UTC
TILITIES AND TRANSPORTATION
COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

City of Kennewick Petitioner, vs. **Port of Benton;** **Tri City & Olympia Railroad Company;** **BNSF Railway; Union Pacific Railroad** Respondent	)	DOCKET NO. TR- 130499-P PETITION TO CONSTRUCTA HIGHWAY-RAIL GRADE CROSSING **Center Parkway**

Prior to submitting a Petition to Construct a Highway-Rail Grade Crossing to the Washington Utilities and Transportation Commission (UTC), State Environmental Protection Act (SEPA) requirements must be met. Washington Administrative Code (WAC) 197-11-865 (2) requires:

> **All actions of the utilities and transportation commission under statutes administered as of December 12, 1975, are exempted, except the following:**
>
> **(2) Authorization of the openings or closing of any highway/railroad grade crossing, or the direction of physical connection of the line of one railroad with that of another;**

Please attach sufficient documentation to demonstrate that the SEPA requirement has been fulfilled. For additional information on SEPA requirements contact the Department of Ecology.

The Petitioner asks the Washington Utilities and Transportation Commission to approve constructionof a highway-rail grade crossing.

Section 1 – Petitioner's Information

City of Kennewick
Petitioner

Peter Beaudry
Signature

210 W. 6th Avenue
Street Address

Kennewick, WA 99336
City, State and Zip Code

P.O. Box 6108, Kennewick, WA 99336-0108
Mailing Address, if different than the street address

Peter Beaudry
Contact Person Name

(509) 585-4292, Peter.Beaudry@ci.kennewick.wa.us
Contact Phone Number and E-mail Address

Section 2 – Respondent's Information

Port of Benton
Respondent

3100 George Washington Way
Street Address

Richland, WA 99354
City, State and Zip Code

Mailing Address, if different than the street address

Scott D. Keller
Contact Person Name

(509) 375-3060, keller@portofbenton.com
Contact Phone Number and E-mail Address

Tri-city and Olympia Railroad Company
Respondent

10 North Washington Street
Street Address

Kennewick, Washington 99336
City, State and Zip Code

PO Box 1700, Richland, WA 99352
Mailing Address, if different than the street address

RhettPeterson
Contact Person Name

(509) 727-8824,rhettwater@mac.com
Contact Phone Number and E-mail Address

BNSF Railway
Respondent

2454 Occidental Ave. S., Suite 2D
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Seattle, WA 98134
City, State and Zip Code

Mailing Address, if different than the street address

Richard Wagner
Contact Person Name

(206) 625-6152; richard.wagner@bnsf.com
Contact Phone Number and E-mail Address

Union Pacific Railroad Company
Respondent

9451 Atkinson Street
Street Address

Roseville, CA 95747
City, State and Zip Code

Mailing Address, if different than the street address

Terrel Anderson
Contact Person Name

(916) 390-3693, taanders@up.com
Contact Phone Number and E-mail Address

Section 3 – Proposed Crossing Location

1. Existing highway/roadway **Center Parkway**

2. Existing railroad **Port of Benton Rail Spur (aka Richland Spur), operated by Tri-City and Olympia Railroad**

3. Location of proposed crossing:
Located in the **NW** 1/4 of the **SE** 1/4 of Sec. **30**, Twp. **9** , Range **29** W.M.

4. GPS location, if known: **Latitude 46.22983, Longitude -119.23120**

5. Railroad mile post (nearest tenth) **0.2**

6. City **Kennewick** County: **Benton**

Section 4 – Proposed Crossing Information

1. Railroad company: **Tri-City and Olympia Railroad Company**

2. Type of railroad at crossing ☒ Common Carrier ☐ Logging ☐ Industrial

☐ Passenger ☐ Excursion

3. Type of tracks at crossing ☒ Main Line ☐ Siding or Spur

4. Number of tracks at crossing: **2 existing, including siding; 1 proposed**

5. Average daily train traffic, freight **2 to 4 per day**

Authorized freight train speed: **15 mph** Operated freight train speed: **15 mph**

6. Average daily train traffic, passenger **0**

Authorized passenger train speed **N/A** Operated passenger train speed: **N/A**

7. Will the proposed crossing eliminate the need for one or more existing crossings?
Yes ____ No **X**

8. If so, state the distance and direction from the proposed crossing.

9. Does the petitioner propose to close any existing crossings?
Yes ____ No **X**

Section 5 – Temporary Crossing

1. Is the crossing proposed to be temporary? Yes ____ No __X__

2. If so, describe the purpose of the crossing and the estimated time it will be needed

_____

3. Will the petitioner remove the crossing at completion of the activity requiring the temporary crossing? Yes ____ No ____

Approximate date of removal _____

Section 6 – Current Highway Traffic Information

1. Name of roadway/highway: **Center Parkway**

2. Roadway classification **Minor Arterial**

3. Road authority: **City of Kennewick**

4. Estimated average annual daily traffic (AADT): **5,200(Projected, Opening Year2014)**

5. Estimated average pedestrian use per day:**Unknown, See #12**

6. Number of lanes: **2 (Proposed)**

7. Roadway speed: **30mph (Proposed)**

8. Is the crossing part of an established truck route? Yes _____ No: **X**

9. If so, trucks are what percent of total daily traffic? _____

10. Is the crossing part of an established school bus route? Yes _____ No: **X**

11. If so, how many school buses travel over the crossing each day? _____

12.Describe any changes to the information in 1 through 7, above, expected within ten years:

The AADT is projected to increase to 7,000 in 2033; traffic is projected to be between 5,200 and 7,000 during the initial 10 years of operation.Train speeds could increase to 20 MPH in the future with the removal of a turnout (aka switch) east of the project site.

The pedestrian use per day is expected to be low due to the lack of pedestrian-oriented businesses and recreational facilities in the vicinity.However sidewalks will be provided on both sides of the proposed roadway that meet the city's design standards.

Section 7 – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location?
   Yes ____ No **X**

2. If a safer location exists, explain why the crossing should not be located at that site.

   _____
   _____
   _____
   _____

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a motorist's view of the crossing?
   Yes **X** No ____

4. If a barrier exists, describe:
   - ♦ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.
   - ♦ How the barrier can be removed.
   - ♦ How the petitioner or another party can mitigate the hazard caused by the barrier.

   The trees in the NE quadrant of the proposed crossing are on private property. Security fences in the SE and SW quadrants are anticipated just outside the roadway and railroad property lines. The lack of sight distance in that quadrant will be mitigated through the use of active warning devices (flashing lights and gates) and a non-mountable median.

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?
   Yes ____ No **X**

6. If an over-crossing or under-crossing is not feasible, explain why.
   A roadway bridge over the rail line is not feasible. The northern roadway approach would exceed the established design standards for the City of Richland of 8%. This is true even if the rail line was lowered beginning at the end of the bridge over Columbia Center Boulevard (CCB) at a 1% grade. Lowering the CCB rail bridge would create a substandard vertical clearance for that roadway. Regardless, the required elevated Center Parkway roadway would eliminate access to the existing hotel in the Northeast quadrant of the proposed crossing and limit access to other commercial parcels.
   A rail bridge over the roadway is also not feasible. The required lowered roadway would eliminate access to the existing Holiday Inn hotel at the Northeast quadrant of the proposed crossing and limit access to other commercial parcels.

   Please refer to the supporting document prepared by the City of Richland, titled *Center Parkway Extension, Grade Separation Evaluation*, for more detailed information.

7. Does the railway line, at any point in the vicinity of the proposed crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the roadway to reach that point?

Yes ____ No **X**

8. If such a location exists, state:
   - ♦ The distance and direction from the proposed crossing.
   - ♦ The approximate cost of construction.
   - ♦ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes **X** No ____

10. If a crossing exists, state:
   - ♦ The distance and direction from the proposed crossing.
   - ♦ Whether it is feasible to divert traffic from the proposed to the existing crossing.

There is public underpass (road under rail) about 1950 feet (0.37 miles) east of the proposed location for Columbia Center Boulevard. Columbia Center Boulevard is a heavily traveled 6-lane roadway that intersects with Tapteal Rd. as Columbia Center Boulevard enters the interchange with State Route 240. The heavy vehicle traffic that serves large retail developments from SR240 has resulted in an unusual access arrangement to and from Tapteal Dr. SB vehicles on Columbia Center Blvd.originating from WB SR 240 or Columbia Park Trail that wish to access Tapteal Drive and the Richland side of the rail line are required to make an uncontrolled left turn across 3 lanes of NB Columbia Center Blvd. traffic and loop in a clockwise direction back over Columbia Center Blvd. and down to Tapteal Drive, then make a left turn at a stop sign. NB traffic on Columbia Center Blvd. has to make a right turn onto Tapteal Drive and follow the same route up and back over Columbia Center Blvd. to access this area.

Section 8 – Sight Distance

1. Complete the following table, describing the sight distance for motorists when approaching the tracks from either direction.

"Number of feet from proposed crossing" is measured from the crossing gate along the centerline of the travel lane. Sight distance is measured from the edge of traveled way (edge of fog line or curb line) along the centerline of track at the crossing. NOTE - for "Left" sight distances, the edge of traveled way is on the *opposite* side of the roadway.

a. Approaching the crossing from **South**, the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	250	17
Right	150	20
Right	100	27
Right	50	73
Left	250	26
Left	150	37
Left	100	53
Left	50	192

b. Approaching the crossing from **North**, the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right	250	>500 (unobstructed)
Right	150	>500 (unobstructed)
Right	100	>500 (unobstructed)
Right	50	>500 (unobstructed)
Left	250	60
Left	150	72
Left	100	94
Left	50	154

2. Will the new crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes ____ No **X**

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing.

The track that is proposed to remain has a cross slope (superelevation) that places the northern rail lower than the south rail. The roadway will be constructed such that the roadway profiles will be within 3 inches of the plane of the two rails for30 feet from the closest rail.

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?

Yes ____ No **X**

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

The existing Center Parkway roadway approaching the proposed crossing from the north is 6%. The grade is proposed to decrease to meet the track's superelevation as it approaches the crossing and to continue to decrease as it continues southward. If the roadway grade is decreased to 5%, the intersection with Tapteal Drive would have to be raised more than 15 feet.

Section 9 – Illustration of Proposed Crossing Configuration

Attach a detailed diagram, drawing, map or other illustration showingthe following:

- ♦ The vicinity of the proposed crossing.
- ♦ Layout of the railway and highway 500 feet adjacent to the crossing in all directions.
- ♦ Percent of grade.
- ♦ Obstructions of view as described in Section 7 or identified in Section 8.
- ♦ Traffic control layout showing the location of the existing and proposed signage.

Section 10 –Proposed Warning Signals or Devices

1. Explain in detail the number and type of automatic signals or other warning devices planned at the proposed crossing, including a cost estimate for each.

The proposedwarning devices include flashing lights, audible bells, and crossing gates.

The control equipment for the railroad warning devices will be modern constant warning time units.

The approximate cost for railroad crossing signal improvements is $250,000.

2. Provide an estimate for maintaining the signals for 12 months.**$5,000**

3. Is the petitioner prepared to pay to the respondent railroad company its share of installing the warning devices as provided by law?

Yes **X** No ____

Section 11 – Additional Information

Provide any additional information supporting the proposal, including information such as the public benefits that would be derived from constructing a new crossing as proposed.

Concrete crossing panel surfaces will be installed, and the roadway paved to match the elevation of the panels.

Non-mountable median islands will be installed on either side of the track. The south island will be 100 ft. from the NB crossing gate; the north island will be at least 60 feet from the SB crossing gate.

Section 12 – Waiver of Hearing by Respondent

Waiver of Hearing

The undersigned represents the Respondent in the petition to construct a highway-railroad grade crossing.

USDOT Crossing No.: _____

We have investigated the conditions at the proposedor existing crossing site. We are satisfied the conditions are the same as described by the Petitioner in this docket. We agree that a crossing be installed or reconstructed and consent to a decision by the commission without a hearing.

Dated at _____ , Washington, on the _____ day of

_____, 20. _____ ____

_____
Printed name of Respondent

_____
Signature of Respondent's Representative

_____
Title

Name of Company

_____
Phone number and e-mail address

_____

_____
Mailing address

Center Parkway Extension And Railroad Crossing

Traffic Study

March 2013

Prepared by:

J-U-B ENGINEERS, Inc.
2810 W. Clearwater Avenue, Suite 201
Kennewick, Washington 99336

Center Parkway Extension And Railroad Crossing

Traffic Study

March 2013

Prepared by:

Spencer Montgomery
Rick Door, PE

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Kennewick, Washington 99336

Table of Contents

List of Figures

List of Tables

Appendix

Introduction

For several years the City of Richland has pursued the extension of Center Parkway to connect between Gage Boulevard on the south to Tapteal Drive on the north. This effort has been challenging because of existing railroad lines that operate parallel to and in between Gage Boulevard and Tapteal Drive. There are multiple purposes for connecting Center Parkway which include:

- Complete a grid network of functionally classified roadways
- Provide relief to congested arterial facilities
- Provide improved access to commercial areas and developable land
- Improve emergency response times

The City has worked closely with both the Burlington Northern Santa Fe Railroad and the Union Pacific Railroad to relocate railroad siding in the vicinity of Center Parkway. The City has also worked with the Port of Benton, who owns the remaining railroad line, to address issues with respect to a new railroad crossing that would be created by the Center Parkway Extension. This effort has produced substantial progress such that the Center Parkway is within reasonable reach. The City has also secured federal and state funding for the construction of the roadway including the railroad crossing.

The City has commissioned this traffic study to document conditions with the future roadway connection to contribute to design considerations and ensure safety with the new railroad crossing. This traffic study will summarize existing conditions, transportation need and benefit for the project, forecast 20-year traffic volumes with and without the roadway connection, evaluate traffic operational conditions with the Center Parkway Extension and make recommendations to safely accommodate the project including safe railroad crossing treatment.

Existing Conditions

This section will discuss existing land use and the roadway network in the area around Center Parkway. A vicinity map showing the study area is included in Figure 1.

Land Use

The study area around Center Parkway is dominated by commercial development, with the Columbia Center Regional Mall located immediately adjacent to Center Parkway. Gage Boulevard terminates at Center Parkway at the west entrance to the Columbia Center Mall. Many other commercial developments have also located in the vicinity of the Mall so as to take advantage of the activity generated in the area. To the west is a residential development which takes access from Steptoe Street approximately one-half mile to the west. To the northwest is undeveloped land within the City of Richland that is zoned for commercial development.

Roadway Characteristics

Center Parkway south of Gage Boulevard is designated as a principal arterial south to Quinault Avenue. North of Gage Boulevard Center Parkway is discontinuous in the vicinity of the railroad tracks and thus is identified as a future minor arterial roadway from north of Gage Boulevard to Tapteal Drive. Center Parkway also extends south of Quinault Avenue as a local roadway serving residential neighborhoods. In recent years Center Parkway was extended by the City of Kennewick and curves to the west to connect with Steptoe Street. The Richland Transportation Plan identifies Center Parkway to be extended one more mile to the west to connect with Leslie Road. It provides 3 lanes including a two-way-left-turn-lane with shoulders, curb, gutter, sidewalks and street lights and a speed limit of 30 MPH. A two lane roundabout is at the intersection with Gage Boulevard that also provides access to the Mall to the east. The traffic volume during the PM peak hour is nearly 800 vehicles south of Gage Boulevard.

Gage Boulevard is an east-west principal arterial roadway that extends from Center Parkway to the west and currently terminates at the foothills of Badger Mountain approximately 2.75 miles to the west. To the east of Center Parkway is one entrance to the Columbia Center Mall. The City Transportation Plan identifies Gage Boulevard to be extended westward through the saddle of Badger Mountain to connect with Dallas Road and the interchange with I-82 approximately three miles to the west. Gage Boulevard in the vicinity of Center Parkway is a 5 lane roadway, including a two-way left-turn lane with curb, gutter, sidewalks and streetlights with a speed limit of 40 MPH. The traffic volume during the PM peak hour is 1200 vehicles west of Center Parkway and 2500 vehicles east of Steptoe Street.

Steptoe Street is a north south principal arterial situated approximately 0.6 miles west of Center Parkway. This street was recently extended south of Gage Boulevard to connect with Center Parkway and additional extension is underway that will connect to Clearwater Avenue in Kennewick as well as 10th Avenue further to the south. Steptoe Street general includes 5 lanes including a two-way-left-turn-lane with shoulders, curb, gutter, sidewalks and street lights with a speed limit of 40 MPH. To the north Steptoe Street has an at-grade railroad crossing, connects with Tapteal Drive and provides access to SR 240. The traffic volume during the PM peak hour is 1400 vehicles north of Gage Boulevard.

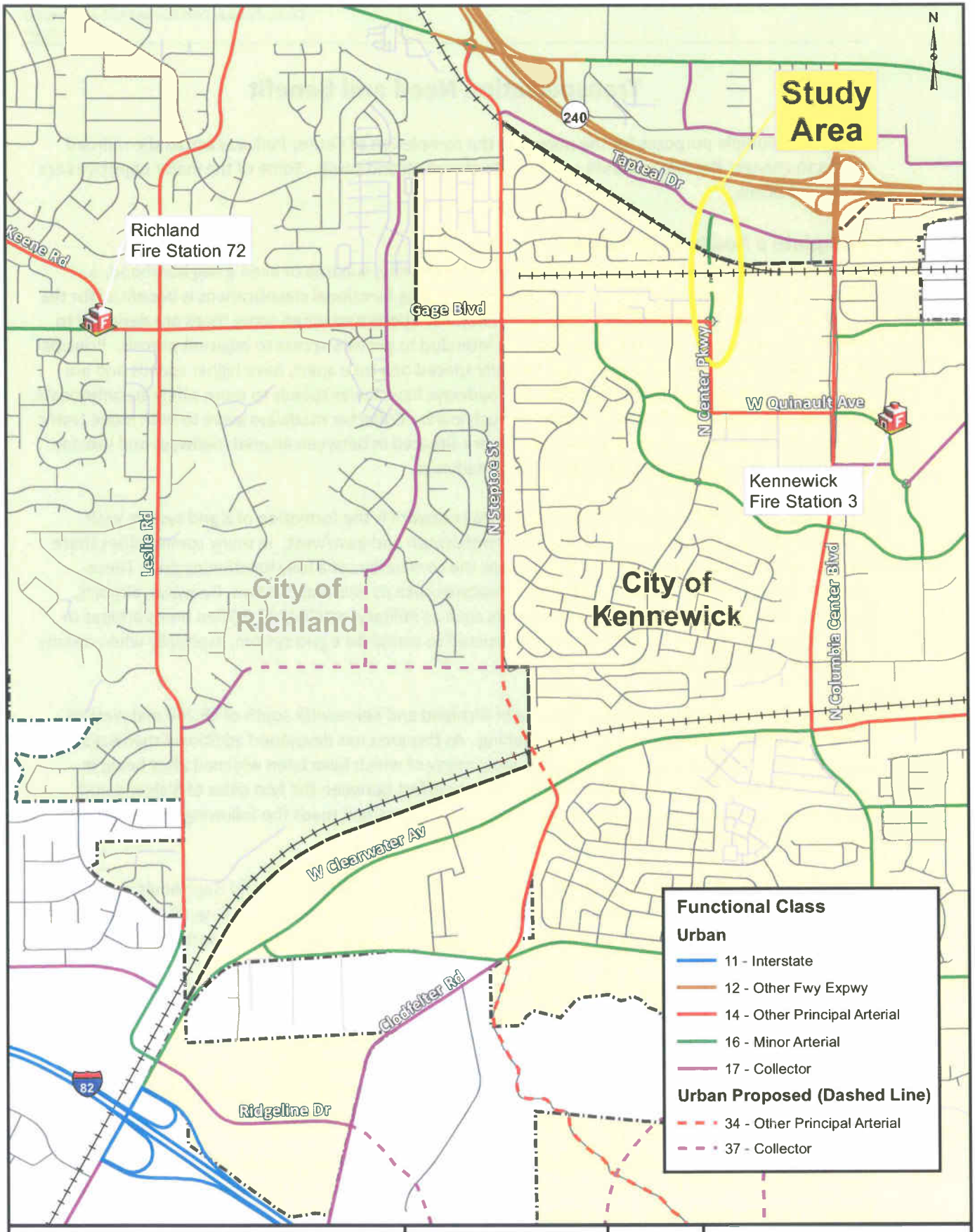
Columbia Center Boulevard is a north south principal arterial situated approximately 0.4 miles east of Center Parkway that gives major access to the most significant retail area in southeastern Washington. It provides connections to SR 240 at an interchange to the north and south to 10th Avenue. In the

vicinity of the Columbia Center Mall it is a 6 lane facility with curb, gutter, sidewalks and streetlights with a speed limit of 35 MPH. Columbia Center Boulevard provides a grade separated crossing of the railroad Several years ago, in an effort to alleviate congestion on Columbia Center Boulevard, a grade separated connection to Tapteal Drive for northbound traffic was provided via Tapteal Loop. The traffic volume during the PM peak hour is 2400 vehicles north of Quinault Avenue and 2600 vehicles south of SR 240.

Tapteal Drive is an east west collector roadway with a single through lane in each direction and a two-way left turn lane with shoulders. Although there is curb and gutter on both sides of the road, sidewalks are only provided where development has been implemented. It currently extends from Steptoe Street on the west to Columbia Center Boulevard (CCB) on the east, with a "T" intersection at either end. At the east end a grade separated overpass was built to limit movements at CCB to right-in/right-out only; eastbound Tapteal Drive traffic wishing to turn north on CCB must use the overpass to cross CCB and then make a right turn to go north. At the west end studies have been performed to extend Tapteal Drive westward to provide access to commercial area, cross the canal to the north and connect with Columbia Park Trail. The seed limit is 30 MPH. The traffic volume during the PM peak hour is 225 vehicles west of Columbia Center Boulevard.

Quinault Avenue between Center Parkway and Columbia Center Boulevard is a 5 lane east-west principal arterial roadway with a speed limit of 30 MPH. West of Center Parkway and east of Columbia Center Boulevard it is a 3-lane minor arterial roadway.

Grandridge Boulevard is generally an east-west minor arterial roadway that provides a by-pass of sorts to the Columbia Center Mall. It is 3 lanes, with extra turn lanes at some intersections. It connects on the west to Gage Boulevard west of Center Parkway and heads south, then east, crossing Center Parkway and Columbia Center Boulevard, then continues east and then north to connect with Canal Drive.



JUB	Vicinity Map	FIGURE 1	City of Richland Center Parkway Extension Traffic Study

Transportation Need and Benefit

There are multiple purposes for the pursuit of the completion of Center Parkway across the railroad tracks to connect the two separate segments to the north and south. Some of the major objectives are discussed below.

Complete a Roadway Network

In planning for a transportation network within a region, city, subarea or even a neighborhood, a hierarchy of roadways that make up a system with varying functional classifications is beneficial for the movement of people and goods. A roadway system functions best when some roads are designed to primarily move traffic and other roadways are intended to provide access to adjacent parcels. Principal arterial roadways which limit access are typically spaced one mile apart, have higher speeds and are capable of moving more traffic. Local access roadways have lower speeds to more safely accommodate entering and exiting traffic; their capacity is much lower. Collector roadways serve to both move traffic and provide some access, these roads typically are situated in between arterial roadways and provide connections between local roads and arterials roadways.

One other component of a well-designed roadway network is the formation of a grid system with arterial and collector roadways running both north/south and east/west. In many communities there are natural and man-made barriers that prevent the completion of a fully functioning grid. These barriers include: rivers, canals, topographical features such as hills and canyons, freeways, airports, railroads, freeways or even large developments such as military installations. Often times bridges or other means to cross these features are constructed to complete a grid system, especially when nearby roadways reach their capacity.

Over the last three to four decades the area of Richland and Kennewick south of SR 240 and west of Columbia Center Boulevard has been developing. As this area has developed additional roadways have been planned and constructed to serve the area, many of which have been widened after being in existence for over 20 years. As evidence of this joint effort between the two cities of Richland and Kennewick to put in place a grid network of functionally classified roads the following improvements have been carried out in recent years:

- Steptoe Street was connected between SR 240/Columbia Park Trail and Gage Boulevard
- Tapteal Drive was constructed between Columbia Center Boulevard and Steptoe Street
- Columbia Center Boulevard was widened to 6 lanes and grade separated with the BNSF railroad being lowered
- Gage Boulevard was widened to 5 lanes
- Leslie Road was constructed to urban standards
- Center Parkway was extended south and west to future Steptoe Street
- Steptoe Street was extended south to connect to Center Parkway
- Construction is underway of Steptoe Street south to Clearwater Avenue, including a grade separation with the BNSF railroad, with opening anticipated in 2013

The completion of Center Parkway north of Gage Boulevard is merely one step of many to complete both a functionally classified network and a north-south component of a grid system to provide safe efficient movement of traffic into this area of the region.

Congestion Relief

As described above, Center Parkway is one piece of a planned network of roadways. Columbia Center Boulevard is one of the busiest roadways in the region. The extension and connection of Steptoe Street to Clearwater Avenue has long been planned to provide significant relief to that congested facility. However, as growth continues to fill in the undeveloped portions of the area, regional models indicate that Steptoe Street will also become congested. The significant commercial activity attracted to the area immediately around the Columbia Center Mall requires a well thought out plan for accommodating traffic demand. Having alternate routes and multiple roadways will allow traffic to move into and out of this congested area, enhancing the ability to provide services and let the region continue to develop without extending other urban infrastructure into areas not yet served.

Center Parkway has been planned to provide relief to both Columbia Center Boulevard as well as Steptoe Street, consistent with the philosophy of providing collector roadways parallel and in between arterial roadways.

Improved Access

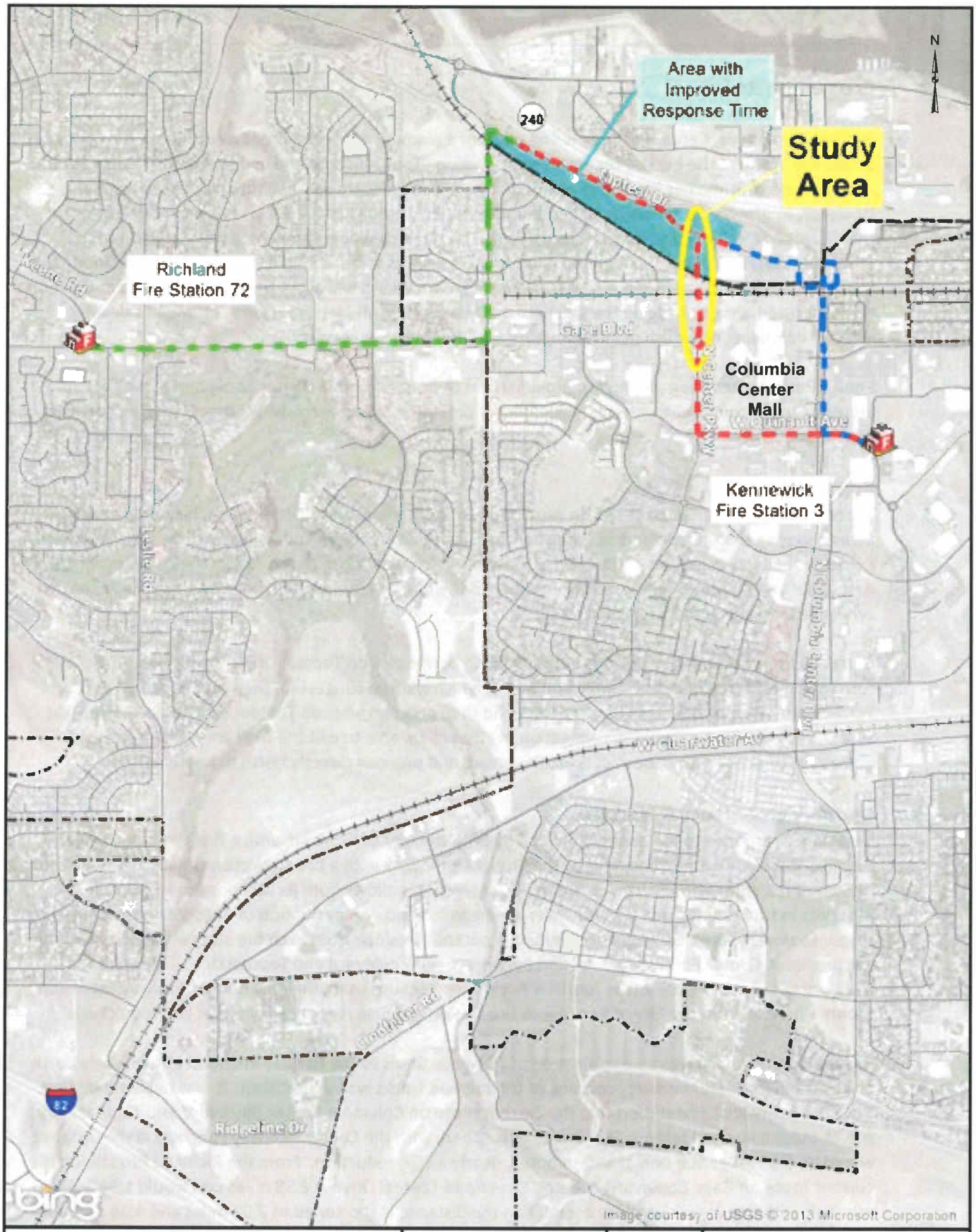
There is also significant land yet to be developed in this general area of the region, including nearly 60 acres between the railroad and SR 240 which has desirable visibility. Today this land has all utilities and collector roadway access on Tapteal Drive, however it is not as close to the rest of the commercial areas as it could be without Center Parkway, because of the barrier created by the railroad, so it lacks the synergy that commercial areas often seek.

Currently to get from the Columbia Center Mall to businesses on Tapteal Drive, traffic must make a left turn to go north on Columbia Center Boulevard, which is often congested, then proceed to go east on Yellowstone Avenue, south on Belfair Street and then proceed west on Tapteal Loop to access Tapteal Drive. With the Center Parkway connection, traffic will be able to exit the Mall area on the west side and go north at the roundabout at Gage Boulevard and proceed directly north to Tapteal Drive.

Improve Emergency Response

Emergency response to the area is provided by both the City of Richland, with a fire station on Gage Boulevard West of Leslie Road, and by the City of Kennewick with a fire station on Quinault Avenue east of Columbia Center Boulevard. An interagency agreement allows both jurisdictions to respond to incidents in the other jurisdiction, so coverage areas overlap. An evaluation of distances and emergency response times was performed by examining 4 potential routes: from each fire station with and without the proposed Center Parkway connection between Gage Boulevard and Tapteal Drive. Three of these routes are shown in Figure 2 (the fourth is not shown because using the new Center Parkway Extension is only a benefit from the City of Kennewick fire station because response from that site is quicker).

For comparative purposes an examination of response times to the Holiday Inn hotel immediately north and east of the Center Parkway crossing of the railroad tracks was undertaken. It was determined that from the Kennewick fire station that the current route on Columbia Center Boulevard and Tapteal Loop is 1.31 miles away and takes 2:48 minutes to respond, with the Center Parkway connection the distance would be 0.98 miles and only take 2 minutes, nearly a 30% reduction. From the Richland fire station the current route on Gage Boulevard, Steptoe Street and Tapteal Drive is 2.59 miles and would take 5:42 minutes, with the Center Parkway connection the distance is shortened to 2.02 miles and 4:18 seconds.



JUB ENGINEERS, INC.	Emergency Routes	FIGURE 2	City of Richland Center Parkway Extension Traffic Study

Traffic Forecast and Operational Analysis

Traffic Volumes

For this traffic study a 20 year forecast of traffic volumes with Center Parkway was needed in order to perform operational analysis at the intersection of Center Parkway and Tapteal Drive. This forecast was needed to determine appropriate intersection and traffic control and ensure that traffic would not back up across the railroad tracks during peak times. A comparison of the benefits to other facilities was also desired. Thus a forecast of year 2033 traffic volumes with the existing roadway network (without the Center Parkway Extension) and with the Center Parkway Extension was prepared. The methodology to prepare those forecasts is presented below.

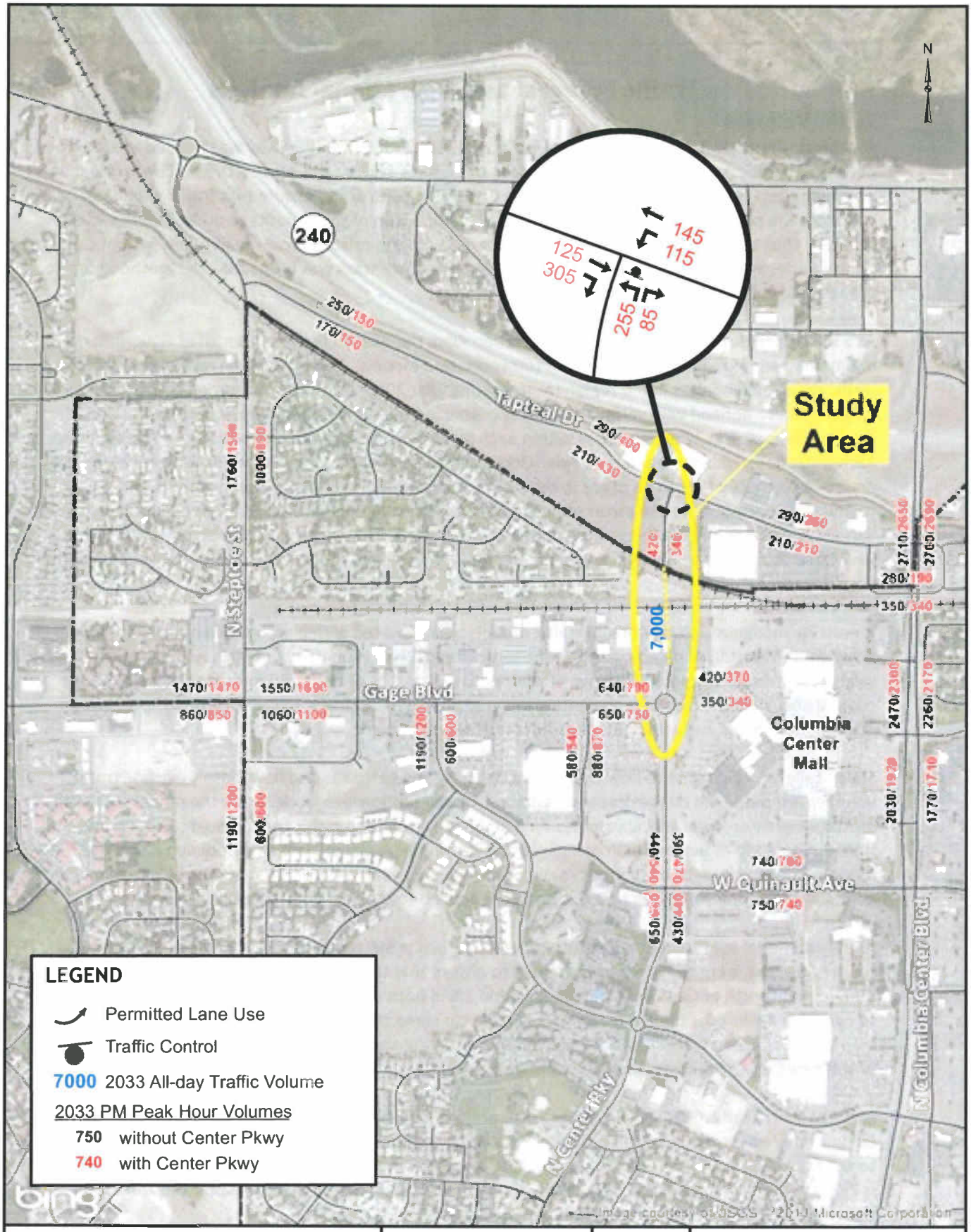
As a tool in preparing the Regional Transportation Plan, the Benton Franklin Council of Governments maintains a set of regional computerized transportation models. The model is developed using current traffic data and land uses in the region (representing year 2010) using Transportation Analysis Zones (TAZs) that are defined with various attributes describing the number and type of households and employees as well as other land uses within each zone. The model is calibrated using Federal Highway Administration procedures and methods. Once calibrated, changes in assumptions for future land uses and roadway networks can be made to determine the potential impacts of developments and/or roadway scenarios. Land use assumptions representing future conditions are developed to determine various impacts on the roadway network at a regional level. The future year model representing the year 2030 developed by BFCOG represents the best land use and roadway assumptions available at the time it was created.

It must be recognized that although traffic models are calibrated within acceptable ranges, the model is a tool in transportation planning and traffic forecasting. Professional judgment should be used in interpreting model outputs. To arrive at reasonable estimates of traffic volumes for the year 2033, a comparison of model results representing the year 2030 and 2010 was made; a comparison between 2010 model results and actual 2010 traffic counts was also made.

Specifically, an evaluation of how well the model currently performs and how closely existing traffic volumes are predicted by the model was made. An assumption was made that if the model currently predicts higher or lower traffic volumes than actually observed that this trend would continue into the future. The 2030 model was also compared to determine the growth in traffic between it and the 2010 model. Growth rates for the various roadway links being evaluated for this study were determined and continued from the year 2030 to 2033, but were applied to the year 2010 ground counts.

A few additional steps were undertaken to arrive at final projections for traffic volumes on applicable roadways. First, a cordon line was examined to ensure that the future volumes crossing a line immediately north of Gage Boulevard was within 1% in both scenarios. Since there is no existing traffic to compare against for the Center Parkway Extension some minor adjustments were needed. A second step was performed which balanced the volumes entering and exiting the two intersections at the end of the new Center Parkway Extension at Gage Boulevard and Tapteal Drive.

Average Daily Traffic (ADT) volumes were also prepared by examining the peak hour proportion of the all day volumes for the 2010 calibration counts along the cordon line used and applying that percentage to the final peak hour forecasts prepared. The forecast ADT for Center Parkway at the railroad crossing is 7,000 vehicles. A table in the Appendix shows all of the various volumes used for this forecast, with the volumes for both scenarios being shown in Figure 3.



JUB	2033 Traffic Forecast	FIGURE 3	City of Richland Center Parkway Extension Traffic Study

Some observations with respect to anticipated adjustments to traffic patterns during the PM peak hour with Center Parkway Extension in place include:

- Traffic volumes on Columbia Center Blvd and Steptoe St will go down 210 and 310 respectively
- Traffic volumes on Gage Blvd west of Center Parkway and East of Steptoe Street will go up 250 and 180 respectively
- Volumes on Center Parkway south of Gage Boulevard will go up 220
- Volumes on Tapteal Drive will go up 330
- Volumes on Grandridge Boulevard south of Gage Boulevard will go down 50
- Quinault Avenue west of Columbia Center Boulevard will go down 50
- Columbia Center Blvd south of Canal Drive will go down 170
- On several roadways outside of those mentioned above, such as Gage Blvd west of Steptoe Street, Steptoe Street south of Gage Blvd

An opening day forecast of the ADT was also prepared. The BFCOG model had no such projection, so the growth rate along the cordon line of 1.6% per year was used and backed up from the 2033 forecast. The resulting 2014 ADT is 5200 vehicles.

Operational Analysis

An operational analysis was performed for the intersection of Center Parkway/Tapteal Drive, it being 660' from the railroad crossing. The intersection of Center Parkway/Gage Boulevard was not expected to cause any problems because it is approximately 1,000' from the railroad crossing and the intersection control is a roundabout which would provide better service that the stop sign north of the railroad crossing.

The analysis of Level-of-Service (LOS) is a means of quantitatively describing the quality of operational conditions of a roadway segment or intersection and the perception by motorists and passengers. Service levels are identified by letter designation, A – F, with LOS "A" representing the best operating conditions and LOS "F" the worst. Each LOS represents a range of operating conditions and one or more measures of effectiveness (MOE's) are used to quantify the LOS of a roadway element. For intersections the MOE used is average control delay (seconds) per vehicle. While there are several methodologies for estimating the LOS of intersections, the most commonly used is presented in the Highway Capacity Manual and is the methodology used in this study (HCM 2000). The Highway Capacity Manual LOS criteria for unsignalized intersections are summarized in Table 1.

Table 1. Level of Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Average Control Delay (seconds/vehicle)
A	< =10
B	>10 - < 15
C	>15 - < 25
D	>25 - < 35
E	>35 - <50
F	>50

Source: *Highway Capacity Manual 2000*, Transportation Research Board, National Research Council, Washington, D.C., 2000.

For unsignalized intersections delay is based on the availability of gaps in the major street to allow minor street movements to occur. As traffic volumes increase the availability of gaps will decrease and greater delay tends to result in driver frustration and anxiety, loss of time, unnecessary fuel consumption, and contributes to unnecessary air pollution. The City of Richland standard for Level of Service is LOS "D" for minor street approaches at unsignalized intersections, meaning the overall intersection LOS must be "D" or better.

Peak hour traffic volumes shown in Figure 3 at the intersection of Center Parkway and Tapteal Drive were input into the Highway Capacity Software (HCS) along with the assumption that the intersection would have exclusive left turn lanes for each approach and a stop sign for northbound Center Parkway. This analysis was performed to determine the delay and Level of Service at the intersection as well as queue lengths for the northbound approach. The results of the capacity analysis and intersection delay for existing conditions are shown in Table 2 with LOS worksheet calculations included in the Appendix.

As shown in Table 2, the intersection of Center Parkway is forecast to operate with acceptable delay and LOS, with under 25 seconds of average vehicle delay and LOS C. It was determined that the average queue length during the PM peak hour would be approximately 4.09 vehicles for the left turn lane and less than 1 vehicle for the right turn lane. Thus, with an average vehicle length of 25 feet the queue length would not extend more than 125' of the total 660' feet back from Tapteal Drive to the railroad crossing and there is no concern that vehicles would be put in an unsafe situation of being stopped on the railroad tracks during a train event.

Table 2. Summary of 2017 Build Scenario Delay (sec) and Level of Service

Intersection	Northbound Left Turn	Northbound Right Turn
Center Parkway/ Tapteal Drive	24.7/C	10.6/B

LEGEND

22.5/C Delay and Level of Service using existing lane configurations

An analysis was also performed to determine the potential impact of a train event on the intersection of Center Parkway/Tapteal Drive. Trains operating on the Tri-City and Olympia Railway are typically relatively short trains of 10 – 12 cars. To be conservative, and allowing for increased rail demand, an evaluation of a train with 30 cars of average length of 50 feet was performed. Because it is not uncommon for trains to travel in the 10 MPH range, this speed was used for this analysis, however clearly a faster train would result in a shorter duration of the railroad crossing closure. It would take 1.7 minutes for a 30 car train to travel its 1500 foot length at 10 MPH. Adding 15 seconds to account for the railroad crossing gate arms amounts to just under 2 minutes of total closure during a train event or 3.33% of the peak hour. With 420 southbound vehicles during the peak hour it would be expected that approximately 14 vehicles might be stopped at the crossing during a train event. The average length of vehicle being 25' would amount to a queue length extending back from the railroad crossing of approximately 350', which would still leave 300' between the queue and Tapteal Drive. The driveway for the Holiday Inn and the property on the west side opposite the Holiday Inn could be blocked for a portion of the train event, however southbound vehicles destined for the Holiday Inn could use the center turn lane to proceed to their destination. Cross access between the two parcels on the west side could be a possible feature to better accommodate a train event.

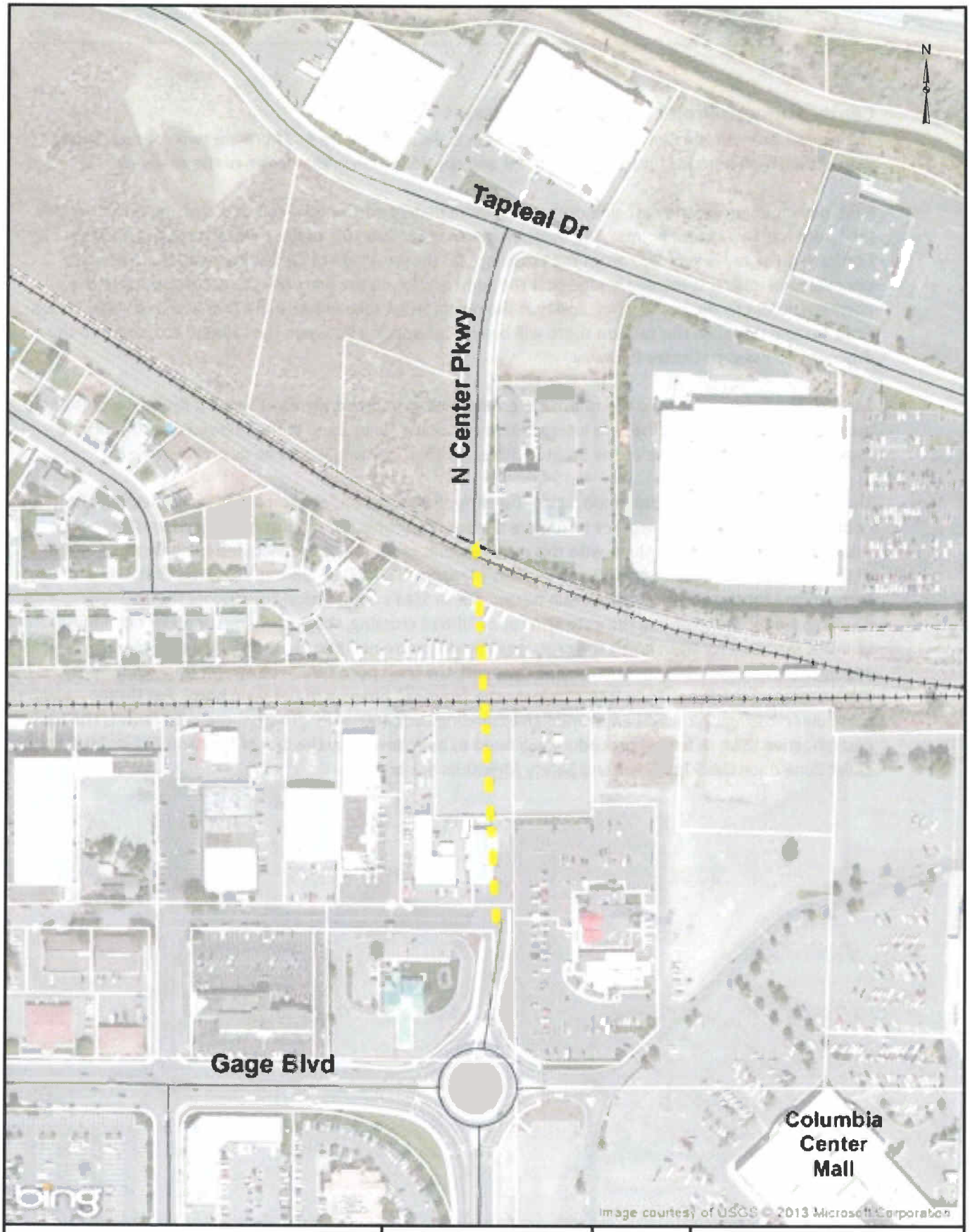
Center Parkway Project Area Considerations

The project area for the Center Parkway Extension is shown in Figure 4. There are two considerations worth discussion here for future development and consideration in the design of the roadway.

First, development on the east side of the road immediately north of the railroad crossing is the Holiday Inn which has two access points. The southern access is within 100' of the railroad crossing and the northern driveway is over 200' from the crossing. On the west side of Center Parkway there are two undeveloped lots. It is recommended that the southern lot on the west take its access opposite the northern access to the Holiday Inn, and that the northern lot take either share that access or take access from Tapteal Drive. In this fashion there will be enough spacing between the railroad crossing and the driveway accesses to Center Parkway.

Second, as a safety benefit to the railroad crossing, and to improve the environment for businesses and homes in the vicinity, the cities are interested in creating a Quiet Zone at the railroad crossing. To be most effective, a Quiet Zone at the Steptoe Street railroad crossing would be desirable as well.

The Federal Railroad Administration, since the early 1990's has undertaken a substantial technical and public process to put rules in place to require the sounding of train horns at all railroad crossings. The rule was finalized in 2005. Along with this requirement, provisions were included to allow the creation of Quiet Zones that have Supplementary Safety Measures (SSM's) at railroad crossings that "fully compensate for the absence of the train horn." These SSM's are physical constraints that prevent travelers from circumventing the gate arms at a railroad crossing, thus providing for a safer condition. Without the need for train horns the crossings are also more neighborhood and business friendly. In any event, when the train conductor sees the need, the train horn can be blown for improved safety. The purpose of the Quiet Zone is to eliminate the "routine" blowing of the train horn. For these particular crossings, a raised center median extending back 100' in length from the gate arms is the most cost-effective SSM. A formal procedure will need to be followed by the City of Richland to establish the Quiet Zone once the Supplementary Safety Measures are in place.



JUB ENGINEERS, INC.	0 125 250 Feet 1 inch = 250 feet	Center Parkway Extension Projet Area	FIGURE 4	City of Richland Center Parkway Extension Traffic Study

Summary and Recommendations

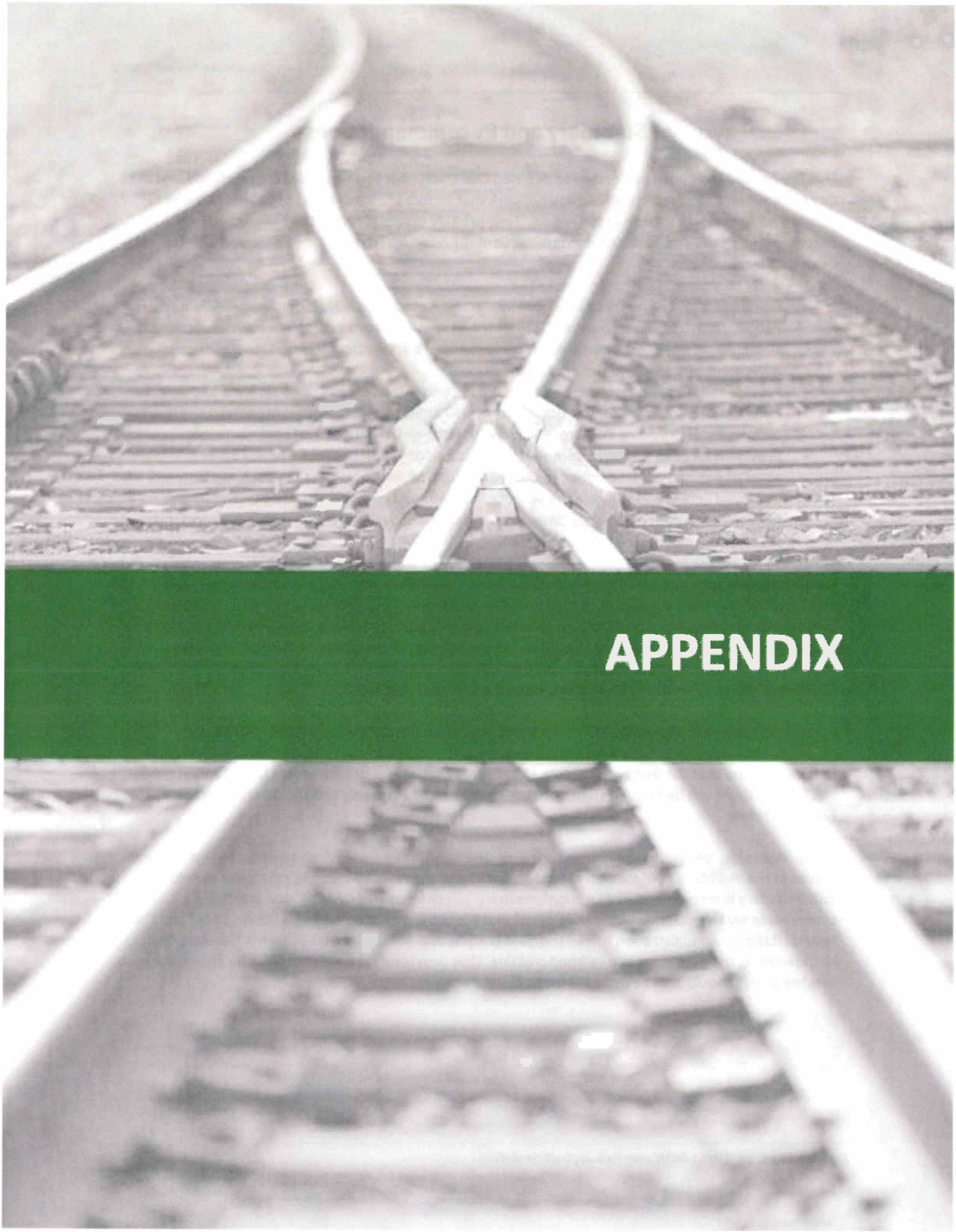
This Traffic Study has been performed to describe the efforts put forth by the City of Richland and the City of Kennewick to complete a roadway network that includes the extension of Center Parkway in order to accommodate growth in the region. Four primary objectives have been discussed that document the needs and benefits of extending Center Parkway between Gage Boulevard and Tapteal Drive that include:

- **Complete a grid network of functionally classified roadways** – The completion of Center Parkway north of Gage Boulevard is merely one step of many to complete both a functionally classified network and a north-south component of a grid system to provide safe efficient movement of traffic into this area of the region.
- **Provide relief to congested arterial facilities** - Center Parkway has been planned to provide relief to both Columbia Center Boulevard as well as Steptoe Street, consistent with the philosophy of providing collector roadways parallel and in between arterial roadways.
- **Provide improved access to commercial areas and developable land –** nearly 60 developable acres of commercial land between the railroad and SR 240 which has desirable visibility will have improved access and will gain the synergy that commercial areas often seek.
- **Improve emergency response times** – a significant area will have improved emergency response times, some with nearly a 30% reduction.

Traffic forecasts were prepared with and without the Center Parkway Extension for the year 2033. It is expected that the most significant change in traffic patterns will be a decrease in traffic volumes on Columbia Center Boulevard and Steptoe Street of 210 and 310 respectively during the PM peak hour. An examination of traffic queues in the vicinity of the railroad crossing was performed and it was estimated that the northbound queue would be less than 125 feet back from Tapteal Drive with over 650 feet of distance between Tapteal Drive and the railroad crossing.

For the undeveloped land west of Center Parkway between the railroad and Tapteal Drive, it is recommended that the southern lot on the west take its access opposite the northern access to the Holiday Inn, and that the northern lot take either share that access or take access from Tapteal Drive. In this fashion there will be enough spacing between the railroad crossing and the driveway accesses to Center Parkway.

Lastly, as a safety benefit to the railroad crossing, and to improve the environment for businesses and homes in the vicinity, a 100' median extending back from the railroad crossing gate arms should be installed. This is recommended as a Supplementary Safety Measures (SSM's) that will "fully compensate for the absence of the train horn" and allow the establishment of a "Quiet Zone" per the Federal Railroad Administration rules. This SSM is a physical constraint that prevents travelers from circumventing the gate arms at a railroad crossing, thus providing for a safer condition. The crossing at Steptoe Street should also be included in the Quiet Zone



APPENDIX

CENTER PARKWAY TRAFFIC STUDY
TRAFFIC FORECAST

Location	2010				2030 Model				2033 *				2033 ADT	
	Calibration Ground Counts		Regional Model		Without Center Pkwy		With Center Pkwy		Without Center Pkwy		With Center Pkwy		w/o Center Pkwy	with Center Pkwy
	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB		
Tapteal W/CCB	120	101	132	163	299	326	265	266	290	210	260	210	4600	4400
Tapteal W/Center Pkwy	120	101	132	163	299	326	445	602	290	210	400	430	4600	7700
Tapteal E/ Steptoe	82	73	136	153	399	344	232	307	250	170	150	150	3900	2800
CCB s/SR 240	1906	1981	1618	1724	2182	2250	2180	2202	2700	2710	2690	2650	50100	49400
Mall E/Ctr Pkwy	314	296	200	265	255	303	217	296	420	350	370	340	7100	6600
Gage W/Steptoe	1144	765	1117	1014	1370	1081	1368	1070	1470	860	1470	850	21600	21500
Gage E/Steptoe	1424	1117	1534	1305	1593	1177	1740	1228	1550	1060	1690	1100	24200	25800
Gage W/Ctr Pkwy	596	595	735	826	756	856	945	978	640	650	790	750	11900	14300
Tapteal Overpass	156	95	138	55	234	129	157	133	280	230	190	240	4700	4000
Leslie N/Gage	471	662	408	645	476	757	470	754	580	810	570	810	12900	12800
Steptoe N/Gage	670	825	833	784	1183	1597	1051	1414	1000	1760	890	1560	25600	22700
Center Pkwy N/Gage	--	--	--	--	--	--	271	427	--	--	340	420	--	7000
CCB N/Canal Dr	1603	1815	1676	1825	2252	2361	2171	2205	2260	2470	2170	2300	43800	41400
Leslie S/Gage	625	984	672	907	782	917	779	915	760	1040	760	1040	16700	16700
Steptoe S/Gage	--	--	--	--	574	1132	573	1140	600	1190	600	1200	16600	16700
Grandridge S/Gage	967	755	620	675	540	498	530	459	880	580	870	540	13500	13100
Center Pkwy S/Gage	384	414	575	601	550	603	651	761	390	440	470	540	7700	9400
CCB S/Canal Dr	1275	1478	1514	1629	2003	2133	1935	2022	1770	2030	1710	1920	35200	33600
Center Pkwy s/G'Ridge	256	498	270	410	429	512	445	522	430	650	440	660	10000	10200
Quinault W/CCB	627	567	865	841	976	1054	925	1042	740	750	700	740	13800	13300
Cordon Line N/Gage	2744	3302	2917	3254	3911	4715	3963	4800	4120	5270	4160	5330	87000	87900

*Model Growth Rate Perpetuated from 2020 to 2033

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Montgomery	Intersection	Tapteal Dr/Center Parkway
Agency/Co.	JUB ENGINEERS	Jurisdiction	City of Richland
Date Performed	3/13/2013	Analysis Year	2033
Analysis Time Period	PM Peak Hour		

Project Description: Center Parkway Extension

East/West Street: Tapteal Drive | North/South Street: Center Parkway

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		125	305	115	145	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	0	138	338	127	161	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	255		85			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	283	0	94	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		127	283		94			
C (m) (veh/h)		1097	456		738			
v/c		0.12	0.62		0.13			
95% queue length		0.39	4.09		0.44			
Control Delay (s/veh)		8.7	24.7		10.6			
LOS		A	C		B			
Approach Delay (s/veh)	--	--	21.2					
Approach LOS	--	--	C					

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Meeting Record

Project:	City of Richland – Center Parkway At-Grade Crossing
DEA Project #:	CRCH0000-0001
Date:	December 11th, 2012
Time:	9:30 A.M. until 12:00 P.M.
Subject:	Center Parkway proposed at-grade highway-railroad Crossing Diagnostic Meeting
Attendees:	Pete Rogalsky, City of Richland; Jeff Peters; City of Richland; Julie Nelson, City of Richland; Kathy Hunter, Washington Utilities and Transportation Commission (UTC); John Deskins, City of Kennewick; Steve Plummer, City of Kennewick; Bruce Beauchene, City of Kennewick; Spencer Montgomery, JUB Engineers; Susan Grabler, David Evans and Associates; Kevin Jeffers, David Evans and Associates
Invited but not in attendance	Rhett Peterson, Tri-City and Olympia Railroad; Scott D. Keller, Port of Benton
Location:	Current end of street near 1970 Center Parkway, Richland, WA 99352
Copies to:	Invitees, project file

Introductions

City of Richland

Pete Rogalsky, Public Works Director
Jeff Peters, Transportation & Development Manager
Julie Nelson, Project Engineer

City of Kennewick

John Deskins, Traffic Engineer
Steve Plummer, Engineering Services Manager
Bruce Beauchene, City Engineer

Washington Utilities and Transportation Commission (UTC)

Kathy Hunter, Rail Manager

David Evans and Associates (DEA)

Susan Grabler, Grade Crossing/Quiet Zone Specialist
Kevin Jeffers, Project Manager

JUB Engineers

Spencer Montgomery, Transportation Planner

Items Discussed:

City of Richland (City) intends to petition the UTC to allow the opening of a new at-grade crossing at Center Parkway over the Port of Benton (Port) tracks operated by Tri-Cities and Olympia Railroad (TCRY). They are leading the project under an inter-local agreement with the City of Kennewick. The two cities will have joint ownership and maintenance responsibilities for the roadway infrastructure.

The proposed roadway would run north-south and connect the existing dead-end Center Parkway in Richland to the existing round-a-bout at North Center Parkway and West Gage Avenue in Kennewick.

The proposed roadway will cross the Port tracks just south of the current dead-ended Center Parkway. The north property line of the Port railroad is the boundary of the two cities, making the proposed at-grade crossing in the City of Kennewick.

While invited, the TCRY and Port did not have representatives in attendance. Thus, no one at the meeting entered the Port right-of-way.

There are currently two sets of tracks at the proposed highway-railroad crossing. The TCRY holds train operating rights on the northern-most set of tracks that extend to the Port of Benton, north of Richland. The Port of Benton owns the rail infrastructure and the underlying right-of-way. There are two tracks on the Ports right-of-way at the proposed Center Parkway highway-railroad crossing; based on aerial photos, the northerly track is the "main" line track; the south track is a siding track. The turnouts (aka switches) to the siding are about 500 feet to the east and about 1,600 feet to the west of the proposed crossing.

It is believed that the train speed on the main track is about 35 mph; the siding speed is believed to be no higher than 10 mph. The Federal Railroad Administration (FRA) crossing database for the Steptoe Road at-grade crossing (USDOT Number 310397T) about 1/3rd of a mile to the west suggests that six trains per day traverse the proposed crossing, but this data has not been updated since 2004. Further, the Port and the City both anticipate increases in industrial development on the rail line which could increase the number or length of trains using the branch line.

In the past, TCRY is believed to have used the siding to interchange cars with Union Pacific Railroad (UPRR). It is now understood that TCRY moves cars bound for UPRR further into Kennewick.

Both UPRR and BNSF Railway have trackage rights into the Port of Benton, based on a recent court case. The City has agreements with both the BNSF and UPRR to not oppose a petition for the proposed Center Parkway at-grade highway-railroad crossing. The UPRR agreement includes a clause that UPRR will no longer interchange cars at the proposed at-grade crossing location. The City also has an agreement with the Port of Benton that would grant an easement for the roadway once a Crossing Order is received through the UTC process.

About 200 feet south of Port tracks are two UPRR tracks. These tracks are no longer being used. The City of Kennewick has purchased the ROW for the roadway from Union Pacific. The City intends to remove the tracks from the roadway ROW as part of the project, so no at-grade crossing of these two tracks will be required.

DEA presented a three-page conceptual design of what the proposed at grade crossing might look like. This depicts only the "main line" Port track will be crossed and assumes the "siding track" will be relocated or removed from the crossing. It was discussed that elimination of the "siding" track would likely be a condition of approval of the petition. The crossing is conceptually designed to include active warning devises including bells, flashing lights, and gates. While the conceptual design depicts four lanes, the City advised that it will only have two travel lanes, a center turn lane and two bike lanes. Sidewalks on both sides of the proposed roadway are also included to be located behind the automatic warning devices per the MUTCD.

During the meeting, it was discussed that non-mountable medians would be included at the proposed Port crossing; the southern median would be at least 100 feet from the crossing arm protecting the

nearest track. The northern median would be 60 feet long to accommodate the existing hotel driveway in the northeast quadrant of the proposed crossing.

It was also discussed that a quiet zone for the crossing would likely be pursued if the crossing is approved by the UTC. This may result in the use of four-quadrant gates rather than the two-quadrant gates shown in the conceptual design; however, this will not be a part of the initial petition. The Quiet Zone process for the crossing was briefly discussed. The UTC's only role in such actions is to provide comments on the safety of the proposal; it is the FRA that makes the final decision on Quiet Zone applications.

Emergency services were discussed. The City has a fire station and EMT service at 710 Gage Boulevard, while the City of Kennewick has a fire station and EMT service at 7400 W Quinault Avenue. It appears that the Kennewick station is closer to the existing hotel just north of the proposed crossing. A map showing the emergency services covering this area should be provided to the UTC during the petition process.

The UTC petition process was discussed. The UTC will require the City to provide justification for why a grade separation is not feasible at this location. Technical infeasibility is a major consideration at this location due to grades approaching it from the north and the Holiday Inn Express main entrance that would be eliminated. Once the petition is submitted, the UTC will notify all stakeholders who have not waived the UTC hearing process. The stakeholders will have 20 calendar days to respond to the petition. If all stakeholders are not in support of the petition, UTC staff will recommend that the matter be set for hearing. The City should also provide the projected AADT for the Center Parkway crossing, which will be required in the UTC petition.

Center Parkway Extension

Grade Separation Evaluation

Center Parkway and Tri-City and Olympia Railroad

The Cities of Richland and Kennewick are seeking to extend Center Parkway from Gage Blvd north to Tapteal Blvd. The extension is part of the City of Richland's and City of Kennewick's long term transportation plans. The project would construct a 3-lane roadway for 750 feet starting on the north side of the Gage Blvd Roundabout crossing the railroad tracks and connecting into the existing improvements just south of Tapteal Blvd.

This report evaluates the feasibility of constructing a grade separated crossing in lieu of an at-grade crossing at this location. It is intended to be used to support a petition to the Washington Utilities and Transportation Commission.

EXISTING CONDITIONS:

Railroad

- To the East of the proposed Center Parkway crossing, approx. 1,900 feet, there is a railroad bridge crossing over Columbia Center Blvd.
- To the West of the proposed Center Parkway crossing, approx. 3,800 feet, there is an at-grade signalized crossing of Steptoe St.
- For evaluation purposes, the track is assumed to be on an approx. 0.11% grade from Steptoe St. to Columbia Center Blvd.

Center Parkway

- The existing width of Center Parkway is 46 feet.
- Improvements stop just north of Gage Blvd at the Private Dr and start just north of the railroad tracks.
- The roadway grade approaching the railroad from the south is descending at 0.5%, but approaching the railroad from the north, the roadway is climbing at up to 6.0%.

DESIGN CRITERIA:

Railroad

- Max track grade of 1%.
- Minimum vertical clearance of 23.33 feet.
- Minimum horizontal clearance of 25 feet either side of track.

Center Parkway

- The width of Center Parkway in the area of the railroad will be 46 feet.
- Minimum vertical clearance of 16.5 feet.
- Minimum horizontal clearance is the width of the roadway section.

EVALUATED OPTIONS:

Option #1-Maintain Center Parkway elevation and lower track either side of crossing.

- This option is not feasible due to the impacts at the Columbia Center Blvd crossing. In order to lower the track and maintain the elevation at Center Parkway, the grade past the existing railroad bridge and Columbia Center Blvd would need to be lowered over 18 feet. Columbia Center Blvd is a highly travelled arterial and the surrounding area around the crossing is developed. Therefore, the impacts to the traveling public and properties rule out this option. *(Due to its obvious infeasibility; no exhibit has been created for this option.)*

Option #2-Lower railroad and elevate Center Parkway

- This option is not feasible because the Center Parkway profile design will not meet City design criteria. The roadway grade would be over 8%. Further the fill depth would be over 19 feet restricting access to existing businesses as well as adjacent properties. It would also require extensive retaining wall systems along the railroad as well as Center Parkway. *(See Grade Separation Evaluation #2 Exhibit)*

Option #3-Maintain railroad elevation and lower Center Parkway under track.

- This option is not feasible because the excavation depth along Center Parkway would be over 23 feet. This would restrict access to existing businesses as well as adjacent properties. It would require an extensive retaining wall system along Center Parkway. It should also be noted that a rail over roadway crossing is generally not desirable to railroads as this tends to increase maintenance costs. *(See Grade Separation Evaluation #3 Exhibit)*

Option #4-Raise railroad and lower Center Parkway.

- This option is not feasible because the fill depth along the track would be over 18 feet requiring an extensive retaining wall system to keep the fill within the right of way. Raising the grade of the railroad would likely require fill slopes that could impact the loop road parallel to the tracks that goes over Columbia Center. Similarly, fill slopes would likely impact private properties on either side of Center Parkway. Although this has the least grade impact along Center Parkway it would still require an excavation depth over 6 feet and would restrict access to existing businesses as well as adjacent properties. *(See Grade Separation Evaluation #4 Exhibit)*

Summary

In looking at a grade separation, the most desirable configuration is for the roadway to go over the railroad. Options #1 and #2 evaluate what would be required to provide a roadway overcrossing of the railroad. Neither of these options are feasible geometrically. The next configuration is for the railroad to go over the roadway. Options #3 and #4 evaluate what would be required to provide a roadway undercrossing of the railroad. Option #3 is not feasible due to the excavation depths and access issues. Option #4 is not feasible because, like Option #3, the depths of the fills restrict access to the businesses and adjacent properties. In addition, Option #3 and #4 would be difficult to construct while maintaining rail operations.

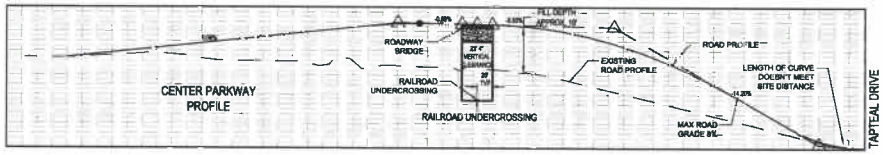
Based on this analysis, a grade separated crossing is not feasible at this location.

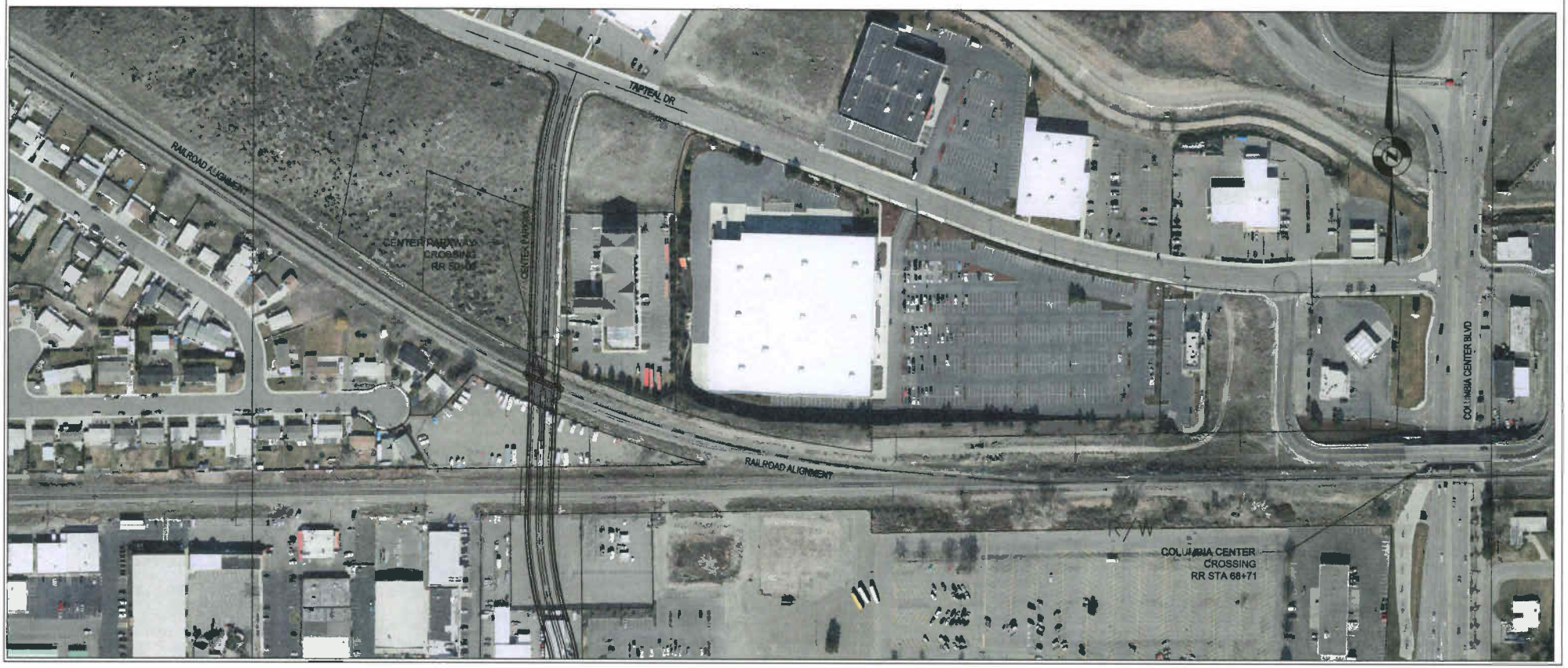

TAPTEAL DR
CENTER PARKWAY
END EXTENSION
GRADE CROSSING
TC-OLYMPIC RAILROAD
COLUMBIA CENTER BLVD
R/W
EXISTING RAILROAD OVERCROSSING
CENTER PARKWAY
BEGIN EXTENSION
PRIVATE DR
GAGE BLVD

GRADE SEPARATION EVALUATION #2
RAILROAD UNDER ROADWAY

- HOLD RR ELEVATION AT COLUMBIA CENTER RR BRIDGE
- GRADE RR TOWARDS CENTER PARKWAY USING A MAX -1% SLOPE
- CONSTRUCT ROADWAY BRIDGE OVER RAILROAD FOR CENTER PARKWAY CROSSING

OPTION DOES NOT WORK GEOMETRICALLY:
- GRADE ON CENTER PARKWAY EXCEEDS MAX ROADWAY GRADES ALLOWED
- FILL DEPTH IS IN EXCESS OF 19' WOULD RESTRICT ACCESS TO PROPERTIES ALONG CORRIDOR.
- RETAINING WALL HEIGHTS GREATER THAN 19' WOULD BE REQUIRED.

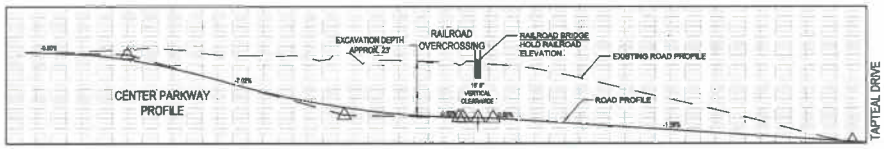




GRADE SEPARATION EVALUATION #3
ROADWAY UNDER RAILROAD

- HOLD RR ELEVATION AT CENTER PARKWAY
- GRADE ROADWAY UNDER RAILROAD
- CONSTRUCT RR BRIDGE OVER ROADWAY FOR CENTER PARKWAY CROSSING

OPTION DOES NOT WORK GEOMETRICALLY:
- EXCAVATION DEPTH IS IN EXCESS OF 23' WOULD RESTRICT ACCESS TO PROPERTIES ALONG CORRIDOR
- RETAINING WALL HEIGHTS GREATER THAN 23' WOULD BE REQUIRED.

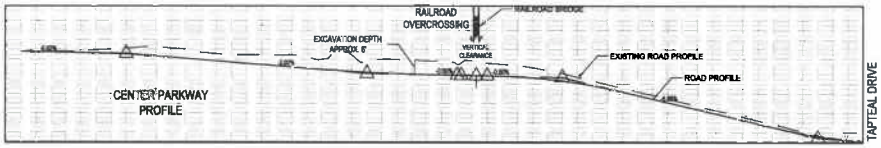


GRADE SEPARATION EVALUATION #4
ROADWAY UNDER RAILROAD

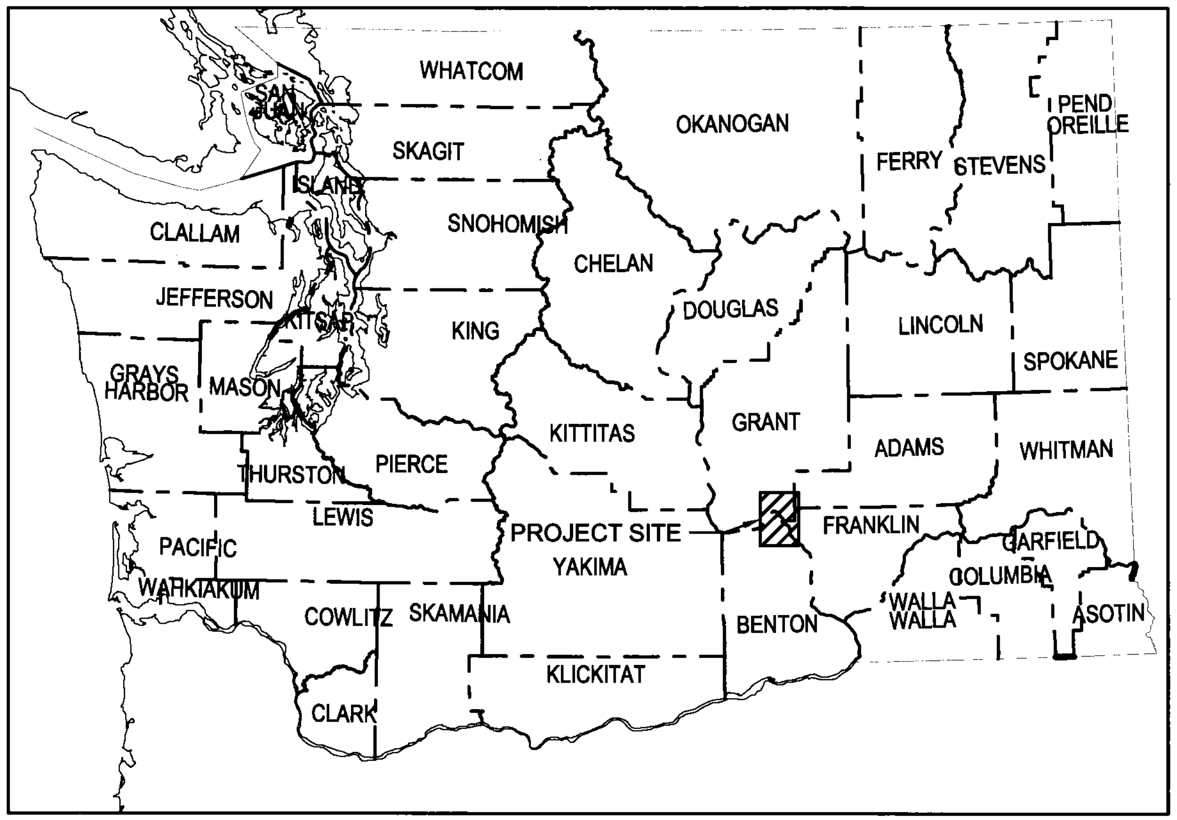
- HOLD RR ELEVATION AT COLUMBIA CENTER RR BRIDGE
- GRADE ROADWAY TOWARDS CENTER PARKWAY USING A MAX +1% SLOPE
- CONSTRUCT RR BRIDGE OVER ROADWAY FOR CENTER PARKWAY CROSSING

OPTION DOES NOT WORK GEOMETRICALLY:

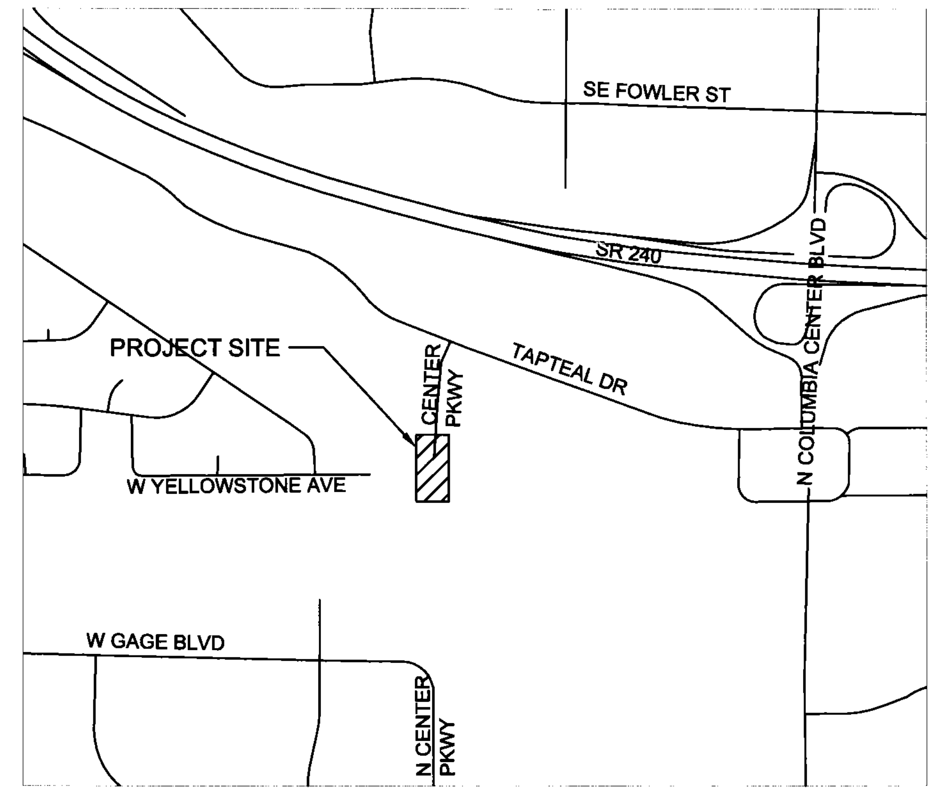
- EXCAVATION DEPTH IS IN EXCESS OF 6' WOULD RESTRICT ACCESS TO PROPERTIES ALONG CORRIDOR.
- RETAINING WALL HEIGHTS GREATER THAN 18' WOULD BE REQUIRED ALONG THE RAILROAD.



CENTER PARKWAY
AT-GRADE CROSSING DESIGN



VICINITY MAP



LOCATION MAP

DRAWING LIST

SHEET NO.	PLANS
1	COVER SHEET / PROJECT AREA
2	AERIAL MAP
3	AT-GRADE CROSSING PLAN
4	AT-GRADE CROSSING WITH AERIAL
5	AT-GRADE CROSSING DETAILS
6	CENTER PARKWAY PROFILES

COVER SHEET / PROJECT AREA
CENTER PARKWAY
AT-GRADE CROSSING
City of Richland
Richland, Washington

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma Washington 98424
Phone: 253.922.9780

PRELIMINARY CONTENT SUBJECT TO CHANGE

REVISIONS: APPD.

DATE: 01-14-2013
DESIGN: KMJE
DRAWN: CDB
CHECKED:
REVISION NUMBER:

SCALE: NOT TO SCALE

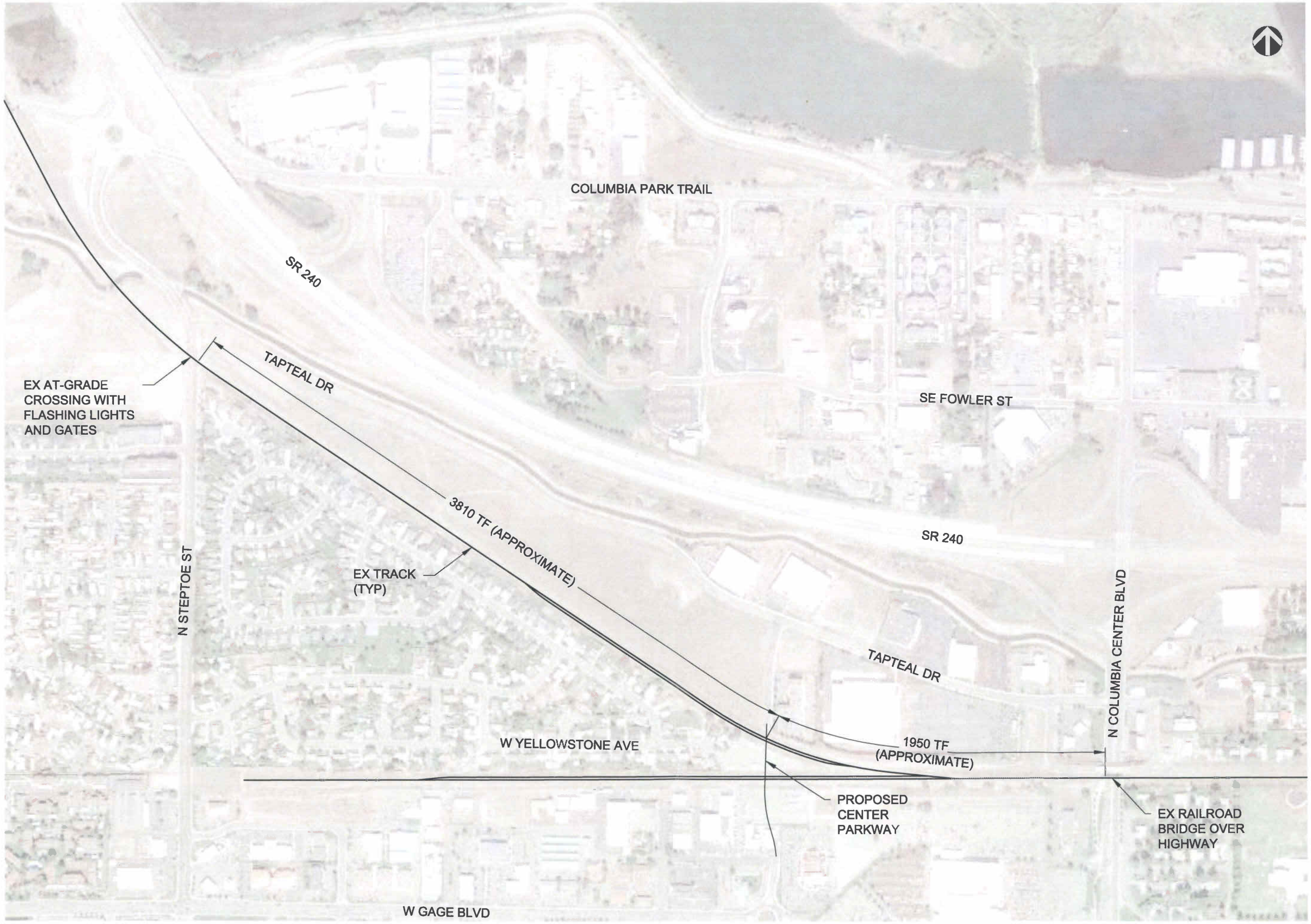
PROJECT NUMBER: CRCH00000001

DRAWING FILE: rrcv01crch01.dwg

SHEET NO. 1

SHEET 1 OF 6

cdb 01/14/13 7:20am - P:\C\CRCH00000001\0400CAD\DWG\Sheets\rrcv01crch01.dwg



AERIAL MAP

CENTER PARKWAY AT-GRADE CROSSING

City of Richland
Richland, Washington

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma, Washington 98424
Phone: 2539221760

PRELIMINARY CONTENT SUBJECT TO CHANGE

REVISIONS: APPD.

DATE: 01-14-2013
DESIGN: KMJE
DRAWN: CDB
CHECKED:
REVISION NUMBER:

SCALE: NOT TO SCALE

PROJECT NUMBER:
CRCH00000001

DRAWING FILE:
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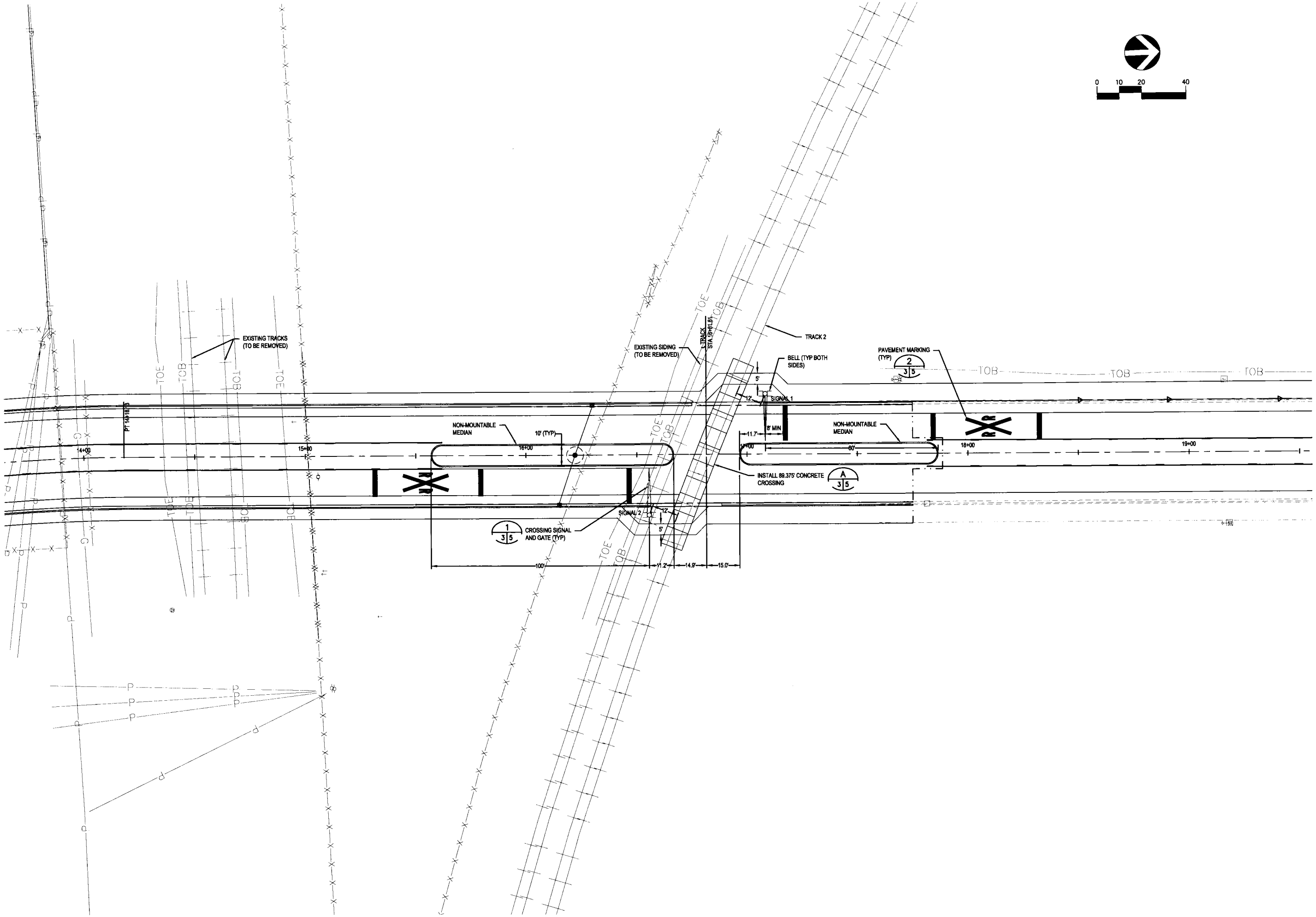
SHEET NO.
2
SHEET 2 OF 6

cdb 01/14/13 7:11am — P:\PJC\CRCH00000001\04CAD\DWG\Sheets\rrdt02crch01.dwg



AT-GRADE CROSSING PLAN

CENTER PARKWAY AT-GRADE CROSSING

City of Richland
Richland, Washington

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma, Washington 98424
Phone 2539222790

PRELIMINARY CONTENT SUBJECT TO CHANGE

REVISIONS:	APPD.

DATE: 01-14-2013
DESIGN: KMJE
DRAWN: CDB
CHECKED:
REVISION NUMBER:

SCALE: 1"=20'

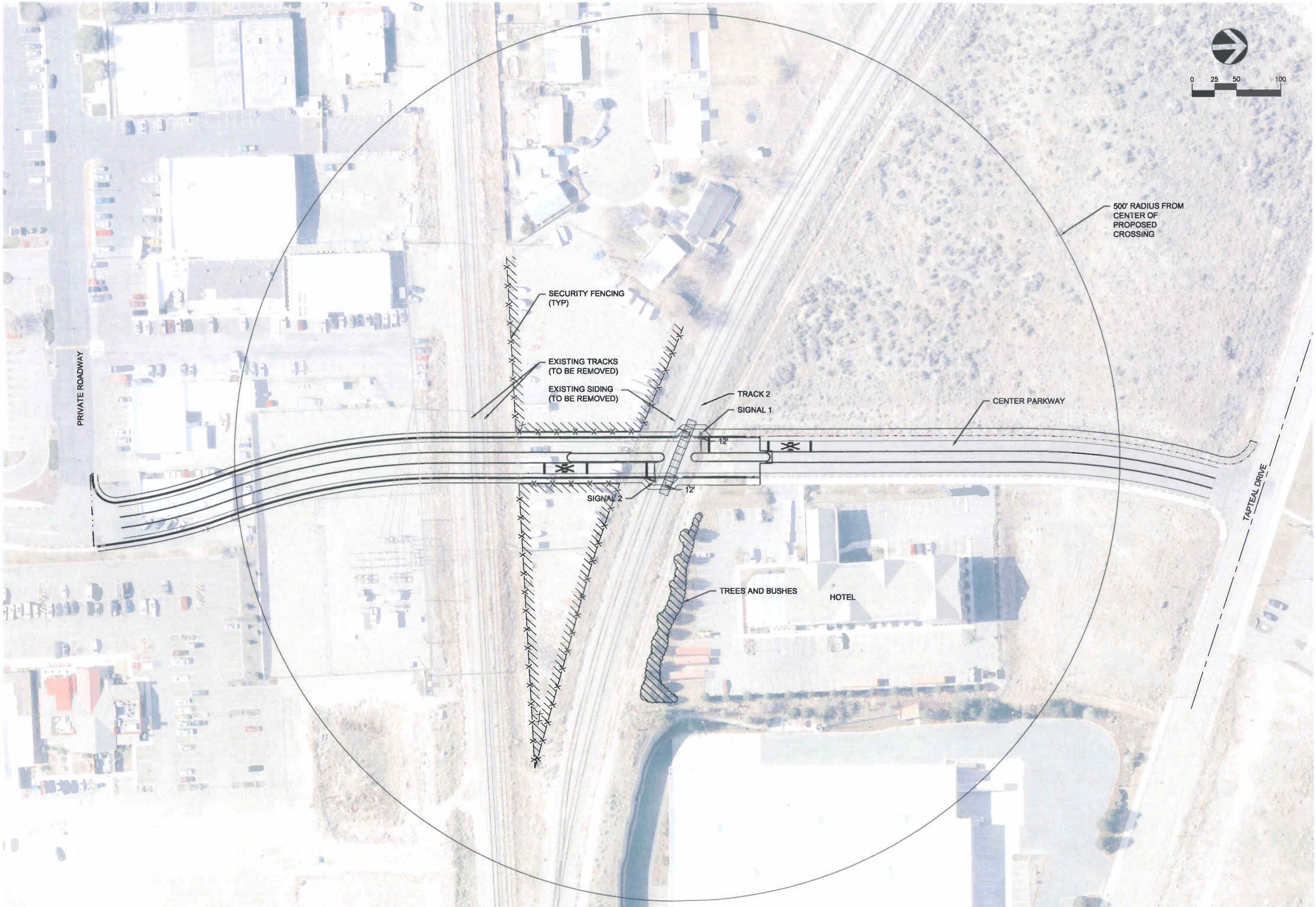
PROJECT NUMBER: CRCH00000001

DRAWING FILE: rral01crch01.dwg

SHEET NO. 3

SHEET 3 OF 6

cdb 01/14/13 7:09am - P:\C\CRCH00000001\0400CAD\DWG\Sheets\rral01crch01.dwg



AT-GRADE CROSSING SIGHT DISTANCE

CENTER PARKWAY AT-GRADE CROSSING

City of Richland
Richland, Washington

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma Washington 98424
Phone 253.922.9780

PRELIMINARY CONTENT SUBJECT TO CHANGE

REVISIONS:	APPD.

DATE: 01-14-2013
DESIGN: KMJE
DRAWN: CDB
CHECKED:
REVISION NUMBER:

SCALE: 1"=50'

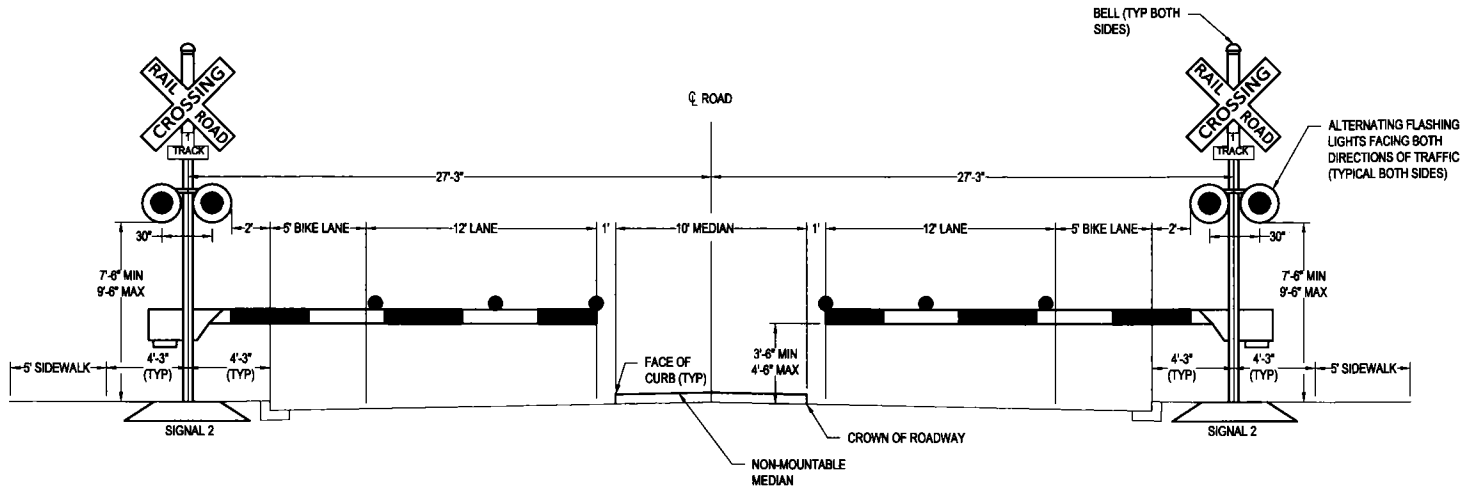
PROJECT NUMBER: CRCH00000001

DRAWING FILE: rrol02crch01.dwg

SHEET NO. 4

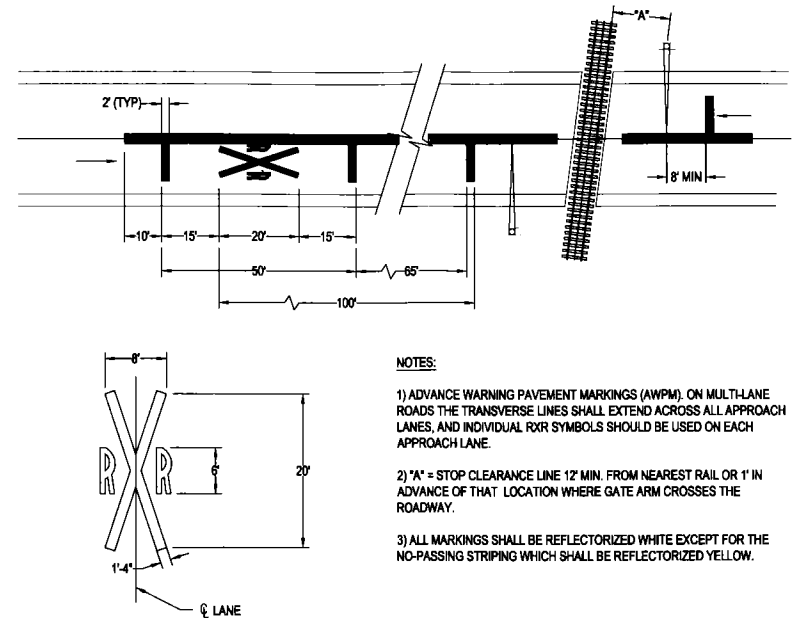
SHEET 4 OF 6

cdb 01/17/13 1:44pm - P:\C\CRCH00000001\0400CAD\DWG\Sheets\rrol02crch01.dwg



1/3|5 CROSSING DETAIL
NOT TO SCALE
SYMMETRICAL BOTH SIDES

NOTE: THE ACTIVATION OF THE FLASHING LIGHTS AND GATES WILL BE PROGRAMMED TO PROVIDE A "CONSTANT" WARNING TIME BASED ON TRAIN SPEED.



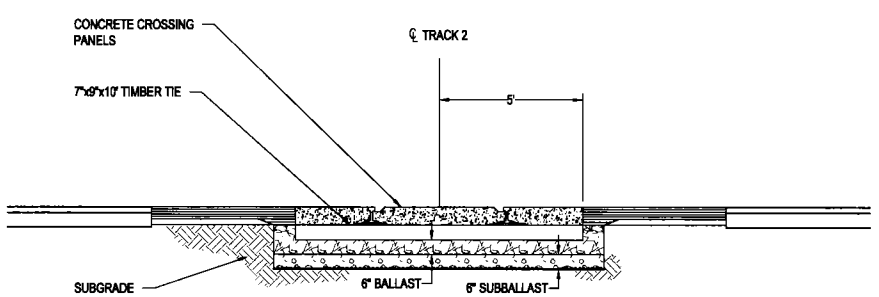
NOTES:

1) ADVANCE WARNING PAVEMENT MARKINGS (AWPM). ON MULTI-LANE ROADS THE TRANSVERSE LINES SHALL EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL RXR SYMBOLS SHOULD BE USED ON EACH APPROACH LANE.

2) "A" = STOP CLEARANCE LINE 12' MIN. FROM NEAREST RAIL OR 1' IN ADVANCE OF THAT LOCATION WHERE GATE ARM CROSSES THE ROADWAY.

3) ALL MARKINGS SHALL BE REFLECTORIZED WHITE EXCEPT FOR THE NO-PASSING STRIPING WHICH SHALL BE REFLECTORIZED YELLOW.

2/3|5 PAVEMENT MARKING
NOT TO SCALE



A/3|5 CONCRETE CROSSING SECTION
NOT TO SCALE

AT-GRADE CROSSING DETAILS

CENTER PARKWAY AT-GRADE CROSSING

City of Richland
Richland, Washington

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma Washington 98424
Phone 253.922.5780

PRELIMINARY CONTENT SUBJECT TO CHANGE

REVISIONS:	APPD.

DATE: 01-14-2013
DESIGN: KMJE
DRAWN: CDB
CHECKED:
REVISION NUMBER:

SCALE: NOT TO SCALE

PROJECT NUMBER: CRCH00000001

DRAWING FILE: rrdt01crch01.dwg

SHEET NO. 5

SHEET 5 OF 6

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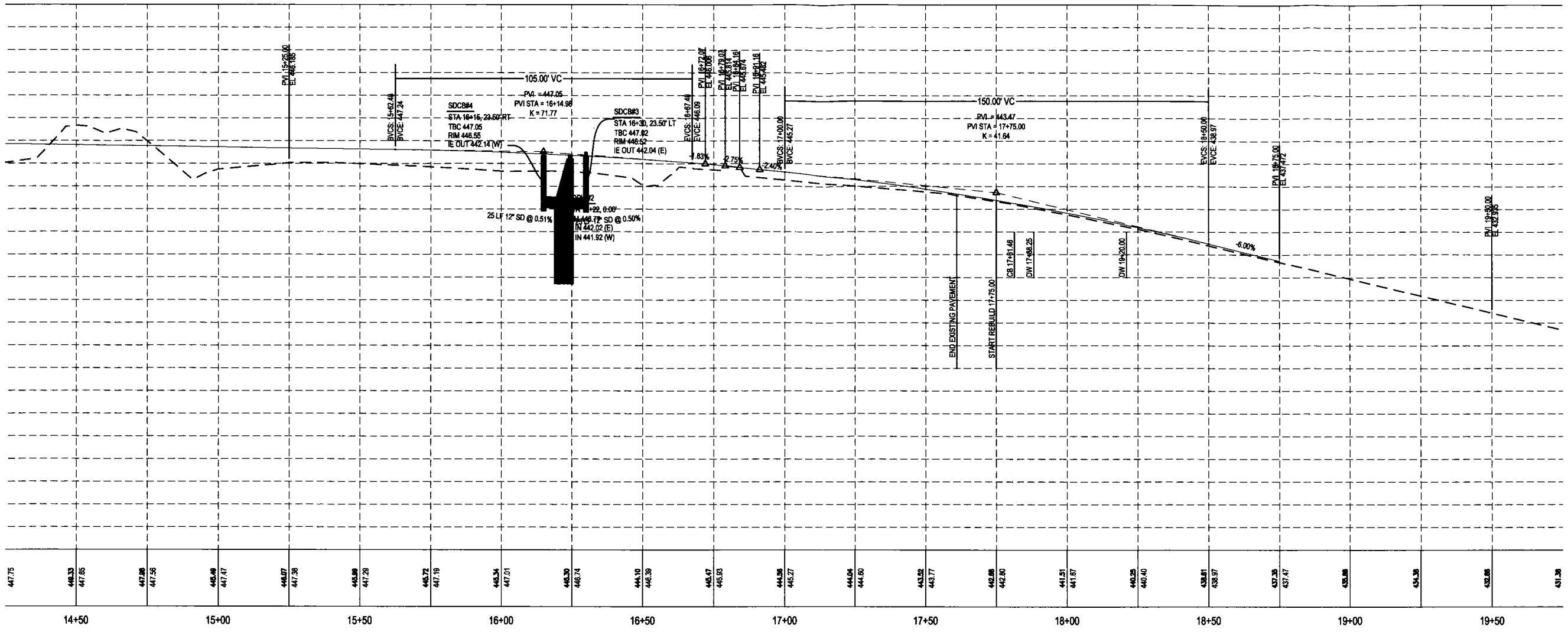
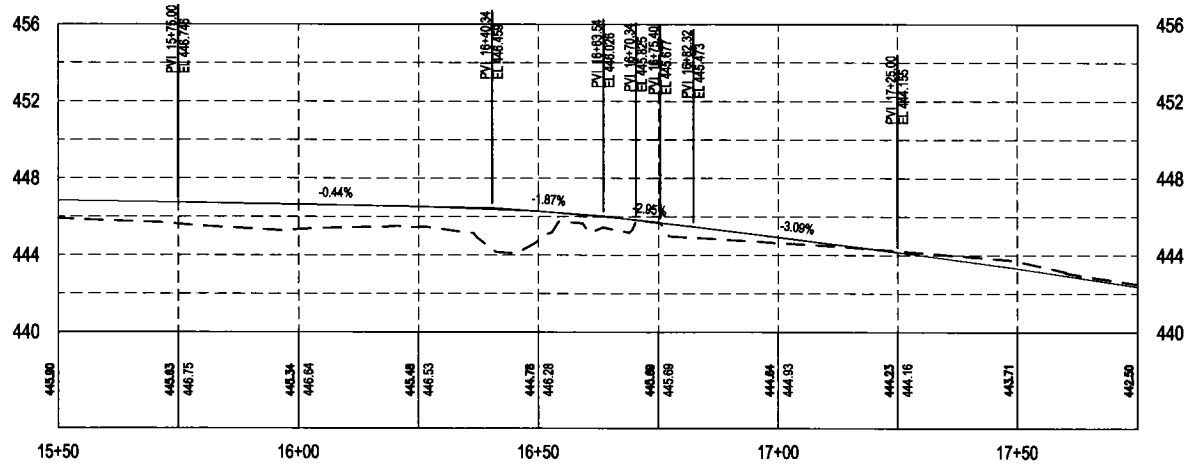
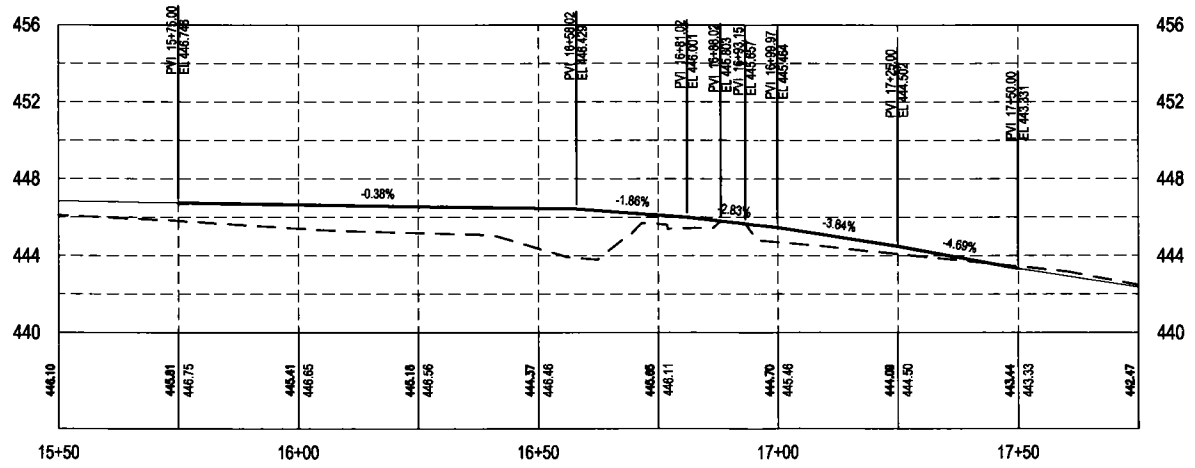
PV - (9) -CENTER PARKWAY



PV - (17) -FOG-RR-RIGHT



PV - (15) -FOG-RR-LEFT



CENTER PARKWAY PROFILES

CENTER PARKWAY AT-GRADE CROSSING

City of Richland
Richland, Washington

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Tacoma, Washington 98424
Phone: 253.922.9760

PRELIMINARY CONTENT SUBJECT TO CHANGE

REVISIONS: APPD.

DATE: 01-14-2013
DESIGN: KMJE
DRAWN: CDB
CHECKED:
REVISION NUMBER:

SCALE: NOT TO SCALE

PROJECT NUMBER: CRCH00000001

DRAWING FILE: rrpr01crch01.dwg

SHEET NO. 6

SHEET 6 OF 6

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DAVID EVANS AND ASSOCIATES INC.

Appendix to Center Parkway Extension Grade Separation Evaluation

In Support of a Petition to Construct a New Highway-Rail Grade Crossing
Prepared by Kevin M. Jeffers, PE of David Evans and Associates
March 25, 2013

Background

The cities of Richland and Kennewick propose to extend Center Parkway over the rail line owned by the Port of Benton. It is a proposed to be a two lane urban arterial roadway with a center turn lane, two bike lanes and two sidewalks, running north/south and connecting the two cities. Land use in the urban area is primarily commercial, with residences southwest of the proposed crossing. The proposed speed of the roadway is 30 mph. The projected Annual Average Daily Traffic (AADT) is 7,000 in 2033.

The existing rail line is running east/west but is curving slightly at the proposed crossing location, resulting in a slight skew (22 degrees from normal). There are two tracks at the proposed crossing location; however the project proposes to remove the short siding track on the south side of the "main" track. The rail line is expected to host and maximum of up to six (6) freight trains per day at speeds up to 15 mph, based on the current level of service and the industry move to consolidate car-load service into blocks or unit trains for economy of scale. No passenger trains are operating or anticipated.

Why is a grade separation not warranted?

The Federal Highway Administration (FHWA) Grade Separation Guidelines state that a highway-rail grade crossing should be considered for grade separation whenever one or more of the following conditions in the table below exist.

The roadway is part of the designated Interstate System	No
The roadway is otherwise designed to have full controlled access	No
The posted roadway speed equals or exceeds 70 mph	No
AADT exceeds 100,000 in urban area of 50,000 in rural areas	No
Maximum authorized train speed exceeds 110 mph	No
An average of 75 or more passenger trains per day in urban area or 30 or more passenger trains per day in rural areas	No
Crossing exposure (the product of the number of trains per day and AADT) exceeds 1,000,000 in urban areas or 250,000 in rural areas	No
Passenger train crossing exposure (the product of the number of passenger trains per day and AADT) exceeds 800,000 in urban areas or 200,000 in rural areas	No
The expected accident frequency (EAF) for active devises with gates, as calculated by the USDOT Accident Prediction Formula including 5-year accident history, exceeds 0.5	No
Vehicle Delay exceeds 40 vehicle hours per day	No

As such, a grade separation is not warranted based on:

- Roadway characteristics
- Average Daily Vehicle Delay
- Crossing Exposure Value, or
- Accident Prediction

To support this finding, the following data was gathered and calculations prepared.

Traffic Volumes

Traffic volumes for 2033 were based on the Center Parkway Extension and Railroad Crossing Traffic Study, dated March 2013 and prepared by Spencer Montgomery and Rick Door, PE, of J-U-B Engineers, Inc. These were predicted to be 7,000 average daily vehicles.

Vehicle Delay

In the previously cited traffic study, along with the number of vehicles per day using the crossing, the duration of a train event is derived to be just under 2 minutes. Based on the 7000 vehicles per day, the average vehicles per minute would be just under 5. At 5 vehicles per minute, a train event lasting 2 minutes, and up to 6 train events per day, the number of hours of vehicle delay would be:

5 vehicles/minute x 2 minutes/train x 6 trains/day x 2 minutes of delay/train / 60 minutes/hour
= 2 vehicle hours per day

This is less than the 40 vehicle hours per day threshold.

Crossing Exposure

The Crossing Exposure in 2033 is calculated as:

6 trains per day X 7,000 AADT = 42,000, which is less than the 1,000,000 threshold for urban areas

Accident Prediction:

The methodology used to prepare an accident prediction model for the proposed crossing was developed using principles consistent with USDOT Accident Prediction Model (http://safety.fhwa.dot.gov/xings/com_roaduser/07010/sec03.htm). It should also be noted that no accident history for this proposed crossing is available.

The basic formula provides an initial hazard ranking based on a crossing's characteristics. The proposed crossing's characteristic will be as follows:

Warning Device	Crossing Gate
AADT (2033)	7,000
Trains per day	6
Main Tracks	1
Daytime through Trains	6
Roadway Surface	Paved
Maximum Train Speed	15
Highway Type	Urban Minor Arterial
Highway Lanes	2

The Basic formula is:
$a=K \times EI \times MT \times DT \times HP \times MS \times HT \times HL$,
where:
a = initial collision prediction, collisions per year at the crossing
K = formula constant
EI = factor for exposure index based on product of highway and train traffic
MT = factor for number of main tracks
DT = factor for number of through trains per day during daylight
HP = factor for highway paved
MS = factor for maximum timetable speed
HT = factor for highway type
HL = factor for number of highway lanes

Based on the proposed crossing characteristics and using Table 19 from *Railroad-Highway Grade Crossing Handbook - Revised Second Edition 2007*, the following factors to be used in the basic formula are:

K = 0.001088	HP = 1.0
EI = 46.53	MS = 1.0
MT = 3.21	HT = 1.0
DT = 1.0	HL = 1.11

The resulting factor "a" from the basic formula is 0.180.

Based on the Table 20 of *Railroad-Highway Grade Crossing Handbook - Revised Second Edition 2007*, and assuming no accidents have occurred, the resulting Final Accident Prediction is 0.145 accidents per year. This is derived by interpolating between the two "a" values in Table 20 of 0.10 and 0.20.

This result shows that the proposed crossing will be well below the FHWA expected accident frequency threshold of 0.5, where grade separation should be considered. Further, the result is also below the FHWA expected accident frequency threshold of 0.2, where a grade separation should be considered based on fully allocated life-cycle costs.

Based on the level of accidents predicted, it does not appear a grade separation is warranted from a public benefit perspective.

CITY OF
KENNEWICK
WASHINGTON
www.ci.kennewick.wa.us

CE-SP-03-002

January 24, 2003

Pete Rogalsky
City of Richland
PO Box 190
Richland, WA 99352

RE: Center Parkway/Gage Boulevard
SEPA – Mitigated Determination of Non-Significance #02-95

Dear Pete:

Enclosed is the MDNS for the referenced project for your review and approval. If you have any questions, please call me at (509) 585-4287.

Yours truly,

Steve Plummer
Project Engineer

Encl.

PUBLIC WORKS DEPARTMENT

210 W. 6th Avenue • P.O. Box 6108 • Kennewick, WA 99336-0108
(509) 585-4249 • Fax (509) 585-4451

CITY OF
KENNEWICK

January 7, 2003

Jack Clark
Dept. of Public Works
PO Box 6108
Kennewick, WA 99336

Dear Mr. Clark,

Enclosed is a Mitigated Determination of Non-Significance #02-95 for the Center Parkway extension and Gage Boulevard widening. This Determination means no Environmental Impact Statement is required in order for the City to continue the processing of your application.

Please notice that several changes have been made to your Environmental Checklist. No additional conditions have been added. The City of Kennewick has determined that as mitigated, this proposal will not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed Environmental Checklist, and will be available to the public on request.

If you should have any questions, please feel free to contact me.

Sincerely,

R White

Rick D. White, Director
Community and Economic Development

RDW:drk

Enclosure

c: Dept. of Ecology
WA Dept. Fish & Wildlife - Paul LaRiviere
WA Dept. Fish & Wildlife - Mark Teske, 201 N. Pearl, Ellensburg, WA 98926
Yakama Nation, 815 Sanford Avenue, Richland WA 99352
CTUIR - Carey Miller, PO Box 638, Pendleton, OR 97801
Associate Planner
File

E.D. #02-95

CITY OF KENNEWICK
MITIGATED DETERMINATION OF NON-SIGNIFICANCE

Description of Proposal: Center Parkway Extension - Gage Boulevard Widening.

Proponent: City of Kennewick, Jack Clark, Public Works Department.

Location of proposal, including street address, if any: See attached map.

Lead Agency: CITY OF KENNEWICK

Mitigation Required for Potentially Significant Adverse Impacts: According to KMC 18.80.040(1), the City may impose any condition necessary to protect the health, safety, and welfare or otherwise bring a proposed development into compliance with the purpose and intent of this Title.

For this proposal, conditions include the mitigation from the required acquisition of three (3) existing businesses in a building at 8220 W. Gage Boulevard owned by Mail by the Mall. This building will be demolished for the Center Parkway extension pursuant to the options discussed and adopted by the Kennewick City Council on October 1, 2002. The existing business will be relocated at city expense in accordance with state and federal guidelines.

_x_ This Mitigated DNS is issued under 197-11-340(2). The City will not act on this proposal for fifteen (15) days from the date below. Comments must be submitted by 1/23/03. After the review period has elapsed, all comments received will be evaluated and the DNS will be retained, modified, or withdrawn as required by SEPA regulations.

_x_ Changes, modifications and/or additions to the checklist have been made on the attached Environmental Checklist Review.

_x_ This MDNS is subject to the attached conditions.

Responsible Official: Rick D. White
Position/Title: Director, Community and Economic Development
Address: 210 West 6th Avenue, P.O. Box 6108, Kennewick, WA 99336
Phone: (509) 585-4278
Date 1/8/03 Signature R White

****

According to KMC 4.08.430, this determination may be appealed to:

Board of Zoning Adjustment
City of Kennewick
210 West 6th Avenue, P.O. Box 6108
Kennewick, WA 99336

The time for appealing SEPA issues is thirty (30) days after notice (WAC 197-11-680(5)(a). You should be prepared to make specific, written factual objections. Contact Rick White to read or request the procedures for SEPA appeals.

CITY OF KENNEWICK

ENVIRONMENTAL CHECKLIST REVIEW

E.D. File #: 02-95
Action: Center Parkway Extension - Gage Boulevard Widening.

Reviewed by: L. Patterson
Date: January 7, 2003

The City of Kennewick has reviewed the checklist and has made changes on it.

The City of Kennewick is adopting the Biological Assessment and Essential Fish Habitat Document prepared by Jack Clark, Environmental Engineer, in conjunction with MDNS #02-95.

Center Parkway Extension – Gage Boulevard Widening

A. BACKGROUND

1. Name of proposed project, if applicable: Center Parkway Extension – Gage Boulevard Widening

2. Name of applicant: City of Kennewick

3. Address and phone number of applicant and contact person: Jack Clark, DPW Environmental Engineer, POBox 6108, Kennewick, WA 99336 (509) 585-4317

4. Date checklist prepared: August 28, 2002

5. Agency requesting checklist: City Of Kennewick - Community and Economic Development Department (Planning Division) and a courtesy review sent to the City of Richland Community Development Dept.

6. Proposed timing or schedule (including phasing, if applicable): Design through 2002, acquire right of way, bid in September 2003, start construction in November 2003, and finish in summer of 2004.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? No If yes, explain

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. Biological Assessment for ESA listed species in area that will be submitted to Corps of Engineers, National Marine Fisheries Service (NMFS), US Fish and Wildlife Service (USFW), and Cultural Resources Survey of project area.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? Yes If yes, explain. Following the SEPA determination governmental approval from Corps, WDFW, NMFS, USFW and Confederated Tribes of the Umatilla Reservation will have to occur for work to proceed.

10. List any government approvals or permits that will be needed for your proposal, if known. Corps of Engineers Nation Wide permit, Washington State Department of Fish and Wildlife (WDFW) Hydraulic Project Approval (HPA) and informal consultation with NMFS and USFWS.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. This is a joint project with the City of Richland. It proposes to widen Gage Blvd. from Leslie Road in Richland to Center Parkway in Kennewick with the addition of curb, gutter and sidewalk where none exists. Add a storm drain pipe from Steptoe east to Center Parkway and north to Tapteal Drive. And extend Center Parkway in Kennewick to Tapteal in Richland by creating a new road with sidewalk, curb and gutter.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. The project area is from Leslie Road in

Center Parkway Extension – Gage Boulevard Widening

Richland on Gage Boulevard to Center Parkway and Center Parkway extension to Tapteal Drive in Richland. A vicinity and site maps are attached to this document.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, **rolling,** hilly, steep slopes, mountainous, other

b. What is the steepest slope on the site (approximate percent slope?) 5.4% on Center Parkway and 8% - 10% on Gage Blvd.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. The soil classifications are varied, from Finley stony fine sandy loam (0-30% slopes), Kennewick silt loam (2-5% slopes), Scooteney silt loam with gravely subsoil (0-2% slopes) and Warden silt loam (0-8% slopes).

d. Are there surface indications or history of unstable soils in the immediate vicinity? No If so describe.

e. Describe the purpose, type and approximate quantities of any filling or grading proposed. The Center Parkway extension will be cleared, grubbed and graded. The surface area exposed to allow for material to be placed, which will be an urban arterial street. Material brought to the site will be from a local sand and gravel company. Material removed will be taken to permitted facility. Indicate source or fill. Immediate source of material unknown, contractor will provide material according to contract specifications.

f. Could erosion occur as a result of clearing, construction or use? Yes If so, generally describe? Soil erosion due to water and air is likely during construction.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? On Center Parkway there will be approximately 57,000 sq. ft. of new impervious surface. On Gage Boulevard there will be approximately 90,000 sq. ft. of new impervious surface.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: Water (domestic) to be applied for soil stabilization and dust control. Revegetation of disturbed soils with native varieties will be specified in the contract.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile odors, industrial wood smoke) during construction and when the project is completed? The project area is in attainment for all EPA criteria pollutants. It is not expected to substantially change transportation demand in the region. Rather, it is intended solely to improve safety for the traveling public and is not expected to affect air quality. During project construction PM_{10} emissions would be associated with demolition, land clearing, ground excavation, cut-and-fill operation and construction of the roadways. Construction emissions would be greatest during the earthwork phase because most emission would be associated with the movement of dirt on the site. Benton Clean Air Authority (BCAA) regulates particulate emission (typically in the form of fugitive dust) during construction activities. Incorporating mitigation measures into the

construction specifications for the project will reduce construction impacts. If any, generally describe and give approximate quantities if known. The approximate quantities are not known.

b. Are there any off-site sources of emissions or odor that may effect your proposal? None identified in the vicinity of this project. If so, generally describe.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: Dust control through water application to limit the amount of air borne particulants as described in the Benton County Clean Air Authority guidelines. Rev-vegetation of disturbed soils to control erosion.

3. Water

a. Surface.

1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, and wetlands)? Yes If yes, describe type and provide names. Amon Creek If appropriate, state what stream or river it flows into. Amon Creek enters the Yakima River delta area approximately 6,000 from Gage Blvd

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? Yes If yes, please describe and attach available plans. The roadway will cross over Amon Creek. The WDFW considers the existing culvert to be compatible with existing fish passage criteria.

3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Presently there is no fill coming into the Gage Blvd portion of the project. Material removed will remain on site and out of the stream channel or removed during roadway construction to a permitted facility for reuse. Indicate the source of fill material. Fill and roadway material on the Center Parkway portion will be imported from a local sand and gravel facility.

4. Will the proposal require surface water withdrawals or diversions? None being proposed in this project. Give general description, purpose, and approximate quantities if known.

5. Does the proposal lie within a 100-year floodplain? No If so, note location on the site plan.

6. Does the proposal involve any discharges of waste materials to surface waters? No If so, describe the type of waste and anticipated volume of discharge?

b. Ground.

1. Will ground water be withdrawn, or will water be discharged to ground water? No Give general description, purpose, and approximate quantities if known.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . .; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. None

c. Water Runoff (including storm water).

1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Stormwater runoff will be from impervious surfaces such as roofs and driving paths. Where will this water flow? To ground. Will this water flow into other waters? Only if weather event is in excess of 25-year event If so, describe.

2. Could waste materials enter ground or surface waters? During construction, accidental spills of construction materials and fuels are always a possibility. However, using BMP's, prevention, and containment of accidental spills of waste material will reduce the risk of ground water contamination and transportation of materials from the project site. If so, generally describe.

d. Proposed measured to reduce or control surface, ground and runoff water impacts, if any:
Contract administration and scheduling of work. The contractor to provide a spill containment and counter measure plan for construction activities that would affect ground water impacts. Disturbed areas and roadside slopes will receive erosion control measures to minimize erosion and replace vegetation cover. Vegetation will be reestablished in disturbed areas

4. Plants

a. Check or circle the types of vegetation found on the site:

___ **deciduous tree:** alder, maple, aspen, other
___ evergreen tree: fir, cedar, pine, other
___ shrubs
___ **grass**
___ pasture
___ crop or grain
___ **wet soil plants**; cattail, buttercup, bulrush, skunk, cabbage, other
___ water plants: water lily, eelgrass, milfoil, other
___ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?
The dominant plant associations to be removed are mainly grasses, sagebrush, and weedy species. Post construction erosion control techniques such as revegetation will take place in areas that have been disturbed.

c. List threatened or endangered species known to be on or near the site. Status listings received for Benton County. No reported instances or sightings of T&E plant species have been found in or near the project site. After numerous site visits and some vegetation surveys, the determination is that the area has been significantly altered from pre-European settlement conditions and any habitat that may have been suitable for rare plants has been eliminated.

Status	Species listed and Agency listing
Endangered	Upper Columbia River Chinook Spring Run – NMFS
Threatened	Middle Columbia River Steelhead – NMFS
Endangered	Upper Columbia River Steelhead – NMFS

Threatened	Bald Eagle – USFWS
Threatened	Ute Ladies' tresses – USFWS
Threatened	Bull Trout – USFWS
Candidate	Umtanum wild buckwheat – USFWS

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: Native plants, grasses and trees in areas disturbed that are not covered with impervious surface.

5. Animals

a. Circle any birds and animals, which have been observed on or near the site or are known to be on or near the site:

birds: **hawk**, heron, eagle, **songbirds**, other

mammals: deer, **rodents**, bear, elk, **beaver**, other

fish: bass, **salmon**, trout, herring, shellfish, other

b. List any threatened or endangered species known to be on or near the site. Various animals, birds, fish etc. are located on or near the vicinity of the project site. Threatened and Endangered Species list obtained from federal and state resources indicate the following species may be affected by the proposed project:
Threatened: Mid-Columbia River Steelhead, Bald Eagle, and Bull Trout.
Endangered: Upper Columbia River Spring-run Chinook Salmon and Upper Columbia River Steelhead.
Species of Concern: Coho Salmon (State)

c. Is the site part of a migration route? Yes Is so, explain. The Pacific Coast Flyway (Columbia Basin) for waterfowl. The Amon Creek has been reported by the WDFW to contain Coho Salmon. They believe the fish actually spawn in the upper reach associated with the colder springs coming from the hillsides to the south of Meadow Springs Golf Course.

d. Proposed measures to preserve or enhance wildlife, if any: Vegetation enhancements to Amon Creek in the vicinity of the crossing will help existing species survive. It is anticipated that further work may be necessary in the down stream area of the lower stretch of the Amon to serve as mitigation.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Electric, gas, and diesel. Describe whether it will be used for heating, manufacturing, etc. Construction only

b. Would your project affect the potential use of solar energy by adjacent properties? No If so, generally describe.

c. What kinds of energy conservation features are included in the plans of this proposal? The proposal by its very nature reduces the average trip distance to and from the Tapteal / Center Parkway area. The extension of Center Parkway would eliminate over 610,00 miles of travel per

year. The savings are in time, cleaner air, less noise and fuel. List other proposed measures to reduce or control energy impacts, if any: Light conservation

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste that could occur as a result of this proposal? Yes Is so, describe. There are environmental health hazards associated with construction projects of this size include fires, explosion from fuels and spills of fuels or chemicals.

1. Describe special emergency services that might be required. Emergency Medical Services for employees injured on the job site.

2. Proposed measures to reduce or control environmental health hazards, if any: Normal safety practices required by federal, state, and local regulations will apply to all construction work. The contractor must submit to the City Public Works Department a Spill Containment and counter Measure Plan that is acceptable before work will be allowed to start. This plan will address procedures, equipment, and materials used in the event of a spill.

b. Noise.

1. What types of noise exist in the area, which may affect your project (for example: traffic, equipment, operation, other)? None identified

2. What types and levels of noise would be created by or associated with the project on short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hour's noise would come from the site. Traffic from trucks delivering construction equipment and material. Noise from construction equipment. The hours are 7:00am to 5:00pm .

3. Proposed measures to reduce or control noise impacts, if any: The hours of work will be between 7:00am to 5:00pm, Monday to Friday, and the project engineer will follow the City of Kennewick Standard Specifications and Details for construction work.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Commercial business and apartments on the Gage Blvd. portion. Commercial businesses and modular home park on the Center Parkway portion.

b. Has the site been used for agriculture? No If so, describe.

c. Describe any structures on the site. Fences, commercial business buildings, railroad tracks, poles for lighting, power transmission or traffic control.

d. Will any structures be demolished? Yes If so, what? On the Center Parkway extension, Mail By The Mall will be demolished and the PUD fence relocated. On Gage Blvd. some above ground poles for lighting or power will be removed or replaced or relocated.

e. What is the current zoning classification of the site? On Gage Blvd. through the City of Richland the zoning is Central Business (CB), Planned Unit Development (PUD), Commercial Limited Business (C-LB), Medium Density Single Family Residential (R-1M), Multiple Family Residential (R-3), and Agricultural (AG). On the City of Kennewick portion of the project on Gage Blvd. the zoning is Commercial General (CG) and Residential High (RH), Commercial Retail (CR), and Commercial Office (CO). On Center Parkway through the City of Richland the zoning is General Business (C-3). On Center Parkway through the City of Kennewick the zoning is Commercial Retail (CR), Commercial General (CG) and Public Facility.

f. What is the current Comprehensive Plan designation of the site? In the City of Richland on Gage Blvd. the Comp Plan designation is Commercial, High Density Residential and Low Density Residential, while Kennewick's Plan designates commercial and residential. In the City of Kennewick on Gage Blvd. the current designation is Commercial and High Density Residential. In the City of Richland along Center Parkway the designation is Commercial, which is the same as the City of Kennewick's Comp Plan.

g. If applicable, what is the current Shoreline Master Program designation of the site? Compliance

h. Has any part of the site been classified as an "environmentally sensitive" area? Yes If so, specify. The Amon Creek has a critical area designation on Richland's Geological Hazard Map. The creek area between Gage Blvd. and the railroad causeway is a Class II wetland with only the eastern boundary delineated to date.

i. Approximately how many people would reside or work in the completed project? Not applicable

j. Approximately how many people would reside or work in the completed area? Not applicable

k. Proposed measures to avoid or reduce displacement impacts, if any: None

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: Already compatible with existing land uses.

9. Housing

a. Approximately how many units would be provided, if any? Does not apply Indicate whether high, middle or low-income housing.

b. Approximately how many units, if any, would be eliminated? Mail By The Mall Indicate whether high, middle, or low-income housing. Structure houses three businesses

c. Proposed measures to reduce or control housing impacts, if any: Relocation of businesses

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; Street light poles what is the principal exterior building material(s) proposed? None proposed

b. What views in the immediate vicinity would be altered or obstructed? None

c. Proposed measures to reduce or control aesthetic impacts, if any: None

11. Light and Glare

a. What type of light or glare will the proposal produce? Street lighting What time of day would it mainly occur? Night

b. Could light or glare from the finished project be a safety hazard or interfere with views? Not very likely

c. What existing off-site sources of light or glare may affect your proposal? None

d. Proposed measures to reduce or control light and glare impacts, if any? Low glare downward illuminating street lights

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? There are walking, jogging, bike riding and bird watching activities to pursue in and around the roadway. To the South of Gage Blvd. lies the Meadow Springs Golf Course.

b. Would the proposed project displace any existing recreational use? No If so, describe.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: None identified

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state or local preservation registers known to be on or next to the site? No If so, generally describe.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site. No

c. Proposed measures to reduce or control impacts, if any: A preliminary cultural survey will be completed by the Confederated Tribes of the Umatilla Nation by visiting the site and inspecting the land being disturbed. If any cultural resources are discovered during construction, work will stop and appropriate parties notified. A cultural resource inspector may be required during land disturbance activities.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. See site and area maps for major arterial streets Show on site plans, if any.

b. Is site currently served by public transit? Yes If not, what is the approximate distance to the nearest transit stop?

c. How many parking spaces would the completed project have? None How many would the project eliminate?

ESA LISTED SALMONIDS CHECKLIST

The Listed Salmonids Checklist is provided in order that the City can identify a project's potential impacts (if any) on salmonids that have been listed as "threatened" or "endangered" under the Federal Endangered Species Act (ESA). A salmonid is any fish species that spends part of its life cycle in the ocean and returns to fresh water. Potential project impacts that may result in a "taking" of listed salmonids must be avoided, or mitigated to insignificant levels. Generally, under ESA, a "taking" is broadly defined as any action that causes the death of, or harm to, the listed species. Such actions include those that affect the environmental in ways that interfere with or reduce the level of reproduction of the species.

If ESA listed species are present or ever were present in the watershed where your project will be located, your project has the potential for affecting them, and you need to comply with the ESA. The questions in this section will help determine if the ESA listing will impact your project. The Fish Program Manager at the appropriate Department of Fish and Wildlife (DFW) regional office can provide additional information. Please contact the Dept. of Fish and Wildlife at 1701 S. 24th, Yakima WA 98902-5720, Phone No. 509-575-2740.

1. Are ESA listed salmonids currently present in the watershed in which your project will be? YES xx NO____
Please Describe.
Upper Columbia River Spring – Run Chinook (Endangered)
Upper Columbia River Steelhead (Endangered)
Middle Columbia River Steelhead (Threatened)

2. Has there ever been an ESA listed salmonid stock present in this watershed?
YES xx NO____
Please Describe.
All migrate through this section of the Columbia River at various times during the year. WDFW has records of salmonid fish in Amon Creek.

NOTE: Kennewick is located in the upper Mid-Columbia watershed. Salmonids are present in the watershed - questions no. 1 and no. 2 already answered "yes". Questions A-1 and A-2 are also answered.

PROJECT SPECIFIC: The questions in this section are specific to the project and vicinity.

A1. Name of watershed Upper Mid-Columbia (Lower Yakima River)

A2. Name of nearest waterbody Amon Creek

A3. What is the distance from this project to the nearest body of water? Gage Blvd. crosses over Amon Creek

Often a buffer between the project and a stream can reduce the chance of a negative impact to fish.

A4. What is the current land use between the project and the potentially affected water body (parking lots, farmland, etc.) Open space and public arterial street.

A5. What percentage of the project will be impervious surface (including pavement & roof area)? 90%

FISH MIGRATION: The following questions will help determine if this project could interfere with migration of adult and juvenile fish. Both increases and decreases in water flows can affect fish migration.

B1. Does the project require the withdrawal of

a. Surface water? Yes_____ No__X___
Amount_____
Name of surface water body_____

b. Ground water? Yes_____ No_X____
Amount_____
From Where_____
Depth of well _____

B2. Will any water be rerouted? YES_____ NO__X____
If yes, will this require a channel change?

B3. Will there be retention ponds? YES__X___ NO_____
If yes, will this be an infiltration pond or a surface discharge to either a municipal storm water system or a surface water body? Discharge to surface from retention pond (25 year weather event) through a constructed wetland (2).

If to a surface water discharge, please give the name of the waterbody. Amon Creek and then to the Yakima River Delta.

B4. Will this project require the building of new roads? Yes Increased road mileage may affect the timing of water reaching a stream and may, thus, impact fish habitat.

B5. Are culverts proposed as part of this project? No

B6. Are stormwater drywells proposed as part of this project?
Yes_X____ No_____

B7. Will topography changes affect the duration/direction of runoff flows?
Yes_____ No_X____

If yes describe the changes.

B8. Will the project involve any reduction of a floodway or floodplain by filling or other partial blockage of flows? Yes_____ No_X____

If yes, how will the loss of flood storage be mitigated by your project?

WATER QUALITY: The following questions will help determine if this project could adversely impact water quality. Degraded water quality can affect listed species. Water quality can be made worse by runoff from impervious surfaces, altering water temperature, discharging contaminants, etc.

C1. Will your project either reduce or increase shade along or over a waterbody?
YES____ NO__X__ Removal of shading vegetation or the building of structures such as docks or floats often result in a change in shade.

C2. Will the project increase nutrient loading or have the potential to increase nutrient loading or contaminants (fertilizers, other waste discharges, or runoff) to the waterbody?
YES____ NO_X___

C3. Will turbidity (dissolved or partially dissolved sediment load) be increased because of construction of the project or during operation of the project? In-water or near water work will often increase turbidity.
YES____ NO__X__

C4. Will your project require long term maintenance, i.e., bridge cleaning, highway salting, chemical sprays for vegetation management, clearing of parking lots?
YES____ NO__X__
Please Describe.

Vegetation: The following questions are designed to determine if the project will affect riparian vegetation, which can impact listed species.

D1. Will the project involve the removal of any vegetation from the stream banks?
YES_____ NO__X____

If yes, please describe the existing conditions and the amount and type of vegetation to be removed.

D2. If any vegetation is removed, do you plan to re-plant? YES_X___ NO____
If yes, what types of plants will you use? Native grasses and trees

E. SIGNATURE
The above answers are true and complete to the best of my knowledge. I understand the City is relying on them to make its decision.

Jack Clark, Environmental Engineer – DPW — August 28, 2002 Date

this proposal will include new roads & improvements to existing roadways.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? No If so, generally describe (indicate whether public or private).

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? Yes If so, generally describe. Center Parkway is extended to Tapteal and crosses two rail lines. One is used as a siding and the other goes to the Hanford area.

f. How many vehicular trips per day would be generated by the completed project? On the new extension of Center Parkway traffic engineering estimates are for 2,200 vehicular trips a day. If known, indicate when peak volumes would occur. Peak times of usage would be morning traffic between the hours of 7-9 a.m. and evening traffic between the hours of 4-6 p.m.

g. Proposed measures to reduce or control transportation impacts, if any: Work hours for construction will be between the hours of 7:00am and 5:00pm during the weekdays of Monday to Friday.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? No If so, generally describe.

b. Proposed measures to reduce or control direct impacts on public services, if any. None identified.

16. Utilities

a. Circle utilities currently available at the site: **electricity**, natural gas, **water, refuse service, telephone, sanitary sewer**, septic system, other _____.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity, which might be needed. Existing services are all that are needed.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the City is relying on them to make its decisions.

Signature Jack Clark

Date Submitted: August 28, 2002

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? Not very likely to increase any of the above.

Proposed measures to avoid or reduce such increases are: By its very nature the project proposes to decrease an estimated 610,000 miles of travel per year in twenty years.

2. How would the proposal be likely to affect plants, animals, fish, or marine life? The proposal would not likely affect plants, animal, fish, or marine life. Some degraded step-shrub vegetation will be removed and replaced by impervious surface. Affects are considered inconsequential.

Proposed measures to protect or conserve plants, animals, fish, or marine life are: Disturbed land will be revegetated with native species, erosion control plans will be in place before contractor can start work. Any in water work in Amon creek will be timed to minimally impact fish species and habitat.

3. How would the proposal be likely to deplete energy or natural resources? Not very likely to deplete either.

Proposed measures to protect or conserve energy and natural resources are: By building the project, a savings of 30,500 gallons of fuel would be saved each year. Building the project, means reduced traffic volumes on Columbia Center Boulevard.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains or prime farmlands? The proposal does not use or affect environmentally sensitive areas.

Proposed measures to protect such resources or to avoid or reduce impacts are: Project timing, insuring adequate resources are present during construction and attention to obtaining adequate permits.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? The proposal is compatible with existing land uses and plans.

Proposed measures to avoid or reduce shoreline and land use impacts are: None

6. How would the proposal be likely to increase demands on transportation or public services and utilities? The proposal would not likely increase demands on transportation or public services and utilities.

Proposed measures to reduce or respond to such demand(s) are: Compatible with existing services and transportation plans.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment. None, identified at this time.

CITY OF
KENNEWICK
www.ci.kennewick.wa.us

October 11, 2002

To Interested Parties

Subject: Center Parkway Extension and Gage Boulevard Widening Project

This is a joint project with the City of Richland. As lead agency, the City of Kennewick Department of Public Works is proposing to extend Center Parkway from Gage Boulevard to Tapteal Drive in the City of Richland. The project will also widen Gage Boulevard from Center Parkway to Leslie Boulevard in Richland. Additional information on property acquisition required for this traffic enhancement project as part of a SEPA checklist is available.

The purpose of this notification is to provide an opportunity for comments on any additional information that may affect the environmental determination for this project. The checklist containing the additional information is best summarized as follows:

- Extending Center Parkway from Gage Boulevard to Tapteal Drive in the City of Richland
- Widening Gage Boulevard from Center Parkway to Leslie Boulevard in the City of Richland
- This is a joint project with the Cities' of Richland and Kennewick.
- The City of Kennewick is the lead agency on this project
- Right of way is being purchased for this project

The SEPA Checklist and related documents are available at City Hall for review. To review these materials please contact the City of Kennewick Project Engineer, Steve Plummer at 585-4287. To provide written comments for consideration during this environmental review of the checklist, please provide those to:

SEPA Responsible Official
Rick White
PO Box 6108
Kennewick WA 99336
rwhite@ci.kennewick.wa.us

This notification is being published in the Tri City Herald on October 12, 2002. It is expected that a Threshold Determination will be issued after 30 days of this publication date. Therefore any comments must be submitted by November 12, 2002.

City of Kennewick

SEPA NOTIFICATION

The Community Economic and Development Department has received a SEPA Checklist for the Center Parkway Extension and Gage Boulevard Widening on August 28, 2002. The checklist is complete and the lead official is seeking comments on this project. Thirty (30) days from the publication of this notice in the Tri City Herald the lead official will issue an environmental threshold determination for this project.

The purpose of this notification is to provide an opportunity for comments on any additional information that may affect the environmental determination of this project. The checklist containing the additional information is best summarized as follows:

- Extending Center Parkway from Gage Boulevard to Tapteal Drive into the City of Richland
- Widening Gage Boulevard from Center Parkway to Leslie Boulevard into the City of Richland
- This is a joint project with the Cities' of Richland and Kennewick
- The City of Kennewick is the lead agency on this project
- Right of way is being purchased for this project

The revised SEPA Checklist and related documents are available at City Hall for review. To review these materials please contact the City of Kennewick Project Engineer, Steve Plummer at 585-4287. To provide written comments for consideration during this environmental review of the checklist, please provide those to:

SEPA Responsible Official
Rick White
PO Box 6108
Kennewick WA 99336
rwhite@ci.kennewick.wa.us

This notification is being published in the Tri City Herald on **October 12, 2002**. It is expected that a Threshold Determination will be issued after 30 days of this publication date. Therefore any comments must be submitted by **November 12, 2002.**

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ROBERT E-PATRICIA
RFUHRMAN
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JAMES TILLMAN &
PATTIELILLY
1948 SHERIDAN PL
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JOHN RAMMERMAN
1942 SHERIDAN PL
RICHLAND, WA 99352

MICHAEL F & CHERYL MEYER
1936 SHERIDAN PLACE
RICHLAND, WA 99352

BERNIE J & JANET O NEILL
1930 SHERIDAN PLACE
RICHLAND, WA 99352

JOHN F & BETTY AMARRON
TRUSTEES
1924 SHERIDAN PLACE
RICHLAND, WA 99352

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183 EDGEWOOD
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214 W 1ST AVENUE
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Washington State Department of Fish anc
Wildlife
C/O Paul LaRiviere
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Pasco, WA 99301

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ANGELINA THORPE
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DALE V & ELIZABETH WHITE
323-A GAGE BLVD
RICHLAND, WA 99352

LOYD PETTY
323 B GAGE BLVD
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GARY W & BETSY CSMITH
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RICHAND, WA 99352

GLORIA SHERFEY
285 GAGE BLVD
RICHLAND, WA 99352

GREGORY P & BECKY
TARMATROUT
345 BLALOCK CT
RICHLAND, WA 99352

MARK R STRANKMAN
281 GAGE BLVD
RICHLAND, WA 99352

MARTHA A NIPPER
329-B GAGE BLVD
RICHLAND, WA 99352

FRED A & DIANA L RUCK
227 GAGE BLVD
RICHLAND, WA 99352

MICHAEL BRUCE & DOROTHY
HALLERKOVANEN TRUSTEES
7306 STEILACOOM BLVD SW
LAKEWOOD, WA 98499

WILLIAM R & MARION
AWOMBACHER
273 GAGE BLVD
RICHLAND, WA 99352

JAMES V & SYDAWNA RHOKE
275 GAGE BLVD
RICHLAND, WA 99352

TIMOTHY MCKAY
269 GAGE BLVD
RICHLAND, WA 99352

MARIA MORCUENDE
335 GAGE BLVD UNIT B
RICHLAND, WA 99352

ALLISON H DEGOES
337-A GAGE BLVD
RICHLAND, WA 99352

VIRGINIA G PITTS
337-B GAGE BOULEVARD
RICHLAND, WA 99352

LARRYTRICKEY
303 GAGE BLVD #217
RICHLAND, WA 99352

MANOLO E & LILIA JUGUILON
2021 HOXIE AVENUE
RICHLAND, WA 99352

ANTHONY RAY VIOLA
33525 7TH PL SW
FEDERAL WAY, WA 98032

ROBERT R & WINSOME KING
11 S JURUPA ST
KENNEWICK, WA 99337

FRANK & ANADEAN BLONDIN
1134 N TANGLEWOOD LN
LIBERTY LAKE, WA 99019

TIM M & PATRICIA LROLOFF
11403 S 952 PRSE
KENNEWICK, WA 99337

MICHAEL R CONLEY
303 GAGE BLVD UNIT 317
RICHLAND, WA 99352

TODD SCHUMACHER
303 GAGE BLVD
RICHLAND, WA 99352

Resident
PO Box 3167
Portland, OR

TRACIE MILLER
303 GAGE BLVD APT 320
RICHLAND, WA 99352

LISA KOSKI
2257 GRANITE DR
WALLA WALLA, WA 99362

Stephen Henager
16202 S. Griffin Rd.
Prosser, WA 99350

Resident
16301 NE 8th St.
St. 102
Bellevue, WA

NATALIE SHAFFER
303 GAGE BLVD UNIT 124
RICHLAND, WA 99352

Gage Park Mini Storage
8500 gage Blvd.
Suite A
Kennewick, WA 99337

Bruce & Joyce Fleming
359 Quailwood Place
Richland, WA 99352

Resident
7655 Market Street
Youngstown, OH

PATRICK E & JULIE
PLAMBERT
303 GAGE BLVD UNIT 224
RICHLAND, WA 99352

ON THE GREEN
CONDOMINIUM ASSOC,
303 GAGE BLVD APT#225
RICHLAND, WA 99352

DAVID L & ENA MKNUTSON
303 GAGE BLVD APT 216
RICHLAND, WA 99352

JOHN & MARY ANN NIELSEN
303 GAGE BLVD #323
RICHLAND, WA 99352

Patrick & Dolores McCoy
402 Anthony Dr.
Richland, WA 99352

Jack White
8911 W. Grandridge Blvd.
St. C
Kennewick, WA 99336

MASON L GARRISON
303 GAGE BLVD #326
RICHLAND, WA 99352

DALE F & JUDY M DANIELS,
ET AL
3911 W 36TH AVE
KENNEWICK, WA 99337

MARLENE HARRIS TRUSTEE
303 GAGE BLVD UNIT 128
RICHLAND, WA 99352

DELORES ANDRIE
303 GAGE BLVD UNIT 129
RICHLAND, WA 99352

Resident
PO Box 190
Richland, WA 99352

SHELLY R CALLAWAY
303 GAGE BLVD #227
RICHLAND, WA 99352

ARNOLD R & CAROL CLOBES
2454 PYRAMID
LIVERMORE, CA 94550

ARTHUR & SHARON MEYERS
261 GAGE BLVD
RICHLAND, WA 99352

DAVID HNYMAN
339 B GAGE BLVD
RICHLAND, WA 99352

ANN JACKSON
303 GAGE BLVD APT 101
RICHLAND, WA 99352

LADD CALLISON
303 GAGE BLVD APT 102
RICHLAND, WA 99352

PEGGY HAGGARD, ET AL
94805 E GRANADA COURT
KENNEWICK, WA 99336

BONNIE LARMATIS
1310 HAINS
RICHLAND, WA 99352

MAURICE & KATHY BALCOM
1331 PHEND ROAD
PASCO, WA 99301

TERRI FRAZIER
303 GAGE BLVD UNIT 202
RICHLAND, WA 99352

MARY D FLEISCHMANN
303 GAGE BOULEVARD #203
RICHLAND, WA 99352

VERNA GAYLE KRAN
303 GAGE BLVD APT #204
RICHLAND, WA 99352

CHRISTINE KOEPP
12384 SAINT HEDWIG RD
SAINT HEDWIG, TX 781529706

CAROL M WELCH
303 GAGE BLVD UNIT 302
RICHLAND, WA 99352

KARI JUDY
303 W GAGE BLVD
RICHLAND, WA 99352

LAWRENCE J HIPPLER
303 GAGE BLVD APT #304
RICHLAND, WA 99352

ROGER LEHMAN
303 GAGE BLVD UNIT 105
RICHLAND, WA 99352

BARBARA I PEARSON
303 GAGE BLVD #106
RICHLAND, WA 99352

BILLIE A MASTERSON
303 GAGE BLVD APT 107
RICHLAND, WA 99352

CARL & SHIRLEY MARUSHIA
303 GAGE BLVD #108
RICHLAND, WA 99352

DAVID L & ENA M KNUTSON
303 GAGE BLVD APT 216
RICHLAND, WA 99352

JERALD & SANDRA LUKINS
303 GAGE BLVD UNIT 110
RICHLAND, WA 99352

RICHARD L & JUDY HAMES
303 GAGE BLVD #309
RICHLAND, WA 99352

KEVIN & ELIZABETH HIRSCH
1027 COUNTRY CT
RICHLAND, WA 99352

BETTY CERRILLO
303 GAGE BLVD #206
RICHLAND, WA 99352

ARNOLD R & CAROL CLOBES
2454 PYRAMID
LIVERMORE, CA 94550

BRUCE A & JEAN M TURLEY
34 W 23RD PLACE
KENNEWICK, WA 993370000

DAVID E & SUSAN MEAKIN
4807 W 12TH
KENNEWICK, WA 99337

DAVID E & SUSAN MEAKIN
4807 W 12TH
KENNEWICK, WA 99337

Yakama Nation
PO Box 151
Toppenish, WA 98948

JOANN LLOYD
303 GAGE BLVD #306
RICHLAND, WA 99352

JOYCE BYRD, TRUSTEE
303 GAGE BLVD UNIT 307
RICHLAND, WA 99352

Confederated Tribes of the Umatilla
Indian Reservation (CTUIR)
C/O Carey Miller
PO Box 638
Pendleton, OR 97801

Resident
8911 Grandridge Blvd.
Suite C
Kennewick, WA 99336

Terry & Cnythia Preszler
8797 W. Gage Blvd.
Kennewick, WA 99336

MARY ANN BRISSE
303 GAGE BLDG #111
RICHLAND, WA 99352

SUE BELL
303 GAGE BLVD UNIT 112
RICHLAND, WA 99352

SCOTT BARTHOLOMEW
303 GAGE BLVD APT 113
RICHLAND, WA 99352

JAMES R JOHNSON
4990 HACIENDA AVE
SAN LUIS OBISPO, CA 93401-

MYRTLE OFSTHUN
303 GAGE BLVD #115
RICHLAND, WA 99352

LINDA K BISHOP
201 S SHERMAN PLACE
KENNEWICK, WA 99336

ROGER R TRUE
1615 LAMB AVE
RICHLAND, WA 99352

CLAUDE D & VERGIE
KRAWLINS
303 GAGE BLVD APT 212
RICHLAND, WA 99352

DAVID & PATRICIA
VANLEUVEN
303 GAGE BOULEVARD #213
RICHLAND, WA 99352

JOAN I BATES
303 GAGE BLVD APT #214
RICHLAND, WA 99352

NEIL WARREN PALMER
2721 S GARFIELD
KENNEWICK, WA 99337

DAVID L & ENA M KNUTSON
303 GAGE BLVD APT 216
RICHLAND, WA 99352

GORDON HETTERSCHEIDT
303 GAGE BLVD #311
RICHLAND, WA 99352

LANCE EGGERS
PO BOX 1262
RICHLAND, WA 99352

STEVENS EVERN
303 GAGE BLVD APT 313
RICHLAND, WA 99352

NANCY NADOLSKI
303 GAGE BLVD #313
RICHLAND, WA 99352

SHAWN STODDARD
303 GAGE BLVD #313
RICHLAND, WA 99352

PHILLIP TRACY
303 GAGE BLVD #313
RICHLAND, WA 99352

WILLIAM CORSIGLIA
303 GAGE BLVD APT 313
RICHLAND, WA 99352

MICHAEL K HAMILTON
303 GAGE BLVD 315
RICHLAND, WA 99352

SEAN STOCKARD
303 GAGE BOULEVARD #117
RICHLAND, WA 99352

MARIONE SKILDSEN
303 GAGE BLVD UNIT 118
RICLAND, WA 99352

Resident
8836 Gage Blvd.
Suite 201B
Kennewick, WA 99336

ADELINE RYATES
95204 E REATA RD
KENNEWICK, WA 99338

WILLIAM & LORALEE
CALLAWAY
1520 NACHES CRT
RICHLAND, WA 99352

MARY SAMUELSON
303 GAGE BLVD UNIT 121
RICHLAND, WA 99352

DARWIN D & LOIS MLAMBIER
PO BOX 964
CAMAS, WA 98607

Resident
3104 W. Kennewick Ave.
St. C
Kennewick, WA 99337

Resident
PO Box 1900
Pasco, WA 99301

Resident
1335 Grandridge Blvd.
Kennewick, WA 99337

Resident
8500 Gage Blvd.
St. A
Kennewick, WA 99337

John Meyer
1976 Greenview Dr.
Richland, WA 99352

CCW East property Owners Assoc.
3104 W. Kennewick Ave. St. 3
Kennewick, WA 99337

Resident
16301 N 8th St.
St. 102
Bellevue, WA

Jeff & Amy Bertelsen
33881 Riverview Dr.
Hermiston, OR 97838

Emanuel Edibiokpo
807 N. Pittsburgh St.
Kennewick, WA 99337

Resident
9202 W. Gage Blvd.
Kennewick, WA 99337

Dirk & Derae Stricker
3104 S. Morain Place
Kennewick, WA 99336

Robert & Margaret Stratton
1101 S. Taft St.
Kennewick, WA 99337

Terry Lynn & Suzanne Bee
McCardle Trustees
PO Box 518
Friday Harbor, WA 98250

Jack Clark

Gage & Ceptor Parkway
Mailing Labels

From: Steve Plummer
Sent: Monday, October 07, 2002 3:37 PM
To: Jack Clark
Subject: FW:

-----Original Message-----
From: Richard Evans [mailto:RichardE@scm-ae.com]
Sent: Friday, September 20, 2002 11:49 AM
To: Steve Plummer
Subject: RE:

Here is what I have:

Columbia Center Mall
Barb Johnson
Columbia Center Blvd
Kennewick, WA 99336

Peter Rogalsky (E-mail)
City of Richland
840 Northgate Dr.
Richland, WA 99352

The Home Depot Inc
1451 Tapteal Drive
Richland, WA 99352

Greg Markel
8551 Gage Blvd
Kennewick, WA 99336-7113

Banner Bank
Dave Bixby
1221 Jadwin Ave
Richland, WA 99352

Columbia Center West Business Owners Assoc.
Nick Castorina
27008 Clover Rd
Kennewick, WA 99336

McCoys
Mail By The Mall, McCoy Recording, McCoy Distributing
Laurie McCoy
8220 West Gage Boulevard
Kennewick, WA 99336

Victor Gomez
8236 Gage Boulevard
Kennewick, WA 99336

Benton PUD
Brad Langdell
P.O. Box 6270
Kennewick, WA 99336

(I typed these on envelopes that didn't)

Port of Benton

Scott Keller

3100 George Washington Way
Richland, Washington 99352

John Haakenson
3100 George Washington Way
Richland, WA 99352

UPRR
John Trumbull
5424 S.E. Mc Loughlin Blvd.
Portland, OR 97202

Tapteal Properties (Holiday Inn):
Allpro Inc
Jack Nelson
1232 Columbia Drive Southeast, Richland, WA 99352

Tapteal II LLC (Bob Young):
Bob Young
5 Presidio Terrace
San Francisco, CA 94118

Columbia Center West Homeowners Assoc.
Floyd & Dixie Johnston
8306 W Yellowstone
Kennewick, WA 99336

-----Original Message-----
From: Steve Plummer [mailto:stephen-plummer@ci.kennewick.wa.us]
Sent: Friday, September 20, 2002 11:24 AM
To: Richard Evans
Subject: RE:

Thanks Rich. Will you be able to get me a mailing list today? Steve

-----Original Message-----
From: Richard Evans [mailto:RichardE@scm-ae.com]
Sent: Friday, September 20, 2002 11:22 AM
To: Steve Plummer (E-mail)
Cc: Roger Wright
Subject:

Steve,

Here is the status of our calls.
Everyone I spoke with was happy to receive a call.

Richard

Columbia Center Mall (Barb Johnson)
Out until Monday. Staff took message.

Pete Rogalski
Left voice message

Home Depot
Manager out until Monday. Spoke with Jeff, the Assistant Manager.

Greg Markel
Unavailable. Staff took message.

Banner Bank, Dave Bixby

Left Dave a voice message

Columbia Center West Business Owners Assoc.
Left Nick Castorina a voice message.

McCoys
Spoke with Laurie McCoy. She will inform her father and brother.

Victor Gomez (owner next to Mail by the Mall)
Spoke with Victor. Asked him to see if he could catch Nick Castorina

Benton PUD
Brad Langdell out until Monday. Left Brad a voice message.

Port of Benton
Scott Keller out of town until Monday.
I left John Haakenson a voice message, he called and asked to have the information regarding the meeting e-mailed to him, which I did.

UPRR
Spoke with John Trumbull

Tapteal Properties (Holiday Inn)
Jack Nelson out of town until Oct 1. Staff took message and will contact Jack.

Tapteal II LLC (Bob Young)
Roger Wright to contact Bob.

Columbia Center West Homeowners Assoc.
Spoke with Dixie Johnston, Her husband is the homeowner President.

Gage & Center Parkway
Mailing Labels

8911 GRANDRIDGE BLVD, STE C,,KENNEWIC'
TERRY J & CYNTHIA L,PRESZLER,8797 W G BLVD,KENNEWICK,WA,99336
8836 GAGE BLVD STE 201B,,KENNEWICK,WA,99336
PO BOX 3167,,PORTLAND,OR
STEPHEN,HENAGER,16202 S GRIFFIN RD,,PROSSER,WA,99350
16301 NE 8TH ST STE 102,,BELLEVUE,WA
(GAGE PARK MINI STG),8500 GAGE BLVD STE A,,KENNEWICK,WA
BRUCE D & JOYCE A,FLEMING,359 QUAILWOOD PLACE,,RICHLAND,WA,99352
7655 MARKET STREET,,YOUNGSTOWN,OH
PATRICK & DOLORES E,MC COY,402 ANTHONY DR,,RICHLAND,WA,99352
JACK J,WHITE,8911 W GRANDRIDGE BLVD STE C,,KENNEWICK,WA,99336
P O BOX 190,,RICHLAND,WA,99352
3104 W KENNEWICK AVE STE C,,KENNEWICK,WA,99336
PO BOX 1900,,PASCO,WA,99301
STEPHEN D & CAROLYN K,HENAGER,8400 W GAGE BLVD,,KENNEWICK,WA,99336
1335 GRANDRIDGE BLVD,,KENNEWICK,WA
8500 GAGE BLVD STE A,,KENNEWICK,WA
JOHN,MEYER,1976 GREENVIEW DR,,RICHLAND,WA,99352
CCW EAST PROPERTY OWNERS ASSOC,3104 W KENNEWICK AV STE C,,KENNEWICK,WA,99336
DUDLEY AVENUE,,PROSSER,WA
16301 NE 8TH ST STE 102,,BELLEVUE,WA
JEFF & AMY,BERTELSEN,33881 RIVERVIEW DR,,HERMISTON,OR,97838
EMANUEL,EDIBIOKPO,807 N PITTSBURGH ST,,KENNEWICK,WA,99336
9202 W GAGE BLVD,,KENNEWICK,WA,99336
DIRK A & DERAE,STRICKER,3104 S MORAIN PL,,KENNEWICK,WA,99337
ROBERT H & MARGARET R,STRATTON,1101 S TAFT ST,,KENNEWICK,WA,99337
TERRY LYNN & SUZANNE BEE,MCCARDLE TRUSTEES,PO BOX 518,,FRIDAY HARBOR,WA,98250

(these addresses are included in the mailing label list.

KENNEWICK
WASHINGTON

April 2, 2013

Washington Utilities and Transportation Commission
Chandler Plaza
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504

ATTN: Kathy Hunter, Rail Manager

RE: At-Grade crossing of Port of Benton Hanford Industrial Branch
Kennewick Washington Contract P0219 (Phase 3)

Dear Kathy:

Enclosed are an original and three copies of the completed petition for a proposed at-grade crossing of Center Parkway over the Port of Benton Hanford Industrial Branch west of Richland Junction (MP 18.8 of the former UPRR Yakima Mainline). Included with each petition is a copy of:

- Preliminary Crossing Design
- Grade Separation Evaluation
- Appendix to Grade Separation Evaluation
- Traffic Study
- Diagnostic Meeting Record

Due to the complexity of this project, we are requesting that the Commission serve the respondents.

Your support of this important project is appreciated. If you have questions or require additional information, please contact me at (509) 585-4287 or by e-mail at: steve.plummer@ci.kennewick.wa.us.

Yours truly,

Stephen R. Plummer
Engineering Services Manager

ENGINEERING DIVISION

1010 E. Chemical Drive • PO Box 6108 • Kennewick, WA 99336-0108
(509) 585-4287 • Fax (509) 585-4451 • steve.plummer@ci.kennewick.wa.us