



KITTITAS COUNTY

DEPARTMENT OF PUBLIC WORKS

MEMORANDUM

TO: Jeff Watson, Community Development Services
FROM: Christina Wollman, Planner II *CW*
DATE: February 17, 2011
SUBJECT: Hundley SG-08-00032

The Public Works Department has reviewed the Boundary Line Adjustment and Segregation Application. In order to ensure that it meets current Kittitas County Road Standards, the applicant needs to provide the following prior to final approval:

1. Legal access to all parcels is required prior to final approval. Additional access conditions may apply depending on the final location of easements. Public Works recommends the applicant discuss any changes prior to recording the survey.
2. A survey describing the final configuration of the subject property shall be required.

The applicant needs to be aware of the following:

- a. Chepoda Road is a WSDOT owned frontage road. The boundary line adjustment proposes access to the 3.8, 3.6 and 3.6 acre parcels from the end of Chepoda Road. WSDOT requires that as a condition of approval, the entire road must be constructed to Kittitas County Public Road Standards.
- b. To avoid the requirement to improve Chepoda Road, all lots may be accessed from Hundley Road.
- c. Easements shall not extend to the 3.8-acre WSDOT owned parcel, and no access across the WSDOT owned parcel shall be allowed.
- d. Stormwater must be retained on site and shall not be allowed to flow into WSDOT or Kittitas County rights-of-way.
- e. An approved access permit shall be required from the Kittitas County Department of Public Works prior to creating any new driveway access or performing any work within the county road right of way.
- f. Maintenance of driveway approaches shall be the responsibility of the owner whose property they serve. The County will not maintain accesses.
- g. Any further subdivision or lots to be served by proposed access may result in further access requirements. See Kittitas County Road Standards.

- h. All roads located within this development or roads that provide access to this development shall be constructed to current county road standards unless any other maintenance agreements, forest service road easements or state easements require higher road standards. The higher of the road standards shall apply.
- i. Evidence of existing access and/or evidence of access to be created should be confirmed prior to sale of property.
- j. Access is not guaranteed to any existing or created parcel on this application.

In addition to the above-mentioned conditions, all applicable Kittitas County Road Standards apply to this proposal. Please let me know if you have any questions or need further information.



**Washington State
Department of Transportation**
Paula J. Hammond
Secretary of Transportation

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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 BLA⁰⁸
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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