



## Chehalis

# HAMPE WAY MULTIFAMILY TRANSPORTATION IMPACT ANALYSIS

August 15, 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](mailto:jaketraffic@comcast.net)







August 15, 2023

RB ENGINEERING  
Attn: Robert Balmelli, PE  
91 SW 13<sup>th</sup> St.  
Chehalis, WA 98532

Re: Hampe Way Multifamily – Chehalis  
Transportation Impact Analysis

Dear Mr. Balmelli,

I am pleased to present this Transportation Impact Analysis for a development of an 86 unit apartment complex with 195 parking stalls and 5,600 sf commercial building with 18 parking stalls added to the existing commercial parking area containing 93 stalls. The site is generally located on the east side of NE Kresky Ave. at the NE Hampe Way alignment. Access to the site is driveways off of NE Hampe Way. The proposal also re-aligns NE Sky Lane access to NE Kresky Ave. adjacent to NE Hampe Way to access NE Hampe Way east of NE Kresky Way.

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 (classified and and the NE Hampe Way) in the City that are projected to be affected by 10 or more peak hour peak direction trips are studied in this report:

1. N. National Ave. at NE Hampe Way
2. NE Kresky Ave. at NE Hampe Way
3. N. National Ave. at Coal Creek Rd.
4. NW Chamber of Commerce Way at N. National Ave.

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**

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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 08.04.2023 is attached. The plan depicts a development of an 86 unit apartment complex in six buildings, a 5,600 sf office building and three storm ponds. Also shown are 195 residential parking stalls including 11 accessible, 111 commercial parking stalls including the existing commercial stalls and the site access and circulation. Access to the site is driveways off of NE Hampe Way. The site also re-aligns NE Sky Lane access to NE Kresky Ave. adjacent to NE Hampe Way to access NE Hampe Way east of NE Kresky Way.

Full development and occupancy of the proposed Hampe Way Multifamily project is anticipated to occur by 2024/2025, presuming the permits are issued in a timely manner. However, to ensure a conservative analysis 2028 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.



The site is Lewis County parcel #021630003000 and 021629002000. The south parcel is currently developed with a commercial office building to remain.



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Street System

I understand that the City follows the WSDOT Functional Classification Map, the pertinent section of the WSDOT map is below:



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

- |                                |                                |
|--------------------------------|--------------------------------|
| ➤ NE Kresky Ave.               | Principal Arterial             |
| ➤ N. National Ave.-S. Gold St. | Principal Arterial             |
| ➤ NW Chamber of Commerce Way   | Principal Arterial             |
| ➤ Coal Creek Rd.               | Minor Arterial/Major Collector |

Northeast Hampe Way is not classified per the WSDOT Functional Classification Map. The street is striped with yellow centerline striping that typically depicts that a street functions as a Neighborhood Collector; and is consistent with my Traffic Engineering inspection.

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

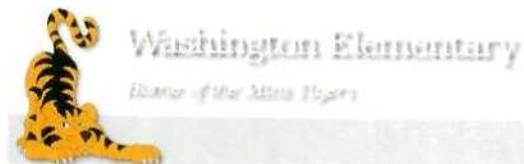
Pedestrian Facilities (General)

Paved shoulders (~5 with some wider sections) exist on both sides NE Kresky Avenue. Northeast Hampe Way west of NE Kresky Ave also has paved shoulders of about five feet on both sides.

Schools

Correspondence with the Chehalis School District identified that the students living in Hampe Way Multifamily would attend schools in the Centralia School District. The Centralia School District online information, <https://www.centraliaschooldistrict.org/> and correspondence indicates that students living in Hampe Way Multifamily facility would primarily attend the following schools

Washington Elementary School (K, 1-6)  
800 Field Street Centralia,  
WA 98531  
1-360-330-7641



Centralia Middle School (7-8)  
901 Johnson Road  
Centralia, WA 98531  
1-360-330-7619



Centralia High School (9-12)  
813 Eshom Road  
Centralia, WA 98531  
1-360-330-7605



Students attending the above schools would be provided school bus transportation. The pick up and drop off location would need to be determined in the future.



Alternative Transportation

The City of Chehalis is served by Twin Transit; Chehalis **Red** and Centralia-Chehalis Express **Yellow**. In addition, the site is located in a Dial-a-Ride Twin Transit (DARTT) Zone.



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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.

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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 2018 to 2022. The WSDOT data is attached.

Table 2 identifies the calculated accident rates at the study intersections for the five year time period 2018 to 2022.. The rates were determined per million entering vehicles using a "k" factor of 10 that is that about 10% of the daily traffic occurs during the PM peak hour.

TABLE 2 - RECORDED INCIDENT DATA HAMPE ROAD MULTIFAMILY - CHEHALIS TRANSPORTATION IMPACT ANALYSIS										
Intersection	Incident Severity					Total Incidents (5years)	Entering PMPHT	Accident Rate	Comments	
	A	B	C	D	E					
1. N. National Ave./NE Hampe Way.	0	1	0	0	0	1	860	0.1	-	
2. NE Kresky Ave./NE Hampe Way	2	2	1	0	0	5	745	0.4	-	
3. N. National Ave./Coal Creek Rd.	3	0	0	0	0	3	1,625	0.1	-	
4. NW Chamber of Commerce Way/N. National Ave.	7	1	2	0	0	10	1,552	0.4	-	

A - Property Damage; B - Possible Injury; C - Suspected Minor Injury; D - Suspected Serious Injury; E - Fatality  
 Accident rate per million entering vehicles

Accident rates of less than 1 per million entering vehicles at intersections typically indicate that the intersection is operating satisfactorily. The study intersections operate satisfactorily with no apparent issue.



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**INFRASTRUCTURE IMPROVEMENT PROJECTS**

I have reviewed the City of Chehalis Six Year Transportation Improvement Program 2023 to 2028 for transportation projects near the site, copy attached. Nearby projects are:

- Chamber Way Bridge Replacement. The start date is 2023 with construction in 2035 and the budget is \$33,850,000.
- National Ave. at Coal Creek to reconstruct the Coal Creek Bridge and provide intersection/pedestrian improvements. The start year is 2026 and is budgeted at \$2,700,000.

**HORIZON YEAR CONDITIONS "WITHOUT" THE PROJECT**

Figure 5 shows the projected 2028 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, the WSDOT data noted below for SR - 5 in Lewis County and past work in the City.

## Highway traffic

Highway traffic volume  
Data from 36 locations statewide

County	Highway
Lewis	I-5

2%

Wed. 09/28/22  
compared to  
Wed. 10/04/17

**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.



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Primary (New) Trips: Trips made for the specific purpose of using the services of the project.

Trip Generation

The proposed Hampe Way Multifamily project is expected to generate the vehicular trips during the average weekday, street traffic AM and PM peak hours as shown in Table 3. The trip generation for the project is calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11<sup>th</sup> Edition, for the Multi-Family Housing and Small Office Building (ITE Land Use Codes 220 and 712, respectively). 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 3 - VEHICULAR TRIP GENERATION HAMPE WAY MULTIFAMILY - CHEHALIS TRANSPORTATION IMPACT ANALYSIS										
Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)	Pass-by %*	Pass-by Trips	Net Total
<b>Proposed: Multi-Family Housing (Low-Rise) - General Urban/Suburban (ITE LUC 220; 86-units)</b>										
Weekday	86	6.74	50%	290	50%	290	580	--	--	--
AM peak hour	86	0.4	24%	8	76%	26	34	--	--	--
PM peak hour	86	0.51	63%	28	37%	16	44	--	--	--
<b>Proposed: Small Office Building (ITE LUC 712; 5,600 sf)</b>										
Weekday	5,600	14.39	50%	40	50%	40	81	--	--	--
AM peak hour	5,600	1.67	82%	8	18%	2	9	--	--	--
PM peak hour	5,600	2.16	34%	4	66%	8	12	--	--	--
<b>Total: Residential + Commercial</b>										
Weekday	--	--	--	330	--	330	660	--	--	--
AM peak hour	--	--	--	16	--	28	44	--	--	--
PM peak hour	--	--	--	32	--	24	56	--	--	--

Where X = number of units or sf and T = Trips

\* - Pass-by rates per ITE, local Agency data and Traffic Engineering Experience, residential 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

The new traffic associated with the Hampe Way Multifamily is 56 PM peak hour trips with 32 entering and 24 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).

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## HORIZON YEAR CONDITIONS "WITH" THE PROJECT

### Traffic Volumes

Figure 7 shows the projected 2028 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 (2028) "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

I have inspected the site, the site access and the streets in the site vicinity. Access to the site would be driveways constructed to City standards on NE Hampe Way. Below are Bing Google Street View photographs looking to the north and south, respectively at the NE Hampe Way access with NE Kresky Avenue:





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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’. 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. Per the Google Street View appropriate sight lines would be available for the proposed site accesses.

The project proposal includes relocating the NE Sky Lane access to the east and re-aligning the east leg of NE Hampe Way to align with the west leg. This change is expected to improve the operation and safety of the intersection by removing conflicting movements.

#### **PARKING INSPECTION**

The project includes 195 parking stalls that correlate into 2.2 stall unit. Chehalis Municipal Code parking requirement per Chapter 17.84 **PARKING AND LOADING** identifies for use code R121 Apartments that two parking stalls per unit be provided. The proposed project provides the City code required parking.

The proposed 195 residential parking stalls and 111 (18 new + 93 existing) commercial stalls are ample for the project.

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## AGENCY TRAFFIC IMPACT MITIGATION REQUIREMENTS

The City will require that the project site access and circulation be constructed in conformance to City requirements. Additionally, street frontage improvements to City requirements are required.

## SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

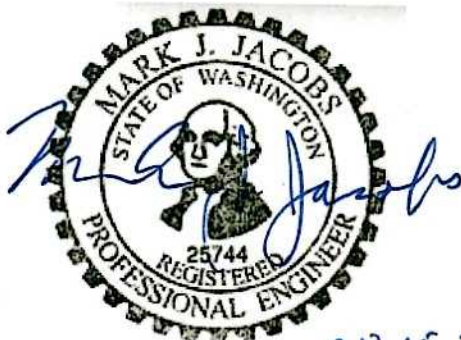
This report analyzed the traffic and parking impact of the proposed of a 96 unit apartment complex with 195 parking stalls and 5,600 sf commercial building with 18 added parking stalls to the existing 93 stalls. The site is generally located on the east side of NE Kresky Ave. at the NE Hampe Way alignment. Access to the site is driveways off of NE Hampe Way. The proposal also re-aligns NE Sky Lane access to NE Kresky Ave. adjacent to NE Hampe Way to access NE Hampe Way east of NE Kresky Way.

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 Hampe Way Multifamily be allowed with the following traffic impact mitigation measures.

- Construct site in accordance with applicable City requirements.

If you have any questions you can contact me at 206.762.1978 or email me at [jaketraffic@comcast.com](mailto:jaketraffic@comcast.com).



MJJ

08.15.2023

Very truly yours,

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



**TABLE 1 - PM PEAK HOUR LEVEL OF SERVICE  
HAMPE WAY MULTIFAMILY – CHEHALIS  
TRANSPORTATION IMPACT ANALYSIS**

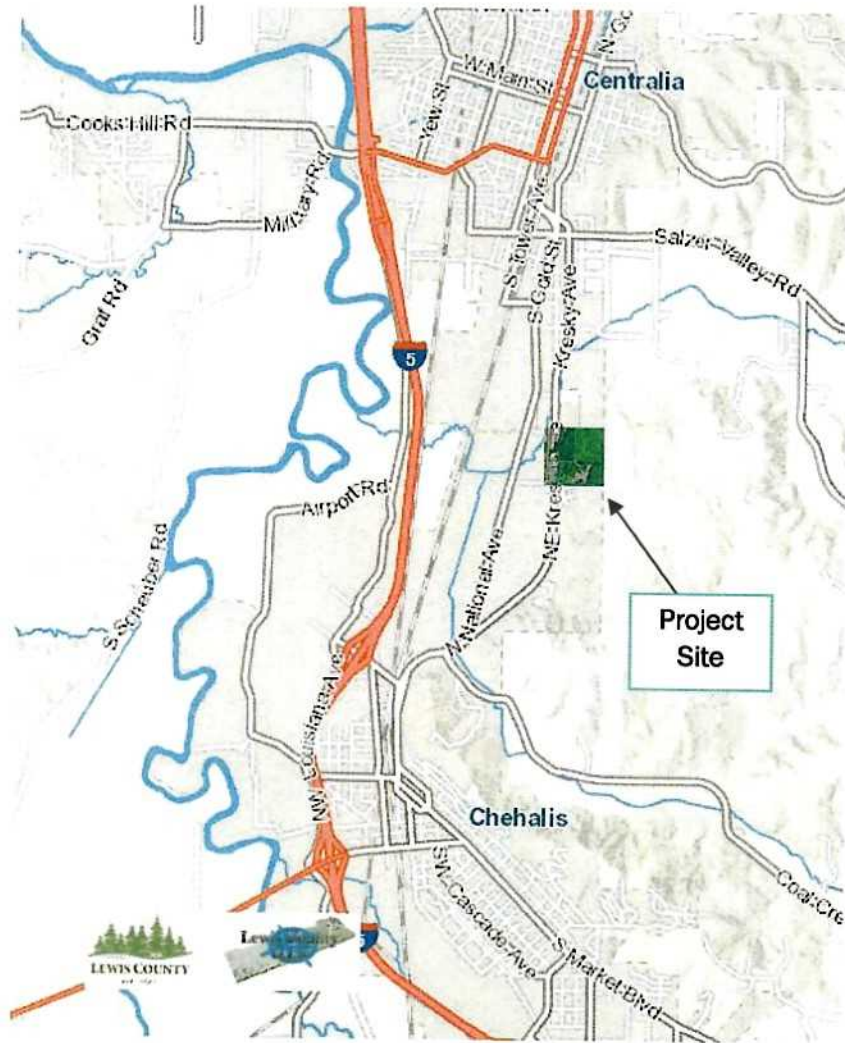
<b>INTERSECTION</b>	<b>APPROACH</b>	<b>2023 EXISTING</b>	<b>2028 W/O PROJECT</b>	<b>2028 W/ PROJECT</b>
1. N. National Ave. at NE Hampe Way	<b>Overall WB</b>	<b>A (2.0) B (14.7)</b>	<b>A (2.3) C (16.1)</b>	<b>A (2.9) C (18.2)</b>
2. NE Kresky Ave. at NE Hampe Way	<b>Overall EB WB</b>	<b>A (3.6) C (16.2) C (17.0)</b>	<b>A (4.1) C (18.5) C (19.3)</b>	<b>A (5.2) C (21.7) C (20.2)</b>
3. N. National Ave. at Coal Creek Rd.	<b>Overall NB</b>	<b>A (0.6) C (16.5)</b>	<b>A (0.7) C (18.3)</b>	<b>A (0.7) B (18.6)</b>
4. NW Chamber of Commerce Way at N. National Ave.	<b>Overall</b>	<b>B (18.5)</b>	<b>C (21.4)</b>	<b>C (21.5)</b>

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: Hampe Way Multifamily – Centralia  
Location: East side of NE Kresky Avenue and north of NE Hampe Way



NORTH



**JTE, Inc.**  
FIGURE 1

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HAMPE WAY MULTIFAMILY - CHEHALIS  
TRANSPORTATION IMPACT ANALYSIS

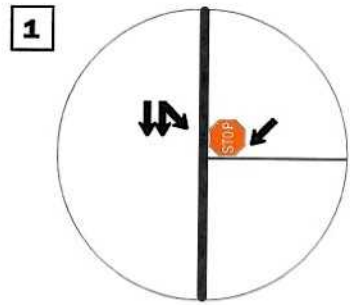
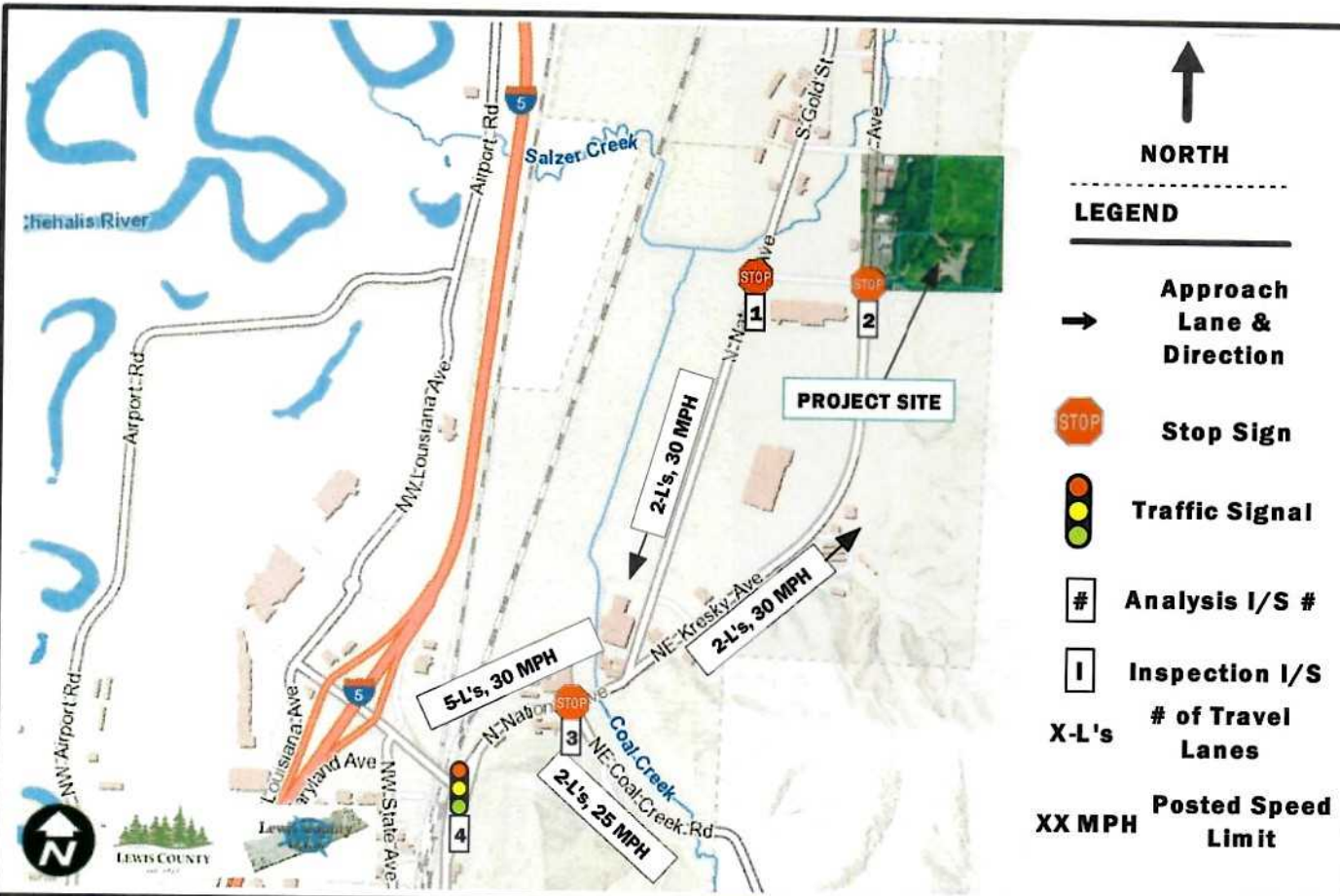
VICINITY MAP



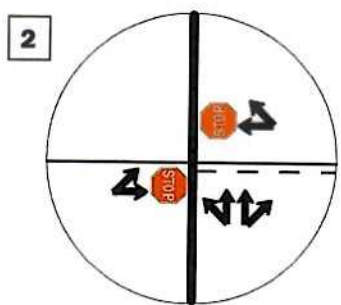




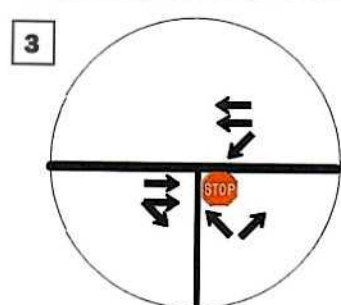




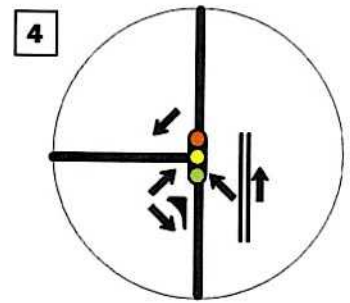
**1**  
N. National Ave. at NE Hampe Way



**2**  
NE Kresky Ave. at NE Hampe Way



**3**  
N. National Ave. at Coal Creek Rd.



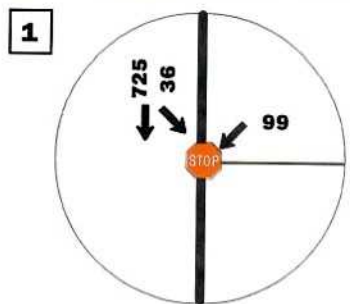
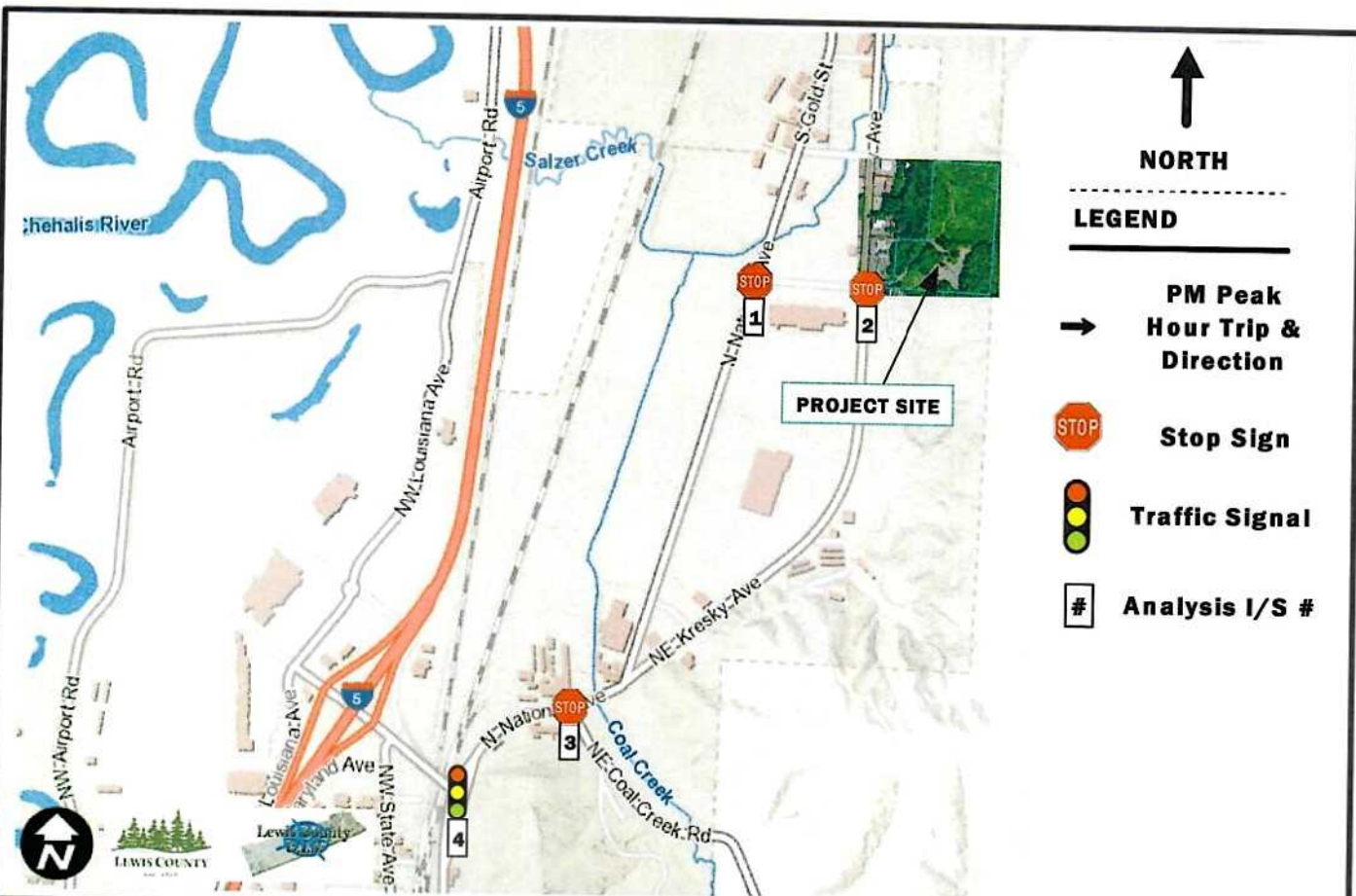
**4**  
NW Chamber of Commerce Way at N. National Ave.

**JTE, Inc.**  
**FIGURE 3**

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**HAMPE WAY MULTIFAMILY - CHEHALIS  
TRANSPORTATION AND PARKING IMPACT ANALYSIS**

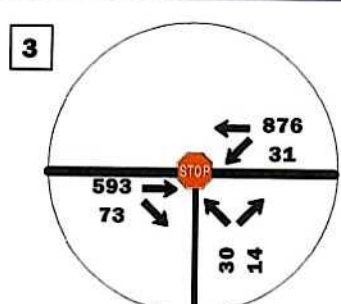
**EXISTING STREET CONDITIONS**



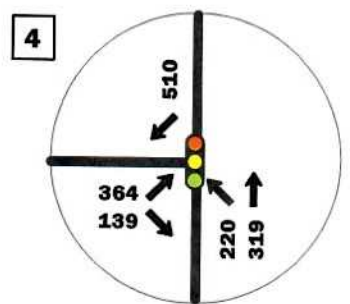
**1**  
N. National Ave. at  
NE Hampe Way



**2**  
NE Kresky Ave. at  
NE Hampe Way



**3**  
N. National Ave. at  
Coal Creek Rd.



**4**  
NW Chamber of Commerce  
Way at N. National Ave.

**Turning Data Collected  
Tuesday 06.27.2023  
Peak Hour 1615 - 1715**

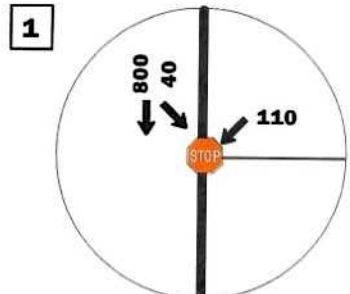
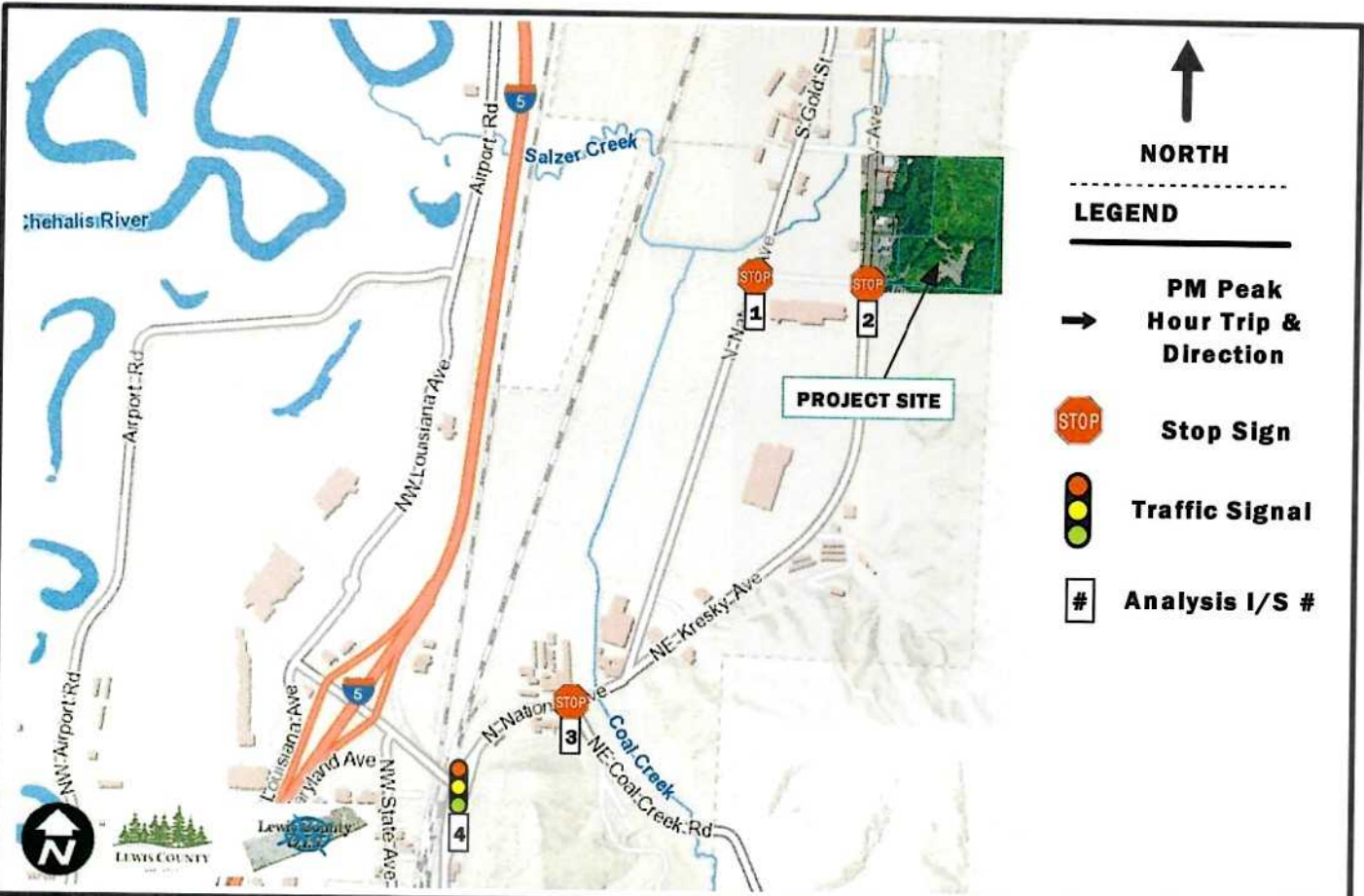
**JTE, Inc.**  
**FIGURE 4**

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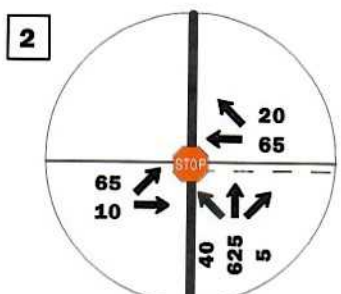
**HAMPE WAY MULTIFAMILY - CHEHALIS  
TRANSPORTATION IMPACT ANALYSIS**

**EXISTING PM PEAK HOUR TRAFFIC VOLUMES**

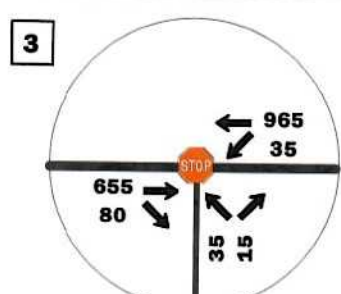




**N. National Ave. at NE Hampe Way**



**NE Kresky Ave. at NE Hampe Way**



**N. National Ave. at Coal Creek Rd.**

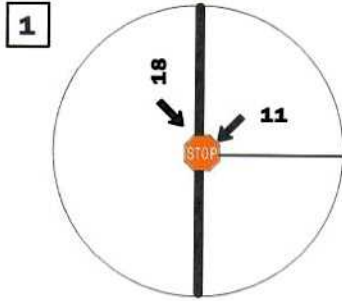
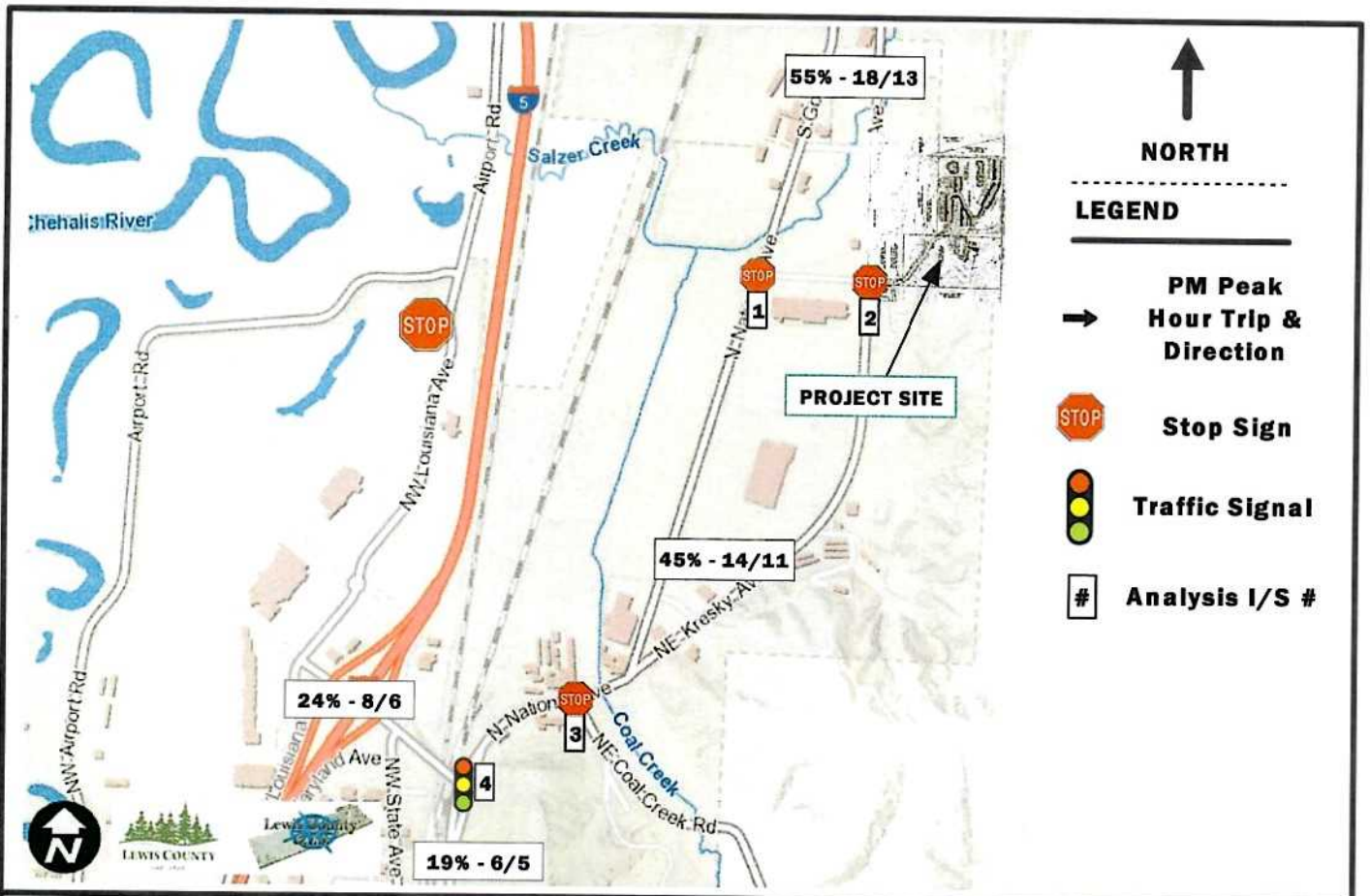


**NW Chamber of Commerce Way at N. National Ave.**

**JTE, Inc.**  
**FIGURE 5**

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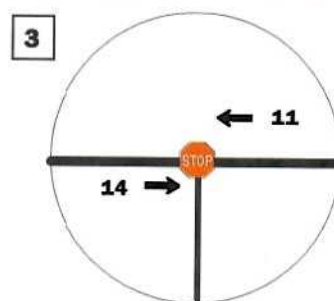
**HAMPE WAY MULTIFAMILY - CHEHALIS  
TRANSPORTATION IMPACT ANALYSIS  
PROJECTED 2028 PM PEAK HOUR TRAFFIC VOLUMES  
WITHOUT THE PROJECT**



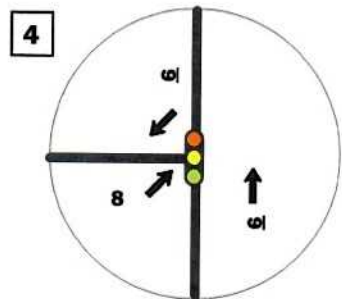
**1**  
N. National Ave. at  
NE Hampe Way



**2**  
NE Kresky Ave. at  
NE Hampe Way



**3**  
N. National Ave. at  
Coal Creek Rd.



**4**  
NW Chamber of Commerce  
Way at N. National Ave.

NET NEW SITE GENERATED PM PEAK HOUR TRIPS				
Direction	Total	Site Access	(Existing)	Net New
Enter	32	32	-	32
Exit	24	24	-	24
<b>Total</b>	<b>56</b>	<b>56</b>	<b>-</b>	<b>56</b>

Note: Rounding can result in minor trip differential

xx% distribution - enter/exit PMPHT's

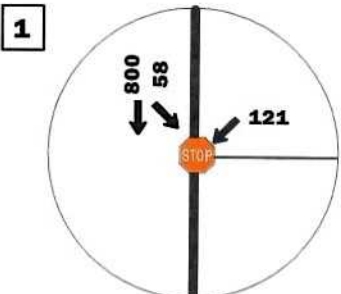
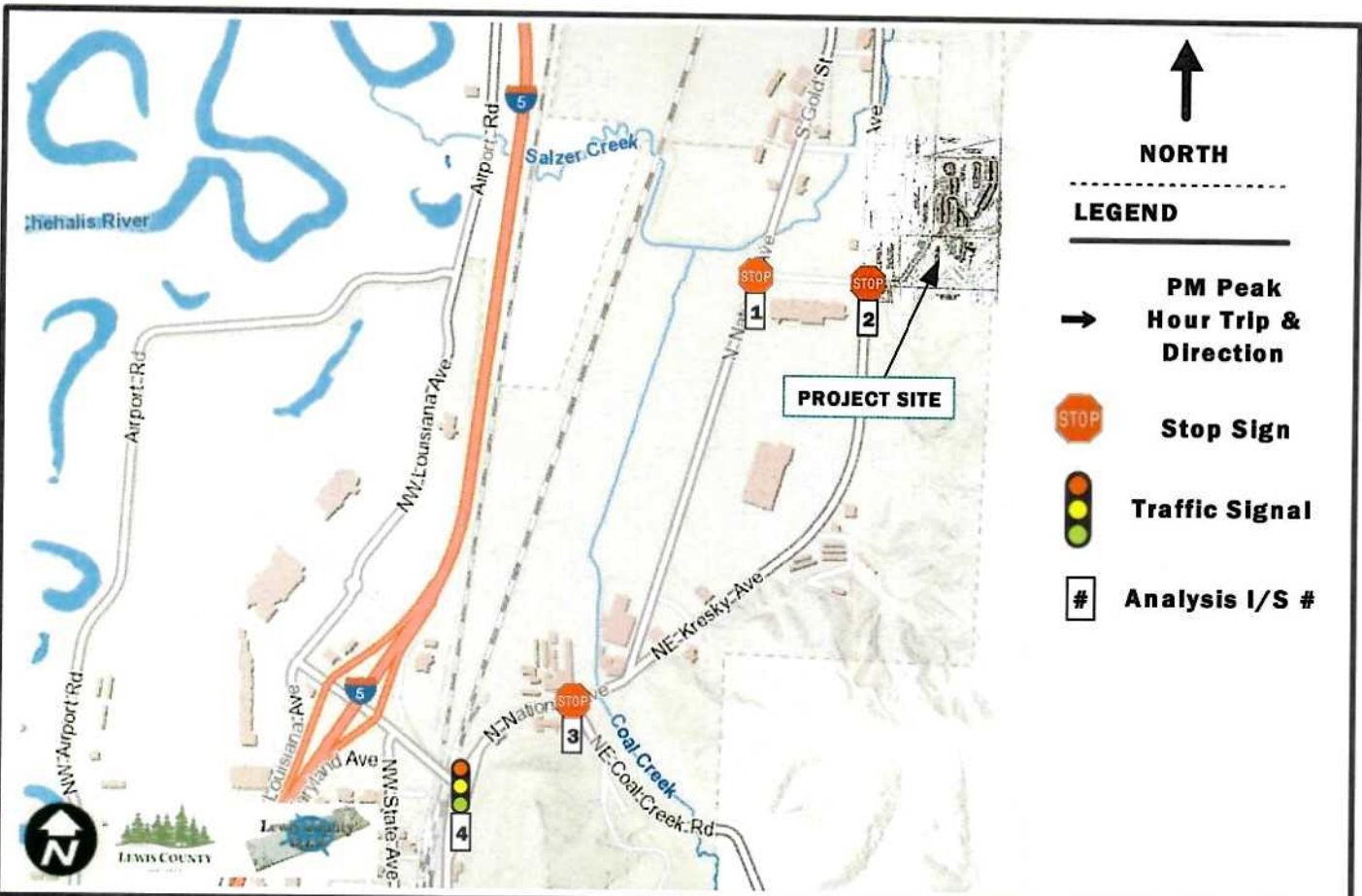
**JTE, Inc.**  
**FIGURE 6**

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**HAMPE WAY MULTIFAMILY - CHEHALIS  
TRANSPORTATION IMPACT ANALYSIS**

**SITE GENERATED PM PEAK HOUR TRAFFIC VOLUMES  
AND DISTRIBUTION**

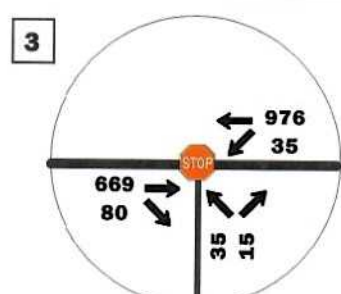




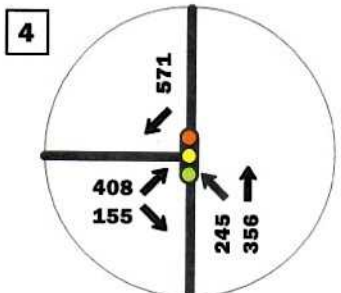
**N. National Ave. at NE Hampe Way**



**NE Kresky Ave. at NE Hampe Way**



**N. National Ave. at Coal Creek Rd.**



**NW Chamber of Commerce Way at N. National Ave.**


**JTE, Inc.**  
**FIGURE 7**

Reprint in Color Only

**HAMPE WAY MULTIFAMILY - CHEHALIS  
TRANSPORTATION IMPACT ANALYSIS  
PROJECTED 2028 PM PEAK HOUR TRAFFIC VOLUMES  
WITH THE PROJECT**

**APPENDIX**





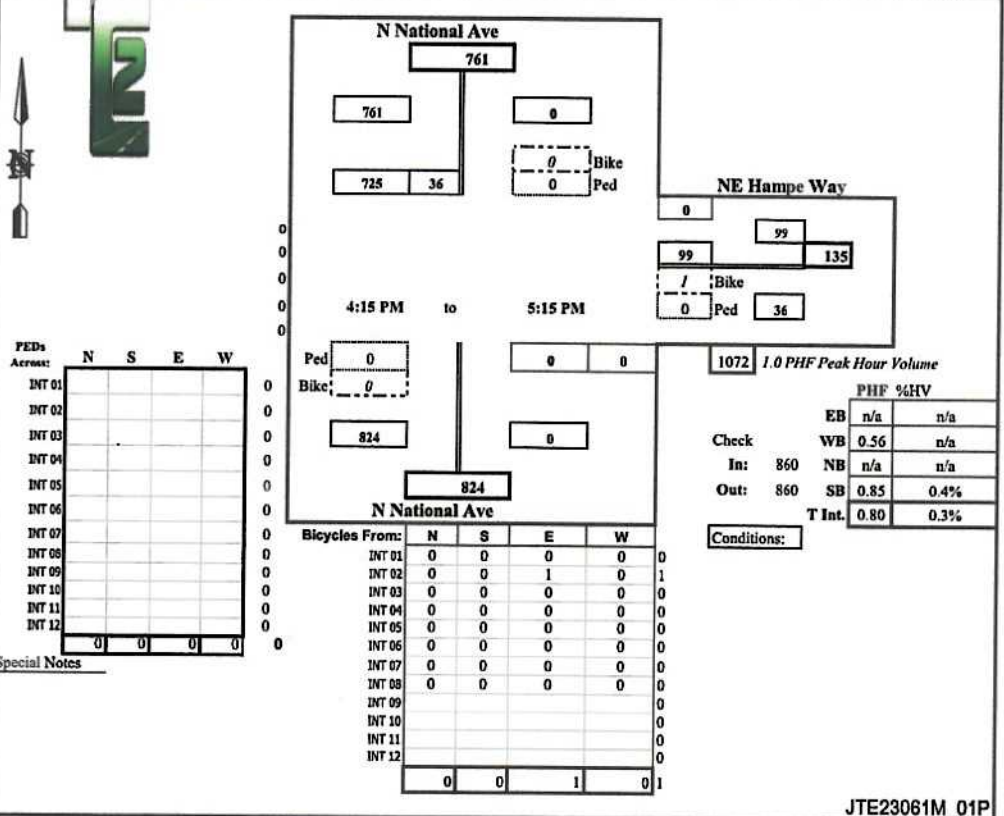
Prepared for: **Jake Traffic Engineering**  
**Traffic Count Consultants, Inc.**  
 Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: N National Ave & NE Hampe Way Date of Count: Tue 06/27/2023  
 Location: Chehalis, Washington Checked By: Jen

Time Interval Ending at	From North on (SB) N National Ave				From South on (NB) N National Ave				From East on (WB) NE Hampe Way				From West on (EB) 0				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	1	5	166	0	0	0	0	0	0	13	0	0	0	0	0	0	184
4:30 P	1	13	172	0	0	0	0	0	0	9	0	0	0	0	0	0	194
4:45 P	1	6	161	0	0	0	0	0	0	22	0	0	0	0	0	0	189
5:00 P	0	13	172	0	0	0	0	0	0	24	0	0	0	0	0	0	209
5:15 P	1	4	220	0	0	0	0	0	0	44	0	0	0	0	0	0	268
5:30 P	1	8	160	0	0	0	0	0	0	15	0	0	0	0	0	0	183
5:45 P	2	10	130	0	0	0	0	0	0	9	0	0	0	0	0	0	149
6:00 P	0	4	106	0	0	0	0	0	0	10	0	0	0	0	0	0	120
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	7	63	1287	0	0	0	0	0	0	146	0	0	0	0	0	0	1496
Peak Hour: 4:15 PM to 5:15 PM																	
Total	3	36	725	0	0	0	0	0	0	99	0	0	0	0	0	0	860
Approach	761			0					99				0				860
%HV	0.4%			n/a					n/a				n/a				0.3%
PHF	0.85			n/a					0.56				n/a				0.80



**N National Ave**  
 761 (Northbound)  
 725 (Southbound) | 36 (Eastbound)  
 824 (Southbound)  
 824 (Northbound)

**NE Hampe Way**  
 99 (Westbound)  
 135 (Eastbound)  
 36 (Southbound)

4:15 PM to 5:15 PM

**PHF %HV**  
 EB: n/a, n/a  
 WB: 0.56, n/a  
 NB: n/a, n/a  
 SB: 0.85, 0.4%  
 T Int: 0.80, 0.3%

**1072 1.0 PHF Peak Hour Volume**

**Bicycles From:**

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

**Conditions:**

**FEDs Across:**

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

Special Notes



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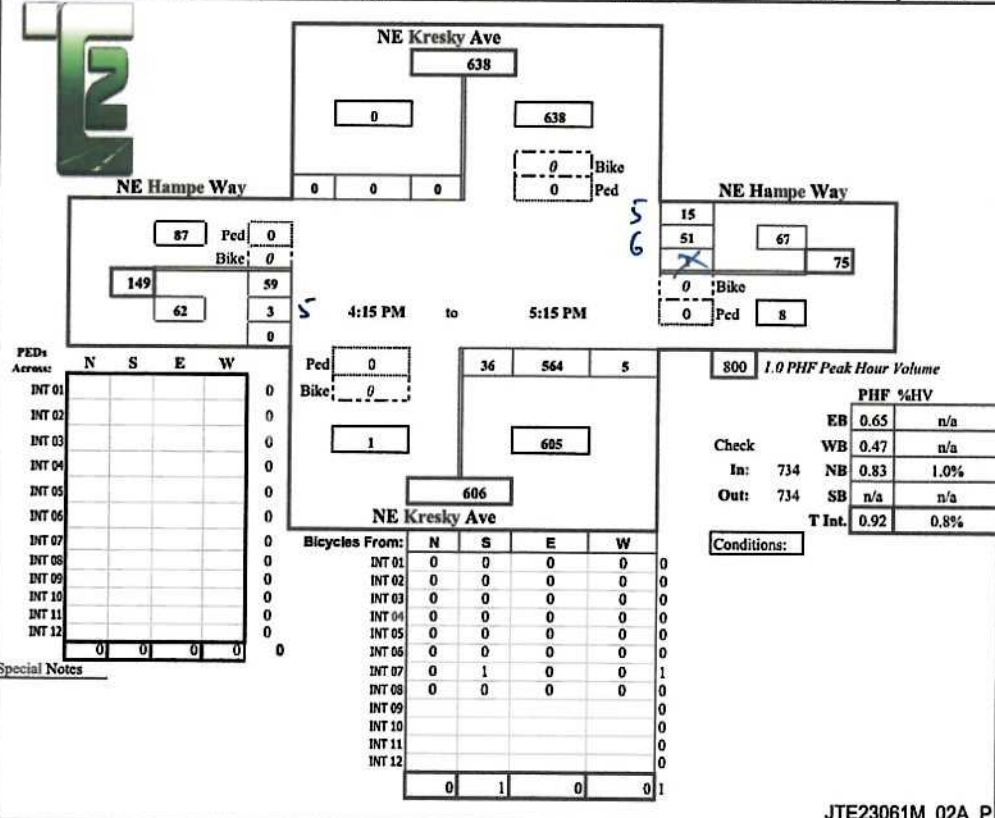
WBEDBE

Intersection: NE Kresky Ave & NE Hampe Way  
 Location: Chehalis, Washington

Date of Count: Tue 06/27/2023  
 Checked By: Jen

Time Interval	From North on (SB) NE Kresky Ave				From South on (NB) NE Kresky Ave				From East on (WB) NE Hampe Way				From West on (EB) NE Hampe Way				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	0	0	0	0	2	3	159	0	0	0	3	2	0	12	0	0	179
4:30 P	0	0	0	0	2	4	154	2	0	0	6	2	0	12	1	0	181
4:45 P	0	0	0	0	3	19	163	1	0	0	10	1	0	6	0	0	200
5:00 P	0	0	0	0	0	4	105	1	0	1	26	9	0	18	1	0	165
5:15 P	0	0	0	0	1	9	142	1	0	0	9	3	0	23	1	0	188
5:30 P	0	0	0	0	1	3	132	1	0	0	7	1	0	8	0	0	152
5:45 P	0	0	0	0	2	0	97	2	0	0	2	0	0	5	1	0	107
6:00 P	0	0	0	0	2	3	96	1	0	0	0	0	0	5	0	0	105
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	0	0	0	13	45	1048	9	0	1	63	18	0	89	4	0	1277
Peak Hour: 4:15 PM to 5:15 PM																	
Total	0	0	0	0	6	36	564	5	0	1	51	15	0	59	3	0	734
Approach	0				605				67				62				734
%HV	n/a				1.0%				n/a				n/a				0.8%
PHF	n/a				0.83				0.47				0.65				0.92





②  
Sky Ln



Prepared for: **Jake Traffic Engineering**  
**Traffic Count Consultants, Inc.**

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

WBE/DBE

Intersection: NE Kresky Ave & NE Sky Ln/NE Hampe Way (Turns & Thrus E/W Only)  
Location: Chehalis, Washington

Date of Count: Tue 06/27/2023  
Checked By: Jen

Time Interval Ending at	From North on (SB) NE Kresky Ave				From South on (NB) NE Kresky Ave				From East on (WB) NE Sky Ln				From West on (EB) NW Hampe Way				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	0	0	0	0	0	0	0	0	0	0	2	3	0	0	1	0	6
4:30 P	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	4
4:45 P	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 P	0	1	0	0	0	0	0	0	0	0	1	1	0	0	3	0	6
5:15 P	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
5:30 P	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
5:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 P	0	0	0	0	0	0	0	0	0	0	1	3	0	0	2	0	6
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	1	0	0	0	0	0	0	0	0	10	9	0	0	8	0	28
--------------	---	---	---	---	---	---	---	---	---	---	----	---	---	---	---	---	----

Peak Hour: 4:00 PM to 5:00 PM																	
Total	0	1	0	0	0	0	0	0	0	0	6	5	0	0	5	0	17
Approach	1				0				11				5				17
%HV	n/a				n/a				n/a				n/a				0.0%
PHF	0.25				n/a				0.55				0.42				0.71

NE Kresky Ave

NW Hampe Way

NE Sky Ln

4:00 PM to 5:00 PM

PHF Peak Hour Volume

Check	EB	0.42	n/a
In: 17	WB	0.55	n/a
Out: 17	NB	n/a	n/a
T Int.	SB	0.25	n/a
	T Int.	0.71	0.0%

Conditions:

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

Special Notes



Prepared for: **Jake Traffic Engineering**  
**Traffic Count Consultants, Inc.**

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WBE/DBE

Intersection: Coal Creek Rd & N National Ave  
 Location: Chehalis, Washington

Date of Count: Tue 06/27/2023.  
 Checked By: Jen

Time Interval Ending at	From North on (SB) Driveway				From South on (NB) Coal Creek Rd				From East on (WB) N National Ave				From West on (EB) N National Ave				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	0	0	0	1	0	11	0	3	1	4	190	0	3	0	168	21	398
4:30 P	0	0	0	1	0	7	0	3	1	6	182	0	4	0	160	18	377
4:45 P	0	1	0	0	0	7	0	5	2	13	209	0	3	0	153	18	406
5:00 P	0	0	0	2	0	10	0	4	0	5	201	0	0	0	130	20	372
5:15 P	0	0	0	4	0	6	0	2	1	7	284	0	1	0	150	17	470
5:30 P	0	0	0	0	0	9	0	1	0	4	205	0	1	0	149	9	377
5:45 P	0	0	0	0	1	15	0	6	2	5	165	0	2	0	101	15	307
6:00 P	0	0	0	0	0	10	0	2	0	5	121	0	2	0	84	21	243
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	1	0	8	1	75	0	26	7	49	1557	0	16	0	1095	139	2950
--------------	---	---	---	---	---	----	---	----	---	----	------	---	----	---	------	-----	------

Peak Hour: 4:15 PM to 5:15 PM

Total	0	1	0	7	0	30	0	14	4	31	876	0	8	0	593	73	1625
Approach	8				44				907				666				1625
%HV	n/a				n/a				0.4%				1.2%				0.7%
PHF	0.50				0.79				0.78				0.94				0.86

**Driveway**

8

8      0

N National Ave      7   0   1      0   0   Ped

N National Ave

913 Ped: 0  
Bike: 1

1579      0

666      593

73

4:15 PM to 5:15 PM

0   30   0   14

0   0   Ped

0   0   Bike

104      44

148

Coal Creek Rd

Bicycles From:

	N	S	E	W	
INT 01	0	0	0	0	0
INT 02	0	0	0	1	1
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	1	1	2
INT 07	0	0	0	0	0
INT 08	0	0	0	2	2
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	1	4	5

1880 1.0 PHF Peak Hour Volume

Check	PHF %HV	
	EB	WB
In: 1625	0.94	1.2%
Out: 1625	0.78	0.4%
T Int.	0.79	n/a
	0.50	n/a
	0.86	0.7%

Conditions:

PEDs Across:

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

Special Notes





HCM 6th TWSC  
1: Hampe Way & N. National Ave.

2023 - EX  
07/31/2023

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔				↔↔	
Traffic Vol, veh/h	99	0	0	0	36	725
Future Vol, veh/h	99	0	0	0	36	725
Conflicting Peds, #/hr	10	10	0	10	10	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, %	2	2	2	2	2	2
Mvmt Flow	108	0	0	0	39	788

Major/Minor	Minor1	Major2
Conflicting Flow All	492	10 0
Stage 1	10	- -
Stage 2	482	- -
Critical Hdwy	6.84	4.14 -
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	5.84	- -
Follow-up Hdwy	3.52	2.22 -
Pot Cap-1 Maneuver	506	1608 -
Stage 1	- 0	- -
Stage 2	587 0	- -
Platoon blocked, %		-
Mov Cap-1 Maneuver	479	1593 -
Mov Cap-2 Maneuver	479	- -
Stage 1	-	- -
Stage 2	561	- -

Approach	WB	SB
HCM Control Delay, s	14.7	0.4
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	479	1593	-
HCM Lane V/C Ratio	0.225	0.025	-
HCM Control Delay (s)	14.7	7.3	0.1
HCM Lane LOS	B	A	A
HCM 95th %tile Q(veh)	0.9	0.1	-



Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↔				
Traffic Vol, veh/h	59	8	0	0	57	20	36	564	5	0	0	0
Future Vol, veh/h	59	8	0	0	57	20	36	564	5	0	0	0
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	9	0	0	62	22	39	613	5	0	0	0

Major/Minor	Minor2	Minor1		Major1					
Conflicting Flow All	436	716	-	-	714	329	10	0	0
Stage 1	10	10	-	-	704	-	-	-	-
Stage 2	426	706	-	-	10	-	-	-	-
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	504	354	0	0	355	667	1608	-	-
Stage 1	-	-	0	0	438	-	-	-	-
Stage 2	577	437	0	0	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	403	334	-	-	335	661	1593	-	-
Mov Cap-2 Maneuver	403	334	-	-	335	-	-	-	-
Stage 1	-	-	-	-	417	-	-	-	-
Stage 2	458	416	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	16.2	17	0.5
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1593	-	-	393	384
HCM Lane V/C Ratio	0.025	-	-	0.185	0.218
HCM Control Delay (s)	7.3	0.1	-	16.2	17
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.8

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Vol, veh/h	593	73	31	876	30	14
Future Vol, veh/h	593	73	31	876	30	14
Conflicting Peds, #/hr	0	10	10	0	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	645	79	34	952	33	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	734	0	1249 382
Stage 1	-	-	-	-	695 -
Stage 2	-	-	-	-	554 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	867	-	165 616
Stage 1	-	-	-	-	456 -
Stage 2	-	-	-	-	539 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	859	-	155 604
Mov Cap-2 Maneuver	-	-	-	-	289 -
Stage 1	-	-	-	-	451 -
Stage 2	-	-	-	-	513 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	289	604	-	-	859	-
HCM Lane V/C Ratio	0.113	0.025	-	-	0.039	-
HCM Control Delay (s)	19	11.1	-	-	9.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-



Lanes, Volumes, Timings

2023 - EX

4: NW Chamber of Commerce Way & N. National Ave.

07/31/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↘	↙	↑		↘
Traffic Volume (vph)	364	139	220	319	0	510
Future Volume (vph)	364	139	220	319	0	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97	0.98	0.98			0.95
Fr t		0.850				0.865
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	0	1611
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1711	1544	1732	1863	0	1526
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		126				823
Link Speed (mph)	30			30	30	
Link Distance (ft)	162			271	235	
Travel Time (s)	3.7			6.2	5.3	
Confl. Peds. (#/hr)	10	10	10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	396	151	239	347	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	396	151	239	347	0	554
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0	0	0	0		0
Detector Template	Thru	Thru	Thru	Thru		Thru
Leading Detector (ft)	0	0	0	0		0
Trailing Detector (ft)	0	0	0	0		0
Turn Type	Prot	Free	Prot	NA		Perm
Protected Phases	4		5	2		
Permitted Phases		Free				6
Detector Phase	4		5	2		6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5		9.5	22.5		22.5
Total Split (s)	64.0		33.0	56.0		22.5
Total Split (%)	53.3%		27.5%	46.7%		18.8%
Maximum Green (s)	59.5		28.5	51.5		18.0
Yellow Time (s)	3.5		3.5	3.5		3.5
All-Red Time (s)	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5		4.5	4.5		4.5
Lead/Lag			Lead			Lag
Lead-Lag Optimize?			Yes			Yes

Lanes, Volumes, Timings  
 4: NW Chamber of Commerce Way & N. National Ave.

2023 - EX  
 07/31/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Recall Mode	None		None	Max		Min
Walk Time (s)	7.0			7.0		7.0
Flash Dont Walk (s)	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0			0		0
Act Effct Green (s)	23.7	84.5	15.9	51.7		31.3
Actuated g/C Ratio	0.28	1.00	0.19	0.61		0.37
v/c Ratio	0.80	0.10	0.72	0.30		0.51
Control Delay	40.6	0.1	45.3	9.7		1.7
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	40.6	0.1	45.3	9.7		1.7
LOS	D	A	D	A		A
Approach Delay	29.5			24.2	1.7	
Approach LOS	C			C	A	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 84.5  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 18.5  
 Intersection Capacity Utilization 52.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 4: NW Chamber of Commerce Way & N. National Ave.

↑ Ø2 56 s	↗ Ø4 64 s
↖ Ø5 33 s	↘ Ø6 22.5 s



HCM 6th TWSC  
 1: Hampe Way & N. National Ave.

2028 - WO  
 07/31/2023

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T				T↑↑	
Traffic Vol, veh/h	110	0	0	0	40	800
Future Vol, veh/h	110	0	0	0	40	800
Conflicting Peds, #/hr	10	10	0	10	10	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, %	2	2	2	2	2	2
Mvmt Flow	120	0	0	0	43	870

Major/Minor	Minor1	Major2
Conflicting Flow All	541	10
Stage 1	10	-
Stage 2	531	-
Critical Hdwy	6.84	4.14
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	5.84	-
Follow-up Hdwy	3.52	2.22
Pot Cap-1 Maneuver	471	1608
Stage 1	-	-
Stage 2	554	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	442	1593
Mov Cap-2 Maneuver	442	-
Stage 1	-	-
Stage 2	525	-

Approach	WB	SB
HCM Control Delay, s	16.1	0.5
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	442	1593	-
HCM Lane V/C Ratio	0.271	0.027	-
HCM Control Delay (s)	16.1	7.3	0.2
HCM Lane LOS	C	A	A
HCM 95th %tile Q(veh)	1.1	0.1	-

HCM 6th TWSC  
2: NE Kresky Ave. & Hampe Way

2028 - WO  
07/31/2023

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	65	10	0	0	65	20	40	625	5	0	0	0
Future Vol, veh/h	65	10	0	0	65	20	40	625	5	0	0	0
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	11	0	0	71	22	43	679	5	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	481	790	-	-	788	362	10	0	0
Stage 1	10	10	-	-	778	-	-	-	-
Stage 2	471	780	-	-	10	-	-	-	-
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	468	321	0	0	322	635	1608	-	-
Stage 1	-	-	0	0	405	-	-	-	-
Stage 2	542	404	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	355	301	-	-	302	629	1593	-	-
Mov Cap-2 Maneuver	355	301	-	-	302	-	-	-	-
Stage 1	-	-	-	-	383	-	-	-	-
Stage 2	408	382	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	18.5	19.3	0.5
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	1593	-	-	347 344
HCM Lane V/C Ratio	0.027	-	-	0.235 0.269
HCM Control Delay (s)	7.3	0.1	-	18.5 19.3
HCM Lane LOS	A	A	-	C C
HCM 95th %tile Q(veh)	0.1	-	-	0.9 1.1



Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	655	80	35	965	35	15
Future Vol, veh/h	655	80	35	965	35	15
Conflicting Peds, #/hr	0	10	10	0	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	712	87	38	1049	38	16

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	809	0
Stage 1	-	-	-	766
Stage 2	-	-	-	611
Critical Hdwy	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-
Pot Cap-1 Maneuver	-	-	812	-
Stage 1	-	-	-	419
Stage 2	-	-	-	504
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	804	-
Mov Cap-2 Maneuver	-	-	-	260
Stage 1	-	-	-	415
Stage 2	-	-	-	476

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	571	-	-	804	-
HCM Lane V/C Ratio	0.146	0.029	-	-	0.047	-
HCM Control Delay (s)	21.2	11.5	-	-	9.7	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-

Lanes, Volumes, Timings

2028 - WO

4: NW Chamber of Commerce Way & N. National Ave.

07/31/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↙	↖	↑		↘
Traffic Volume (vph)	400	155	245	0	0	565
Future Volume (vph)	400	155	245	0	0	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97	0.98	0.98			0.95
Fr <sub>t</sub>		0.850				0.865
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	0	1611
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1711	1544	1732	1863	0	1526
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		127				811
Link Speed (mph)	30			30	30	
Link Distance (ft)	162			271	235	
Travel Time (s)	3.7			6.2	5.3	
Confl. Peds. (#/hr)	10	10	10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	435	168	266	0	0	614
Shared Lane Traffic (%)						
Lane Group Flow (vph)	435	168	266	0	0	614
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0	0	0	0		0
Detector Template	Thru	Thru	Thru	Thru		Thru
Leading Detector (ft)	0	0	0	0		0
Trailing Detector (ft)	0	0	0	0		0
Turn Type	Prot	Free	Prot			Perm
Protected Phases	4		5	2		
Permitted Phases		Free				6
Detector Phase	4		5	2		6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5		9.5	22.5		22.5
Total Split (s)	64.0		33.0	56.0		22.5
Total Split (%)	53.3%		27.5%	46.7%		18.8%
Maximum Green (s)	59.5		28.5	51.5		18.0
Yellow Time (s)	3.5		3.5	3.5		3.5
All-Red Time (s)	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5		4.5	4.5		4.5
Lead/Lag			Lead			Lag
Lead-Lag Optimize?			Yes			Yes



Lanes, Volumes, Timings  
 4: NW Chamber of Commerce Way & N. National Ave.

2028 - WO  
 07/31/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Recall Mode	None		None	Max		Min
Walk Time (s)	7.0			7.0		7.0
Flash Dont Walk (s)	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0			0		0
Act Effct Green (s)	26.1	86.9	17.5			29.7
Actuated g/C Ratio	0.30	1.00	0.20			0.34
v/c Ratio	0.82	0.11	0.75			0.58
Control Delay	41.3	0.1	46.4			2.3
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	41.3	0.1	46.4			2.3
LOS	D	A	D			A
Approach Delay	29.8			46.4	2.3	
Approach LOS	C			D	A	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 86.9  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 21.4  
 Intersection Capacity Utilization 57.1%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 4: NW Chamber of Commerce Way & N. National Ave.

↑ Ø2 56 s	↘ Ø4 64 s
↙ Ø5 33 s	↗ Ø6 22.5 s

HCM 6th TWSC  
 1: NE Hampe Way & N. National Ave.

2028 - WP  
 08/10/2023

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖		↗↗			
Traffic Vol, veh/h	121	0	0	0	60	800
Future Vol, veh/h	121	0	0	0	60	800
Conflicting Peds, #/hr	10	10	0	10	10	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, %	2	2	2	2	2	2
Mvmt Flow	132	0	0	0	65	870

Major/Minor	Minor1	Major2	
Conflicting Flow All	585	-	10 0
Stage 1	10	-	- -
Stage 2	575	-	- -
Critical Hdwy	6.84	-	4.14 -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	-	2.22 -
Pot Cap-1 Maneuver	442	0	1608 -
Stage 1	-	0	- -
Stage 2	526	0	- -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	403	-	1593 -
Mov Cap-2 Maneuver	403	-	- -
Stage 1	-	-	- -
Stage 2	484	-	- -

Approach	WB	SB
HCM Control Delay, s	18.2	0.8
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	403	1593	-
HCM Lane V/C Ratio	0.326	0.041	-
HCM Control Delay (s)	18.2	7.4	0.3
HCM Lane LOS	C	A	A
HCM 95th %tile Q(veh)	1.4	0.1	-



HCM 6th TWSC  
 2: NE Kresky Ave. & NE Hampe Way

2028 - WP  
 08/10/2023

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕				
Traffic Vol, veh/h	65	29	0	0	76	35	40	625	20	0	0	0
Future Vol, veh/h	65	29	0	0	76	35	40	625	20	0	0	0
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	32	0	0	83	38	43	679	22	0	0	0

Major/Minor	Minor2		Minor1		Major1				
Conflicting Flow All	487	807	-	-	796	371	10	0	0
Stage 1	10	10	-	-	786	-	-	-	-
Stage 2	477	797	-	-	10	-	-	-	-
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	464	314	0	0	318	626	1608	-	-
Stage 1	-	-	0	0	401	-	-	-	-
Stage 2	538	397	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	328	294	-	-	298	620	1593	-	-
Mov Cap-2 Maneuver	328	294	-	-	298	-	-	-	-
Stage 1	-	-	-	-	379	-	-	-	-
Stage 2	378	376	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	21.7	20.2	0.5
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1593	-	-	317	356
HCM Lane V/C Ratio	0.027	-	-	0.322	0.339
HCM Control Delay (s)	7.3	0.1	-	21.7	20.2
HCM Lane LOS	A	A	-	C	C
HCM 95th %tile Q(veh)	0.1	-	-	1.4	1.5

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↓		↖	↑↑	↖	↗
Traffic Vol, veh/h	670	80	35	976	35	15
Future Vol, veh/h	670	80	35	976	35	15
Conflicting Peds, #/hr	0	10	10	0	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	728	87	38	1061	38	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	825	0	1399
Stage 1	-	-	-	-	782
Stage 2	-	-	-	-	617
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	801	-	132
Stage 1	-	-	-	-	411
Stage 2	-	-	-	-	501
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	793	-	123
Mov Cap-2 Maneuver	-	-	-	-	255
Stage 1	-	-	-	-	407
Stage 2	-	-	-	-	472

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	18.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	255	564	-	-	793	-
HCM Lane V/C Ratio	0.149	0.029	-	-	0.048	-
HCM Control Delay (s)	21.6	11.6	-	-	9.8	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.2	-



Lanes, Volumes, Timings

4: NW Chamber of Commerce Way & N. National Ave.

2028 - WP

08/10/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↘	↙	↑	↓	↘
Traffic Volume (vph)	408	155	245	0	0	571
Future Volume (vph)	408	155	245	0	0	571
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97	0.98	0.98			0.95
Frnt		0.850				0.865
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	0	1611
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1711	1544	1732	1863	0	1526
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		125				811
Link Speed (mph)	30			30	30	
Link Distance (ft)	320			271	235	
Travel Time (s)	7.3			6.2	5.3	
Confl. Peds. (#/hr)	10	10	10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	443	168	266	0	0	621
Shared Lane Traffic (%)						
Lane Group Flow (vph)	443	168	266	0	0	621
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0	0	0	0		0
Detector Template	Thru	Thru	Thru	Thru		Thru
Leading Detector (ft)	0	0	0	0		0
Trailing Detector (ft)	0	0	0	0		0
Turn Type	Prot	Free	Prot			Perm
Protected Phases	4		5	2		
Permitted Phases		Free				6
Detector Phase	4		5	2		6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5		9.5	22.5		22.5
Total Split (s)	64.0		33.0	56.0		22.5
Total Split (%)	53.3%		27.5%	46.7%		18.8%
Maximum Green (s)	59.5		28.5	51.5		18.0
Yellow Time (s)	3.5		3.5	3.5		3.5
All-Red Time (s)	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5		4.5	4.5		4.5
Lead/Lag			Lead			Lag
Lead-Lag Optimize?			Yes			Yes

Lanes, Volumes, Timings  
 4: NW Chamber of Commerce Way & N. National Ave.

2028 - WP  
 08/10/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Recall Mode	None		None	Max		Min
Walk Time (s)	7.0			7.0		7.0
Flash Dont Walk (s)	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0			0		0
Act Effct Green (s)	26.7	87.5	17.6			29.7
Actuated g/C Ratio	0.31	1.00	0.20			0.34
v/c Ratio	0.82	0.11	0.75			0.59
Control Delay	41.3	0.1	46.7			2.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	41.3	0.1	46.7			2.5
LOS	D	A	D			A
Approach Delay	30.0			46.7	2.5	
Approach LOS	C			D	A	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 87.5  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 21.5  
 Intersection Capacity Utilization 57.5%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 4: NW Chamber of Commerce Way & N. National Ave.

↑ Ø2	↗ Ø4
56 s	64 s
↖ Ø5	Ø6
33 s	22.5 s





Report Category

Summary Reports

Report Name

Total Crashes

Select Report Parameters

Report Year

2018

Location

Region: (All)

County: Lewis

City: (All)

Jurisdiction

(All)

Run Report



Search

Portal FAQs Feedback



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

Fatal

5

Suspected Serious Injury

45

Suspected Minor Injury

105

Possible Injury

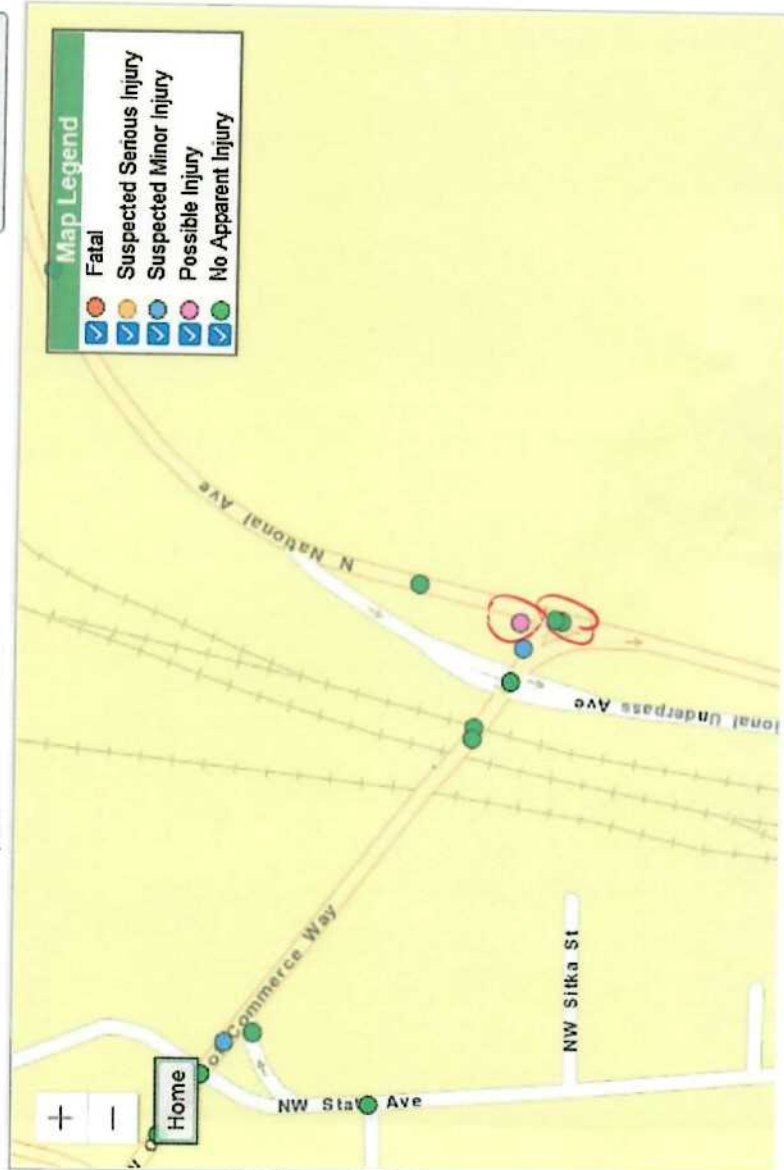
264

No Apparent Injury

986

Total Crashes

1,405





Report Category

Summary Reports

Report Name

Total Crashes

Select Report Parameters

Report Year

2018

Location

Region: (All)

County: Lewis

City: (All)

Jurisdiction

(All)

Run Report



Search

Portal FAQs Feedback

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

Fatal

Suspected Serious Injury

Suspected Minor Injury

Possible Injury

No Apparent Injury

Total Crashes

Crashes

5

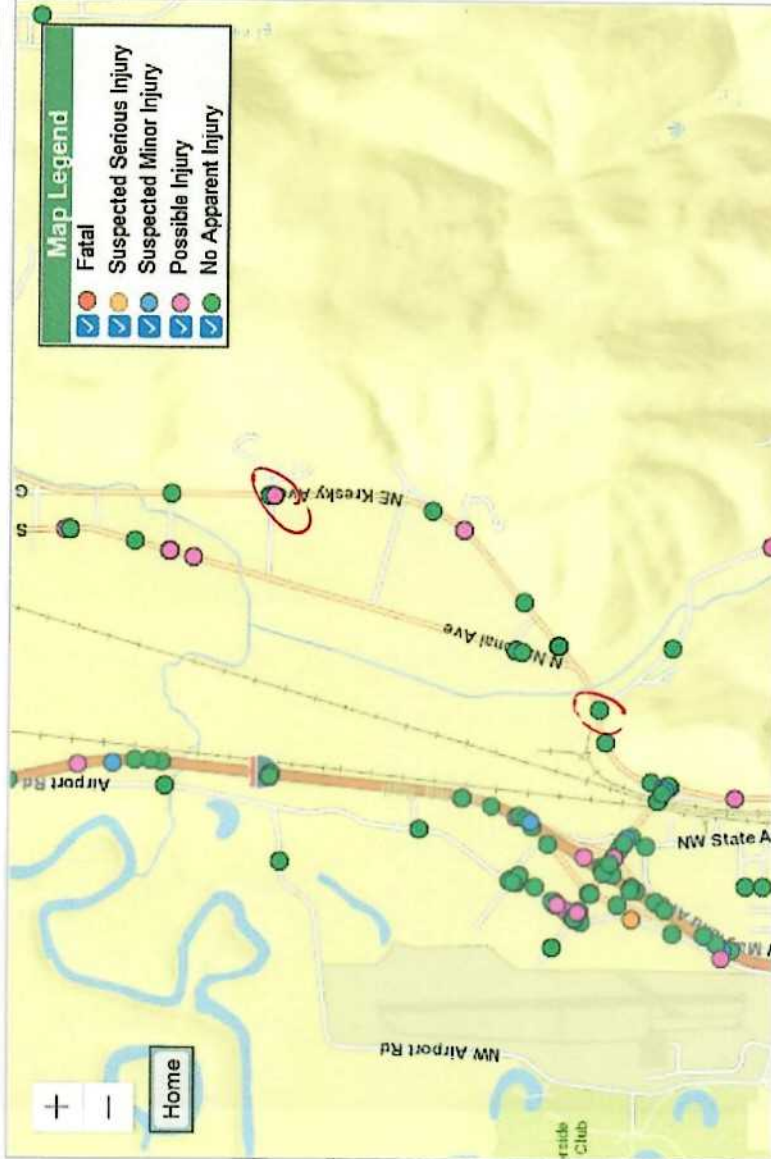
45

105

264

986

1,405







Report Category

Summary Reports

Report Name

Total Crashes

Report Year

2019

Location

Region: (All)

County: Lewis

City: (All)

Jurisdiction

(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, 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.

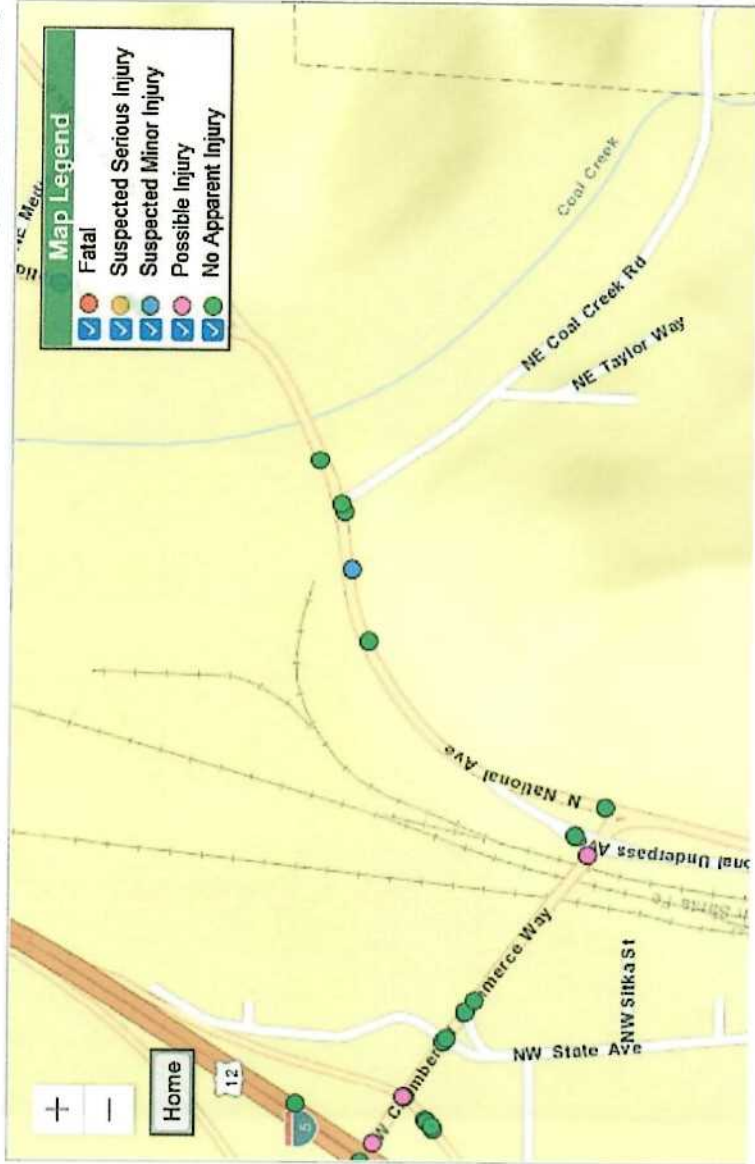
Data

Charts

Notes

Most Severe Injury per Crash

Crashes	Crashes
Fatal	14
Suspected Serious Injury	29
Suspected Minor Injury	97
Possible Injury	226
No Apparent Injury	1,029
<b>Total Crashes</b>	<b>1,395</b>





Portal FAQs Feedback

Search

Report Category

Report Name

Summary Reports

Total Crashes

Summary Reports - Total Crashes

Select Report Parameters

Report Year

2019

Location

Region: (All)

County: Lewis

City: (All)

Jurisdiction

(All)

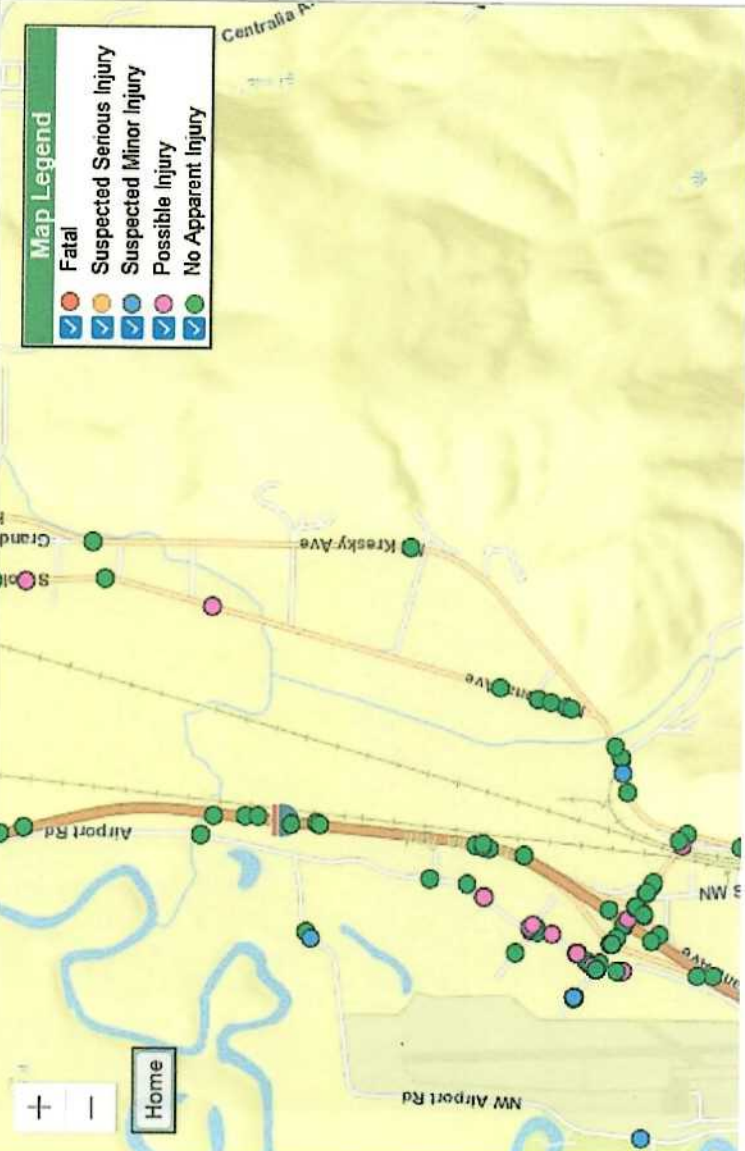
Run Report

Report Year: 2019

Location: Lewis County

Jurisdiction: (All)

Under 23 U.S. Code 146 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
<b>Total Crashes</b>	<b>1,395</b>







Search

### 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
<b>Total Crashes</b>	<b>1,230</b>

### Report Category

Summary Reports   Total Crashes

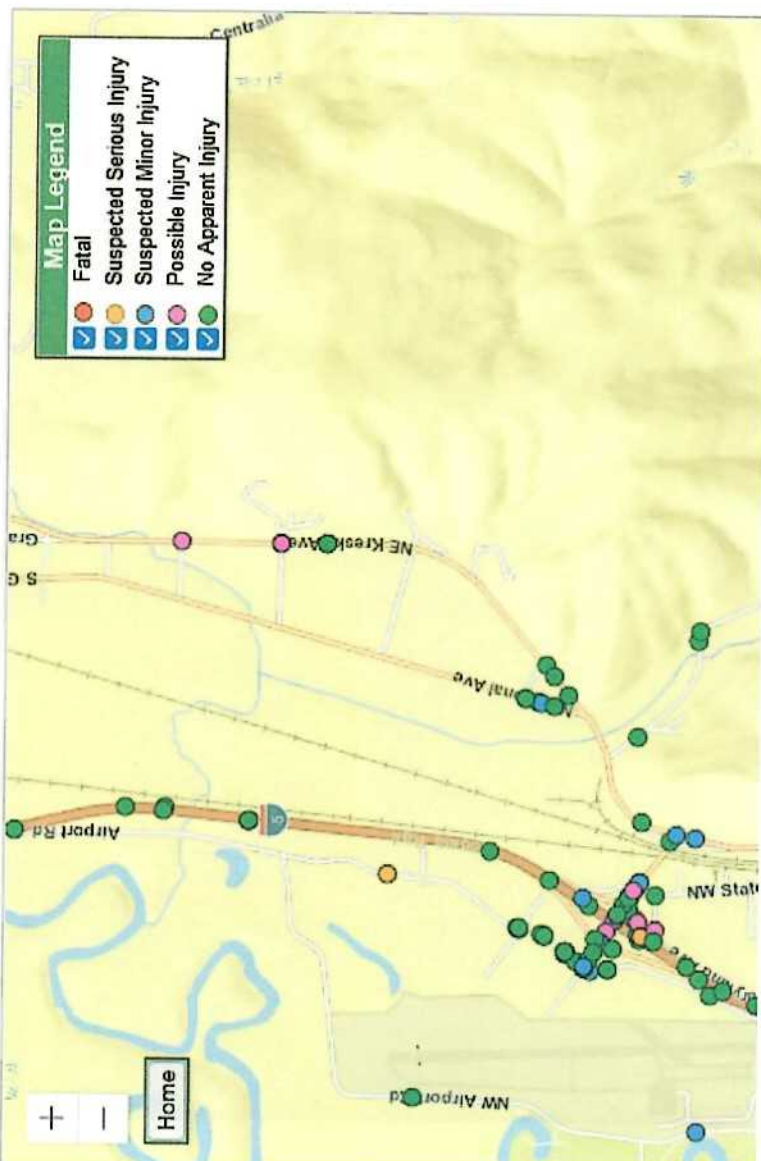
### Select Report Parameters

**Report Year:** 2020

**Region:** (All)   **Jurisdiction:** (All)

**County:** Lewis   **City:** (All)

**Run Report**







Report Category

Summary Reports

Report Name

Total Crashes

Report Year

2021

Location

Region: (All)

County: Lewis

City: (All)

Jurisdiction

(All)

Run Report



Search

Portal FAQs Feedback



### 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 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

7

Suspected Serious Injury

45

Suspected Minor Injury

171

Possible Injury

170

No Apparent Injury

1,152

Total Crashes

1,545





Report Category

Summary Reports

Report Name

Total Crashes

2021

Select Report Parameters

Report Year

Location

Jurisdiction

(All)

Region:

(All)

(All)

Lewis

(All)

(All)

(All)

(All)

(All)

Run Report



Search

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Summary Reports - Total Crashes

2021

Lewis County

(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

7

Suspected Serious Injury

45

Suspected Minor Injury

171

Possible Injury

170

No Apparent Injury

1,152

Total Crashes

1,545





Portal FAQs Feedback

Search

Summary Reports - Total Crashes

Report Category: **Summary Reports** | Report Name: **Total Crashes**

Report Year: **2022** | Location: **Lewis County** | Jurisdiction: **(All)**

**Run Report**

Select Report Parameters

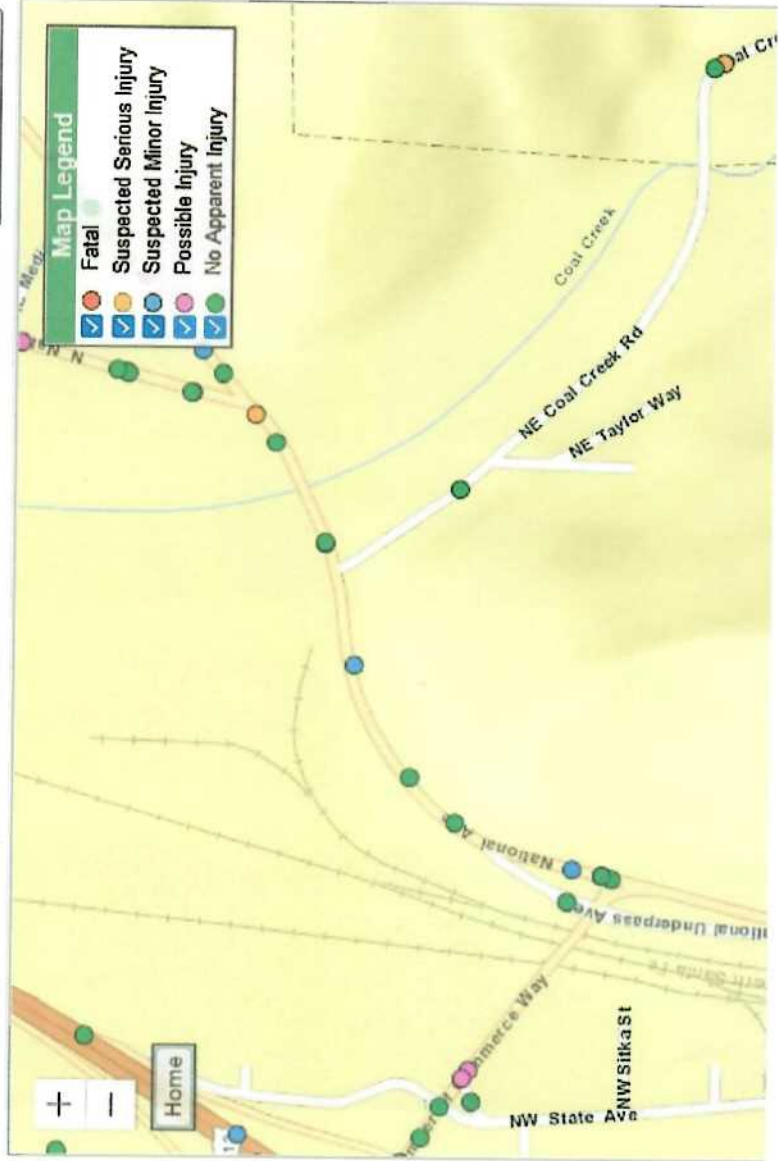
Report Year: **2022** | Region: **(All)** | Jurisdiction: **(All)**

County: **Lewis** | City: **(All)**

Under 23 U.S. Code 146 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	11
Suspected Serious Injury	60
Suspected Minor Injury	181
Possible Injury	159
No Apparent Injury	1,106
<b>Total Crashes</b>	<b>1,517</b>





Portal FAQs Feedback

Search

### Summary Reports - Total Crashes

**Report Year:** 2022  
**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**

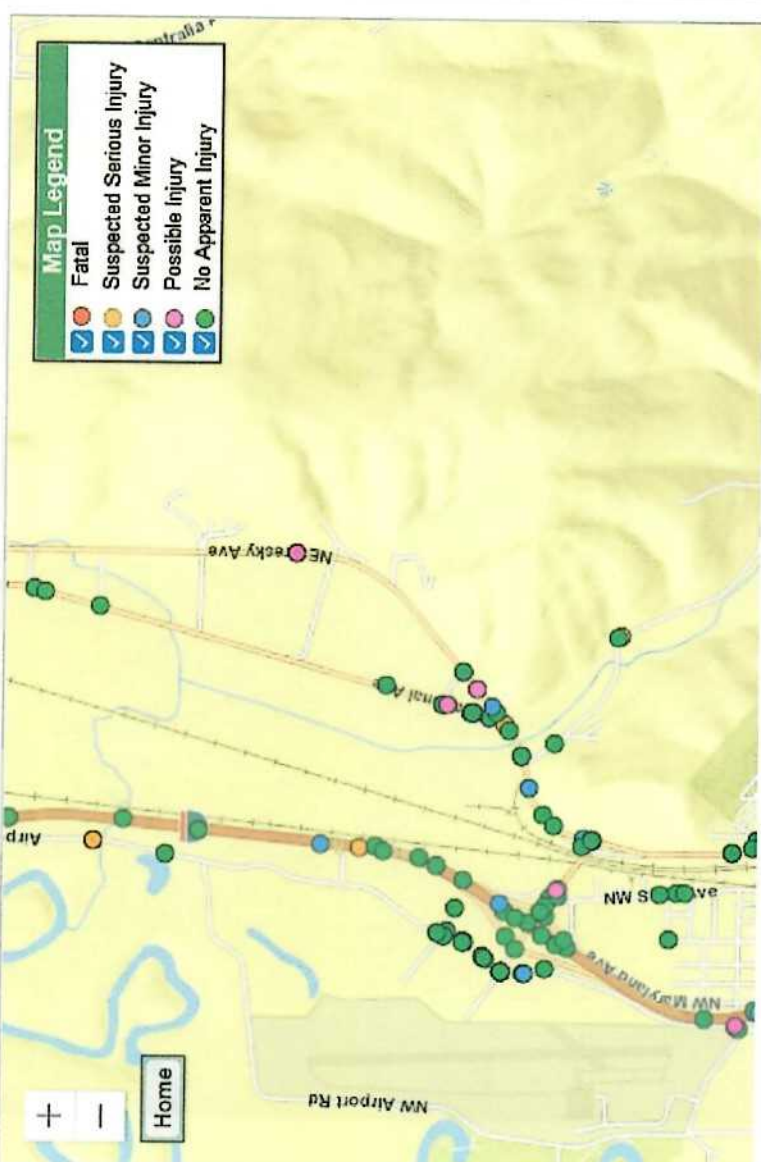
Most Severe Injury per Crash	Crashes
Fatal	11
Suspected Serious Injury	60
Suspected Minor Injury	181
Possible Injury	159
No Apparent Injury	1,106
<b>Total Crashes</b>	<b>1,517</b>

### Report Category

Summary Reports | Report Name: Total Crashes

### Select Report Parameters

**Report Year:** 2022 | **Region:** (All) | **Jurisdiction:** (All)  
**County:** Lewis | **City:** (All)  
**Run Report**





CITY OF CHEHALIS - 2023-2028 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project	General Description	Funding Source	Start Year	Prior Years	2023	2024	2025	2026	2027	2028	Future	Total Cost
Citywide Preservation Program	Chip-sealing, HMA preleveling, patching	Arterial Street/4% Funds/TBD	N/A		\$ 175,000.00	\$ 175,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00		\$ 1,150,000.00
Market Blvd. - Park to N National Ave.	Renaissance streetscape planning	Grants/Arterial Street/4% Funds/ TBD/Utility Funds	2023		\$ 300,000.00		\$ 2,750,000.00					\$ 3,050,000.00
Main St. - BNSF to I-5	Grind and inlay	Grants/TBD	2022		\$ 714,830.00							\$ 714,830.00
Chamber Way Bridge Replacement	Replace Bridge	Grants/Arterial Street/4% Funds/TBD	2023		\$ 250,000.00		\$ 33,600,000.00					\$ 33,850,000.00
Market Blvd - Park St to 13th St	Reconstruction	Grants/Arterial Street/4% Funds/TBD	2024				\$ 300,000.00	\$ 4,700,000.00				\$ 5,000,000.00
Rec-Park Overflow Parking Lot	Construct additional parking between SW Parkland and SW 13th St	Grants/Arterial Street/4% Funds/TBD	2023		\$ 600,000.00							\$ 600,000.00
Market Blvd - 13th to city limits	Reconstruct, pedestrian improvements	Grants/ARPA/SLFRF	2026					\$ 300,000.00	\$ 4,500,000.00			\$ 4,800,000.00
Louisiana Avenue	Widening/realignment just south of Chamber	Arterial Street/4% Funds/TBD	2024			\$ 75,000.00						\$ 75,000.00
National Ave./ Coal Cr. Improvements	Coal Creek Bridge, intersection, pedestrian improvements, reconstruction	Grants/Arterial Street/4% Funds/TBD	2026					\$ 200,000.00	\$ 2,500,000.00			\$ 2,700,000.00
Louisiana Ave.- Chamber Way to Home Depot	Grind & inlay, Chamber to Home Depot, traffic control improvements	Grants/Arterial Street/4% Funds/TBD	2024			\$ 275,000.00						\$ 275,000.00
Riverside Dr/Newsum Ave repairs	Spot repairs Hwy 6 to Shorey Rd/sidewalks	Grants/Arterial Street/4% Funds/TBD	2026					\$ 500,000.00				\$ 500,000.00
Winchester Hill Dr.	Spot repair/ double chip seal or overlay	Arterial Street/4% Funds/TBD	2023		\$ 70,000.00							\$ 70,000.00
20th St.- Market to Salisbury	Grind and inlay	Grants/Arterial Street/4% Funds/TBD	2026					\$ 300,000.00				\$ 300,000.00
Cascade Ave. - Main St. to 13th St.	Spot Repairs & Grind and Inlay	Grants/Arterial Street/4% Funds/TBD	2025				\$ 250,000.00	\$ 2,250,000.00				\$ 2,500,000.00
Louisiana Ave Repairs (Past West Street Replacement)	Spot repair & overlay Hwy 6 North	Grants/Arterial Street/4% Funds/TBD	Future								\$ 450,000.00	\$ 450,000.00
Snively Ave improvements	Reconstruct 16th to 20th	Grants/Arterial Street/4% Funds/ TBD/Utility Funds	Future						\$ 2,500,000.00			\$ 2,500,000.00
National Ave.- Market to Chamber	Reconstruct, pedestrian improvements	Grants/Arterial Street/4% Funds/TBD	Future							\$ 1,525,000.00		\$ 1,525,000.00
13th St.- Market to Interstate	Grind & overlay, ADA compliance	Grants/Arterial Street/4% Funds/TBD	Future							\$ 600,000.00		\$ 600,000.00
Guardrail	Various locations throughout city	Grants/Arterial Street/4% Funds/TBD	Future			\$ 125,000.00						\$ 125,000.00
Front, Pacific, Park Streets improvements	Grind, overlay/utility/frontage improvements	Grants/Arterial Street/4% Funds/TBD	Future								\$ 2,500,000.00	\$ 2,500,000.00
				\$ -	\$ 2,109,830.00	\$ 650,000.00	\$ 37,100,000.00	\$ 8,450,000.00	\$ 9,700,000.00	\$ 2,325,000.00	\$ 2,950,000.00	\$ 63,284,830.00

**Current Year (2022) Projects**  
 South end chipseal, patching, prelevel  
 National Ave- Grind and inlay, Chamber to Kresley  
 Chehalis Avenue- Repair 3rd St. to 9th St.