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LEVEL 1
TRAFFIC IMPACT ANALYSIS

for

MINERAL LAKE RESORT

148 Mineral Hill Rd, Mineral, WA 98355

Prepared for:

ELITE HOLDINGS GROUP INC



Prepared by:

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P.O. Box 3664
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July 31, 2026

In accordance with Lewis County Code 12.60.420, the warrants for Level I Traffic Impact Analysis include the following:

(1) A complete Level I TIA shall be required if any one of the following warrants is met:

(a) The project generates 50 or more PM peak hour (two-hour peak average) trips; or

(b) At the County's discretion, if the project requires a SEPA review.

(c) At the County's discretion, if there are existing and projected traffic volumes, accident history, and other operational considerations.

(2) A trip generation/waiver request may be submitted by a licensed engineer if the project doesn't trigger County requirements for a Traffic Impact Analysis.

(3) A Level I TIA may be required by the County to determine the need and scope of a Level II TIA. A Level I TIA may be expanded to a Level II TIA if any of the warrants in LCC 12.60.420 are met.

This Level 1 TIA was prepared by William Popp Associates (WPA) for the proposed redevelopment of the Mineral Lake Resort

A. Project Narrative

Mineral Lake Resort is located at 148 Mineral Hill Rd, Parcel No. 037061000000. The parcel area is 1.53 acres and is located on both sides of Mineral Hill Rd. A site aerial map is shown in Figure 1.



Figure 1: Site Aerial Map (north is up)

The resort is a seasonal recreational campground with cabin and stationary RV rentals and private docks. The resort is open between early April through late September.

Currently, there are 4 cabins, and 7 RV spots. Of the 7 rentable stationary RV spots, 4 of these are on the lakeside portion of the property (east side of Mineral Hill Rd), and 3 are on the inland side of the property (west side of Mineral Hill Rd).

The proposed project consists of replacing the 4 existing cabins and 4 existing RV spaces (all on the eastside) with 5 new cabins as well as a few other items not relevant to the TIA. The 3 RV spots on the west side will remain as is.

Figure 2 shows overall site plan.

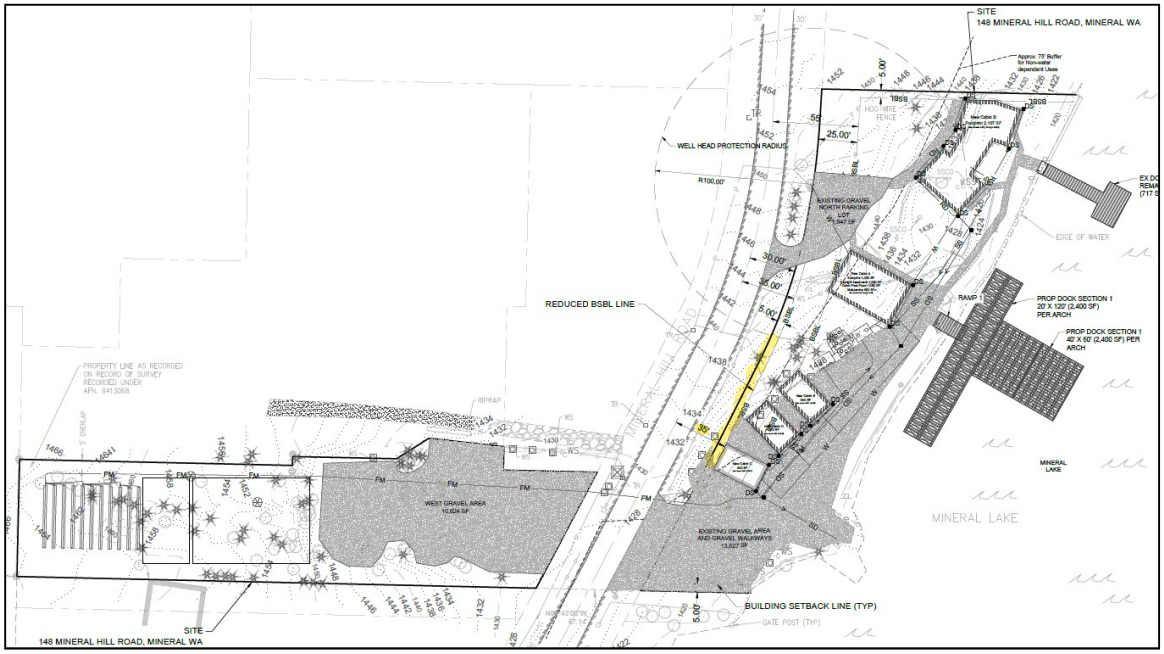


Figure 2: Site Plan *(north is up)*

The 5 new cabin designations and cabin floor areas are shown in Table 1, per the current site plan.

Table 1
Mineral Lake Resort – New Cabin Details

Cabin	Size (gsf)
A	3,000
B	2,107
C	540
D	540
E	540

B. Roadway Inventory

The project site fronts to Mineral Hill Rd. According to the WSDOT Functional Classification Map, Mineral Hill Rd is a local access road. The main access to and from the site would be via Mineral Rd N or Mineral Rd S both of which provide access to and from SR 7. Mineral Rd N and S are designated as Minor Collectors. SR 9 is designated as a Minor Arterial.

Mineral Hill Rd in the vicinity of the site is a north-south 2-lane 2-way asphalt paved roadway. Channelization consists of a double yellow centerline and fog lines on both sides. The pavement width between fog lines is 20 feet with one 10' lane each direction. There are sporadic gravel shoulders of varying width between 1' and 5' along the roadway. The posted speed limit is 25 mph. The right-of-way width is 60 feet.

There are three driveways for the Mineral Lake Resort that access Mineral Hill Rd. The south driveway to the lakeside part of the parcel has a gate access with gates that open into the property. . According to Elite Holdings Group, which conducted field measurements for the gate opening, found the width of the driveway between the gate posts to be 28 feet. The gate posts are set back from the fog line approximately 5 feet. The driveway pavement width is approximately 24 feet.

C. Trip Generation

Trip generation rates for the project are based on rates from the Twelfth Edition of the ITE *Trip Generation Report*. There are two types of Land Use Codes (LUC) in ITE that could be used to represent this type of land use. They are: ITE LUC 260 which is Recreational Homes, and ITE LUC 416 which is Campground/Recreational Vehicle Park The definition of each are as follows:

- ITE LUC 260 Recreational Homes – A recreational home is either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis. Some sites in the database are located within a resort that contains local services and complete recreational facilities.
- ITE LUC 416 Campground/Recreational Vehicle Park – A campground/recreational vehicle park is a recreational site that accommodates campers, trailers, tents, and recreational vehicles on a transient basis. They are found in a variety of locations and provide a variety of facilities, often including restrooms with showers and recreational amenities, such as a swimming pool, convenience store, and laundromat.

It is our professional opinion that ITE LUC 416 is probably the best land use representation for this project of the two noted above. Both LUC's have very low sites surveyed. It should be noted that for either land use assumed for this analysis, the trip generation estimates for the proposed project will be less than what would be for the current resort.

The trip generation analysis was calculated for the average weekday daily conditions, average weekday AM street peak hour conditions and average weekday PM street peak hour conditions.

The trip generation findings for average weekday conditions are presented in Table 2.

Table 2
Trip Generation Estimates [a,b] – Mineral Lake Resort
Average Weekday Conditions

			AM ST PEAK			PM ST PEAK		
		Daily	Total	In %	Out %	Total	In %	Out %
Proposed Use								
ITE LUC 416	rate	1.04	0.07	27%	73%	0.09	54%	46%
5 Cabins	veh	5.2	0.35	0.09	0.26	0.45	0.24	0.21
Existing Uses to be Removed								
ITE LUC 416	rate	1.04	0.07	27%	73%	0.09	54%	46%
4 Cabins, 5 RV spots	veh	8.3	0.56	0.15	0.41	0.72	0.39	0.33
Net New								
Net New	veh	-3.1	-0.21	-0.06	-0.15	-0.27	-0.15	-0.12

a Trip Generation Estimates based on ITE Trip Generation Manual 12th Edition. All rates represent average weekday conditions.
b trip rates based on vehicles per unit.

As shown in Table 2, the proposed redevelopment of the resort is estimated to generate approximately 3 fewer daily trips, and a very slight decrease in AM and PM peak hour trips (both peak hour changes are estimated at less than 1 trip for the peak hour).

D. Commercial Approach

According to the Lewis County Public Works (Traffc), the site plan indicates that the southern driveway will widen beyond the allowable width for commercial use. This would require a Level 1 TIA to justify the modification.

Excerpts for 12.60.290 are reiterated herein.

> 12.60.290 Commercial or Public Road Approaches.
>
> (1) Commercial or public road approaches are constructed on private property to serve commercial, industrial, and multifamily projects.
>
> (2) Access to a public road shall be limited to one county road approach connected to the lowest classified roadway for each tract of land separately owned. Tracts fronting more than one public street may be permitted an access to each public street if the Traffic Impact Analysis supports multiple accesses. Two or more public driveways accessing a public street will only be allowed with the approval of the County Engineer. Properties contiguous to each other and owned by the same person are considered to be one tract.
>
> (3) Commercial approaches shall be constructed with safety as the primary design criteria and to provide internal connections between neighboring properties.

> Developments must give priority to internal access before access to the public roadway system is permitted. Cross access allows vehicles to circulate between commercial properties without having to re-enter the public street system. All driveways shall meet the access spacing Standards in LCC 12.60.630.
>
> (4) No commercial approach shall be approved where backing onto the roadway, sidewalk, or pathway will occur.
>
> (5) Urban style commercial approaches shall be constructed to Standard Details 3-5, Curb & Driveway Gutter Section, and 3-6, Reverse Slope Curb & Gutter Driveway Section.
>
> (6) Rural commercial approaches shall be constructed to Standard Detail 3-3, Residential & Commercial Driveway Approaches, at the end of this Chapter.

According to the table for General Note 4 of Standard Detail 3-3, the drive width at road for a roadway with a width of 20' (fog line to fog line presumed for rural conditions), would be 28'. A field visit was conducted by Elite Holdings Group, which found the width of the driveway between the gates is 28 feet. The driveway pavement width is approximately 24 feet, however there is gravel shoulders at the driveway that extend the driveway width out to 28 feet which is the width between the gate posts.

Based on these findings, it would appear that the subject driveway would meet the criteria of Standard 3-3.

Summary

The County has requested a Level 1 Traffic Impact Analysis based on the south driveway conditions, which state that the south driveway will widen beyond the allowable width for commercial use in a rural setting.

The warrants for Level I Traffic Impact Analysis (12.60.420) include the following:

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>
> (a) The project generates 50 or more PM peak hour (two-hour peak average) trips; or
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> (b) At the County's discretion, if the project requires a SEPA review.
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> (c) At the County's discretion, if there are existing and projected traffic volumes, accident history, and other operational considerations.

(2) A trip generation/waiver request may be submitted by a licensed engineer if the project doesn't trigger County requirements for a Traffic Impact Analysis.

(3) A Level I TIA may be required by the County to determine the need and scope of a Level II TIA. A Level I TIA may be expanded to a Level II TIA if any of the warrants in LCC 12.60.420 are met.

The trip generation findings for this resort will generate approximately 5 daily trips and 1 PM peak hour trip. The site has seasonal operation between April and September and is closed the other months. In the bigger picture, the existing site is estimated to generate approximately the same amount of trips (slightly more, but negligible).

It is estimated that there may be up to one delivery type vehicle per month (AASHTO Single Axle Truck SU-30). These vehicles are estimated to enter and exit to the south.

The south driveway width (pavement plus gravel) between the gate posts for access to Cabins C, D, and E, was measured to be 28 feet. Based on County Road Standard 3-3, the required width appears to be 28 feet.