

Lilith Vespier

From: Tammy Stanger <TStanger@WenatcheeWA.Gov>
Sent: Friday, September 28, 2018 2:36 PM
To: Lilith Vespier
Subject: Letter of Support/Mission Ridge Expansion
Attachments: Mission Ridge Expansion Ltr Support 9-26-2018.pdf

Good afternoon: Please see the attached letter of support from Mayor Kuntz for the Mission Ridge Expansion project. Thank you!



Tammy L. Stanger, CMC
City Clerk

129 South Chelan • P.O. Box 519 • Wenatchee, WA 98807-0519
Telephone: (509) 888-6204 • Facsimile: (509) 888-3636 • TTY: 711
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Office of the Mayor, Frank J. Kuntz
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Wenatchee City Hall
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P.O. Box 519
Wenatchee, WA 98807-0519
Website: www.wenatcheewa.gov

September 26, 2018

Department of Community Development
Attention: Lilith Vespier
316 Washington Street, Suite 301
Wenatchee, WA 98801

Please accept this letter as the City of Wenatchee's public comment in support of the Mission Ridge expansion.

The existing Mission Ridge Ski and Board Report has been a part of the Wenatchee Valley Community for over 50 years. The Mission Ridge expansion project will provide new recreational opportunities for local and visiting outdoor enthusiasts that the current resort is unable to offer due to site limitations. This includes: Improved access and terrain for beginning skiers; Nordic skiing and snowshoe trails; overnight accommodations including a lodge and up to 873 new condominiums, townhomes, duplexes, and single family detached homes; non-skiing activities to engage the whole family, such as hiking and biking trails; commercial uses such as shops, restaurants, and entertainment for the entire family. This expansion contributes to the year around tourism industry providing significant positive impact to the city and county.

The Mission Ridge Expansion has been designed to enhance and diversify recreational and economic opportunities in Chelan County. The City applauds Mission Ridge's ongoing efforts to work diligently and collaboratively within the community to analyze the impacts and develop a Master Planned Resort that enhances the area without significant adverse effects to the environment, historic or cultural resources as identified in their application.

We believe the environmental and project review conducted by the County and the vision and project management for the Mission Ridge Expansion provides a road map for the community and agencies to work together to ensure this job creating project can move forward.

Sincerely,

Frank J. Kuntz
Mayor

Apple Capital of the World



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

1250 W Alder St • Union Gap, WA 98903-0009 • (509) 575-2490

October 16, 2018

Lilith Vespier
Chelan County Community Development
316 Washington Street, Suite 301
Wenatchee, WA 98801

Re: MPR2018-128

Dear Lilith Vespier:

Thank you for opportunity to comment on the pre-threshold determination for the Master Planned Resort expansion to the existing Mission Ridge Planned Development, proposed by Tamarack Saddle, LLC and Mission Ridge Ski and Board Resort. We have reviewed the environmental checklist and have the following comment.

AIR QUALITY

Due to the dry conditions of our region, we are reminding people that extra efforts are needed to control blowing dust and dirt. The proponent should create a site-specific Fugitive Dust Control Plan (FDCP) before starting this project, and then follow the plan for construction of the project and duration of activity on property. The FDCP should include, but is not limited to, the following components:

- Identify all potential fugitive dust emission points.
- Assign dust control methods.
- Determine the frequency of application
- Record all dust control activities.
- Train personnel in the FDCP.
- Shut down during windy conditions.
- Follow the FDCP and monitor dust control efforts.

Washington Administrative Code (WAC) 173-400-040 requires that reasonable precautions be taken to prevent dust from leaving the site. Also, dust is prohibited from interfering unreasonably with the use and enjoyment of property, causing health impacts, or damaging property or business.

SHORELANDS/ENVIRONMENTAL ASSISTANCE

Any adverse impacts to wetlands on the site should be avoided and minimized to the greatest extent possible. Placement of fill in wetlands may require a permit from the U.S. Army Corps of



Engineers and the Department of Ecology. We recommend contacting the Corps and Ecology for permitting requirements associated with unavoidable wetland impacts. Wetland boundaries should be verified by the Corps and Ecology wetland permitting staff. The location of wetlands and wetland buffers should be clearly shown on the Master Site Plan.

If you have any questions or would like to respond to these Shorelands/Environmental Assistance comments, please contact **Andrea Jedel** at andrea.jedel@ecy.wa.gov or (509) 454-4260.

WATER QUALITY

Wastewater Treatment System

On July 22, 2007 the Legislature transferred authority for some Large Onsite Sewage Systems (LOSS) from Ecology to DOH through the approval of a new statute, RCW 70.118B; effective on July 1, 2009.

Under the new statute, DOH now regulates and issues operating permits to LOSS between 3,500 and 100,000 gallons per day (gpd), including those using mechanical treatment.

If the expansion has plans for any LOSS wastewater treatment system exceeding 100,000 gpd, the proponents must contact Ecology regarding obtaining a wastewater discharge permit.

If the expansion has plans for a wastewater treatment system, other than LOSS of any size, the proponents must contact Ecology regarding obtaining a wastewater discharge permit.

If you have any questions or would like to respond to these Water Quality comments, please contact **James Leier** at (509) 457-7124 or email at james.leier@ecy.wa.gov.

Project with Potential to Discharge Off-Site

If your project anticipates disturbing ground with the potential for stormwater discharge off-site, the NPDES Construction Stormwater General Permit is recommended. This permit requires that the SEPA checklist fully disclose anticipated activities including building, road construction and utility placements. Obtaining a permit may take 38-60 days.

The permit requires that a Stormwater Pollution Prevention Plan (Erosion Sediment Control Plan) shall be prepared and implemented for all permitted construction sites. These control measures must be able to prevent soil from being carried into surface water and storm drains by stormwater runoff. Permit coverage and erosion control measures must be in place prior to any clearing, grading, or construction.

In the event that an unpermitted Stormwater discharge does occur off-site, it is a violation of Chapter 90.48 RCW, Water Pollution Control and is subject to enforcement action.

Lilith Vespier
October 16, 2018
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More information on the stormwater program may be found on Ecology's stormwater website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>. Please submit an application or contact **Wendy Neet** at the Dept. of Ecology, (509) 454-7277, with questions about this permit.

Sincerely,



Gwen Clear
Environmental Review Coordinator
Central Regional Office
(509) 575-2012
crosepacoordinator@ecy.wa.gov

201805199

Wendy Lane

From: Brian Brett <bbrett@chelancountyfire.com>
Sent: Saturday, October 13, 2018 2:19 PM
To: Wendy Lane
Subject: Re: FW: Request for Comments – MPR2018-128 Mission Ridge – Chelan County Dept. of Community Development
Attachments: image001.png

Wendy,

The Fire District has reviewed the Master Planned Resort application along with the Fire Marshal Bob Plumb.

We have no comments beyond what the Fire Marshal has submitted.

Thank you,

Brian Brett
Fire Chief
Chelan County Fire District #1
(509) 662-4734
(509) 860-3275

On Wed, Sep 19, 2018 at 9:00 AM Wendy Lane <Wendy.Lane@co.chelan.wa.us> wrote:

Greetings,

We have a Master Planned Resort application in which we are requesting comments from agencies and special districts. The comment due date is October 19, 2018. Attached are all the materials for your review, including your agency's referral sheet, and the Notice of Application.

Due to the volume of information contained in the application, here is a link to the website so we do not overwhelm your email capacities. The website is - <ftp://ponyexpress.co.chelan.wa.us/cd/Online%20FTP/Mission%20Ridge%20MPR%202018-128/>. The NOA and Referral sheet are attached above.

If you have any questions regarding this file please contact the assigned Planner, Lilith Vespier at (509) 667-6225 or Lilith.Vespier@co.chelan.wa.us.



CHELAN COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT
316 WASHINGTON STREET, SUITE 301, WENATCHEE, WA 98801
TELEPHONE: (509) 667-6225 FAX: (509) 667-6475

CHELAN COUNTY FILE #: MPR2018-128
DUE DATE: October 19, 2018

TO: Chelan County Building & Fire Safety
September 19, 2018

REQUEST FOR AGENCY COMMENT

TYPE OF PERMIT OR ACTION APPLIED FOR: Master Planned Resort

PROJECT PLANNER: Lilith Vespier

APPLICANT: Mission Ridge

Please use the Chelan County file # noted above in all correspondence regarding this application.

Please complete this referral form and return with any comments, together with suggested modifications or conditions by the noted due date above.

FOR COMMENTS TO BE CONSIDERED BY THIS AGENCY IN THE REVIEW OF THIS PROPOSAL, YOUR RESPONSE MUST BE RECEIVED BY THE STATED DATE. IF THIS DATE FALLS ON A WEEKEND OR PUBLIC HOLIDAY, THEN COMMENTS POSTMARKED THE FOLLOWING BUSINESS DATE WILL BE ACCEPTED. FAILURE TO RESPOND SHALL BE CONSTRUED BY THIS AGENCY TO CONSTITUTE LACK OF OBJECTION.

1. Is the proposal within an established fire district? no If so, fire district # _____.
2. Distance to the nearest fire station: Approximately 10 miles
3. Nearest fire hydrant is N/A feet away from property boundary.
4. Is fire flow adequate to serve the proposal? Not at this time.
5. Will additional fire hydrants be necessary to serve this project? Yes
6. Are access and circulation adequate for emergency vehicles? To be determined.
7. Are existing roads adequate for emergency vehicles? yes
8. Are proposed roads adequate for emergency vehicles? To be determined.
9. Are alternate fire flow provisions acceptable or necessary? Not at this time.

ADDITIONAL COMMENTS:

Bob Plumb

Chelan County Fire Marshal

10-16-18

RECOMMENDED CONDITIONS:

CODE REQUIREMENTS

The proposal/project shall conform to all applicable requirements of the International Fire Code and International Building Code and Chelan County Code administered by the Chelan County Fire Marshal.

FIRE APPARATUS ACCESS ROAD

Plans for fire apparatus access roads, designed in accordance with section 15.30 road standards, shall be submitted to the Chelan County Public Works for review and approval prior to project approval.

The project has one access road from the existing ski area to the proposed expansion area. This road must have a minimum width of 28 feet. (24 feet of paved surface and 2 foot shoulders on each side.) Pullouts every 600 to 1000 feet have been suggested by Chelan County Fire District 1. The roads within the development will need to meet the 28 foot width requirement, unless a second road access is provided. Maximum grade allowed will be 12%.

FIRE FLOW FOR BUILDINGS

All land upon which buildings or portions of buildings are hereafter constructed in or moved within Chelan County, or improved, shall be served by a water supply designed to meet the required fire flow for fire protection as set out in section 15.40.040 of the Chelan County Code and the current edition of the International Fire Code.

CCC 3.04.080 IFC Section 101.2.1 amended—References to appendix.

Add: IFC Appendix B is adopted with the following changes:

Section B 105.1 change: 1,000 gallons per minute to 750 gallons per minute.

15.40.040 Fire-flow requirements for buildings.

(1) Scope. The procedure determining fire-flow requirements for buildings or portions of buildings hereafter constructed shall be in accordance with IFC Appendix B. Appendix B does not apply to structures other than buildings.

(2) Modifications.

(A) Fire-flow requirements may be modified downward by the fire marshal for isolated buildings or a group of buildings in rural areas or small communities where the development of full fire-flow requirements is impractical.

(B) Fire flow may be modified upward by the fire marshal where conditions indicate an unusual susceptibility to group fires or conflagrations. An upward modification shall not be more than twice that required for the building under consideration.

(3) Fire Area. The fire area shall be the total floor area of all floor levels within the exterior walls, and under the horizontal projections of the roof of a building, except as modified in this section.

(4) Area Separation.

(A) Portions of buildings that are separated by one or more four-hour area separation walls constructed in accordance with the building code, without openings and provided with a thirty-inch parapet, are allowed to be considered as separate fire areas.

(B) The fire area of buildings of Type I and Type II-F.R. construction, as defined in the current edition of the International Building Code (IBC), shall be the area of the three largest successive floors.

(5) Fire-Flow Requirements for Buildings.

(A) The minimum fire flow and flow duration requirements for one and two-family dwellings having a fire area which does not exceed three thousand six hundred square feet shall be seven hundred fifty gallons per minute. Fire flow and flow duration for dwellings having a fire area in excess of three thousand six hundred square feet shall not be less than that specified in Table B105.1(1) of the IFC, except that reduction in required fire flow of fifty percent, as approved, is allowed when the building is provided with an approved automatic sprinkler system.

(B) The minimum fire flow and flow duration for buildings other than one and two-family dwellings shall be as specified in Table B105.1(2) of the IFC, except that a reduction in required fire flow of up to seventy-five percent, as approved, is allowed when the building is provided with an approved automatic sprinkler system. The resulting fire flow shall not be less than one thousand five hundred gallons per minute. Table B105.2

The AEGES Engineering Fire Protection Plan on page 10 Fire Water Volume, Part A indicates providing 45,000 gallons of stored water to meet residential fire flow requirements. Part B appears to be the amount of water needed to supply a fire sprinkler system. We agree with this calculation. However, the water needed for a fire sprinkler system is not the same as the fire flow required for a commercial structure. We would be looking for a minimum of 120,000 gallons of stored water to meet commercial fire flow requirements. This could include the water needed for the fire sprinkler system.

FIRE SPRINKLER REQUIREMENTS

Due to the distance to the nearest fire station and the delayed response time we expect that all of the buildings within the proposed expansion that require a building permit will be protected with fire sprinkler systems. The one and two family dwelling units could have NFPA 13D systems installed. The larger residential structures would have NFPA 13R or NFPA 13 fire sprinkler systems installed. The commercial business occupancies would have NFPA 13 fire sprinkler systems installed.

FIRE HYDRANTS

Fire hydrants serving single family or duplex dwellings shall have a maximum lateral spacing of 1000 feet with no lot or parcel in excess of 500 feet from a fire hydrant when serving lots greater than 43,560 square feet (one acre).

Fire hydrants serving single family or duplex dwellings shall have a maximum lateral spacing of 600 feet with no lot or parcel in excess of 300 feet from a fire hydrant when serving lots less than 43,560 square feet (one acre).

Fire hydrants serving commercial developments shall have a maximum lateral spacing of three hundred feet with no lot or parcel in excess of one hundred fifty feet from a fire hydrant.

The Fire Chief is authorized to increase the number or reduce the spacing of fire hydrants where conditions indicate and unusual susceptibility to group fires or conflagrations.

All fire hydrants shall be accessible to the fire department by roadways or accesses meeting the requirements of Chapter 15.30, Road Standards, and meet the requirements of 15.40, Minimum Standard for Water Mains and Fire Hydrants.

BUILDINGS IN THE WILDLAND URBAN INTERFACE

Class A roofing/noncombustible roof covering, as defined in the International Building Code, shall be used in all areas of Chelan County.

Due to the remote location and the delayed fire response time, we highly recommend constructing all structures in the Mission Ridge Expansion with ignition resistant design methods and materials that are recommended in the International Wildland Urban Interface Code. Chelan County is working toward adopting the 2018 edition of the IWUIC with local amendments.

Landscaping to create defensible space around structures as well as considering installation of an exterior agricultural sprinkler system are also encouraged.



State of Washington
Department of Fish and Wildlife

Mailing Address: 1550 Alder St. NW, Ephrata, WA 98823
Main Office Location: Natural Resources Building, 1111 Washington Street SE, Olympia, WA

October 30, 2018

Kirsten Larsen - Planner
Chelan County Department of Community Development
316 Washington St., Suite 301
Wenatchee, WA 98801

Re: WDFW Comments on the Mission Ridge Master Planned Resort Notice of Application;
Chelan County File No. MPR2018-128

Dear Ms. Vespier:

On September 19, 2018, the Washington Department of Fish and Wildlife (WDFW) received notice from the Chelan County Department of Community Development (Chelan County) that it is accepting comments on the application for the Master Planned Resort (MPR) expansion to the existing Mission Ridge Planned Development (Chelan County File #MPR2018-128). WDFW appreciates the opportunity to offer comments on this proposal at this time.

WDFW's mission mandates that WDFW, "preserve, protect and perpetuate fish, wildlife and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities." The Mission Ridge MPR expansion application materials provided by Chelan County were reviewed by WDFW. It is our opinion that the submitted application materials fail to provide adequate analysis on this project's potential to impact environmental resources.

The Notice of Application for this proposal states that the County is reviewing the proposal using existing environmental documents (Final Environmental Impact Statement (EIS) May 1986 and Addendums: Oct. 1986, Aug. 1987, and Sept. 1993) pursuant to WAC 197-11-600 (When to Use Existing Environmental Documents). The applicant has also submitted updated environmental documents (appendices B through H). Even with the updated environmental documents submitted with this Notice of Application, WDFW believes that a new or a supplemental EIS must be provided. WAC 197-11-600(3)(b) gives the exceptions for when existing environmental documentation is not sufficient: WAC 97-11-600(3)(b)(i) when there are substantial changes to a proposal so that the proposal is likely to have significant adverse environmental impacts and WAC 97-11-600(3)(b)(ii) there is new information indicating a proposal's probable significant adverse environmental impacts.

Historical SEPA information presented in the submitted Mission Ridge Appendix A was for a proposed expansion development 30-plus years ago. The current Mission Ridge MPR expansion proposal differs substantially from the previous proposal and WDFW believes the new proposal is likely to have significant adverse environmental impacts given changes to the proposal and to

the environment over the intervening decades. For example: the total number of proposed lodging units differs; the access road differs; the ski lift and ski run configurations on US Forest Service, WDFW, and private property differ; and the proposed total number of acres of vegetation removal differ.

In the intervening decades, there have been changes in land use patterns and there have been human population increases in the Stemilt, Squilchuck, and Colockum basins and in the Wenatchee and Kittitas valleys in general. These substantial changes, coupled with climate change conditions, are grounds for requiring an updated analysis of project impacts under current conditions. The applicant should be required to submit an updated SEPA checklist to the County and to conduct an updated analysis of the current Mission Ridge MPR proposal in a new or supplemental EIS. The evaluation must consider the current forest structure and ecological use at the project site, utilize the latest and best resource information available such as climate change science, and evaluate impacts of other developments nearby that have occurred in the past 30-plus years or that are being proposed currently. The EIS needs to evaluate and identify impacts of the proposed expansion activities to aquatic and wildlife resources on all lands impacted, regardless of ownership, and it should identify actions to avoid, minimize, and if necessary mitigate for impacts during construction and following build-out.

A new EIS would also allow for development of alternatives not contemplated decades ago. The applicant already has a start on the EIS with the new studies and analyses submitted for this proposal (Appendices B through H). Under current conditions, there may be actions available that could avoid, minimize, and mitigate environmental impacts beyond those action identified in the 1980's environmental review. A new or supplemental EIS would also allow for identification and analysis of potential project impacts that may be problematic now given climate change, increased\altered local land use, and increasing local human populations, etc. Of particular concern to WDFW is the potential significant negative effects to the Colockum elk herd from an increased human presence and use of the project area and adjacent lands as a result of this proposal. In consultation with WDFW, a landscape-level analysis of elk use in the Squilchuck and Stemilt basins is necessary to fully understand development impacts to this very important regional wildlife resource. WDFW believes a GIS-based analysis, using habitat criteria identified in current literature, can be used to consistently predict elk habitat use. An evaluation of elk movement in the Stemilt and Squilchuck basins must be provided and alternatives evaluated, to adequately address this project proposal's potential impacts.

Part of the expansion activities are proposed to occur on WDFW-owned lands (section 25 of Township 21N, Range 19E). A portion of Chair 6 and a portion of the ski run associated with Chair 6 are proposed for construction in the NE quarter of section 25 of WDFW ownership. Ski area expansion activities onto and within WDFW-owned lands will require a formal proposal from Mission Ridge to WDFW as part of an application for consideration of a new Land Use Agreement with WDFW. As part of WDFW's review of Mission Ridge's proposal for expansion of activities on WDFW land, we must consider whether the proposed changes would be acceptable to the U.S. Fish and Wildlife Service (USFWS). That detailed analysis and thoughtful consideration will be required for any development plans on section 25 since this property was purchased with Federal Aid in Wildlife Restoration assistance funds (Pittman

Robertson), administered by the USFWS. Additionally, since the current proposal came forward, WDFW has uncovered several older internal records indicating *past*-proposed expansion projects at Mission Ridge brought about significant concerns from then agency and program administrators. We need to review those files and see what is in them, and assess how those earlier concerns relate to today's proposal. None of this has yet occurred, and WDFW is only now in preliminary stages of those discussions with Mission Ridge for the portion of proposed work on WDFW lands.

The effects on surface and groundwater resources from the conversion of naturally forested habitat to non-forested use need to be evaluated e.g. new ski trails and lifts, access road, internal roads, single family dwellings, commercial spaces, a lodge facility, and all associated infrastructure developed. Removal of native ground cover will alter snow storage, water runoff, water infiltration, and groundwater storage not only onsite but within the drainage. Existing and Potential Water Storage Areas within the watershed were identified and mapped in the Stemilt-Squilchuck Community Vision document (September 2008, Map 5.6), and areas within the proposed project site were identified as having high snow retention capabilities. The environmental review needs to evaluate the proposed expansion's impacts to the native vegetation cover and the landscape's ability to retain winter snowpack through the late winter and spring.

The online National Wetlands Inventory (NWI) map indicates the presence of some wetlands on Forest Service parcels that will be impacted by the proposed project, and the Mission Ridge Appendix E discusses two wetlands, not identified by NWI mapping, that exist on property owned by Mission Ridge. Wetlands serve as an important habitat feature for many wildlife species. Some wetland obligate wildlife species utilize them their entire life while many other species will utilize wetlands during certain life cycle stages or to fulfill certain life history needs (breeding, foraging and cover). The EIS needs to provide an evaluation of the proposed project's potential adverse impacts to all wetlands on the entire project site, by a qualified expert. In addition, the EIS should provide complete wetland mitigation plans that include actions necessary to avoid, minimize, and mitigate for potential impacts in accordance with local, state, and federal law.

The Mission Ridge Appendix E document denotes that watercourses on the Mission Ridge MPR project area were identified as present using the Washington State Department of Natural Resources' (DNR) Forest Practices Water Typing Map and were evaluated and typed by Chelan County Natural Resources Department (CCNRD) personnel. While CCNRD personnel are competent, WDFW in cooperation with DNR, the Department of Ecology, and in consultation with affected tribes are identified as entities responsible for classifying or modifying streams types under the DNR water typing system (WAC 222-16-030). Water typing calls made by CCNRD should be reviewed and confirmed with DNR.

Appendix E discusses direct and indirect effects of the proposed project only for federally threatened and endangered fish species, species of concern, and for Washington State candidate and sensitive species with potential to be found in Squilchuck Creek and within the project area. The document acknowledges rainbow trout (*Oncorhynchus mykiss*) and west slope cutthroat

trout (*Oncorhynchus clarki lewisi*) are expected to be found throughout the Squilchuck Creek system but expected to occur only in isolated populations. A complete environmental evaluation of potential impacts from the project proposal to all fish species should be included in the environmental analysis. Non-fish bearing watercourses as well as seasonal and intermittent drainages provide critical habitat for wildlife species dependent on riparian and aquatic environments for all or part of their life cycle. Such habitats are also critical to maintaining fish life and stream-dependent species and habitats located downstream of the impacted habitat. The EIS will need to evaluate all potential adverse impacts of the development on the functions and values of all affected watercourses, including their fish and wildlife-dependent species, both on the project site and downstream of the project site. Such an analysis should also recommend riparian management zones sufficient to avoid and minimize project impacts on all watercourses present.

Regarding plant species and their habitats, Appendix E states that surveys for listed and sensitive species will be conducted on Forest Service and private lands as part of the NEPA\SEPA process. Please have the project sponsor extend the plan to survey on state lands as well where potential habitat is identified.

The Stemilt-Squilchuck watershed is a home to an abundant number of wildlife species. Species that could be present on parcels proposed for use by the Mission Ridge MPR expansion project include, but are not limited to spotted owl (*Strix occidentalis*), goshawk (*Accipitar gentilis*), white-headed woodpecker (*Picoides albolarvatus*), elk (*Cervus elaphus*), Rocky Mountain mule deer (*Odocoileus hemoinus hemoinus*), western toad (*Bufo boreas*), and carnivore species including black bear (*Ursus americanus*), gray wolf (*Canis lupus*), bob cat (*Lynx rufus*), American marten (*Martes americana*), and cougar (*Puma concolor*). GIS work produced as part of Chelan County's 'Stemilt-Squilchuck Community Vision' document (2008, Maps 5.7 and 5.12) indicates potential overlap between the proposed project area and adjacent lands with elk habitat and other Priority Habitat and Species (PHS).

Portions of the Stemilt-Squilchuck basin are used by elk and mule deer, both species designated as priority species under WDFW's PHS program. Elk and mule deer are Washington State priority species for management and conservation as wildlife species of recreational, commercial, and/or tribal importance, and as species dependent on habitats that are highly vulnerable or are in limited availability. The Mission Ridge Appendix E document acknowledges elk and mule deer utilize the Mission Ridge parcels as their tracks, scat and wallows were identified during reconnaissance field visits during the summer of 2017. Appendix E also acknowledges that the Mission Ridge parcels provide summer range for both species. However, the supplemental document states outright that, "It is unlikely that the project area provides spring and fall migration habitat." WDFW believes that this conclusion is likely to be in error. Mission Ridge Appendix E provides no evidence, in the form of previous study conclusions or current study evidence, which supports this pretension. In fact, the Mission Ridge Appendix A document submitted to the County states that elk utilize a migration corridor that traverses Sections 19 & 24 of the project site (Page 53). WDFW recommends that the EIS evaluate, at a landscape level, the impacts of the proposed project on elk and mule deer use on all parcels affected by the proposed MPR project. This evaluation should include how such actions may

reduce beneficial uses of the natural environment and reduce the quality of the physical surroundings for mule deer and elk. Lastly, with the potential for an increased human population and year-round activity comes the potential for increased human\wildlife conflicts. For example, traffic\elk collisions may increase and elk may become habituated to humans and spend more time browsing on landscaping. The EIS should identify actions that could avoid, minimize, and mitigate for impacts caused by conversion of habitats to MPR infrastructure and by year-round recreational use.

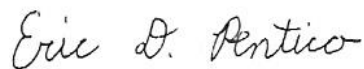
The parcels that will be impacted by the proposed Mission Ridge MPR Expansion support a wide array of avian wildlife species. Some bird species can be reliant on aquatic habitats while other bird species may key in on dense forested habitats or alternately, more open forested habitats. Activities for which they may utilize the project site include nesting, foraging, rearing and/or dispersion and migration. Species that have been documented in the area include PHS species such as spotted owl (State Endangered), goshawk (State Candidate), and white-headed woodpecker (State Candidate) (Stemilt-Squilchuck Community Vision document, page 3 and WDFW's PHS Database). On WDFW's PHS map, a resident (territorial) spotted owl was identified in 1998 to the south and resident (unknown) spotted owls, goshawk, and a white-headed woodpecker were identified in the late 1990s and early 2000s to the northwest of the proposed project site. Similarly, the Stemilt-Squilchuck Community Vision document identified areas near the project site as containing "Significant Bird Habitat" (Map 5.8). The conversion of diverse forested habitats to ski lifts/ski runs and MPR infrastructure including buildings and roads will have an adverse impact on the diversity of avian wildlife species at the project site and in adjacent areas.

The Mission Ridge Appendix E document noted that 85 acres within a quarter mile area near the proposed project site qualifies as suitable northern spotted owl habitat, and eight acres of that habitat may be impacted by project implementation and vegetation removal. The document further states that due to the forest's current structure (<50% canopy and few large trees or mistletoe brooms) the habitat is considered moderate to low quality suitable and thus the proposed project will not likely affect northern spotted owl. Similar to other investigated regions, spotted owl populations in the eastern Cascade Range are trending downward, largely a result of the loss of suitable and highly suitable habitat due to natural disturbances such as wildfires, insects and disease outbreaks (NW Science Synthesis (<https://www.fs.fed.us/pnw/research/science-synthesis/index.shtml>) for the PNW Forest Plan). In addition, spotted owls face increased pressure from the immigration of an ecologically similar species, the barred owl. WDFW would argue low quality to moderate habitat is even more important to potential recovery of the species as it supports dispersal and foraging of nonbreeding individuals that can replace adult mortality at nesting territories. The EIS needs to evaluate potential adverse impacts that may result to northern spotted owl habitat, as well as other sensitive avian species including white-headed woodpecker, goshawk, black-backed woodpecker (*Picoides acticus*), pileated woodpecker (*Dryocopus pileatus*), dusky grouse (*Dendragapus obscurus*), and sooty grouse (*Dendragapus fuliginosus*) due to the removal of natural forested habitat from the site. In addition, the EIS will need to consider and evaluate impacts, both in and outside of the project area, resulting from increased use of the area by both winter seasonal users and year round residents.

Finally, the evaluation of potential impacts to carnivore species, including federally listed grizzly bear, lynx and gray wolf, analyzed in the Mission Ridge Appendix E document does not adequately evaluate all potential impacts the MPR expansion could have on carnivore species. An analysis of effects should include the impacts of year-round use of the project area and adjacent lands made accessible by the expanded lift systems, roads, and trails. For instance, relative to federally-listed endangered carnivore species, wolves have the greatest potential to become residents of the area, as illustrated by the designation of a wolf pack in 2013 near the project area that has since disbanded. Addressing all potential impacts, including human-wolf interactions that could result in wolf mortality from road kills due to increased traffic and wolves having to be euthanized as a result of human-wolf conflicts, is needed. In the case of non-endangered carnivores such as black bears, impacts could occur when they are drawn into the project area due to human food and garbage or other human-placed attractants, and then have some type of encounter with humans. Staff from WDFW will be compelled to act on these interactions to ensure public safety. WDFW recommends that the EIS evaluate all potential detrimental impacts that may result to all potential carnivores as a result of expansion activities. The EIS should evaluate specific steps that need to be taken to avoid increased carnivore mortality during project construction, during project operation, and during the year-round use of the project area, to prevent it from becoming a population sink.

If you have any further questions, please call me at (509) 754-4624 ext. 215.

Sincerely,



Eric Pentico
Region 2 Habitat Biologist

cc: Jim Brown, WDFW Region 2 Regional Director
Mike Livingston, WDFW Region 3 Regional Director
Carmen Andonaegui, WDFW Region 2 Habitat Program Manager
Matt Monda, WDFW Region 2 Wildlife Program Manager
Scott McCorquodale, WDFW Region 3 Wildlife Program Manager

Mission Ridge Appendix A Historical SEPA Info. – Final Environmental Impact Statement, May 1, 1986

Mission Ridge Appendix E – Mission Ridge Expansion Project: Supplement to SEPA Checklist – Aquatics, Wildlife and Botany Resources Report. March 2018

WDFW Priority Habitat and Species Map - <http://wdfw.wa.gov/mapping/phs/>

Stemilt-Squilchuck Community Vision (2008) – Chelan County Natural Resources Department
December 21, 2017 Wheeler Ridge, LLC proposal Page 5

National Wetlands Inventory Wetlands Mapper -
<https://www.arcgis.com/home/item.html?id=8adef46d09304946a2f112a232de19b1>

Washington Dept. of Natural Resources Forest Practices Application Mapping Tool -
<https://fortress.wa.gov/dnr/protectiongis/fpamt/default.aspx>

Northwest (NW) Science Synthesis for the Pacific Northwest (PNW) Forest Plan -
<https://www.fs.fed.us/pnw/research/science-synthesis/index.shtml>



*Chelan County
Public Works*

MEMORANDUM

DATE: December 31, 2018
TO: Chelan County Community Development Department
FROM: Andrew Brunner/Chelan County Public Works Department
RE: P 2018-128 Mission Ridge PD

Preliminary Plat and Site Description:

The Planned Resort is proposing 260 regular single-family lots, 205 Multi-family units, 408 Recreational/Condominium units, a 50 room Hotel/Lodge, approximately 90,000 square feet of commercial space and 6 new chair lifts. The development proposes a new access road extending from the end of an existing County Road (Mission Ridge Road) and crossing over U.S. Forest Service land within Township 21, Range 19, Section 24.

County Engineer Report:

Pursuant to Chelan County Code, Title 12, this document represents the County Engineer's report. All references to sections shall be pursuant to Title 15 unless otherwise noted.

I. Improvements Required under Provisions of Title 15:

Mission Ridge Road has a variable width right-of-way ranging from 75' to 200', and is classified as a Rural Minor Collector Road in the county road system. Squilchuck Road has a variable width right-of-way ranging from 60' to 250', and is classified as a Rural Minor Collector Road and Rural Major Collector (from Wenatchee Heights Rd to the City limits).

(A) Frontage/Off-Site Improvements:

- (i) A Traffic Impact Analysis was submitted by Gibson Traffic Consultants on September 19, 2018. There are discrepancies in the number and type of residential units indicated in the analysis. The analysis shall be corrected per the unit numbers listed above and re-submitted to Chelan County Public Works, the City of Wenatchee and WSDOT. From Chelan County's perspective, it is

unlikely the traffic counts will alter the effects to the County Roads. However, the changes may have an impact on City and State intersections.

- (ii) The U.S. Forest Service prefers the new access road be maintained by the County. The applicant shall provide all documentation, surveys and easements required by the U.S. Forest Service and Chelan County necessary for the road to be turned over to the County.
- (iii) The applicant shall provide a full geotechnical/soils report for the proposed road location/prism. The County Engineer shall review the Geotechnical report to determine if the County will accept a road constructed in the proposed area. If the County Engineer determines the conditions are not suitable for road construction, the County will not accept the road into the County road system.
- (iv) If the County does not agree to take over the proposed road due to suitable soils concerns, the applicant will have to get approval from the U.S. Forest Service to have a private road constructed, and be responsible for all easements necessary.
- (v) The proposed new access road through Forest Service property shall be designed and constructed Per Chelan County Rural Collector Standards (Standard Plan PW-7). An Emergency Vehicle Turnaround shall be constructed in accordance with Title 15.30, at the end of the road.
- (vi) A secondary access should be considered. However, it is recognised that a secondary access may not be feasible. The County engineer may require a wider road design based on the Geotech report and lack of secondary access.

(B) Internal Circulation Plan:

- (i.) Pursuant to Chelan County Code Title 12.08.020(2), the applicant must demonstrate a Legal and Perpetual Access for the proposed lots on the plat.
- (ii.) The design and construction of the new internal public road will be required to meet a "Private Rural Local Access Class HD" Road Standard per Chelan County Code, Title 15.30 (Standard Plan PW-21). An Emergency Vehicle Turnaround will be required at all dead-end streets and shall be designed per Standard Plans PW-23 A or B.
- (iii.) Pursuant to Chelan County Code Title 15.60.070, road design specifications and features will be required to meet WSDOT, AASHTO, MUTCD, and all other referenced design guidelines

and publications in this section which may include, but not limited to, ADA ramps, curb, gutter and sidewalks.

- (iv.) Pursuant to Chelan County Code Title 15.30.240, the applicant will be required to provide snow storage areas to place snow accumulated from the proposed new roads.
- (v.) Pursuant to Chelan County Code Title 15.30.360, all lots within this subdivision will be required to access off the new internal roadway system.
- (vi.) Pursuant Chelan County Code Title 15.30.310, the applicant is required to submit a sight distance analysis per Title 15 for all existing access and proposed access points. This includes all driveways and road intersections.
- (vii.) Pursuant to Title 15.30.340 the applicant shall file a Private Road Maintenance and Upgrading Agreement appurtenant to all the property owners having a vested interest in the private shared/common private roads and must pertain wording of maintenance of the road signs and parking lots within the development. Said agreement must be provided simultaneously with the Preliminary Mylar (blueline) submission. Said agreement shall be recorded with the final plat.
- (viii.) Pursuant to Chelan County Code Title 15.30.310, submit with the Preliminary Mylar (blue-lines), a Lot Access/Addressing Plan. The Lot Access/Addressing Plan shall demonstrate how all lots and any existing driveway easements will be constructed and how they meet City of Wenatchee road approach standards. For each new road, **Submit three (3) proposed road names to be approved by the Public Works Department and by Rivercom for the proposed new road in accordance with Title 10.20.**
- (ix.) Pursuant to Chelan County Code Title 10.20, the applicant shall add the following note for addressing: **“Addresses are assigned to each lot based on given driveway locations. Any and all modifications to the location of the driveway(s) shall result in a change to the address previously assigned to said lot(s)”.**
- (x.) Pursuant to Chelan County Code, Title 15.30.310, the applicant shall cause a note to be placed on the face of the plat stating **“All new driveways accessing County Roads shall require an access permit from Chelan County Public Works, prior to the issuance of a building permit.”**

(xi.) Pursuant to Chelan County Code Title 15.30.610, **Construction Plans:** The applicant shall submit construction plans and reports for all required improvements and construction for the proposed Access Road and the Internal Roads in accordance with Title 15.30: The Construction Plans shall include, but are not limited to:

- A. Drainage Report and Plan.
- B. Roadway Improvement Plan (showing location of utilities and roadway curve data).
- C. Lot Access Plan (Profiles, Topography).
- D. Erosion and Sedimentation Control Plan.
- E. Signage Plan.
- F. Illumination Detail.
- G. ADA Ramp Detail.
- H. Curb, Gutter and Sidewalk Details.
- I. Topography Lines.
- J. All Easements

(xi) Pursuant to Chelan County Code Title 15.30.650, a Pre-Construction Meeting is required with the owner, contractor, and the Chelan County Public Works Department prior to commencing any construction.

(xii) Pursuant to Chelan County Code Title 15.30.660, As-Built Plans shall be submitted, reviewed and approved by the Public Works Department upon completion of all required improvements and prior to County Engineers signature on the Final Mylar.

(C) Mail Service:

(i) Pursuant to Chelan County Code Title 15.30.820, the applicant shall not obstruct sight distance with a centralized mailbox or locate a centralized mailbox on a County road right-of-way that will hinder County Road Maintenance. Should a centralized mailbox be required, provide details on construction plans. Minimum information shall include location, installation details, and pull-out detail.

II. Required Easements:

A. Pursuant to Chelan County Code Title 13.18.030(9) On the Final Plat, show the necessary easements and tracts in accordance with the approved drainage plan;

III. Effect of the Proposed Subdivision and any Proposed Grading in Connection therewith on Drainage in the General Area and the Adequacy of the Methods of Handling drainage and Stormwater Runoff Proposed by the Subdivider:

A. **Drainage**

(i) Preliminary Plat must comply with stormwater standards, Chapter 13.12; 13.14; 13.16 and 13.18 of Chelan County Code.

(ii) The Chelan County Engineer is currently investigating whether this proposed development is located in a drainage problem area, whereby the storm drainage design of this development may be raised accordingly per Chelan County Code Title 13.18.040(6)(D)(v).

(ii) A private stormwater drainage system will be required for the proposed preliminary plat. Operation and maintenance of the private drainage system will require a Maintenance Agreement. The Maintenance Agreement must include an operational and annual maintenance criteria. Said Maintenance Agreement shall be submitted to the Public Works Department with the Preliminary Mylar (blueprints) and shall be recorded with the final plat.

(iii) The following note shall be placed on the final plat mylar:

“The area within this plat contains a private storm drainage system designed to control runoff originating from this site. This site shall burden and benefit the parties’ successors a copy of which is on file with the Chelan County Public Works Department. It shall be the responsibility of the property owner(s) and/or their successors to thereafter maintain the storm drainage system to the originally designed condition. Chelan County personnel shall have the right of access to the property for purpose of inspection of the storm drainage system. If Chelan County personnel determine that the storm system maintenance is unsatisfactory, and the property owner has had due notice and opportunity to satisfactorily maintain the system, Chelan County personnel and equipment may enter the property to perform the necessary maintenance. Such maintenance shall be at the property owner’s expense.

This private storm water drainage system was installed for the owner(s), who hereby agree to waive on behalf of itself and its successors in interest, any and all claims for damages against any governmental authority arising from the inspection, approval of, design of, and construction and/or maintenance of the drainage system.

IV. The Accuracy of the Technical Information Submitted Such as Survey Data and Mathematical Calculations:

A. Applicant shall submit Lot Closure calculations with the Preliminary Mylar

(blue-line) submission.

VIII. **Final Plat:**

1. Plat must identify all roads as public or private.
2. Show all easements that benefit or burden the project site.
3. Pursuant to Chelan County Code Title 15.30.825, Monumentation will be required on the internal roadway and on Mission Ridge Road if not already monumented.
4. Plat must identify centerlines and right-of-way dimensions on Mission Ridge Road and on any new proposed road.
5. Applicant is required to submit Lot Closure Calculations with Pre-Final (blue-line).



PUBLIC UTILITY DISTRICT NO. 1 of CHELAN COUNTY

P.O. Box 1231, Wenatchee, WA 98807-1231 • 327 N. Wenatchee Ave., Wenatchee, WA 98801

(509) 663-8121 • Toll free 1-888-663-8121 • www.chelanpud.org

October 18, 2018

**Chelan County Department of Community Development
316 Washington St Suite 301
Wenatchee, WA 98801**

Re: Agency Comment MPR 2018-128

To Whom It May Concern:

Chelan County Public Utility District No. 1 would like to submit the following comments for the MPR 2018-128 application regarding expansion at Mission Ridge.

Electrical services:

Chelan County PUD serves the existing Mission Ridge Ski area with electrical services. The source power begins at the lower section of Squilchuck canyon near the City limits and extends nearly 12 miles to the Mission Ridge area. The electrical line is a single, radial and rural distribution line with a voltage of 12.47KV. In addition to the Ski areas the line also serves residential and agriculture electrical services throughout the Squilchuck Canyon area including Wenatchee Heights, Pitcher Canyon, Halverson and Hampton Canyons. The existing electrical extension to Mission Ridge utilizes a large amount of capacity during the winter season and can correlate with other winter peak loads in the Squilchuck area. Electrical capacity in the existing Distribution line feeding Mission Ridge is limited in capacity at various times of the year.

In order to serve electricity, Chelan County PUD will require a detailed application including an electrical usage ramping plan for all phases of construction and an estimated daily energy usage profile for the various points of delivery. This information will be necessary to provide a proper response to the applicant regarding infrastructure requirements. Based on information provided to date the applicant should be made aware that the existing electrical distribution line is insufficient to meet the anticipated electrical demand and as a result, significant electrical utility infrastructure improvements will be necessary to serve the area. At a minimum, this would include a new standard configuration substation and corresponding transmission line to bring the high voltage power from the transmission source in Wenatchee to a new substation site in the upper Squilchuck area. It should be noted that Chelan PUD has not acquired properties or

permits necessary to site a substation and corresponding transmission line. A typical planning cycle for a new standard substation is generally three years in total. We would anticipate working in collaboration with the County, the applicant and other stakeholders in the Squilchuck area to determine locations for siting electrical infrastructure.

In summary, electrical service is available, however it is anticipated that significant electrical infrastructure will be required and the design, planning and construction of such infrastructure is a multiyear effort.

Water Services:

As with electrical, Chelan PUD serves potable water to Wenatchee Heights and Forest Ridge in the Squilchuck area. The water system is a rural system and is designed to provide water to serve rural homes and sees moderate to low growth in new usage each year. The Mission Ridge development plan being outside the current service territory creates unique challenges in terms of permitting, design and construction. An application to the District is necessary before the District can determine water availability for the expansion plan. This application should include detailed water consumption estimates and daily usage profiles for the various points of delivery. It is anticipated that if feasible and permissible, the water system would require major improvements to the existing system in addition to significant levels of new water infrastructure both onsite and offsite. Reservoirs and multiple pump stations are anticipated.

In summary, water service is considered not available at this time until determined permissible and feasible. Significant water system infrastructure will be required and the design, permitting, planning and construction of such infrastructure is a multiyear effort.

Telecommunications:

Chelan County PUD fiber optic network is available in the upper Squilchuck vicinity. The telecommunication system generally follows closely with the electrical infrastructure and would be constructed and extended in parallel. Some improvements to the existing fiber optic network would be anticipated to ensure proper bandwidth and redundancy is built into the network. In addition to moderate upgrades to the existing network, new fiber optics would be extended throughout the development area. Supporting equipment, bandwidth capabilities and other service requirements would be determined for each point of delivery and based on the applicant's request.

In summary, telecommunications and fiber optic network are available and would follow the electrical system infrastructure.

As a final note, it should be recognized that the expansion plan is understood by the District to be a good thing in terms of economic development and overall improved recreational opportunities in our community. However, from a utility infrastructure perspective, this growth plan would have unprecedented impacts to the rural electrical and water services. Major infrastructure is necessary. Collaborative long range planning is necessary and should begin at the earliest opportunity.

For more information, feel free to contact me at any time.

Andy Wendell
Director Customer Service
Andy.wendell@chelanpud.org
509-661-4562

A handwritten signature in blue ink, appearing to read 'Andy Wendell', is written over a large, light blue circular scribble or stamp.

TO: CCPUD - POWER
SEPTEMBER 19, 2018

REQUEST FOR AGENCY COMMENT

TYPE OF PERMIT OR ACTION APPLIED FOR: Master Planned Resort

PROJECT PLANNER: Lillith Vespier APPLICANT: Mission Ridge

Please use the Chelan County file # noted above in all correspondence regarding this application.

Please complete this referral form and return with any comments, together with suggested modifications or conditions by the noted due date above.

FOR COMMENTS TO BE CONSIDERED BY THIS AGENCY IN THE REVIEW OF THIS PROPOSAL, YOUR RESPONSE MUST BE RECEIVED BY THE STATED DATE. IF THIS DATE FALLS ON A WEEKEND OR PUBLIC HOLIDAY, THEN COMMENTS POSTMARKED THE FOLLOWING BUSINESS DATE WILL BE ACCEPTED. FAILURE TO RESPOND SHALL BE CONSTRUED BY THIS AGENCY TO CONSTITUTE LACK OF OBJECTION.


1. Is electrical service available to the subject property? **Depends on requested load**
2. Will line extensions be necessary? **Yes**
3. Will additional easements be necessary to install service lines? If yes, please specify.
Yes - PUD will require easement for placement of lines and equipment
4. Will proposal require updating of current utility lines, transformers or substations?
Depends on requested load
5. Is water service available to the subject? - **Not at this time - RS.**
6. Is water service available to the subject property? **Not at this time - RS.**
7. Is this part of the satellite system? **No**
8. Will proposal require updating of current utilities? **Depends on requested load**
9. Will sewer service be available to the subject property? **NO**

ADDITIONAL COMMENTS:

RECOMMENDED CONDITIONS:



Signature



Date

RECEIVED

OCT 01 2018

Lilith Vespier

From: Alice Meyer <ameyer@wrhdh2o.com>
Sent: Wednesday, September 19, 2018 2:54 PM
To: Lilith Vespier
Subject: Mission Ridge
Attachments: [scan]_2018091914345400.pdf

Lilith,

Thank you for the opportunity to review the Master Planned Resort for Mission Ridge. Wenatchee Reclamation District has no comments or concerns. This property is NOT within the District's boundaries.

Alice Meyer





CHELAN COUNTY
DEPARTMENT OF
COMMUNITY DEVELOPMENT

316 WASHINGTON ST. SUITE 301
WENATCHEE, WA 98807-3305
Ph. (509) 667-6225 or (509) 667-6221 Fx. (509) 667-6475
<http://www.co.chelan.wa.us>

CHELAN COUNTY FILE #: **MPR2018-128**
DUE DATE: **October 19, 2018**

TO: Irrigation District
SEPTEMBER 19, 2018

REQUEST FOR AGENCY COMMENT

TYPE OF PERMIT OR ACTION APPLIED FOR: **Master Planned Resort**

PROJECT PLANNER: **Lilith Vespier** APPLICANT: **Mission Ridge**

Please use the Chelan County file # noted above in all correspondence regarding this application.

Please complete this referral form and return with any comments, together with suggested modifications or conditions by the noted due date above.

FOR COMMENTS TO BE CONSIDERED BY THIS AGENCY IN THE REVIEW OF THIS PROPOSAL, YOUR RESPONSE MUST BE RECEIVED BY THE STATED DATE. IF THIS DATE FALLS ON A WEEKEND OR PUBLIC HOLIDAY, THEN COMMENTS POSTMARKED THE FOLLOWING BUSINESS DATE WILL BE ACCEPTED. FAILURE TO RESPOND SHALL BE CONSTRUED BY THIS AGENCY TO CONSTITUTE LACK OF OBJECTION.

1. Is the subject property within your irrigation district? No
2. Is irrigation water currently available to this site?
3. Will any easements be necessary to serve water to the boundary of this project? If yes, please specify.
4. Will the project, in any way, affect the current operation or maintenance of the irrigation system?

ADDITIONAL COMMENTS:

RECOMMENDED CONDITIONS:

Alice M. Meyer
Signature

9/19/2018
Date

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

Site: S103 **Location:** SR 285 Milepost 0.40 (AT COLUMBIA RIVER BRIDGE - EAST WENATCHEE)

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
Bothways	2018-06-01	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	268	168	139	136	611	1,042	1,993	3,418	3,388	3,118	3,517	3,979
				Single-unit Truck	9	3	1	12	20	43	94	113	126	120	123	117
				Double-unit Truck	1	5	1	8	10	16	21	74	65	56	75	77
				Triple-unit Truck	0	0	3	1	2	5	5	15	6	8	13	8
	2018-06-02	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	490	274	174	153	488	593	917	1,315	1,802	2,574	3,144	3,481
				Single-unit Truck	9	5	3	2	5	17	22	49	52	50	84	73
				Double-unit Truck	1	3	3	0	4	7	11	16	26	35	37	49
				Triple-unit Truck	0	0	0	0	0	0	1	1	2	4	4	2
	2018-06-03	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	517	308	215	124	175	297	633	938	1,566	2,244	2,850	3,375
				Single-unit Truck	3	8	5	1	2	5	11	19	42	50	56	60
				Double-unit Truck	1	1	2	2	1	2	0	7	9	12	20	30
				Triple-unit Truck	0	0	0	0	0	0	1	0	1	0	1	2
2018-06-04	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	212	107	133	151	649	1,030	1,958	3,220	2,990	3,329	3,378	3,785	
			Single-unit Truck	5	2	2	9	18	58	77	105	121	131	110	102	

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

Site: S103 Location: SR 285 Milepost 0.40 (AT COLUMBIA RIVER BRIDGE - EAST WENATCHEE)

					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
Bothways	2018-06-01	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	4,176	4,269	4,556	4,966	5,173	5,081	3,944	3,075	2,683	2,027	1,315
				Single-unit Truck	137	138	132	149	134	123	80	55	39	27	18
				Double-unit Truck	89	80	103	107	106	93	63	28	19	13	5
				Triple-unit Truck	11	10	16	14	10	8	6	2	3	1	1
	2018-06-02	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	3,796	3,790	3,497	3,588	3,576	3,330	2,855	2,258	2,213	1,863	1,174
				Single-unit Truck	98	83	74	67	64	52	35	33	23	27	17
				Double-unit Truck	44	50	51	40	43	25	19	12	18	7	0
				Triple-unit Truck	1	5	2	2	4	0	0	1	0	1	0
	2018-06-03	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	3,667	3,568	3,437	3,277	3,383	2,898	2,726	2,143	1,815	1,215	736
				Single-unit Truck	67	56	54	61	47	43	40	29	21	22	4
				Double-unit Truck	38	36	31	39	30	20	20	11	11	7	2
				Triple-unit Truck	3	1	2	2	3	0	3	0	2	1	0
2018-06-04	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	4,189	3,958	4,260	4,752	4,816	4,946	3,475	2,762	2,168	1,453	799	
			Single-unit Truck	92	115	134	133	131	110	67	48	33	11	13	

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

Site: S103 Location: SR 285 Milepost 0.40 (AT COLUMBIA RIVER BRIDGE - EAST WENATCHEE)

					Hour_24
Bothways	2018-06-01	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	723
				Single-unit Truck	10
				Double-unit Truck	4
				Triple-unit Truck	1
	2018-06-02	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	829
				Single-unit Truck	14
				Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-03	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	359
				Single-unit Truck	5
				Double-unit Truck	0
				Triple-unit Truck	1
	2018-06-04	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	394
Single-unit Truck				2	

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
Bothways	2018-06-04	Monday	Axle Classification	Double-unit Truck	2	3	1	1	9	15	27	52	51	57	64	77
				Triple-unit Truck	0	0	1	2	1	0	1	9	13	6	5	6
	2018-06-05	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	249	137	117	177	667	1,098	2,101	3,504	3,362	3,008	3,226	3,639
				Single-unit Truck	2	0	1	6	15	39	72	128	119	94	122	116
				Double-unit Truck	2	2	4	5	9	14	27	85	76	57	61	79
				Triple-unit Truck	0	0	2	1	1	4	6	12	10	8	10	5
	2018-06-06	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	252	172	143	164	629	1,109	2,066	3,653	3,089	2,966	3,147	3,532
				Single-unit Truck	4	0	2	3	11	50	89	122	104	105	116	133
				Double-unit Truck	4	4	3	4	7	12	28	83	74	73	69	79
				Triple-unit Truck	0	0	1	1	1	4	6	5	9	3	10	7
	2018-06-07	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	287	187	140	169	672	1,025	2,090	3,547	3,306	2,993	3,227	3,664
				Single-unit Truck	4	2	0	11	17	55	102	116	121	111	125	113
				Double-unit Truck	1	6	3	3	7	17	40	100	112	82	81	98
				Triple-unit Truck	1	0	2	2	3	2	5	7	8	7	8	12
	2018-06-08	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	284	189	134	213	635	1,057	1,863	3,374	3,233	3,010	3,377	3,841

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
Bothways	2018-06-04	Monday	Axle Classification	Double-unit Truck	74	80	93	102	91	76	39	24	17	6	4
				Triple-unit Truck	11	4	7	17	10	12	2	1	3	1	1
	2018-06-05	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	4,069	3,983	4,295	4,912	4,908	5,183	3,926	2,919	2,438	1,693	934
				Single-unit Truck	131	127	127	115	120	132	88	50	24	23	15
				Double-unit Truck	88	71	71	105	92	97	49	23	9	10	5
				Triple-unit Truck	8	6	4	14	11	13	7	1	2	0	0
	2018-06-06	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	3,896	3,949	4,125	4,707	4,786	5,053	3,858	2,926	2,374	1,690	915
				Single-unit Truck	134	122	133	141	134	114	72	53	32	23	16
				Double-unit Truck	86	83	101	117	112	110	36	20	14	9	5
				Triple-unit Truck	5	8	6	13	16	16	5	0	1	3	1
	2018-06-07	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	3,916	3,933	4,352	4,832	4,940	4,613	3,896	3,056	2,470	1,802	952
				Single-unit Truck	127	138	123	125	139	106	66	48	46	28	14
				Double-unit Truck	86	92	99	111	100	122	43	32	15	11	6
				Triple-unit Truck	5	6	8	14	8	36	2	2	3	3	2
	2018-06-08	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	4,137	4,271	4,431	5,037	5,169	5,083	3,686	2,919	2,641	1,943	1,594

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					Hour_24
Bothways	2018-06-04	Monday	Axle Classification	Double-unit Truck	7
				Triple-unit Truck	0
	2018-06-05	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	451
				Single-unit Truck	7
				Double-unit Truck	4
				Triple-unit Truck	0
	2018-06-06	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	426
				Single-unit Truck	7
				Double-unit Truck	6
				Triple-unit Truck	0
	2018-06-07	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	508
				Single-unit Truck	5
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-08	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	932

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
Bothways	2018-06-08	Friday	Axle Classification	Single-unit Truck	7	1	3	7	14	44	82	125	97	126	119	115
				Double-unit Truck	3	4	1	4	12	13	28	70	69	73	62	83
				Triple-unit Truck	0	0	2	2	3	0	3	8	5	7	9	12
	2018-06-09	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	507	312	190	202	442	588	978	1,414	1,925	2,766	3,358	3,710
				Single-unit Truck	3	3	5	6	3	15	26	32	49	69	90	86
				Double-unit Truck	0	1	2	6	5	8	10	14	15	36	32	32
				Triple-unit Truck	0	0	0	1	1	0	0	0	1	1	1	3
	2018-06-10	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	484	322	265	211	273	343	639	946	1,590	2,273	3,043	3,479
				Single-unit Truck	7	4	3	1	2	4	11	17	23	38	54	66
				Double-unit Truck	1	0	1	0	3	4	4	6	7	18	32	28
				Triple-unit Truck	0	1	0	0	0	0	0	0	0	1	2	2
	2018-06-11	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	264	130	105	156	687	1,047	1,982	3,124	2,968	3,326	3,226	3,727
				Single-unit Truck	2	2	3	11	17	39	80	115	119	123	131	137
				Double-unit Truck	1	0	2	6	7	10	34	56	52	55	57	80
				Triple-unit Truck	0	0	1	1	1	1	4	4	10	9	4	5
	2018-06-12	Tuesday	Axle	Motorcycle,	241	205	129	199	679	1,092	2,129	3,499	3,208	2,878	3,185	3,706

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
Bothways	2018-06-08	Friday	Axle Classification	Single-unit Truck	123	122	144	143	107	116	69	43	49	23	14
				Double-unit Truck	89	100	94	106	94	122	48	30	17	9	11
				Triple-unit Truck	11	8	7	10	14	10	6	1	1	2	1
	2018-06-09	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	3,990	3,960	3,908	3,818	3,757	3,437	3,118	2,399	2,205	1,848	1,272
				Single-unit Truck	91	81	70	74	63	60	49	36	34	21	19
				Double-unit Truck	46	55	39	46	31	25	27	15	11	9	5
				Triple-unit Truck	5	5	2	2	3	2	1	1	1	0	0
	2018-06-10	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	3,915	3,703	3,683	3,510	3,457	3,057	2,718	2,216	1,948	1,319	828
				Single-unit Truck	60	54	63	38	41	49	28	26	26	11	7
				Double-unit Truck	41	37	30	32	26	30	16	14	7	9	4
				Triple-unit Truck	1	2	2	3	1	3	1	0	1	0	2
	2018-06-11	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	4,028	3,857	4,109	4,821	4,857	4,941	3,444	2,674	2,049	1,409	747
				Single-unit Truck	117	146	111	127	131	127	61	48	30	21	9
				Double-unit Truck	76	96	94	111	113	59	34	17	17	10	4
				Triple-unit Truck	5	7	7	11	15	16	2	1	1	1	0
	2018-06-12	Tuesday	Axle	Motorcycle,	3,934	3,979	4,146	4,683	4,926	4,916	3,725	2,734	2,152	1,555	841

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					Hour_24
Bothways	2018-06-08	Friday	Axle Classification	Single-unit Truck	14
				Double-unit Truck	1
				Triple-unit Truck	1
	2018-06-09	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	866
				Single-unit Truck	13
				Double-unit Truck	6
				Triple-unit Truck	1
	2018-06-10	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	374
				Single-unit Truck	6
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-11	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	446
				Single-unit Truck	3
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-12	Tuesday	Axle	Motorcycle,	431

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
Bothways	2018-06-12	Tuesday	Classification	Car, Van and Pickup												
				Single-unit Truck	1	1	2	5	21	42	106	134	121	109	130	124
				Double-unit Truck	2	3	5	6	14	12	25	77	67	69	70	84
				Triple-unit Truck	0	0	0	2	1	5	7	9	8	4	11	8
	2018-06-13	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	270	181	171	203	717	1,090	2,090	3,413	3,119	2,808	3,174	3,496
				Single-unit Truck	1	1	1	3	19	50	112	120	121	134	117	113
				Double-unit Truck	2	0	3	4	3	15	40	78	85	68	74	72
				Triple-unit Truck	0	0	1	0	2	3	4	11	10	6	6	3
	2018-06-14	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	269	177	138	220	706	1,053	2,068	3,377	3,191	2,910	3,284	3,717
				Single-unit Truck	3	0	1	8	26	54	96	123	131	126	134	129
				Double-unit Truck	1	4	3	3	8	21	21	64	71	57	49	55
				Triple-unit Truck	1	0	0	3	1	3	5	1	5	6	9	5
	2018-06-15	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	285	208	161	227	717	1,018	1,902	3,208	3,135	3,104	3,555	4,220
				Single-unit Truck	3	2	1	8	19	47	92	118	124	141	123	117
				Double-unit Truck	1	2	3	3	11	18	25	49	71	55	56	84
				Triple-unit	0	0	2	2	1	4	6	9	4	12	8	6

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
Bothways	2018-06-12	Tuesday	Classification	Car, Van and Pickup											
				Single-unit Truck	115	118	131	129	127	116	69	34	27	22	9
				Double-unit Truck	82	84	83	120	114	97	52	17	9	9	2
				Triple-unit Truck	6	10	14	6	11	14	4	2	3	1	0
	2018-06-13	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	3,897	3,839	4,080	4,733	4,903	5,002	3,740	2,865	2,342	1,560	881
				Single-unit Truck	148	137	127	117	162	128	79	56	33	14	24
				Double-unit Truck	86	83	76	110	97	93	35	24	21	6	6
				Triple-unit Truck	13	6	8	10	9	8	2	1	2	1	1
	2018-06-14	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	4,062	4,014	4,186	4,795	4,919	5,053	3,904	3,201	2,503	1,857	998
				Single-unit Truck	133	123	135	131	130	135	75	55	34	26	17
				Double-unit Truck	69	76	82	86	84	110	45	27	23	17	5
				Triple-unit Truck	6	4	9	8	11	13	4	2	2	2	0
	2018-06-15	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	4,648	4,436	4,271	4,606	4,756	4,911	4,027	2,884	2,282	2,061	1,353
				Single-unit Truck	124	142	132	140	137	128	79	52	45	36	18
				Double-unit Truck	96	74	84	82	92	92	54	20	12	23	7
				Triple-unit	18	5	10	7	10	9	3	2	0	1	0

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					Hour_24
Bothways	2018-06-12	Tuesday	Classification	Car, Van and Pickup	
				Single-unit Truck	3
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-13	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	405
				Single-unit Truck	7
				Double-unit Truck	5
				Triple-unit Truck	0
	2018-06-14	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	506
				Single-unit Truck	7
				Double-unit Truck	6
				Triple-unit Truck	1
	2018-06-15	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	863
				Single-unit Truck	6
				Double-unit Truck	2
				Triple-unit	0

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
Bothways	2018-06-15	Friday	Axle Classification	Truck												
	2018-06-16	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	518	267	262	248	527	663	998	1,250	1,877	2,660	3,331	3,695
				Single-unit Truck	3	5	2	2	6	11	29	37	60	73	95	76
				Double-unit Truck	4	3	3	1	5	2	10	14	15	31	41	33
				Triple-unit Truck	1	1	0	0	1	1	1	0	1	2	1	3
	2018-06-17	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	505	330	287	273	371	498	653	1,068	1,512	2,240	2,960	3,263
				Single-unit Truck	8	6	4	4	3	10	14	23	40	56	63	45
				Double-unit Truck	3	2	1	1	2	4	4	5	6	8	31	28
				Triple-unit Truck	0	0	0	0	0	0	0	0	0	0	2	1
	2018-06-18	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	248	207	111	198	856	1,059	1,924	2,799	2,596	2,738	3,092	3,536
				Single-unit Truck	1	1	3	7	14	47	76	119	104	117	97	124
				Double-unit Truck	2	2	2	5	6	11	19	55	54	54	48	67
				Triple-unit Truck	0	0	0	2	2	2	6	4	7	7	5	4
	2018-06-19	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	280	177	139	228	863	1,123	2,056	2,829	2,753	2,924	3,175	3,544
				Single-unit Truck	0	1	2	4	24	49	109	133	110	126	140	116

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
Bothways	2018-06-15	Friday	Axle Classification	Truck											
	2018-06-16	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	4,091	3,912	3,643	3,492	3,469	3,455	2,986	2,463	2,118	1,844	1,385
				Single-unit Truck	95	88	96	72	64	56	41	23	28	22	11
				Double-unit Truck	54	62	36	33	32	33	17	6	16	7	4
				Triple-unit Truck	5	2	4	3	4	3	1	1	0	0	1
	2018-06-17	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	3,727	3,553	3,391	3,298	3,179	2,879	2,749	2,168	1,780	1,558	897
				Single-unit Truck	50	61	46	40	40	35	34	38	25	19	6
				Double-unit Truck	40	35	32	40	26	18	20	8	6	7	2
				Triple-unit Truck	1	3	6	3	0	1	2	0	1	0	0
	2018-06-18	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	3,979	3,966	3,880	4,149	4,653	4,767	3,364	2,688	2,073	1,417	877
				Single-unit Truck	144	124	127	111	131	115	59	46	41	24	8
				Double-unit Truck	76	82	61	70	91	83	31	20	14	7	7
				Triple-unit Truck	8	4	5	5	7	10	4	2	1	1	0
	2018-06-19	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	3,838	3,923	4,050	4,211	4,559	4,796	3,651	2,708	2,238	1,757	974
				Single-unit Truck	139	135	135	129	141	127	82	65	35	21	10

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					Hour_24
Bothways	2018-06-15	Friday	Axle Classification	Truck	
	2018-06-16	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	789
				Single-unit Truck	11
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-17	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	401
				Single-unit Truck	4
				Double-unit Truck	2
				Triple-unit Truck	1
	2018-06-18	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	417
				Single-unit Truck	3
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-19	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	459
				Single-unit Truck	9

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
Bothways	2018-06-19	Tuesday	Axle Classification	Double-unit Truck	2	3	4	6	16	13	23	47	62	57	64	70
				Triple-unit Truck	0	0	0	2	2	3	4	3	7	7	7	6
	2018-06-20	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	260	185	156	222	876	1,123	2,009	2,955	2,692	2,823	3,069	3,614
				Single-unit Truck	3	4	1	5	18	54	90	139	115	123	107	86
				Double-unit Truck	0	2	3	3	11	12	40	48	51	37	56	59
				Triple-unit Truck	0	0	0	1	2	2	8	2	3	6	7	5
	2018-06-21	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	301	195	180	257	919	1,112	1,935	2,860	2,677	2,885	3,136	3,515
				Single-unit Truck	3	1	3	4	28	55	108	138	114	127	111	145
				Double-unit Truck	1	5	3	5	13	11	40	42	63	59	52	64
				Triple-unit Truck	0	0	1	2	1	3	5	8	9	2	7	3
	2018-06-22	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	300	210	168	269	911	1,045	1,792	2,676	2,700	2,900	3,218	3,678
				Single-unit Truck	2	2	2	7	23	41	87	104	103	117	111	126
				Double-unit Truck	4	2	3	5	15	15	26	43	53	49	67	56
				Triple-unit Truck	0	0	1	1	2	4	7	8	8	7	6	11
	2018-06-23	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	581	318	238	304	759	646	898	1,289	1,865	2,464	3,249	3,503

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
Bothways	2018-06-19	Tuesday	Axle Classification	Double-unit Truck	79	81	63	77	81	75	45	27	19	9	8
				Triple-unit Truck	13	9	5	11	14	9	3	4	2	2	0
	2018-06-20	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	4,034	3,936	3,901	4,325	4,662	4,766	3,838	2,776	2,344	1,685	989
				Single-unit Truck	128	106	117	143	130	136	69	49	35	36	22
				Double-unit Truck	75	81	61	100	75	81	49	28	11	10	6
				Triple-unit Truck	7	10	9	5	6	12	4	1	1	3	0
	2018-06-21	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	3,921	4,061	3,874	4,373	4,634	4,836	3,632	2,899	2,346	1,750	1,042
				Single-unit Truck	109	161	137	142	145	128	71	38	55	22	20
				Double-unit Truck	63	80	69	88	91	118	34	17	14	14	4
				Triple-unit Truck	9	11	5	6	8	9	1	2	1	2	0
	2018-06-22	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	3,987	4,068	4,088	4,482	4,703	4,767	3,720	2,947	2,472	1,973	1,168
				Single-unit Truck	133	135	122	136	125	126	79	51	44	21	22
				Double-unit Truck	66	89	90	81	98	98	41	23	21	20	9
				Triple-unit Truck	8	8	5	5	8	5	2	2	0	1	0
	2018-06-23	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	3,594	3,563	3,528	3,412	3,487	3,287	2,878	2,402	2,153	1,908	1,221

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_24
Bothways	2018-06-19	Tuesday	Axle Classification	Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-20	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	450
				Single-unit Truck	7
				Double-unit Truck	3
				Triple-unit Truck	1
	2018-06-21	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	482
				Single-unit Truck	11
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-22	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	778
				Single-unit Truck	13
				Double-unit Truck	5
				Triple-unit Truck	0
	2018-06-23	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	760

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
Bothways	2018-06-23	Saturday	Axle Classification	Single-unit Truck	13	8	5	3	11	10	30	52	52	62	74	85
				Double-unit Truck	1	2	1	2	7	4	15	15	19	33	33	49
				Triple-unit Truck	1	0	0	0	0	0	2	0	3	4	4	5
	2018-06-24	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	488	313	244	231	646	474	683	938	1,458	2,212	2,828	3,125
				Single-unit Truck	8	4	6	1	5	7	9	25	39	52	69	54
				Double-unit Truck	2	0	0	3	4	5	3	7	15	19	22	29
				Triple-unit Truck	0	0	0	0	0	0	0	1	2	2	0	0
	2018-06-25	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	281	152	158	255	957	1,104	1,879	2,763	2,580	2,690	3,090	3,500
				Single-unit Truck	4	3	8	7	18	44	83	95	101	114	126	130
				Double-unit Truck	1	2	1	1	11	8	24	49	44	56	67	55
				Triple-unit Truck	0	0	0	2	2	1	2	2	4	5	3	6
	2018-06-26	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	292	176	144	246	946	1,097	1,988	2,938	2,784	2,842	3,167	3,448
				Single-unit Truck	3	2	3	6	25	51	88	118	142	126	129	106
				Double-unit Truck	2	4	7	2	16	13	28	50	65	52	67	78
				Triple-unit Truck	0	0	2	3	1	4	6	6	4	3	4	7
	2018-06-27	Wednesday	Axle	Motorcycle,	295	202	158	240	962	1,132	2,068	2,886	2,740	2,782	3,177	3,575

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
Bothways	2018-06-23	Saturday	Axle Classification	Single-unit Truck	92	103	86	63	57	54	45	48	33	23	9
				Double-unit Truck	55	56	45	26	33	25	26	15	17	10	2
				Triple-unit Truck	1	4	2	1	3	0	2	1	1	0	0
	2018-06-24	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	3,562	3,399	3,165	3,068	3,204	2,831	2,667	2,161	2,025	1,393	847
				Single-unit Truck	54	75	58	52	50	45	41	39	23	18	6
				Double-unit Truck	37	36	26	32	27	21	19	17	8	7	5
				Triple-unit Truck	5	2	0	0	0	1	1	0	2	1	0
	2018-06-25	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	3,910	3,918	3,920	4,195	4,667	4,879	3,428	2,486	2,037	1,414	822
				Single-unit Truck	121	130	137	130	115	116	73	43	30	17	11
				Double-unit Truck	69	64	83	83	73	86	39	23	13	11	6
				Triple-unit Truck	5	6	6	9	7	9	6	2	1	1	0
	2018-06-26	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	3,921	4,075	3,963	4,315	4,649	5,045	3,699	2,774	2,238	1,671	933
				Single-unit Truck	114	143	128	147	138	136	75	57	45	33	8
				Double-unit Truck	61	87	95	77	82	105	55	30	14	15	6
				Triple-unit Truck	9	7	5	7	14	14	5	3	1	1	0
	2018-06-27	Wednesday	Axle	Motorcycle,	3,971	3,887	3,892	4,252	4,620	4,996	3,846	2,810	2,268	1,463	799

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					Hour_24
Bothways	2018-06-23	Saturday	Axle Classification	Single-unit Truck	6
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-24	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	445
				Single-unit Truck	10
				Double-unit Truck	3
				Triple-unit Truck	1
	2018-06-25	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	434
				Single-unit Truck	4
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-26	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	436
				Single-unit Truck	2
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-27	Wednesday	Axle	Motorcycle,	452

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
Bothways	2018-06-27	Wednesday	Classification	Car, Van and Pickup												
				Single-unit Truck	3	3	2	4	21	51	101	123	99	118	121	139
				Double-unit Truck	1	2	2	3	11	14	42	55	57	58	67	63
				Triple-unit Truck	0	0	0	2	1	3	2	7	6	1	6	5
	2018-06-28	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	286	170	156	255	942	1,079	1,964	3,025	2,920	2,862	3,177	3,718
				Single-unit Truck	6	6	1	2	19	62	101	130	106	116	124	140
				Double-unit Truck	2	8	3	8	9	14	31	45	54	48	50	92
				Triple-unit Truck	0	0	1	0	1	4	4	6	7	5	3	2
	2018-06-29	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	304	176	165	260	970	1,043	1,901	2,784	2,825	2,976	3,392	3,852
				Single-unit Truck	4	4	4	11	21	44	81	137	111	129	124	115
				Double-unit Truck	3	6	3	3	10	14	38	51	46	64	80	67
				Triple-unit Truck	0	0	2	0	1	7	3	3	6	6	9	5
	2018-06-30	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	511	351	234	246	758	591	913	1,243	1,847	2,602	3,321	3,504
				Single-unit Truck	12	4	3	7	14	16	30	43	54	74	89	100
				Double-unit Truck	4	5	4	1	4	9	10	7	27	35	41	43
				Triple-unit	0	0	0	0	0	1	3	0	1	4	3	1

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
Bothways	2018-06-27	Wednesday	Classification	Car, Van and Pickup											
				Single-unit Truck	140	125	141	134	129	130	59	70	39	21	4
				Double-unit Truck	77	103	94	83	91	106	43	30	12	3	1
				Triple-unit Truck	15	5	4	8	14	8	7	3	2	3	1
	2018-06-28	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	3,955	4,220	4,067	4,450	4,788	5,088	3,637	2,875	2,341	1,673	976
				Single-unit Truck	141	149	155	148	160	108	92	65	43	27	11
				Double-unit Truck	77	95	93	100	102	113	47	21	17	8	3
				Triple-unit Truck	2	5	9	5	12	14	4	6	1	2	0
	2018-06-29	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	4,323	4,340	4,333	4,494	4,724	4,777	3,816	2,959	2,392	1,960	1,202
				Single-unit Truck	147	148	164	140	126	126	79	66	30	24	13
				Double-unit Truck	96	99	101	115	110	79	44	19	22	10	4
				Triple-unit Truck	8	5	9	12	5	6	1	2	1	1	0
	2018-06-30	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	3,761	3,762	3,600	3,577	3,602	3,377	3,111	2,385	2,121	1,888	1,220
				Single-unit Truck	90	103	97	71	93	75	42	39	24	23	16
				Double-unit Truck	43	56	46	39	34	31	24	11	16	12	6
				Triple-unit	5	5	6	2	1	0	0	0	0	1	0

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					Hour_24
Bothways	2018-06-27	Wednesday	Classification	Car, Van and Pickup	
				Single-unit Truck	5
				Double-unit Truck	4
				Triple-unit Truck	1
	2018-06-28	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	522
				Single-unit Truck	6
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-29	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	688
				Single-unit Truck	11
				Double-unit Truck	3
				Triple-unit Truck	1
	2018-06-30	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	840
				Single-unit Truck	8
				Double-unit Truck	3
				Triple-unit	0

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
Bothways	2018-06-30	Saturday	Axle Classification	Truck												
North Bound	2018-06-01	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	137	91	77	62	220	447	1,049	2,047	1,963	1,668	1,712	1,997
				Single-unit Truck	4	2	0	4	9	12	27	53	58	53	48	62
				Double-unit Truck	1	1	0	4	3	6	14	53	28	28	28	33
				Triple-unit Truck	0	0	3	1	1	2	3	7	2	4	7	5
	2018-06-02	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	268	135	70	73	161	283	482	655	975	1,333	1,541	1,774
				Single-unit Truck	2	4	2	0	2	4	14	22	21	27	34	37
				Double-unit Truck	1	1	1	0	3	3	8	6	16	20	19	21
				Triple-unit Truck	0	0	0	0	0	0	1	0	2	3	1	2
	2018-06-03	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	253	149	95	55	79	170	353	497	865	1,158	1,391	1,630
				Single-unit Truck	2	4	2	0	0	4	4	8	15	23	21	22
				Double-unit Truck	0	1	1	1	1	0	0	3	8	6	7	14
				Triple-unit Truck	0	0	0	0	0	0	1	0	0	0	1	1
	2018-06-04	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	117	54	63	55	231	439	1,035	1,979	1,723	1,803	1,680	1,856
				Single-unit Truck	2	2	0	7	5	13	36	48	67	58	43	55

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
Bothways	2018-06-30	Saturday	Axle Classification	Truck											
North Bound	2018-06-01	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	2,076	2,107	2,243	2,422	2,534	2,367	1,942	1,514	1,396	1,029	611
				Single-unit Truck	67	55	65	70	66	46	34	16	15	12	7
				Double-unit Truck	47	38	52	57	57	44	29	14	16	5	4
				Triple-unit Truck	3	6	10	7	5	4	4	1	3	0	0
	2018-06-02	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	1,917	1,933	1,738	1,717	1,674	1,599	1,488	1,116	1,160	948	589
				Single-unit Truck	44	28	26	31	26	26	12	11	10	11	4
				Double-unit Truck	23	21	31	26	20	14	9	9	9	4	0
				Triple-unit Truck	1	3	1	1	3	0	0	0	0	1	0
	2018-06-03	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	1,734	1,768	1,711	1,601	1,677	1,457	1,490	1,067	885	622	380
				Single-unit Truck	29	22	19	24	20	13	16	12	7	7	2
				Double-unit Truck	21	22	18	28	11	11	11	7	9	5	1
				Triple-unit Truck	2	0	0	1	1	0	2	0	1	0	0
	2018-06-04	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	2,023	2,006	2,123	2,351	2,286	2,288	1,723	1,296	1,088	736	396
				Single-unit Truck	43	49	59	58	56	50	27	20	15	6	3

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					Hour_24
Bothways	2018-06-30	Saturday	Axle Classification	Truck	
North Bound	2018-06-01	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	324
				Single-unit Truck	5
				Double-unit Truck	4
				Triple-unit Truck	0
	2018-06-02	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	406
				Single-unit Truck	6
				Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-03	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	180
				Single-unit Truck	3
				Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-04	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	172
Single-unit Truck				2	

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
North Bound	2018-06-04	Monday	Axle Classification	Double-unit Truck	1	1	0	1	3	6	16	37	26	33	35	35
				Triple-unit Truck	0	0	1	1	1	0	0	7	6	4	2	2
	2018-06-05	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	139	67	63	76	243	506	1,112	2,137	1,997	1,548	1,637	1,854
				Single-unit Truck	0	0	1	3	5	7	38	62	54	43	49	45
				Double-unit Truck	0	1	1	2	2	8	13	53	44	28	27	45
				Triple-unit Truck	0	0	2	0	1	2	3	8	5	7	5	3
	2018-06-06	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	127	77	75	60	229	505	1,082	2,208	1,857	1,550	1,604	1,728
				Single-unit Truck	1	0	1	1	3	16	47	60	53	45	57	60
				Double-unit Truck	2	3	1	2	1	6	13	59	40	35	31	38
				Triple-unit Truck	0	0	1	1	1	1	4	5	1	1	5	4
	2018-06-07	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	157	103	66	59	219	461	1,081	2,144	1,981	1,531	1,593	1,808
				Single-unit Truck	2	0	0	2	3	21	44	55	54	51	51	54
				Double-unit Truck	1	4	0	1	3	7	24	68	67	42	37	44
				Triple-unit Truck	0	0	2	1	2	2	1	7	7	3	4	5
	2018-06-08	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	160	93	79	86	218	450	974	2,053	1,905	1,544	1,632	1,900

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
North Bound	2018-06-04	Monday	Axle Classification	Double-unit Truck	39	36	54	52	47	34	20	14	13	2	0
				Triple-unit Truck	2	4	5	7	3	5	1	0	1	1	1
	2018-06-05	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	1,925	2,021	2,163	2,410	2,394	2,386	1,961	1,449	1,147	819	424
				Single-unit Truck	59	57	55	51	53	59	40	17	8	5	5
				Double-unit Truck	45	45	40	46	44	46	26	15	6	5	4
				Triple-unit Truck	4	3	3	8	3	3	3	0	1	0	0
	2018-06-06	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	1,876	1,966	2,087	2,317	2,298	2,402	1,881	1,411	1,153	806	422
				Single-unit Truck	54	54	59	60	61	50	38	23	15	8	7
				Double-unit Truck	41	49	48	66	52	37	19	15	7	5	2
				Triple-unit Truck	4	3	3	9	6	5	2	0	0	2	0
	2018-06-07	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	1,913	1,985	2,135	2,428	2,383	2,296	1,970	1,444	1,226	833	440
				Single-unit Truck	67	49	54	64	73	47	26	20	20	8	9
				Double-unit Truck	50	49	47	54	57	42	27	13	11	6	2
				Triple-unit Truck	3	3	4	2	5	6	1	2	1	2	1
	2018-06-08	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	2,024	2,080	2,171	2,459	2,639	2,717	1,922	1,538	1,102	908	575

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					Hour_24
North Bound	2018-06-04	Monday	Axle Classification	Double-unit Truck	5
				Triple-unit Truck	0
	2018-06-05	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	210
				Single-unit Truck	2
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-06	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	187
				Single-unit Truck	3
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-07	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	256
				Single-unit Truck	2
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-08	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	402

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
North Bound	2018-06-08	Friday	Axle Classification	Single-unit Truck	2	0	0	5	6	14	26	65	42	42	57	50
				Double-unit Truck	3	2	0	1	6	5	18	50	34	33	24	45
				Triple-unit Truck	0	0	2	1	2	0	3	5	2	4	5	8
	2018-06-09	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	258	141	95	79	149	273	493	749	1,002	1,344	1,693	1,906
				Single-unit Truck	1	1	1	1	2	3	7	17	25	28	33	26
				Double-unit Truck	0	1	0	3	1	2	8	11	8	19	15	20
				Triple-unit Truck	0	0	0	1	0	0	0	0	1	1	0	2
	2018-06-10	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	238	155	139	75	93	181	341	495	858	1,162	1,530	1,661
				Single-unit Truck	4	2	3	1	0	3	5	6	8	12	27	26
				Double-unit Truck	1	0	0	0	2	3	1	4	4	8	19	18
				Triple-unit Truck	0	0	0	0	0	0	0	0	0	0	2	2
	2018-06-11	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	141	60	52	53	229	453	1,041	1,887	1,719	1,803	1,593	1,827
				Single-unit Truck	0	1	2	5	7	8	36	54	48	50	55	60
				Double-unit Truck	0	0	0	1	2	3	20	37	25	32	32	37
				Triple-unit Truck	0	0	1	1	0	1	2	1	7	7	2	3
	2018-06-12	Tuesday	Axle	Motorcycle,	130	113	67	76	223	495	1,109	2,143	1,845	1,510	1,590	1,854

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
North Bound	2018-06-08	Friday	Axle Classification	Single-unit Truck	54	51	61	68	43	50	35	24	14	9	7
				Double-unit Truck	46	46	48	47	49	83	25	21	5	8	3
				Triple-unit Truck	5	3	4	2	7	5	5	1	0	1	0
	2018-06-09	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	1,974	1,965	1,926	1,912	1,873	1,732	1,599	1,206	1,127	922	636
				Single-unit Truck	39	34	28	26	26	19	19	18	7	11	6
				Double-unit Truck	26	29	24	24	18	12	16	6	4	5	2
				Triple-unit Truck	3	1	2	1	1	1	1	1	1	0	0
	2018-06-10	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	1,866	1,823	1,804	1,706	1,698	1,529	1,495	1,116	953	634	426
				Single-unit Truck	26	20	28	15	15	15	10	9	13	6	2
				Double-unit Truck	23	16	16	20	15	16	11	6	6	3	1
				Triple-unit Truck	0	2	1	1	1	2	0	0	0	0	0
	2018-06-11	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	1,993	1,969	1,998	2,366	2,327	2,306	1,714	1,300	1,013	696	366
				Single-unit Truck	48	67	57	57	59	57	26	25	10	6	1
				Double-unit Truck	44	55	46	53	59	25	19	9	12	3	3
				Triple-unit Truck	5	5	3	6	8	4	2	0	0	0	0
	2018-06-12	Tuesday	Axle	Motorcycle,	1,934	2,014	2,027	2,295	2,433	2,302	1,853	1,266	1,012	739	384

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_24
North Bound	2018-06-08	Friday	Axle Classification	Single-unit Truck	5
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-09	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	423
				Single-unit Truck	4
				Double-unit Truck	3
				Triple-unit Truck	1
	2018-06-10	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	200
				Single-unit Truck	6
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-11	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	201
				Single-unit Truck	1
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-12	Tuesday	Axle	Motorcycle,	196

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
North Bound	2018-06-12	Tuesday	Classification	Car, Van and Pickup												
				Single-unit Truck	0	0	0	2	10	12	48	60	71	39	65	60
				Double-unit Truck	2	1	2	3	3	7	19	38	32	37	34	42
				Triple-unit Truck	0	0	0	2	0	4	3	6	6	1	8	2
	2018-06-13	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	165	77	100	69	227	498	1,098	2,038	1,795	1,477	1,639	1,728
				Single-unit Truck	0	1	1	2	7	17	50	62	59	59	54	46
				Double-unit Truck	1	0	1	1	1	8	22	51	47	24	39	39
				Triple-unit Truck	0	0	1	0	1	2	1	9	8	4	2	1
	2018-06-14	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	156	92	71	75	233	497	1,093	2,064	1,825	1,554	1,660	1,806
				Single-unit Truck	0	0	0	2	12	22	36	61	63	49	64	54
				Double-unit Truck	1	3	1	1	3	8	12	44	44	28	21	27
				Triple-unit Truck	0	0	0	2	1	2	2	1	3	3	8	5
	2018-06-15	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	154	122	75	84	255	446	1,029	1,877	1,827	1,635	1,862	2,018
				Single-unit Truck	3	1	0	4	8	14	38	61	52	46	56	50
				Double-unit Truck	1	1	0	1	3	10	16	35	32	24	23	34
				Triple-unit	0	0	2	0	1	2	3	6	4	5	6	1

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
North Bound	2018-06-12	Tuesday	Classification	Car, Van and Pickup											
				Single-unit Truck	48	54	59	63	59	49	36	16	8	13	2
				Double-unit Truck	41	45	37	62	38	45	30	9	4	4	1
				Triple-unit Truck	2	6	10	4	5	5	1	0	1	0	0
	2018-06-13	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	1,964	1,909	1,993	2,357	2,431	2,236	1,817	1,414	1,148	760	400
				Single-unit Truck	73	55	54	50	65	50	36	19	12	7	11
				Double-unit Truck	49	43	40	53	47	45	13	15	8	3	2
				Triple-unit Truck	8	3	4	4	3	1	1	0	1	0	1
	2018-06-14	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	2,016	1,974	2,087	2,326	2,367	2,410	1,957	1,543	1,161	915	485
				Single-unit Truck	64	49	68	63	64	48	35	26	11	10	11
				Double-unit Truck	39	45	48	44	49	48	24	18	10	8	3
				Triple-unit Truck	3	1	4	4	2	6	3	0	1	0	0
	2018-06-15	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	2,247	2,191	2,065	2,260	2,314	2,396	2,129	1,462	1,123	923	571
				Single-unit Truck	55	63	59	68	65	58	39	22	21	9	7
				Double-unit Truck	53	34	39	37	50	45	33	14	8	11	5
				Triple-unit	9	4	0	2	5	4	1	1	0	0	0

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					Hour_24
North Bound	2018-06-12	Tuesday	Classification	Car, Van and Pickup	
				Single-unit Truck	1
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-13	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	185
				Single-unit Truck	2
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-14	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	231
				Single-unit Truck	3
				Double-unit Truck	3
				Triple-unit Truck	1
	2018-06-15	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	369
				Single-unit Truck	2
				Double-unit Truck	1
				Triple-unit	0

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
North Bound	2018-06-15	Friday	Axle Classification	Truck												
	2018-06-16	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	266	157	141	106	184	317	494	606	1,017	1,313	1,677	1,838
				Single-unit Truck	2	1	2	1	3	0	10	18	24	29	38	33
				Double-unit Truck	3	1	2	0	3	1	3	5	6	18	19	17
				Triple-unit Truck	0	0	0	0	1	1	0	0	1	0	1	2
	2018-06-17	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	284	180	134	123	137	265	339	542	819	1,128	1,436	1,583
				Single-unit Truck	2	1	2	1	0	2	4	6	15	25	25	17
				Double-unit Truck	2	1	1	1	0	1	2	3	4	3	10	15
				Triple-unit Truck	0	0	0	0	0	0	0	0	0	0	0	1
	2018-06-18	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	118	107	57	70	288	497	1,024	1,652	1,504	1,413	1,543	1,782
				Single-unit Truck	0	0	2	3	6	12	33	58	61	45	45	61
				Double-unit Truck	1	1	1	2	1	6	11	33	24	24	23	37
				Triple-unit Truck	0	0	0	2	1	1	1	3	6	1	2	4
	2018-06-19	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	145	91	68	84	286	520	1,114	1,673	1,617	1,523	1,642	1,819
				Single-unit Truck	0	0	1	2	7	22	46	64	55	52	59	50

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
North Bound	2018-06-15	Friday	Axle Classification	Truck											
	2018-06-16	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	2,069	1,999	1,827	1,722	1,723	1,654	1,535	1,243	1,040	930	667
				Single-unit Truck	42	38	42	28	24	17	16	8	10	6	3
				Double-unit Truck	30	42	17	17	17	20	11	3	11	4	2
				Triple-unit Truck	2	1	1	0	3	3	1	0	0	0	0
	2018-06-17	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	1,756	1,756	1,709	1,612	1,539	1,457	1,496	1,111	937	792	478
				Single-unit Truck	14	23	18	17	11	12	13	14	11	8	5
				Double-unit Truck	16	20	18	18	18	12	14	5	4	3	2
				Triple-unit Truck	0	1	2	2	0	1	0	0	0	0	0
	2018-06-18	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	2,027	2,000	1,940	2,081	2,213	2,224	1,722	1,269	1,028	688	411
				Single-unit Truck	59	63	48	53	62	54	28	19	15	9	2
				Double-unit Truck	37	43	25	35	43	32	19	14	7	3	3
				Triple-unit Truck	5	3	3	4	4	3	2	1	0	0	0
	2018-06-19	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	1,864	2,005	2,010	2,093	2,159	2,280	1,834	1,291	1,052	863	438
				Single-unit Truck	57	66	52	66	59	54	44	29	13	9	4

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_24
North Bound	2018-06-15	Friday	Axle Classification	Truck	
	2018-06-16	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	364
				Single-unit Truck	5
				Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-17	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	194
				Single-unit Truck	1
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-18	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	197
				Single-unit Truck	1
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-19	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	210
				Single-unit Truck	6

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
North Bound	2018-06-19	Tuesday	Axle Classification	Double-unit Truck	1	1	2	0	3	6	13	30	33	22	31	34
				Triple-unit Truck	0	0	0	2	1	3	1	2	5	2	5	3
	2018-06-20	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	139	99	78	85	306	532	1,078	1,741	1,578	1,433	1,566	1,816
				Single-unit Truck	2	0	0	3	3	17	41	72	52	57	42	38
				Double-unit Truck	0	0	2	0	1	6	18	26	19	16	27	24
				Triple-unit Truck	0	0	0	1	2	2	3	1	1	3	2	4
	2018-06-21	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	168	101	82	113	317	509	1,034	1,729	1,564	1,518	1,559	1,800
				Single-unit Truck	1	1	0	2	12	16	44	70	64	53	53	67
				Double-unit Truck	1	3	1	3	5	5	20	30	32	31	26	32
				Triple-unit Truck	0	0	1	1	1	2	3	6	4	1	5	3
	2018-06-22	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	147	108	93	111	316	478	967	1,600	1,541	1,487	1,553	1,817
				Single-unit Truck	1	1	1	3	5	14	32	46	48	55	52	57
				Double-unit Truck	0	2	0	1	5	9	15	27	21	25	36	28
				Triple-unit Truck	0	0	1	1	1	4	2	5	3	4	3	7
	2018-06-23	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	313	165	133	126	278	300	463	688	1,001	1,261	1,653	1,832

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
North Bound	2018-06-19	Tuesday	Axle Classification	Double-unit Truck	45	46	31	42	40	37	23	18	12	6	5
				Triple-unit Truck	6	3	3	6	6	2	2	3	0	1	0
	2018-06-20	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	1,972	1,970	1,901	2,110	2,271	2,254	1,907	1,370	1,162	799	449
				Single-unit Truck	54	45	52	71	64	58	30	23	13	12	11
				Double-unit Truck	37	46	29	57	34	41	28	15	6	6	1
				Triple-unit Truck	4	7	5	4	3	5	2	0	0	2	0
	2018-06-21	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	1,924	2,021	1,853	2,201	2,213	2,329	1,828	1,403	1,151	850	462
				Single-unit Truck	51	74	58	59	77	57	26	16	22	10	8
				Double-unit Truck	31	41	34	53	49	38	21	12	8	8	4
				Triple-unit Truck	2	5	2	3	5	3	1	0	0	1	0
	2018-06-22	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	1,960	2,008	2,049	2,208	2,289	2,242	1,838	1,442	1,271	977	539
				Single-unit Truck	66	64	52	61	57	54	36	25	16	7	9
				Double-unit Truck	32	47	45	34	48	47	17	13	10	12	2
				Triple-unit Truck	2	5	2	1	5	4	2	0	0	0	0
	2018-06-23	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	1,830	1,766	1,692	1,640	1,756	1,629	1,472	1,255	1,120	948	608

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					Hour_24
North Bound	2018-06-19	Tuesday	Axle Classification	Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-20	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	199
				Single-unit Truck	4
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-21	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	238
				Single-unit Truck	5
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-22	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	386
				Single-unit Truck	3
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-23	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	375

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
North Bound	2018-06-23	Saturday	Axle Classification	Single-unit Truck	7	4	2	1	4	4	11	21	24	24	26	35
				Double-unit Truck	1	0	1	1	2	2	7	7	11	20	17	19
				Triple-unit Truck	0	0	0	0	0	0	1	0	3	2	1	3
	2018-06-24	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	233	154	118	99	242	233	348	452	790	1,098	1,376	1,510
				Single-unit Truck	2	1	3	0	3	3	2	10	16	18	26	22
				Double-unit Truck	1	0	0	2	3	1	2	4	11	9	12	16
				Triple-unit Truck	0	0	0	0	0	0	0	1	1	1	0	0
	2018-06-25	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	125	83	73	103	354	470	1,060	1,640	1,518	1,439	1,543	1,740
				Single-unit Truck	2	3	3	3	5	12	32	49	45	56	57	56
				Double-unit Truck	1	1	0	0	2	1	12	27	18	27	35	25
				Triple-unit Truck	0	0	0	2	1	1	1	0	2	3	2	4
	2018-06-26	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	149	97	73	97	348	513	1,060	1,759	1,608	1,480	1,635	1,699
				Single-unit Truck	1	2	1	3	9	18	37	61	59	50	57	45
				Double-unit Truck	1	4	0	1	4	9	15	29	37	25	31	39
				Triple-unit Truck	0	0	1	2	1	3	1	5	3	1	2	5
	2018-06-27	Wednesday	Axle	Motorcycle,	158	95	84	116	361	515	1,088	1,721	1,600	1,446	1,604	1,792

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
North Bound	2018-06-23	Saturday	Axle Classification	Single-unit Truck	42	43	35	25	23	22	18	18	10	16	2
				Double-unit Truck	31	25	27	12	13	11	14	11	9	4	1
				Triple-unit Truck	1	2	1	1	2	0	1	0	1	0	0
	2018-06-24	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	1,710	1,718	1,564	1,538	1,651	1,434	1,437	1,126	1,007	697	437
				Single-unit Truck	20	25	22	27	21	17	16	15	11	7	1
				Double-unit Truck	15	18	12	21	17	9	14	9	6	3	2
				Triple-unit Truck	4	2	0	0	0	1	0	0	1	1	0
	2018-06-25	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	1,946	2,002	1,936	2,064	2,242	2,360	1,637	1,242	1,015	638	424
				Single-unit Truck	60	66	61	58	51	55	37	15	14	7	2
				Double-unit Truck	31	35	46	38	35	35	19	13	8	10	1
				Triple-unit Truck	2	4	0	3	2	3	2	1	0	0	0
	2018-06-26	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	1,957	2,089	1,981	2,103	2,339	2,405	1,845	1,301	1,065	761	418
				Single-unit Truck	51	70	56	61	64	55	33	29	21	14	2
				Double-unit Truck	33	39	52	36	38	44	30	16	4	7	3
				Triple-unit Truck	6	3	4	3	11	6	2	1	0	0	0
	2018-06-27	Wednesday	Axle	Motorcycle,	1,938	1,989	1,959	2,080	2,250	2,349	1,911	1,353	1,082	709	361

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					Hour_24
North Bound	2018-06-23	Saturday	Axle Classification	Single-unit Truck	4
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-24	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	215
				Single-unit Truck	4
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-25	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	197
				Single-unit Truck	2
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-26	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	197
				Single-unit Truck	0
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-27	Wednesday	Axle	Motorcycle,	219

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
North Bound	2018-06-27	Wednesday	Classification	Car, Van and Pickup												
				Single-unit Truck	1	0	0	3	10	13	43	63	48	54	48	60
				Double-unit Truck	0	1	0	0	2	9	26	42	31	23	31	33
				Triple-unit Truck	0	0	0	2	1	2	1	4	3	0	4	2
	2018-06-28	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	155	81	85	108	327	495	1,068	1,770	1,722	1,476	1,605	1,856
				Single-unit Truck	2	3	0	0	11	17	44	55	56	51	46	71
				Double-unit Truck	2	4	1	4	0	5	12	31	30	22	23	46
				Triple-unit Truck	0	0	1	0	1	3	1	3	4	3	0	2
	2018-06-29	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	169	93	80	110	352	459	1,025	1,627	1,573	1,519	1,686	1,928
				Single-unit Truck	1	1	1	6	5	13	32	70	47	54	58	49
				Double-unit Truck	2	2	2	1	2	7	18	31	21	37	38	34
				Triple-unit Truck	0	0	2	0	1	5	0	2	4	2	4	4
	2018-06-30	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	285	201	109	113	287	268	463	634	997	1,319	1,678	1,772
				Single-unit Truck	6	1	2	2	7	4	7	14	32	33	51	41
				Double-unit Truck	1	1	1	0	1	4	6	3	16	18	26	21
				Triple-unit	0	0	0	0	0	0	1	0	1	2	2	0

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
North Bound	2018-06-27	Wednesday	Classification	Car, Van and Pickup											
				Single-unit Truck	72	53	71	50	71	55	22	42	17	9	2
				Double-unit Truck	40	54	47	48	46	51	22	14	8	1	0
				Triple-unit Truck	9	2	3	3	3	4	3	2	1	2	1
	2018-06-28	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	1,948	2,120	1,991	2,157	2,181	2,310	1,787	1,381	1,173	812	439
				Single-unit Truck	69	58	60	63	78	44	42	34	19	15	2
				Double-unit Truck	37	49	42	55	49	39	24	13	7	1	2
				Triple-unit Truck	1	3	5	2	2	5	2	3	0	0	0
	2018-06-29	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	2,148	2,190	2,130	2,171	2,269	2,257	1,855	1,507	1,243	973	580
				Single-unit Truck	64	68	75	54	53	50	33	32	15	8	10
				Double-unit Truck	43	50	52	55	59	39	26	9	11	5	2
				Triple-unit Truck	4	3	3	3	3	3	1	1	1	0	0
	2018-06-30	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	1,887	1,847	1,748	1,744	1,765	1,723	1,621	1,224	1,114	900	569
				Single-unit Truck	44	43	47	30	42	29	18	17	8	8	5
				Double-unit Truck	21	30	25	15	14	21	7	7	8	5	3
				Triple-unit	4	4	4	0	1	0	0	0	1	0	0

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					Hour_24
North Bound	2018-06-27	Wednesday	Classification	Car, Van and Pickup	
				Single-unit Truck	1
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-28	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	264
				Single-unit Truck	4
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-29	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	331
				Single-unit Truck	2
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-30	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	400
				Single-unit Truck	3
				Double-unit Truck	2
				Triple-unit	0

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
North Bound	2018-06-30	Saturday	Axle Classification	Truck												
South Bound	2018-06-01	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	131	77	62	74	391	595	944	1,371	1,425	1,450	1,805	1,982
				Single-unit Truck	5	1	1	8	11	31	67	60	68	67	75	55
				Double-unit Truck	0	4	1	4	7	10	7	21	37	28	47	44
				Triple-unit Truck	0	0	0	0	1	3	2	8	4	4	6	3
	2018-06-02	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	222	139	104	80	327	310	435	660	827	1,241	1,603	1,707
				Single-unit Truck	7	1	1	2	3	13	8	27	31	23	50	36
				Double-unit Truck	0	2	2	0	1	4	3	10	10	15	18	28
				Triple-unit Truck	0	0	0	0	0	0	0	1	0	1	3	0
	2018-06-03	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	264	159	120	69	96	127	280	441	701	1,086	1,459	1,745
				Single-unit Truck	1	4	3	1	2	1	7	11	27	27	35	38
				Double-unit Truck	1	0	1	1	0	2	0	4	1	6	13	16
				Triple-unit Truck	0	0	0	0	0	0	0	0	1	0	0	1
	2018-06-04	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	95	53	70	96	418	591	923	1,241	1,267	1,526	1,698	1,929
Single-unit Truck				3	0	2	2	13	45	41	57	54	73	67	47	

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
North Bound	2018-06-30	Saturday	Axle Classification	Truck											
South Bound	2018-06-01	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	2,100	2,162	2,313	2,544	2,639	2,714	2,002	1,561	1,287	998	704
				Single-unit Truck	70	83	67	79	68	77	46	39	24	15	11
				Double-unit Truck	42	42	51	50	49	49	34	14	3	8	1
				Triple-unit Truck	8	4	6	7	5	4	2	1	0	1	1
	2018-06-02	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	1,879	1,857	1,759	1,871	1,902	1,731	1,367	1,142	1,053	915	585
				Single-unit Truck	54	55	48	36	38	26	23	22	13	16	13
				Double-unit Truck	21	29	20	14	23	11	10	3	9	3	0
				Triple-unit Truck	0	2	1	1	1	0	0	1	0	0	0
	2018-06-03	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	1,933	1,800	1,726	1,676	1,706	1,441	1,236	1,076	930	593	356
				Single-unit Truck	38	34	35	37	27	30	24	17	14	15	2
				Double-unit Truck	17	14	13	11	19	9	9	4	2	2	1
				Triple-unit Truck	1	1	2	1	2	0	1	0	1	1	0
	2018-06-04	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	2,166	1,952	2,137	2,401	2,530	2,658	1,752	1,466	1,080	717	403
Single-unit Truck				49	66	75	75	75	60	40	28	18	5	10	

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					Hour_24
North Bound	2018-06-30	Saturday	Axle Classification	Truck	
South Bound	2018-06-01	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	399
				Single-unit Truck	5
				Double-unit Truck	0
				Triple-unit Truck	1
	2018-06-02	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	423
				Single-unit Truck	8
				Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-03	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	179
				Single-unit Truck	2
				Double-unit Truck	0
				Triple-unit Truck	1
	2018-06-04	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	222
Single-unit Truck				0	

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
South Bound	2018-06-04	Monday	Axle Classification	Double-unit Truck	1	2	1	0	6	9	11	15	25	24	29	42
				Triple-unit Truck	0	0	0	1	0	0	1	2	7	2	3	4
	2018-06-05	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	110	70	54	101	424	592	989	1,367	1,365	1,460	1,589	1,785
				Single-unit Truck	2	0	0	3	10	32	34	66	65	51	73	71
				Double-unit Truck	2	1	3	3	7	6	14	32	32	29	34	34
				Triple-unit Truck	0	0	0	1	0	2	3	4	5	1	5	2
	2018-06-06	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	125	95	68	104	400	604	984	1,445	1,232	1,416	1,543	1,804
				Single-unit Truck	3	0	1	2	8	34	42	62	51	60	59	73
				Double-unit Truck	2	1	2	2	6	6	15	24	34	38	38	41
				Triple-unit Truck	0	0	0	0	0	3	2	0	8	2	5	3
	2018-06-07	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	130	84	74	110	453	564	1,009	1,403	1,325	1,462	1,634	1,856
				Single-unit Truck	2	2	0	9	14	34	58	61	67	60	74	59
				Double-unit Truck	0	2	3	2	4	10	16	32	45	40	44	54
				Triple-unit Truck	1	0	0	1	1	0	4	0	1	4	4	7
	2018-06-08	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	124	96	55	127	417	607	889	1,321	1,328	1,466	1,745	1,941

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
South Bound	2018-06-04	Monday	Axle Classification	Double-unit Truck	35	44	39	50	44	42	19	10	4	4	4
				Triple-unit Truck	9	0	2	10	7	7	1	1	2	0	0
	2018-06-05	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	2,144	1,962	2,132	2,502	2,514	2,797	1,965	1,470	1,291	874	510
				Single-unit Truck	72	70	72	64	67	73	48	33	16	18	10
				Double-unit Truck	43	26	31	59	48	51	23	8	3	5	1
				Triple-unit Truck	4	3	1	6	8	10	4	1	1	0	0
	2018-06-06	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	2,020	1,983	2,038	2,390	2,488	2,651	1,977	1,515	1,221	884	493
				Single-unit Truck	80	68	74	81	73	64	34	30	17	15	9
				Double-unit Truck	45	34	53	51	60	73	17	5	7	4	3
				Triple-unit Truck	1	5	3	4	10	11	3	0	1	1	1
	2018-06-07	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	2,003	1,948	2,217	2,404	2,557	2,317	1,926	1,612	1,244	969	512
				Single-unit Truck	60	89	69	61	66	59	40	28	26	20	5
				Double-unit Truck	36	43	52	57	43	80	16	19	4	5	4
				Triple-unit Truck	2	3	4	12	3	30	1	0	2	1	1
	2018-06-08	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	2,113	2,191	2,260	2,578	2,530	2,366	1,764	1,381	1,539	1,035	1,019

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					Hour_24
South Bound	2018-06-04	Monday	Axle Classification	Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-05	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	241
				Single-unit Truck	5
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-06	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	239
				Single-unit Truck	4
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-07	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	252
				Single-unit Truck	3
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-08	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	530

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
South Bound	2018-06-08	Friday	Axle Classification	Single-unit Truck	5	1	3	2	8	30	56	60	55	84	62	65
				Double-unit Truck	0	2	1	3	6	8	10	20	35	40	38	38
				Triple-unit Truck	0	0	0	1	1	0	0	3	3	3	4	4
	2018-06-09	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	249	171	95	123	293	315	485	665	923	1,422	1,665	1,804
				Single-unit Truck	2	2	4	5	1	12	19	15	24	41	57	60
				Double-unit Truck	0	0	2	3	4	6	2	3	7	17	17	12
				Triple-unit Truck	0	0	0	0	1	0	0	0	0	0	1	1
	2018-06-10	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	246	167	126	136	180	162	298	451	732	1,111	1,513	1,818
				Single-unit Truck	3	2	0	0	2	1	6	11	15	26	27	40
				Double-unit Truck	0	0	1	0	1	1	3	2	3	10	13	10
				Triple-unit Truck	0	1	0	0	0	0	0	0	0	1	0	0
	2018-06-11	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	123	70	53	103	458	594	941	1,237	1,249	1,523	1,633	1,900
				Single-unit Truck	2	1	1	6	10	31	44	61	71	73	76	77
				Double-unit Truck	1	0	2	5	5	7	14	19	27	23	25	43
				Triple-unit Truck	0	0	0	0	1	0	2	3	3	2	2	2
	2018-06-12	Tuesday	Axle	Motorcycle,	111	92	62	123	456	597	1,020	1,356	1,363	1,368	1,595	1,852

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
South Bound	2018-06-08	Friday	Axle Classification	Single-unit Truck	69	71	83	75	64	66	34	19	35	14	7
				Double-unit Truck	43	54	46	59	45	39	23	9	12	1	8
				Triple-unit Truck	6	5	3	8	7	5	1	0	1	1	1
	2018-06-09	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	2,016	1,995	1,982	1,906	1,884	1,705	1,519	1,193	1,078	926	636
				Single-unit Truck	52	47	42	48	37	41	30	18	27	10	13
				Double-unit Truck	20	26	15	22	13	13	11	9	7	4	3
				Triple-unit Truck	2	4	0	1	2	1	0	0	0	0	0
	2018-06-10	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	2,049	1,880	1,879	1,804	1,759	1,528	1,223	1,100	995	685	402
				Single-unit Truck	34	34	35	23	26	34	18	17	13	5	5
				Double-unit Truck	18	21	14	12	11	14	5	8	1	6	3
				Triple-unit Truck	1	0	1	2	0	1	1	0	1	0	2
	2018-06-11	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	2,035	1,888	2,111	2,455	2,530	2,635	1,730	1,374	1,036	713	381
				Single-unit Truck	69	79	54	70	72	70	35	23	20	15	8
				Double-unit Truck	32	41	48	58	54	34	15	8	5	7	1
				Triple-unit Truck	0	2	4	5	7	12	0	1	1	1	0
	2018-06-12	Tuesday	Axle	Motorcycle,	2,000	1,965	2,119	2,388	2,493	2,614	1,872	1,468	1,140	816	457

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					Hour_24
South Bound	2018-06-08	Friday	Axle Classification	Single-unit Truck	9
				Double-unit Truck	0
				Triple-unit Truck	1
	2018-06-09	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	443
				Single-unit Truck	9
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-10	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	174
				Single-unit Truck	0
				Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-11	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	245
				Single-unit Truck	2
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-12	Tuesday	Axle	Motorcycle,	235

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					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
South Bound	2018-06-12	Tuesday	Classification	Car, Van and Pickup												
				Single-unit Truck	1	1	2	3	11	30	58	74	50	70	65	64
				Double-unit Truck	0	2	3	3	11	5	6	39	35	32	36	42
				Triple-unit Truck	0	0	0	0	1	1	4	3	2	3	3	6
	2018-06-13	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	105	104	71	134	490	592	992	1,375	1,324	1,331	1,535	1,768
				Single-unit Truck	1	0	0	1	12	33	62	58	62	75	63	67
				Double-unit Truck	1	0	2	3	2	7	18	27	38	44	35	33
				Triple-unit Truck	0	0	0	0	1	1	3	2	2	2	4	2
	2018-06-14	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	113	85	67	145	473	556	975	1,313	1,366	1,356	1,624	1,911
				Single-unit Truck	3	0	1	6	14	32	60	62	68	77	70	75
				Double-unit Truck	0	1	2	2	5	13	9	20	27	29	28	28
				Triple-unit Truck	1	0	0	1	0	1	3	0	2	3	1	0
	2018-06-15	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	131	86	86	143	462	572	873	1,331	1,308	1,469	1,693	2,202
				Single-unit Truck	0	1	1	4	11	33	54	57	72	95	67	67
				Double-unit Truck	0	1	3	2	8	8	9	14	39	31	33	50
				Triple-unit	0	0	0	2	0	2	3	3	0	7	2	5

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					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
South Bound	2018-06-12	Tuesday	Classification	Car, Van and Pickup											
				Single-unit Truck	67	64	72	66	68	67	33	18	19	9	7
				Double-unit Truck	41	39	46	58	76	52	22	8	5	5	1
				Triple-unit Truck	4	4	4	2	6	9	3	2	2	1	0
	2018-06-13	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	1,933	1,930	2,087	2,376	2,472	2,766	1,923	1,451	1,194	800	481
				Single-unit Truck	75	82	73	67	97	78	43	37	21	7	13
				Double-unit Truck	37	40	36	57	50	48	22	9	13	3	4
				Triple-unit Truck	5	3	4	6	6	7	1	1	1	1	0
	2018-06-14	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	2,046	2,040	2,099	2,469	2,552	2,643	1,947	1,658	1,342	942	513
				Single-unit Truck	69	74	67	68	66	87	40	29	23	16	6
				Double-unit Truck	30	31	34	42	35	62	21	9	13	9	2
				Triple-unit Truck	3	3	5	4	9	7	1	2	1	2	0
	2018-06-15	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	2,401	2,245	2,206	2,346	2,442	2,515	1,898	1,422	1,159	1,138	782
				Single-unit Truck	69	79	73	72	72	70	40	30	24	27	11
				Double-unit Truck	43	40	45	45	42	47	21	6	4	12	2
				Triple-unit	9	1	10	5	5	5	2	1	0	1	0

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					Hour_24
South Bound	2018-06-12	Tuesday	Classification	Car, Van and Pickup	
				Single-unit Truck	2
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-13	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	220
				Single-unit Truck	5
				Double-unit Truck	2
				Triple-unit Truck	0
	2018-06-14	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	275
				Single-unit Truck	4
				Double-unit Truck	3
				Triple-unit Truck	0
	2018-06-15	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	494
				Single-unit Truck	4
				Double-unit Truck	1
				Triple-unit	0

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
South Bound	2018-06-15	Friday	Axle Classification	Truck												
	2018-06-16	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	252	110	121	142	343	346	504	644	860	1,347	1,654	1,857
				Single-unit Truck	1	4	0	1	3	11	19	19	36	44	57	43
				Double-unit Truck	1	2	1	1	2	1	7	9	9	13	22	16
				Triple-unit Truck	1	1	0	0	0	0	1	0	0	2	0	1
	2018-06-17	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	221	150	153	150	234	233	314	526	693	1,112	1,524	1,680
				Single-unit Truck	6	5	2	3	3	8	10	17	25	31	38	28
				Double-unit Truck	1	1	0	0	2	3	2	2	2	5	21	13
				Triple-unit Truck	0	0	0	0	0	0	0	0	0	0	2	0
	2018-06-18	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	130	100	54	128	568	562	900	1,147	1,092	1,325	1,549	1,754
				Single-unit Truck	1	1	1	4	8	35	43	61	43	72	52	63
				Double-unit Truck	1	1	1	3	5	5	8	22	30	30	25	30
				Triple-unit Truck	0	0	0	0	1	1	5	1	1	6	3	0
	2018-06-19	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	135	86	71	144	577	603	942	1,156	1,136	1,401	1,533	1,725
				Single-unit Truck	0	1	1	2	17	27	63	69	55	74	81	66

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
South Bound	2018-06-15	Friday	Axle Classification	Truck											
	2018-06-16	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	2,022	1,913	1,816	1,770	1,746	1,801	1,451	1,220	1,078	914	718
				Single-unit Truck	53	50	54	44	40	39	25	15	18	16	8
				Double-unit Truck	24	20	19	16	15	13	6	3	5	3	2
				Triple-unit Truck	3	1	3	3	1	0	0	1	0	0	1
	2018-06-17	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	1,971	1,797	1,682	1,686	1,640	1,422	1,253	1,057	843	766	419
				Single-unit Truck	36	38	28	23	29	23	21	24	14	11	1
				Double-unit Truck	24	15	14	22	8	6	6	3	2	4	0
				Triple-unit Truck	1	2	4	1	0	0	2	0	1	0	0
	2018-06-18	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	1,952	1,966	1,940	2,068	2,440	2,543	1,642	1,419	1,045	729	466
				Single-unit Truck	85	61	79	58	69	61	31	27	26	15	6
				Double-unit Truck	39	39	36	35	48	51	12	6	7	4	4
				Triple-unit Truck	3	1	2	1	3	7	2	1	1	1	0
	2018-06-19	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	1,974	1,918	2,040	2,118	2,400	2,516	1,817	1,417	1,186	894	536
				Single-unit Truck	82	69	83	63	82	73	38	36	22	12	6

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_24
South Bound	2018-06-15	Friday	Axle Classification	Truck	
	2018-06-16	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	425
				Single-unit Truck	6
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-17	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	207
				Single-unit Truck	3
				Double-unit Truck	0
				Triple-unit Truck	1
	2018-06-18	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	220
				Single-unit Truck	2
				Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-19	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	249
				Single-unit Truck	3

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
South Bound	2018-06-19	Tuesday	Axle Classification	Double-unit Truck	1	2	2	6	13	7	10	17	29	35	33	36
				Triple-unit Truck	0	0	0	0	1	0	3	1	2	5	2	3
	2018-06-20	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	121	86	78	137	570	591	931	1,214	1,114	1,390	1,503	1,798
				Single-unit Truck	1	4	1	2	15	37	49	67	63	66	65	48
				Double-unit Truck	0	2	1	3	10	6	22	22	32	21	29	35
				Triple-unit Truck	0	0	0	0	0	0	5	1	2	3	5	1
	2018-06-21	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	133	94	98	144	602	603	901	1,131	1,113	1,367	1,577	1,715
				Single-unit Truck	2	0	3	2	16	39	64	68	50	74	58	78
				Double-unit Truck	0	2	2	2	8	6	20	12	31	28	26	32
				Triple-unit Truck	0	0	0	1	0	1	2	2	5	1	2	0
	2018-06-22	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	153	102	75	158	595	567	825	1,076	1,159	1,413	1,665	1,861
				Single-unit Truck	1	1	1	4	18	27	55	58	55	62	59	69
				Double-unit Truck	4	0	3	4	10	6	11	16	32	24	31	28
				Triple-unit Truck	0	0	0	0	1	0	5	3	5	3	3	4
	2018-06-23	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	268	153	105	178	481	346	435	601	864	1,203	1,596	1,671

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
South Bound	2018-06-19	Tuesday	Axle Classification	Double-unit Truck	34	35	32	35	41	38	22	9	7	3	3
				Triple-unit Truck	7	6	2	5	8	7	1	1	2	1	0
	2018-06-20	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	2,062	1,966	2,000	2,215	2,391	2,512	1,931	1,406	1,182	886	540
				Single-unit Truck	74	61	65	72	66	78	39	26	22	24	11
				Double-unit Truck	38	35	32	43	41	40	21	13	5	4	5
				Triple-unit Truck	3	3	4	1	3	7	2	1	1	1	0
	2018-06-21	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	1,997	2,040	2,021	2,172	2,421	2,507	1,804	1,496	1,195	900	580
				Single-unit Truck	58	87	79	83	68	71	45	22	33	12	12
				Double-unit Truck	32	39	35	35	42	80	13	5	6	6	0
				Triple-unit Truck	7	6	3	3	3	6	0	2	1	1	0
	2018-06-22	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	2,027	2,060	2,039	2,274	2,414	2,525	1,882	1,505	1,201	996	629
				Single-unit Truck	67	71	70	75	68	72	43	26	28	14	13
				Double-unit Truck	34	42	45	47	50	51	24	10	11	8	7
				Triple-unit Truck	6	3	3	4	3	1	0	2	0	1	0
	2018-06-23	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	1,764	1,797	1,836	1,772	1,731	1,658	1,406	1,147	1,033	960	613

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Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_24
South Bound	2018-06-19	Tuesday	Axle Classification	Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-20	Wednesday	Axle Classification	Motorcycle, Car, Van and Pickup	251
				Single-unit Truck	3
				Double-unit Truck	1
				Triple-unit Truck	1
	2018-06-21	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	244
				Single-unit Truck	6
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-22	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	392
				Single-unit Truck	10
				Double-unit Truck	4
				Triple-unit Truck	0
	2018-06-23	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	385

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
South Bound	2018-06-23	Saturday	Axle Classification	Single-unit Truck	6	4	3	2	7	6	19	31	28	38	48	50
				Double-unit Truck	0	2	0	1	5	2	8	8	8	13	16	30
				Triple-unit Truck	1	0	0	0	0	0	1	0	0	2	3	2
	2018-06-24	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	255	159	126	132	404	241	335	486	668	1,114	1,452	1,615
				Single-unit Truck	6	3	3	1	2	4	7	15	23	34	43	32
				Double-unit Truck	1	0	0	1	1	4	1	3	4	10	10	13
				Triple-unit Truck	0	0	0	0	0	0	0	0	1	1	0	0
	2018-06-25	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	156	69	85	152	603	634	819	1,123	1,062	1,251	1,547	1,760
				Single-unit Truck	2	0	5	4	13	32	51	46	56	58	69	74
				Double-unit Truck	0	1	1	1	9	7	12	22	26	29	32	30
				Triple-unit Truck	0	0	0	0	1	0	1	2	2	2	1	2
	2018-06-26	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	143	79	71	149	598	584	928	1,179	1,176	1,362	1,532	1,749
				Single-unit Truck	2	0	2	3	16	33	51	57	83	76	72	61
				Double-unit Truck	1	0	7	1	12	4	13	21	28	27	36	39
				Triple-unit Truck	0	0	1	1	0	1	5	1	1	2	2	2
	2018-06-27	Wednesday	Axle	Motorcycle,	137	107	74	124	601	617	980	1,165	1,140	1,336	1,573	1,783

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
South Bound	2018-06-23	Saturday	Axle Classification	Single-unit Truck	50	60	51	38	34	32	27	30	23	7	7
				Double-unit Truck	24	31	18	14	20	14	12	4	8	6	1
				Triple-unit Truck	0	2	1	0	1	0	1	1	0	0	0
	2018-06-24	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	1,852	1,681	1,601	1,530	1,553	1,397	1,230	1,035	1,018	696	410
				Single-unit Truck	34	50	36	25	29	28	25	24	12	11	5
				Double-unit Truck	22	18	14	11	10	12	5	8	2	4	3
				Triple-unit Truck	1	0	0	0	0	0	1	0	1	0	0
	2018-06-25	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	1,964	1,916	1,984	2,131	2,425	2,519	1,791	1,244	1,022	776	398
				Single-unit Truck	61	64	76	72	64	61	36	28	16	10	9
				Double-unit Truck	38	29	37	45	38	51	20	10	5	1	5
				Triple-unit Truck	3	2	6	6	5	6	4	1	1	1	0
	2018-06-26	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	1,964	1,986	1,982	2,212	2,310	2,640	1,854	1,473	1,173	910	515
				Single-unit Truck	63	73	72	86	74	81	42	28	24	19	6
				Double-unit Truck	28	48	43	41	44	61	25	14	10	8	3
				Triple-unit Truck	3	4	1	4	3	8	3	2	1	1	0
	2018-06-27	Wednesday	Axle	Motorcycle,	2,033	1,898	1,933	2,172	2,370	2,647	1,935	1,457	1,186	754	438

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Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_24
South Bound	2018-06-23	Saturday	Axle Classification	Single-unit Truck	2
				Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-24	Sunday	Axle Classification	Motorcycle, Car, Van and Pickup	230
				Single-unit Truck	6
				Double-unit Truck	1
				Triple-unit Truck	1
	2018-06-25	Monday	Axle Classification	Motorcycle, Car, Van and Pickup	237
				Single-unit Truck	2
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-26	Tuesday	Axle Classification	Motorcycle, Car, Van and Pickup	239
				Single-unit Truck	2
				Double-unit Truck	1
				Triple-unit Truck	0
	2018-06-27	Wednesday	Axle	Motorcycle,	233

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
South Bound	2018-06-27	Wednesday	Classification	Car, Van and Pickup												
				Single-unit Truck	2	3	2	1	11	38	58	60	51	64	73	79
				Double-unit Truck	1	1	2	3	9	5	16	13	26	35	36	30
				Triple-unit Truck	0	0	0	0	0	1	1	3	3	1	2	3
	2018-06-28	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	131	89	71	147	615	584	896	1,255	1,198	1,386	1,572	1,862
				Single-unit Truck	4	3	1	2	8	45	57	75	50	65	78	69
				Double-unit Truck	0	4	2	4	9	9	19	14	24	26	27	46
				Triple-unit Truck	0	0	0	0	0	1	3	3	3	2	3	0
	2018-06-29	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	135	83	85	150	618	584	876	1,157	1,252	1,457	1,706	1,924
				Single-unit Truck	3	3	3	5	16	31	49	67	64	75	66	66
				Double-unit Truck	1	4	1	2	8	7	20	20	25	27	42	33
				Triple-unit Truck	0	0	0	0	0	2	3	1	2	4	5	1
	2018-06-30	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	226	150	125	133	471	323	450	609	850	1,283	1,643	1,732
				Single-unit Truck	6	3	1	5	7	12	23	29	22	41	38	59
				Double-unit Truck	3	4	3	1	3	5	4	4	11	17	15	22
				Triple-unit	0	0	0	0	0	1	2	0	0	2	1	1

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Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
South Bound	2018-06-27	Wednesday	Classification	Car, Van and Pickup											
				Single-unit Truck	68	72	70	84	58	75	37	28	22	12	2
				Double-unit Truck	37	49	47	35	45	55	21	16	4	2	1
				Triple-unit Truck	6	3	1	5	11	4	4	1	1	1	0
	2018-06-28	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	2,007	2,100	2,076	2,293	2,607	2,778	1,850	1,494	1,168	861	537
				Single-unit Truck	72	91	95	85	82	64	50	31	24	12	9
				Double-unit Truck	40	46	51	45	53	74	23	8	10	7	1
				Triple-unit Truck	1	2	4	3	10	9	2	3	1	2	0
	2018-06-29	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	2,175	2,150	2,203	2,323	2,455	2,520	1,961	1,452	1,149	987	622
				Single-unit Truck	83	80	89	86	73	76	46	34	15	16	3
				Double-unit Truck	53	49	49	60	51	40	18	10	11	5	2
				Triple-unit Truck	4	2	6	9	2	3	0	1	0	1	0
	2018-06-30	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	1,874	1,915	1,852	1,833	1,837	1,654	1,490	1,161	1,007	988	651
				Single-unit Truck	46	60	50	41	51	46	24	22	16	15	11
				Double-unit Truck	22	26	21	24	20	10	17	4	8	7	3
				Triple-unit	1	1	2	2	0	0	0	0	0	0	0

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_24
South Bound	2018-06-27	Wednesday	Classification	Car, Van and Pickup	
				Single-unit Truck	4
				Double-unit Truck	2
				Triple-unit Truck	1
	2018-06-28	Thursday	Axle Classification	Motorcycle, Car, Van and Pickup	258
				Single-unit Truck	2
				Double-unit Truck	0
				Triple-unit Truck	0
	2018-06-29	Friday	Axle Classification	Motorcycle, Car, Van and Pickup	357
				Single-unit Truck	9
				Double-unit Truck	2
				Triple-unit Truck	1
	2018-06-30	Saturday	Axle Classification	Motorcycle, Car, Van and Pickup	440
				Single-unit Truck	5
				Double-unit Truck	1
				Triple-unit	0

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Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_1	Hour_2	Hour_3	Hour_4	Hour_5	Hour_6	Hour_7	Hour_8	Hour_9	Hour_10	Hour_11	Hour_12
South Bound	2018-06-30	Saturday	Axle Classification	Truck												

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_13	Hour_14	Hour_15	Hour_16	Hour_17	Hour_18	Hour_19	Hour_20	Hour_21	Hour_22	Hour_23
South Bound	2018-06-30	Saturday	Axle Classification	Truck											

Washington State Department of Transportation

Traffic Datamart - PTR Hourly Volume by 4-Bin Vehicle Class Report

Hourly Traffic Volume by Site, Direction of Travel, Date, Classification Method and Vehicle Type

					Hour_24
South Bound	2018-06-30	Saturday	Axle Classification	Truck	

Wendy Lane

From: Gould, William <GouldW@wsdot.wa.gov>
Sent: Friday, October 12, 2018 10:04 AM
To: Wendy Lane
Subject: WSDOT comments RE: Request for Comments – MPR2018-128 Mission Ridge – Chelan County Dept. of Community Development

Good morning, Wendy.

Please see the Department's comments below regarding the MPR2018-128 Mission Ridge application.

The Developer's traffic impact analysis for the Mission Ridge development shows full build out planned for 2039. The development will ultimately consist of 65 single-family detached units, 154 multifamily units, 654 recreational homes, 50-room resort hotel, 6 ski lifts, and a 90,000 square feet (SF) of commercial/shopping center. The development access is off of the Mission Ridge Ski Resort parking lot.

The expectation is for the development to be built in phases. For SR 285's intersection (Stevens St) with Mission St. the report shows a LOS F at full buildout (see screen printout below). LOS D is the minimum standards adopted by WSDOT, the City of Wenatchee, and Chelan County (see TIA page 3). The analysis recommends the intersection be reevaluated at the point where the development is reaching 100% capacity. Reevaluating when it is reaching 100% is too late to prevent the intersection from dropping below LOS D.

WSDOT Recommends the development's SEPA be submitted in phases with the Developer being required to mitigate their significant traffic impacts to prevent the intersection from dropping below LOS D prior to the Phase where the intersection drops to LOS E.

The TIA only show PM peak hour trips with the current north bound PM peak hour at LOS D. The Department recommends the TIA be updated to include AM peak hour volumes.

Sincerely,
Bill Gould
WSDOT
(509) 667-2909

Mission Ridge Traffic Impact Analysis

Table 5: 2039 Preliminary PM Peak-Hour Level of Service Summary

Intersection	Control Type	2039 Baseline		2039 Future w/ Dev.	
		LOS	Delay	LOS	Delay
1 S Mission St. @ Stevens St	Signal	E	61.7 sec	F	84.9 sec
2 S Mission St @ Crawford Ave	Signal	C	22.0 sec	C	30.5 sec
3 Methow St @ Crawford Ave 2024/2028 Improvements 2039 Improvements	Minor-Leg Stop-Cont.	F	81.5 sec Northbound	-	-
	AWSC	D	31.6 sec	E	47.8 sec
	Signal	-	-	A	7.3 sec
4 Okanogan Ave @ Crawford Ave 2024/2028 Improvements	Minor-Leg Stop-Cont.	F	124.7 sec Southbound	-	-
	AWSC	C	21.7 sec	D	28.7 sec
5 S Miller St @ Crawford Ave 2039 Improvements	Minor-Leg Stop-Cont.	F	50.7 sec Eastbound	-	-
	AWSC	B	13.6 sec	C	15.5 sec

Full build-out and occupancy of the Mission Ridge development is expected to occur in 2039. A 2039 horizon year results in a 21-year forecast of existing traffic volumes, patterns, and behaviors. This forecast includes nearly 40% growth in the existing volumes. Typical traffic analysis forecasts usually do not extend this far and the results of the 21-year forecast should be considered preliminary. It is recommended this analysis is performed again closer to the actual date the development is expected to have full-occupancy to re-evaluate the impacts of the development and what, if any, improvements may be necessary.

The signalized intersection at S Mission Street and Stevens Street is expected to operate at unacceptable levels of service in the 2039 baseline and future with development conditions assuming existing travel patterns and behaviors. No improvements have been identified for the intersection in the Chelan and Douglas Counties Transportation 2040 plan that would allow the intersection to operate at an acceptable level of service in the 2039 baseline scenario. Due to projected background growth volumes contributing to the intersection operating at LOS E, this intersection would be a prime candidate to be re-evaluated closer to the year the development is expected to reach 100% occupancy.

The intersection of Methow Street and Crawford Avenue is expected to need all-way stop-control to satisfy 2039 baseline level of service requirements and a signal to satisfy 2039 future with development level of service requirements. The 2028 future with development scenario identified all-way stop-control as necessary for the intersection to operate acceptably. Whether or not a signal would be required in the 2039 future with development condition should be re-evaluated closer to the expected build-out year when development traffic patterns have been established. No long-term improvements are identified in the Chelan and Douglas Counties Transportation 2040 plan for the intersection.