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BEFORE THE WASHINGTON STATE
UTILITIES AND TRANSPORTATION COMMISSION

CITY OF KENNEWICK,

 Petitioner,
v.
UNION PACIFIC RAILROAD,

 Respondent.
.....

CITY OF KENNEWICK,

 Petitioner,
v.
PORT OF BENTON and TRI-CITY &
OLYMPIA RAILROAD,

 Respondent.

DOCKET NO. TR-040664
ORDER NO. 05

PREPARED TESTIMONY OF
DANIEL L. KAUFMAN

DOCKET NO. TR-050967
ORDER NO. 01

PREPARED TESTIMONY OF
DANIEL L. KAUFMAN

INTRODUCTION

1. *Please state your full name and job title.*
Daniel L. Kaufman, PE, PLS. Kennewick City Engineer.
2. *Please provide your education and credentials.*
Bachelor of Science in Civil Engineering from the University of Washington, Seattle, Wa.
In 1972. Professional Engineers License in 1976. Professional Land Surveyor

1 License in 1982. Highway Design Engineer for the Oregon State Highway Department
2 for five years, worked for Consultant engineers, primarily in road , water and sewer
3 system design for 8 years and the past 20 years with the City of Kennewick, first as the
4 Assistant City Engineer and the past 13 years as City Engineer, with primary
5 responsibility in the design and construction administration of the Cities infrastructure,
6 including streets, water and sewer systems.

7

8 **3. How long have you been employed by the City of Kennewick?**

9 Twenty Years, plus. Since September 1985.

10

11 **4. Please describe your work-related duties at the City?**

12 Manager of the City Engineering Department. The City Engineering Department
13 overviews all development and infrastructure improvements in the City, both private and
14 public. One of the Engineering Department's primary functions is to either design, or
15 monitor consultant design for the construction and reconstruction of all arterial streets in
16 the City. Over the past 20 years, under my direction, most arterial streets in the City have
17 been constructed, widened, or partially reconstructed.

18

19 **5. Please describe your role on the Center Parkway extension project that is the**
20 **subject of this hearing?**

21 Center parkway is being designed by a consultant, SCM Engineering, and the consultant
22 contract is being monitored and managed by the City Engineering Department. Steve
23 Plummer is the project engineer completing the day-to-day management of the contract
24 and Steve works for me. Design criteria, reviews, and contract issues related to the
25 contract fall under my direct responsibility.

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6. *Could you generally describe where the proposed street extension would begin starting at Center Parkway to where it would end, including the distance of the extension, distance between tracks, and changes in elevation?*

The Center parkway portion of the project will generally begin at the intersection of Gage Boulevard (Station 10+41.65) and extend approximately 1669 feet (0.31 Miles) northerly to the intersection with Tapteal Drive (SI Station 27+10.59) in the Richland City Limits. The intersection elevation of the Gage intersection is 447.35 feet.

The center of the first tracks are 777 feet North, with rail elevations of 446.60 feet and 446.65 feet. The center of the next tracks are 15 feet North, with rail elevations of 446.07 and 446.07 feet. The center of the next tracks are an additional 197 feet North, with rail elevations of 442.60 and 442.49 feet and the last tracks are an additional 15 feet North, with rail elevations of 442.69 and 442.55 feet. The center of Tapteal Drive is an additional 665 feet North, at an elevation of 409.29 feet.

7. *Union Pacific has previously provided testimony from Raymond Wright, Jr. Have you had an opportunity to review Mr. Wright's testimony?*

Yes.

8. *Mr. Wright has offered an opinion that a 7% grade is the maximum allowed for urban arterial streets by Washington State Department of Transportation and this project exceeds the maximum grade because it is projected to be a 9% grade. Do you concur with this opinion?*

No.

1 WSDOT highways are designed for much higher speeds and heavier truck traffic
2 volume, than most urban and rural roadways. WSDOT recognizes that their design criteria
3 are not applicable for speeds less than 45 MPH and has issued design criteria for the
4 construction of Urban and Rural arterials and collector arterials that allows for grades of
5 12% and greater for short sections.

6 The speed limit of the Center Parkway extension will not exceed 35 MPH and will
7 likely be posted lower. The 0.58 foot total vertical climb of the 9% grade, between tracks
8 one and two, would definitely be considered minimal and would be less than what would
9 be encountered on most commercial approaches.

10
11 **9. Can you explain how this project, if built at a 9% grade, can meet**
12 **Washington State Department of Transportation guidelines? Please feel free**
13 **to give examples if that will assist your answer.**

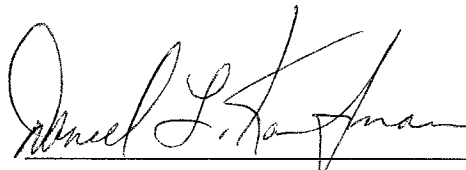
14 See number 8 for response. In addition, design simulations have been run to verify that
15 a commercial lowboy truck and trailer can safely traverse the roadway, if it is required to
16 construct the roadway with the tracks left at the current elevations. This was considered
17 the most likely, worst case truck crossing scenario and due to the small elevation
18 difference, the design did not prevent the design truck crossing. The maximum grades are
19 within the WSDOT Urban design standard requirements as explained above.

20
21 **DECLARATION**

22
23 I, Daniel L. Kaufman, declare under penalty of perjury under the laws of the State
24 of Washington that the foregoing PREPARED TESTIMONY OF DANIEL L.
25 KAUFMAN is true and correct to the best of my knowledge and belief.

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DATED this 19th day of June, 2006.



DANIEL L. KAUFMAN