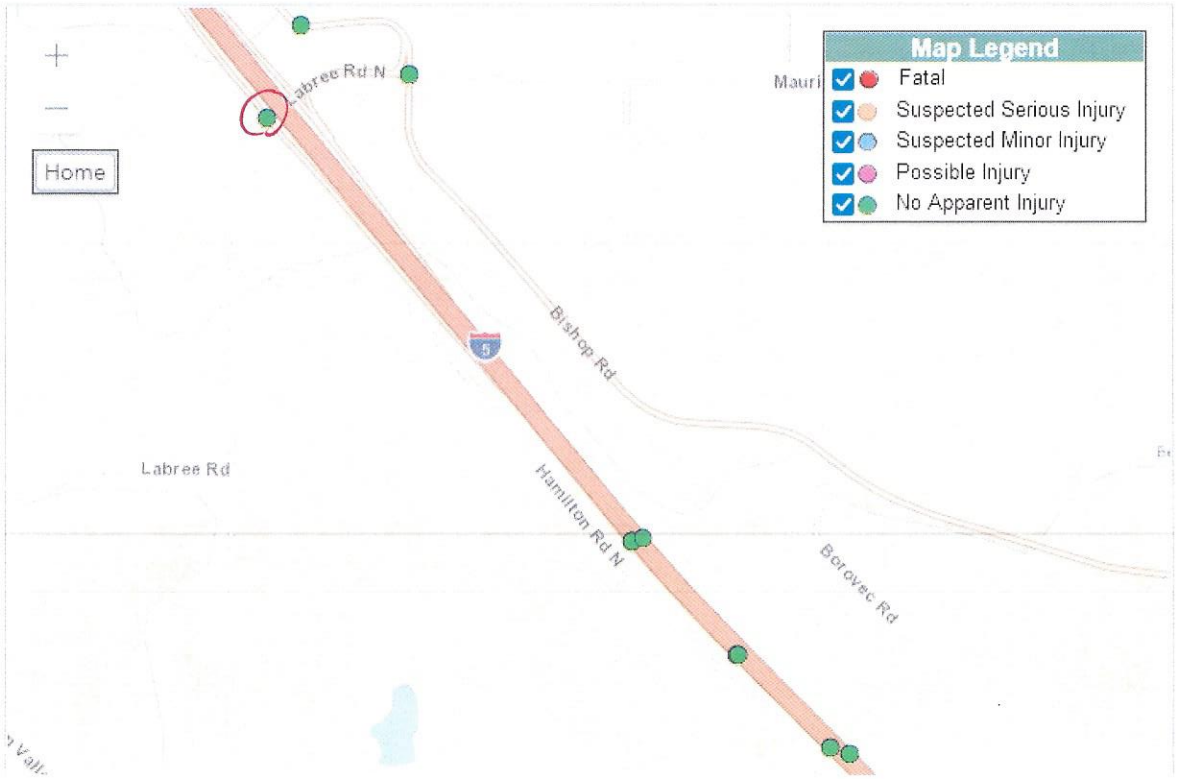
Select Report Parameters

Report Year: 2020

Location: Region: (All); County: Lewis; City: (All)

Jurisiction: (All)

Run Report



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, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data | Charts | Notes

Most Severe Injury per Crash	Crashes
Fatal	12
Suspected Serious Injury	29
Suspected Minor Injury	119
Possible Injury	153
No Apparent Injury	917
Total Crashes	**1,230**

WSDOT

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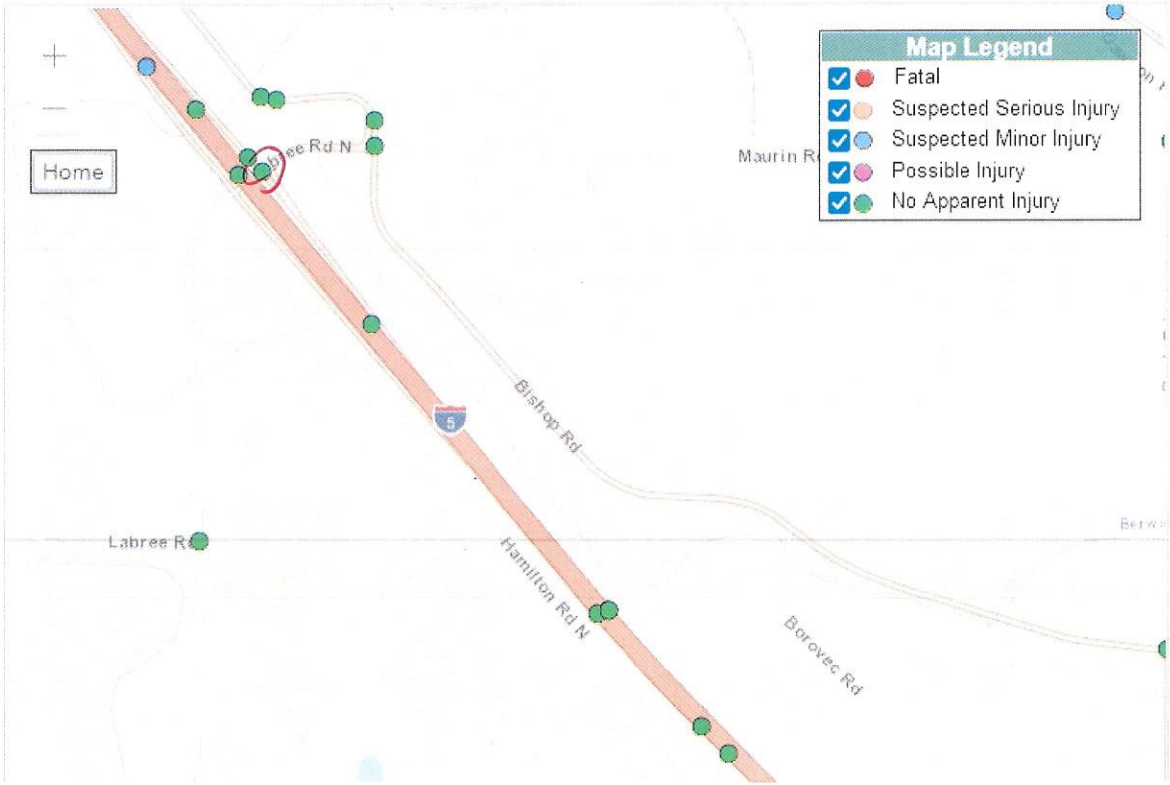
Report Category: Summary Reports

Report Name: Total Crashes

Select Report Parameters

Report Year	Location	Jurisiction
2021	Region: (All)	(All)
	County: Lewis	
	City: (All)	

Run Report



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, schedules, list complied or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, 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	1,156
Total Crashes	**1,549**

CITY OF CHEHALIS - 2022-2027 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project	General Description	Funding Source	Start Year	Prior Years	2022	2023	2024	2025	2026	2027	Future	Total Cost
Citywide Preservation Program	Chip-sealing, HMA preleveling, patching	Arterial Steet/4% Funds/TBD	N/A		175,000	175,000	200,000	200,000	200,000	200,000		1,150,000
Chehalis Avenue	Repair 3rd St. to 9th St.	TBD, Utility funds	2020	100,000	1,500,000							1,600,000
Market Blvd. - Park to N National Ave.	Renaissance streetscape planning	Grants/Arterial Steet/4% Funds/ TBD/Utility Funds	2022		300,000		2,750,000					3,050,000
Main St.- BNSF to I-5	Grind and inlay	Grants/TBD	2022		1,025,000							1,025,000
Chamber Way Bridge Replacement	Replace Bridge	Grants/Arterial Steet/4% Funds/TBD	2023			2,000,000		33,600,000				35,600,000
Market Blvd - Park St to 13th St	Reconstruction	Grants/Arterial Steet/4% Funds/TBD	2023			300,000	4,700,000					5,000,000
Market Blvd - 13th to city limits	Reconstruct, pedestrian improvements	Grants/Arterial Steet/4% Funds/TBD	2025					300,000	4,500,000			4,800,000
Louisiana Avenue	Widening/realignment just south of Chamber	Arterial Steet/4% Funds/TBD	2022		75,000							75,000
National Ave./ Coal Ct. Improvements	Coal Creek Bridge, intersection, pedestrian improvements, reconstruction	Grants/Arterial Steet/4% Funds/TBD	2024				200,000		2,500,000			2,700,000
Louisiana Ave.- Chamber Way to Home Depot	Grind & inlay, Chamber to Home Depot, traffic control improvements	Grants/Arterial Steet/4% Funds/TBD	2023			275,000						275,000
Riverside Dr/Newaukum Ave repairs	Spot repairs Hwy 6 to Shorey Rd/sidewalks	Grants/Arterial Steet/4% Funds/TBD	2025					500,000				500,000
Winchester Hill Dr.	Spot repair/ double chip seal or overlay	Arterial Steet/4% Funds/TBD	2022		70,000							70,000
20th St.- Market to Salsbury	Grind and inlay	Grants/Arterial Steet/4% Funds/TBD	2025					300,000				300,000
Cascade Ave. - Main St. to 13th St.	Spot Repairs & Grind and Inlay	Grants/Arterial Steet/4% Funds/TBD	2024				250,000	2,250,000				2,500,000
Louisiana Ave Repairs (Post West Street Replacement)	Spot repair & overlay Hwy 6 North	Grants/Arterial Steet/4% Funds/TBD	Future								450,000	450,000
Snively Ave improvements	Reconstruct 16th to 20th	Grants/Arterial Steet/4% Funds/ TBD/Utility Funds	Future						2,500,000			2,500,000
National Ave.- Market to Chamber	Reconstruct, pedestrian improvements	Grants/Arterial Steet/4% Funds/TBD	Future							1,525,000		1,525,000
13th St.- Market to Interstate	Grind & overlay, ADA compliance	Grants/Arterial Steet/4% Funds/TBD	Future							600,000		600,000
Guardrail	Various locations throughout city	Grants/Arterial Steet/4% Funds/TBD	Future		125,000							125,000
Front, Pacific, Park Streets improvements	Grind, overlay/utility/frontage improvements	Grants/Arterial Steet/4% Funds/TBD	Future								2,500,000	2,500,000
				100,000	3,270,000	2,750,000	8,100,000	37,150,000	9,700,000	2,325,000	2,950,000	66,345,000

Current Year (2021) Projects

Main Street Improvements- Grind and repave, with ADA ramps improvements. Market Blvd. to BNSF mainline tracks

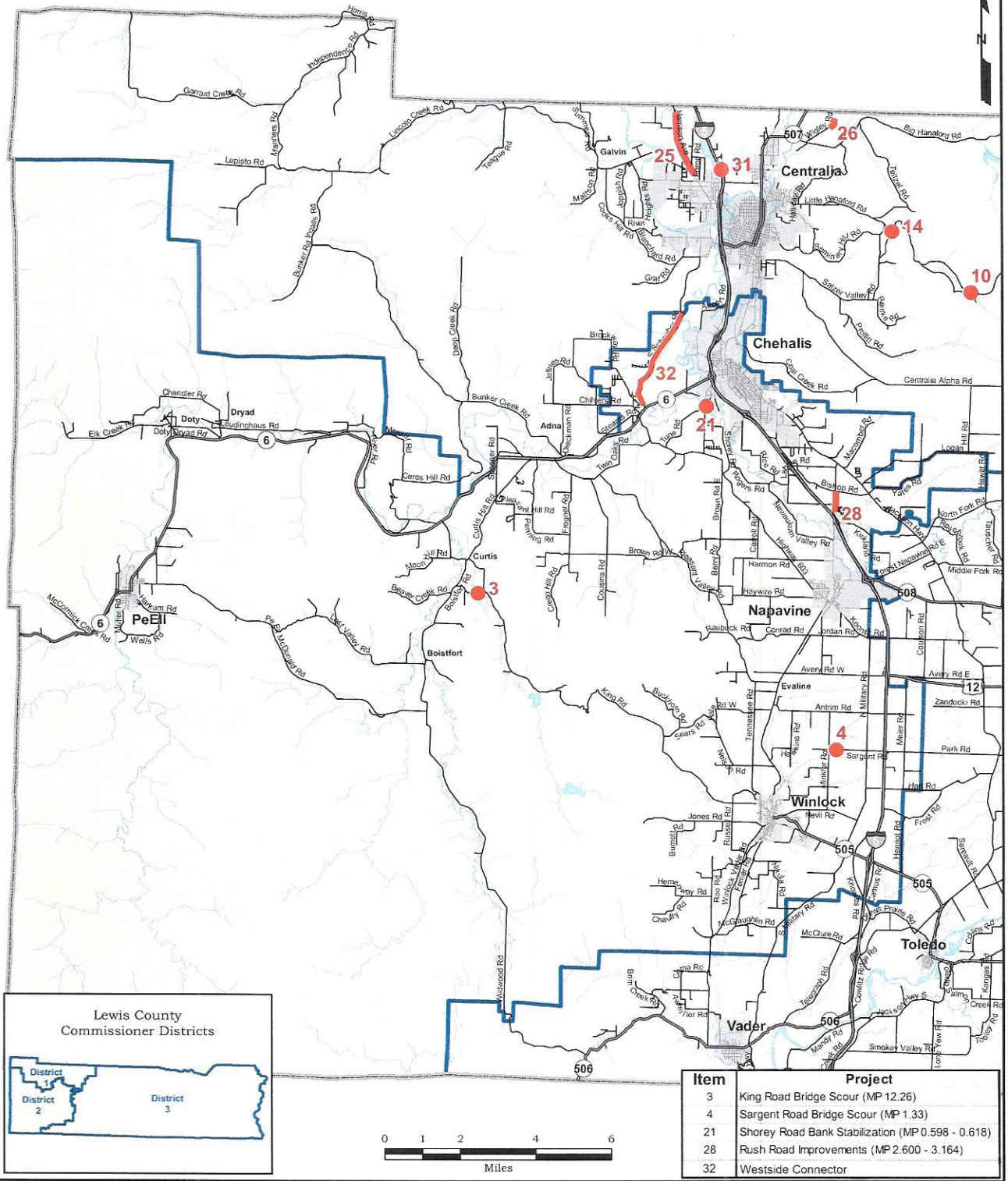
Snively Avenue - Utility and Roadway Improvements - 16th St to Railroad

Chehalis Avenue- Repair 3rd St. to 9th St. Design work 2021, construction 2022

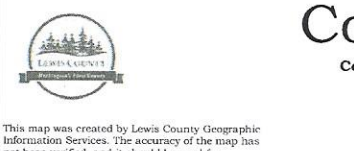
Pacific Avenue- Reconstruction.

Lewis County, Washington

Annual Construction Program For 2022 by Commissioner District



Lewis County
Commissioner Districts



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Miles

Item	Project
3	King Road Bridge Scour (MP 12.26)
4	Sargent Road Bridge Scour (MP 1.33)
21	Shorey Road Bank Stabilization (MP 0.598 - 0.618)
28	Rush Road Improvements (MP 2.600 - 3.164)
32	Westside Connector

Commissioner District #2

Construction projects 1, 5, 7, 8, 16, 17, 19, 20, and 23 are not represented on the map; these projects are listed below in order of priority:

(1) Countywide Bridge/Road Bank Protection (Various Roads)
(5) Countywide Culvert Replacement (Various Roads)
(7) Federal Forest Road Improvements
(8) FEMA Repair Projects (Various Roads)
(16) Countywide 3R Program (Various Roads)
(17) Countywide Paths & Trails
(19) Countywide Emergent Construction Projects (Various Roads)
(20) Countywide Misc. Safety & Guardrail (Various Roads)
(23) 2021 County Safety Program

Construction Projects
labeled by ACP Item Number

Projection: Lambert Conformal Conic
Datum: 1983 North American Datum
Coordinate System: State Plane Washington South 4602 Feet
O:\maps\eng\AnnualConstProg_CommDist2.mxd

September 2021