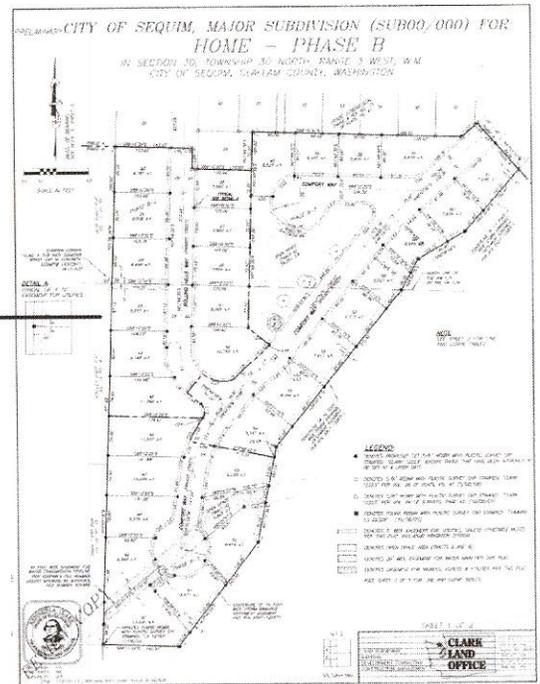


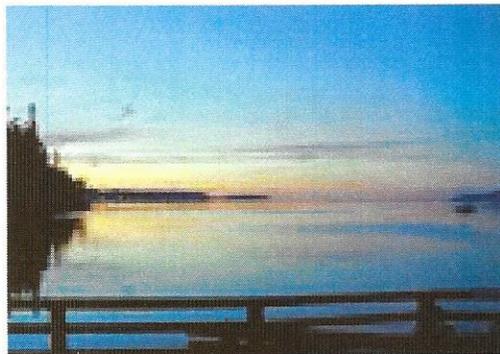
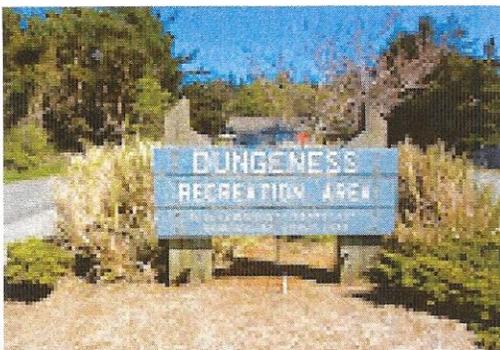
Sequim

HOME SUBDIVISION PHASE B TRAFFIC IMPACT ANALYSIS

October 4, 2018



JTE . 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





October 4, 2018

GREEN CROW PROPERTIES, LLC
Attn: Bruce Emery, Project Lead
727 E. 8th St,
Port Angeles, WA 98362

Re: Home Subdivision Phase B – Sequim, WA
Traffic Impact Analysis

Dear Mr. Emery,

I am pleased to present this Traffic Impact Analysis for the 31 lot Home Subdivision Phase B SFDU residential project generally located between South 7th Avenue and Rolling Hills Way and south of Jara Place in the City of Sequim. Access to the project would be via the extension of Comfort Way and Rolling Hills Way into the subject site.

The Scope of Work for this study is based on recent work experience in Sequim and my extensive traffic engineering work conducted. Per my review of the site the following intersections are studied in this report.

1. E. Silberhorn Rd. at Rolling Hills Way
2. E. Silberhorn Rd. at S. 7th Avenue

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 begin on page 10 of this report.

PROJECT INFORMATION

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

Figure 2 shows the Review Copy site plan prepared by Clark Land Office. The site plan shows 31 lots for SFDU Phase B development, open space, a 30' wide water easement (south portion of the site), a 20' wide utility easement (aligned with E. Quail Lane to the west) and

GREEN CROW PROPERTIES, LLC
Attn: Bruce Emery, Project Lead
October 4, 2018
Page -2-

internal streets. Access to the project would be via the extension of Comfort Way and Rolling Hills Way into the subject site.

Full development and occupancy of the proposed Home Subdivision Phase B project is anticipated to occur by 2019/2020, presuming the permits are issued in a timely manner. However, to ensure a conservative analysis 2023 has been used as the horizon year.

EXISTING ENVIRONMENT

Project Site

An aerial image of the project site obtained from Clallam County GIS is depicted below.



The site currently is not developed

Street System

Figure 3 shows the existing traffic control, number of street lanes, number of approach lanes at intersections and other pertinent information. The primary streets within the study area

GREEN CROW PROPERTIES, LLC
 Attn: Bruce Emery, Project Lead
 October 4, 2018
 Page -3-

and their classifications per Figure 2 “Existing Street System with Planned Reclassifications” in the City of Sequim Transportation Master Plan, June 2013 are as follows:

- | | |
|-----------------------------|----------------------|
| ➤ SR - 101 | Principal Arterial |
| ➤ Washington Street | Minor Arterial |
| ➤ Rural Road | Collector |
| ➤ S. 7 th Avenue | Collector (proposed) |

Below is Figure 2: from Transportation Master Plan:



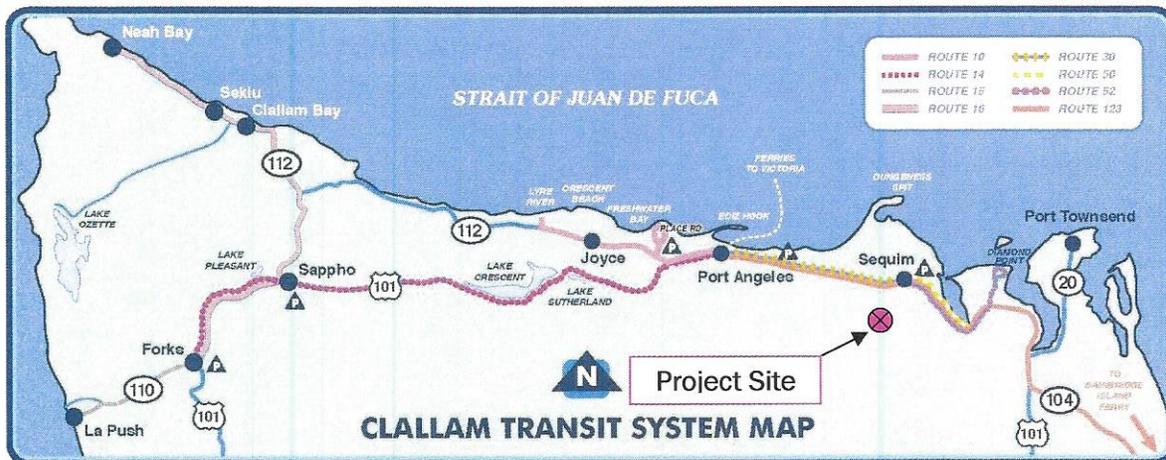
Pedestrian Facilities

Pedestrian sidewalks exist on the east side of Comfort Way, south side of Jara Way/Rolling Hills Way (north side at east end).

Alternative Transportation

I have reviewed the Clallam County Transit services website for bus services in the vicinity of the proposed development. The map below is the Clallam Transit System Map. Routes 30 and 40 serve W. Washington Street at S. Priest Road. Further information on transit service can be obtained from the website; <http://www.clallamtransit.com/>.

GREEN CROW PROPERTIES, LLC
 Attn: Bruce Emery, Project Lead
 October 4, 2018
 Page -4-



Schools

The Sequim School District online information indicates that students living in the Home Subdivision Phase B would attend the following schools:

Greywolf Elementary School - Grades K-5
 171 Carlsborg Rd,
 Sequim, WA 98382
 360-582-3300

Sequim Middle School
 Grades 6-8
 301 West Hendrickson
 Sequim, WA 98382
 360-582-3500

Sequim High School
 Grades 9-12
 601 North Sequim Avenue
 Sequim, WA 98382
 360-582-3600

Students attending the above schools would be eligible for bus transportation.

Traffic Volumes

Figure 4 shows the existing PM peak hour traffic volumes at the analysis streets and 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.

GREEN CROW PROPERTIES, LLC
 Attn: Bruce Emery, Project Lead
 October 4, 2018
 Page -5-

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, 2010 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 Criteria

City of Sequim:

Policy 7 in the City of Sequim Transportation Master Plan, June 2013 identifies the intersection LOS standard as "D" with Washington Street allowed to operate at capacity in downtown core and at "E" outside of downtown: see right:

WSDOT:

I have reviewed the WSDOT website (www.wsdot.wa.gov) for Level of Service thresholds. The website contained the "Level of Service Thresholds for State Highways Set by RTPOs" which identifies LOS on State Highways for various Counties. The pertinent section of Level of Service Standards for State Highways January 1, 2010 for Clallam County is below:

Policy 7: Develop a transportation system that achieves the following level of service (LOS) metrics:

Vehicular LOS: all City streets and intersections, except for Washington Street, are developed and maintained to provide a minimum of LOS D. Washington Street has a LOS F standard within downtown (5th to Brown) and must maintain a minimum of LOS E outside of downtown.

GREEN CROW PROPERTIES, LLC
 Attn: Bruce Emery, Project Lead
 October 4, 2018
 Page -6-

Level of Service Standards for Washington State Highways
 January 1, 2010

WSDOT sets level of service (LOS) standards for state highways and ferry routes of statewide significance (HSS) based on RCW 47.06.140(2). Regional transportation planning organizations (RTPOs) and WSDOT jointly develop and RTPOs establish LOS standards for regionally significant state highways and ferry routes (non-HSS) based on RCW 47.80.030(1)(c). LOS is based on peak-hour except where noted.

Regional Organization/County	LOS for Non-HSS		LOS for HSS	
	Urban	Rural	Urban	Rural
(PRTPO) Peninsula - RTPO				
Mason County	D	C	D	C
Jefferson County	D	C	D	C
Clallam County	D	C	D	C
Kitsap County	(see PSRC above)		D	C

The WSDOT LOS threshold for urban portions of Clallam County is identified at LOS 'D'.

LOS Analysis Software

The LOS of the study intersections were calculated using the Synchro software program. Table 1, at the end of the report prior to Figures, shows the existing LOS operations of the study intersections. The study intersections are operating at LOS 'B' and better that meet City criteria.

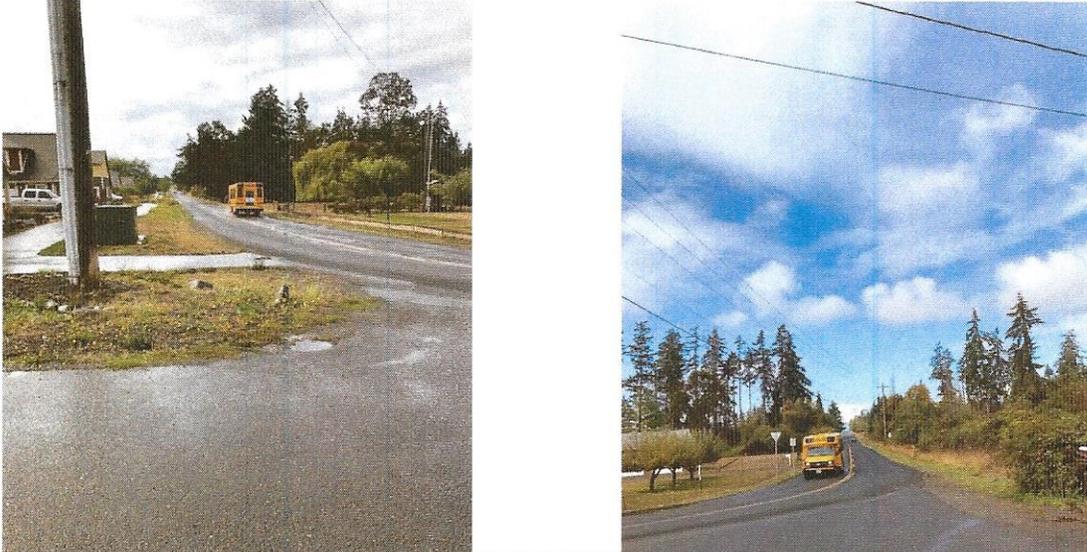
Incident/Safety History

Photographs at the study intersection are depicted below:



E. Silberhorn Way at Rolling Hills Way – looking west and east, respectively

GREEN CROW PROPERTIES, LLC
Attn: Bruce Emery, Project Lead
October 4, 2018
Page -7-



E. Silberhorn Way at S. 7th Ave. – looking west and north, respectively

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 2015 to 2017. The WSDOT data is attached.

Inspection of the data indicated two property damage incidents at/in the vicinity of the S. 7th Street at E. Silberhorn Road intersection, one in 2016 and one in 2017. The study intersections have good sight lines and operate satisfactorily with no apparent issue.

STREET IMPROVEMENT PROJECTS

Sequim

I have reviewed the City of Sequim's Exhibit A 2018 – 2023 Transportation Improvement Program, copy attached. The City TIP indicates a project to sidewalks on S. 7th Street from Comfort Way to McCurdy Road, TIP #8.

WSDOT

Review of the WSDOT website indicated no projects on SR's near the site.

HORIZON YEAR CONDITIONS "WITHOUT" THE PROJECT

Figure 5 shows the projected 2023 PM peak hour traffic volumes "without" the project. These volumes include the existing traffic volume counts plus background growth. The traffic growth per WSDOT Annual Traffic Report data on SR - 101 at MP 265 after ramp Sequim

GREEN CROW PROPERTIES, LLC
 Attn: Bruce Emery, Project Lead
 October 4, 2018
 Page -8-

Avenue, copy attached, is about 1.6% per year. In order to ensure a conservative analysis a 2% per year growth factor is used.

TRIP GENERATION AND DISTRIBUTION

Definitions

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

Traffic generated by development projects consists of the following types:

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

Trip Generation

The proposed Home Subdivision Phase B project is expected to generate the vehicular trips during the average weekday, street traffic AM and PM street peak hours as shown in Table 2. The trip generation for the project is calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, for Single-Family Detached Housing (ITE Land Use Code 210). All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the trip generation values.

TABLE 2 - VEHICULAR TRIP GENERATION HOME SUBDIVISION PHASE B - SEQUIM TRAFFIC IMPACT ANALYSIS							
Time Period	Size	TG Rate (X)	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)
PROPOSED: Single Family Detached Housing (ITE LUC 210: 31 - SFDU)							
Weekday	31	9.44	50%	146.3	50%	146.3	292.6
AM peak hour	31	0.74	25%	5.7	75%	17.2	22.9
PM peak hour	31	0.99	63%	19.3	37%	11.4	30.7

T = trips, X = number of lots/units

GREEN CROW PROPERTIES, LLC
Attn: Bruce Emery, Project Lead
October 4, 2018
Page -9-

The traffic associated with the Home Subdivision Phase B is projected at 31 weekday PM peak hour trips.

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 road network based on the characteristics of the network, existing traffic volume patterns and the location of likely trip origins and destinations (residential, business, shopping (comparison shoppers), social and recreational opportunities).

HORIZON YEAR CONDITIONS "WITH" THE PROJECT

Traffic Volumes

Figure 7 shows the projected 2023 PM peak hour traffic volumes "with" the proposed project at the analysis and site access intersections. The site generated 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 (2023) "with" and "without" project conditions at the analysis intersections. Based on my operational analysis the analyzed intersections would operate at LOS 'B' or better "with" the project conditions that meets the City criteria.

Site Access

Access to the project would be via the extension of Comfort Way and Rolling Hills Way into the subject site. Via Traffic Engineering inspection the site accesses would operate at good level of service.

AGENCY TRAFFIC IMPACT MITIGATION REQUIREMENTS

Sequim Municipal Code 22.04.110 Transportation impact fee identifies a TIF rate of \$2,491 per Single Family (detached) outside the downtown area; inside the downtown core the rate is \$2,020. The City's Transportation Impact Fee Program for Sequim, Washington 2013 Update dated September 2013 provides the technical document regarding the TIF program. City Table 4 of this report, pertinent portion below, identifies a TIF of \$2,491 per SFDU and as noted in the City's Municipal Code:

GREEN CROW PROPERTIES, LLC
 Attn: Bruce Emery, Project Lead
 October 4, 2018
 Page -10-

Table 4. Impact Fee Schedule Components

Land Use	ITE Land Use Code	Unit of Measure	Basic Trip Rate Trips/Unit (A)	New Trip % (B)	New Trip Rate	Avg. Trip Length (miles)	Trip Length Adjustment Factor (C)	Impact Fee Rate
						Avg=1.8		Cost per Trip End = \$2,244
<i>Residential</i>								
Single Family (Detached)	210	dwelling	1.00	100%	1.00	2.0	1.11	\$2,491

The City SFDU fee is based on the 9th Edition of the Trip Generation; subsequently the 10th Edition has been published. The new report slightly refines the trip generation rate for SFDU during the PM peak hour. Table 3 below provides my TIF estimate for the project making the minor adjustment to reflect new data.

TABLE 3 - TRAFFIC IMPACT FEE HOME SUBDIVISION PHASE B - SEQUIM TRAFFIC IMPACT ANALYSIS						
Use	Units	City TIF/rate*	Estimated TIF	City	ITE	Refined TIF
SFDU	31	\$ 2,491.00	\$ 77,221	1.00	0.99	\$ 76,449

Rate per SMC 22.04.110 Transportation impact fee, available online 08.28.2018
 The fee schedule notes a rate per PM peak hour trip of \$2,244

A TIF of \$76,449 is calculated, per the Trip Generation 10th Edition data, for the 31 lot project (\$2,466.08 per SFDU).

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

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

This report analyzed the traffic impact for the 31 lot Home Subdivision Phase B SFDU residential project generally located between South 7th Avenue and Rolling Hills Way and south of Jara Place in the City of Sequim. Access to the project would be via the extension of Comfort Way and Rolling Hills Way into the subject site.

Existing traffic data was obtained at the street intersections identified for analysis. Future horizon year traffic volumes were derived using a conservative growth factor of two percent per year. Level of service analyses were performed for existing and projected future horizon traffic volumes during the weekday 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

GREEN CROW PROPERTIES, LLC
Attn: Bruce Emery, Project Lead
October 4, 2018
Page -11-

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 Home Subdivision Phase B be allowed with the following traffic impact mitigation measures.

- Construct site in accordance with applicable City requirements.
- Pay lawful Traffic Impact Fee.

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



MJJ: mjj

Very truly yours,

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

10.04.2018

TABLE 1 - PM PEAK HOUR LEVEL OF SERVICE HOME SUBDIVISION PHASE B - SEQUIM TRAFFIC IMPACT ANALYSIS				
INTERSECTION	APPROACH	EXISTING	2023 W/O PROJECT	2023 W/ PROJECT
1. E. Silberhorn Rd. at Rolling Hills Way	Overall EB	A (0.6) A (9.6)	A (0.6) A (9.7)	A (0.8) A (9.9))
2. E. Silberhorn Rd. at S. 7 th Avenue	Overall NB	A (7.2) B (10.2)	A (7.4) B (10.5)	A (7.6) B (10.6)
3. Site Access via extension of Comfort Way and Rolling Hills Way	Overall	–	–	A*

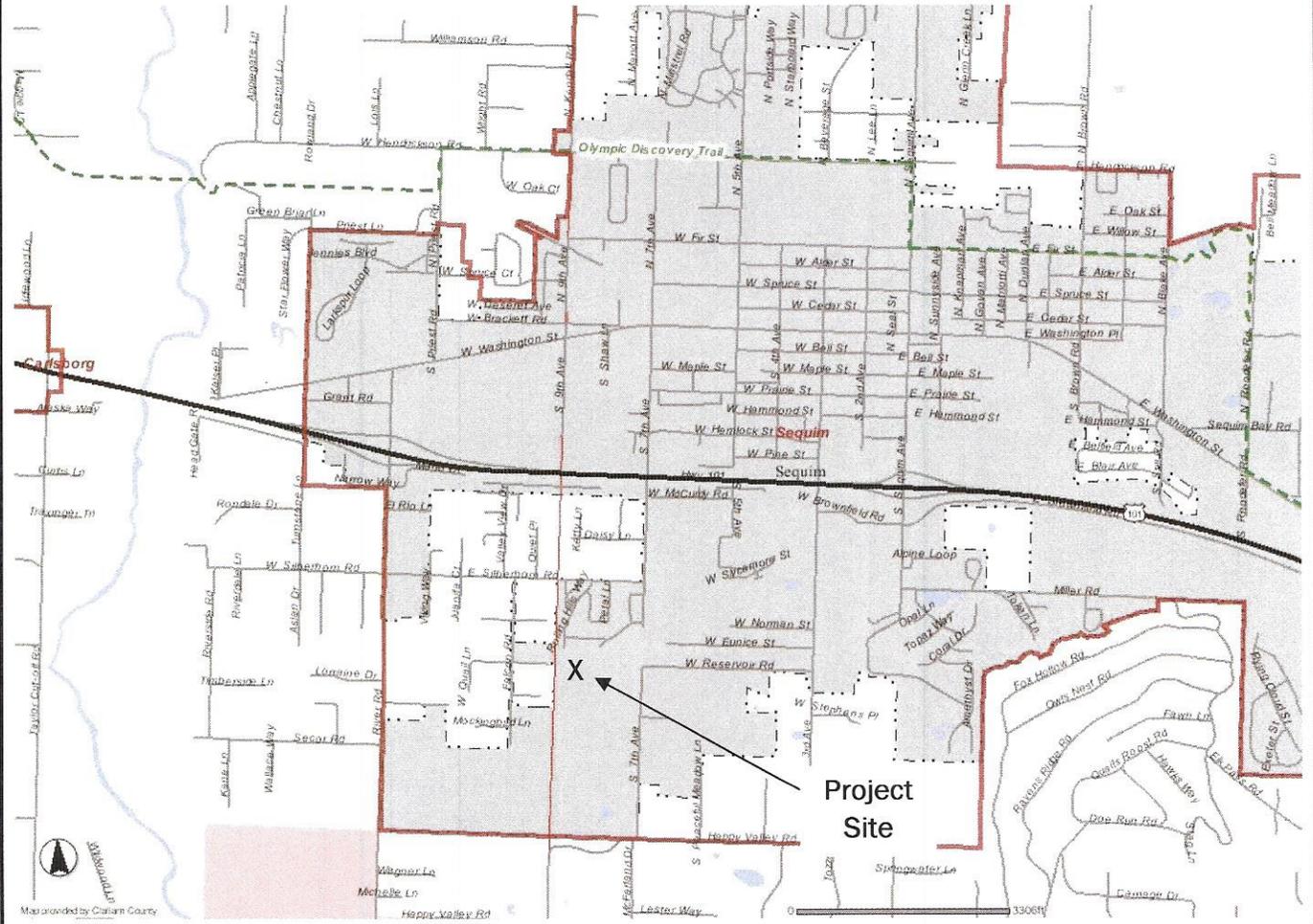
* LOS determined via Traffic Engineering Inspection.

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: Home Subdivision Phase B - Sequim
Location: South of Jara Place between South 7th Avenue and Rolling Hills Way



NORTH



JTE, Inc.
FIGURE 1

Reprint in Color Only

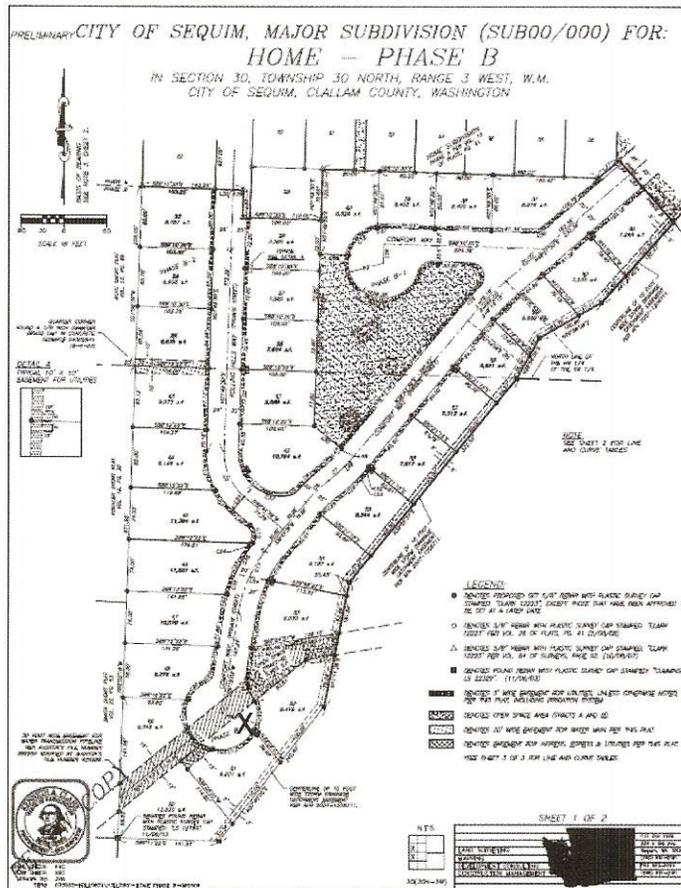
HOME SUBDIVISION PHASE B - SEQUIM
TRAFFIC IMPACT ANALYSIS

VICINITY MAP

Project: Home Subdivision Phase B - Sequim
 Location: South of Jara Place between South 7th Avenue and Rolling Hills Way



NORTH



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

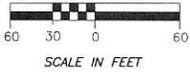
JTE, Inc.
 FIGURE 2

Reprint in Color Only

HOME SUBDIVISION PHASE B - SEQUIM
 TRAFFIC IMPACT ANALYSIS

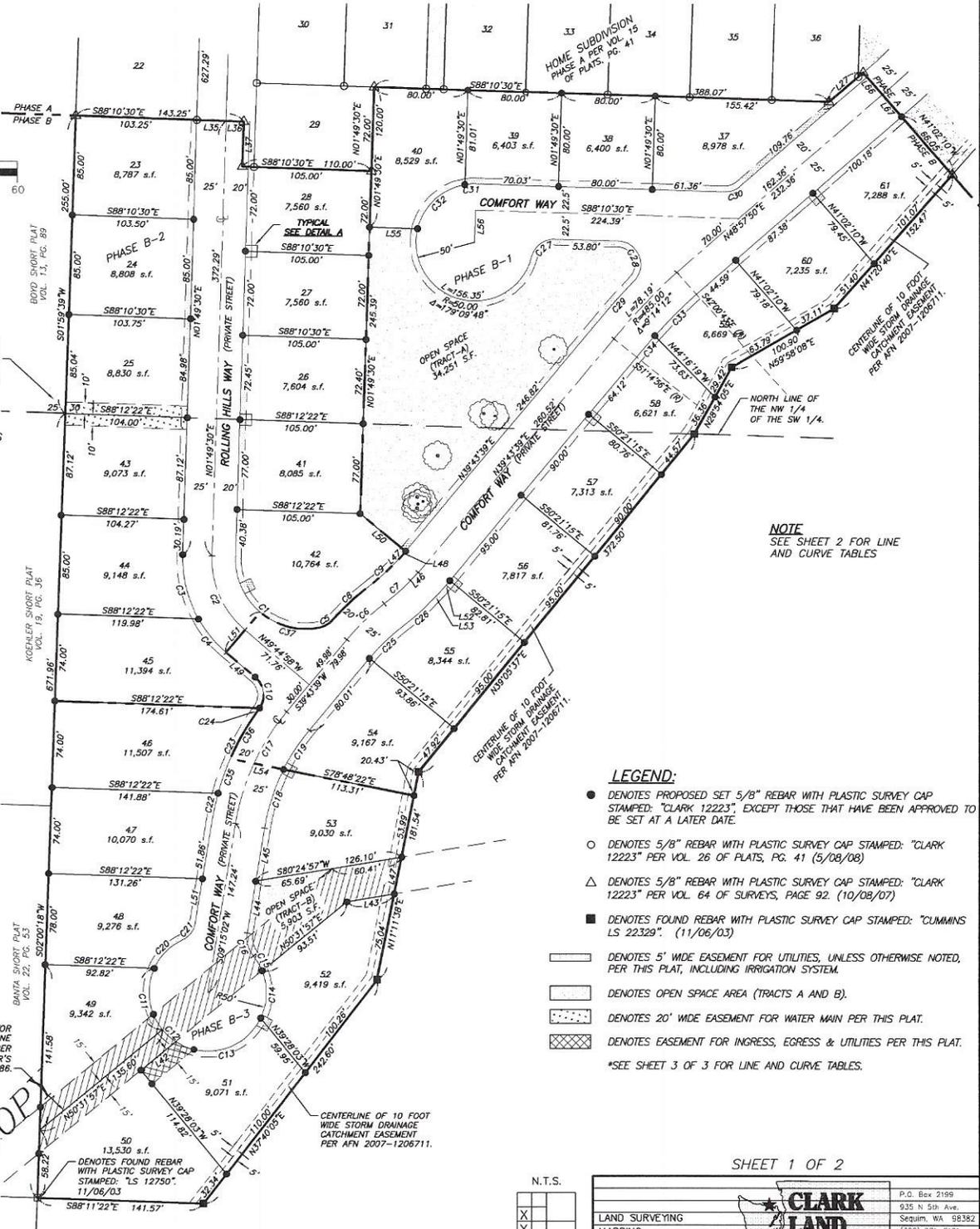
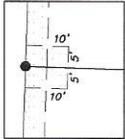
PLELIMINARY SITE PLAN

PRELIMINARY CITY OF SEQUIM, MAJOR SUBDIVISION (SUB00/000) FOR:
HOME - PHASE B
 IN SECTION 30, TOWNSHIP 30 NORTH, RANGE 3 WEST, W.M.
 CITY OF SEQUIM, CLALLAM COUNTY, WASHINGTON



QUARTER CORNER FOUND A 7/8 INCH DIAMETER BRASS CAP IN CONCRETE. GEOMPT# 04302541. (9-5-03)

DETAIL A
 TYPICAL 10' X 10' EASEMENT FOR UTILITIES



NOTE
 SEE SHEET 2 FOR LINE AND CURVE TABLES

LEGEND:

- DENOTES PROPOSED SET 5/8" REBAR WITH PLASTIC SURVEY CAP STAMPED: "CLARK 12223", EXCEPT THOSE THAT HAVE BEEN APPROVED TO BE SET AT A LATER DATE.
 - DENOTES 5/8" REBAR WITH PLASTIC SURVEY CAP STAMPED: "CLARK 12223" PER VOL. 26 OF PLATS, PG. 41 (5/08/08)
 - △ DENOTES 5/8" REBAR WITH PLASTIC SURVEY CAP STAMPED: "CLARK 12223" PER VOL. 64 OF SURVEYS, PAGE 92 (10/08/07)
 - DENOTES FOUND REBAR WITH PLASTIC SURVEY CAP STAMPED: "CUMMINS LS 22329". (11/06/03)
 - ▭ DENOTES 5' WIDE EASEMENT FOR UTILITIES, UNLESS OTHERWISE NOTED, PER THIS PLAT, INCLUDING IRRIGATION SYSTEM.
 - ▭ DENOTES OPEN SPACE AREA (TRACTS A AND B).
 - ▭ DENOTES 20' WIDE EASEMENT FOR WATER MAIN PER THIS PLAT.
 - ▭ DENOTES EASEMENT FOR INGRESS, EGRESS & UTILITIES PER THIS PLAT.
- *SEE SHEET 3 OF 3 FOR LINE AND CURVE TABLES.

30 FOOT WIDE EASEMENT FOR WATER TRANSMISSION PIPELINE PER AUDITOR'S FILE NUMBER 282255 MODIFIED BY AUDITOR'S FILE NUMBER 425986.



CHECK: KAC
 CHECK: SBC
 DRAWN BY: JKB
 SER#: 03.3030-H3LL0801\H3LL0801-HOME PHASE B-080508

N.T.S.

X	
X	
X	

30(30N-3W)

SHEET 1 OF 2

LAND SURVEYING		P.O. Box 2199
MAPPING		935 N 5th Ave.
DEVELOPMENT CONSULTING		Sequim, WA 98382
CONSTRUCTION MANAGEMENT		(360) 681-2181
		FAX 683-5310
		(888) 681-2161

PRELIMINARY CITY OF SEQUIM, MAJOR SUBDIVISION (SUB00/000) FOR:
HOME – PHASE B
 IN SECTION 30, TOWNSHIP 30 NORTH, RANGE 3 WEST, W.M.
 CITY OF SEQUIM, CLALLAM COUNTY, WASHINGTON

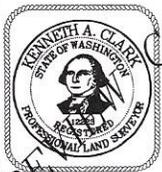
CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	107.96	60.00	103°05'56"
C2	72.01	80.00	81°34'58"
C3	57.65	105.00	51°27'37"
C4	36.86	105.00	20°06'51"
C5	13.15	20.00	37°41'03"
C6	44.44	200.00	12°43'51"
C7	30.00	200.00	8°35'40"
C8	43.64	220.00	11°24'59"
C9	27.00	180.00	8°35'40"
C10	28.14	20.00	63°29'39"
C11	55.69	50.00	63°48'37"
C12	15.23	50.00	17°27'27"
C13	84.98	50.00	97°02'46"
C14	41.63	50.00	47°42'19"
C15	14.77	50.00	18°55'46"
C16	21.03	25.00	48°11'23"
C17	106.38	200.00	30°28'37"
C18	52.89	175.00	17°19'04"
C19	40.19	175.00	13°09'53"
C20	34.96	50.00	40°03'28"
C21	19.25	20.00	55°02'00"
C22	22.97	220.00	5°59'00"
C23	80.62	220.00	20°59'47"
C24	0.87	20.00	2°29'08"
C25	36.88	175.00	12°43'51"
C26	33.75	225.00	8°35'40"
C27	27.10	20.00	77°37'52"
C28	46.27	20.00	132°32'22"
C29	49.30	505.00	5°35'38"
C30	14.96	20.00	42°51'40"
C31	10.04	50.00	11°30'26"
C32	58.43	50.00	66°02'21"
C33	49.97	460.00	8°13'28"
C34	23.07	460.00	2°59'10"
C35	31.24	220.00	8°08'06"
C36	49.38	220.00	12°51'41"
C37	53.88	60.00	51°27'09"

LINE TABLE		
LINE	LENGTH	BEARING
L35	25.00	S88°10'30"E
L36	15.00	S88°10'30"E
L37	38.47	S01°49'30"W
L42	38.54	N50°31'57"E
L43	41.02	N80°24'57"E
L46	9.53	S43°51'50"W
L47	32.09	S11°11'38"W
L48	7.07	N39°43'39"E
L49	32.61	N49°44'59"W
L50	50.35	S50°21'15"E
L51	45.00	N40°27'58"E
L52	12.73	N39°43'39"E
L53	10.43	S43°51'50"W
L54	46.31	S78°48'22"E
L55	40.98	S88°10'30"E
L56	27.50	N01°48'30"E
L66	25.00	S41°02'10"E
L67	25.00	S41°02'10"E

NOTES:

1. THIS SURVEY WAS PERFORMED BY FIELD TRAVERSE METHODS USING A 3 SECOND TOPCON GTS-313 TOTAL STATION AND STEEL TAPE.
2. FOR SECTION SUBDIVISION DATA, SEE VOL. 39 OF SURVEYS, PAGE 86, RECORDS OF CLALLAM COUNTY, WASHINGTON.
3. THE BASIS OF BEARING FOR THIS SURVEY IS THE WASHINGTON COORDINATE SYSTEM GRID, NORTH ZONE, 1983 DATUM, 1991 ADJUSTMENT (WCS GRID) BASED ON FIELD TIES TO CONTROL POINTS GEOMPT#04302541 AND GEOMPT#03303031 AS SHOWN ON SURVEY RECORDED IN VOLUME 39 OF SURVEYS, PAGE 86. ALL DISTANCES SHOWN HEREON ARE REDUCED TO SAID GRID. A COMBINED SCALE FACTOR OF 0.99993003 AT GEOMPT#04302541 WAS USED FOR THIS SURVEY.
4. THIS SURVEY WAS PERFORMED ACCORDING TO WAC 332-130-090 STANDARDS FOR LAND BOUNDARY SURVEYS. THIS SURVEY WAS NOT PERFORMED OR CERTIFIED TO MEET THE CURRENT "MINIMUM STANDARD REQUIREMENTS" OR "ACCURACY STANDARDS" FOR ALTA/ACSM LAND TITLE SURVEYS.

VOL. _____
 PG. _____



CHECK: KAC
 CHECK: SBC
 DRAWN BY: JKB
 SER#: 033030-H3LL0801\H3LL0801-HOME PHASE B-080508

SHEET 2 OF 2

N.T.S.

X	
X	

30(30N-3W)

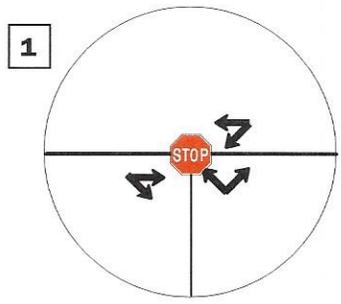
LAND SURVEYING		P.O. Box 2199
MAPPING		935 N 5th Ave
DEVELOPMENT CONSULTING		Sequim, WA 98382
CONSTRUCTION MANAGEMENT		(360) 681-2161
		FAX 683-5310
		(888) 681-2161



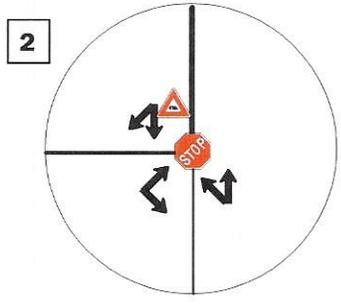
LEGEND

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

Image obtained from Clallam County GIS



1
E Silberhorn Road at Rolling Hills Way



2
E Silberhorn Road at S. 7th Avenue

JTE, Inc.
FIGURE 3

Reprint in Color Only

**HOME SUBDIVISION PHASE B - SEQUIM
TRAFFIC IMPACT ANALYSIS**

EXISTING STREET CONDITIONS



↑
NORTH

LEGEND

→ **PM Peak Hour Traffic & Direction**

Stop Sign

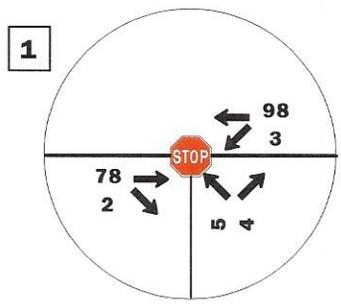
Yield Sign

Analysis I/S #

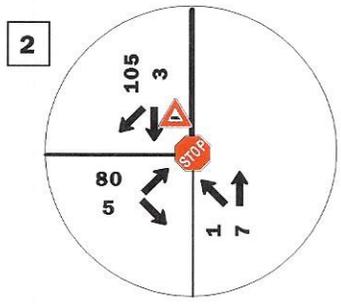
X-L's **# of Travel Lanes**

XX MPH **Posted Speed Limit**

Image obtained from
Clallam County GIS



**E Silberhorn Road at
Rolling Hills Way**
Wednesday 09.12.2018
1645 - 1745



**E Silberhorn Road at
S. 7th Avenue**
Wednesday 09.12.2018
1645 - 1745

JTE, Inc.
FIGURE 4

Reprint in Color Only

**HOME SUBDIVISION PHASE B - SEQUIM
TRAFFIC IMPACT ANALYSIS**

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

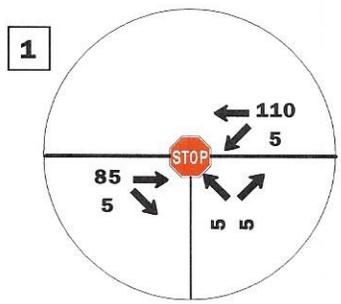


↑
NORTH

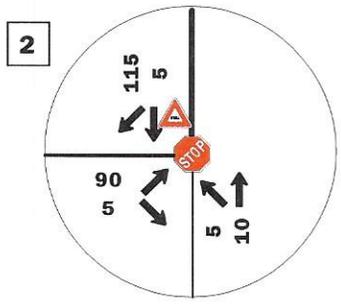
LEGEND

- **PM Peak Hour Traffic & Direction**
- Stop Sign**
- Yield Sign**
- Analysis I/S #**
- X-L's** **# of Travel Lanes**
- XX MPH** **Posted Speed Limit**

Image obtained from Clallam County GIS



E Silberhorn Road at Rolling Hills Way



E Silberhorn Road at S. 7th Avenue

JTE, Inc.
FIGURE 5

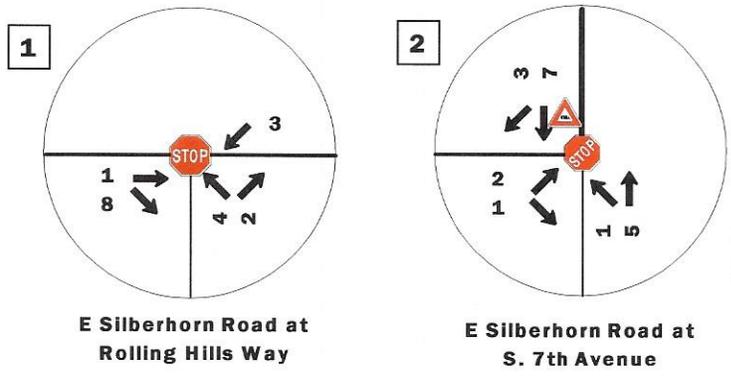
Reprint in Color Only

**HOME SUBDIVISION PHASE B - SEQUIM
TRAFFIC IMPACT ANALYSIS**

**PROJECTED 2023 PM PEAK HOUR TRAFFIC VOLUMES
WITHOUT THE PROJECT**



Image obtained from Clallam County GIS



PM Peak Hour Traffic	
Entering:	19
Exiting:	12

XX% Distribution - Enter/Exit Peak Hour Trips

JTE, Inc.
FIGURE 6

Reprint in Color Only

**HOME SUBDIVISION PHASE B - SEQUIM
 TRAFFIC IMPACT ANALYSIS**

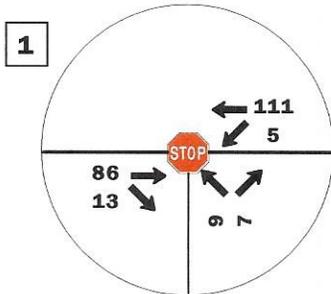
**PROJECT GENERATED PM PEAK HOUR TRAFFIC VOLUMES
 AND DISTRIBUTION**



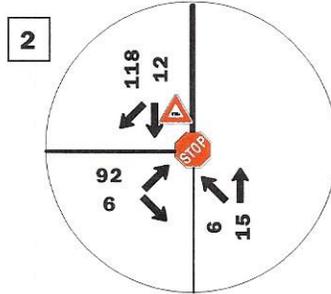
LEGEND

- PM Peak Hour Traffic & Direction
- STOP Stop Sign
- Yield Sign
- X Analysis I/S #
- X-L's # of Travel Lanes
- XX MPH Posted Speed Limit

Image obtained from Clallam County GIS



1
E Silberhorn Road at Rolling Hills Way



2
E Silberhorn Road at S. 7th Avenue

JTE, Inc.
FIGURE 7

Reprint in Color Only

**HOME SUBDIVISION PHASE B - SEQUIM
TRAFFIC IMPACT ANALYSIS**

**PROJECTED 2023 PM PEAK HOUR TRAFFIC VOLUMES
WITH THE PROJECT**

APPENDIX



CITY OF
SEQUIM

137 West Cordia Street, Sequim, WA 98282
City Hall Phone: 360-687-1100 FAX: 360-687-3148
Public Works Phone: 360-687-1908 FAX: 360-687-0552

TO: Bruce Emery
Chris Jackson
Dennis Yakovich

FROM: City of Sequim
Department of Community Development

DATE: April 13, 2018

SUBJECT: PRE18-003
Proposed "Home Phase B" Subdivision
Parcel Number 033030-590000

The following comments are intended to help guide the applicant through the land division process to obtain preliminary Subdivision approval. Comments will be listed according to the appropriate city entity.

Project Background: Proposed preliminary Subdivision application to develop 31 residential lots on approximately 9.14 acres (gross) of "Single Family Residence" (R4-8) zoned property located south and west of the intersection between South 7th Avenue and E. Silberhorn Road. The subject property was previously identified as "Phase B" of the original "Home" subdivision, which was reviewed and approved under City of Sequim land division case number SUB06/004. Phase A of the "Home" subdivision received final plat approval and was recorded with the Clallam County Auditor's office under Volume 15, Page 41 of Plats on February 13, 2008. Phase B was never completed, and is therefore the vacant "stand-alone" parcel subject to this proposal.

Meeting Attendees:

Applicant Representatives:

Dennis Yakovich
Chris Jackson

Fire District 3 Staff:

Steve Jackson, Fire Code Technician

City Staff:

Barry Berezowsky, Community Development Manager
Dave Nakagawara, Project Engineer
Gary Dougherty, Assistant Planner
Ann Hall, Building Official / Fire Marshal

Comments:

Public Works/Engineering Department:

- An updated traffic impact analysis will be required for this development to include impacts from new developments entitled and built since the original phase.
- New streets shall be built to public standards. Check underlying easements of existing roads in adjacent phase to ensure that continuity of access to public streets (Silberhorn, 7th Avenue).



- There are known water pressure issues (insufficient pressures) in Jara Way (approximately 30 psi at the meter), adjacent to this phase. A hydraulic analysis will be required for both water and sewer.
- Water - Water infrastructure plans will be reviewed by a third-party (peer review). Mains are located 10 feet northerly or easterly of street centerline per the city development design standards.
- Sewer - Sewer infrastructure plans will be reviewed by a third-party (peer review). Sewer mains shall run parallel to and 5 feet southerly or westerly of street centerline where possible. The sewer main shall maintain a minimum 10 foot horizontal separation from the proposed or existing water mains.
- Fire Hydrant locations shall be in accordance with Appendix C of the 2015 International Fire Code.
- Stormwater: Improvements shall comply with the provisions of the 2014 Stormwater Management Manual for Western Washington, 2014 edition. Minimum Requirements #1 – 9 will apply to the development. Provide a geotechnical analysis as well for this project phase.
- Transportation Impact Fees, Parks Impact fees and Sewer and Water General Facilities charges will be collected at the time of building permit issuance for each lot.

Planning Department:

The applicant will need to submit a Major Preliminary Subdivision application with associated \$1375 fee (SMC 3.68.030(F)). The application packet can be found on the City's website at: <http://www.sequimwa.gov/DocumentCenter/Home/View/1213>

The preliminary subdivision application will be processed as a Type C-2 Development Permit Application (SMC 20.01.010), which requires public notice, a neighborhood community meeting, a public meeting before the Sequim Planning Commission, and an open record public hearing before the Sequim City Council.

The review process for Type C-2 development permit applications is provided in Title 20 LAND USE AND DEVELOPMENT and Title 16 ENVIRONMENT. The following, is a general summary of the procedure:

- 1) Subdivision application and SEPA environmental checklist is submitted to the City for review.
- 2) Staff reviews the submitted materials for completeness and issues a notice of *complete*, or *incomplete* application within 28 days of receipt.
- 3) Applicant must host a neighborhood meeting, per SMC 20.01.100.
- 4) Notice of Application (possibly combined with Notice of Public Hearing) is published in the Peninsula Daily News, posted on the property and mailed to property owners within 300 feet of the subject property. (The applicant must provide stamped, addressed envelopes with the list of property owners within 300 feet of the subject property.) The applicant is responsible for the cost of notice.
- 5) A public meeting will be scheduled for the City of Sequim Planning Commission (meetings held twice per month). The Planning Commission will make a recommendation to the City Council, who will make the final decision on the application.
- 6) After the Planning Commission meeting, a Public Hearing is scheduled for the City Council (meets twice per month).
- 7) Per SMC 20.01.230, a final decision on the subdivision application shall be made within 120 days after the date of the *determination of completeness* (excluding any time periods where the City has requested additional information).

- SEPA Environmental Review is required as part of the preliminary Subdivision review process (WAC 197-11-800). An environmental checklist will need to be completed and submitted with the required fee. The environmental checklist form can be found on the City's website at: <http://www.sequimwa.gov/DocumentCenter/View/3947>. The fee for this review is based on the project value, per SMC 3.68.030(F):

\$0 – \$250,000 =	\$600
\$250,000 – \$500,000 =	\$825
\$500,000 – \$1,000,000 =	\$1,540
\$1,000,000 + =	\$2,645

- This property is located within the Highland Irrigation District. As required by RCW 58.17.310, the Highland Irrigation District will be contacted as part of the application review process to ensure that provision is made for irrigation right-of-way.
- During the meeting, staff indicated that there would likely be a recommendation for right-of-way between lots 25 and 43, in order to provide for future connectivity to the west.
- As discussed during the meeting, the embankment along the east boundary of the subject property may meet the classification criteria of a "Landslide Hazard Area" per SMC 18.80.030. Although this slope does not appear to be part of the subject property, SMC 18.80.040(D) provides that the critical areas protection standards also apply to lots or parcels that are adjacent to critical areas. An evaluation of this slope feature prepared by a civil engineer, or professional geologist will be required as part of the preliminary application submittal, as required by SMC 18.80.060.
- Street trees and lighting will be required along the internal road network. Conditions for street trees and street lights will likely be similar to those installed in the "Home – Phase A" subdivision.

If you have any questions, feel free to contact me.



Gary Dougherty
 Assistant Planner
gdougherty@sequimwa.gov
 (360) 582-2459



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

Traffic Count Consultants, Inc.

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

WBE/DBE

Intersection: Rolling Hills Way & E Silberhorn Rd

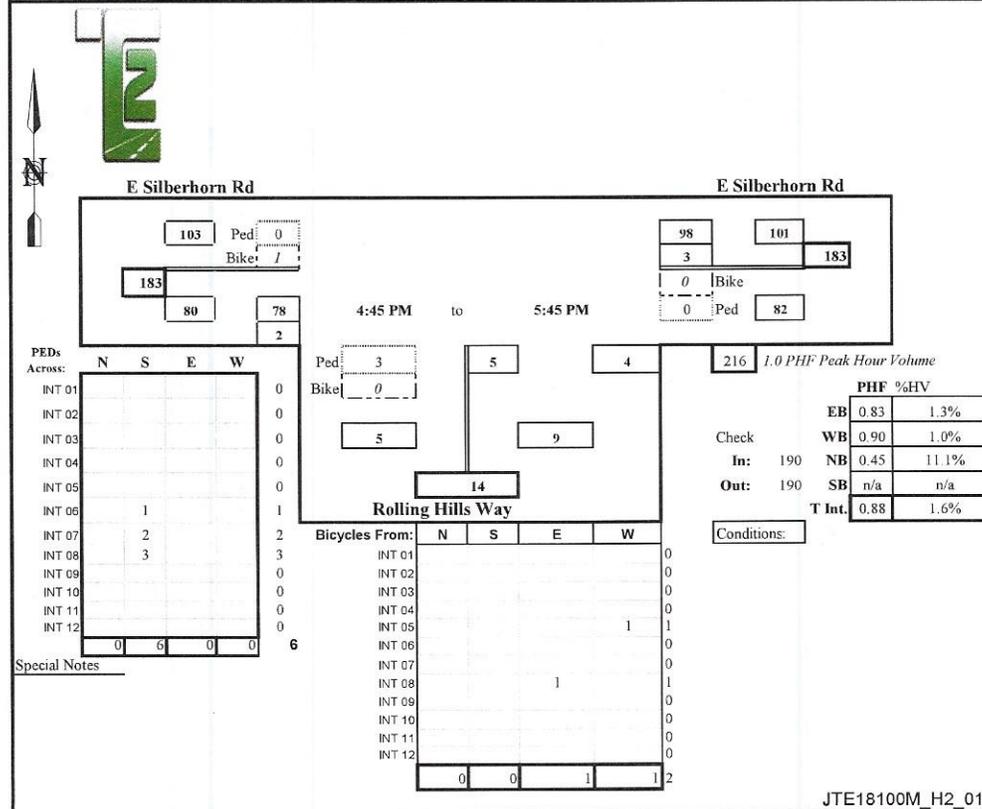
Date of Count: Wed 9/12/2018

Location: Sequim, Washington

Checked By: Jess

Time Interval Ending at	From North on (SB) 0				From South on (NB) Rolling Hills Way				From East on (WB) E Silberhorn Rd				From West on (EB) E Silberhorn Rd				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	1	0	0	24	0	0	0	15	2	42
4:30 P	0	0	0	0	0	1	0	0	1	0	29	0	1	0	14	1	45
4:45 P	0	0	0	0	0	4	0	1	0	0	22	0	0	0	17	1	45
5:00 P	0	0	0	0	0	2	0	3	0	0	24	0	0	0	22	0	51
5:15 P	0	0	0	0	0	0	0	1	1	0	25	0	0	0	17	0	43
5:30 P	0	0	0	0	0	1	0	0	0	2	22	0	1	0	15	2	42
5:45 P	0	0	0	0	1	2	0	0	0	1	27	0	0	0	24	0	54
6:00 P	0	0	0	0	0	0	0	0	0	0	21	0	0	0	15	2	38
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	1	10	0	6	2	3	194	0	2	0	139	8	360
Peak Hour: 4:45 PM to 5:45 PM																	
Total	0	0	0	0	1	5	0	4	1	3	98	0	1	0	78	2	190
Approach	0				9				101				80				190
%HV	n/a				11.1%				1.0%				1.3%				1.8%
PHF	n/a				0.45				0.90				0.83				0.88





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

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

WBE/DBE

Intersection: S 7th Ave & E Silberhorn Rd
 Location: Sequim, Washington

Date of Count: Wed 9/12/2018
 Checked By: Jess

Time Interval Ending at	From North on (SB) S 7th Ave				From South on (NB) S 7th Ave				From East on (WB) Private Drwy				From West on (EB) E Silberhorn Rd				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	0	0	2	27	0	0	0	0	0	0	0	0	0	16	0	0	45
4:30 P	0	0	2	26	0	1	1	0	0	0	0	0	0	15	0	1	46
4:45 P	0	0	4	21	0	0	1	0	0	0	0	0	1	17	0	0	43
5:00 P	0	0	1	25	0	1	4	0	0	0	0	0	0	24	0	1	56
5:15 P	1	0	1	29	0	0	1	0	0	0	0	0	0	17	0	0	48
5:30 P	0	0	1	24	0	0	1	0	0	0	0	0	0	17	0	0	43
5:45 P	0	0	0	27	0	0	1	0	0	0	0	0	0	22	1	3	54
6:00 P	0	0	2	23	0	0	1	0	0	0	0	0	0	17	0	0	43
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	1	0	13	202	0	2	10	0	0	0	0	0	0	0	1	145	1	5	378
Peak Hour: 4:45 PM to 5:45 PM																			
Total	1	0	3	105	0	1	7	0	0	0	0	0	0	0	80	1	4	201	
Approach	108				8				0				85				201		
%HV	0.9%				n/a				n/a				n/a				0.5%		
PHF	0.90				0.40				n/a				0.82				0.90		

S 7th Ave

195

108

87

105 3 0

0 0 0 1

0 0 0 1

106 Ped 0
Bike 7

191 80
85 1
4

0 0 1 7 0

7 8

15

224 1.0 PHF Peak Hour Volume

		PHF	%HV
Check	EB	0.82	n/a
In: 201	WB	n/a	n/a
Out: 201	NB	0.40	n/a
T Int.	SB	0.90	0.9%
	EB	0.90	0.5%

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				

Special Notes

S 7th Ave

Bicycles From:	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				

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	78	2	3	98	5	4
Future Vol, veh/h	78	2	3	98	5	4
Conflicting Peds, #/hr	0	20	20	0	20	20
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, %	2	2	2	2	2	2
Mvmt Flow	85	2	3	107	5	4

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	107	0	239
Stage 1	-	-	-	-	106
Stage 2	-	-	-	-	133
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1484	-	749
Stage 1	-	-	-	-	918
Stage 2	-	-	-	-	893
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1456	-	719
Mov Cap-2 Maneuver	-	-	-	-	719
Stage 1	-	-	-	-	899
Stage 2	-	-	-	-	876

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1456	-
HCM Lane V/C Ratio	0.012	-	-	0.002	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑			↔			↔	
Traffic Vol, veh/h	80	0	5	0	0	0	1	7	0	0	3	105
Future Vol, veh/h	80	0	5	0	0	0	1	7	0	0	3	105
Conflicting Peds, #/hr	20	0	20	0	0	0	20	0	0	0	0	20
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	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	87	0	5	0	0	0	1	8	0	0	3	114

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	21	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1595	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1595	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	7	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	700	1595	-	-	-
HCM Lane V/C Ratio	0.012	0.055	-	-	-
HCM Control Delay (s)	10.2	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0	0.2	-	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖		↗
Traffic Vol, veh/h	85	5	5	110	5	5
Future Vol, veh/h	85	5	5	110	5	5
Conflicting Peds, #/hr	0	20	20	0	20	20
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, %	2	2	2	2	2	2
Mvmt Flow	92	5	5	120	5	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	117	0	265
Stage 1	-	-	-	-	115
Stage 2	-	-	-	-	150
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1471	-	724
Stage 1	-	-	-	-	910
Stage 2	-	-	-	-	878
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1443	-	694
Mov Cap-2 Maneuver	-	-	-	-	694
Stage 1	-	-	-	-	889
Stage 2	-	-	-	-	861

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	776	-	-	1443	-
HCM Lane V/C Ratio	0.014	-	-	0.004	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑			↔			↔	
Traffic Vol, veh/h	90	0	5	0	0	0	5	10	0	0	5	115
Future Vol, veh/h	90	0	5	0	0	0	5	10	0	0	5	115
Conflicting Peds, #/hr	20	0	20	0	0	0	20	0	0	0	0	20
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	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	98	0	5	0	0	0	5	11	0	0	5	125

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	21	0	0	-	-	0	240	240	-
Stage 1	-	-	-	-	-	-	219	219	-
Stage 2	-	-	-	-	-	-	21	21	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	-
Pot Cap-1 Maneuver	1595	-	-	0	-	0	748	661	0
Stage 1	-	-	-	0	-	0	817	722	0
Stage 2	-	-	-	0	-	0	1002	878	0
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	1595	-	-	-	-	-	675	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	675	0	-
Stage 1	-	-	-	-	-	-	752	0	-
Stage 2	-	-	-	-	-	-	983	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	675	1595	-	-	-
HCM Lane V/C Ratio	0.024	0.061	-	-	-
HCM Control Delay (s)	10.5	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0.2	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	86	13	5	111	9	7
Future Vol, veh/h	86	13	5	111	9	7
Conflicting Peds, #/hr	0	20	20	0	20	20
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, %	2	2	2	2	2	2
Mvmt Flow	93	14	5	121	10	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	127
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1459
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1431
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	759	-	-	1431	-
HCM Lane V/C Ratio	0.023	-	-	0.004	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑			↔			↔	
Traffic Vol, veh/h	92	0	6	0	0	0	6	15	0	0	12	118
Future Vol, veh/h	92	0	6	0	0	0	6	15	0	0	12	118
Conflicting Peds, #/hr	20	0	20	0	0	0	20	0	0	0	0	20
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	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	100	0	7	0	0	0	7	16	0	0	13	128

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	21	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1595	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1595	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT
Capacity (veh/h)	670	1595	-	-	-
HCM Lane V/C Ratio	0.034	0.063	-	-	-
HCM Control Delay (s)	10.6	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0.2	-	-	-

(http://www.wsdot.wa.gov)

Summary Reports - Total Crashes by Year

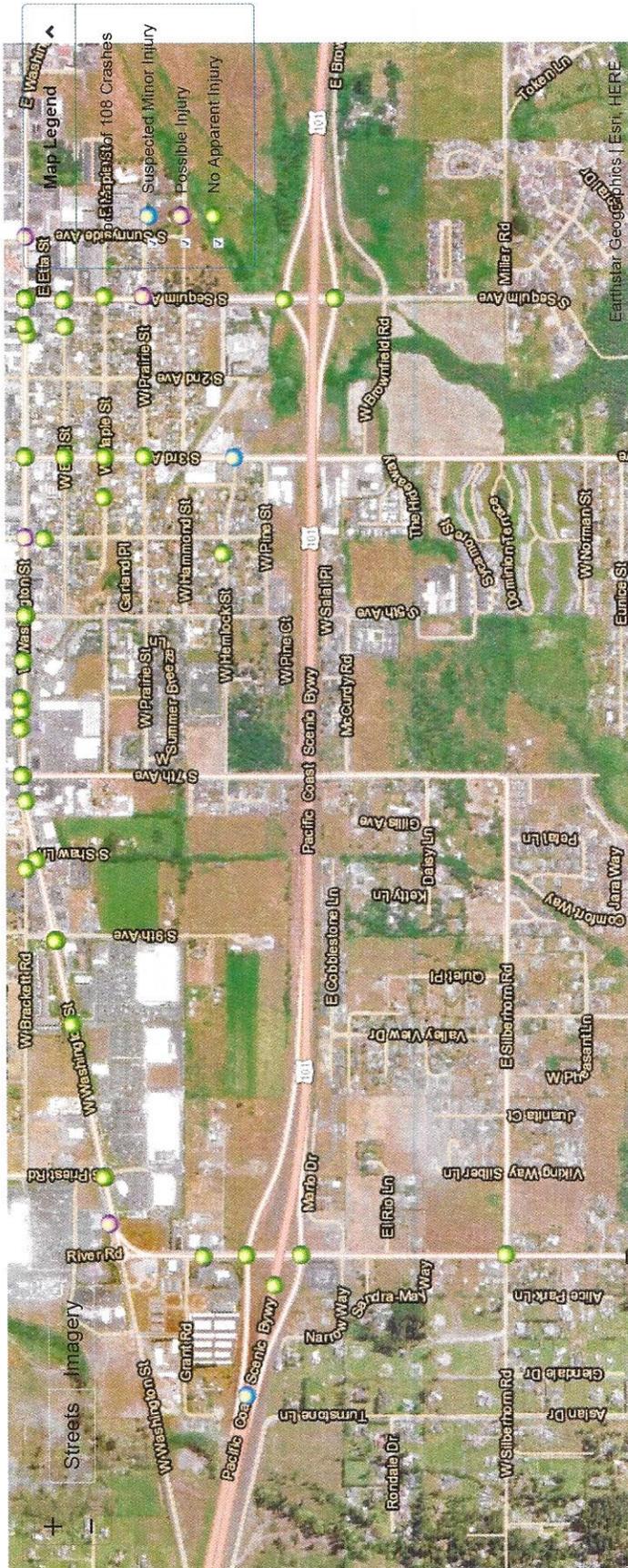
Report Year: 2015

Report Location: City of Sequim

Report Jurisdiction: All Roads

Under 23 U.S. Code 148 and 23 U.S. Code 409, 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 Map Additional crash data available by clicking on map marker.



(http://www.wsdot.wa.gov)

Summary Reports - Total Crashes by Year

Report Year: 2016
Report Location: City of Sequim
Report Jurisdiction: All Roads

Under 23 U.S. Code 148 and 23 U.S. Code 409, 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.



(<http://www.wsdot.wa.gov>)

Summary Reports - Total Crashes by Year

Report Year: 2017

Report Location: City of Sequim

Report Jurisdiction: All Roads

Under 23 U.S. Code 148 and 23 U.S. Code 409, 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 Map Additional crash data available by clicking on map marker.

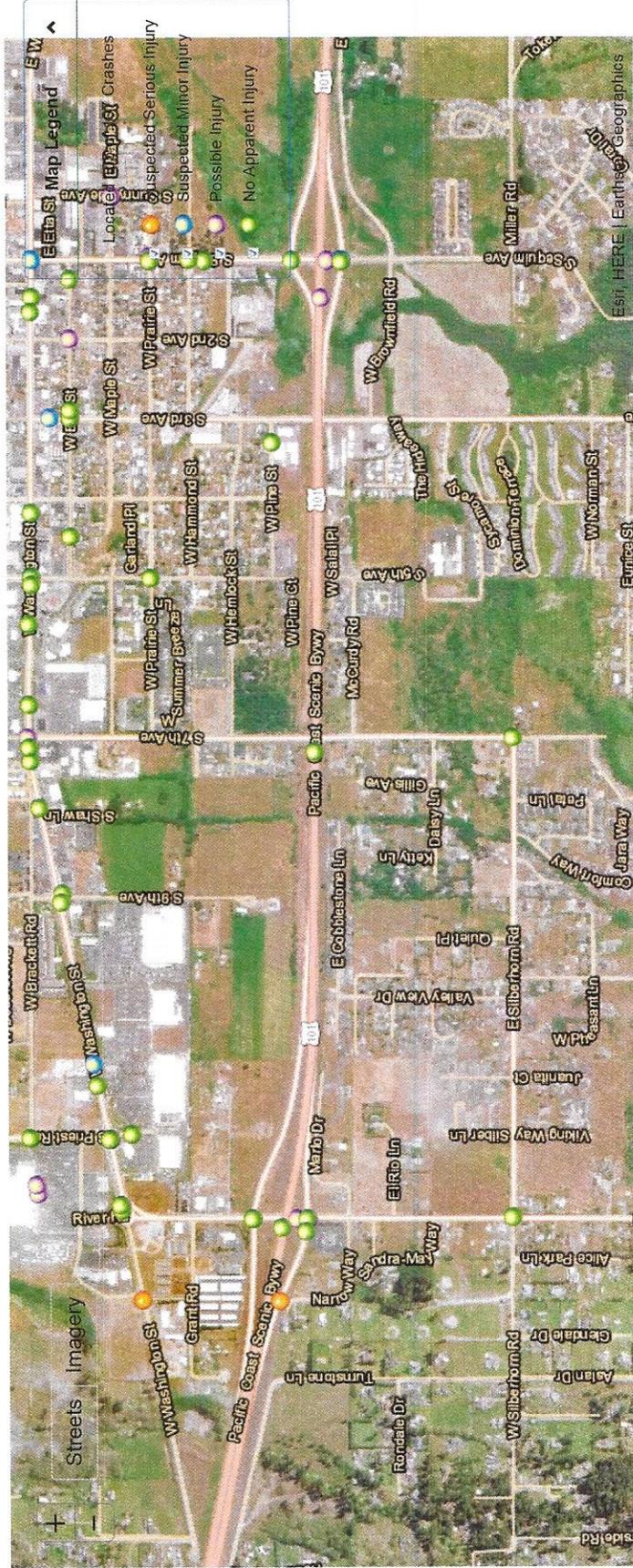


Exhibit A: 2018-2023 Transportation Improvement Program

#	Project Type	Location	Cost Estimate (thousands)	2018	2019	2020	2021	2022	2023
1	Pavement Rehab	City Wide pavement rehab	\$2,411	\$537	\$281	\$294	\$307	\$321	\$671
2	Pavement Rehab	North Sequim Ave pavement rehab	\$280					\$280	
3	Pavement Rehab	Washington St pavement rehab	\$3,045				\$375	\$1,305	\$1,365
4	Improvement	Brown Rd widening & sidewalks (Fir to Hendrickson)	\$571			\$571			
5	Improvement	E Fir sidewalks and improvements (Sequim to Blake)	\$1,696				\$94	\$783	\$819
6	Improvement	N 9th Avenue widening & new construction (Brackett Road to Hendrickson)	\$4,177	\$157	\$164	\$1,885	\$1,971		
7	Improvement	Kendall and Hendrickson intersection	\$409			\$409			
8	Improvement	S 7th sidewalks and improvements (Comfort to McCurdy)	\$3,774					\$250	\$3,524
9	Improvement	Washington St signals timing & coordination	\$150	\$150					
10	Improvement	W Fir sidewalk and improvements (Sequim to 5th)	\$3,860	\$1,781	\$2,079				
11	Improvement	West Prairie complete street (Sequim to 5th)	\$1,649	\$115	\$440	\$42	\$481	\$46	\$525
12	Improvement	West Sequim Bay Rd shoreline repair	\$68						\$68
13	Improvement	West Washington eastbound aux lane at Priest Rd	\$93			\$16	\$77		
14	Improvement	US 101/Whitefeather intersection improvements	\$532					\$298	\$234
15	Planning	Transportation Master Plan update	\$50		\$50				
16	Pedestrian/Bike	Etta St active alleyway (Sequim to Sunnyside)	\$644		\$98	\$546			
17	Pedestrian/Bike	Bell Cr trail	\$1,674					\$499	\$1,175



#	Project Type	Location	Cost Estimate (thousands)	2018	2019	2020	2021	2022	2023
18	Pedestrian/Bike	ODT E Hendrickson extension (UGA)	\$335	\$164	\$171				
19	Pedestrian/Bike	Sunnyside sidewalk	\$78						\$78
20	Pedestrian/Bike	Whitefeather trail	\$532				\$120	\$412	
21	Connectivity	E Washington Pl new construction (Blake to Rhodefer)	\$406				\$85	\$321	
22	Bicycle Facilities	E Washington Street bicycle facilities (Sequim Avenue to Simdars Road)	\$170						\$170
23	Bicycle Facilities	N Sequim Avenue bicycle facilities (Washington Street to Fir Street)	\$30						\$30
24	Bicycle Facilities	ODT Realignment in Carrie Blake Park	\$80						\$80
25	Bicycle Facilities	W Washington Street bicycle facilities (Priest Road to 5th Avenue)	\$70						\$70
26	Shared Use Path	W Sequim Bay Road shared use path (E Washington Street to Whitefeather Way)	\$715						\$715
27	Pedestrian Improvement	S 3rd Ave Pedestrian Sidewalk/Pathways	\$300						\$300
28	Pedestrian Improvement	Active Alleyway on Seal Street (Washington Street and Cedar)	\$108						\$108
29	Pedestrian Improvement	Brackett Road sidewalk (N 9th Avenue to Priest Road)	\$650						\$650
30	Pedestrian Improvement	Port Williams Road widening and pedestrian facilities	\$650						\$650
31	New Signal	Prairie Street & S Sequim Avenue new signal	\$375						\$375
32	New Signal Study	Washington Street Connections: Brown Road to Rhodefer Road study	\$50						\$50
33	New Signal	US-101 Ramps & S Sequim Avenue new signals	\$610						\$610
34	New Signal	Fir & N Sequim Avenue signal	\$360						\$360
35	Intersection Improvement	W Washington Street & 2nd Avenue intersection improvement	\$275						\$275
36	Intersection Improvement	Happy Valley Road & US 101 intersection improvement	\$450						\$450
37	Intersection Improvement	Palo Alto Road & US 101 intersection improvement	\$450						\$450
38	Facility Improvement	E Washington St Bus Turn-outs from Sequim to Rhodefer	\$149						\$149
39	Facility Improvement	W Sequim Bay Road improvements (Whitefeather Way to City Limits)	\$500						\$500
40	Road Connectivity	S 7th Avenue new construction (McCurdy Road to Reservoir Road)	\$3,700						\$3,700
41	Road Connectivity	W Norman Street new construction (S 7th Avenue to S 3rd Avenue)	\$1,000						\$1,000
42	Road Connectivity	W Brownfield Road Realignment from Sequim Ave to 3rd Ave	\$1,469						\$1,469
43	Road Connectivity	W Maple Street Extension from S 5th Ave & S 4th Ave	\$852						\$852
44	Road Connectivity	Simdars Road/US 101 Interchange	\$3,400						\$3,400
45	City Wide Projects	City Wide Safety Projects	\$401	\$60	\$62	\$65	\$68	\$71	\$75
46	City Wide Projects	City Wide Minor Construction (small works)	\$150	\$25	\$25	\$25	\$25	\$25	\$25
48	City Wide Projects	City Wide Misc Right of Way	\$30	\$5	\$5	\$5	\$5	\$5	\$5

denotes growth related projects

\$2,994 \$3,375 \$3,858 \$3,608 \$4,616 \$24,977 \$43,128