

August 24, 2009

Ms. Lorena Eng, PE
WSDOT Regional Administrator – Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133

Re: Paine Field/Snohomish County Airport Environment Assessment
Comment Resolution; GTC #05-169

Ms. Eng:

Gibson Traffic Consultants (GTC) has been requested to respond to your July 14, 2009 memo to Ryan E. Hayes at Barnard Dunkleberg & Company. Your July 14, 2009 memo was in response to a request by Mr. Hayes for scoping WSDOT analysis needs concerning the potential road traffic impacts of the proposed commercial service at Paine Field. Your memorandum identified 15 intersections that would need analysis of impacts if the proposed commercial service at Paine Field added a significant number of trips. All of the intersections included in your memo were either analyzed for future level of service conditions or have been shown not to meet the jurisdictional threshold identified under their code for analysis, based on jurisdictional responsibility and threshold of potential impacts analyzed under SEPA. Therefore the list of intersections you identified as potentially warranting level of service analysis were divided into the following categories:

Analyzed as Part of the Traffic Impact Analysis

The following intersections identified in your memo are either WSDOT intersections in unincorporated Snohomish County impacted with 10 or more peak-hour trips from the proposed commercial service at Paine Field (threshold per interlocal with Snohomish County) or are intersections under the responsibility of the City of Everett and are impacted with 50 or more peak-hour trips (the City of Everett threshold for analysis).

1. SR-526 at Airport Road – only the signalized westbound ramps intersection
2. SR-526 at Paine Field Boulevard
3. SR-99/Everegreen Way at Airport Road – City of Everett intersection impacted with more than 50 peak-hour trips.
4. Interstate-5 at 128th Street SE northbound ramps
5. Interstate-5 at 128th Street SE southbound ramps

Existing, baseline and future level of service analysis has been performed for these intersections as part of the traffic impact analysis for the proposed commercial service at Paine Field.

WSDOT Intersections that are Not Significantly Impacted

The following intersections identified in your memo are either WSDOT intersections in unincorporated Snohomish County impacted with less than 10 peak-hour trips from the proposed commercial service at Paine Field or are intersections under the responsibility of the City of Mukilteo and are impacted with less than 10 directional peak-hour trips (the City of Mukilteo threshold for analysis).

The following intersections are either WSDOT intersections in unincorporated Snohomish County or City of Mukilteo intersections that are not impacted with 10 or more peak-hour trips from the proposed commercial service at Paine Field.

1. SR-526 at SR-99/SE Everett Mall Way/Broadway
2. SR-99/Evergreen Way at Everett Mall Way
3. SR-99/Evergreen Way at 112th Street SW
4. SR-525 at Harbour Pointe Boulevard SW
5. SR-525 at Chennault Beach Road
6. SR-525 at Harbour Pointe Boulevard
7. SR-525 at Paine Field Boulevard

City of Everett Intersection that is Not Significantly Impacted

The City of Everett has a threshold of 50 peak-hour trips that is used to determine if intersections are required to be analyzed. The ramp intersections of SR-526 at Evergreen Way are not impacted with 50 peak-hour trips. GTC has confirmed with City of Everett staff that only intersections impacted with 50 peak-hour trips from the proposed commercial service at Paine Field are required to be analyzed for the proposed commercial service at Paine Field.

Ms. Lorena Eng, PE
August 24, 2009
Page 3

GTC trusts that this response completes and clarifies the scoping of WSDOT analysis needs based on your comments to Ryan E. Hayes of Barnard Dunkelberg & Company dated July 14, 2009.

Sincerely,

GIBSON TRAFFIC CONSULTANTS, INC.

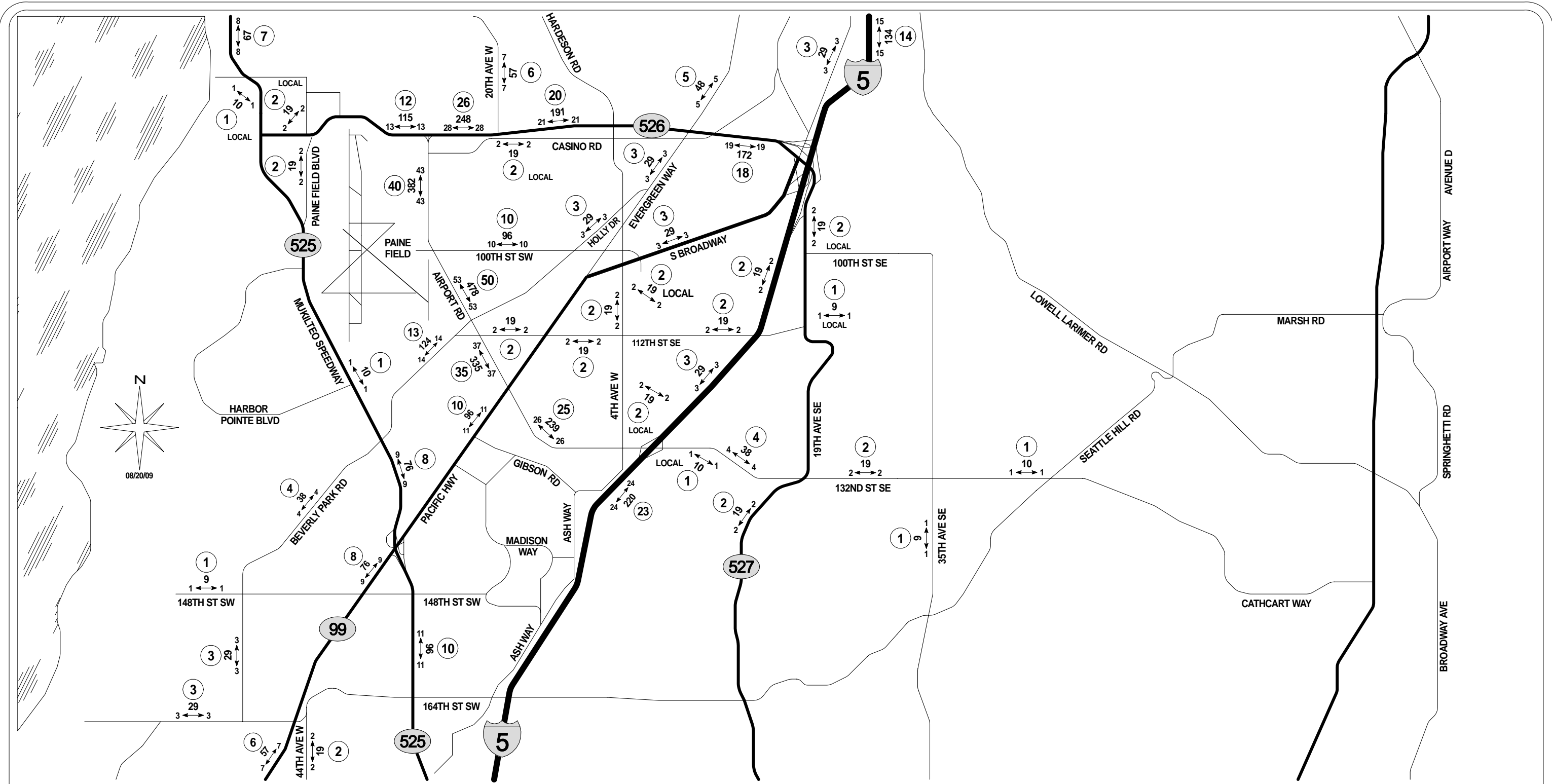
A handwritten signature in black ink, appearing to read "Bradley J. Lincoln". The signature is fluid and cursive, with the first name "Bradley" being more prominent.

Bradley J. Lincoln, PE
Principal

Attachments: PM peak Hour trip Distribution

CC: Bill Dolan, Snohomish County Airport - Paine Field

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TRAFFIC IMPACT STUDY
GTC #09-017

PROPOSED COMMERCIAL SERVICE
AT PAINE FIELD

LEGEND
 AWDT NEW SITE TRAFFIC (DAILY/PEAK HOUR)
 PM ← → PEAK
 (25) TRIP DISTRIBUTION %

FIGURE 2
 DISTRIBUTION OF TRIPS
 GENERATED BY THE
 PROPOSED COMMERCIAL
 SERVICE AT PAINE FIELD

SNOHOMISH COUNTY