



March 26, 2018

Mr. Jason Fiorito
c/o Brad Biggerstaff
GeoResources
5007 Pacific Hwy E.
Fife, WA 98424

Subject: Response to Traffic Comments

This is in response to Ty Peterson of King County in his letter dated March 5, 2018 regarding comments on the Transportation Impact Analysis/Traffic Study. I have had an opportunity to discuss the comments with Sharese Graham of ESA who reviewed the study on behalf of the county.

1. Our original study includes traffic emanating from the race track on a day to day basis and also includes any park and ride activity that takes place on the site. Based on our conversation, you as the owner, plan to restrict activity for the site development process and gravel removal during major events that take place at the raceway.

In addition, once the industrial park is open and occupied, you will include in the lease and/or CCR's, the project restrictions in activity during major events. As the industrial park site will most likely attract owners and tenants that are involved in racing activity, the use could be considered compatible and would help lessen traffic as attendees involved with the industrial park would be part of supporting and attending the racing activity on-site.

In addition, the industrial park users will operate as an adjunct to activities involving racing. The generic trip generation used in the traffic impact analysis for industrial park is expected to be much lower once tenants are identified, as many of the tenants will be racing oriented with product lines tailored to that clientele with its smaller market base than would be found at a typical industrial park.

2. Based on item 1 above, activity will be limited on site both during site development and also after the industrial park is developed and occupied during the one major event each year, the NHRA NW Nationals. This will eliminate the additive effect of the industrial park traffic and the traffic associated with material removal during this event. It is my understanding that you have already removed substantial material, up to 1.5 million yards under similar operating conditions

by ceasing activity when the race track is in operation for the Nationals only but allowing removal while other activities are taking place on site.

In addition, the counts taken at the site for the traffic impact analysis include traffic from the current park and ride activity for Green River.

3. Attached are the WSDOT accident records in the project vicinity. The records show the following accident history over the last three years, 2015 through 2017 as received from the WSDOT.

	2015	2016	2017
SE 304 th /SR-18 East Ramps	4	6	3
SE 304 th /SR-18 West Ramps	2	4	6

Of the accidents, 34 percent were identified as minor or possible injury and 66 percent were identified as no injury. Accidents occurred in all months of the year with the exception of June. No deficiencies in the roadway system were noted by our field review of area roadways.

Please call if you require anything further.

Sincerely,



Gregary B. Heath, P.E., PTOE

OFFICER REPORTED CRASHES THAT OCCURRED ON THE FOLLOWING ROAD SEGMENTS IN KING COUNTY

304th ST (CO RD #10755, MP 0.255 - 0.330) FROM NB SR 18 ON/OFF-RAMPS TO 144th AVE

SR 018LX00877 (aka 304th St, MP 0.00 - 0.33) FROM SB SR 18 ON/OFF-RAMPS TO NB SR 18 ON/OFF-RAMPS

SR 018P500872 (MP 0.51 - 0.53) @ 304th ST *See interchange drawing for reference*

SR 018Q100956 (MP 0.00 - 0.02) @ 304th ST

SR 018R100914 (MP 0.38 - 0.40) @ 304th ST

SR 018S100820 (MP 0.00 - 0.02) @ 304th ST - *No Reported Crashes*

01/01/2015 - 12/31/2017 (2017 data is preliminary)

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	MILEPOST	A / B	BLOCK NUMBER	INTERSECTING TRAFFICWAY	CO ONLY INTERSECTING COUNTY ROAD MILEPOST	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	SR ONLY HISTORY / SUSPENSE IND
County Road	King		10755	0.255									No
County Road	King		10755	0.270									No
State Route	King		018LX00877	0.01									No
State Route	King		018LX00877	0.02									No
State Route	King		018LX00877	0.02									No
State Route	King		018LX00877	0.02									No
State Route	King		018LX00877	0.32									No
State Route	King		018LX00877	0.32									No
State Route	King		018LX00877	0.33									No
State Route	King		018LX00877	0.33									No
State Route	King		018LX00877	0.33									No
State Route	King		018P500872	0.51									No
State Route	King		018P500872	0.52									No
State Route	King		018P500872	0.53									No
State Route	King		018P500872	0.53									No
State Route	King		018P500872	0.53									No

REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJURED	# FATAL	# VEHICLES	# PEDESTRIANS	# BIKES	VEHICLE 1 TYPE
3771129	05/11/2016	16:50	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
E544057	04/01/2016	15:48	Possible Injury	2	0	2	0	0	Passenger Car
E484099	11/01/2015	15:51	No Apparent Injury	0	0	1	0	0	Passenger Car
E578689	08/26/2016	06:45	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
E698625	07/25/2017	16:35	Suspected Minor Injury	3	0	2	0	0	Passenger Car
E733318	11/04/2017	22:05	No Apparent Injury	0	0	2	0	0	Passenger Car
3788552	09/13/2016	11:30	No Apparent Injury	0	0	1	0	0	Passenger Car
E697972	07/28/2017	19:07	No Apparent Injury	0	0	2	0	0	Passenger Car
E576577	08/20/2016	23:49	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
E594336	10/10/2016	08:34	Possible Injury	3	0	2	0	0	Passenger Car
E663329	04/20/2017	07:47	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
E676592	05/30/2017	17:48	No Apparent Injury	0	0	2	0	0	Passenger Car
E750499	12/16/2017	17:16	No Apparent Injury	0	0	2	0	0	Passenger Car
E427140	05/23/2015	17:23	Possible Injury	2	0	2	0	0	Passenger Car
E513618	01/29/2016	16:24	No Apparent Injury	0	0	2	0	0	Passenger Car
E663419	04/20/2017	07:47	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb

VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
	At Intersection and Related	Overcast	Wet	Daylight
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet	Dark-Street Lights On
	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On
Passenger Car	At Intersection and Related	Fog or Smog or Smoke	Wet	Daylight
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight
Passenger Car	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Overcast	Dry	Daylight
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Wet	Dark-Street Lights On
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight

FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
From same direction - one left turn - one straight	Going Straight Ahead	Stopped for Traffic	East	West
From same direction - all others	Overtaking and Passing	Making U-Turn	West	East
Linear Curb	Making Right Turn		North	West
From opposite direction - both going straight - sideswipe	Making Left Turn	Going Straight Ahead	North	East
Entering at angle	Starting in Traffic Lane	Going Straight Ahead	North	South
From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South
Miscellaneous Object or Debris on Road	Going Straight Ahead		West	East
Same direction -- both turning right -- both moving -- sideswipe	Making Right Turn	Making Right Turn	West	South
Over Embankment - No Guardrail Present	Making U-Turn		East	East
Entering at angle	Making Left Turn	Going Straight Ahead	North	East
From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	West	North
From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	West	East
From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	South
From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	West
From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	West

VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)
East	West					
West	West	Improper Passing			None	
		Exceeding Reas. Safe Speed				
East	West	Did Not Grant RW to Vehicle			None	
West	East	Did Not Grant RW to Vehicle			None	
West	East	Did Not Grant RW to Vehicle			None	
		None				
West	South	Other			None	
		Under Influence of Alcohol	Improper U-Turn			
East	West	Improper Turn	Did Not Grant RW to Vehicle		None	
East	West	Did Not Grant RW to Vehicle			None	
West	East	Follow Too Closely			None	
Vehicle Stopped	Vehicle Stopped	Did Not Grant RW to Vehicle			None	
Vehicle Stopped	Vehicle Stopped	Follow Too Closely			None	
North	West	None			None	
North	West	None			None	

MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
	Lane of Primary Trafficway	1231353.21	732251.43
	Lane of Primary Trafficway	1231281.16	732258.3
	Right Shoulder LX Increasing Milepost (Prior to 2002 Impact Location Code was not lane specific)	1228988.6	732676.29
	Lane 1 LX Decreasing Milepost	1229038.49	732673.22
	Lane 1 LX Increasing Milepost (Prior to 2002 Impact Location Code was not lane specific)	1229039.24	732671.65
	Lane 1 LX Increasing Milepost (Prior to 2002 Impact Location Code was not lane specific)	1229039.61	732673.6
	Lane 1 LX Increasing Milepost (Prior to 2002 Impact Location Code was not lane specific)	1230620.54	732347.43
	Lane 1 LX Decreasing Milepost	1230620.54	732347.43
	Right Shoulder On Ramp Increasing Milepost Side of Mainline	1230664.48	732330.83
	Lane 1 LX Decreasing Milepost	1230651.04	732339.71
	Lane 1 LX Decreasing Milepost	1230674.77	732336.58
	Lane 1 Off Ramp Increasing Milepost Side of Mainline	1230620.07	732434.37
	Lane 1 Off Ramp Increasing Milepost Side of Mainline	1230617.33	732395.97
	Lane 1 Off Ramp Increasing Milepost Side of Mainline	1230620.54	732347.43
	Lane 1 Off Ramp Increasing Milepost Side of Mainline	1230620.71	732358.06
	Lane 1 Off Ramp Increasing Milepost Side of Mainline	1230620.54	732347.43

OFFICER REPORTED CRASHES THAT OCCURRED ON THE FOLLOWING ROAD SEGMENTS IN KING COUNTY

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SR 018P500872 (MP 0.51 - 0.53) @ 304th ST See interchange drawing for reference

SR 018Q100956 (MP 0.00 - 0.02) @ 304th ST

SR 018R100914 (MP 0.38 - 0.40) @ 304th ST

SR 018S100820 (MP 0.00 - 0.02) @ 304th ST - No Reported Crashes

01/01/2015 - 12/31/2017 (2017 data is preliminary)

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JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	MILEPOST	A / B	BLOCK NUMBER	INTERSECTING TRAFFICWAY	CO ONLY INTERSECTING COUNTY ROAD MILEPOST	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	SR ONLY HISTORY / SUSPENSE IND
State Route	King		018P500872	0.53									No
State Route	King		018Q100956	0.00									No
State Route	King		018R100914	0.38									No
State Route	King		018R100914	0.40									No
State Route	King		018R100914	0.40									No
State Route	King		018R100914	0.40									No
State Route	King		018R100914	0.40									No
State Route	King		018R100914	0.40									No
State Route	King		018R100914	0.40									No
State Route	King		018R100914	0.40									No

REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# I J	# F T	# V H	# P E S	# B I D E S	VEHICLE 1 TYPE
E715532	09/23/2017	17:57	No Apparent Injury	0	0	2	0	0	Passenger Car
E462442	09/16/2015	08:34	Possible Injury	1	0	1	0	0	Passenger Car
E465792	09/27/2015	17:00	No Apparent Injury	0	0	2	0	0	Passenger Car
E494919	12/11/2015	20:02	No Apparent Injury	0	0	2	0	0	Passenger Car
E512785	02/01/2016	06:45	No Apparent Injury	0	0	2	0	0	Passenger Car
E525781	03/13/2016	18:24	Possible Injury	1	0	2	0	0	Passenger Car
E541342	05/01/2016	19:09	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
E587656	09/18/2016	13:22	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb
E593705	10/03/2016	16:55	Possible Injury	1	0	2	0	0	Passenger Car
E663340	04/20/2017	07:50	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb

VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk
	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Overcast	Wet	Dark-Street Lights On
Passenger Car	At Intersection and Related	Overcast	Wet	Daylight
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight
Passenger Car	At Intersection and Related	Overcast	Dry	Daylight

FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East
Roadway Ditch	Making Left Turn		West	North
From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	East	West
From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic	East	West
From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	East	West
From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	North
From same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal or Stop Sign	North	South
From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic	East	West
Same direction -- both turning right -- one stopped -- sideswipe	Making Right Turn	Stopped at Signal or Stop Sign	North	West
From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South

VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)
West	Vehicle Stopped	Follow Too Closely			None	
		Exceeding Reas. Safe Speed				
East	West	Inattention	Follow Too Closely		None	
Vehicle Stopped	Vehicle Stopped	Inattention	Follow Too Closely		None	
East	West	Follow Too Closely			None	
West	Vehicle Stopped	Follow Too Closely			None	
Vehicle Stopped	Vehicle Stopped	Inattention	Follow Too Closely		None	
Vehicle Stopped	Vehicle Stopped	Inattention	Follow Too Closely		None	
Vehicle Stopped	Vehicle Stopped	Follow Too Closely			None	
Vehicle Stopped	Vehicle Stopped	Inattention	Follow Too Closely		None	

MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
	Lane 1 Off Ramp Increasing Milepost Side of Mainline	1230615.87	732356.08
	Past Right Shoulder On Ramp Increasing Milepost Side of Mainline	1230700.73	732346.71
	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1229102.36	732786.15
	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1229039.24	732671.65
	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1229046.11	732668.48
	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1229038.23	732677.03
	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1229038.48	732672
	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1229042.42	732670.18
	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1229039.9	732671.35
	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1229039.16	732671.69

