

II

The Olympic Region of the Washington State Department of Transportation prepared a study to evaluate the feasibility of constructing an interchange connecting SR 8 to the Town of McCleary. This study, entitled "SR 8 McCleary Interchange Study", was finalized in June of 1994. The study was prepared with the involvement of local agencies and the public.

Concurrently, to improve the safety of the existing at-grade intersection of SR 8 and the Mox Chehalis Road into McCleary, plans were being prepared to relocate the at-grade intersection. The intersection relocation is incorporated in the study as Stage 1 of a future interchange. A supplement to the study was prepared in October 1994. The study with supplements was introduced into evidence as the Access Report, marked Exhibit No. 4, and made part of the hearing record.

III

On November 18, 1994, the Acting State Design Engineer, by Order, proposed said plan and set a hearing date in accordance with the provisions of RCW 47.52 *et seq.* The Order of Hearing was introduced into evidence, marked as Exhibit No. 1.

IV

James Vorass, Project Engineer, Washington State Department of Transportation, issued a Notice of Hearing. On November 23, 1994, an exact copy of this notice was mailed to Grays Harbor County and the city of McCleary, various agencies and other interested parties, and to each of the owners of record of property listed on the County Tax Roll, as depicted in the Affidavit of Service by Mail introduced into evidence marked Exhibit No. 3. An exact copy of the notice was published in *The Daily World*, on November 23, 1994, as shown by the Affidavit of Publication of Marie Ask, Principal Clerk of said newspaper, whose affidavit was introduced into evidence marked Exhibit No. 2A, and in *The Olympian*, on November 23, 1994, as shown by the Affidavit of Publication of Jan Stone, Publisher's Representative of said newspaper, whose affidavit was introduced into evidence marked Exhibit No. 2B.

V

The plan proposed the establishment of fully and partially controlled limited access facilities for State Route 8 in the vicinity of the City of McCleary, between Sta. 54+00.00 P.O.S.C. and Sta. 84+10.23 P.O.C. as shown on sheets 1 and 2 entitled "SR 8 McCLEARY INTERCHANGE, MP 7.20 TO MP 7.77, GRAYS HARBOR COUNTY".

VI

This section of State Route 8 is an important part of the highway system of the state of Washington and represents a substantial expenditure in construction costs. It is functionally classified as a Principal Arterial and Department of Transportation policy provides for fully controlled limited access on highways of this type. In doing so, the investment of public funds is protected by preserving the highway for efficient future use.

The efficiency of the highway as a means of moving a maximum volume of traffic in a safe manner is directly related to the number of access points. It has been demonstrated that as property owners establish approaches to the highway for their personal use or for business enterprise, the safe operation of the facility

is jeopardized and the road gradually becomes obsolete. Therefore, access points should be kept to a minimum consistent with allowing local traffic adequate use of the facility at properly designed interchanges and intersections.

The Right of Way and Limited Access Plans for the establishment of limited access control on SR 8, McCleary Interchange, introduced into evidence marked Exhibit Nos. 6A and 6B, will facilitate travel, reduce accidents rates, preserve public investment, and sustain the highway as a modern transportation facility.

VII

In addition to the exhibits mentioned above, the following were entered into evidence at or subsequent to the hearing and made a part of the hearing record:

- Exhibit No. 5a Letter, dated December 7, 1994, from the City of McCleary Director of Public Works
- Exhibit No. 5b Letter, dated November 21, 1994, from the Grays Harbor County Engineer
- Exhibit No. 7 Draft Design Report, dated November 9, 1994
- Exhibit No. 8 Final Design Report, March 21, 1995
- Exhibit No. 9 Mitigated Determination of Non significance (MDNS)
- Exhibit No. 10 Notice of appearance by Mayor Dent
- Exhibit No. 11 Letter, no date, received December 20, 1994, from Rod L. Hendricks

VIII

The Assistant Secretary of Environment and Engineering has considered the evidence on the entire portion of the above entitled highway and finds the plans as presented should be modified as hereafter set forth.

Plan sheets 1 and 2 of 2 sheets dated November 18, 1994 will be replaced with new sheets with the same title. Sheets 1 and 2 of 2 sheets will include the following changes:

1. The right of way line was relocated between Sta. DB6 11+94 to Sta. DB6 14+62 on the right as shown on sheet 2 of 2 sheets. The relocation reflects the addition of a wetland mitigation area. Parcel No. 3-07897 will be acquired in its entirety as requested by Rod Hendricks in Exhibit No. 11.
2. Minor revisions that correct ownerships and parcel details, area computations, and right of way details. (see plan sheets 1 and 2 of 2 sheets)

IX

The Assistant Secretary of Environment and Engineering specifically in the case of each abutting ownership that the adoption of the plan making said highway a limited access facility, said plan being attached hereto and marked Exhibit "A", is required for public convenience and necessity.

Based upon the foregoing findings and evidence supporting them, the Assistant Secretary of Environment and Engineering for the Department of Transportation of the State of Washington

ORDERS:

I

That the section of State Route 8 in Grays Harbor County described as follows is hereby designated as a limited access highway of the fully and partially controlled type:

Between Sta. 54+00.00 P.O.S.C. and Sta. 84+10.23 P.O.C. as shown on sheets 1 and 2 of 2 sheets entitled "SR 8, McCLEARY INTERCHANGE, MP 7.20 to MP 7.77, GRAYS HARBOR COUNTY"

II

That the plan set forth in Exhibits 6A and 6B for the establishment of access control on said highway be revised as reflected in Exhibit "A" as follows:

Plan sheets 1 and 2 of 2 sheets, dated November 18, 1994, will be replaced with new plan sheets, sheets, 1 and 2 of 2 sheets, using the same title but reflecting in Exhibit "A" the change specified below:

1. Show that the right of way line has been relocated between Sta. DB6 11+94 to Sta. DB6 14+62 on the right as shown on sheet 2 of 2 sheets; the addition of a wetland mitigation area.
2. Minor revisions that correct ownerships and parcel details, area computations, and right of way details. (see plan sheets 1 and 2 of 2 sheets)

III

That the plans entitled, "SR 8, McCLEARY INTERCHANGE, MP 7.20 TO MP 7.77, GRAYS HARBOR COUNTY" sheets 1 and 2 of 2 sheets, as revised reflected in Exhibit "A", is hereby adopted, and further

That the following plans are hereby superseded:

"PRIMARY STATE HIGHWAY NO. 9(SR 8), ELMA TO McCLEARY", GRAYS HARBOR COUNTY, approved August 2, 1960, between Sta. 54+00 and Sta. 84+10, on sheets 13 and 14 of 22 sheets.

ADOPTED THIS 17th DAY OF April, 1995

ASSISTANT SECRETARY OF
ENVIRONMENT AND ENGINEERING

E. R. Dunch

Approved as to form:

Maedra Duncanson
Assistant Attorney General