Whipple Consulting Engineers, Inc.

WCE No. 13-1166

November 21, 2018

City of Spokane Valley
11707 E Sprague Avenue Suite 106
Spokane Valley WA 99206

Attn: Ray Wright, P.E.

**Re: Painted Hills TIA – Update Letter**

Dear Ray;

This Letter is intended to provide an update in regard to the Painted Hills PRD TIA. While the TIA was begun in 2015 and completed in 2017, there was a question raised in the EIS process regarding the time delay of the study and the completion of the EIS as it relates to traffic volume functions in the TIA.

As you are aware the traffic volume counts for the TIA were completed in 2015 since that time there have been other TIAs that have or will analyze the intersections of the painted Hills PRD TIA. As WCE has just completed counts of some of the affected intersections (for other projects) we have found that the traffic volumes have stayed relatively the same, within 20 trips+/- or 1% either way. Additionally, these other TIA's are required to include the Painted Hills PRD traffic as a background project. Because the traffic volumes have remained essentially the same as in the original study and because the Painted Hills PRD is included as a background project to future traffic studies in the area. It is reasonable to believe that the delay between the completion of the TIA and completion of the EIS will not impose any increased or changed impacts to the traveling public. Since the City process has taken some additional time and the construction of the project has not been allowed to move forward as anticipated. We would request that the traffic concurrency be extended to begin in 2019.

One other question that has been raised is in regard to construction traffic associated with the number of "dump" truck trips (in/out). That would be required to fill the site, per the CLOMR-F. We have found no standard that gives direction in this matter so industry practices and common knowledge was used. Attached is a memo that provides the anticipated truck trips to/from the site over a 4-year construction period which is accelerated over the phasing plan, for placing the fill in phases and moving the project forward in a reasonable time frame. As concluded in the memo the addition of fill truck traffic would be negligible in this case along the existing Dishman-Mica Road, or other arterial/collector roadways within the area.

If you have any questions or comments in regard to this letter, please feel free to contact us at (509) 893-2617

Thank you


11/21/18

Todd R. Whipple, P.E.

TRW/bng
Encl: Truck Traffic Memo

# WCE

Whipple Consulting Engineers, Inc.

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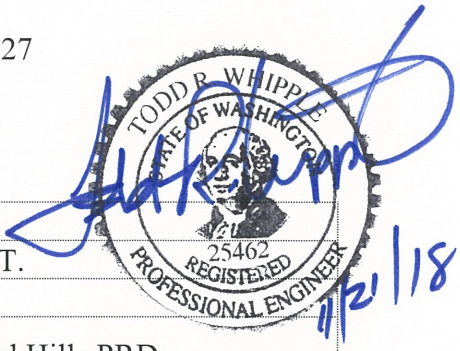
## MEMORANDUM




11/21/18

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| **TO:** | File | | |
| **FROM:** | Todd R. Whipple, P.E. Ben Goodmansen E.I.T. | | |
| **DATE:** | November 21, 2018 | | |
| **PROJECT NO:** | 13-1166 | **NAME:** | Painted Hills PRD |
| **REGARDING:** | Construction Traffic – Haul Trucks for Fill | | |

For the grading of the Painted Hills project an estimated 328,289 +/- cy (net volume) of fill (compacted volume) is proposed to be placed over a 4-year period. Given this volume the following is anticipated to apply. Assuming that all trucks will utilize the existing truck route of Dishman Mica Road and that all trucks will consist of a truck & pup configuration for a total load capacity of 30 cy per truck/pup combination.

For the 328,289 +/- cy of compacted fill approximately 377,532 +/- cy of "loose" dirt with a 15% shrink/swell factor will be required to complete this project. Given the volume of fill needed and the load capacity of trucks it is anticipated that 12,584 truckloads will be needed over a 4-year period. This equates to 25,168 truck trips to/from the site.

Given that the construction season occurs over a 4-year period (each year has 280 +/- work days, calculations are based on work days) it is anticipated that the truck trips would be approximately 46 truck trips per day, or in other words 23 trucks traveling to the site and then leaving the site each day during non-peak hours based upon typical construction schedules, or 3 trucks per hour, per day over an 8-hour period.

Understanding that Dishman-Mica Road is a Principal and Minor Arterial with 22,700 ADT near Appleway Avenue to 4,800 ADT near Thorpe Road. The impact of an additional 46 trips is negligible as it would represent less than 1% of the daily ADT, and we do not believe any mitigation for this element of the project should be required.