



**Washington State
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August 16, 2010

Community Development Services
Kittitas County
411 N. Ruby, Suite 2
Ellensburg, Washington 98926-6300

Attention: Jeff Watson, Planner I

Subject: 12 Parcel Segregation and BLA
Segregation (SG-10-00032) Hundley
I 90, Exit 78 vicinity - Northerly side of Interchange.

We have reviewed the proposed project and have the following comments.

1. The site is located on the northerly side of the Exit 78 Interchange of I-90. These contiguous properties are adjacent to Hundley Rd (County) that runs northwesterly from the interchange, and the State frontage (haul) road that runs southeasterly from the interchange. The proponent is advised that the State maintains this frontage road on a low priority level.

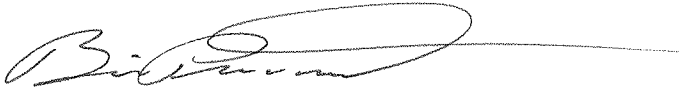
The frontage road southeast of the interchange was not constructed as a public road facility. Rather, it was built as a haul road during the construction of I-90. The 20' width of the haul road met our criteria for construction but does not meet any standard for two-way traffic. There are no speed or warning signs, nor striping along this road. Over the years, efforts have been made to encourage the acceptance of the I-90 frontage roads onto the County system. The County has a long and (with the exception of the FR3 now Hundley Road) negative history accepting these frontage roads under any condition. The County agreed in 1984 (GM1190) that if these frontage roads were brought up to current standards, they would be accepted as County roads. In the last few years, County developments (generally in the form of short plats-Elk Woods, River Woods and a 2008 seg-Hundley) have been proposed, lots sold, and houses constructed creating increased traffic on the frontage road. In 2007, WSDOT responded to the River Woods short plat that as a condition of development approval, the proponent was required to reconstruct the frontage road to County standards and recommended that the County assume ownership of this road. The County responded in 2008 (see attached letter) challenging the validity of GM 1190, disregarding our comments, and allowed development to proceed without road re-construction. The County position affecting this haul road is a disservice to the property owners and the State. If County code requires access to meet minimum County standards (public or private), but is unwilling to support the department in an effort to bring this haul road to a minimum standard, WSDOT has no choice but to require a new access.

For this development, access to the property must be obtained at the county road intersection of Hundley Road, with construction of a new private road to the proponent's property.

2. The 60' proposed access shown at the end of identified "Chepoda Road" must terminate at the 3.8 acre parcel, and not extend to the rectangular shaped parcel to the west that is owned by the WSDOT (see attachment). No access across this parcel owned by the WSDOT, or the haul road, will be allowed.
3. Stormwater and surface runoff generated by this project must be retained and treated on site in accordance with regulating agencies' standards, and not be allowed to flow onto WSDOT rights-of-way.
4. I-90 is an existing facility and the proponent will be expanding a more noise-sensitive land use. The proponent and future residents should be aware that they are proposing additional residential development in an area with existing traffic noise. They should also expect that traffic noise may continue to grow into the future, and, as an essential public facility, I-90 will likely be expanded to accommodate future traffic growth. It is the developer's responsibility to dampen or deflect any traffic noise for this development.

Thank you for the opportunity to review and comment on this proposed project. If you have any questions regarding our comments, please contact me at (509) 577-1630.

Sincerely,



Bill Preston, P.E.
Materials and Planning Engineer

BP: rh/de

cc: File #4, I 90 (2010)
Terry Kukes, Area 1 Maintenance Superintendent

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