

From: [Pazooki, Ramin](#)
To: [Ann Mueller](#)
Cc: [Brown, Rob](#); [Bolotin, Leah](#); [Palisoc, Felixberto](#)
Subject: Comments from WSDOT on the Covington Hawk Property Planned Action Document
Date: Monday, August 26, 2013 4:29:43 PM

Hi Anne,

Below are WSDOT's comments on the Covington Hawk Property Planned Action document:

1. Page 3-127, Intersection 300 SE 256th and WB SR 18 ramps and Intersection 301 SE 256th and EB SR 18 ramps: A roundabout would be the first intersection control solution and should be included in the mitigation measure instead of a signal.
2. Page 3-127, Intersection 301 SE 256th and EB SR 18 ramps: Eliminating the bicycle lanes over SR 18 to create an additional travel lane is not acceptable. Mitigation should include widening the bridge to accommodate the future traffic. The opposing left-turn storage requirements need to be accommodated. If additional lanes (turn or through) they should be included in the provided mitigation
3. Page 3-127, Intersection 301 SE 256th and EB SR 18 ramps: We need more information on the statement that total demand is not influenced by the differences in the project-generated trips. The increase in trips to the northeast of SR 18 in Alt 3 would have different traffic patterns thought this interchange and would seem to have quite an influence on the interchange.
4. SR 18/SE 245th Interchange in general: An analysis needs to be conducted for the on- and off-ramps to ensure they are adequate for the additional traffic volumes Alts 2 and 3 will add to the interchange. Additional ramp widening at the ramp terminals for off-ramp turn lanes or dual on-ramp receiving lanes may be needed. Ramp meters may also be needed so as not to significantly degrade SR 18 operations.
5. Consider investigating a local connection across SR 18 north go SE 256th. This may reduce the need for improvements required at the SR 18 / SE 256th interaction.

Please let me know if you have any questions.

Sincerely,

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