



MEMORANDUM

TO: Naomi Vogel, Associate Planner
Washington County

FROM: Mike Towle, PE

DATE: August 26, 2021

SUBJECT: Kerr/Tonquin Site Grading (LU2021-014)
Access and Traffic Control Impact Plan

The purpose of this memorandum is to describe the anticipated trips, proposed access points, and necessary traffic control measures for the proposed site grading work for an approximately 29-acre site located on the east side of SW Tonquin Road (a Washington County arterial) within the City of Sherwood (City).

Background

Woodburn Industrial Capital Group LLC (applicant) has submitted an application to the City for Site Plan Review approval for grading only (LU 2021-014). The site's preliminary grading plan, shown on Sheets C3.0 and C3.1 of Exhibit F within the application, contemplates a balanced site. While a previous application (LU 2020-014) proposed a mass grading operation that would have lowered the elevation of the site substantially, necessitating a greater amount of entering and exiting trips from resulting truck traffic, the proposed grading shown on Sheets C3.0 and C3.1 is more limited. As a result, a substantial export operation is no longer needed and grading operations will be largely confined to the site boundaries shown on the attached vicinity map, resulting in far fewer entering and exiting trips from the site during on-site grading work.

Anticipated Trips and Duration of Work

The duration and anticipated trip counts resulting from mobilization and on-site grading work are described below.

Mobilization

Mobilization will take approximately one to two weeks, requiring 12 to 15 entering trips and 12 to 15 exiting trips to move all necessary equipment and supplies onto the site in order to facilitate subsequent on-site grading work. This traffic will consist of larger equipment utilized for grading and earth moving. Once on-site, this equipment will largely remain on-site until the grading operation is completed before moving off-site.

On-site Grading Work

Following mobilization, on-site grading work will begin and will take approximately four to six months to complete. Daily traffic to and from the site will be largely limited to on-site workers entering in the morning and leaving in the early evening each day. Occasional deliveries of additional construction materials may be needed as work progresses. A total of 20 entering trips and 20 exiting trips are anticipated each day over this four to six month period mostly consisting of passenger vehicles.

Access and Traffic Control

Access to the site during mobilization and on-site grading work will occur via two separate access points as shown on the attached vicinity map. During mobilization, access will primarily occur via an existing driveway onto the site from SW Tonquin Road. This access will be limited to left-turn movements onto the site heading south on SW Tonquin Road; egress will occur via the existing private roadway, limited to right-turn only movements onto SW Tonquin Road. Traffic control measures, such as temporary flaggers, will be utilized as necessary to ensure a smooth flow of

traffic on and off the site during mobilization. As shown on the preliminary sight distance certification, included as Exhibit K within the application, minimum sight distance requirements are met for this access.

During on-site grading work, access will primarily occur via the existing private roadway, limited to right-in/right-out movements only from SW Tonquin Road. Vehicles may also utilize the existing access onto the site via SW Tonquin Road for ingress, limited to left-turn movements onto the site heading south on SW Tonquin Road. As shown on the preliminary sight distance certification, included as Exhibit K within the application, minimum sight distance requirements are met for this access.

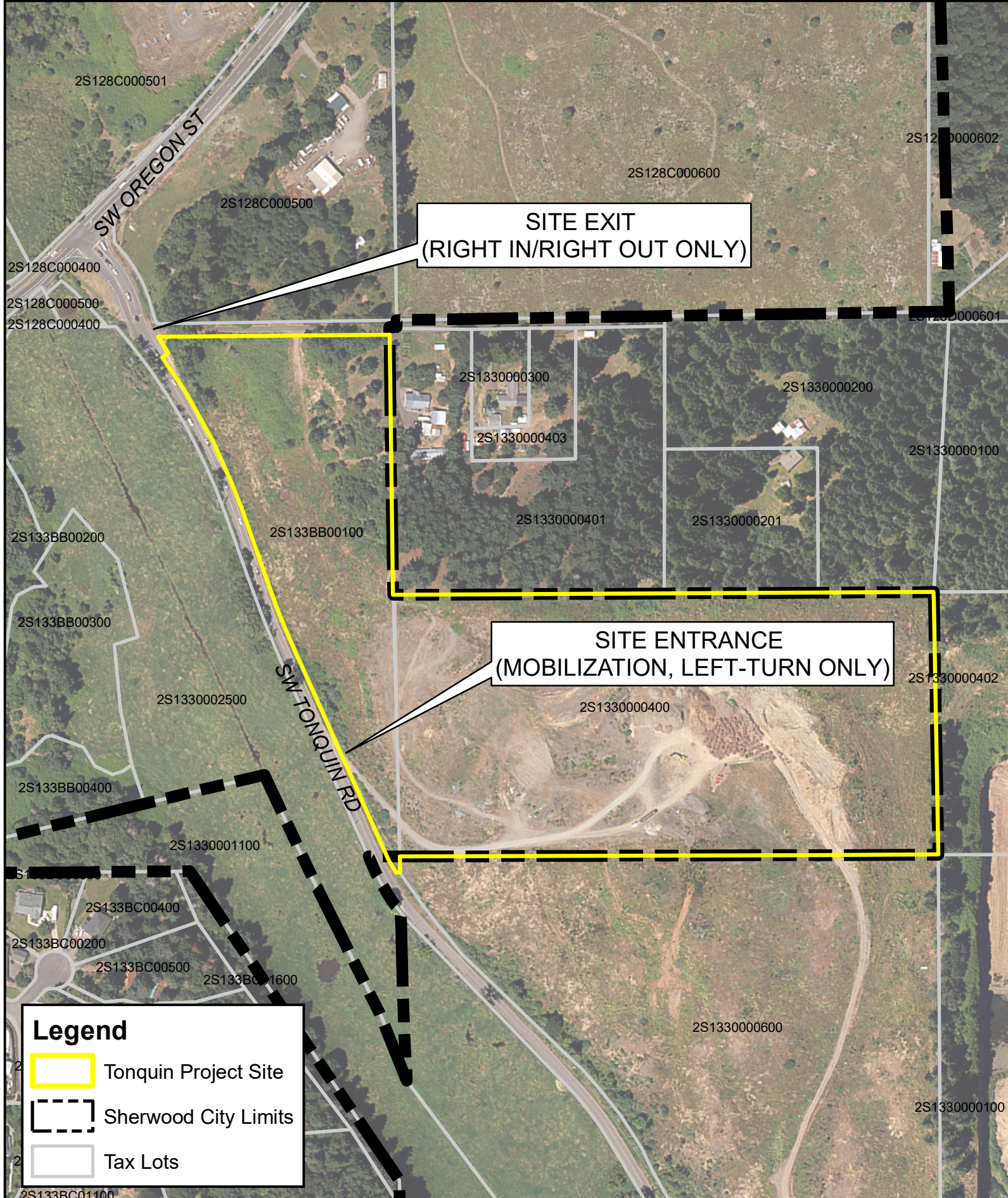
On-site construction crews will be made aware of movement restrictions at each site access point, and temporary signage will be used as necessary to ensure unpermitted movements are not made.

Conclusion

As identified in this memorandum, the proposed on-site grading work will result in substantially less entering and exiting trips than the previous proposal. Proposed site access points will allow for safe ingress and egress from the site during mobilization and on-site grading work. Necessary traffic control measures, such as flaggers during mobilization and temporary signage identifying allowed movements from each access point, will be utilized as necessary.

Attachments:

1. Site Vicinity Map



**SITE EXIT
(RIGHT IN/RIGHT OUT ONLY)**

**SITE ENTRANCE
(MOBILIZATION, LEFT-TURN ONLY)**

Legend

- Tonquin Project Site
- Sherwood City Limits
- Tax Lots

Source: Metro RLIS, City of Sherwood, August 2021



Tonquin Site

Vicinity Map

Sherwood, OR