


KITTITAS COUNTY

DEPARTMENT OF PUBLIC WORKS

MEMORANDUM

TO: Randy Carbarry, Planner II, Public Works Department

FROM: Jan Ollivier, Transportation Manager 

DATE: October 23, 2007

SUBJECT: Meadow Springs, Starlite Heights, and Tamarack Ridge – Traffic Impact Analysis

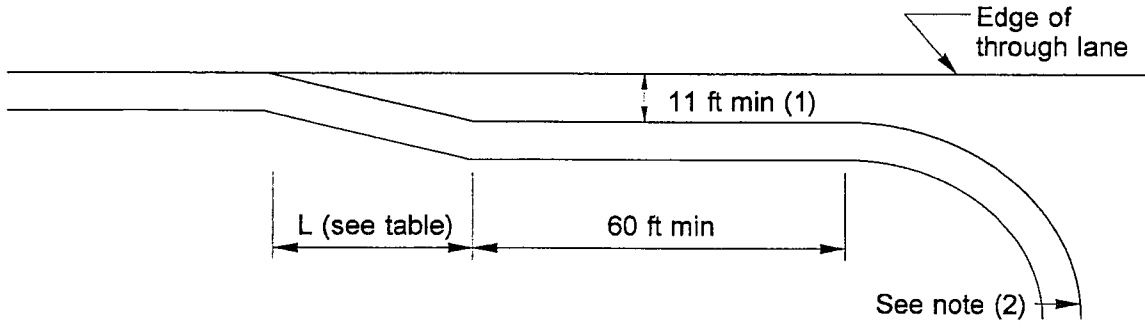
1. Right Turn Pocket/Taper: Traffic volumes generated by these residential developments warrant the addition of a right turn pocket or right turn taper from Westside Road eastbound into the development site access. The applicant shall design, receive approval from Public Works for the design, and construct this improvement. The configuration requirements are shown in Figure 910-12 of the WSDOT Design Manual (see attachment).

The addition of a right turn pocket or taper shall be incorporated into the development's access road and bridge design. A turnout for a school bus stop and mail boxes shall be considered and incorporated in the design of the right turn pocket or taper.

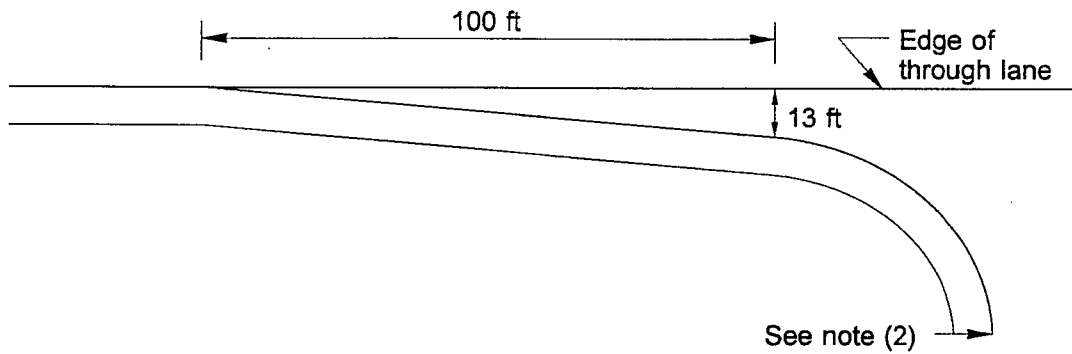
2. Road Connections: The second access from the development site to Pasco Road shall not be gated. Public access shall be permitted between Pasco Road and Westside Road through this development by dedicating the right of way to the county. This public access route between Pasco Road and Westside Road shall be built to public road standards for rural local access roads that have Average Daily Traffic (ADT) above 750.

This road connection from Westside Road to Pasco Road will provide better connectivity between county roads and improved access for Pasco Road residents. It is unlikely that the residents in the applicant's developments would drive a long circuitous route from the development site to Pasco Road to Fowler Creek Road to Westside Road on a regular basis when they have direct access to Westside Road - these residents would use the second access route primarily as an emergency entrance/exit or during a road closure. However, it would provide Pasco Road residents an alternative route in order to access Westside Road and would result in reducing traffic impacts on Fowler Creek Road and Fowler Creek Road's intersection with Westside Road. Improving the connectivity of roads is one of Public Work's goals for this vicinity and providing a gated second access is contrary toward achieving better connectivity for these roads.

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Right-Turn Pocket



Right-Turn Taper

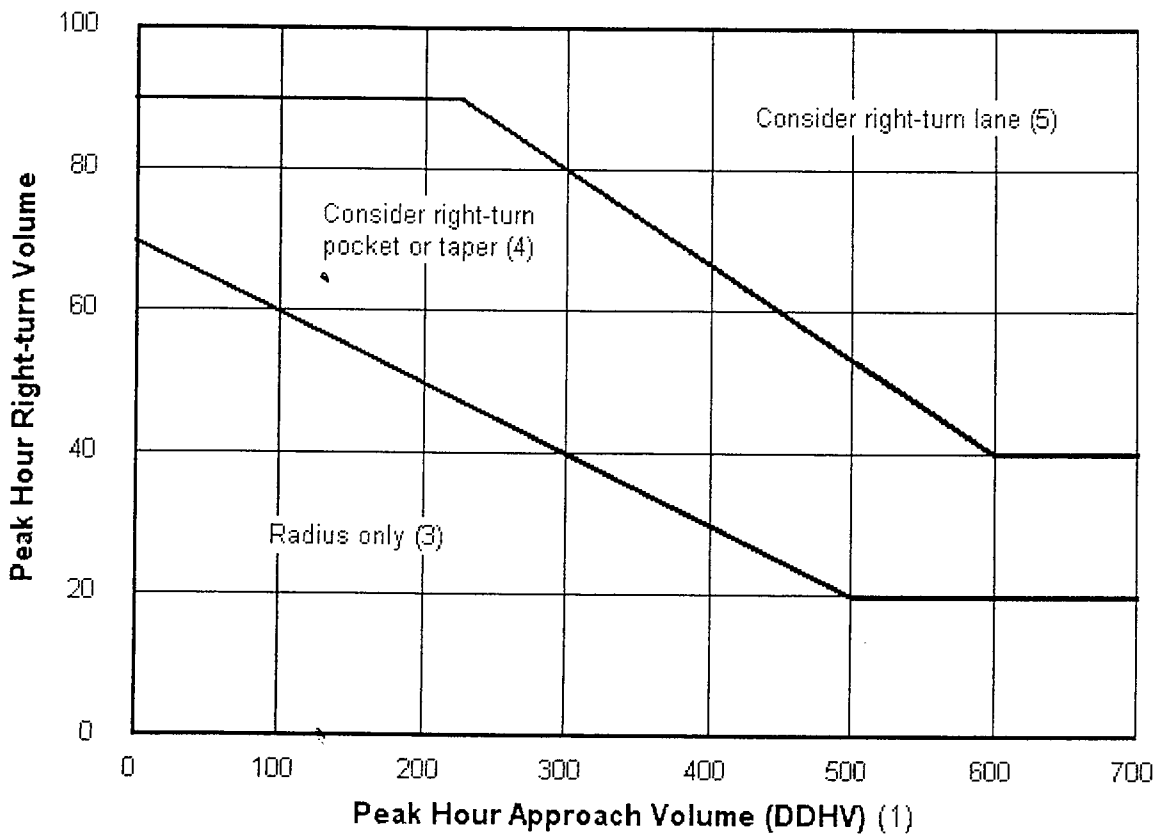
Posted speed limit	L
Below 40 mph	40 ft
40 mph or above	100 ft

Notes:

(1) 12 ft desirable.

(2) See Figure 910-7 for right-turn corner design.

Right-Turn Pocket and Right-Turn Taper
Figure 910-12



Notes:

- (1) For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
- (2) When all three of the following conditions are met, reduce the right-turn DDHV by 20.
 - The posted speed is 45 mph or less.
 - The right-turn volume is greater than 40 VPH.
 - The peak hour approach volume (DDHV) is less than 300 VPH.
- (3) See Figure 910-7 for right-turn corner design.
- (4) See Figure 910-12 for right-turn pocket or taper design.
- (5) See Figure 910-13 for right-turn lane design.
- (6) For additional guidance, see 910.07(2) in the text.

Right-Turn Lane Guidelines (6)
Figure 910-11