Washington State Department of Transportation

Memorandum

January 21, 2015

TO: Barbara De Ste Croix/Trent Rickman
HQ Design Access and Hearings, MS 47336

FROM: Dale Severson/Forest Sutmiller
Olympic Region Planning

SUBJECT: Capitol Lake Interpretive Trail
Request for two permanent access breaks
I-5: Milepost 104.49 Vicinity
230-ft Right and 230-ft Left of Station 980+92

The Washington State Department of Transportation (WSDOT) is documenting the existing Capitol Lake Interpretive Trail. The trail enters and exits the full control limited access along Interstate 5 at or near Milepost 104.49 (Station 980+92), 230-ft left and right of centerline, but traverses under I-5 between Milepost 104.52 and Milepost 104.53.

The following answers are provided for the permanent access breaks 230 feet left and right of Milepost 104.49 at Station 980+92 Vicinity:

1. WSDOT is making the request for two Type C access breaks in full control limited access for the existing Capitol Lake Interpretive Trail which is maintained and operated by Washington State Department of Enterprise Services (formally GA).

2. The existing trail was likely built in the early 1990's. The need to document the existing access breaks occurred when WSDOT was reviewing a City of Tumwater proposal for a Historical Park Trail Project. This adjacent project will construct a joint use trail through the Tumwater Historical Park to connect to the Deschutes Valley Trail on the south, and the Capitol Lake Interpretive Trail to the north.

3. Closure of the existing trail within I-5 limited access is an alternative, but the existing trail under Interstate 5 is the only available non-motorized connection between Capitol Lake and Tumwater Historical Park.

4. The existing non-motorized trail within the full control limited access is already separated from motorized traffic.

5. The actual breaks in limited access occur at or near Milepost 104.49, 230-ft left and right of Station 980+92. The existing trail then crosses under the interstate facility between Milepost 104.52 and Milepost 104.53 (See attachments).

6. The existing trail and access breaks are open continuously. However, the majority of trail use will occur during daylight hours when the Tumwater Historical Park is open.

7. No, the Type C access breaks and trail lease agreement will be effective for the duration of a Real Estate Services agreement.

8. Not applicable. The existing trail was likely completed in the 1990's during construction of the Interpretive Trail around Capitol Lake.

9. Not applicable. The trail is grade-separated from Interstate 5.

10. A NEPA review document is needed from region environmental.

We concur with and recommend approval of two Type C access breaks for an existing non-motorized trail within WSDOT's full control limited right-of-way. If you have any questions, please feel free to call Dale Severson (360-357-2736) or Forest Sutmiller (360-704-3208).

FDS/ds
Enclosures
cc: Dick Ryan
Allen Partin
Jeff Sawyer