



Gibson Traffic Consultants, Inc.

Transportation Planners and Traffic Engineers

MEMORANDUM

To: Roland Storme, Local Agency and Development Services Manager
From: Matthew Palmer, PE *MP*
Subject: SR-20 Access Analysis at MP 95.10
Date: May 5, 2015
Project: GTC #15-052

EXHIBIT " C "
Sheet 35 of 35

Gibson Traffic Consultants, Inc. (GTC) has been retained by 3DH Aggregates and Skagit Aggregates, LLC to provide trip generation and access analysis for a WSDOT Application for Access Connection.

The expansion site is located on the south side of SR-20 at MP 95.13. The site is east of the town of Concrete and west of the town of Rockport (SR-530). The access is existing today and it serves the existing gravel mine and the existing Skagit County Public Works transfer station.

1. EXISTING CONDITIONS

SR-20 is a 2-lane roadway that is generally aligned east-west in the site vicinity. The roadway has 11-foot travel lanes with varying widths of paved shoulder (primarily 8 feet) and a ditch along the south side of the roadway. The posted speed limit in the site vicinity is 55 mph.

PM peak-hour count data was collected along SR-20 at the site existing site access, by Traffic Data Gathering (TDG) on April 16, 2015. The data shows that there are 195 total intersection trips occurring during the PM peak-hour¹. The TDG data was compared to data from the WSDOT 2014 Annual Traffic Report (2014 ATR). The 2014 ATR volumes at MP 94.37 is 2,500 daily trips; the PM peak-hour typically represents 8-10% of the daily trips; therefore, the counts are consistent with the daily trip generation in the area. The 2014 ATR includes data from 2011 which shows there to be 2,400 ADT on SR-20 in the site vicinity. This equates to a 1.4% annual compounding growth rate over the 3 years.

2. SITE DEVELOPMENT

The subject site is currently approximately 10 acres and the expansion of the site would add an additional 30 acres. With the expansion the site is not anticipated to exceed its current material output of 50,000 tons per year. The expansion will simply extend the life of the mine out at least an additional 20 years.

¹ Based on highest peak-hour of the data between 3:00 and 6:00 PM.

2.1. Trip Generation

Trip generation calculations for the Skagit Aggregates gravel mine is based on the information provided by the client and prior GTC experience pertaining to similar earthmoving activities. As stated by the client, the amount of material extracted will be 50,000 tons/year, which is consistent with amount of material extracted in 2014. Each truck and trailer combination can carry approximately 30 tons of material and single truck can carry approximately 15 tons.

Based on the estimates from other trucking operations it is anticipated that 70% of the trips will be truck and trailer and 30% single trucks. It is also anticipated that the operation would have up to 312 workdays a year; therefore, to move 50,000 tons would require an estimated 14 truck trips in & out per day (7 loads per day). It is anticipated that the in/out percentages will reflect that of gravel mines and other heavy truck operations with 15% of the ADT occurring during the AM peak-hour and as a "worst case" 15% during the PM peak-hour.

The Skagit Aggregates gravel mine site is anticipated to generate **14 average daily trips (ADT)** with **2 AM peak-hour truck trips (1 inbound/1 outbound)** and **2 PM peak-hour truck trips (1 inbound/1 outbound)**. A trip generation summary has been included in Table 1. The trip generation calculations have been included in the attachments.

The trip generation of the site is summarized in Table 1.

Table 1: Trip Generation Summary

Land Use	Units	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Gravel Mine	7 Trucks	14	1	1	2	1	1	2

It is important to note that the trip generation for the site is currently occurring and that there will likely be no additional trips with the expansion as the output of the gravel mine isn't increasing. The trips calculated being added to the existing count should therefore be considered conservative.

The trip generation calculations are included in the attachments.

3. ACCESS ANALYSIS

The gravel mine expansion is proposed to utilize the existing full access to SR-20 at MP 95.13.

3.1. Access Classification

This section of SR-20 is identified as a managed access Class 2 facility. Per *Exhibit 540-2* of the WSDOT *Design Manual*, a Class 2 facility has the limitation of not allowing a private access connection unless no other reasonable access exists. The property is land locked with an access easement through the adjacent parcel, parcel ID P44866 located at 50796 State Route 20; therefore, the continued use of the existing access should be allowed. In addition, *Exhibit 540-2* identifies the required access spacing of 660 feet for connections located on the same side of the highway. To the west of the access there is approximately 1,480 feet of separation from the adjacent access; however, to the east there is 390 feet of separation to an existing access serving a house and a couple of sheds. With the low volumes of these two driveways it is anticipated that there will not be any negative interaction that would preclude the use of the existing access to continue with the gravel mine expansion.

3.2. Collision History

Collision data was requested from WSDOT from January 2010 to the current available data for the section of SR-20 from MP 95.03 to 95.23 (access is located at approximately MP 95.13). No collisions were found for this section of SR-20 for the last 5 years.

3.3. Channelization Warrant Analysis

The access has been analyzed using WSDOT channelization warrants to determine if right-turn and left-turn channelization are warranted. The right-turn warrants are based on WSDOT *Design Manual, Right-Turn Lane Guidelines (Exhibit 1310-11, July 2013)* and the left-turn warrants are based on WSDOT *Design Manual, Left-Turn Storage Guidelines: Two-Lane, Unsignalized (Exhibit 1310-7a, July 2013)*. The PM peak-hour turning movement volumes at the access are based on applying a 2% annually compounding growth rate to the PM peak-hour volumes and adding the site's PM peak-hour trips to the existing PM peak-hour volumes on SR-20. The turning movement calculations are included in the attachments. Based on the low turning volumes and the low amount of through traffic a right-turn and left-turn is not warranted.

3.4. Intersection Operation

The intersection has been analyzed to determine the level of service (LOS) for the intersection. The intersection level of service analysis has been performed using the same turning movement volumes used for the channelization warrant analysis and the existing channelization. The intersection is anticipated to operate at LOS A with a single outbound lane. This is better than WSDOT's most stringent standard of LOS C and should therefore be considered acceptable.

3.5. Sight Distance

SR-20 has a 55 mph speed limit in the site vicinity. A 55 mph design speed per *Exhibit 1340-3* of the WSDOT *Design Manual* requires intersection sight distances of 495 feet to both the east and west of the access. Based on preliminary field work GTC staff anticipates that there is over 600 feet of intersection sight distances in both directions at the existing/proposed site access location.

4. CONCLUSIONS

The subject site is anticipated to expand by approximately 30 acres; however, the anticipated extraction of material from the site is to remain at 50,000 tons/year. The 30 acres will allow the life of the gravel mine to extend out at least an additional 20 years. The site is likely not to generate many new trips due to the existing operation continuing. Based on the proposed future trips along SR-20 and the access, the volumes will not warrant a left or right-turn pocket on SR-20. The site access is anticipated to operate at LOS A or better. There was no collision history to indicate that the existing access would have an operational deficiency and need to be altered in any way. There is also more than sufficient sight distance for a vehicle to stop on SR-20 if something is in the roadway at the access point. For these reasons the access permit should be granted under the existing configuration of the access.

Trip Generation Calculations

3DH Aggregates
 GTC #15-052

1-YEAR TRIP GENERATION

50,000 tons total in 1 year

50,000 tons/year

tons/truck	30 T & T	70%	In a Year	In + Out
tons/truck	15 Single	30%	50,000 tons	per day
tons/truck	0 SU	0%	1,961 truck trips	14
Hours per Day	10			
Days/Week	6			
Weeks/Year	52			
Days/Year	312			
			Total	14

	Total	In	Out
Daily	14	7	7
15% of Daily is AM peak-hour	2	1	1
15% of Daily is PM peak-hour	2	1	1

Skagit Aggregates LLC

request for Traffic Impact Analysis to be paid by 3DH Aggregates

Parcel ID	Assessor Tax #	Acres	Current Zoning all w/ MRO
P44865		30+/-	RRc-NRL
P123394		10+/-	RRc-NRL

Accessed by easement on Parcel ID P44866, physical address of 50796 State Route 20 (MP 95.1)

Land Owner	Operator/Proposed purchaser
3DH Aggregates	Skagit Aggregates LLC
attn. Dave Harvin	attn. Steven Dahl
PO 607	PO Box 398
Stanwood, WA 98292	Clear Lake, WA 98235
360-661-4507	360-420-6309
dave@valleypridesales.com	stevend@skagitaggregates.com

Site Description

The current 3DH Sand and Gravel Mine consists of two parcels totaling 40 acres, all parcels are zoned Rural Resource - Natural Resource Lands and are currently within the Mineral Resource Overlay. Currently Parcel P123394 (10 acres) is the only parcel with an active mining permit.

Project Description

Skagit Aggregates LLC is currently in the process of acquiring the property from 3DH in an asset purchase and sale agreement. Prior to closing, Skagit Aggregates is requiring 3DH to gain a WSDOT Access Permit that would cover the planned 30 acre expansion to parcel P44865 and potential washing, crushing, concrete and or asphalt batching.

Current Operations

A Traffic Impact Analysis was issued by Summit Engineers & Surveyors in April 2004, at this time the current zoning did not include a Mineral Resource Overlay. The study assumed an average daily traffic count of 5 to 7 vehicles per day. Ticket data for 2014 shows an average daily traffic count of 2 to 6 trucks during a normal month and 9 to 12 trucks in two months that had two large projects going on at the same time. Other traffic would include one operator and scale person per day along with traffic on the shared access road for cars using the Skagit County Saulk Transfer Station (hours Thursday - Sunday 9-5). Not covered in the 2004 study is the proposed 30 acre mining expansion, it would be expected that this mining expansion would not significantly increase the daily traffic count rather extend the life of the mine out at least an additional 20 years. The addition of a potential asphalt or concrete batch plant as estimated in the 2004 study would generate 10 trips during "PM peak hour." It should be noted the above traffic counts include the sale of crushed materials from existing stockpiles and we would expect similar sales in the future.

Request

3DH Aggregates is looking for an updated traffic study to satisfy the WSDOT's requirements for an "Application for Access Connection Permit." Dave Harvin of 3DH Aggregates is the owner and paying customer and Steven Dahl of Skagit Aggregates will be the contact for any needed information. Please provide us an estimate for the traffic study.

Skagit Aggregates
count of vehicles per ticket data
2014-2015

Average ticket count per day*

Years	Date	
2014	Jan	9
	Feb	2
	Jul	0
	Aug	12
	Sep	3
	Oct	6
	Nov	5
	Dec	2
2015	Jan	2
Grand Total		

*Assuming 25 working days per month (monthly sum of ticket count/25)

January 2014 was one large state project on Hwy 20

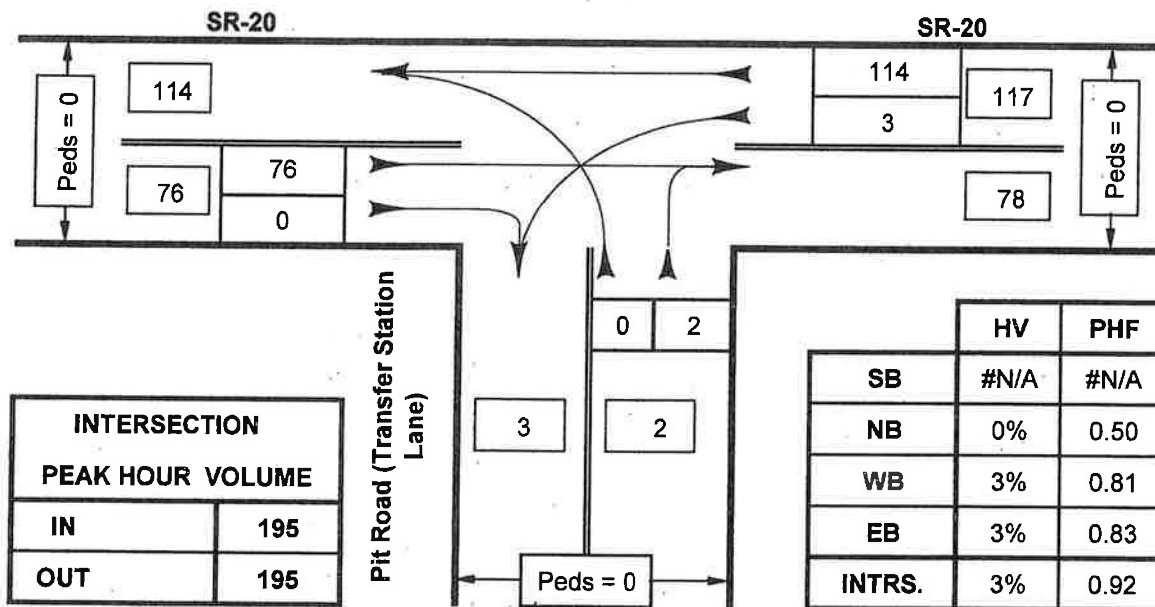
August 2014 was two large projects; one Federal Hwy Admin Sualk Suiattle River Rd, other was on Hwy 20

Volume Data and Calculations



TURNING MOVEMENTS DIAGRAM

3:00 PM - 6:00 PM PEAK HOUR: 4:30 PM TO 5:30 PM



HV = HEAVY VEHICLES
PHF = PEAK HOUR FACTOR

50796 SR-20

Concrete, WA

COUNTED BY: JH

DATE OF COUNT: Thu. 4/16/15

REDUCED BY: CN

TIME OF COUNT: 3:00 PM - 6:00 PM

DATE OF REDUCTION: Thu. 4/16/15

WEATHER: Sunny



INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: 50796 SR-20 DATE OF COUNT: Thu, 4/16/15 COUNTED BY: JH
Concrete, WA TIME OF COUNT: 3:00 PM - 6:00 PM WEATHER: Sunny

TIME INTERVAL ENDING AT	FROM NORTH ON					FROM SOUTH ON Pit Road (Transfer Station Lane)					FROM EAST ON SR-20					FROM WEST ON SR-20					INTERVAL TOTALS
	Peds	HV	Left	Thru	Right	Peds	HV	Left	Thru	Right	Peds	HV	Left	Thru	Right	Peds	HV	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	28	0	0	2	0	18	0	47
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	15	0	0	4	0	19	1	35
03:45 PM	0	0	0	0	0	0	0	1	0	3	0	4	3	16	0	0	2	0	21	1	45
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	23	0	0	4	0	20	0	44
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	17	0	0	1	0	21	1	39
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	19	0	0	2	0	24	0	44
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	25	0	0	0	0	17	0	42
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	30	0	0	1	0	20	0	53
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	35	0	0	0	0	16	0	53
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	24	0	0	1	0	23	0	47
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	17	0	0	1	0	12	0	31
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	25	0	0	0	0	17	0	42
PEAK HOUR TOTALS	0	0	0	0	0	0	0	0	0	2	0	3	3	114	0	0	2	0	76	0	INTERSECTION
ALL MOVEMENTS	0					2					117					76					195
% HV	#N/A					0%					3%					3%					3%
PEAK HOUR FACTOR	#N/A					0.60					0.81					0.83					0.92

PHF = Peak Hour Factor

3:00 PM - 6:00 PM PEAK HOUR: 4:30 PM TO 5:30 PM

REDUCED BY: CN

DATE OF REDUCTION: 4/16/2015

ROLLING HOUR COUNT

TIME INTERVAL ENDING AT	FROM NORTH ON					FROM SOUTH ON Pit Road (Transfer Station Lane)					FROM EAST ON SR-20					FROM WEST ON SR-20					INTERVAL TOTALS
	Peds	HV	Left	Thru	Right	Peds	HV	Left	Thru	Right	Peds	HV	Left	Thru	Right	Peds	HV	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	3	0	3	0	10	3	82	0	0	12	0	78	2	171
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	2	0	3	0	10	3	71	0	0	11	0	81	3	163
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	2	0	4	0	8	3	75	0	0	9	0	86	2	172
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	1	0	1	0	5	0	84	0	0	7	0	82	1	169
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	2	0	4	2	91	0	0	4	0	82	1	178
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	109	0	0	3	0	77	0	192
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	2	0	3	3	114	0	0	2	0	76	0	195
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	1	0	2	0	2	4	106	0	0	3	0	71	0	184
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	2	101	0	0	2	0	68	0	173

2014 Annual Traffic Report



Washington State
Department of Transportation

In cooperation with the
United States Department of Transportation
Federal Highway Administration

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 ANNUAL TRAFFIC REPORT

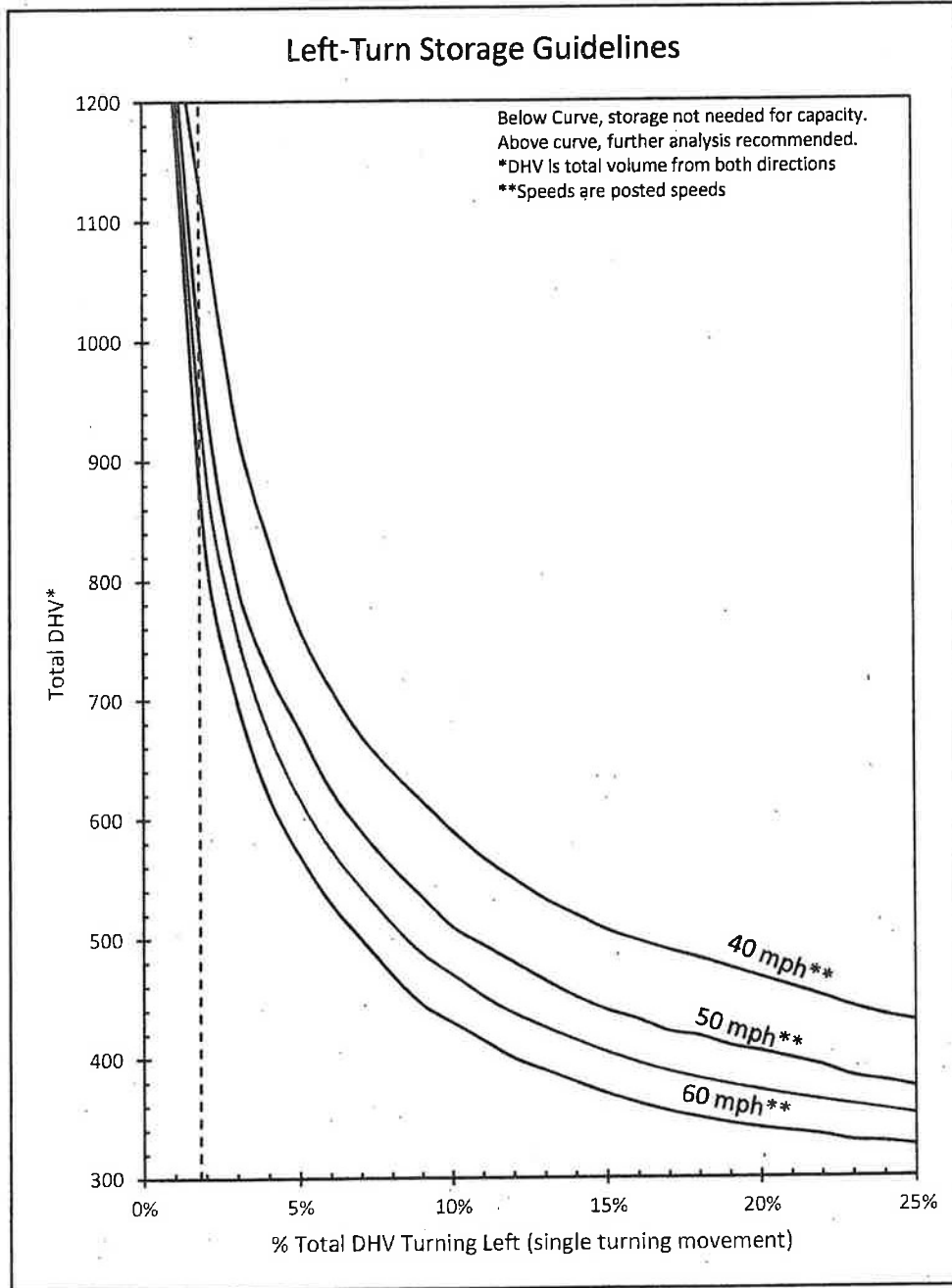
STATE ROUTE	STATE ROUTE MILEPOST	LOCATION	COUplet CLASS	FUNCT CLASS	TRUCK PERCENTAGES SNGL DBL TRIPLE TOTAL	AVERAGE DAILY TRAFFIC VOLUME			
						2011 UNITS	2012 UNITS	2013 UNITS	2014 UNITS
020	066.89	AFTER JCT FRUITDALE RD	2			9300*	9200	9400	9600*
020	072.04	BEFORE JCT LYMAN HAMILTON WYE CONN	2			7900*	7800	7900	8200*
020	072.06	AFTER JCT LYMAN HAMILTON WYE CONN	2			7000*	6900	7100	7400*
020	077.37	BEFORE JCT HAMILTON CEMETERY RD	2			5200*	5100	5200	5700*
020	078.65	AFTER JCT LYMAN HAMILTON RD	2			4900*	4800	4900	5100*
020	088.07	BEFORE CONCRETE RD	2			4600*	4600	4700	4800*
020	091.16	BEFORE JCT VAN HORN LN	2			2700*	2700	2800	2600*
020	094.37	AFTER JCT SAUK CONNECTION RD	2			2400*	2400	2500	2500*
020	097.65	BEFORE JCT SR 530 WYE CONN	2			2200*	2200	2300	2100*
020	097.69	AFTER JCT SR 530-E SAUK RD	2			2100*	2100	2100	2000*
020	106.11	BEFORE JCT CASCADE RD	2			2300*	2300	2300	1900*
020	106.12	AFTER JCT CASCADE RD WYE CONN	2			1600*	1600	1600	1600*
020	117.29	AFTER JCT THORNTON CREEK RD	2			1500*	1500	1500	1500*
020	120.85	AFTER JCT GORGE POWERHOUSE	2			1500*	1500	1500	1500
020	125.96	AFTER JCT DIABLO RD WYE CONN	2						1200*
020	136.24	AT LILLIAN CREEK BRIDGE	2			950*	940	940	910*
020	166.99	BEFORE JCT CUTHROAT CR RD	2			960	950	950	880*
020	166.99	AFTER JCT CUTHROAT CR RD	2			970	970	960	890*
020	184.17	BEFORE JCT WOLF CREEK RD	2			1300	1200*	1200	1200
020	191.90	AT PTR LOCATION R037	2	05	02	1700*	1700*	1600*	1700+
020	192.84	AT CHEWUCH CREEK BRIDGE	2			3200	2900*	2900	2900
020	193.35	BEFORE JCT MAIN ST	2			4300	3900*	3900	4000
020	193.47	AFTER JCT TWIN LAKES RD WYE CONN	2			4700	4300*	4300	4400
020	201.41	AT TWISP RIVER BRIDGE	2			3900	4000*	4100	4100
020	201.83	AFTER JCT TWISP CARLTON RD WYE CONN	2			4900	5400*	5500	5500
020	204.09	BEFORE JCT SR 153	2			3100	3000*	3000*	3100
020	204.09	AFTER JCT SR 153	2			1600	1300*	1400*	1400
020	230.60	BEFORE JCT OLD 97	2			1600	1600	1600*	1700

* BASED ON ACTUAL COUNT
 + SOURCE OF TRUCK PERCENTAGES

Warrants and Level of Service

GIBSON TRAFFIC CONSULTANTS

Pit Road (Transfer Station Lane) at SR-20



Total DHV: 219
Left Turns: 4
% Left: 1.8%

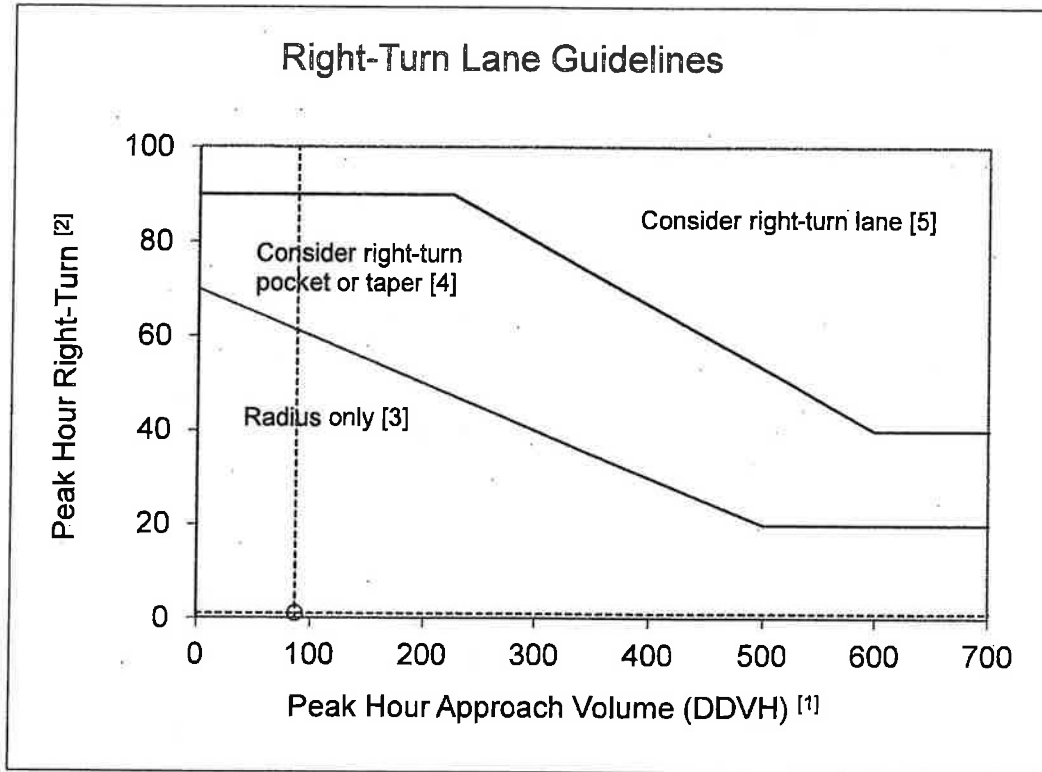
Posted Speed: 55 mph

-Note the 219 does not make it on to the graph.

Based on WSDOT July 2013 Design Manual: Exhibit 1310-7a, Page 1310-14.

GIBSON TRAFFIC CONSULTANTS

Pit Road (Transfer Station Lane) at SR-20



Right Turn Volume: 1 [DDHV] Posted Speed: 55 mph
Adjusted Right Turn Volume: 1 [DDHV]
Pk Hr Curb Ln Approach Vol: 87 [DDHV]

[1] For two-lane highways, use the peak hour DDHV (through + right turn).
For multilane, high speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or less
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH.

[3] For right-turn corner design, see Exhibit 1310-6.
[4] For right-turn pocket or taper design, see Exhibit 1310-12.
[5] For right-turn lane design, see Exhibit 1310-13.

Based on WSDOT July 2013 Design Manual: Exhibit 1310-11, Page 1310-27.

Intersection

Int Delay, s/veh 0.3

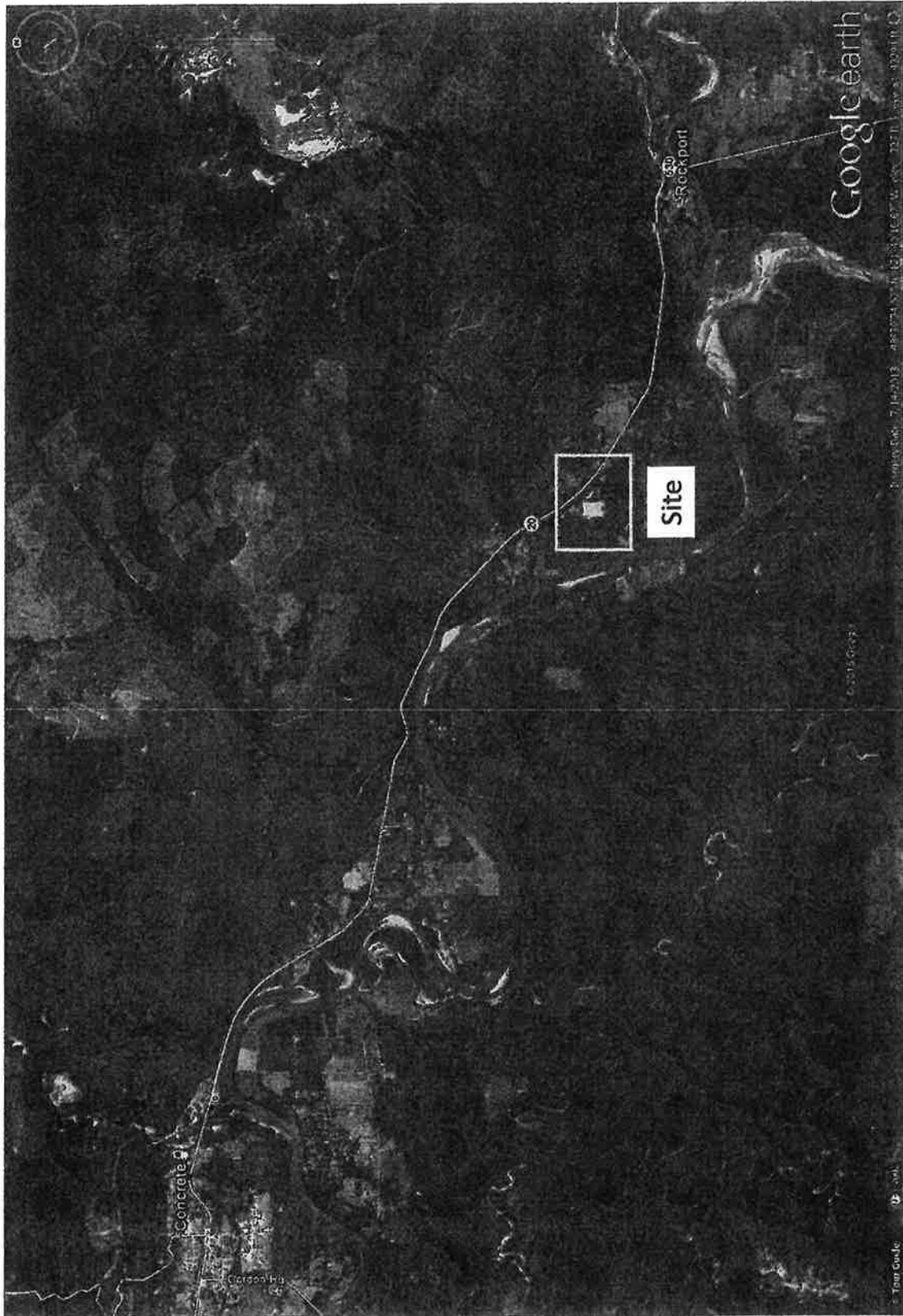
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	86	1	4	128	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	93	1	4	139	1	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	95	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.13	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.227	-
Pot Cap-1 Maneuver	-	-	1493	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1493	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	894	-	-	1493	-
HCM Lane V/C Ratio	0.005	-	-	0.003	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

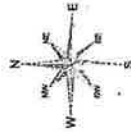
Access and Collision Information



SKAGIT COUNTY

6	7	8	9	10	11
12	13	14	15	16	17
18	19	20	21	22	23
24	25	26	27	28	29
30	31	32	33	34	35

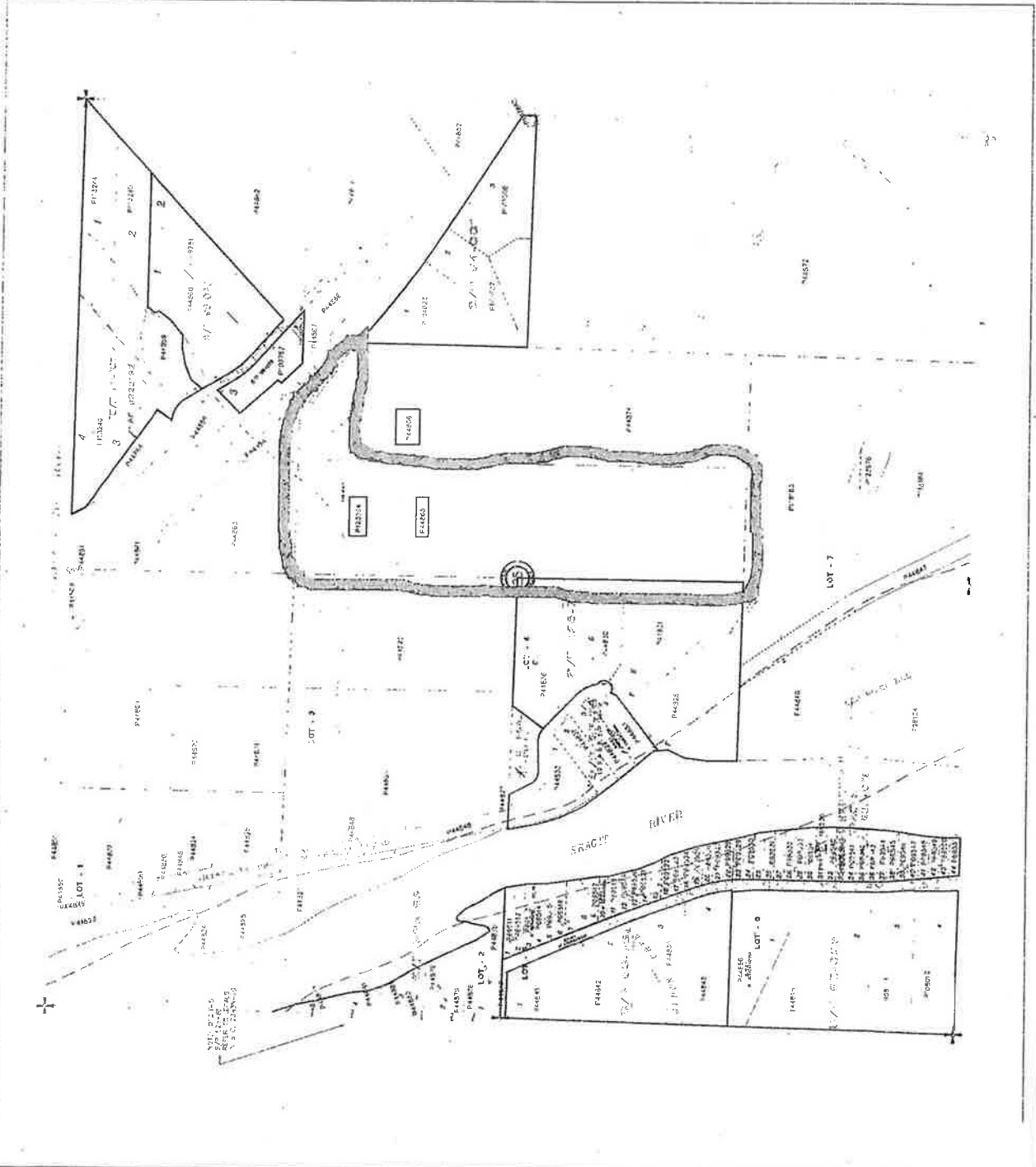
35 N R 09 E



THIS PLAN WAS PREPARED BY THE COUNTY ENGINEER AND IS SUBJECT TO THE REVIEW AND APPROVAL OF THE COUNTY ENGINEER. THE COUNTY ENGINEER'S OFFICE IS LOCATED AT 1000 WEST MAIN STREET, SKAGIT, WASHINGTON. THE COUNTY ENGINEER'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE SUBMITTER OF THIS PLAN.

DATE	11/11/11
DRAWN BY	TRINIA J. B.
REVISED	07/24/11
PROJECT	07/24/11

Sector 28
35 N R 09 E



LIMITED ACCESS AND MANAGED ACCESS MASTER PLAN FOR NORTHWEST REGION

SR	Spur or Couplet	Begin MP	Begin Eq	End MP	End Eq	Plan Title	Speed Limit	Current Access	M/A Class	Established L/A	Planned L/A	L/A Acquired	Modification Date
20		48.01		50.3		Jct S.S.H. No. 1-D to Skwomish Slough	55	L/A		Partial L/A		Yes - All	12/31/2003
20		50.3		54.95		March Point Rd to Fredonia	55	L/A		Partial L/A		Yes - All	12/31/2003
20		54.95		57.7		Fredonia - Avon Road	55	M/A	???		Partial L/A		12/31/2003
20		57.7		59.37		Bayview - Burlington Naval Access Road	35-55	M/A	Class 3 M/A		Partial L/A		12/31/2003
20		59.37		59.5		SR 5: Skagit River to Jct SR 20	35	M/A	Class 3 M/A				6/8/2003
20		59.5		59.63		SR 5: Skagit River to Jct Sr 20	35	L/A		Full L/A		Yes - All	9/19/2003
20		59.63		59.7		SR 5: Skagit River to Jct SR 20	35	M/A	Class 4 M/A		Modified L/A		12/31/2003
20		59.7		60.19		NO PLAN	30-35	M/A	Class 4 M/A		Modified L/A		12/31/2003
20		60.19		60.55		Avon Avenue Route in Burlington	30	M/A	Class 4 M/A		Modified L/A		12/31/2003
20		60.55		60.88		Cascade Highway Butler - Burlington Section	30	M/A	Class 4 M/A		Modified L/A		12/31/2003
20		60.88		63.18		N. Regent Street Vic. to Sterling Road Vic	30-50	M/A	Class 4 M/A		Modified L/A		12/31/2003
20		63.18		63.5		Sterling Road Intersection	50	M/A	Class 4 M/A		Modified L/A		12/31/2003
20		63.5		64.76		Lateral Highway NO. 19	35-50	M/A	Class 4 M/A		Modified L/A		12/31/2003
20		64.76		65.19		SR 9: Howey Road to Sedro Woolley	35	M/A	Class 4 M/A		Modified L/A		12/31/2003
20		65.19		66.08		SR 9: Sedro Woolley Vicinity	35	M/A	Class 4 M/A		Modified L/A		12/31/2003
20		66.08		66.29		SR 9 (North Leg) to Sedro Woolley E.C.L.	35	M/A	Class 3 M/A		Modified L/A		12/31/2003
20		66.29		71.36		Sedro Woolley E.C.L. to Concrete W.C.L.	35/55	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		71.36		76.64		Minkler Lake to Alder Creek	55	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		76.64		77.97		Hamilton Vicinity	55	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		77.97		79.58		Minkler Lake to Alder Creek	55	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		79.58		81.81		G.H. Clark Road No. 311	55	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		81.81		87.65		Birdsview to Concrete	55	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		87.65		88.21		Concrete Vicinity	55	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		88.21		88.93		Concrete Vicinity	55-35	M/A	Class 3 M/A		Modified L/A		12/31/2003
20		88.93		89.82		Concrete Vicinity	35-50	M/A	Class 3 M/A		Modified L/A		12/31/2003
20		89.82		90.04		Concrete: D St. to East Corporate Limits	50	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		90.04		90.38		Concrete: East Corporate Limits to MP 35.70	50	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		90.38		91.14		Permanent Highway NO. 16	50	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		91.14		92.79		Lateral Highway NO. 16	50	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		92.79		93.06		Van Horn Vicinity	50	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		93.06		95.42		Faber Hill Vicinity	50-55	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		95.42		97.9		Rockport West	50-55	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		97.9		103		Shular Rd to Corkindale Creek	50	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		103		105.56		Rocky Creek to Marblemount vic	35-50	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		105.56		106.51		Marblemount Vic: MP105.58 to MP106.53	35	M/A	Class 2 M/A		Modified L/A		12/31/2003
20		106.51		110.78		MP 106.53 to Bacon Creek Bridge	35-50	M/A	Class 2 M/A		Partial L/A		12/31/2003
20		110.78		110.77		Bacon Creek Bridge to New Halem Vicinity	30-50	M/A	Class 2 M/A	Partial L/A	Partial L/A	Yes-Left	12/31/2003
20		110.77		116.94		Bacon Creek Bridge to New Halem Vicinity	50	L/A&M/A		Partial L/A	Partial L/A	Yes-Right	12/31/2003
20		116.94		119.78		Bacon Creek Bridge to New Halem Vicinity	50	L/A		Partial L/A	Partial L/A	Yes - All	12/31/2003
20		119.78		120.84		Bacon Creek Bridge to New Halem Vicinity	30	L/A		Partial L/A	Partial L/A	Yes - All	12/31/2003
20		119.78	LT	119.89	LT	New Halem Vicinity	30	M/A	Class 2 M/A	Partial L/A	Partial L/A	Yes - All	12/31/2003
20		119.89		120.94		New Halem Vicinity	30	L/A LT		Partial L/A	Partial L/A	Yes - All	12/31/2003
20		120.94		125.83		New Halem To Diablo Dam	30-50	M/A	Class 2 M/A		Partial L/A		12/31/2003
20		125.83		127.54		Diablo Dam to Thunder Arm (59)	50	M/A	Class 2 M/A		Partial L/A		12/31/2003
20		127.54		130.29		Diablo Dam to Thunder Arm (76)	50	L/A		Partial L/A	Partial L/A	Yes - All	12/31/2003
20		130.29		148.09		Thunder Arm to Granite Cr. Crossing	50-60	L/A		Partial L/A	Partial L/A	Yes - All	12/31/2003
90		0		42		Connecticut St. I/C: 4th Ave. S. and Transit Ramps		L/A		Full L/A		???	9/25/2002
90		.11		1.18		SR 5, Seattle Freeway: Plum St. to Jackson St.		L/A		Full L/A		???	9/25/2002
90		.18		1.33		Jct. SR 5 to W. Shore Mercer Island, Sec. 1, Jct. SR 5 to Brandner Place S.		L/A		Full L/A		???	9/25/2002
90		1.33		3.25		Jct. SR 5 to W. Shore Mercer Island, Sec. 2, Brandner Place S. to W. Shore Mercer Island (Begin Route MP 1.94)	30-60	L/A		Full L/A		Yes - All	12/31/2003
90		3.25		4.27		Mercer Island: W. Shore to E. Channel Br. Sec. 1, W. Shore to 76th Ave. Vic.	60	L/A		Full L/A		Yes - All	12/31/2003
90		4.27		4.94		Mercer Island: W. Shore to E. Channel Br. Sec. 2, 76th Ave. Vic. to Shorewood Dr. Vic.	60	L/A		Full L/A		Yes - All	12/31/2003
90		4.94		6.21		Mercer Island: W. Shore to E. Channel Br. Sec. 3, Shorewood Dr. Vic. to E. Channel Br.	60	L/A		Full L/A		Yes - All	12/31/2003
90		6.21		7.71		E. Channel Br. to Richards Rd.	60	L/A		Full L/A		Yes - All	12/31/2003
90		7.71		11.73		Richards Rd. to Lk. Sammamish	60	L/A		Full L/A		Yes - All	12/31/2003
90		11.73		15.87		Lk. Sammamish to E. Issaquah I/C	60	L/A		Full L/A		Yes - All	12/31/2003
90		15.87		23.73		E. Issaquah I/C to Echo Lk. I/C	60/70	L/A		Full L/A		Yes - All	12/31/2003
90		23.73		30.99		Echo Lk. I/C to Tanner	70	L/A		Full L/A		Yes - All	12/31/2003
90		30.99		34.49		Tanner to Lower Crossing Snoqualmie R.	70	L/A		Full L/A		Yes - All	12/31/2003
92		0		8.26		???	???	M/A???	???	???	???	???	12/31/2003
96		0		6.75		???	???	M/A???	???	???	???	???	12/31/2003
99		5.7		5.15		Milton NCL to King Co. Line	50	M/A	Class 3 M/A		???	???	9/25/2002
99		6.15		20.26		???	???	???	???	???	???	???	9/25/2002
99		20.26		20.52		SR 518, Riverlton Heights: SR 508 to SR 5	45	L/A		Full L/A		Yes - All	12/30/2003
99		20.52		22.53		???	???	???	???	???	???	???	9/25/2002
99		22.53		25.61		South 118th St. to Jct. SSH No. 1-K	45/60	L/A		Full L/A		Yes - All	12/30/2003
99		25.61		25.96		S. Kenyon St. Vic.	60/40	L/A		Full L/A		Yes - All	12/30/2003
99		25.96		27.16	B	Duwamish Waterway Vic.	40	M/A	???	Full L/A		???	12/31/2003
99		27.16		29.2		First Ave. S. Br. to Spokane St.	40-50	M/A	Class 4 M/A	Full L/A		???	12/31/2003
99		29.2		32.58		Spokane St. to Thomas St.	50/40	M/A	Class 1 M/A			???	12/31/2003
99		32.58		37.46		Thomas St. to N. 85th St.	40-30	M/A	Class 3 M/A			???	9/25/2002
99		37.46		43.5		N. 85th to King/Snohomish Co. Line	35/40	M/A	Class 4 M/A			???	9/25/2002
99		43.5		43.74		SR 104, 236th St. SW to Meridian Ave.	45	L/A		Partial L/A		Yes - All	12/30/2003
99		43.74		48.92		SR 104 I/C to Lynnwood NCL	45	M/A	Class 3 M/A			???	12/30/2003
99		48.92		50.36		Lynnwood NCL to SR 525	50	M/A	Class 3 M/A			???	8/27/2003
99		50.36		50.96		Shelby Road to Lincoln Way	50	L/A		Full L/A		Yes - All	9/19/2003
99		50.96		53.43		SR 525 to Everett Mall Way	50	M/A	Class 3 M/A			???	8/27/2003
99		53.43		55.11		Everett Mall Way to I 5	40/35	M/A	Class 4 M/A			???	9/25/2002
98		55.11		55.41		SR 5 Swamp Crk. to Jct. SSH No. 2-I	35	L/A		Full L/A		Yes - All	12/31/2003
104		24.53		24.68		Kingston Ferry Terminal to Illinois Ave.	25	M/A	Class 4 M/A	Partial L/A	Partial L/A	Yes - All	12/30/2003
104		24.68		25.81	B	Edmonds Ferry Terminal to 6th Ave.	40	L/A		Partial L/A		???	8/27/2003
104		25.81	A	27.69		???	35/40	???	???	???	???	???	12/30/2003
104		27.69		28.34		236th St. SW to Meridian Ave.	40	L/A		Partial L/A		???	8/27/2003
104		28.34		28.49		???	40	???	???	???	???	???	9/25/2002
104		28.49		29.83		SR 5: E. 200th to Swamp Crk.	40	???	???	Full L/A		Yes - All	12/30/2003
104		29.83		32.28		???	40/30	???	???	???	???	???	12/31/2003
123		23		16.34		???	50/45	???	???	???	???	???	12/31/2003
161		30.3		32.06	B	102nd Ave E. to Milton Way	40/45	M/A	Class 3 M/A	Modified L/A		???	12/31/2003
161		32.06		34.15		S 350th St Vic to SR 5 Vic		M/A	Class 3 M/A			???	8/27/2003
161		34.15		34.29		SR 5, Pierce Co. Line to Jct. SSH No. 5-A	45	L/A		Full L/A		Yes - All	12/30/2003

Highway Classification Description Table

Highway Classification & Definition	Permits Allowed			Minimum Access Spacing	Access Limitations
	Non-Conforming	Variance	Conforming		
Class 1* Mobility is primary function	Yes	No	No	1320'	1 access only to contiguous parcels under same ownership. Private direct access not allowed unless no other reasonable access exists. (Must use county road system if possible.)*
Class 2* Mobility Favored over Access	Yes	Yes	No	660'	1 access only to contiguous parcels under same ownership unless frontage > 1320'. Private direct access not allowed unless no other reasonable access exists. (Must use county road system if possible.)*
Class 3 Balance between Mobility and Access in areas with less than Maximum Buildout	Yes	Yes	Yes	330'	1 access only to contiguous parcels under same ownership. Joint access for subdivisions preferred, but private direct access allowed with reason.
Class 4 Balance between Mobility and Access in areas nearing Maximum Buildout	Yes	Yes	Yes	250'	1 access only to contiguous parcels under same ownership.
Class 5 Access needs may have priority over Mobility needs	Yes	Yes	Yes	125'	More than 1 connection per ownership allowed with reason.

* The access connection shall continue until such time that other reasonable access to a highway with a less restrictive access control classification or acceptable access to the general street system becomes available and is permitted.

Use the design template that will best accommodate the intended use of the driveway, unless a smaller driveway is appropriate and will not adversely affect the traveled way of the state highway. If necessary, use turn simulation software (such as AutoTURN®) to verify the driveway design will adequately accommodate the largest vehicle that will regularly use the driveway.

1340.05 Sidewalks

If a driveway connection has (or will have) adjacent sidewalk, use the applicable Cement Concrete Driveway Entrance Standard Plan F-80.10 and width issued on the access permit. The design and construction of any sidewalk shall be compliant with Chapter 1510 and Section F of the *Standard Plans*, in addition to the latest Americans with Disabilities Act criteria.

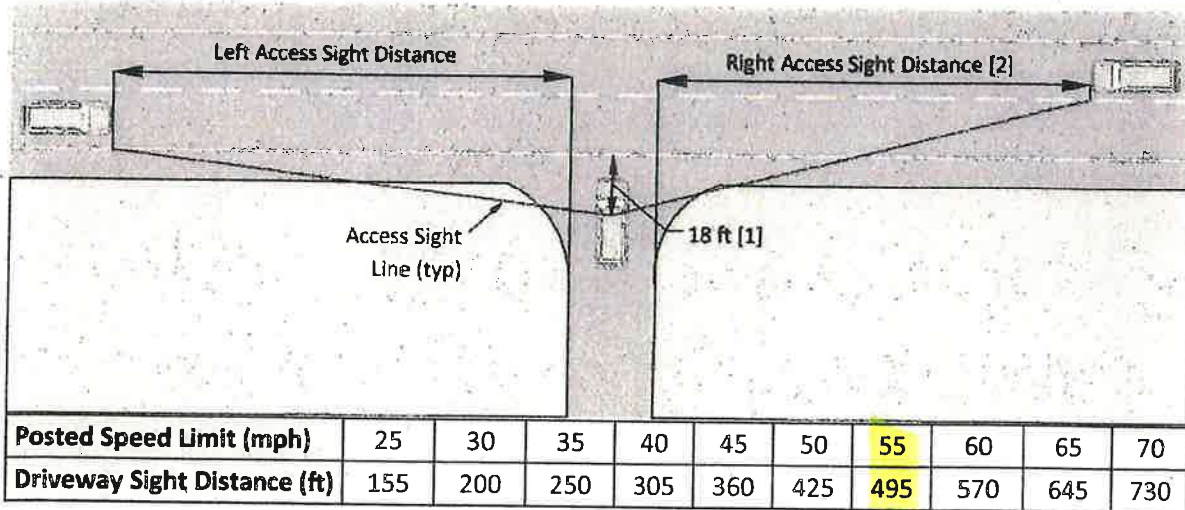
1340.06 Driveway Sight Distance (Eye height – 3.5 ft., Object height – 3.5 ft.)

A driver on the highway needs to see far enough ahead to assess developing situations and take actions appropriate for the conditions, such as when a vehicle is either entering or leaving the highway at a driveway.

In addition, drivers entering the highway from a driveway also need to see enough of the highway, whether to the left or right, so they can take actions appropriate for the conditions to enter the highway in a reasonably safe manner.

Design and locate driveways such that the sight distances meet or exceed the distances shown in Exhibit 1340-3; these distances may require an approaching vehicle to reduce speed or stop to prevent a collision. In addition, provide decision sight distance for through traffic at all utility and special-use driveways on facilities with limited access control (see Chapter 1260).

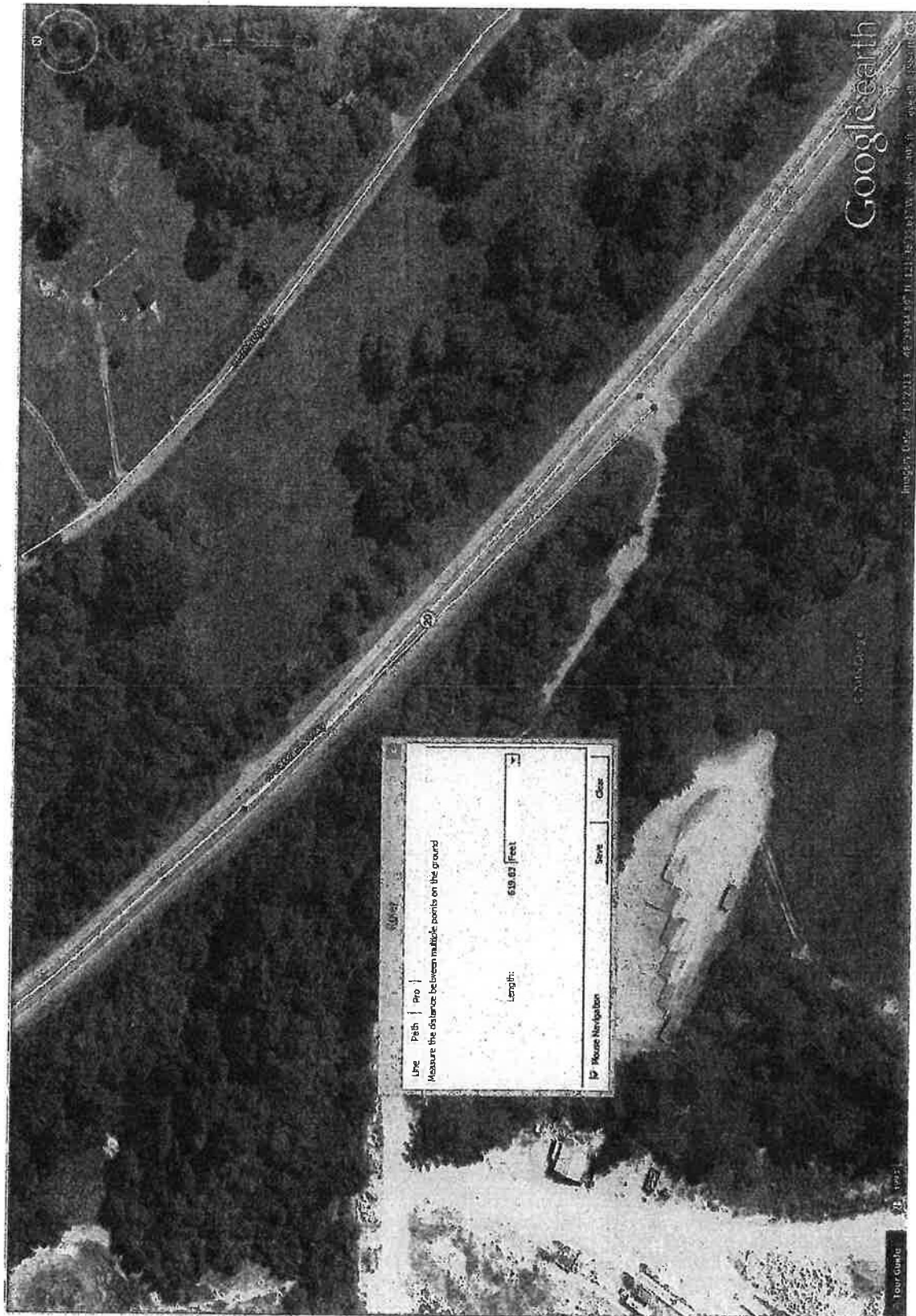
For road approaches with AWDVTE greater than 1,500, use intersection sight distance criteria (see Chapter 1310). Areas along driveway legs and across their included corners should be clear of obstructions that might block or affect a driver's view of potentially conflicting vehicles.

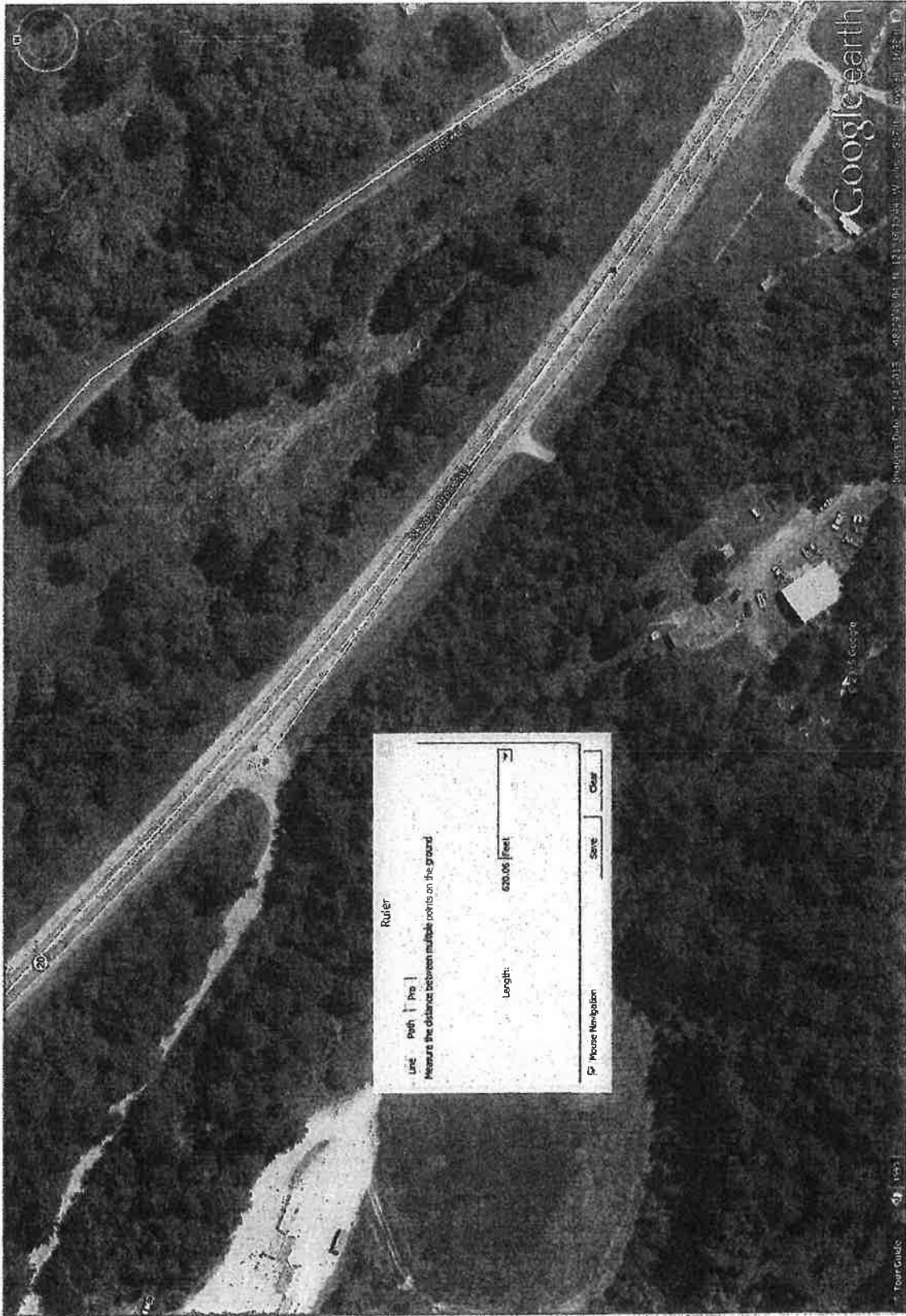


Notes:

- [1] Measured from the edge of through lane. If the desirable 18-foot setback cannot be achieved, obtain as much as practicable, down to a 10-foot minimum.
- [2] Not required for driveways restricted to right in/right out.

Driveway Sight Distance
Exhibit 1340-3





Ruler

Line Path Pro

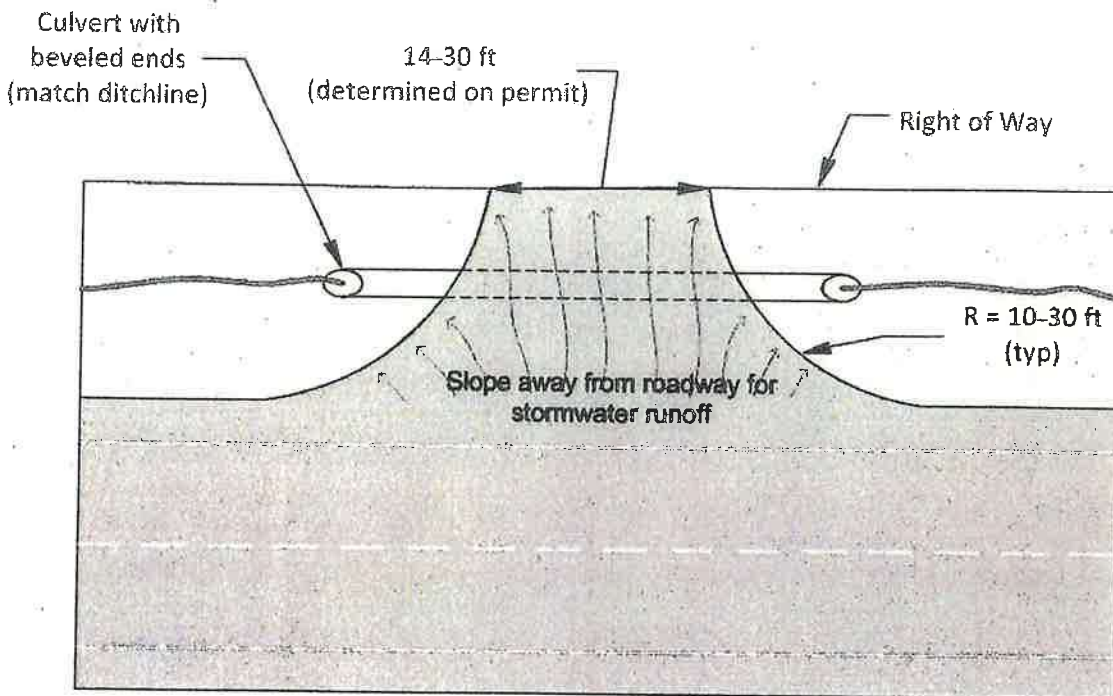
Measure the distance between multiple points on the ground.

Length: 620.06 feet

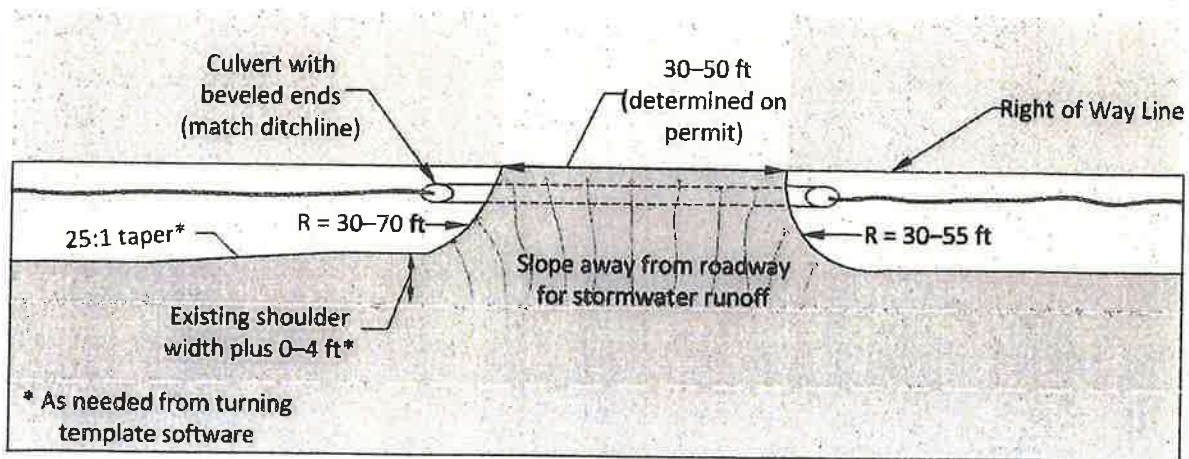
Mouse Navigation Save Clear

1340.04 Driveway Design Templates

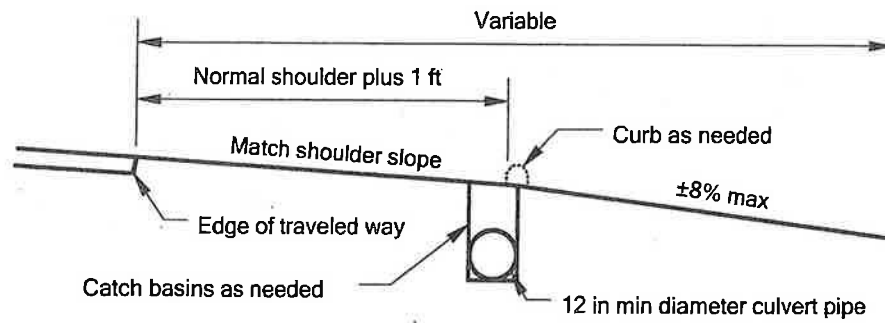
There are two design templates for use where there is no adjacent sidewalk. (When a driveway connection has or will have adjacent sidewalk, see 1340.05.) The templates may be used on both limited access and managed access state highways. If an Interstate limited access driveway is allowed, it must be gated. Considering the context of use, Exhibit 1340-1 is generally used for design vehicles of SU-30 and smaller, while Exhibit 1340-2 is generally used for design vehicles of SU-30 and larger.



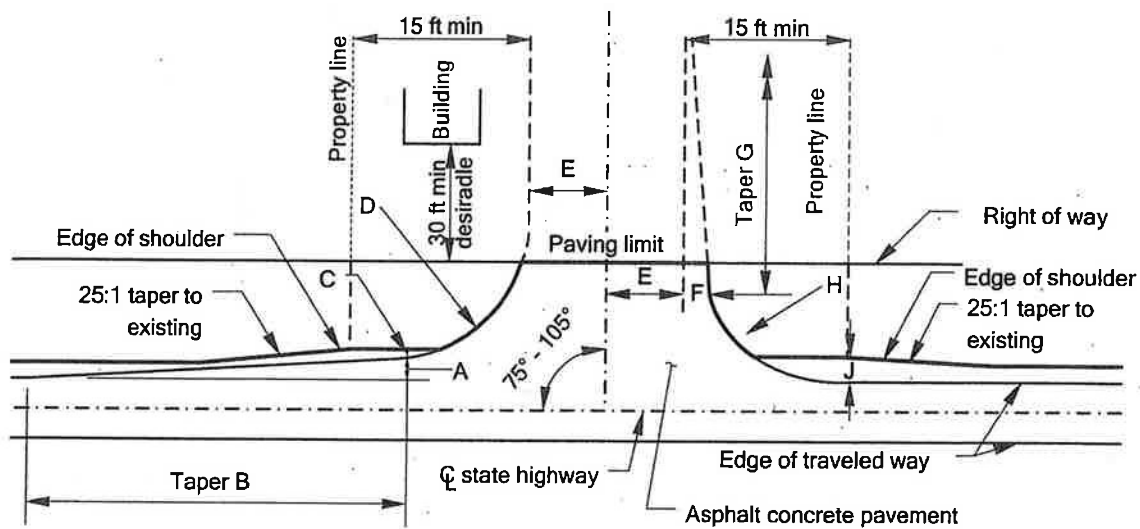
Driveway Design Template SU-30 and Smaller
Exhibit 1340-1



Driveway Design Template SU-30 and Larger
Exhibit 1340-2



Profile Controls



Condition	A	B	C	D	E	F	G	H	J
Primary SU and less	—	—	[1]	30	15	—	—	30	[1]
Primary combination Vehicle WB 40	—	—	[1]	65	15	—	—	55	[1]
	4	25	[2]	50	15	7	25	45	[1]
Primary combination Vehicle WB 50 and doubles	—	—	[1]	70	20	—	—	50	[1]
	4	25	[3]	55	20	—	—	50	[1]

Notes:

- [1] Normal shoulder width (see Chapter 1140).
- [2] Normal shoulder width less A.
- [3] For larger vehicles, use turning templates (see Chapter 1310).
- [4] Vertical curves between the shoulder slope and the road approach grade not to exceed a 3/4-inch hump or a 2-inch depression in a 10-ft cord.

General:

Values given are in ft.

Road Approach Design Template D1

Exhibit 1340-5



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

Transportation Data and GIS Office
Crash Data and Reporting
7345 Linderson Way Sw
Tumwater, WA 98501

360-570-2490 / Fax 360-570-2449
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 16, 2015

Matthew Palmer
Gibson Traffic Consultants
2802 Wetmore Ave #220
Everett WA 98201

Dear Mr. Palmer:

This letter is in response to your public records request (Request Number PDR-15-1073) dated April 15, 2015.

After consulting with the appropriate office(s) regarding your request, I was informed that a very diligent search was conducted and no records were found responsive to your request.

Therefore, with this letter your public records request is considered complete and closed.

If you have any questions, you may contact me at 360-570-2490.

Sincerely,

Geneva Hawkins
Crash Reporting
Transportation Data and GIS Office

cc:
Nafisa Peshtaz & Laretta Lew, WSDOT Northwest Region

SKAGIT COUNTY BOARD OF ADJUSTMENT

WRITTEN ORDER # CU-77-031

82 MAY 20 1977

8205200024

CONDITIONAL USE PERMIT

WILDER CONSTRUCTION

Planning Dept.

This matter having come before the Skagit County Board of Adjustment under application filed with the Skagit County Planning Department on August 5, 1977 on behalf Wilder Construction requesting that a Conditional Use Permit be granted to allow operation of a gravel pit with rock crusher and asphalt plant as required on the following described property:

West 1/4 of the SW 1/4 of the NE 1/4 and the West 1/4 of the NW 1/4 of the SE 1/4 in Section 28, Township 35 North, Range 9 East, W.M.

and, notice having been given to all property owners of record within 300 feet of said property, and

All matters in the file having been considered together with the testimony and exhibits in open hearing on December 8, 1977 and made a part of the record in this matter;

The Board makes the following findings of fact:

FINDINGS OF FACT

1. December 8, 1977 was fixed as the date of the public hearing on said application. All property owners of record within 300 feet of said property were given proper notice and Notice of Hearing was posted on said property:

8205200024

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2. The Board of Adjustment held a public hearing on December 8, 1977.
3. All interested parties present at the hearing were heard and all testimony and matters pertaining to the application were heard and considered.
4. Three of five Board of Adjustment members were present at the hearing constituting a legal quorum. The Board, upon motion duly made and seconded, voted to grant the conditional use.
5. The subject property is zoned Forestry Recreation.
6. The closest residence is approximately 1,000 feet from this site with a hill between which provides a sound buffer.
7. Approval of the north ten acres of the subject property, for a period of two years, would give Wilder Construction a trial period in which the impact of this gravel pit on the surrounding community could be measured.

The Board of Adjustment having duly considered the matter finds the Conditional Use Permit would not adversely affect the public interest and would not be adverse to the Public Health, Safety and General Welfare.

The Board grants the permit with the following conditions:

1. Operations are to be only on the north ten acres of the subject property at this time.
2. Finish slopes shall be at least 3:1.
3. Reclamation of the land shall meet DNR standards.
4. A 20 foot natural area is to remain undisturbed around the perimeter of the property except to the north as outlined in the plans.
5. A public hearing is to be scheduled in two years to review this gravel pit and to consider the remaining 30 acres to this site for use as a gravel pit, subject to continued ownership of the applicant.
6. Operating hours of 8:00 a.m. to 6:00 p.m., Monday through Friday, with no operation on legal holidays.
7. Additional permits shall be obtained for each new operation of the rock crusher and asphalt machinery.

B2US200021

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Date of Action December 7, 1977.

SKAGIT COUNTY BOARD OF ADJUSTMENT

Copies transmitted to applicant
on 12/10.

We have reviewed Written Order Number cu-77-031 and accept the permit
with the conditions herein described.

R. C. Gargin
Property Owner

Property Owner

ACKNOWLEDGEMENT

State of Washington)
County of Skagit)

On this day personally appeared before
me R.C. Gargin to be known to be the
individual described in and who executed
the within and foregoing instrument and
acknowledged to me that R.C. Gargin
signed the same as free and voluntary
act and deed, for the uses and purposes
therein mentioned.



David D. Rorick
Notary Public in and for the State of
Washington, residing at 77.0001 W. 1st Ave

8205200024

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2.00
858854
1-1



First American Title
INSURANCE COMPANY

THIS SPACE RESERVED FOR RECORDER'S USE.
LUELLA HENRY
SKAGIT COUNTY AUDITOR
77 JUN 21 PM 3:41
REQUEST OF _____

Filed for Record at Request of **SKAGIT COUNTY TITLE CO.**

Name County of Skagit
c/o County Commissioner
Address Skagit County Courthouse
City and State Mount Vernon WA 98273
ATTENTION: Howard Miller

8226

858854 Statutory Warranty Deed



THE GRANTOR **HERMAN L. JONES**, as his separate property

for and in consideration of **THIRTY THOUSAND AND NO/100 --- DOLLARS (\$30,000.00)**

in hand paid, conveys and warrants to **COUNTY OF SKAGIT**, a municipal corporation
the following described real estate, situated in the County of **Skagit**, State of
Washington:

That portion of the East 1/4 of the Southwest 1/4 of the Northeast 1/4 and
the East 1/2 of the Northwest 1/4 of the Southeast 1/4 of Section 28, Town-
ship 35 North, Range 9 East, W. M., lying Southerly of Highway 17-A,
as conveyed to the State of Washington by Deed recorded August 23,
1957, as Auditor's File No. 555350.

The grantee herein, as part of the consideration for this conveyance
agrees, within 30 days, to reopen the old Thompson Hill Road over and
across Government Lots 4 and 7 in said Section 28 and to put the same
into a condition to allow vehicle traffic and futher, the grantee
herein also agrees, within six months of the date hereof, to construct
a two-lane gravel road on a 60 foot right of way over the Northerly
portion of the East 1/4 of the Southwest 1/4 of the Northeast 1/4 of said
Section 28, terminating at the West line of said East 1/4 of the South
west 1/4 of the Northeast 1/4, and the grantor herein does hereby reserve
from this conveyance a non-exclusive easement for ingress, egress and
utilities over and across said 60 foot right of way as the same shall
be built pursuant to this agreement.

30.00

Dated this 21st day of June, 1977



Herman L. Jones (SEAL)

(SEAL)

STATE OF WASHINGTON, } ss.
County of _____

On this day personally appeared before me **Herman L. Jones**
to me known to be the individual described in and who executed the within and foregoing instrument, and
acknowledged that he signed the same as his free and voluntary act and deed, for the
uses and purposes therein mentioned.

GIVEN under my hand and official seal this 21st day of June, 1977

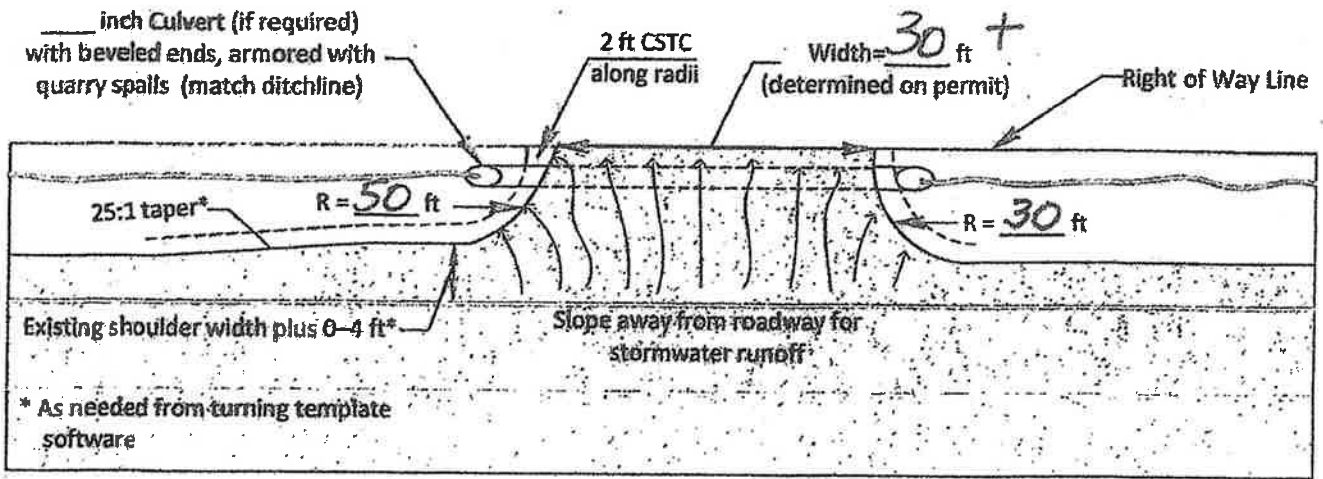
Robert [Signature]
Notary Public in and for the State of Washington,
residing at Bozayville



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SKAGIT AGGREGATES



SU - 30 and Larger

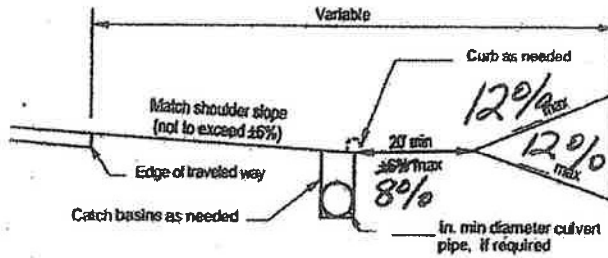


EXHIBIT " _____ "

Sheet _____ of _____