



November 18, 2025

Project #: 30711

Karen Witherspoon, AICP, Senior Project Planner
Lewis County Community Development
125 NW Chehalis Avenue
Chehalis, WA 98532

Cc: Erick Staley, Fulcrum Geo Resources LLC

RE: Good's Quarry Level I Traffic Impact Analysis (TIA)

Dear Karen,

This letter is prepared on behalf of Good Crushing, Inc. (265 Rupp Road, Toledo, WA 98591) to document the requested transportation elements identified in the July 2025 Lewis County response to the Special Use Permit Application (SUP) for Good's Quarry expansion area¹. Exhibit 1 below excerpts the Public Works Department request for a Level I TIA for the proposed expansion, and the complete letter is provided as *Attachment A* to this report.

Exhibit 1 Lewis County Community Development SEPA Response (Excerpt, July 25, 2025)

The Public Works Department has requested the submittal of a Level 1 Traffic Impact Analysis (TIA) per Lewis County Code (LCC) 12.60.420 *Warrants for Level I traffic impact analysis*. LCC 12.60.420(1)(b) At the county's discretion, if the project requires a SEPA review. To adequately assess a proposed development of the traffic impact on the transportation system and level of traffic service, the public works department may require a traffic impact analysis (TIA). The requirement for a TIA will be based on the size of the proposed development, existing street and intersection conditions, traffic volumes, traffic safety considerations, community concerns, and other pertinent factors relating to traffic impacts attributable to proposed developments. The proponent of a proposed development or redevelopment has the responsibility of preparing, for county review, a traffic impact analysis (TIA) as required in subsection (a) Level I TIA Trip Generation and Distribution Study. See attached Level I TIA sample outline for report format.

The remainder of this letter provides a Level I TIA analysis in accordance with Lewis County Road Standards 12.60.410 *Level of Analysis* for the Good's Quarry expansion area. As documented, the expansion area is anticipated to be able to continue to be accommodated by existing transportation infrastructure. Additional details are provided herein.

¹ Type III Application – Special Use Permit Application – SUP25-0001, SEP25-0011 and MSR25-0230; Determination of Completeness Letter; parcel numbers: 014999000000, 015003000000 & 015000000000.

GOOD'S QUARRY LEVEL I TIA

The following transportation analysis follows the outline provided under Lewis County Road Standards 12.60.410 *Level of Analysis, Exhibit 3: Level I TIA*, addressing relevant and applicable criteria. The complete sample TIA report format is provided as *Attachment B* to this report.

PROPOSED DEVELOPMENT

Good's Quarry is located approximately 0.5 miles west of Tennessee Road in Lewis County, Washington. The quarry is operational and all existing truck operations travel through the access road and weigh station upon entrance and exit to the quarry. A site vicinity map is shown below.

Exhibit 2 Site Vicinity Map



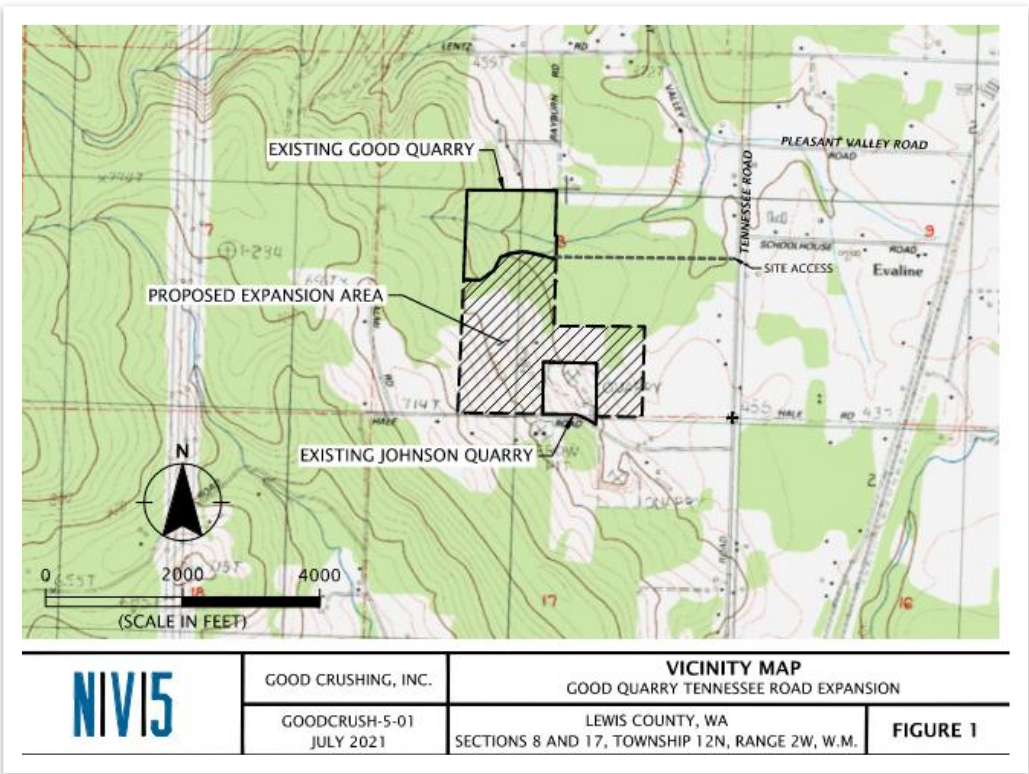
Background: 2021 Special Use Permit

Good's Quarry expansion was approved in 2021 under Special Use Permit (SUP 19-0002) and reflects the site area shown in Exhibit 2 above. While the Quarry's 2021 application materials document an estimated truck traffic of up to 200 loads a day, no formal condition was adopted that limits the number of daily haul trucks under the current SUP.

As part of the SUP approval, the decision resulted in restricted hours and days of operation, reducing the quarry's 24-hour operations to 10-hour operations. The SUP permit thus limits current quarry operations to a 10-hour operations period defined from 7:00 AM to 5:00 PM Monday to Friday, excluding weekends.

Exhibit 3 below illustrates the prior Good's Quarry site as well as the 2021 approved expansion area.

Exhibit 3 Quarry Expansion Area (2021 SUP Application)



Proposed Request

Good’s Quarry seeks a modification to the SUP conditions related to hours of operation permitted, noting that existing limitations are more restrictive than other, similar operations in the County.

The requested increase in hours of operation is anticipated to increase the total number of daily trucks but will have no effect on weekday hourly operations as compared to current weekday hourly operating conditions. Additional details provided in later sections.

Peak Operating Conditions

Good’s Quarry typical peak-season daily traffic occurs from June through September. During this four-month period, approximately 160 to 200 truckloads (reflects 320 to 400 trips) are typically served in a 10-hour day, operating from 7:00 AM to 5:00 PM, Monday through Friday, consistent with the current SUP. These estimates reflect an average peak operating condition of 20 truck hauls per hour, which may be as much as 30 hauls per hour during the weekday AM peak hour (reflects busiest time of day, consistent with the current SUP). Non-peak season daily traffic occurs for the remaining eight months and may experience approximately half of the peak season demand during the same hours of operations.

Purpose of Request

The proposed changes are sought to provide operational flexibility to increase production capacity on an as-needed basis and include a request to allow limited overnight operations (consisting of loadout of customer trucks). Overnight operations could be conducted on a limited basis to meet seasonal peak market demand or occasionally requested public works or emergency response projects and are not expected to reflect an average operating condition.

The proposed modification to the current SUP conditions includes the following requests:

- Remove weekday restriction and allow operations seven days per week; and,
- Remove 10-hour restriction to allow for the option for daytime (between 7:00 AM and 10:00 PM) processing and loadout and 24-hour operations, as needed.

This proposal would allow operations consistent with the *Winston Quarry, Inc.* decision², included as *Attachment C* to this letter for reference.

Phasing and Timing of the Project

As documented above, the expansion area was approved for mining activities in 2021, and no changes to zoning or transportation infrastructure are proposed. As such, the decision to allow for the proposed modifications to the current SUP conditions would allow the applicant to begin operations concurrent with the timing of the adoption of revised conditions of approval.

² Winston Quarry, Inc. – Modification of Special Use Permit, Hearing No. 06-6-003 (March 3, 2011)

TRAFFIC IMPACTS ASSESSMENT

The remainder of this report provides the remaining elements of the *Level I TIA*, consistent with the outline provided in *Attachment B*.

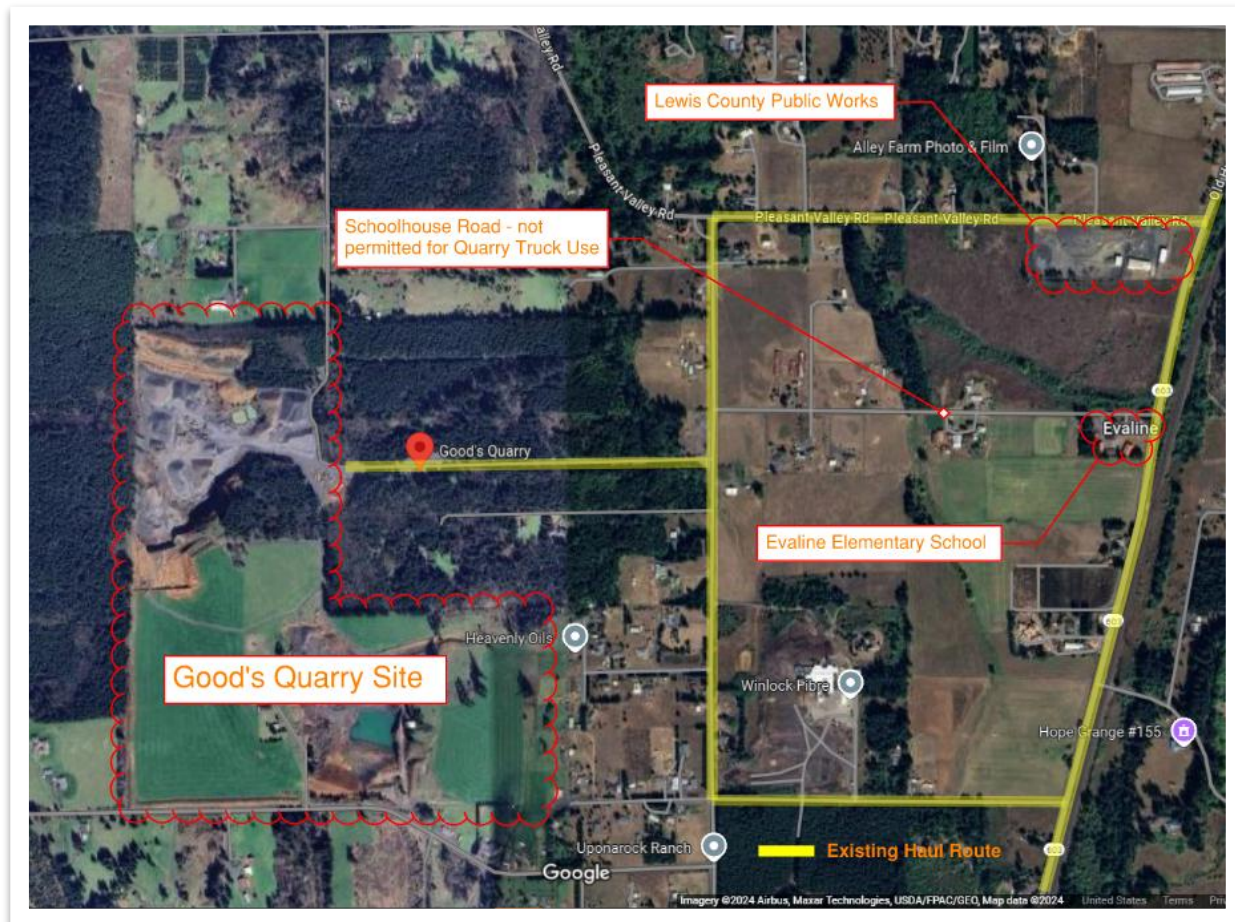
Existing Conditions

Existing operating conditions are summarized in the prior section, and no changes to access or truck routes are proposed as part of the SUP amendment request.

Study Area

Surrounding land uses include rural farmland, low-density single-family homes, Lewis County Public Works along Pleasant Valley Road, and Evaline Elementary School along Schoolhouse Road near Old Highway 603. Exhibit 4 below reflects the site study area, including site access, surrounding land uses, and the existing truck routes for reference.

Exhibit 4 Site Access Map



Site Accessibility

Vehicle and truck access to Good's Quarry is provided via the site driveway intersection with Tennessee Road. No transit routes, no dedicated pedestrian facilities (including trails), nor dedicated bicycle lanes are provided within the site study area shown in Exhibit 5.

Trip Generation and Distribution

With the proposed revision in hours, the existing 200-truck daily load over a 10-hour day may increase as a result of the proposed 24-hour operations. The estimated increase (over a 24-hour period) and the distribution of trips is documented herein.

Trip Generation

Passenger vehicle (private vehicles of employees, service vehicles, etc.) trip profiles may change as a result of new shift patterns; however these would occur during off-peak hours and are not anticipated to significantly change with this SUP revision request; as such, the analysis below reflects only the known changes in haul-truck traffic. Historically, the morning peak hour has experienced a marginally higher peak than the evening peak hour, and no change to those operating conditions are anticipated.

For the purposes of this analysis, two trip generation scenarios are presented. The first reflects consistency with the 2025 Special Use Permit application, per the narrative described on Page 3 (provided under separate cover). This analysis reflects the modification request as guided in part by truck haul demand as well as a noise study (also provided under separate cover), which limits the number of haul trucks per hour (20 loads per hour from 7:00 AM to 10:00 PM and 8 loads per hour from 10:00 PM to 7:00 AM).

The second analysis reflects a sensitivity analysis for up to 600 trucks per day (1,200 trips), reflecting a *stress-test* of the system, based on demand generated by a proximal project along Tennessee Road that occurred prior to the 2021 SUP. Each trip generation scenario is provided in the following sections.

The trip generation in the following sections reflect truck trips to-and-from the site, resulting in two trips being counted for one truck (arrival = 1 trip, departure = 1 trip). For example, the existing 200-truck daily loads are represented as 400 daily trips.

Special Use Permit Application Trip Generation Request

As documented in the Special Use Permit application narrative, the proposed number of haul trucks per hour is based, in part, on the provided noise analysis and findings. The findings, (provided under separate cover) present the following average number of haul trucks during the following times of day:

- From 7:00 AM to 10:00 PM: 20 trucks per hour; 20 x 15 hours = 300 trucks = **600 trips**
- From 10:00 PM to 7:00 AM: 8 trucks per hour; 8 x 9 hours = 72 trucks = **144 trips**

The anticipated impact to trip generation is summarized below in Table 1.

Table 1 Special Use Permit Application Trip Generation (Haul Trucks Only)

Quarry Operations Scenario	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Daily	Weekend Peak Hour		
		Total	In	Out	Total	In	Out		Total	In	Out
Pre-2021 (no expansion area)	1,200	60	30	30	60	30	30	1,200	60	30	30
2021 SUP Conditions	400	60	30	30	40 ¹	20	20	--	--	--	--
2025 Proposed SUP Revisions	744	40	20	20	40	20	20	744	40	20	20
Net New Trips (2025 minus 2021)	344	-20	-10	-10	0	0	0	744	40	20	20

¹ Reflects average hourly truck trips over the 10-hour day: 400 daily trips / 10 hours = 40 trips/hour

As shown in Table 1, the overall daily truck trips could increase by 177 additional trucks (344 trips) from the addition of the potential for overnight operations. The maximum hourly trucks are anticipated to be limited by the findings of the noise study, reflecting a decrease of 20 trips during the weekday AM peak hour (as compared to the 2021 SUP Conditions) and no change in the weekday PM peak hour.

Sensitivity Analysis (600-daily Truck Scenario)

This example is considered a rare occurrence and well in-excess of typical average peak demand. However, to provide a sensitivity analysis for a potential highest-trip scenario, the trip generation provided herein applies this 600-truck demand as a reasonable highest potential trip generation condition.

Compared to the current 200 daily truck demand over a 10-hour period, the daily truck trip generation thus could theoretically result in up to 600 trucks over a 24-hour period, as stated in above example. However, the resulting peak hour demand results in a less significant increase during the weekday PM peak hour and no expected change in the weekday AM peak hour.

The trip generation estimate is provided in Table 2 on the following page.

Table 2 Trip Generation Scenarios (Haul Trucks Only)

Quarry Operations Scenario	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Daily	Weekend Peak Hour		
		Total	In	Out	Total	In	Out		Total	In	Out
Pre-2021 (no expansion area)	1,200	60	30	30	60	30	30	1,200	60	30	30
2021 SUP Conditions	400	60	30	30	40 ¹	20	20	--	--	--	--
2025 Proposed SUP Revisions	1,200	60	30	30	50 ²	25	25	1,200	60	30	30
Net New Trips (2025 minus 2021)	800	0	0	0	10	5	5	1,200	60	30	30

¹ Reflects average hourly truck trips over the 10-hour day: 400 daily trips / 10 hours = 40 trips/hour

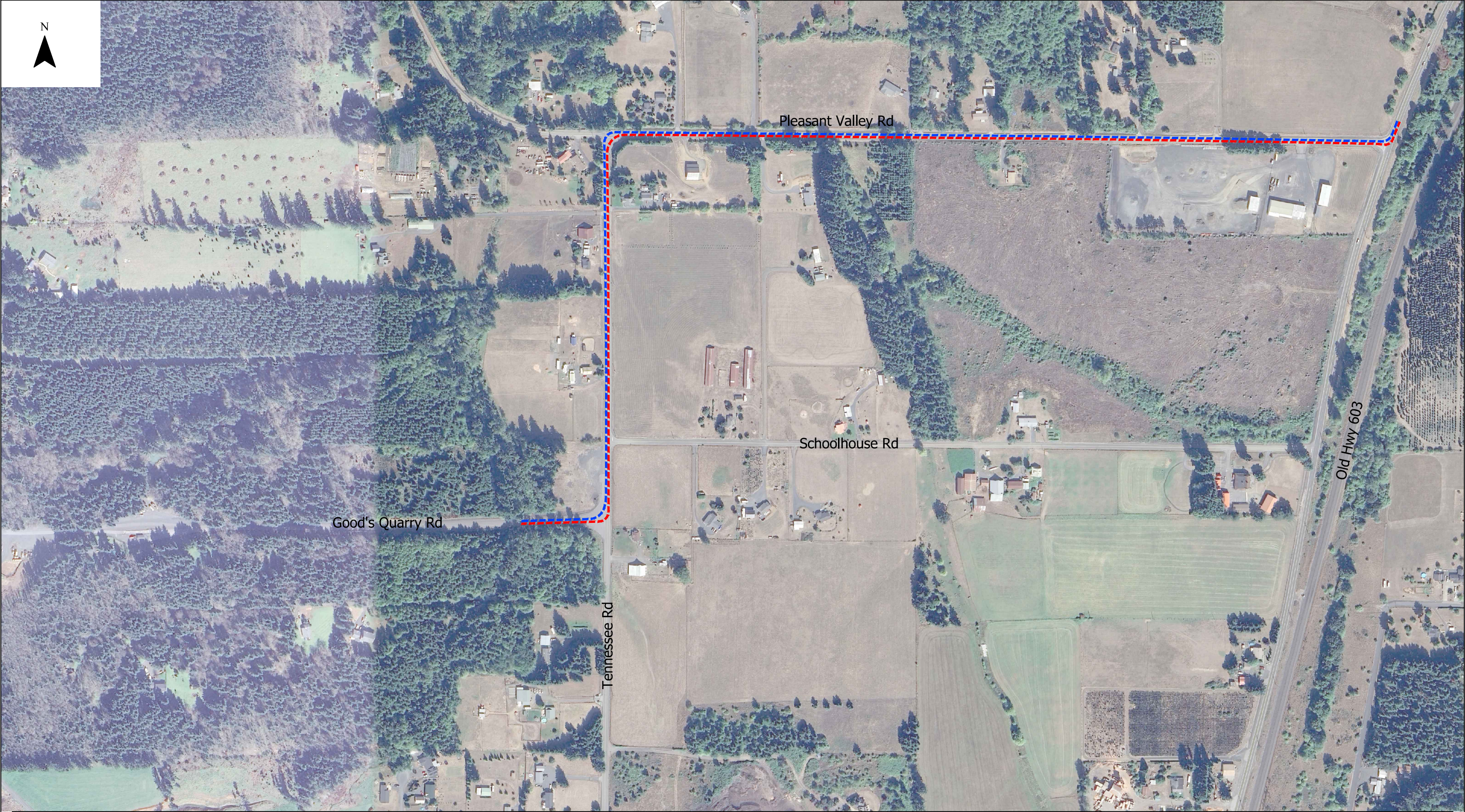
² Reflects average hourly truck trips over the revised 24-hour day: 1,200 daily trips / 24 hours = 50 trips/hour

As summarized in Table 1, the sensitivity analysis for a potential *maximum load scenario* (1,200 daily trips³) may result in an increase of up to 800 daily trips over current operations, but consistent with pre-2021 quarry operations. As noted in the table footnote, on a per-hour basis, the existing daily operations occurring over ten hours results in an average of 40 trips (20 trucks) per hour. With a revision to 24-hour operations, a maximum of 1,200 daily trips results in an average of 50 trips (25 trucks) per hour. As such, the resultant average increase of hourly trips on the adjacent roadway system is 10 trips (5 trucks) per hour. As stated previously, a 1,200 daily-trip demand with overnight operations would be rare and occur for special projects, and we would defer to the County to work with and coordinate this level of activity on an as-needed basis with the applicant.

Trip Distribution

As documented under Existing Conditions, no changes to the haul route are proposed, and the current restriction of usage of Schoolhouse Road is intended to be upheld. A haul route map that connects the quarry access road to Old Highway 603 is provided in Figures 1A and 2A.

³ Does not represent a typical production capacity per hour and exceeds what is proposed in the 2025 Special Use Permit application; rather, reflects a peak condition that could be needed to accommodate special projects.



LEGEND

----- Inbound Route

----- Outbound Route

Recommended Northern Haul Routes
Winlock, Washington

Figure
1A



LEGEND

----- Inbound Route

----- Outbound Route

Recommended Southern Haul Routes
Winlock, Washington

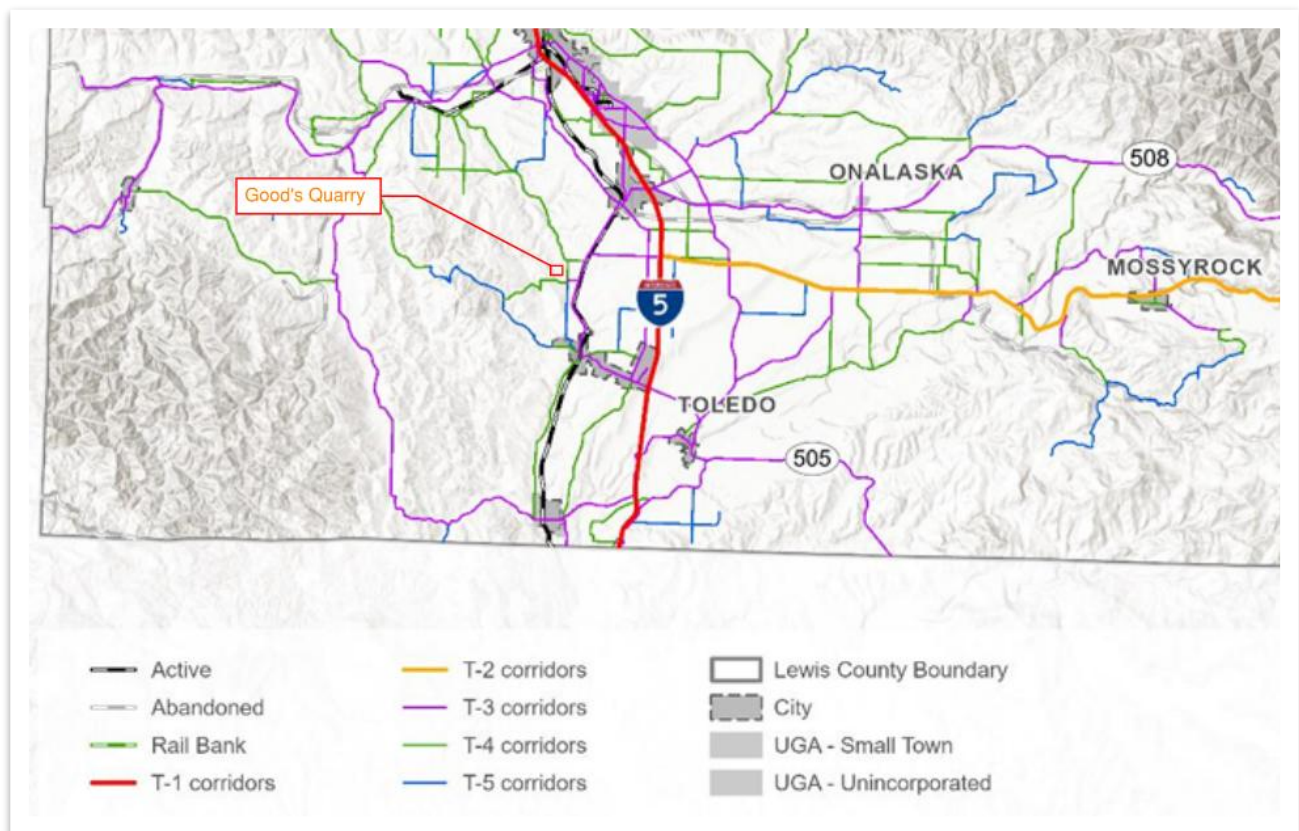
Figure
1B

PUBLIC INFRASTRUCTURE CONSIDERATIONS

A collection of public input was submitted to Lewis County Community Development that includes various comments citing *narrow rural roads lacking shoulders* and *interaction between vehicles and non-motor-vehicle users*.

As documented herein, the added traffic volumes resulting from the Special Use Permit request is not expected to exceed the operating- nor infrastructure-capacity of the designated freight routes. As noted in the County's 2045 Comprehensive plan, Tennessee Road and Pleasant Valley Road are designated T-4 corridors, while Old Highway 603 and Hale Road are designated T-3 corridors.

Exhibit 5 Lewis County Comprehensive Plan Freight Designations



Washington State classifies these corridors under the Freight and Goods Transportation System (FGTS) designations, recognizing that the corridors serve a statewide freight demand. The classifications define tonnage thresholds for truck, rail, and waterway freight corridors and identify heavily used freight transportation networks within the state. The applicant's proposed use is expected to be consistent with the statewide freight designations in the vicinity of the site.

FINDINGS

The proposed operations associated with the Special Use Permit are consistent with the intended use of the roadways as classified by the Washington State FGTS. The operators of freight vehicles along these corridors (including Good's Quarry) receive required training and continuing education to follow all traffic laws, roadway speeds, and designated haul routes.

Based on the projected limited increase in peak-hour truck traffic volumes, no level-of-service or volume-to-capacity impacts are anticipated, and additional engineering analysis is not triggered based on the increase of fewer than 50 weekday AM or PM peak hour trips alone (Lewis County Road Standards: 12.60.410). Further, the sensitivity analysis provided for a potential *highest-trip* scenario demonstrates that the increase in average truck traffic on an hourly basis could continue to be accommodated on an as-needed basis. Proactive coordination of haul route traffic should be managed to minimize potential peak congestion.

We trust that the enclosed materials address the County's Level I TIA requirements for the proposed revision of the 2021 SUP restriction of operating hours. Please let us know if you have follow-up questions.

Sincerely,
KITTELSON & ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read 'Diego Arguea', is written over a light blue circular stamp.

Diego Arguea, PE
Principal Engineer