AGENDA
Hearing Examiner

6:00 PM - Wednesday, January 14, 2026
Pasco City Hall, Council Chambers & Microsoft Teams Webinar & GoToWebinar

Page

1. REMOTE MEETING INSTRUCTIONS - Individuals, who would like to provide public comment remotely, may continue to do so by filling out the online form via the City's website (www.pasco-wa.gov/publiccomment) to obtain access information to comment. Requests to comment in meetings must be received by 4:00 p.m. on the day of each meeting.

To attend meeting remotely, please use this link: https://events.gcc.teams.microsoft.com/event/3943b21e-2a12-470c-9b64-7968f01c385c@a0d3d4d1-7eac-4c46-a870-b4f2b34721ab

Hearing Examiner meetings are broadcast live on PSC-TV Channel 191 on Charter/Spectrum Cable in Pasco and Richland and streamed at www.pasco-wa.gov/psctvlive and on the City's Facebook page at www.facebook.com/cityofPasco.

2. CALL TO ORDER

3. PUBLIC HEARINGS

3 - 200 **(a) PP 2024-003Barker Heights**

A public hearing will be held to consider the Preliminary Plat application for a subdivision of 215 lots within the R-3 (Medium Density Residential) zoning district. The development will include single-family detached and attached homes, with 125 lots proposed as attached homes and the remainder as detached homes.

201 - 233 **(b) SP 2025-016PSD #1 Portable Classrooms**

Applicant has applied for a Special Use Permit (SP2025-016) to establish portable classrooms, at three different schools. The addresses of the proposal are Columbia River Elementary School 9011 Burns Rd; Reynolds School 9507 Burns Rd; and Three Rivers Elementary School is located at 3901 Rd 84.

234 - 266 **(c) SP 2025-017 Pasco High School Softball Field & Lighting**

Applicant has submitted a SEPA checklist and Special Permit Application

(SP2025-017) for the replacement and reorientation of the existing softball field, adding new sports-oriented buildings, and adding field lighting. The project is located at 1108 N 10th Ave.

4. ADJOURNMENT

REPORT TO THE HEARING EXAMINER
City Hall – 525 North Third Avenue – Council Chambers
WEDNESDAY, January 14, 2026
6:00 PM

MASTER FILE #: **PP 2024-003**

APPLICANT: P&R Construction, LLC
105609 Wiser Parkway
Kennewick, WA 99338

REQUEST: **Preliminary Plat**: Barker Heights Preliminary Plat, proposing the subdivision of Parcel No. 115181188 and approximately 50 feet of the northern portion of Parcel No. 115180055 to allow for the extension of Danube Drive and the development of 215 residential lots.

Timeline:

April 8, 2024	Preliminary Plat Application-PP2024-003 and SEPA Environmental Checklist-SEPA2024-015, submitted
May 6, 2024	Preliminary Plat Application Deemed Complete
July 3, 2024	Memorandum Issued Requesting Danube Drive to be Extended to Broadmoor Boulevard
November 20, 2025	Preliminary Plat Map Submitted Showing Danube Drive Extended-Submitted
December 24, 2025	Notice of Public Hearing for PP2024-003 Mailed to Properties Within 300 Feet of Proposed Subdivision
December 31, 2025	Notice for Public Hearing for PP2024-003 Published in Tri-City Herald
January 7, 2026	Public Hearing Staff Report Published

Exhibits:

1. Maps	**6. SEPA2023-038 MDNS**
2. Preliminary Plat	**7. SEPA2023-038 Checklist**
3. Application	**8. SEPA2024-015 Checklist**
4. Title Report	**9. TIA**
5. Public Notices	**10. Correspondence/Comments**

BACKGROUND

1) **PROPERTY DESCRIPTION:**

Parcel: 115181188
Abbreviated Legal: Barker Ranch 1st Addition Phase 3 Tract G
Parcel: Approximately the northern 50 feet of Parcel No. 115180055.
Abbreviated Legal: N2SE4SE4 6-9-29 EXC PTN FOR CO RD R/W (1729792)
General Location: The subject property is located west of Broadmoor Boulevard, north of Burns Road, east of future Road 104, and south of Dent Road.
Property Size: 34.64 acres

2) **ACCESS:** The property will have access from Broadmoor Boulevard and Road 104.

3) **UTILITIES:** Municipal water and sewer service is available within Broadmoor Boulevard and Road 104. Water and sewer lines will be required to extend **to and through** the property frontages along Broadmoor Boulevard and Road 104, as determined necessary during concurrency review.

4) **LAND USE AND ZONING:** The property is zoned R-3 (Medium Density Residential). The site is currently undeveloped. Surrounding properties are zoned and developed as follows:

North: RR-5 (Rural Residential-County) – Single-Family Homes / Agricultural
East: R-4 (High Density Residential) – Undeveloped Land
South: R-S-1 (Suburban) – Undeveloped Land (approximately 50 feet of the northern portion of Parcel No. 115180055 will be utilized for the Danube Drive extension)
West: R-1 (Low Density Residential) – Single-Family Homes

5) **COMPREHENSIVE PLAN:** The City of Pasco Comprehensive Plan designates the site as Medium Density Residential. This designation supports a variety of housing types at densities of 6 to 20 dwelling units per acre and may correspond to the R-2 (Medium Density Residential), R-3, R-4, or R-P (Residential Park) zoning districts.

6) **ENVIRONMENTAL DETERMINATION:** The City of Pasco is the lead agency for this project. Based on the SEPA checklist (SEPA2024-015), it was determined that the SEPA review had already been addressed under SEPA2023-038, the adopted City Comprehensive Plan, City development regulations, and other available information. As a result, a Mitigated Determination of Non-Significance (MDNS) was issued on June 30, 2023, which required an archaeological survey, a traffic impact analysis, and the implementation of neighborhood traffic calming measures. The MDNS for this project was issued pursuant to WAC 197-11-355.

ANALYSIS

Request

The applicant proposes to subdivide Parcel No. 115181188, totaling approximately 34.64 acres, into 215 residential lots, including 90 single-family detached lots and 125 single-family attached lots, to be developed in five phases. Proposed improvements include mass grading, construction of public streets, and installation of water, sewer, communication, and power infrastructure. The project also involves extending existing City streets, including Road 104, Atlantic Drive, and Danube Drive. Three public pedestrian pathways are proposed

to enhance connectivity and walkability within the subdivision, providing convenient pedestrian access from Road 104.

Pursuant to Pasco Municipal Code (PMC) 21.15.010(3)(d)(iii), dedication of Danube Drive is necessary to extend and complete the existing neighborhood street pattern. Accordingly, at the City's request, the developer shall be responsible for extending Danube Drive. Because a portion of this extension traverses Parcel No. 115180055, which is under separate ownership, the developer shall obtain all required legal documentation to extend and dedicate the roadway as public right-of-way.

History

The subject property was annexed into the City of Pasco in 2017 by Ordinance No. 4330 and concurrently assigned the R-S-1 zoning designation pursuant to Ordinance No. 4331. In 2023, the property's land use designation was changed from Low Density Residential to Medium Density Residential through Ordinance No. 4651, and it was concurrently rezoned from R-S-1 to R-3 via Ordinance No. 4683. Historical aerial imagery and property records indicate that the site was originally used for agricultural purposes, although over time the surrounding area was developed with residential uses.

Lot & Right-of-Way Layout

The proposed preliminary plat would create a total of 215 lots designated for single-family residential development. The subdivision includes the dedication of public right-of-way and construction of new internal roadways, including the planned extension of Atlantic Drive—classified as a future neighborhood collector street—as well as Danube Drive and Road 104, both classified as local access streets.

Atlantic Drive runs east–west and was initially constructed with the adjacent Barker Ranch 1st Addition. Danube Drive provides a required eastward connection to Broadmoor Boulevard due to limited connections north of Burns Road. Road 104, previously extended with Barker Ranch 1st Addition, Barker Ranch, and the multifamily development south of the subject property, connects to Burns Road, a Principal Arterial similar to Broadmoor Boulevard. In addition to these roads, five internal local access streets—running east–west and north–south—are proposed to provide circulation within the plat.

The plat also proposes three east–west public pedestrian accessways identified as Tracts D, E and F through the site, providing connectivity between Road 104 and Gold Lane and enhancing walkability within the subdivision.

The proposed lots have an average area of approximately 4,562 square feet, ranging from 3,150 square feet (smallest) to 11,361 square feet (largest).

Tract A is intended for a regional irrigation pump station, approved with conditions through SP2023-009. This special permit also recognizes Tract B as a South Columbia Basin Irrigation District Emergency Overflow Reservoir. Tract C, a United States Bureau of Reclamation right-of-way easement, is intended for emergency storage associated with the irrigation pump station.

All lots within the proposed plat will have direct access to public right-of-way and will be served by public utilities in accordance with City standards.

STAFF FINDINGS OF FACT

1) The subject property is designated Medium Density Residential under the City of Pasco Comprehensive Plan. This designation allows residential development at densities ranging from six (6) to twenty (20) dwelling units per acre, pursuant to PMC 25.215.015.
2) The proposed development results in an overall density of approximately 6.2 dwelling units per acre.
3) The proposed development includes construction of new roadways to provide access to the proposed lots.
4) Pursuant to PMC 21.20.010(3)(c), the subject property is located within one-half mile of public-school grounds; therefore, provisions for direct bicycle and pedestrian connections, safe routes to school, and neighborhood traffic management measures are required.
5) **Water and Sewer Utilities:** Water and sewer utilities will be extended to and through the public right-of-way to serve all proposed lots.
6) **Water Rights:** Water rights will be deeded to the City as a first priority, or, if water rights are not available, an in-lieu fee will be paid prior to recording of the final plat, pursuant to PMC 21.05.120.
7) The Barker Ranch Traffic Impact Analysis (TIA), dated November 9, 2021, has been completed. Off-site improvements identified as potential mitigation measures have been installed or are planned for installation. Since completion of the TIA, the City has adopted a Traffic Impact Fee (TIF) Ordinance to further address traffic impacts.
8) **TIF:** Traffic and park impact fees shall be collected for each lot prior to issuance of building permits for new residential development.
9) **LID Fees:** The project, identified as Parcel No. 115180075 within the LID 151 NW Sewer Local Improvement District, will be subject to applicable LID fees.

TENTATIVE CONCLUSIONS BASED ON FINDINGS OF FACT

As per Pasco Municipal Code (PMC) 21.25.060, Upon conclusion of the open record hearing, the Hearing Examiner shall make and enter findings from the record and conclusions thereof as to whether or not:

(1) Adequate provisions are made for the public health, safety and general welfare and for open spaces, drainage ways, streets, alleys, other public ways, water supplies, sanitary wastes, parks, playgrounds, transit stops, schools and school grounds, sidewalks for safe walking conditions for students, and other public needs;

The proposed subdivision will be served by City emergency services and is located approximately 1.7 miles from Vintage Park. The developer is required to construct right-of-way improvements in accordance with the Pasco Municipal Code (PMC) and the City's Design and Construction Standards. Municipal water and sewer utilities will be extended to and through the right-of-way to provide service access to all lots within the subdivision.

Traffic and park impact fees will be collected at the time of building permit issuance for each new dwelling to mitigate transportation impacts and support park development, improvements, and ongoing maintenance.

The extension of Danube Drive and Atlantic Drive satisfies the intent of safe routes to school pursuant to PMC 21.20.010(3)(c) by providing a direct connection from Broadmoor Boulevard to Road 108 and access to Parcel No. 115180042, an approximately 72-acre site owned by Pasco School District No. 1. These street extensions also comply with PMC 21.15.010(3)(d)(iii), as they are necessary to extend and complete the existing neighborhood street pattern.

(2) The proposed subdivision contributes to the orderly development and land use patterns in the area;

The proposed development will include both single-family detached and attached residential dwellings, consistent with the established residential pattern of the surrounding area. The developer will be required to construct full right-of-way improvements—including curb, gutter, sidewalk, and street lighting—to ensure

safe pedestrian circulation and promote public welfare.

The extension of Road 104 will serve as a key infrastructure component, establishing an important north–south corridor that connects the development to Burns Road. This extension, just under half a mile in length, will enhance local traffic circulation and help distribute traffic more evenly between the northern portion of the subdivision and Burns Road. Similarly, the extension of Danube Drive from Road 108 to Broadmoor Boulevard, approximately half a mile in length, and the extension of Atlantic Drive from Road 108 to Broadmoor Boulevard, also approximately half a mile, will provide additional connections and improve overall accessibility within the development.

(3) The proposed subdivision conforms to the policies, maps and narrative text of the Comprehensive Plan;

- ***Housing Policy H-1-A: Allow for a full range of housing including single family homes, townhouses, condominiums, apartments, and manufactured housing, accessory dwelling units, zero lot line, planned unit developments etc.*** *The R-3 zoning designation allows for a variety of dwelling types. This proposal includes both attached and detached single-family dwellings, similar to the development pattern in the immediate vicinity.*
- ***Land Use Policy LU-2-B: Facilitate planned growth within the City limits and UGA, and promote infill developments in the City limits through periodic review of growth patterns and market demand within each of the City's land use designations.*** *The proposal involves residential development within the City limits, in an area that historically met the Comprehensive Plan's Low Density Residential targets to the west. Since the project abuts a principal arterial, the land use designation was changed from Low to Medium Density in 2023. The project aligns with surrounding development patterns and Comprehensive Plan land use designations, contributing to the City's overall housing availability.*
- ***Utilities Policy UT-1-A: Ensure that public water and sewer services are available concurrently with development in the urban growth area.*** *Public water and sewer services are already available near the site. The developer of Barker Ranch 1st Addition Phase 3 is the same developer proposing this project, facilitating the extension of required City utilities. The proposed project would extend these utilities to and through the property, providing service connections to each lot and creating closer connection points for future development of adjacent lands within the UGA.*

(4) The proposed subdivision conforms to the general purposes of any applicable policies or plans which have been adopted by the City Council;

The City Council has adopted the Pasco Comprehensive Plan which contains various goals and policies of which the proposal conforms to, see example policies under (3) of this section. Further, the proposal conforms with some Council's 2022-2023 goals such as:

- ***Economic Vitality: Implementation of the Comprehensive Land Use Plan through related actions including zoning code changes, phased sign code update, and development regulations and standards.*** *In November of 2023 the City Council passed Ordinance 4700 relating to residential design standards. These standards provide various housing types, lot sizes, frontage widths etc. which the proposed plat will conform to and use.*

(5) The proposed subdivision conforms to the general purposes of this title;

Title 21, Pasco Urban Area Subdivision Regulations, establishes the requirements and procedures for various types of subdivisions, including standards for streets, lots, blocks, and required application materials. The proposed subdivision generally aligns with the intent and purpose of Title 21. Approval conditions will address standard issues, allowing the preliminary plat to advance through the review process.

(6) The public use and interest will be served by approval of the proposed subdivision.

The proposed plat, if approved, will be developed in accordance with all City codes and standards designed to ensure the health, safety and general welfare of the community are met. The Comprehensive Plan will be implemented through the development of this plat. These factors will ensure the public use and interest are served.

APPROVAL CONDITIONS

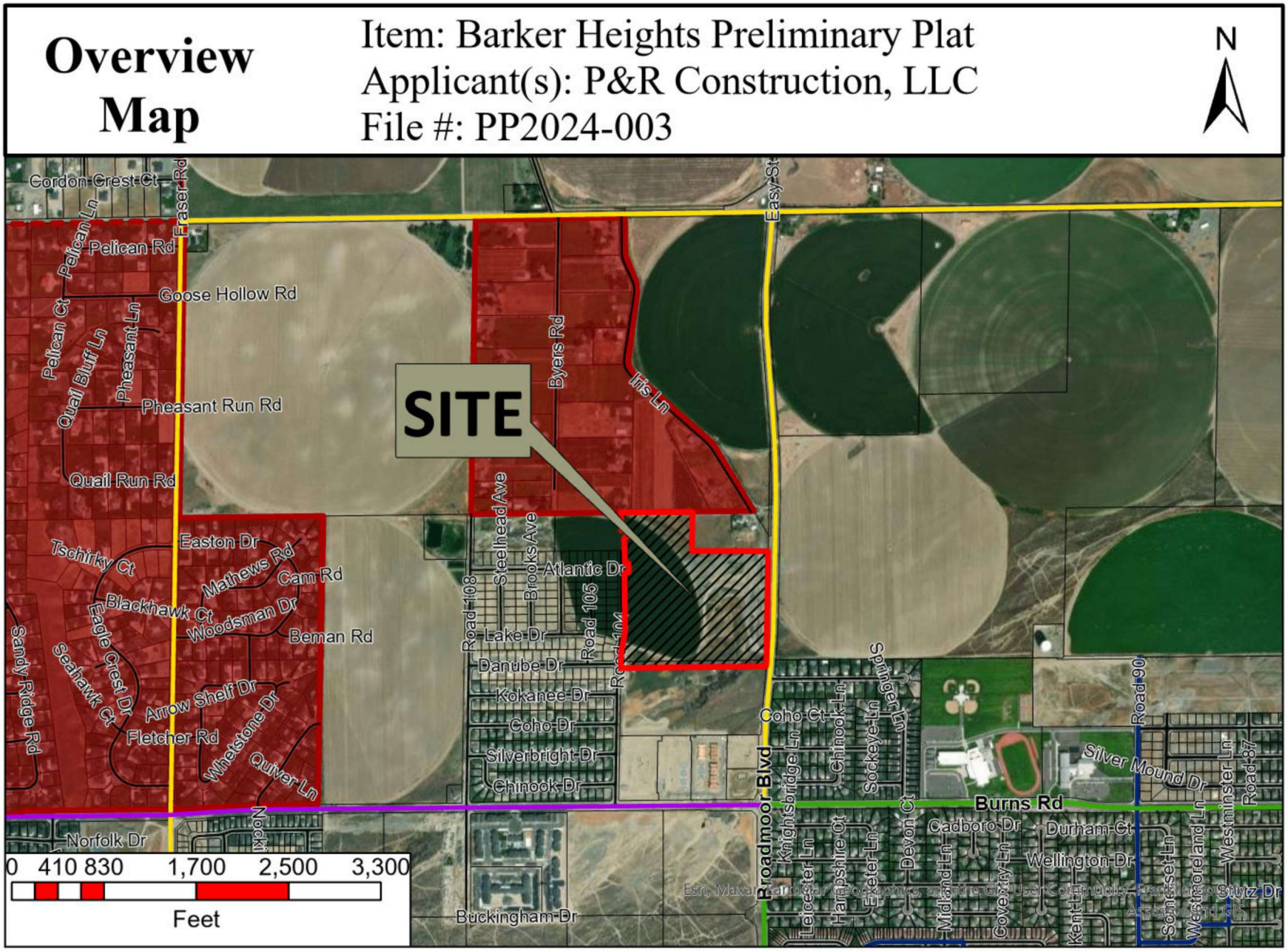
1) The Barker Heights Preliminary Plat shall be developed in substantial conformance with the submitted plat, consisting of 215 residential lots.
2) All frontage improvements associated with this project are to be made in accordance with City of Pasco Design and Construction Standards and Specifications for Public Works Improvements and Municipal Codes.
3) The face of the final plat shall include this statement: "As a condition of approval of this final plat the owner has waived the right to protest the formation of a Local Improvement District for right-of-way and utility improvements to the full extent as permitted by RCW 35.43.182."
4) All stormwater is required to be maintained and treated on site in accordance with Washington State Department of Ecology and City of Pasco Standards.
5) Civil plans submitted for City approval must be designed and stamped by a Washington State Licensed Civil Engineer.
6) PMC 21.35.100 Underground Utilities: (1) All utility lines serving the subdivision, including but not limited to power, telephone and television cables, shall be installed underground. Adequate easements shall be provided for all such utility lines, which will not be located within the right-of-way.
7) All utilities shall comply with PMC 12.36.050(2), as applicable.
8) The face of the final plat shall include this statement: "The individual or company making improvements on a lot or lots of this plat is responsible for providing and installing all trench, conduit, primary vaults, secondary junction boxes, and backfill for the PUD's primary and secondary distribution system in accordance with PUD specifications; said individual or company will make full advance payment of line extension fees and will provide all necessary utility easements prior to PUD construction and/or connection of any electrical service to or within the plat."
9) Any existing water rights associated with the subject property shall be transferred to the City as the first priority. If no water rights are available, the property owner shall, in accordance with PMC 21.05.120, pay a water rights acquisition fee to the City, as established in the City Fee Summary Ordinance and identified in PMC 3.35.
10) Only City of Pasco and other authorized utilities with franchise agreements are allowed in the public right-of-way.
11) It shall be the responsibility of the property owner/developer to contact all utility owners to determine their system improvement requirements. Prior to subdivision construction plan submittal and/or review, the property owner/developer shall provide the City of Pasco written support/approval of the proposed development from all outside utilities, public and private.
12) All fees associated with bonding of right-of-way improvements and water rights (if applicable) must be paid at or prior to submission of the final plat for signatures.
13) Street lighting will be required per City standards.
14) **Pedestrian/Bike Access:** Tracts D, E, and F, proposed for pedestrian and bicycle access, shall be dedicated as public right-of-way in accordance with PMC 21.15.100 and improved with hard-surfaced, ADA-

compliant paths that are adequately illuminated.

15) In accordance with PMC 21.15.100, each pedestrian and bicycle accessway that intersects a local access street shall include a complete mid-block pedestrian crossing.
16) Pursuant to PMC 21.35.090 the face of the final plat shall include this statement: “The developer shall install a common “Estate” type fence/wall six feet in height along Broadmoor Boulevard and as part of the infrastructure improvements associated with the plat. The fence/wall must be constructed of masonry block. Fence design and material must be approved by the Community and Economic Development Director. An approved vision triangle at the intersection of streets will be required. Following construction of the masonry fence/wall, the City may make repairs or replace the fencing as needed. Property owners adjoining said fence shall be responsible for payment of all costs associated with maintenance and upkeep of the fence/wall.”
17) The developer or builder shall pay a "common area fee" to the City in accordance with PMC 25.180.060(6) and PMC 3.100 at the time building permits are issued for homes. These funds shall be deposited into a dedicated account as outlined in PMC 3.100 and used to support the maintenance of arterial boulevard strips. The City will not assume responsibility for maintaining the landscaping adjacent to these streets until all applicable fees for each adjoining phase have been collected.
18) Lots fronting “Lane E” known as Atlantic Drive shall obtain future access through shared driveways in order to meet the minimum 75-foot driveway spacing requirement for neighborhood collector streets, as specified in PMC 21.20.010. Driveway spacing shall be measured from the edge of adjacent driveway approaches.
19) **Multi-Use Path:** The developer shall construct a 12-foot-wide multi-use path along the west side of Broadmoor Boulevard, aligned with the existing development to the south, in accordance with City standards.
20) Broadmoor Boulevard shall be constructed in accordance with the Arterial Street cross-section standards, as specified in City Standard Detail ST-2C.
21) The subdivision shall be responsible for payment of all applicable LID 151 fees.
22) The final plat shall include a comment stating: “Existing regulations regarding sight distance, fence height, and setbacks may affect the placement of fences and driveways on any corner lots.”
23) The subdivision shall adhere to the conditions of approval outlined in SP2023-009 for the Regional Irrigation Pump Station.
24) The developer shall be responsible for obtaining all necessary legal documentation from the owner of Parcel No. 115180055 to dedicate the portion of the property required for the extension of Danube Drive as public right-of-way.

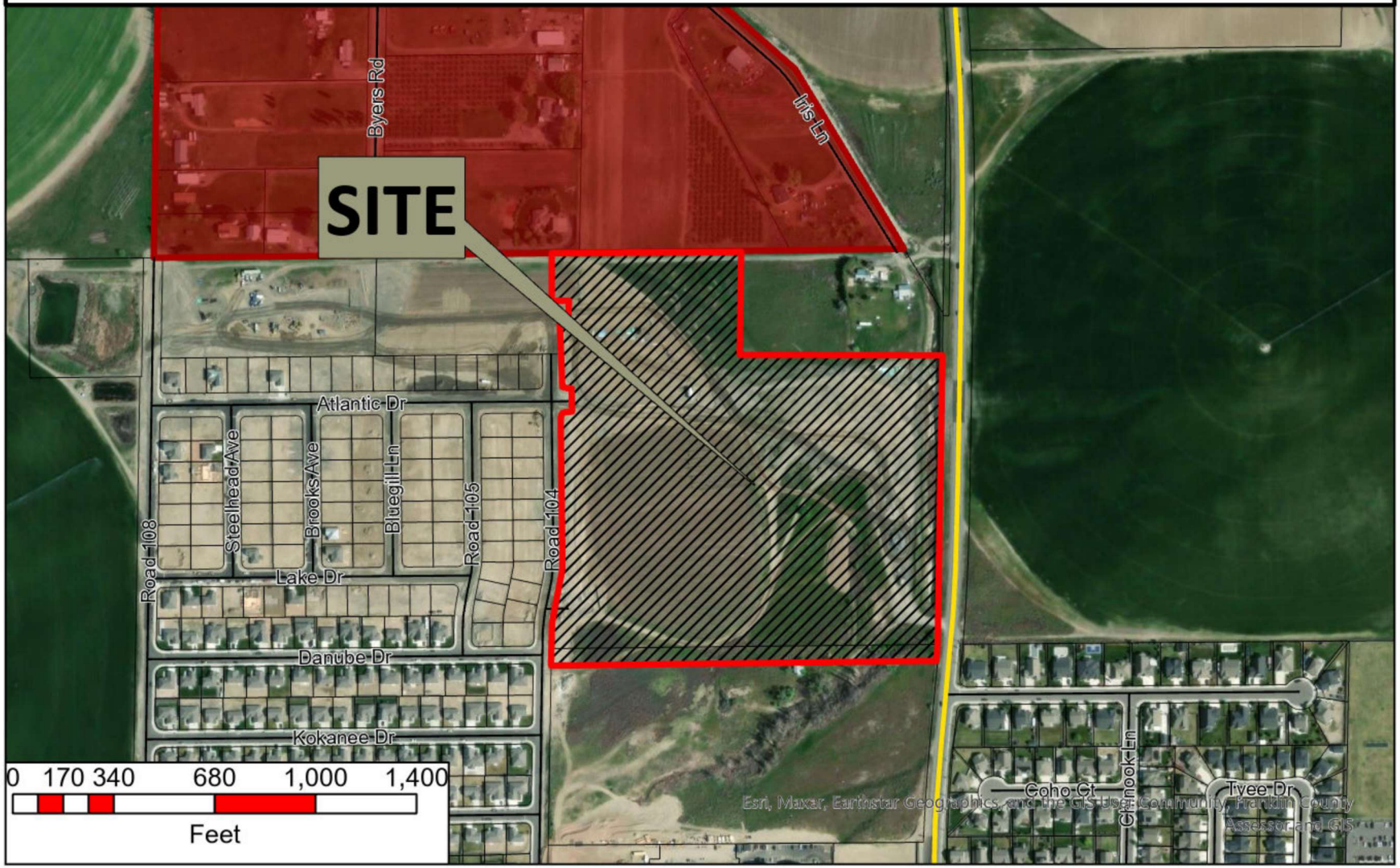
RECOMMENDATION

Staff recommends approval of the Barker Heights Preliminary Plat, encompassing Parcel No. 115181188 and approximately the northern 50 feet of Parcel No. 115180055, to allow for the extension of Danube Drive in Pasco, WA, subject to the conditions outlined above.


Overview Map
Item: Barker Heights Preliminary Plat
Applicant(s): P&R Construction, LLC
File #: PP2024-003
N
SITE
Gordon Crest Ct
Fraser Rd
Pelican Ln
Pelican Rd
Goose Hollow Rd
Pelican Ct
Quail Bluff Ln
Pheasant Ln
Pheasant Run Rd
Quail Run Rd
Easy St
Byers Rd
Iris Ln
Steelhead Ave
Brooks Ave
Atlantic Dr
Road 108
Road 105
Lake Dr
Danube Dr
Kokanee Dr
Coho Dr
Silverbright Dr
Chinook Dr
Easton Dr
Tschirky Ct
Mathews Rd
Cam Rd
Blackhawk Ct
Woodsman Dr
Beman Rd
Eagle Crest Dr
Seahawk Ct
Sandy Ridge Rd
Arrow Shelf Dr
Fletcher Rd
Whetstone Dr
Quiver Ln
Norfolk Dr
Nock
Buckingham Dr
Broadmoor Blvd
Coho Ct
Chinook Ln
Sockeye Ln
Springfield Ln
Knightsbridge Ln
Leicester Ln
Hampshire Ct
Exeter Ln
Devon Ct
Midland Ln
Coventry Ln
Kent Ln
Burns Rd
Cadboro Dr
Durham Ct
Wellington Dr
Silver Mound Dr
Road 90
Road 87
Somerset Ln
Westmoreland Ln
Westminster Ln
Stutz Dr
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Feet

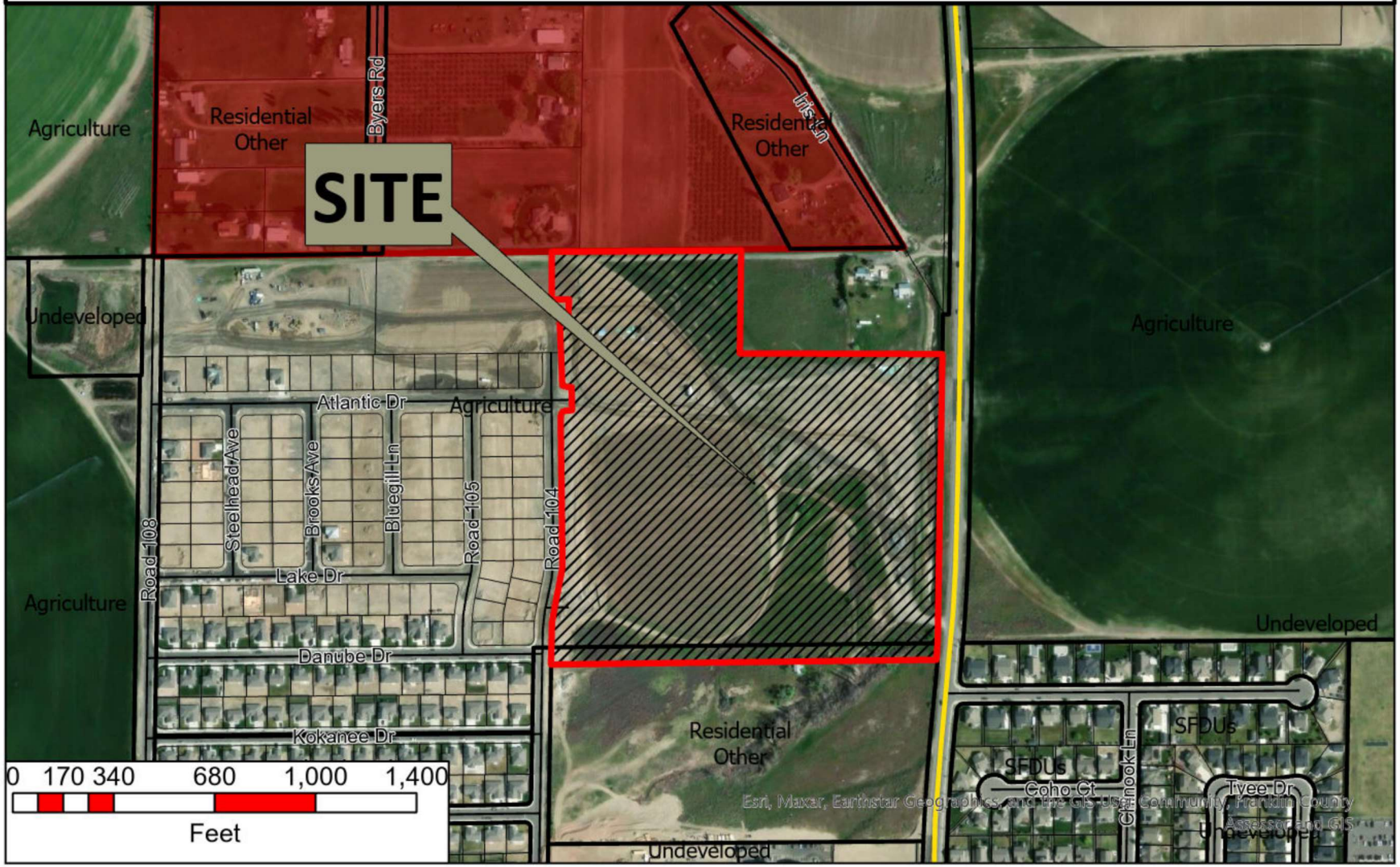
Vicinity Map

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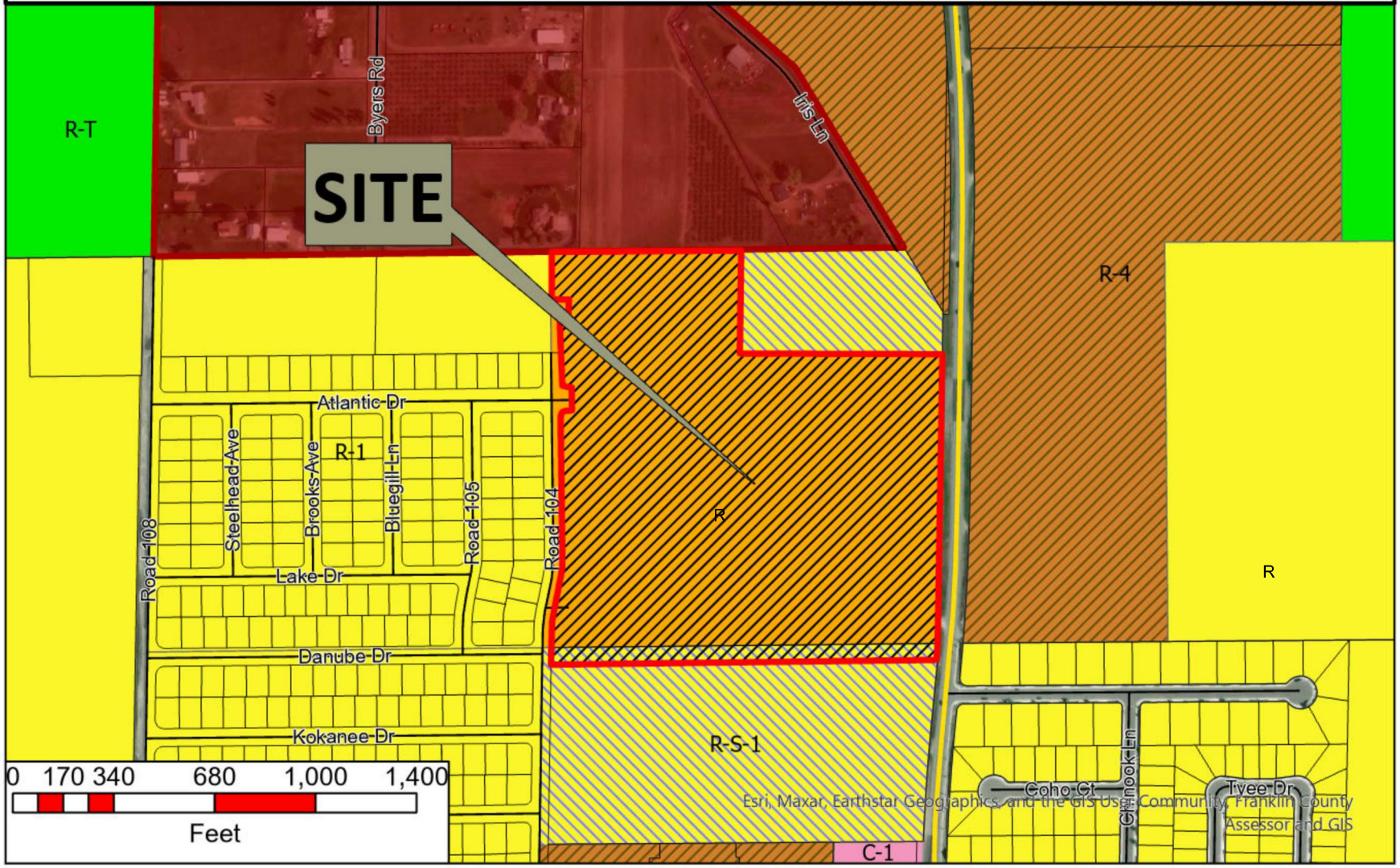
Land Use Map

Item: Barker Heights Preliminary Plat
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Zoning Map

Item: Barker Heights Preliminary Plat
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Comp Plan Map

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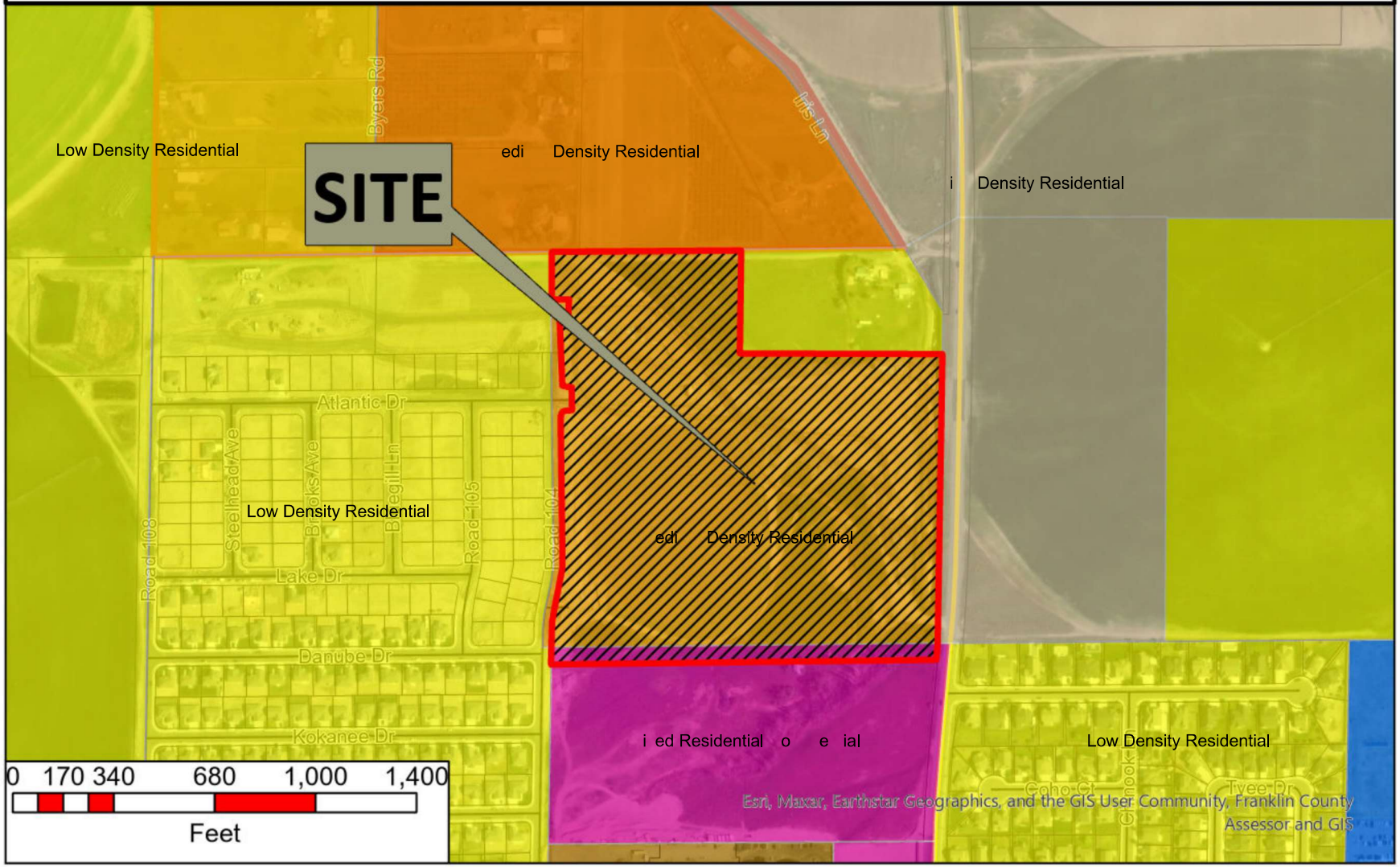
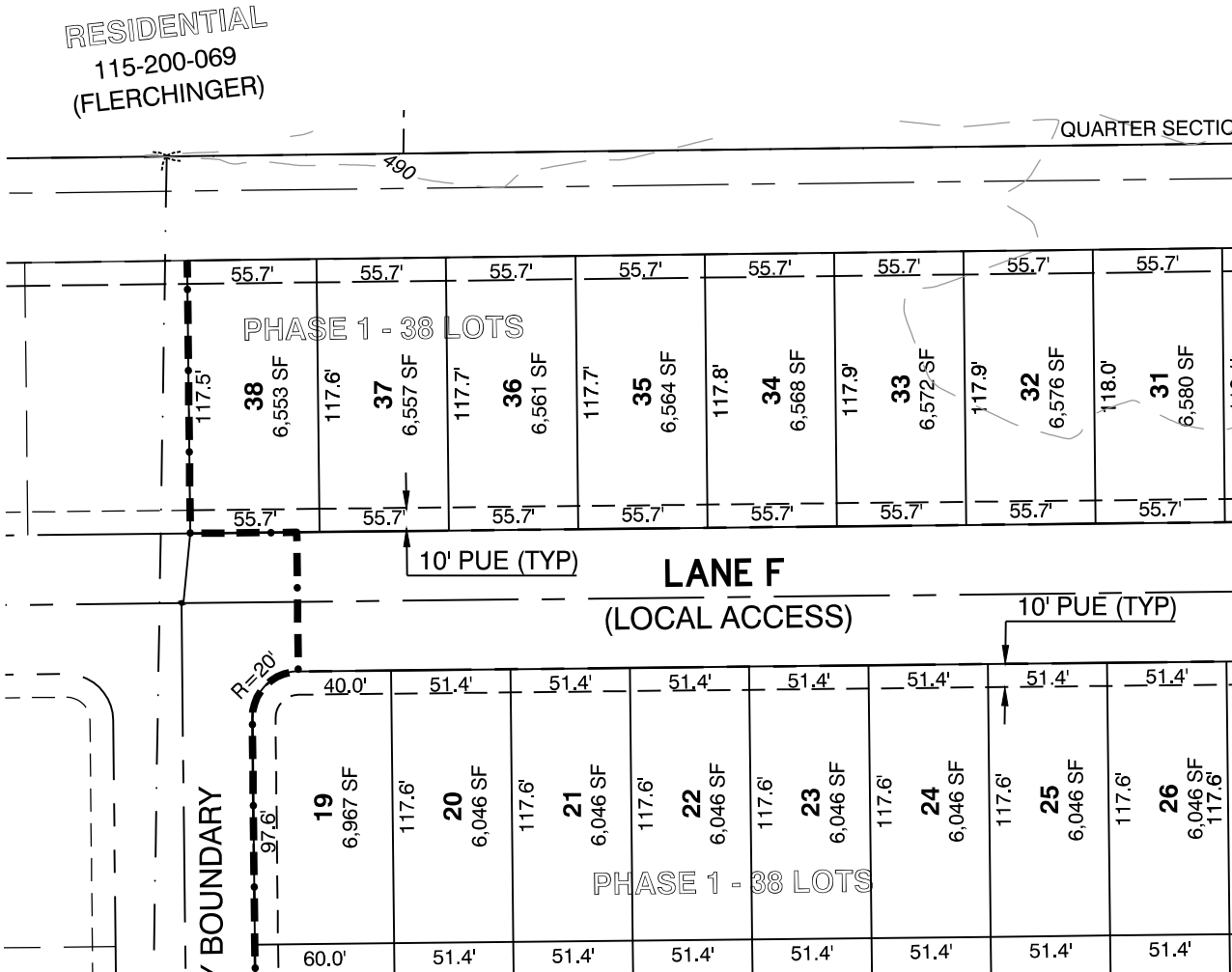
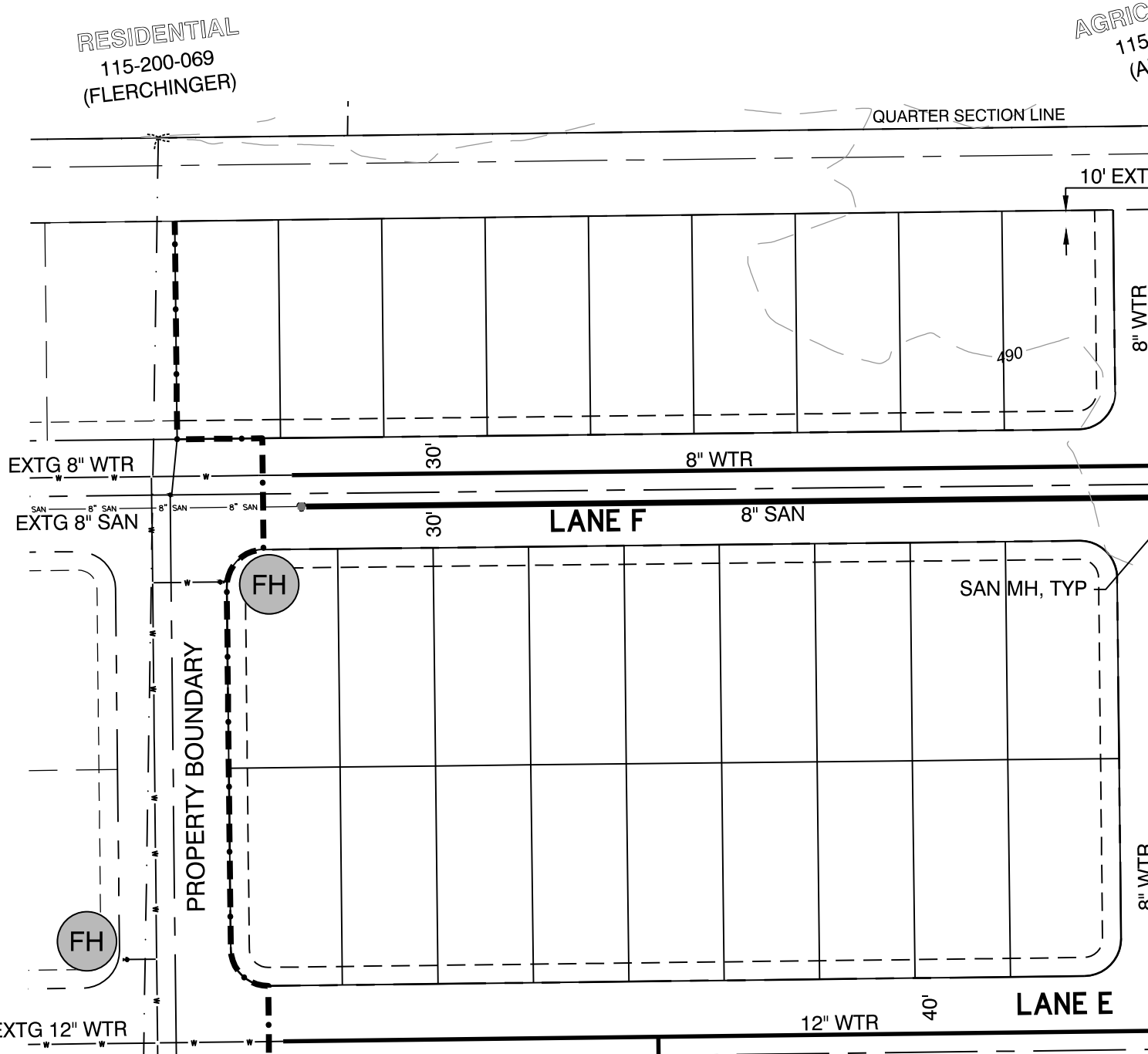


Exhibit 2: Preliminary Plat




RESIDENTIAL
115-200-069
(FLERCHINGER)
QUARTER SECTION LINE
10' EXT
8" WTR
490
EXTG 8" WTR
30'
8" WTR
EXTG 8" SAN
30'
LANE F
8" SAN
FH
SAN MH, TYP
PROPERTY BOUNDARY
FH
EXTG 12" WTR
12" WTR
40'
LANE E

City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

CITY OF PASCO
PRELIMINARY PLAT APPLICATION

PURPOSE: The purpose of a preliminary plat is to provide the owner(s) of property wishing to divide their property into two or more lots and the City an opportunity to review the overall concept prior to initial development. The intent of the preliminary plat process is to promote orderly and efficient community growth within the requirements of RCW 58.17.035.

1. Prior to the filing of an application for approval of a preliminary plat, it is suggested that the subdivider, or his/her agent, contact the Planning Department to discuss the requirement for the preliminary plat.

REQUIREMENTS:

1. Title report current within thirty (30) days
2. Application fee (see below)
3. Electronic copy of plat and adjacent properties, as defined below, in AutoCAD format for importation into the City's Geographic Information System (GIS)
4. A completed SEPA checklist
5. An accepted traffic impact analysis (TIA) may be required per the Pasco Design and Construction Standards.
6. Four (4) hard copies of a professionally drawn Preliminary Plat map in ANSi D size (22x34 inches) Clearly showing:
    a. General information. The following general information shall appear on each sheet of a preliminary plat:
        i. Proposed name of the subdivision along with the words "Preliminary Plat." Names shall not be deceptively similar to names of existing subdivisions;
        ii. Name and address of the applicant/ developer and owner;
        iii. Name and address of the professional engineer or surveyor who prepared the preliminary plat;
        iv. Numeric scale, graphic scale, true north point and date of preparation;
        v. Location of boundary lines in relation to section, quarter-section or quarter-quarter section lines and any adjacent corporate boundaries;
        vi. A vicinity map sufficient to define the location and boundaries of the proposed subdivision with respect to surrounding property, streets and other major man-made and natural features shall appear on the preliminary plat.

    b. Existing conditions. Information on existing conditions shall appear on preliminary plats as follows:

i. Right-of Way and Parcel lines of completed and current preliminary adjacent subdivisions and/or properties within ½ mile;
ii. Existing Topographic features, including all utilities and contours at 5 foot intervals;
iii. Location, width and name of each existing or platted street or other right-of-way, parks and other public open spaces, and permanent buildings, within the proposed subdivision;
iv. The location, widths and purposes of any existing easements lying within or adjacent to the proposed subdivision as described in item 'l' above;
v. The location of any well within the proposed subdivision or within one hundred (100) feet of the boundaries of the proposed subdivision.

c. Proposed Development. Preliminary plats shall contain the following information about proposed developments:
i. Location and width of proposed streets, alleys, pedestrian ways and easements;
ii. Indication of any portion or portions of the preliminary plat for which separate or successive final plats will be filed;
iii. Layout, numbers and approximate dimensions of lots and numbers of blocks;
iv. Location and size of all proposed parks, playgrounds, church sites, or other special uses of land considered for dedication, or reservation by deed of covenant for special use or for use of all property owners in the subdivision and any conditions of such dedication or reservation;
v. Indication of proposed land use;
vi. Proposed contours, as necessary, to clearly depict future improvements;
vii. Two copies of proposed street grades may be required by the City Engineer where conditions warrant their being furnished.
viii. For proposed subdivisions involving residential land uses, a Table shall be provided on the preliminary plat containing the following information:
1. Total area of proposed plat in acres;
2. Number of lots and square footage of each lot;
3. Minimum lot size;
4. Maximum lot size;
5. Average lot size;
6. Number of lots per phase; and
7. Total area of proposed rights-of-way per phase.
ix. Preliminary layout of water, storm drainage and sanitary sewer systems.

PUBLIC HEARING: Upon receipt of a fully completed, and accepted, application for preliminary plat approval, a date shall be set for an open record hearing before the Hearing Examiner.

Upon conclusion of the public hearing, the Hearing Examiner shall approve the preliminary plat with or without conditions or deny the preliminary plat. The Hearing Examiner shall make and enter into findings from the record and conclusions thereof as to whether or not:

1. Adequate provisions are made for the public health, safety and general welfare and for open spaces, drainage ways, streets, alleys, other public ways, water supplies, sanitary wastes, parks, playgrounds, transit stops, schools and school grounds, sidewalks for safe walking conditions for students and other public needs;
2. The proposed subdivision contributes to the orderly development and land use patterns in the area;
3. The proposed subdivision conforms to the policies, maps and narrative text of the Comprehensive Plan;
4. The proposed subdivision conforms to the general purposes of any applicable policies or plans which have been adopted by the City Council;
5. The proposed subdivision conforms to the general purposes of this Title;
6. The public use and interest will be served by approval of the proposed subdivision.

NOTICE OF DECISION: Following adoption of a resolution approving or denying a preliminary plat, the applicant shall be notified of the Hearing Examiner's action. The notice shall inform the applicant of applicable time limitations for final plat submittal if the preliminary plat was approved. The approved preliminary plat does not constitute an acceptance of the subdivision, but is deemed to be an authorization to proceed with preparation of the final plat.

ADJUSTMENTS:

1. *Minor Adjustments.* Minor adjustments may be made and approved by the City Planner. Minor adjustments are those which may affect the precise dimensions of the plat but which do not affect the basic character or arrangement of the lots and streets. The adjustments cannot be inconsistent with the requirements of the preliminary plat approval. The adjustments cannot cause the subdivision to be in violation of this title, the zoning ordinance, any other applicable City land use controls, Chapter 58.17 RCW, or any other applicable state law or regulation.
2. *Major Adjustments.* Major adjustments are those, when determined by the City Planner, that substantially change the basic design, layout, open space or other requirements of the plat. When the City Planner determines a change constitutes a major adjustment, a new application for a preliminary plat is required and shall be processed as a new and separate application.
3. *Time Limitations.* A preliminary plat shall be valid for a five-year period following Hearing Examiner approval of the preliminary plat.

LARGE DEVELOPMENTS:

In order to discourage premature subdivision and unfeasible improvements of streets, the following procedure is provided for:

1. When a developer or group of developers have in their control an area of land which they wish to plat, but of such a large size that the sale of a majority of the lots in the area would take more than a year, they may cause to be prepared a preliminary plat for the entire area of development;
2. On such preliminary plat, development divisions may be designated;
3. Upon approval of the preliminary plat, the developer may cause to be prepared a final plat for one or more development divisions, provided the order of development allows for the

provision of utilities and streets with proper alignment with existing and future utilities and streets;

4. Each development division shall be considered as a final plat and provisions of these regulations shall be complied with for such development division.

Additional Considerations:

Due to the potential changes resulting from the Transportation Impact Analysis (TIA), plans depicting civil improvements within the plat shall not be submitted for review until the TIA, for the entire preliminary plat, is completed and accepted by the City Engineer.

City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

CITY OF PASCO
PRELIMINARY PLAT APPLICATION

Master File # _____ Date Submitted: _____

Applicant Info	Owner Info (if different than applicant)
Name: P&R Construction LLC Paul Lavrentiev, Land Development Manager	Name: Pro Made Construction LLC
Address: 105609 Wiser Parkway Kennewick WA 99338	Address: 105609 E Wiser Parkway Kennewick WA 99338
Phone: (509) 392-7080	Phone: 509-392-7080
Email: paul@infinityhomesofwa.com	Email: Paul@Infinityhomesofwa.com

Project Address: _____

Project Parcel Number: 115 180 075

Current Zoning: Medium Density Residential R-3

Gross square footage of property: 1,509,836 SF

Number of lots proposed: 209

Source of domestic water: City of Pasco

Method of sewage disposal: City of Pasco

Development variations (density increase, planned density development, planned unit development, etc.):
None.

Description of proposal: The project is for the development of 209 single-family residential homes. Potable water and sanitary sewer disposal will be provided by the City of Pasco.

Access to proposed plat (existing or proposed): The project will take access from Road 100 and Road 104 and will construct new roadways to provide access to lots within the plat.

NOTE: Provide a variance report giving a list and mailing address of owners of all property within 300 feet of the applicant's property, as shown by a local title company OR payment of **$50.00** which shall be utilized by the City to obtain a current list of property owners of all properties within 300 feet of the applicant's property.

Application fee	-	$ 700.00
Per Lot Fee	-	$ 30.00 per lot ($950.00 max)
Environmental Checklist	-	$ 75.00
Radius Notification	-	$ 50.00
TOTAL		**$**

☐ Preliminary Plat (physical & electronic) ☐ SEPA checklist ☐ Fee ☐ Title Report

Applicant Signature — Date: 3/7/2024

Owner Signature — Date: 3/7/2024

SUBDIVISION

Issued By: COMMONWEALTH LAND TITLE INSURANCE COMPANY
by its agent:

TICOR TITLE COMPANY

Guarantee/Certificate Number:

472426189
Revision 1 - Update / Add Exceptions 23 and 24

COMMONWEALTH LAND TITLE INSURANCE COMPANY, a corporation, herein called the Company,

GUARANTEES

Pro Made Construction AND City of Pasco

herein called the Assured, against actual loss not exceeding the liability amount stated in Schedule A which the Assured shall sustain by reason of any incorrectness in the assurances set forth in Schedule A.

LIABILITY EXCLUSIONS AND LIMITATIONS

1. No guarantee is given nor liability assumed with respect to the identity of any party named or referred to in Schedule A or with respect to the validity, legal effect or priority of any matter shown therein.
2. The Company's liability hereunder shall be limited to the amount of actual loss sustained by the Assured because of reliance upon the assurance herein set forth, but in no event shall the Company's liability exceed the liability amount set forth in Schedule A.

Please note carefully the liability exclusions and limitations and the specific assurances afforded by this guarantee. If you wish additional liability, or assurances other than as contained herein, please contact the Company for further information as to the availability and cost.

Commonwealth Land Title Insurance Company

By:

Michael J. Nolan, President

Attest:

Marjorie Nemzura, Secretary

Ticor Title Company
8101 W Grandridge Blvd., Suite 110
Kennewick, WA 99336

Countersigned By:

Dylan Strait
Authorized Officer or Agent

COMMONWEALTH LAND TITLE INSURANCE COMPANY CORPORATE SEAL

ISSUING OFFICE:
Ticor Title Company 8101 W Grandridge Blvd., Suite 110 Kennewick, WA 99336 Main Phone: (509)579-7020

SCHEDULE A

Liability	Premium	Tax
$10,000.00	$350.00	$30.45

Effective Date: March 27, 2024 at 12:00 AM

The assurances referred to on the face page are:

That, according to those public records which, under the recording laws, impart constructive notice of matter relative to the following described property:

For APN/Parcel ID(s): 115180075

LOT 2 AND A PORTION OF LOT 3 OF SHORT PLAT 2020-22 RECORDED IN VOLUME 2 OF SHORT PLATS AT PAGE 361-365 UNDER FRANKLIN COUNTY AUDITOR'S FILE NUMBER 1918957, LOCATED WITHIN THE NORTH HALF OF THE SOUTHEAST QUARTER AND THE SOUTHWEST QUARTER OF SAID SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 9 NORTH, RANGE 29 EAST OF THE WILLAMETTE MERIDIAN, CITY OF PASCO, FRANKLIN COUNTY, WASHINGTON, DESCRIBED MORE PARTICULARLY AS FOLLOWS:

COMMENCING AT THE CENTER OF SAID SECTION 6, MARKED BY A BUREAU OF RECLAMATION 3 INCH BRASS CAP, LOCATED NORTH 00°55'29" EAST A DISTANCE OF 2660.55 FEET FROM THE SOUTH QUARTER CORNER OF SAID SECTION 6, MARKED BY A FRANKLIN COUNTY PUBLIC WORKS 3 INCH BRASS CAP INSCRIBED "FCPW T9N R29E 1/4 S6 - S7 2012 LS 38481"; THENCE NORTH 89°18'23" EAST ALONG THE CENTER SECTION LINE OF SAID SECTION 6 A DISTANCE OF 1339.71 TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 89°18'23" EAST ALONG SAID CENTER SECTION LINE A DISTANCE OF 640.86 FEET TO THE INTERSECTION WITH THE PROPERTY BOUNDARY COMMON TO LOTS 1 AND 2 OF SAID SHORT PLAT 2020-22; THENCE SOUTH 00°55'29" WEST ALONG SAID COMMON PROPERTY BOUNDARY A DISTANCE OF 352.91 FEET;

THENCE NORTH 89°18'23" EAST CONTINUING ALONG SAID COMMON PROPERTY BOUNDARY A DISTANCE OF 682.26 FEET TO THE INTERSECTION WITH THE WEST RIGHT OF WAY MARGIN OF BROADMOOR BOULEVARD DEDICATED PER INSTRUMENT RECORDED UNDER FRANKLIN COUNTY AUDITOR'S FILE NUMBER 1761328;

THENCE SOUTH 00°56'06" WEST ALONG SAID WEST RIGHT OF WAY MARGIN A DISTANCE OF 981.08 FEET TO THE INTERSECTION WITH THE SOUTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 6; THENCE SOUTH 89°23'10" WEST ALONG SAID SOUTH LINE A DISTANCE OF 1,331.19 FEET TO THE SOUTHWEST CORNER THEREOF;

THENCE NORTH 00°55'20" EAST ALONG THE WEST LINE OF SAID NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 6 A DISTANCE OF 62.52 FEET TO A POINT OF CURVATURE WITH A TANGENT CURVE TURNING TO THE RIGHT, HAVING A RADIUS OF 300.03

SCHEDULE A
(continued)

FEET; THENCE ALONG SAID CURVE AND LEAVING SAID WEST LINE, HAVING AN ARC LENGTH OF 57.04 FEET, WITH A DELTA ANGLE OF 10°53'34", A CHORD BEARING OF NORTH 06°22'07" EAST, AND A CHORD LENGTH OF 56.95 FEET;

THENCE NORTH 11°48'54" EAST A DISTANCE OF 113.73 FEET TO A POINT OF CURVATURE WITH A TANGENT CURVE TURNING TO THE LEFT, HAVING A RADIUS OF 300.03 FEET; THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH OF 65.12 FEET, WITH A DELTA ANGLE OF 12°26'10", A CHORD BEARING OF NORTH 05°35'49" EAST, AND A CHORD LENGTH OF 64.99 FEET;

THENCE NORTH 00°37'16" WEST A DISTANCE OF 844.42 FEET;

THENCE NORTH 89°22'44" EAST A DISTANCE OF 4.09 FEET;

THENCE NORTH 00°37'14" WEST A DISTANCE OF 192.54 FEET TO THE TRUE POINT OF BEGINNING.

Title to said real property is vested in:

Pro Made Construction, LLC

subject to the matters shown below under Exceptions, which Exceptions are not necessarily shown in the order of their priority.

END OF SCHEDULE A

SCHEDULE B

1. General and special taxes and charges, payable February 15, delinquent if first half unpaid on May 1, second half delinquent if unpaid on November 1 of the tax year (amounts do not include interest and penalties):

Year:	2024
Tax Account No.:	115180075
Levy Code:	104
Assessed Value-Land:	$2,396,100.00
Assessed Value-Improvements:	$0.00
General and Special Taxes:	
Billed:	$1,007.56
Paid:	$0.00
Unpaid:	$1,007.56
Amount without exemption:	$18,726.22

2. Possible outstanding municipal and/or county tax assessments for the City of Pasco LID 151, which may be due, have been paid current.

3. Assessments and/or LIDs, if any, as may be assessed by South Columbia Basin Irrigation District. For balances, payoffs, and further information, please email Jason Morrell jmorell@scbid.org or fax requests to (509) 547-8669. Please note there is a $10 charge per inquiry.

4. Any assessments levied by South Columbia Basin Irrigation District for the year 2021, amounts of which are unavailable at this time.

5. This land is included within the South Columbia Basin Irrigation District and is subject to laws of the United States and the State of Washington relative to the said Irrigation Project.

6. Unrecorded leaseholds, if any, rights of vendors and holders of security interests on personal property installed upon said property and rights of tenants to remove trade fixtures at the expiration of the term.

7. Reservations and recitals contained in the deed from the United States of America, former record owner:
Dated: 12/01/53
Recorded: 02/18/54
Recording No.: 157120, as follows:

   (A) Rights of way for ditches and canals;
   (B) All minerals, including source material;
   (C) All presently used rights of way and all easements of record, if any;

8. Rights-of-way for pipelines, ditches, canals, flumes, if any cross said premises, together with the right to enter thereon for the purpose of repair and maintenance thereof.

9. Rights of way as delineated on the face of the recorded plat of irrigation block 1, and revisions thereto.

SCHEDULE B
(continued)

10. Easement and the terms and conditions thereof:
Grantee: Claude Baggett and Dorothy M. Baggett, his wife
Purpose: Road
Area Affected: a strip of land approximately 20 feet wide and 1060 feet in length lying parallel and on the Westerly edge of easement for irrigation canal in the North half of the Southeast quarter of Section 6.
Recorded: 09/14/1966
Recording Number: 291530

11. Terms, conditions and provisions of Concomitant zoning agreement recorded February 14, 1996 under Auditor's Fie No. 528157.

Reference is hereby made to said document for full particulars.

12. Easement and Joint Use Agreement and the terms and conditions thereof:
Grantee: Lee. A. and Lynne Eickmeyer, and Randy R. Mullen and Jacqueline L Mullen
Purpose: Irrigation pipeline
Area Affected: a strip of land 10 feet in width over a portion of said premises
Recorded: 09/09/1996
Recording Number: 534732

13. Additional tap or connection charges for water or sewer facilities levied by the City of Pasco, notice thereof is given by the filing of map:

Recording No.: 1838410

Inquiry should be made with City of Pasco, Department of Public Works/Engineering for the amount due.

Reference is hereby made to said document for full particulars.

14. Agreement for permanent release of Water Allotment and the terms, conditions and provisions thereof:

Recorded: September 13, 2016
Recording No.: 1850821

Reference is hereby made to said document for full particulars.

15. Developer Reimbursement Agreement and the terms, conditions and provisions thereof:

By: City of Pasco
Recorded: November 17, 2016
Recording No. 1854068

Reference is hereby made to said document for full particulars.

16. Terms, conditions and provisions as contained in City of Pasco Ordinance No. 4330.

Recorded: January 10, 2017
Recording No.: 1856565

SCHEDULE B
(continued)

17. Terms, conditions and provisions as contained in City of Pasco Ordinance No. 4683

    Recorded: September 28, 2023
    Recording No.: 1978923

18. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Short Plat 2020-22:

    Recording No: 1918957

19. Covenants, conditions, restrictions, recitals, reservations, easements, easement provisions, encroachments, dedications, building setback lines, notes, statements, and other matters, if any, but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth on Survey :

    Recording No: 1934103

20. Exceptions, covenants, and reservations as contained in Deed from United States of the Interior Bureau of Reclamation., recorded under Auditor's File No. 1948488.

21. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

22. We have received a copy of the Limited Liability Company Agreement of Pro Made Construction, LLC. Based on our review;

    1. Peter Strizhak OR Ruslan Gorbatyuk must sign as a Members of said entity.
    2. All signature(s) must be notarized in a representative capacity

23. Memorandum of Agreement for a Sewer Crossing and the terms and provisions contained therein:
    Between: South Columbia Basin Irrigation District and ProMade Construction LLC
    Recorded: March 14, 2024
    Recording No.: 1983856

24. Agreement for Permanent Release of Water Allotment including the terms, covenants and provisions therein:
    From: South Columbia Basin Irrigation District
    Recorded: March 25, 2024
    Recording No.: 1984157

SCHEDULE B
(continued)

END OF SCHEDULE B

Affidavit of Mailing

In regards to MF# PP2024-003

I, Carmen Patrick, hereby confirm that notification was sent by mail December 24, 2025 to the owners of the parcels within 300 feet of the proposed site.

The attached Notification List and Notice of Public Hearing are to be used as a reference as to what was sent and to whom received the notification.

Given under my hand and official signature this 24th day, December of 2025.

Representative's Signature

City of Pasco
Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

CITY OF PASCO

NOTICE OF PUBLIC HEARING

Si necesita ayuda para entender este aviso o necesita más información, por favor llame al Departamento de Desarrollo Comunitario y Económico de la Ciudad de Pasco a 509-545-3441.

Open Record Hearing Date, Time, Location: The City of Pasco Hearing Examiner will conduct open record hearings at **6:00 p.m. on January 14, 2026,** in **the Council Chambers in Pasco City Hall at 525 N 3rd Avenue** in Pasco, Washington (please use the east side Parking Lot Entrance).

The Hearing Examiner will consider public testimony **concerning the following application** at this hearing:

PP2024-003 Barker Heights: A public hearing will be held to consider the Preliminary Plat application for a subdivision of 215 lots within the R-3 (Medium Density Residential) zoning district. The development will include single-family detached and attached homes, with 125 lots proposed as attached homes and the remainder as detached homes. Construction is planned in five phases and will include subdivision improvements such as mass grading, public roads, water, sewer, irrigation, and the extension of communication and power infrastructure. The project also proposes the extension of existing City of Pasco public streets along the property frontage, including upgrades to Broadmoor Boulevard and the extension of Road 104 to connect with the Barker Ranch subdivision. Additionally, three public pedestrian pathways are planned in an east–west alignment to enhance walkability within three residential blocks. The development is located on Parcel No. 115181188 and a portion of the northern end of Parcel No. 115180055, which will require authorization from the Parcel No. 115180055 property owner to allow the extension of Danube Drive. The proposal is subject to all applicable regulations contained in the Pasco Municipal Code. 509-544-4146 / barragani@pasco-wa.gov

Public Comment Period: Written comments must be submitted to the Community Development Department by 5:00 p.m. on January 14, 2026. Any interested party may submit written comments, attend the meeting to provide oral testimony, or request notification of the Hearing Examiner's decisions.

To submit comments, request notification, or ask questions about the proposals, please contact the Planning Division by phone or email (listed after each project description), by mail, or in person at:

City of Pasco – Planning Division
P.O. Box 293
Pasco, WA 99301

In Person:
525 N. 3rd Avenue, 1st Floor (CED)
Pasco, WA 99301

If you wish to participate in the hearing virtually, please register at least 2 hours prior to the meeting at the following registration link: www.pasco-wa.gov/publiccomment. After registering, you will receive a confirmation email containing information about joining the webinar.

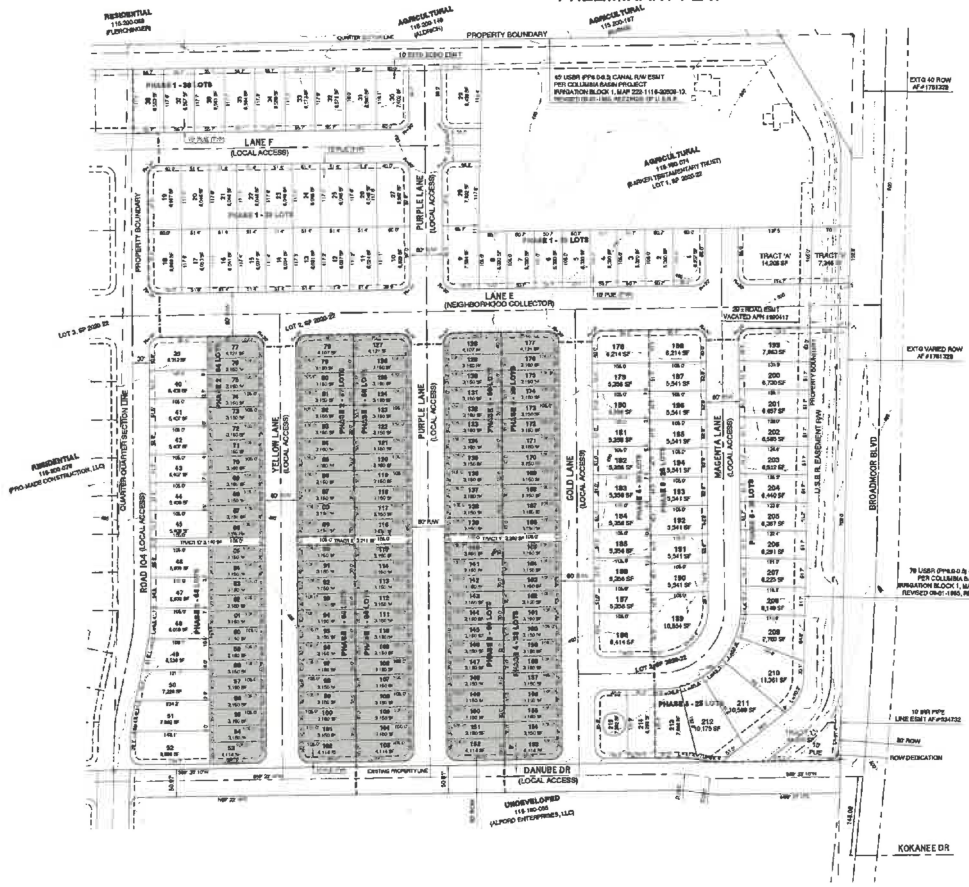
Estimated Date of Decision: Hearing Examiner will render a Decision on the Preliminary Plat application within ten (10) days of the public hearing.

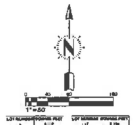
The City of Pasco welcomes full participation in public meetings by all citizens. No qualified individual with a disability shall be excluded or denied the benefit of participating in such meetings. If you wish to use auxiliary aids or require assistance to comment at this public meeting, please contact the Community Development Department at (509) 545-3441 or TDD (509) 585-4425 at least ten days prior to the date of the meeting to make arrangements for special needs.

Prepared December 23, 2025 by: *Ivan Barragan*, Planner III, PO Box 293 Pasco, WA 99301 (509) 545-3441

Barker Heights

LOCATED IN THE SE ¼ OF SEC 6, T 9 N, R 26 E OF THE WILLAMETTE MERIDIAN
PRELIMINARY PLAT





SHEET INDEX

P100 PRELIMINARY PLAT
P101 PRELIMINARY UTILITY PLAN

PROPERTY AND PLAT STATISTICS

PROPERTY BOUNDARY AND TOPOGRAPHIC SURVEY PROVIDED BY PBS ENGINEERING AND ENVIRONMENTAL, 2020

BASIS OF BEARING IS NAD83 WASHINGTON STATE PLANE, SOUTH ZONE HOLDING A GRID BEARING OF S00°16'29"W ALONG THE WEST LINE OF THE SE ¼ OF SECTION 6, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, BETWEEN FOUND MONUMENTS, ESTABLISHED VIA GPS OBSERVATION ON A CONTROL POINT NEAR THE NORTHWEST CORNER OF THIS SITE AND POST PROCESSED THROUGH OPUS.

VERTICAL DATUM IS CITY OF PASCO DATUM, POINT 89 ELEV. 476.91
POINT 20 ELEV. 479.59

TAX ID # OF SUBJECT PARCELS
115 180 075

OWNER
PRO MADE CONSTRUCTION, LLC
80808 Wiser Parkway
Kennewick, WA 99338

DEVELOPER/APPLICANT
RF DEVELOPMENT, INC
80808 Wiser Parkway
Kennewick, WA 99338

COMPREHENSIVE LAND USE DESIGNATION:
MEDIUM-DENSITY RESIDENTIAL, 6 - 20 DU/Acre

ZONING DESIGNATION:
R-3 MEDIUM DENSITY RESIDENTIAL, 4,800 SF MIN. LOT SIZE

CURRENT PROPERTY USE: AGRICULTURAL
PROPOSED PROPERTY USE: MEDIUM DENSITY RESIDENTIAL

ANTICIPATED TO BEGIN CONSTRUCTION SPRING 2024 AND COMPLETE BY 2026, DEPENDANT UPON MARKET CONDITIONS.

PUBLIC STREETS, UTILITIES, AND STORMWATER

PUBLIC STREETS WILL BE CONSTRUCTED TO CITY OF PASCO STANDARD ST-36, LOCAL ACCESS STREETS. THIS SECTION INCLUDES CURBS, GUTTERS, AND SIDEWALKS.

CITY POTABLE WATER, IRRIGATION, AND SANITARY SEWER WILL BE EXTENDED TO EACH LOT WITHIN THE PLAT. FIRE HYDRANTS WILL BE INSTALLED AND LOCATED PER THE REQUIREMENTS OF THE CITY FIRE CHIEF.

STORMWATER RUNOFF WILL BE COLLECTED FROM PUBLIC STREETS AND DISPOSED OF, ONSITE, IN LOCALIZED SUBSURFACE INFILTRATION SYSTEMS

STREET LIGHTS WILL BE INSTALLED PER THE CITY OF PASCO STANDARDS.

TRACT 'A' IS INTENDED TO BE USED FOR A REGIONAL IRRIGATION PUMP STATION.

TRACT 'B' AND TRACT 'C' ARE INTENDED TO BE USED AS A EMERGENCY STORAGE FOR THE IRRIGATION PUMP STATION

LEGEND

196 —— LOT #
9,541 SF —— LOT TOTAL AREA
117-510-023 CO TAX ID #
RESIDENTIAL (ALFORD) ADJACENT USE
ADJACENT OWNER NAME
ZERO LOT LINE DEVELOPMENT AREA

811 Know what's below. Call before you dig.

ENGINEERING, PLLC
CIVIL ENGINEERING
PROJECT MANAGEMENT
7000 W. Clearwater Ave, STE A Kennewick, WA 99336
(509) 551-5124 Fax www.JFengineering.pro

Preliminary plat for:
Barker Heights
A project in the City of Pasco, WA

Drawn by: DAK
Checked by: JEF
JF Eng. Job #
01.06.02
Scale H: 1" = 80'
Scale V: N/A
Date
November 6, 2025
P100

TAXPAYER_NAME	MAIL_ADDRESS	MAIL_CITY	MAIL_ST	ZIP_CODE
JOSEPH P FLERCHINGER	7215 BYERS RD	PASCO	WA	99301-9269
LORI ANN SIMPSON (ETAL)	24605 NE 14TH ST	CAMAS	WA	98607-7172
KARL K WEITZ	7332 IRIS LN	PASCO	WA	99301-9293
ALFORD ENTERPRISES LLC	PO BOX 2146	PASCO	WA	99302-2146
DOUGLAS & GLADYS BURNS	7307 BYERS RD	PASCO	WA	99301-9270
PASCO-BURNS LLC	9321 NE 72ND AVE BLDG C	VANCOUVER	WA	98665-9308
LEE A EICKMEYER	510 EASY ST	PASCO	WA	99301-8910
MIGUEL MUNIZ	9912 SILVERBRIGHT DR	PASCO	WA	99301-8566
JUAN F SILVA	9908 SILVERBRIGHT DR	PASCO	WA	99301-8566
TIN & LAN THI NGUYEN	9904 SILVERBRIGHT DR	PASCO	WA	99301-8566
SARAH J ROCHA (ETAL)	9911 SILVERBRIGHT DR	PASCO	WA	99301-8566
MATTHEW LEE & AMY CORDRAY	9907 SILVERBRIGHT DR	PASCO	WA	99301-8566
DEBRA A PARSONS	9903 SILVERBRIGHT DR	PASCO	WA	99301-8566
MICHELLE L & RYAN TALBOT	9817 SILVERBRIGHT DR	PASCO	WA	99301-8565
BENJAMIN MEDINA (ETAL)	9908 COHO CT	PASCO	WA	99301-8562
SHAWN NYMAN (ETUX)	9904 COHO CT	PASCO	WA	99301-8562
DUSTIN PHILLIPS	9818 COHO CT	PASCO	WA	99301-8561
FRANK & MARTHA OTANO	9912 COHO CT	PASCO	WA	99301-8562
HAYLEE M & DAKOTA R WILEY	9911 COHO CT	PASCO	WA	99301-8562
ZHIHAN ZHANG	9907 COHO CT	PASCO	WA	99301-8562
BARRY J & JONI M AALGAARD	9817 COHO CT	PASCO	WA	99301-8561
CARLOS D & KAREN M RAMIREZ	9906 KOKANEE DR	PASCO	WA	99301-8560
RICARDO & ARACELI CASTRO	9902 KOKANEE DR	PASCO	WA	99301-8560
JENNIFER & KRISTOPHER GATHERER	9814 KOKANEE DR	PASCO	WA	99301-8559
NGOC BICH THI & QUYNH NHAT NGUYEN	9905 KOKANEE DR	PASCO	WA	99301-8560
LEANNA ASHLEY	9901 KOKANEE DR	PASCO	WA	99301-8560
DAVID C & LEANN DAVIS	9811 KOKANEE DR	PASCO	WA	99301-8559
KIMBELL L & KATE P DANIELS	9903 COHO CT	PASCO	WA	99301-8562
GABRIEL & ROSA SENORINA DEJESUS	9911 CHINOOK CT	PASCO	WA	99301-7509
ANDREW MARK OLSEN	9907 CHINOOK CT	PASCO	WA	99301-7509
WEST PASCO- BROADMOOR LLC	230 S BEMISTON AVE STE 1	CLAYTON	MO	63105-1948
BARKER TESTAMENTARY TRUST (49.5 PERCENT)	7148 IRIS LN	PASCO	WA	99301-9293
BRUNO & ANNA MARIA COPPETO	10410 SILVERBRIGHT DR	PASCO	WA	99301-6082
ERIKA MARTINEZ (ETVIR)	10406 SILVERBRIGHT DR	PASCO	WA	99301-6082
ELIAS CORREA (ETAL)	10402 SILVERBRIGHT DR	PASCO	WA	99301-6082
BARDWULF KELLY FRANCIS & DIANA MICHELLE BE(	10413 SILVERBRIGHT DR	PASCO	WA	99301-6082
SRITHARAN KOVINDASAMY NAIDU (ETAL)	10409 SILVERBRIGHT DR	PASCO	WA	99301-6082
KAYLA CARLSON (ETAL)	10405 SILVERBRIGHT DR	PASCO	WA	99301-6082
YANG KUI LU	518 FERRARA LN	RICHLAND	WA	99352-5505
YULIANA TORRES ROMERO	10414 COHO DR	PASCO	WA	99301
LAURA L TOSCANO (ETVIR)	10406 COHO DR	PASCO	WA	99301-6079
PAVEL LIMA	2132 N 17TH AVE	PASCO	WA	99301-3412
JACQUELINE ESQUIVEL ORTEGA (ETAL)	10413 COHO DR	PASCO	WA	99301-6079
MAURICIO RODRIGUEZ MADRIGAL (ETUX)	6515 NOCKING POINT RD	PASCO	WA	99301-5478
DORA L HERNANDEZ (ETAL)	1311 DELLA AVE	BENTON CITY	WA	99320-9721
ARIANA IRENE CASTELLANOS (ETAL)	2507 RONAN ST	PASCO	WA	99301-5860
MARIA DELALUZ BEJAR GALLARDO (ETAL)	10410 COHO DR	PASCO	WA	99301
TSK 2019 LLC	811 PASCO KAHLOTUS RD	PASCO	WA	99301-9638
VANESA L ANTUNEZ ROMERO (ETVIR)	10414 KOKANEE DR	PASCO	WA	99301-8960
RENE & VERONICA MEDINA	10410 KOKANEE DR	PASCO	WA	99301-8960
JASMIN RODRIGUEZ	10406 KOKANEE DR	PASCO	WA	99301-8960
YISEL LOPEZ (ETAL)	10402 KOKANEE DR	PASCO	WA	99301-8960
NAHUM LEDEZMA VILLEGAS (ETAL)	10413 KOKANEE DR	PASCO	WA	99301-8960
GERARDO RAMIREZ LIMA (ETAL)	10409 KOKANEE DR	PASCO	WA	99301-8960
ANDRES GUTIERREZ (ETUX)	10405 KOKANEE DR	PASCO	WA	99301-8960
HECTOR ELIJAH SANCHEZ (ETAL)	10401 KOKANEE DR	PASCO	WA	99301-8960
ROSA YOUNG	10414 DANUBE DR	PASCO	WA	99301-6211
LUIGI BUENO ARREDONDO (ETUX)	10410 DANUBE DR	PASCO	WA	99301-6211
GUADALUPE A MENDOZA MENDOZA (ETAL)	10406 DANUBE DR	PASCO	WA	99301-6211
J GUADALUPE BUSTAMANTE	10402 DANUBE DR	PASCO	WA	99301-6211
PRO MADE CONSTRUCTION LLC	105609 E WISER PKWY	KENNEWICK	WA	99338-1875
STRIZHAK'S HAVEN RANCH LLC	105609 E WISER PKWY	KENNEWICK	WA	99338-1875

THANK YOU for your legal submission!

Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

ORDER DETAILS

Order Number:
IPL0301936
Parent Order #:
IPL0300422
Order Status:
Submitted
Classification:
Legals & Public Notices
Package:
TRI - Legal Ads
Site:
tricity
Final Cost:
$463.33
Payment Type:
Account Billed
User ID:
IPL0018633

ACCOUNT INFORMATION

Debra Barham
525 North Third Ave.
Pasco, WA 99301
509-544-3096
cityclerk@pasco-wa.gov
City of Pasco

TRANSACTION REPORT

Date
December 29, 2025 12:19:15 PM EST
Amount:
$474.48
Date
December 29, 2025 12:22:37 PM EST
Amount:
($11.15)

PREVIEW FOR AD NUMBER IPL03019360

3.22inches x 7.81inches

SCHEDULE FOR AD NUMBER IPL03019360

December 31, 2025
Tri-City Herald Print Publication

CITY OF PASCO
NOTICE OF PUBLIC HEARING

Si necesita ayuda para entender este aviso o necesita más información, por favor llame al Departamento de Desarrollo Comunitario y Económico de la Ciudad de Pasco a 509-545-3441.

Open Record Hearing Date, Time, Location: The City of Pasco Hearing Examiner will conduct open record hearings at **6:00 p.m. on January 14, 2026,** in **the Council Chambers in Pasco City Hall at 525 N 3rd Avenue in Pasco**, Washington (please use the east side Parking Lot Entrance). The Hearing Examiner will consider public testimony **concerning the following applications at this hearing:**

PP2024-003 Barker Heights: A public hearing will be held to consider the Preliminary Plat application for a subdivision of 215 lots within the R-3 (Medium Density Residential) zoning district. The development will include single-family detached and attached homes, with 125 lots proposed as attached homes and the remainder as detached homes. Construction is planned in five phases and will include subdivision improvements such as mass grading, public roads, water, sewer, irrigation, and the extension of communication and power infrastructure. The project also proposes the extension of existing City of Pasco public streets along the property frontage, including upgrades to Broadmoor Boulevard and the extension of Road 104 to connect with the Barker Ranch subdivision. Additionally, three public pedestrian pathways are planned in an east–west alignment to enhance walkability within three residential blocks. The development is located on Parcel No. 115181188 and a portion of the northern end of Parcel No. 115180055, which will require authorization from the Parcel No. 115180055 property owner to allow the extension of Danube Drive. The proposal is subject to all applicable regulations contained in the Pasco Municipal Code. **509-544-4146 / barragani@pasco-wa.gov**

SP2025-016 PSD Portable Classrooms: Applicant Amanda Whitehead, on behalf of the Pasco School District, has submitted a SEPA checklist and applied for a Special Use Permit (SP2025-016) for the placement of up to fourteen (14) new portable classrooms at 3 different school facilities. The project is located at the following locations: 1) Columbia River Elementary School is located at 9011 Burns Rd, (Parcel #115170073) Pasco, WA 99301.

2) Reynolds School is located at 9507 Burns Rd, (Parcel #115170071), Pasco, WA 99301.

3) Three Rivers Elementary School is located at 3901 Rd 84, (Parcel #117581012), Pasco, WA 99301. The proposal is subject to all applicable regulations contained in the Pasco Municipal Code. **509-543-5735 / bagleyj@pasco-wa.gov**

SP2025-017 Pasco High Softball Field and Lighting: Raul Sital, on behalf of the Pasco School District, has submitted a SEPA checklist and Special Permit Application (SP2025-017) for the replacement and reorientation of the existing softball field, adding new sports oriented buildings, and adding field lighting. The project is located at 1108 N 10th Ave, Pasco, WA 99301, and is subject to the applicable regulations of the Pasco Municipal Code (Parcel #112140013), Pasco, WA 99301. The proposal is subject to all applicable regulations contained in the Pasco Municipal Code. **509-543-5735 / bagleyj@pasco-wa.gov**

The Above Proposals are all subject to the Pasco Municipal Code.

Public Comment Period: Written comments must be submitted to the Community Development Department by 5:00 p.m. on January 14, 2026. Any interested party may submit written comments, attend the meeting to provide oral testimony, or request notification of the Hearing Examiner's decisions.

To submit comments, request notification, or ask questions about the proposals, please contact the Planning Division by phone or email (listed after each project description), by mail, or in person at:

City of Pasco – Planning Division
P.O. Box 293
Pasco, WA 99301
In Person:
525 N. 3rd Avenue, 1st Floor (CED)
Pasco, WA 99301

If you wish to participate in the hearing virtually, please register at least 2 hours prior to the meeting at the following registration link: www.pasco-wa.gov/publiccomment. After registering, you will receive a confirmation email containing information about joining the webinar.

Estimated Date of Decision: Hearing Examiner will render a Decision on the Preliminary Plat application and Special Permit applications within ten (10) days of the public hearing.

The City of Pasco welcomes full participation in public meetings by all citizens. No qualified individual with a disability shall be excluded or denied the benefit of participating in such meetings. If you wish to use auxiliary aids or require assistance to comment at this public meeting, please contact the Community Development Department at (509) 545-3441 or TDD (509) 585-4425 at least ten days prior to the date of the meeting to make arrangements for special needs.

IPL0301936
Dec 31 2025

<< Click here to print a printer friendly version >>

City of Pasco
Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

MITIGATED DETERMINATION OF NON-SIGNIFICANCE
(Optional DNS Process)

Issuance Date: June 30, 2023

Project Name: Barker Heights R-S-1 to R-3 Rezone

Project Number: SEPA 2023-038/Z 2023-003

Proponent: P&R CONSTRUCTION LLC
105609 E Wiser Pkwy
Kennewick WA 99338

Applicant: P&R CONSTRUCTION LLC
105609 E Wiser Pkwy
Kennewick WA 99338

Description of Proposal: A rezone from R-S-1 (Low-Density Residential) to R-3 (Medium-Density Residential)

Location of Proposal: Lot 3, Short Plat 2020-22 (Parcel 115180075) in Pasco, WA.

Mitigation:

1. A professional archaeological survey of the project area following National Historic Preservation Act of 1966 (NHPA) Section 106 protocol shall be conducted, and a report be produced prior to ground disturbing activities.
2. A traffic impact analysis to determine the impacts of additional vehicle trips and the need for traffic mitigation measures shall be prepared in accordance with the City of Pasco's most recent Design and Construction Standards and Specifications.
3. The applicant shall prepare and submit an assessment of site access and the surrounding vicinity with regards to the implementation of neighborhood traffic calming measures and strategies, pursuant to Pasco Municipal Code (PMC) Chapter 12.15. This evaluation should encompass a thorough examination of factors such as road layout, traffic flow, pedestrian safety, and existing infrastructure to determine suitable measures and strategies for mitigating traffic-related issues within the neighborhood.

Lead Agency: City of Pasco

The City of Pasco, acting as lead agency for this proposal, has determined that it does 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 other information on file with the lead agency. This information is available to the public on request. This MDNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the MDNS. Appeals must be filed within 10 days of this determination.

Responsible Official: _____

Jacob Gonzalez, C&ED Interim Director

Address: PO Box 293, Pasco, WA 99301-0293

Phone: (509) 545-3441

Appeals: You may appeal this mitigated determination of non-significance by submitting an appeal to the address below no later than 10 days from issuance. The appeal must be in written form, contain a concise statement of the matter being appealed and the basic rationale for the appeal. A fee is required per the City's Fee Resolution. Please note that failure to file a timely and complete appeal shall constitute a waiver of all rights to an administrative appeal under City code. All comments or appeals are to be directed to the City of Pasco Planning Department, PO Box 293, Pasco, WA, 99301, Attn: Jacob Gonzalez.

SEPA2023-038
Z 2023-003
Barker Iris Ln R-S-1 to R-3

City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

Fee: $75

SEPA

ENVIRONMENTAL CHECKLIST

State Environmental Policy Act

Purpose of checklist:
Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:
This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:
Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:
For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the Supplemental Sheet for Non-Project Actions (part D). Please completely answer all questions that apply and note that the words "project, applicant," and "property or site" should be read as "proposal, proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B (Environmental Elements) that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND

1. Name of proposed project, if applicable:
   Barker Heights
2. Name of applicant:
   P&R Construction LLC
3. Address and phone number of applicant and contact person:
   Applicant:
   P&R Construction LLC
   Attn: Mr. Paul Lavrentiev
4. Date checklist prepared:
   5/26/23
5. Agency requesting checklist:
   City of Pasco
6. Proposed timing or schedule (including phasing, if applicable):
   Property rezone is expected to be complete by mid-2023. Construction on the project is anticipated to begin in early 2024 and may last until 2027 for all phases.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
   Additional commonly owned properties to the west of this site have approvals for residential subdivisions.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
   A geotechnical investigation has been completed to determine the engineering properties of the soils. No further environmental studies are anticipated to be prepared related to this proposal.
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
   None

10. List any government approvals or permits that will be needed for your proposal, if known.
    Final civil engineering plans will require permitting through the City's Public Works Department.

11. Give 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. (Lead agencies may modify this form to include additional specific information on project description.)
    The project involves the rezone of Lot 2 of Short Plat 2020-22, or approximately 34.66-acres of property from R-S-1 to R-3.

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 is located within SE ¼ of Section 6, Township 9 N, Range 29 East of the Willamette Meridian, Franklin Co. Washington. More specifically the project is located approx. 2,600 ft north of Burns Road and west of Broadmoor Blvd. Generally, the subj

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

b. What is the steepest slope on the site (approximate percent slope)?
Approximately 10 percent lo

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.
Mixed mesic-xeric torripsamments
Quincy sandy loam

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
There are no indications of unstable soils in the immediate vicinity.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.
Final engineering and grading plans have not been developed at this time. Approximately cut and fill quantities are expected to be 50,000-60,000CY. No net import or export of materials will be required.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
Due to the sandy soil conditions erosion from rain is unlikely. Wind erosion is more likely, although this will be controlled through Best Management Practices.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
Approximately 55-60% of the site will be covered with asphalt, sidewalks, driveways, and roof areas when complete.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Best Management Practices will be employed to control erosion from wind, as best practicable. The entire property will eventually be stabilized with the development of roadways, landscaping, and homes.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During the construction phase of the project, exhaust from construction equipment will be generated and dust will be generated from construction activities. After completion the project will facilitate vehicular traffic but will not generate emissions of its own.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Best Management Practices will be employed to control soil erosion.

3. Water

a. Surface Water:

i. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Currently an irrigation wasteway is found along the east property boundary that runs from N to S. This wasteway is utilized by the USBR for emergency purposes during the irrigation season.

ii. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No.

iii. 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. Indicate the source of fill material.

There will be no in-water work.

iv. Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

v. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

vi. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground Water:

i. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No.

ii. 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.

No waste materials will be discharged into the ground. Sewer systems will be connected to the City of Pasco municipal waste water system.

c. Water Runoff (including stormwater):

i. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater runoff from impervious surfaces will be collected and conveyed to a previously approved master stormwater facility that provides treatment and detention/retention. The ponds are designed to retain the runoff.

ii. Could waste materials enter ground or surface waters? If so, generally describe.

No liquid waste materials are proposed with this development.

iii. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Runoff from impervious surfaces will be designed to capture the 25-year design rainfall event, detain it, and infiltrate it into the ground over time. Infiltrated stormwater runoff will receive treatment prior to infiltration in accordance with the City

4. Plants

a. Check 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
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____ water plants: water lily, eelgrass, milfoil, other
_✔_ other types of vegetation range grasses

b. What kind and amount of vegetation will be removed or altered?

All existing vegetation within the project area will be removed.

c. List threatened and endangered species known to be on or near the site.

The applicant is not aware of any threatened or endangered plant species on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The completed project will incorporate lawn and trees into the landscaping areas as required along arterial roadways.

e. List all noxious weeds and invasive species known to be on or near the site.

Cheat grass, Canadian thistle

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other: hawk, songbirds, quail
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened and endangered species known to be on or near the site.

There are no known threatened or endangered species known to be on or near the site.

c. Is the site part of a migration route? If so, explain.

Yes, Pasco is within the Pacific Flyway

d. Proposed measures to preserve or enhance wildlife, if any:

None.

e. List any invasive animal species known to be on or near the site.

None known.

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? Describe whether it will be used for heating, manufacturing, etc.

Electricity for street lighting and heating/cooling the homes will be provided by Big Bend Electric Co-Op. A private company may choose to extend natural gas into the project to provide an alternative to electricity for heating.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The future homes will meet the State of Washington Energy Code, reducing energy needs from the project.

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? If so, describe.

No.

i. Describe any known or possible contamination at the site from present or past uses.

The only known possible contamination would be from possible chemical applications as the site has been under cultivation for approximately the past 20+ years. The applicant is not aware of any present contamination.

ii. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None.

iii. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Diesel fuel and industrial lubricants, concrete curing compounds, asphalt binder, and soil sterilant are anticipated to be used during construction.

iv. Describe special emergency services that might be required.

None.

v. Proposed measures to reduce or control environmental health hazards, if any:

The Contractor will adhere to a Spill Prevention Control Plan as well being required to comply with OSHA requirements.

b. Noise

i. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The project abuts RD 100 / Broadmoor Blvd an arterial roadway.

ii. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

During the short term, construction equipment will be present to construct the infrastructure necessary for the project. Long-term noise is expected to be that typically associated with an urban arterial roadway.

iii. Proposed measures to reduce or control noise impacts, if any:

During construction, work hours will be limited per the City of Pasco Municipal Code.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The project is currently being used as an irrigated production agricultural ground. The adjacent properties to the south and west are currently undeveloped. The property to the west is owned by private parties with plans to develop their sites into

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Yes, approximately 20 acres of the project area is currently under irrigated cultivation.

i. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No. Agricultural operations are planned to cease as the irrigated circles are being developed into home sites in the immediate future. Adjacent agricultural parcels will not be negatively impacted by the project.

c. Describe any structures on the site.

There are no structures on the site.

d. Will any structures be demolished? If so, what?

None.

e. What is the current zoning classification of the site?

The project site falls into R-S-1 Suburban Residential.

f. What is the current comprehensive plan designation of the site?

The project site is classified as Medium-Density Residential, 6-20 DU/Acre.

g. If applicable, what is the current shoreline master program designation of the site?

The property does not have a shoreline master program designation.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

i. Approximately how many people would reside or work in the completed project?

Approximately 1,690-2,300 residents will live in the completed homes.

j. Approximately how many people would the completed project displace?

None.

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:

The project is in compliance with the City of Pasco's latest updates to their Comprehensive Land Use Plan.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

The project follows the City of Pasco's Comprehensive Plan which addresses nearby compatible uses. There are no long-term commercially significant agricultural or forest lands near this project.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

With the rezone to R-3 there is potential to create between 208 to 693 units. The homes will be in the middle-income family housing range.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

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

The project will add to a restricted housing inventory providing a wider range of housing options in the area.

10. Aesthetics

a. What is the tallest height of any proposed structure(s) (not including antennas)? What is the principal exterior building material(s) proposed?

Two-story single-family homes are planned that are typically 25-28' in height. Exterior building materials will consist of stucco, brick, faux stone, cement siding, and other materials typically used in home construction.

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? What time of day would it mainly occur?

Light from new streetlights will be present after completion. Streets lights operate from dusk to dawn.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Streetlights are shielded to direct light downward. The lights themselves are intended to increase safety by increasing nighttime visibility. It is not anticipated that the lights will significantly interfere with views.

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:

Streetlights are shielded to direct light downward.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

At present there are no designated parks in the immediate vicinity.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The project proposes to install sidewalks on the perimeter of the project. As the area develops around the project, these walkways will connect to the City of Pasco's trail system.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

None known to the applicant.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The project area includes areas of High Risk and Very High Risk as mapped on the DAHP Predictive mapping tool.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Review of DAHP Predictive mapping tool. A cultural resource inventory has been previously prepared for the overall project site, including this property.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None. An Inadvertent Discovery Plan will be in-place during construction.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The project will connect to the existing Road 100. A new collector will be constructed east-west across the property that will serve the project and connect to Road 100. A new neighborhood collector will be constructed to provide connection to Burns Rd.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

No. The nearest transit route is 66/67 with the nearest bus stop located at the intersection of Sandifur Blvd. and Broadmoor Blvd. approximately 3,600 feet away.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The project will not eliminate any parking spaces. On-street parking will be available along the length of interior roadways.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The subdivision portion of the project involves the development of new roadways to serve the new single-family lots.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

At 7.2 trip-ends per dwelling unit, based solely on permitted DU densities (208-693DU), the subdivision has the potential to generate approximately 1,498 to 4,990 new daily trip ends. The peak volume hours will occur in the 6-8am and 4-6pm. Values are from the ITE Trip Generation Manual, 11th Ed (LUC 215).

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

None.

h. Proposed measures to reduce or control transportation impacts, if any:

In addition to constructing roadways, the project will be subject to transportation impact fees, which help in offsetting impacts to the surrounding system by the project. Future homeowners will pay taxes that will be used for ongoing maintenance.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The residential subdivision will create a slight increase in the need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Residents will pay sales and property taxes that offset their impacts to public services.

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.

City of Pasco Water and Sewer will provide potable water and sanitary sewer service. Big Bend Elec Co-Op will provide electrical power. The City is currently working on a regional irrigation pump station project to improve service to the area.

C. SIGNATURE

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

Signature: _____

Name of signee: John Fetterolf

Position and Agency/Organization: Owner, JF Engineering, PLC

Date Submitted: 5/26/23

Community & Economic Development Department

This application was reviewed by the Planning Division of the Community & Economic Development Department. Any comments or changes made by the Department are entered in the body of the checklist and contain initials of the reviewer.

Signature: _____

Name of signee: _____

Position: _____

Date Reviewed: 5/26/23

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

(It is not necessary to use this sheet for project 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 how 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 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, producting of noise, or production, storage, or release of toxic/hazardous substances?

   Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

   Proposed measures to protect or conserve energy and natural resources are:

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 (i.e. parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands)?

Proposed measures to protect such resources or to avoid or reduce impacts are:

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?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

Fee: $75

SEPA

ENVIRONMENTAL CHECKLIST

State Environmental Policy Act

Purpose of checklist:
Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:
This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:
Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:
For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the Supplemental Sheet for Non-Project Actions (part D). Please completely answer all questions that apply and note that the words "project, applicant," and "property or site" should be read as "proposal, proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B (Environmental Elements) that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND

1. Name of proposed project, if applicable:
   Barker Heights Prelim Plat
2. Name of applicant:
   P&R Construction LLC
3. Address and phone number of applicant and contact person:
   Applicant:
   P&R Construction LLC
   Attn: Mr. Paul Lavrentiev
4. Date checklist prepared:
   2/6/24
5. Agency requesting checklist:
   City of Pasco
6. Proposed timing or schedule (including phasing, if applicable):
   The project is anticipated to be constructed in 5 phases. Pending necessary approvals, construction on the project is anticipated to begin in late 2024 and may last until 2027 for all phases.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
   Additional commonly owned properties to the west of this site have approvals for residential subdivisions.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
   A geotechnical investigation has been completed to determine the engineering properties of the soils. No further environmental studies are anticipated to be prepared related to this proposal.
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
   None

10. List any government approvals or permits that will be needed for your proposal, if known.
    Final civil engineering plans will require permitting through the City's Public Works Department.

11. Give 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. (Lead agencies may modify this form to include additional specific information on project description.)
    The project involves the development approximately 34.66-acres of property into 209 single-family lots of varying size. City of Pasco water will be extended from Road 100 and the development to the west. Sewer will be collected in a new gravity sewer syste

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 is located within SE ¼ of Section 6, Township 9 N, Range 29 East of the Willamette Meridian, Franklin Co. Washington. More specifically the project is located approx. 2,600 ft north of Burns Road and west of Broadmoor Blvd. Generally, the subj

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

b. What is the steepest slope on the site (approximate percent slope)?
Approximately 10 percent in

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.
Mixed mesic-xeric torripsamments
Quincy sandy loam

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
There are no indications of unstable soils in the immediate vicinity.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.
Final engineering and grading plans have not been developed at this time. Approximately cut and fill quantities are expected to be 50,000-60,000CY. No net import or export of materials will be required.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
Due to the sandy soil conditions erosion from rain is unlikely. Wind erosion is more likely, although this will be controlled through Best Management Practices.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
Approximately 55-60% of the site will be covered with asphalt, sidewalks, driveways, and roof areas when complete.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Best Management Practices will be employed to control erosion from wind, as best practicable. The entire property will eventually be stabilized with the development of roadways, landscaping, and homes.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During the construction phase of the project, exhaust from construction equipment will be generated and dust will be generated from construction activities. After completion the project will facilitate vehicular traffic but will not generate emissions of its own.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Best Management Practices will be employed to control soil erosion.

3. Water

a. Surface Water:

i. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Currently an irrigation wasteway is found along the east property boundary that runs from N to S. This wasteway is utilized by the USBR for emergency purposes during the irrigation season.

ii. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No.

iii. 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. Indicate the source of fill material.

There will be no in-water work.

iv. Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
No

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

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

b. Ground Water:

i. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.
No.

ii. 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.
No waste materials will be discharged into the ground. Sewer systems will be connected to the City of Pasco municipal waste water system.

c. Water Runoff (including stormwater):

i. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.
Stormwater runoff from impervious surfaces will be collected in localized facilities, treated, and infiltrated through subsurface infiltration systems.

ii. Could waste materials enter ground or surface waters? If so, generally describe.
No liquid waste materials are proposed with this development.

iii. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Runoff from impervious surfaces will be designed to capture the 25-year design rainfall event, detain it, and infiltrate it into the ground over time. Infiltrated stormwater runoff will receive treatment prior to infiltration in accordance with the City

4. Plants

a. Check 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
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____ water plants: water lily, eelgrass, milfoil, other
__✓__ other types of vegetation range grasses

b. What kind and amount of vegetation will be removed or altered?

All existing vegetation within the project area will be removed.

c. List threatened and endangered species known to be on or near the site.

The applicant is not aware of any threatened or endangered plant species on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The completed project will incorporate lawn and trees into the landscaping areas as required along arterial roadways.

e. List all noxious weeds and invasive species known to be on or near the site.

Cheat grass, Canadian thistle

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other: hawk, songbirds, quail
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened and endangered species known to be on or near the site.
There are no known threatened or endangered species known to be on or near the site.

c. Is the site part of a migration route? If so, explain.
Yes, Pasco is within the Pacific Flyway

d. Proposed measures to preserve or enhance wildlife, if any:
None.

e. List any invasive animal species known to be on or near the site.
None known.

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? Describe whether it will be used for heating, manufacturing, etc.
Electricity for street lighting and heating/cooling the homes will be provided by Big Bend Electric Co-Op. A private company may choose to extend natural gas into the project to provide an alternative to electricity for heating.

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

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:
The future homes will meet the State of Washington Energy Code, reducing energy needs from the project.

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? If so, describe.

No.

i. Describe any known or possible contamination at the site from present or past uses.

The only known possible contamination would be from possible chemical applications as the site has been under cultivation for approximately the past 20+ years. The applicant is not aware of any present contamination.

ii. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None.

iii. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Diesel fuel and industrial lubricants, concrete curing compounds, asphalt binder, and soil sterilant are anticipated to be used during construction.

iv. Describe special emergency services that might be required.

None.

v. Proposed measures to reduce or control environmental health hazards, if any:

The Contractor will adhere to a Spill Prevention Control Plan as well being required to comply with OSHA requirements.

b. Noise

i. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The project abuts RD 100 / Broadmoor Blvd an arterial roadway.

ii. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

During the short term, construction equipment will be present to construct the infrastructure necessary for the project. Long-term noise is expected to be that typically associated with an urban arterial roadway.

iii. Proposed measures to reduce or control noise impacts, if any:

During construction, work hours will be limited per the City of Pasco Municipal Code.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The project is currently being used as an irrigated production agricultural ground. The adjacent properties to the south and west are currently undeveloped. The property to the west is owned by private parties with plans to develop their sites into

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Yes, approximately 20 acres of the project area is currently under irrigated cultivation.

i. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No. Agricultural operations are planned to cease as the irrigated circles are being developed into home sites in the immediate future. Adjacent agricultural parcels will not be negatively impacted by the project.

c. Describe any structures on the site.

There are no structures on the site.

d. Will any structures be demolished? If so, what?

None.

e. What is the current zoning classification of the site?

The project site falls into R-3 Suburban Residential.

f. What is the current comprehensive plan designation of the site?

The project site is classified as Medium-Density Residential, 6-20 DU/Acre.

g. If applicable, what is the current shoreline master program designation of the site?

The property does not have a shoreline master program designation.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

i. Approximately how many people would reside or work in the completed project?
At 3.2-3.4 persons / dwelling, the project will provide housing for approximately 710 people

j. Approximately how many people would the completed project displace?
None.

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:
The project is in compliance with the City of Pasco's latest updates to their Comprehensive Land Use Plan.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:
The project follows the City of Pasco's Comprehensive Plan which addresses nearby compatible uses. There are no long-term commercially significant agricultural or forest lands near this project.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
With the rezone to R-3 there is potential to create between 208 to 693 units. The homes will be in the middle-income family housing range.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
None.

c. Proposed measures to reduce or control housing impacts, if any:
The project will add to a restricted housing inventory providing a wider range of housing options in the area.

10. Aesthetics

a. What is the tallest height of any proposed structure(s) (not including antennas)? What is the principal exterior building material(s) proposed?
Two-story single-family homes are planned that are typically 25-28' in height. Exterior building materials will consist of stucco, brick, faux stone, cement siding, and other materials typically used in home construction.

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? What time of day would it mainly occur?
Light from new streetlights will be present after completion. Streets lights operate from dusk to dawn.

b. Could light or glare from the finished project be a safety hazard or interfere with views?
Streetlights are shielded to direct light downward. The lights themselves are intended to increase safety by increasing nighttime visibility. It is not anticipated that the lights will significantly interfere with views.

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:
Streetlights are shielded to direct light downward.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?
At present there are no designated parks in the immediate vicinity.

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

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
The project proposes to install sidewalks on the perimeter of the project. As the area develops around the project, these walkways will connect to the City of Pasco's trail system.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

None known to the applicant.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The project area includes areas of High Risk and Very High Risk as mapped on the DAHP Predictive mapping tool.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Review of DAHP Predictive mapping tool. A cultural resource inventory has been previously prepared for the overall project site, including this property.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None. An Inadvertent Discovery Plan will be in-place during construction.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The project will connect to the existing Road 100. A new collector will be constructed east-west across the property that will serve the project and connect to Road 100. A new neighborhood collector will be constructed to provide connection to Burns Rd.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

No. The nearest transit route is 66/67 with the nearest bus stop located at the intersection of Sandifur Blvd. and Broadmoor Blvd. approximately 3,600 feet away.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The project will not eliminate any parking spaces. On-street parking will be available along the length of interior roadways.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The subdivision portion of the project involves the development of new roadways to serve the new single-family lots.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The project is expected to generated approximately 1,505 new daily trip ends with 127 trips that will occur 4-6pm time frame. Values are from the ITE Trip Generation Manual, 11th Ed (LUC 215).

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

None.

h. Proposed measures to reduce or control transportation impacts, if any:

In addition to constructing roadways, the project will be subject to transportation impact fees, which help in offsetting impacts to the surrounding system by the project. Future homeowners will pay taxes that will be used for ongoing maintenance.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The residential subdivision will create a slight increase in the need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Residents will pay sales and property taxes that offset their impacts to public services.

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.
City of Pasco Water and Sewer will provide potable water and sanitary sewer service. Big Bend Elec Co-Op will provide electrical power. The City is currently working on a regional irrigation pump station project to improve service to the area.

C. SIGNATURE

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

Signature: _____ 2023.05.26 10:00:20-07'00'

Name of signee: John Fetterolf

Position and Agency/Organization: Owner, JF Engineering, PLC

Date Submitted: 2/6/23

Community & Economic Development Department

This application was reviewed by the Planning Division of the Community & Economic Development Department. Any comments or changes made by the Department are entered in the body of the checklist and contain initials of the reviewer.

Signature: _____

Name of signee: _____

Position: _____

Date Reviewed: 2/6/23

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

(It is not necessary to use this sheet for project 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 how 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 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, producting of noise, or production, storage, or release of toxic/hazardous substances?

   Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

   Proposed measures to protect or conserve energy and natural resources are:

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 (i.e. parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands)?

Proposed measures to protect such resources or to avoid or reduce impacts are:

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?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Barker Ranch
Traffic Impact Analysis

Pasco, Washington

November 9, 2021

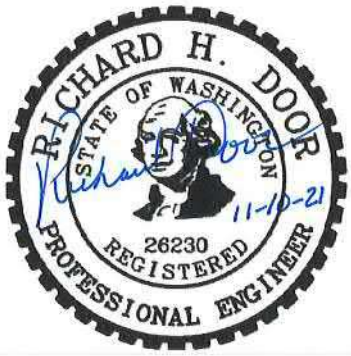
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Barker Ranch
Traffic Impact Analysis

Pasco, Washington

November 9, 2021



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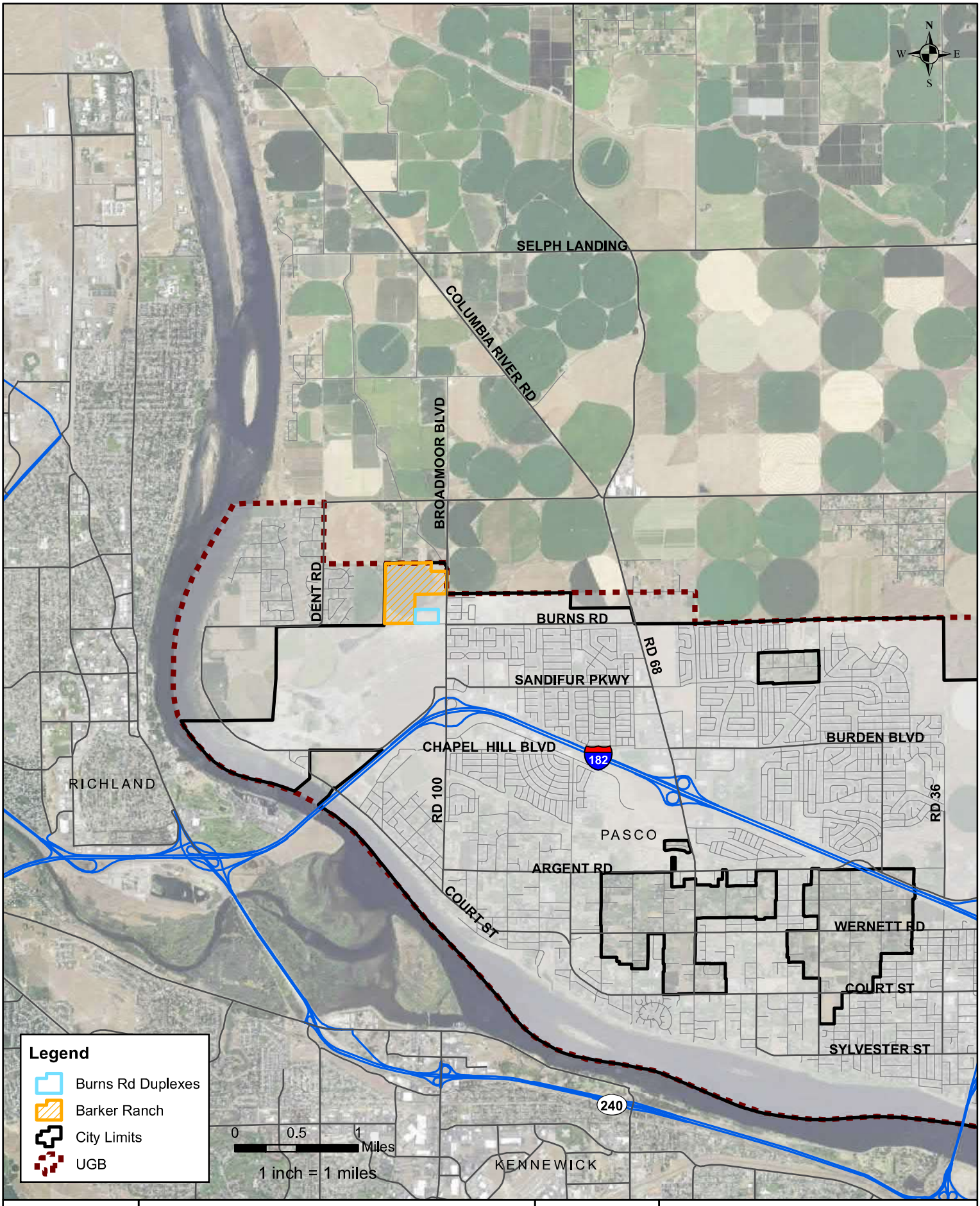
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Introduction and Background

RP Investments is pursuing the development of a large residential development on the north side of Burns Road west of Broadmoor Boulevard known as Barker Ranch. This development has three phases, the first of which was previously approved, but had no traffic analysis prepared. The Barker Ranch 1st Addition and Barker Heights are seeking City approval. For the purposes of this Traffic Impact Analysis (TIA) the total of 481 single family residential lots included in all three phases will be evaluated for the combined impacts in year 2026 as a single development.

The purpose of this TIA is to evaluate the traffic impacts associated with the proposed Barker Ranch development at five existing intersections in the Broadmoor Boulevard/Road 100 corridor, from Chapel Hill Boulevard south of the I-182 interchange to Burns Road intersection north of I-182, along with access points to the proposed development on both Burns Road and Broadmoor Boulevard.

This TIA includes the analysis of future background conditions that include two developments that have been previously evaluated and are vested. This includes the Parks at Riverbend which includes 350 residential lots to the west of Barker Ranch south of Burns Road as well as the Burns Road Duplexes which includes 118 residential duplex lots situated on the north side of Burns Road east of Barker Ranch. A vicinity map showing Barker Ranch and the Burns Road Duplexes is shown in Figure 1.



J-U-B ENGINEERS, INC.

VICNITY MAP

FIGURE 1

BARKER RANCH
PASCO, WA

Existing Conditions

This section will document 2021 conditions for land use, the roadway network and geometrics, other transportation modes, traffic volumes and traffic operations in the study area.

Land Use

North of the proposed Barker Ranch development the land is currently used for agricultural purposes and is zoned R-S-1. To the south the land is undeveloped and is zoned as C-1 and RT. West of the site is primarily agricultural although some low-density residential north of Burns Road has existed for several years and is expanding while south of Burns Road is developing as medium density residential, zoning is R-S-1 and R-1. East of the site is higher density residential with some undeveloped/developing residential as well with the zoning being R-4 and R-1.

Existing Roadway Network

The existing roadway network around the study area includes roadways that provide important connections in the regional roadway network. Key roadways are discussed below. Existing lane configurations and traffic control at study intersections are shown in Figure 2.

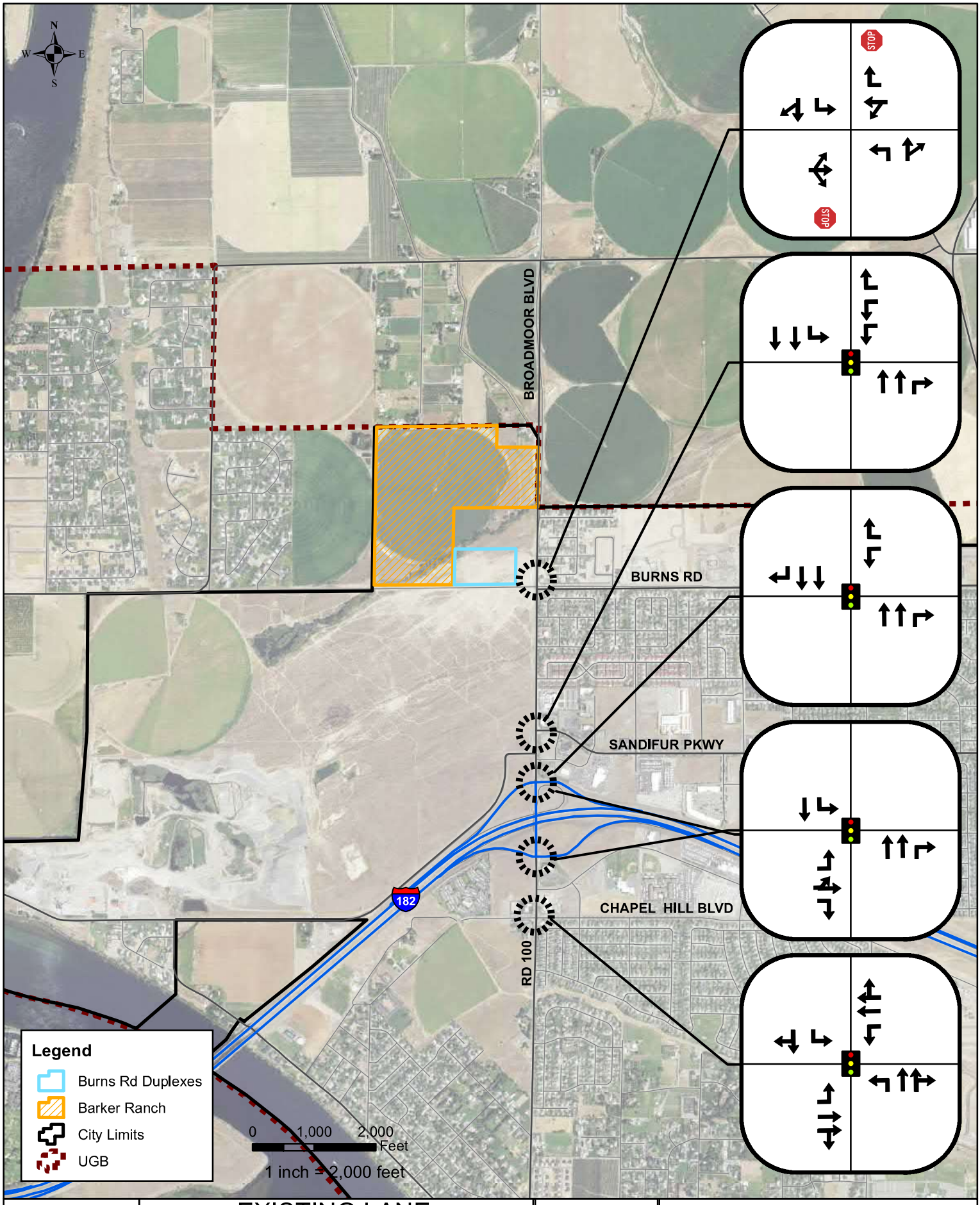
Burns Road as indicated on the Washington State Department of Transportation (WSDOT) Functional Classification Map and the City Comprehensive Plan, west of Broadmoor Boulevard is a two lane local roadway. It has a 50 MPH speed limit and rural cross section having no curb, gutter or sidewalk. East of Broadmoor Boulevard Burns Road is a collector roadway and has been widened in in some sections to have curb and gutter with some sidewalks, but currently functions as a two lane roadway with a speed limit of 35 MPH. The City Comprehensive Plan identifies Burns Road to become a principal arterial.

The intersection of Burns Road at Broadmoor Boulevard was recently restriped east of Broadmoor Boulevard to reduce confusion as it previously provided a single westbound approach lane that was 36 feet wide. It now has a shared through/left turn lane that lines up with the westbound departure lane.

Broadmoor Boulevard/Road 100 north of I-182 Broadmoor Boulevard is a collector roadway with five lanes from I-182 north to Vincenzo Drive and three lanes north to Burns Road where it narrows to two lanes. South of Burns Road it has curb, gutter and sidewalk on the east side which has been developed but the west side has no sidewalk due to lack of development. The speed limit is 35 MPH.

South of I-182 Road 100 is designated as a minor arterial with a speed limit of 45 MPH. Curb, Gutter and sidewalk exist on the east side but the west side of the roadway has roadside shoulders except where development has occurred. It generally has five lanes south of I-182 and transitions to three lanes south of Chapel Hill Boulevard, however there is a short piece between I-182 and Chapel Hill that has a single through lane southbound causing a merge area for the eastbound to southbound off-ramp to merge with the southbound through lane. The Burns Road Duplexes project TIA evaluated this merge area and reported that the southbound through lane approaching the merge point will spill back north through the signalized intersection (with I-182 Eastbound ramps).

The road was widened on the west side next to the new GESA Credit Union on the northwest corner of the intersection at Chapel Hill Blvd to provide two southbound lanes approaching the intersection, but



J-U-B ENGINEERS, INC.

EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL

FIGURE 2

BARKER RANCH
PASCO, WA

the striping was not changed making it appear as though it is a shoulder, but there are actually two receiving lanes south of Chapel Hill Blvd, so this lane could function as a through lane. To mitigate the southbound merge a small widening similar to the GESA frontage would allow the eastbound right turn from the Interstate to have a receiving lane. This is a project in the City of Pasco Transportation Improvement Program for year 2022. For the purposes of this study the intersection of Broadmoor Blvd/Chapel Hill Blvd was modeled as shown in Figure 2, with a southbound left turn lane and a shared through/right turn lane, in reality it likely functions much better with the additional southbound lane.



Broadmoor Blvd looking south, north of Chapel Hill Boulevard



Broadmoor Blvd looking north, north of new GESA driveway

Interstate 182 (I-182) is an east-west limited access freeway providing 6 travel lanes with a 70 MPH speed limit. It connects to I-82 west of Pasco, providing a connection to the City of Richland over the Columbia River. To the east it connects to US 395 and US 12 with access to the City of Pasco, the Tri-Cities Airport, and further to the east and north the cities of Walla Walla and Spokane. The only access to I-182 between the Columbia River and US 395 that provides continuity to the north is provided at the Road 68 and Road 100 Interchanges.

Sandifur Parkway is an east-west collector roadway north of I-182 with five lanes east of Broadmoor Boulevard and a speed limit of 35 MPH, east of Road 90 it transitions to a three lane facility. It has curb, gutter and sidewalks on both sides. The Comprehensive Plan calls for Sandifur Parkway to be extended west of Broadmoor Boulevard and to be designated as a minor arterial for its full length.

Chapel Hill Boulevard is an east-west minor arterial roadway south of I-182 with four lanes and a raised median east of Broadmoor Boulevard and three lanes west of Broadmoor Blvd. The speed limit is 35 MPH and it has curb, gutter sidewalks and streetlights.

Other Transportation Modes

Ben Franklin Transit provides fixed-route transit service as well as Dial-a-Ride service for the disabled traveler in the region. The closest fixed route bus service to the proposed development is at Sandifur Parkway/Broadmoor Boulevard, nearly one mile away and is provided by routes 66, 67 and 225 which operate on Broadmoor Boulevard south of Sandifur Parkway and on Sandifur Parkway east of Broadmoor Boulevard with half-hour service in each direction throughout the day. These routes also serve the 22nd Avenue Transit Center where connections can be made with routes that serve the entire Tri-City area. Fares are typically $1.50 for adults but have been temporarily suspended due to COVID-19.

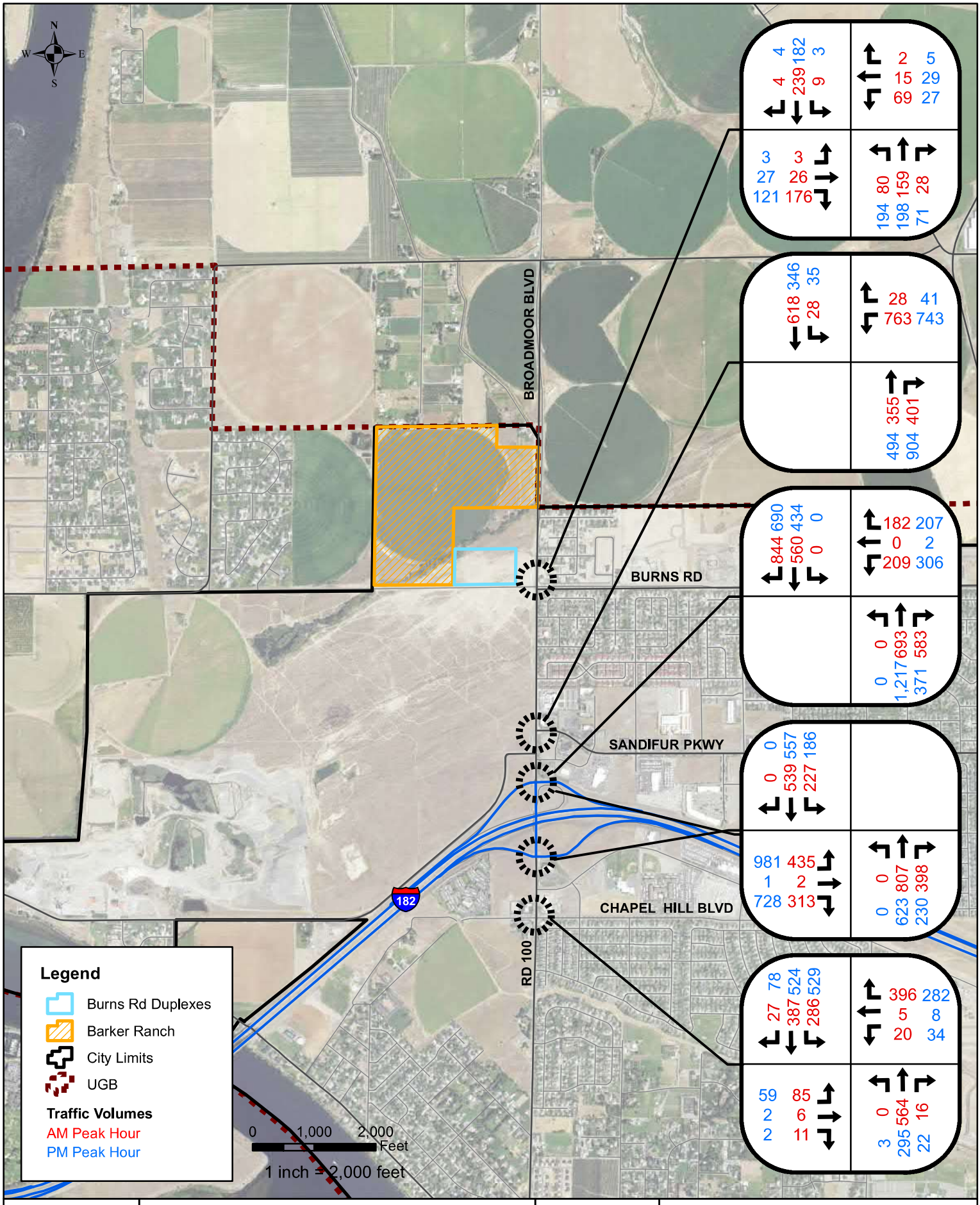
In addition to the sidewalks mentioned above, some additional facilities are provided for bicycles and pedestrians. The Benton Franklin Council of Governments provides information for the entire region that identifies bicycle trails, as well as two types of bicycle routes: “Best Choice” or “Caution”. In the vicinity of the study area there is a separated Bike/Pedestrian Trails on the north side of I-182 east of Broadmoor Boulevard that extends approximately four miles. Also Burns Road, Broadmoor Boulevard north of Sandifur Parkway, Road 100 south of Chapel Hill Boulevard and Sandifur Parkway are all identified as Bike Route-Best Choice while the section of Broadmoor Boulevard between Chapel Hill Boulevard and Sandifur Parkway is designated as Bike Route-Caution route.

Traffic Volumes

Typically for traffic studies such as this turning movement counts at study intersections that are no older than 12 months are used for analysis. However, given the COVID-19 pandemic, travel volumes are somewhat depressed in much of the nation. Recent similar studies have used pre-COVID Counts when available and increased them by some growth rate. When not available, research has been performed to factor existing counts up to best estimate existing conditions. In the case of the current study, 2019 traffic counts had been collected at study intersections, included in Appendix A, prior to the pandemic as part of the TIA for the Parks at Riverbend. These counts were also used by the Burns Road Duplexes TIA and were discussed with the City of Pasco. It was determined that increasing these counts by 2% per year to represent 2021 AM and PM peak hour conditions would be the best methodology. The 2021 estimated PM peak hour traffic volumes at study intersections are shown in Figure 3.

Traffic Operations Analysis

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. The Highway Capacity Manual criteria for intersections are summarized in Table 1.



J-U-B ENGINEERS, INC.	2021 EXISTING VOLUMES	FIGURE 3	BARKER RANCH PASCO, WA

Table 1. Level-of-Service Criteria for Intersections

Level of Service (LOS)	Average Control Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	< =10	< =10
B	>10 - < 20	>10 - < 15
C	>20 - < 35	>15 - < 25
D	>35 - < 55	>25 - < 35
E	>55 - < 80	>35 - < 50
F	>80	>50
Source: Highway Capacity Manual 6th Edition, Transportation Research Board, National Research Council, Washington, D.C., 2017.		

The signalized method is based on the capacity available to service the various movements at an intersection based on the amount of green time provided for each movement, the impacts of any conflicting movements, etc.; for unsignalized intersections delay is based on the availability of gaps in the major street traffic flow to allow minor street movements to occur. Delay results in driver frustration and anxiety, loss of time, unnecessary fuel consumption, and contributes to unnecessary air pollution. The City of Pasco standard for Level of Service is LOS "D" or better for signalized intersections and minor street approaches at unsignalized intersections.

Traffic volumes and existing intersection geometry were input into the Synchro software for signalized intersections and the Highway Capacity Software (HCS) for unsignalized intersections to determine the delay and Level of Service at the study intersections. The results of the capacity analysis are shown in Table 2 worksheets being included in Appendix B.

The results of the analysis indicate that all study intersections currently function with acceptable delay and Level of Service except the intersection of Broadmoor Blvd/Chapel Hill Blvd during the AM peak hour. The root of the issue here is that the westbound right turn volume in the morning is high (396) with traffic headed towards I-182 and there is no dedicated right turn lane. With the low westbound through volume (5) it is likely that the intersection functions much better than is shown here due to the fact that many of these through vehicles are in the next lane to the left and westbound right turns can "turn right on red" so long as there is not a through vehicle at the front of the line. It is possible to restripe the existing three westbound approach lanes to provide an exclusive left turn lane, a single through lane and an exclusive right turn lane which would allow for a green right turn arrow to be added to the signal phase that could allow for many westbound right turns to proceed while the southbound left turns (286) are advancing during their protected phase. With this improvement the modeling shows that the intersection will function with significantly less delay for the westbound approach and the intersection as a whole.

Table 2. Summary of Existing Peak Hour Delay (sec) and Level-of-Service at Study Intersections

Intersection	AM Peak Hour		PM Peak Hour	
	Overall Intersection	Worst Approach	Overall Intersection	Worst Approach
Broadmoor Blvd/Burns Road	*	WB—29.7/D	*	WB—26.6/D
Broadmoor Blvd/Sandifur Pkwy	14.9/B	WB—24.4/C	18.9/B	WB—33.5/C
Broadmoor Blvd/I-182 WB ramps	8.3/A	WB—26.0/C	11.4/B	WB—28.7/C
Broadmoor Blvd/I-182 EB ramps	13.0/B	EB—25.1/C	19.7/B	EB—24.5/C
Broadmoor Blvd/Chapel Hill Blvd	50.4/D	WB—105/F	44.8/D	SB—52.3/D
	23.7/C(1)	57.5/E	34.9/C(1)	SB—43.7/D

LEGEND

10.2/B Delay and Level of Service using existing lane configurations

10.2/B (1) Delay and Level of Service with improvements noted below

* Uncontrolled Movements (major street through) not provided for overall intersection Analysis for Two-way Stop Controlled Intersections

NB = northbound, SB = southbound, WB = westbound, EB = eastbound

Notes:

(1) Assumes conversion of existing three westbound approach lanes to provide exclusive left turn, thru and right turn lanes to allow improved signal phasing for westbound right turn.

Future Conditions

This section will discuss anticipated 2026 conditions without and with the proposed development.

2026 No-Build Traffic Volumes

Future year 2026 PM peak hour traffic volumes without the proposed development were developed by increasing the 2021 AM and PM peak hour traffic volumes discussed earlier by 2% per year to account for growth that is not attributable to any particular development or is caused by regional growth outside the study area. Additional trips were also added to account for previously approved developments, these are shown graphically and in tabular form in Appendix C, and described below, namely:

- The Burns Road Duplexes, a 118 unit residential development situated on the northwest corner of Burns Road/Broadmoor Boulevard. The western access of this development (Road 104) will also provide access to Barker Ranch.
- The Parks at Riverbend, a 315 lot single family development west of Barker Ranch on Burns Road. Although the TIA for this development assumes the extension of Sandifur Parkway west to provide access to the site, the timing of this improvement is reliant on developer funding. For the purposes of this TIA all trips are assumed to use Burns Road, a similar assumption as the TIA for the Burns Road Duplexes.

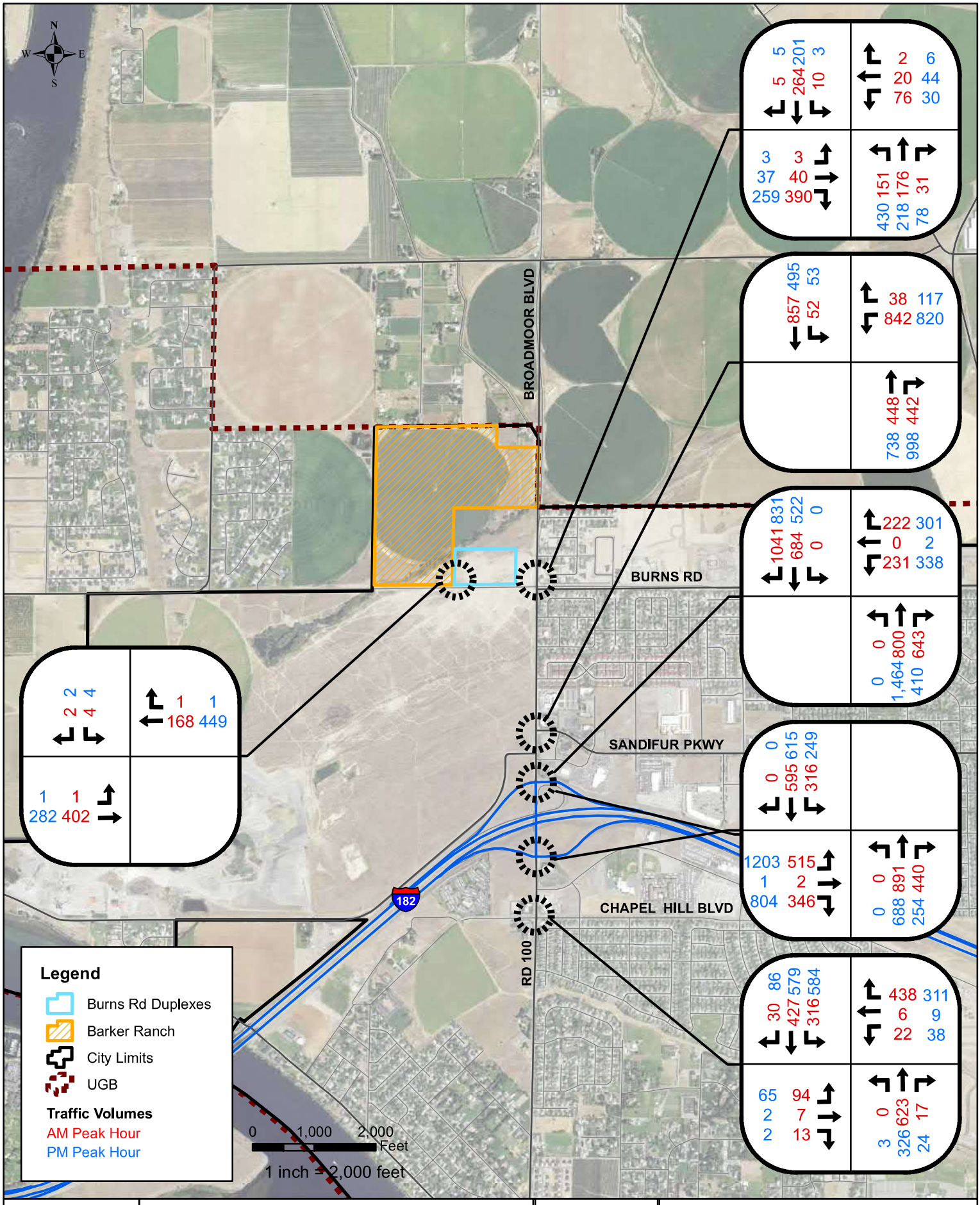
The resulting 2026 AM and PM peak hour traffic volumes from the background growth and In-Process trips from previously approved developments are shown in Figure 4.

2026 No-Build Traffic Operations

Year 2026 No-Build scenario traffic volumes shown in Figure 4 were evaluated using the existing lane configurations shown in Figure 2. The results of this analysis are summarized in Table 3, with the capacity worksheets included in Appendix B.

It should be noted that for the Burns Road Duplexes development TIA that a lengthy analysis was performed evaluating multiple scenarios for the Burns Road/Broadmoor Boulevard intersection because it fell below Level of Service Standards but was not likely to meet traffic signal warrants. It was recognized that in the long-term the intersection would need a traffic signal to provide acceptable Levels of Service, but the recommended interim solution for mitigation from that study was to convert the intersection to All-Way Stop Control. This method of intersection control was evaluated as well.

As shown in Table 3, all intersections are anticipated to function with acceptable LOS and delay, except for the intersections of Broadmoor Blvd/Chapel Hill Blvd and Burns Road/Broadmoor Boulevard, as expected. With the same mitigation discussed for the existing conditions at Broadmoor Blvd/Chapel Hill Blvd that intersection will function acceptably. Likewise, the same mitigation as that proposed in the Burns Road Duplexes project TIA the Burns Road/Broadmoor Blvd intersection will function with acceptable LOS if converted to All-Way Stop Control. This will increase the overall delay however, because the major street volume on Broadmoor Boulevard does not currently stop. But this improvement will provide significant relief for the Burns Road approaches to the intersection.



J-U-B ENGINEERS, INC.	2026 NO-BUILD PEAK HOUR TRAFFIC VOLUMES	FIGURE 4	BARKER RANCH PASCO, WA

Table 3. Summary of 2026 No-Build Peak Hour Delay (sec) and Level-of-Service at Study Intersections

Intersection	AM Peak Hour		PM Peak Hour	
	Overall Intersection	Worst Approach	Overall Intersection	Worst Approach
Broadmoor Blvd/Burns Road	*	WB—320.4/F	*	WB—249.3/F
	17.9/C(1)	EB—22.0/C	26.0/D(1)	NB—34.7/D
Broadmoor Blvd/Sandifur Pkwy	17.6/B	WB—27.7/C	21.2/C	WB—43.0/D
Broadmoor Blvd/I-182 WB ramps	12.7/B	WB—29.1/C	17.4/B	WB—45.6/D
Broadmoor Blvd/I-182 EB ramps	17.5/B	EB—31.8/C	35.4/D	NB—45.9/D
Broadmoor Blvd/Chapel Hill Blvd	59.1/E	WB—180/F	49.1/D	SB—57.0/E
	27.2/C(2)	WB—44.8/D	42.9/D(2)	SB—55.9/D

LEGEND

10.2/B Delay and Level of Service using existing lane configurations

10.2/B (1) Delay and Level of Service with improvements noted below

* Uncontrolled Movements (major street through) not provided for overall intersection Analysis for Two-way Stop Controlled Intersections

NB = northbound, SB = southbound, WB = westbound, EB = eastbound

Notes:

(1) Assumes conversion to All-Way Stop Control

(2) Assumes conversion of existing three westbound approach lanes to provide exclusive left turn, thru and right turn lanes to allow improved signal phasing for westbound right turn.

Proposed Land Use

The proposed Barker Ranch site plan is included in Appendix D. The development includes 481 single family lots in three phases. Two accesses are proposed, one on Broadmoor Boulevard north of Burns Road and the other is a shared access with the Burns Road Duplexes on Burns Road west of Broadmoor Boulevard. Many of the trips from this development, at least in the short term prior to commercial and other development to the south, will travel south and east to the intersection of Broadmoor Blvd/Burns Road. An examination of the site plan determined that approximately 42% of the development would find it shorter to go east to Broadmoor Blvd and then south and 58% of the homes would find a shorter route to go south to Burns Road and then east. The trip distribution off-site is discussed in more detail below.

2026 Build Scenario Traffic Volumes

Several steps are necessary in order to add development traffic volumes to the roadway network. First future trips must be estimated and second a methodology to distribute these trips to the roadway network must be prepared.

The Institute of Traffic Engineers (ITE) 10th Edition of *Trip Generation*, a nationally accepted manual that consists of surveys of numerous land uses and their typical trip generation characteristics, was used to estimate the number of future trips that could be expected from the proposed Barker Ranch. A summary of the trip generation is provided in Table 4.

Table 4. Summary of Barker Ranch Trip Generation

Measure	Average Weekday	AM Peak Hour	PM Peak Hour
Average Trip Generation Rate per unit	9.44	0.74	0.99
Percent In	50%	25%	63%
Percent Out	50%	75%	37%
Total Trips	4541	356	476
Trips Inbound	2270	89	300
Trips Outbound	2270	267	176

Land Use (ITE Code): Single Family Residential (210)

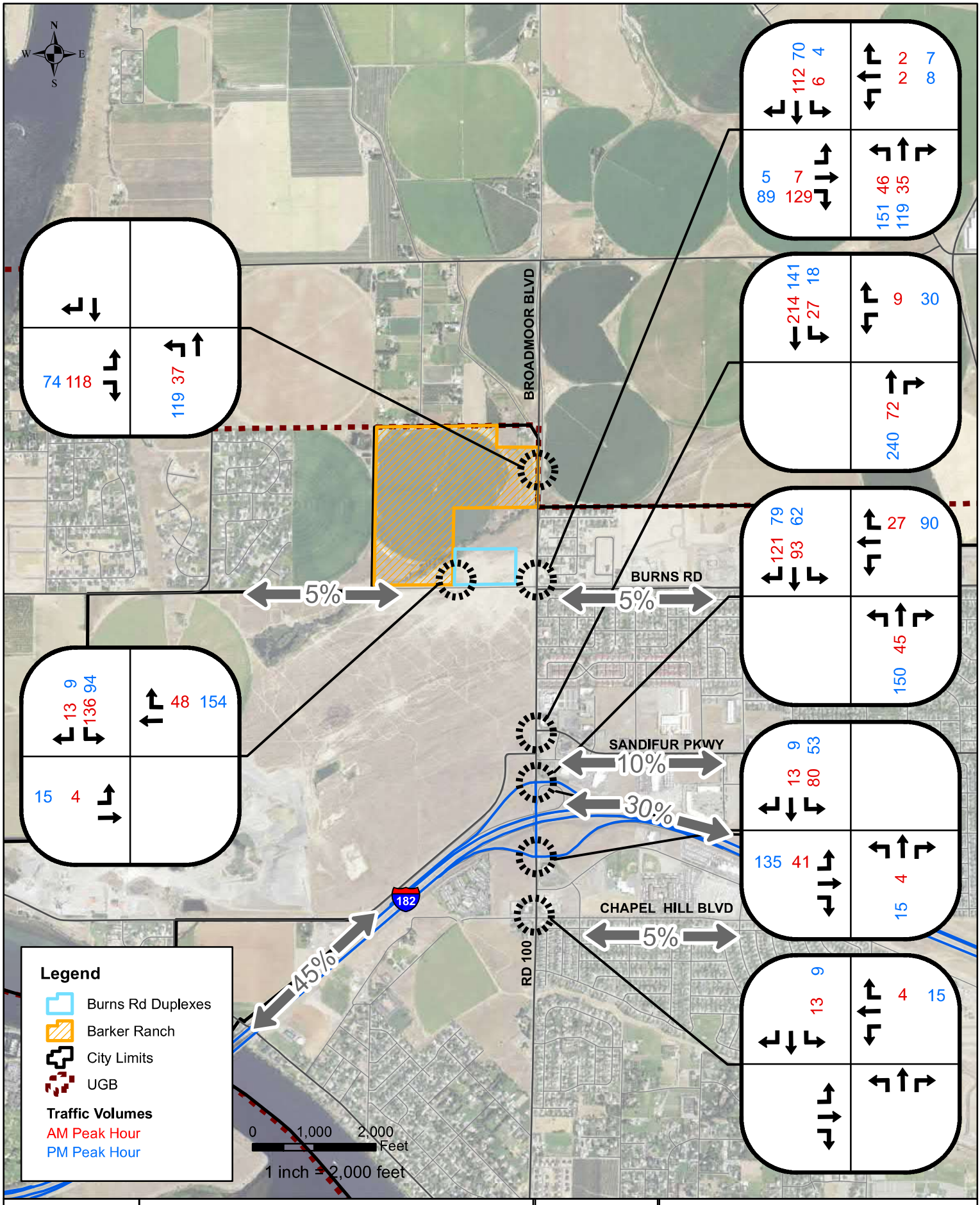
Independent Variable: Dwelling Units

Number of Units: 481

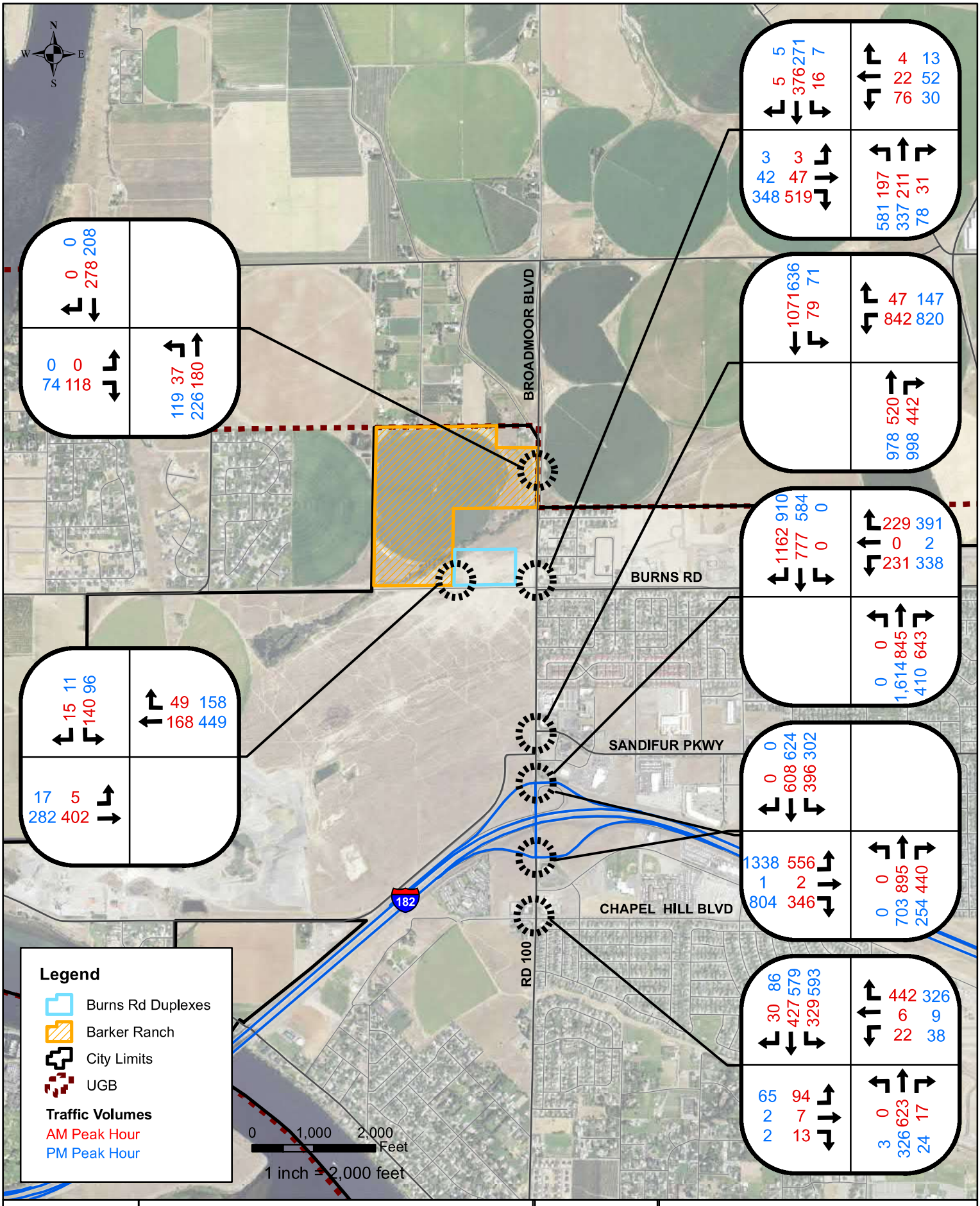
For the purposes of this analysis all these trips are considered to be new trips added to the network, without any reduction for internal trips or pass-by trips.

The next step in determining future traffic volumes is to distribute the trips generated to the roadway network. A trip distribution pattern similar to that used for the Burns Road Duplexes was used, with the exception that the City requested the inclusion of the Broadmoor Blvd/Chapel Hill Blvd intersection, and so 5% of the trips previously sent to I-182 to/from the west were sent to the south on Broadmoor Blvd. The trip distribution percentages for new trips and the resulting trips at each study intersection for the AM and PM peak hours are shown in Figure 5.

New trips at study intersections shown in Figure 5 were added to the 2026 No-Build Scenario traffic volumes shown in Figure 4, with the resulting 2026 Build Scenario traffic volumes for both the AM and PM peak hours being shown in Figure 6.



J-U-B ENGINEERS, INC.	TRIP DISTRIBUTION AND ASSIGNMENT	FIGURE 5	BARKER RANCH PASCO, WA



J-U-B ENGINEERS, INC.	2026 BUILD TRAFFIC VOLUMES	FIGURE 6	BARKER RANCH PASCO, WA

2026 Build Scenario Traffic Operational Analysis

A traffic operations analysis was undertaken using the 2026 Build Scenario traffic volumes shown in Figure 6 to determine anticipated delay and levels of service at the study intersections. The results of the traffic operations analysis are summarized in Table 5. Capacity Analysis worksheets are included in Appendix B.

As shown in Table 5, all study intersections will function with an acceptable LOS, except the Broadmoor Blvd/Burns Road intersection and the Broadmoor Blvd/Chapel Hill Blvd intersections as was the case in the No-Build Scenario. The mitigation for the No-Build Scenario is not expected to fully mitigate the build-out of the Barker Ranch development at the Broadmoor Blvd/Burns Road intersection and a traffic signal will be needed.

At the City request the Barker Ranch trips as a percentage of capacity was calculated. This was prepared using the Sum of Lane Group Capacity reported in the Highway Capacity Manual worksheets provided from the Synchro software using the mitigation scenarios, in conjunction with the total 2026 Build intersection volumes for each signalized intersection. The total capacity was calculated and percent of that capacity used by the Barker Ranch development was calculated for both the AM and PM Build conditions since the demand volumes for each time period is different resulting in varying signal timing plans to service the different traffic flows most efficiently. The results of this analysis are shown in Table 6. Table 6 shows that the Barker Ranch traffic volumes consumes from 0.2% of the capacity at the Broadmoor Boulevard/Chapel Hill intersection during the AM peak hour to 9.0% of the capacity at the Broadmoor Boulevard/Burns Road intersection during the PM peak hour. The percent of total volume is also shown with ranges from 0.6% to 25.6% of Barker Ranch trips as a percentage of total intersection volume.

Queue Analysis

The 95% queue lengths provided by the Highway Capacity Manual reports of the capacity analysis for the 2026 Build Scenario were examined to identify any queueing issues. General queueing as is common during the AM and PM peak hours exists and are generally accommodated by the existing lane geometries, with the following exceptions:

- At the I-182 westbound ramps, the northbound queue will block the access to the northbound to westbound loop ramp during the PM peak hour.
- During the PM peak hour the I-182 eastbound off ramp queue will be long for all movements, likely at least 500', but the ramp is over 1450' long so it should accommodate the forecast demand. If an issue becomes a cause for concern, the best improvement would be to widen the off ramp to lengthen the eastbound right turn storage and in conjunction widen the west side of Broadmoor Blvd to create a true receiving lane for the eastbound to southbound movement and eliminate the yield to southbound through movement as discussed in the existing conditions.
- Also during the PM peak hour at the eastbound I-182 ramp intersection at Broadmoor Blvd the northbound through queue will block the access to the eastbound on-ramp to I-182. At the Broadmoor Blvd/Chapel Hill Blvd intersection the southbound through movement will block the access to the southbound left turn movement during the AM peak and during the PM peak the southbound left turn movement will block the through movement. The improvement described above with respect to adding a second southbound through lane between the I-182 Eastbound ramps and Chapel Hill Boulevard would alleviate this situation as well.

- As noted in the existing conditions, the southbound merge south of the eastbound I-182 ramps will back up through the intersection during the PM peak hour. This condition will also be alleviated with the improvement discussed above. It should be noted however, that the heavy eastbound left turn movement should create significant amount of time for the eastbound right turn to proceed while the southbound through movement is red while yielding to the eastbound left turn.

Table 5. Summary of 2026 Build Peak Hour Delay (sec) and Level-of-Service at Study Intersections

Intersection	AM Peak Hour		PM Peak Hour	
	Overall Intersection	Worst Approach	Overall Intersection	Worst Approach
Broadmoor Blvd/Burns Road	*	WB—4893/F	*	EB—>999/F
	50.7/F(1)	EB—84.3/F	79.7/F(1)	NB--123.4/F
	24.2/C(2)	SB—37.1/D	19.1/B(2)	SB—27.2/C
Broadmoor Blvd/Sandifur Pkwy	20.1/B	WB—30.6/C	22.5/C	WB—40.3/D
Broadmoor Blvd/I-182 WB ramps	12.1/B	WB—33.2/C	19.5/B	WB—40.2/D
Broadmoor Blvd/I-182 EB ramps	27.1/C	EB—40.3/D	38.5/D	NB—54.5/D
Broadmoor Blvd/Chapel Hill Blvd	45.4/D	WB—113/F	33.5/C	WB—55.0/E
	25.7/C(3)	WB—30.8/C	21.5/C(3)	EB—30.4/C
Burns/Site Entrance	*	SB—17.2/C	*	SB—20.6/C
Broadmoor/Site Entrance	*	EB—10.9/B	*	EB—9.9/A

LEGEND

10.2/B Delay and Level of Service using existing lane configurations

10.2/B (1) Delay and Level of Service with improvements noted below

* Uncontrolled Movements (major street through) not provided for overall intersection Analysis for Two-way Stop Controlled Intersections.
>999 indicates delay exceeds reportable amount by the software

NB = northbound, SB = southbound, WB = westbound, EB = eastbound

Notes:

(1) Assumes conversion to All-Way Stop Control
(2) Assumes Installation of Traffic signal and exclusive left turn lanes on all approaches
(3) Assumes conversion of existing three westbound approach lanes to provide exclusive left turn, thru and right turn lanes to allow improved signal phasing for westbound right turn.

Table 6. Percentage of Total Capacity Used by Barker Ranch

Intersection	AM Peak Hour					PM Peak Hour				
	Total Volume	Intersection Capacity*	Project Trips	Project Percent of Capacity	Project Percent of Total Volume	Total Volume	Intersection Capacity*	Project Trips	Project Percent of Capacity	Project Percent of Total Volume
Broadmoor/Burns	1507	4307	339	7.9%	22.5%	1767	5029	453	9.0%	25.6%
Broadmoor/Sandifur	3001	5225	322	6.2%	10.7%	3650	5483	429	7.8%	11.8%
Broadmoor/I-182 WB	3387	5339	286	5.4%	8.4%	4249	5294	381	7.2%	9.0%
Broadmoor/I-182 EB	3243	4409	138	3.1%	4.3%	4026	3983	212	5.3%	5.3%
Broadmoor/Chapel Hill	2006	6307	13	0.2%	0.6%	2053	5888	24	0.4%	1.2%

* Sum of Lane Group Capacity

Safety Analysis

Left Turn Lane Analysis

Analysis was performed for left turn treatment at the two uncontrolled site access intersections using the WSDOT Design Manual Exhibit 1310-7a, Left Turn Lane Storage Guidelines. The exhibit gives curves for posted speeds of 40, 50 and 60 MPH. Traffic volumes for the 2026 Build Scenario were plotted for both the AM and PM peak hours for left turns on Burns Road into the site as well as northbound Broadmoor Blvd into the site and are included in Appendix E. The eastbound left turn from Burns Road is below the curve for 50 MPH while the northbound left turn from Broadmoor Blvd is above the curve for 50 MPH. Additional analysis was performed for this intersection that indicated that the storage needs for the northbound left turn is 100 feet.

Right Turn Lane Analysis

Similarly a right turn lane analysis was performed for the westbound right turn from Burns Road into the site using the WSDOT Design Manual Exhibit 1310-11. No analysis was performed for the southbound Broadmoor Blvd right turn into the site given that no trips were forecast to come from the north and that volume will be negligible. This analysis is also shown in Appendix E. Although the AM condition does not warrant special treatment, the PM condition falls well into the range of needing a right turn lane, since the forecast is for 158 westbound right turns into the site.

It is worth noting that in the short term that the frontage improvements associated with the Burns Road Duplexes (assumed to be their half of a four or five lane facility), as noted in the TIA for that development, are expected to provide sufficient pavement width to accommodate the function and geometry of a right turn pocket. That study also noted that when Burns Road is fully built-out to principal arterial standards, the westbound approach will have two travel lanes and half or less of the westbound through volume will be included on the x-axis of the WSDOT exhibit, and the speed limit would likely be lowered to 35 MPH as is the case east of Broadmoor Blvd. There are very few right turn lanes provided on city streets in the City of Pasco where the speed limit is 35 MPH.

Collision Analysis

Collision history for study intersections was obtained from WSDOT for the five year period 2016-2020. The analysis assumes that a collision rate less than the critical collision rate for the intersection is typically considered to be within acceptable parameters. A collision rate above the critical rate is worthy of further examination. Detailed collision history at study intersections and calculations of collision rates are included in Appendix E, with a summary of the analysis provided in Table 7.

There were no fatalities during the 5-year period at study intersections. There was one serious injury at the intersection of Broadmoor Blvd/Burns Road where the stop sign was disregarded. One suspected serious injury occurred at the intersection of Broadmoor Blvd/Chapel Hill Blvd.

The collision rate for all signalized intersections on Broadmoor Boulevard is less than the critical collision rate, albeit only slightly below at the intersection with the eastbound I-182 ramps. With 44 collisions at that intersection there are nearly two-thirds of them that are same direction rear end collisions, and half of those are in the eastbound off-ramp direction. The heavy demand on this ramp is likely the cause of such collisions and it is recognized that the City of Pasco is working with WSDOT to study capacity improvements at the interchange. The original layout of the interchange was designed to accommodate an eastbound to northbound loop ramp in the southeast quadrant. This would alleviate significant

congestion and improve capacity, also it may create other conflict points such as a northbound weave. These things should be evaluated during the capacity evaluation of the interchange.

Table 7. Collision Analysis Summary for Study Intersections 2016 - 2020

	Intersection				
COLLISION TYPE	Broadmoor Blvd/ Burns Road	Broadmoor Blvd/ Sandifur Pkwy	Broadmoor Blvd/ I-182 Westbound ramps	Broadmoor Blvd/ I-182 Eastbound ramps	Broadmoor Blvd/ Chapel Hill Blvd
Entering at Angle	6	5	3	8	3
Opposite Dir. Left Turn	0	10	0	2	12
Same Dir rear end	1	2	8	29	6
Same Dir sideswipe	0	2	0	5	2
TOTAL COLLISIONS	7	19	11	44	23
Million Entering Vehicles	15.148	44.968	56.612	57.999	33.525
Accident Rate	0.3301	0.4225	0.1943	0.7586	0.7159
Critical Accident Rate	0.8944	0.7789	0.7605	0.7587	0.8052

Mitigation

In addition to standard frontage improvements for the development including curb, gutter and sidewalks, mitigation for the full-build-out of the Barker Ranch development includes the following off-site improvements, as shown above in the notes to Table 6 and the discussion in the Safety Analysis section:

- A northbound left turn lane at the site access to Broadmoor Blvd with 100’ of storage.
- A traffic signal at the intersection of Broadmoor Blvd/Burns Road to include an exclusive eastbound left turn lane, through lane and right turn lane.

In addition to this mitigation it is anticipated that other development proposals and/or city projects will implement the following:

- Installation of All-Way stop control at the intersection of Broadmoor Blvd/Burns Road, identified as the mitigation for the Burns Road Duplexes.
- Restriping of the exiting westbound approach at the intersection of Broadmoor Blvd/Chapel Hill Blvd to allow for overlapping westbound right turn phase (green arrow) coincident with the southbound left turn protected phase.

<u>Interim Mitigation at Broadmoor Blvd/Burns Road</u>
In order to obtain city approvals to proceed with at least some portion of the development the City of Pasco asked how many homes would trigger the need for the traffic signal. A sensitivity analysis was conducted to determine how many homes could be constructed under a few scenarios of phased

improvements while still providing acceptable Levels of Service. This analysis was provided separately in a Technical Memorandum to the City while revisions to the initial submittal of this TIA were being prepared.

Assumptions

The "No-Build" scenario background traffic growth to year 2026 included 2% per year growth of 2019 traffic volumes. It also included previously approved subdivisions in the vicinity including the Parks at Riversbend, a 315 lot subdivision, and the Burns Road Duplexes, a 118 lot subdivision. The Build year scenario for the most recent of these developments was year 2023.

The lane configuration at Burns Road/Broadmoor Boulevard was recently changed through striping such that the northbound and southbound approaches have an exclusive left turn lane with a shared through/right turn lane, the eastbound approach has a single lane used for left/thru/right turns, and the westbound approach includes a shared thru/left turn lane and an exclusive right turn lane.

The mitigation for the previously approved developments was to convert the intersection from Two-Way Stop Control (TWSC) to All-Way Stop Control (AWSC) in order to reduce delay and achieve acceptable Level of Service.

Although these developments have been approved, no lots have yet been constructed. Regardless of the lack of advancement of these developments, the "No-Build" scenario for the Barker Ranch in year 2026 assumes full build out of these developments with all of their traffic using Burns Road. The Parks at Riversbend subdivision is anticipated to provide additional access from Sandifur Parkway extension to the west of Broadmoor Blvd which will substantially reduce traffic on Burns road when completed, but the timing of such improvement is unknown.

The proposed Barker Ranch subdivision includes a total of 481 homes in three phases of 102, 207 and 172 lots. The first two phases take access from Burns Road west of Broadmoor Boulevard, while the third phase would create an access to Broadmoor Boulevard north of Burns Road.

The trip distribution assumptions of the TIA show 5% of trips to/from the west on Burns Road, with 5% of trips to/from the east on Burns Road east of Broadmoor Boulevard and 90% of trips going to/from the south on Broadmoor Boulevard. Although full build-out of Barker Ranch would have access from both Burns Road and Broadmoor Boulevard, the firsts two phases would only take access from Burns Road, thus all trips for this analysis assume that no new trips would use Broadmoor Boulevard north of Burns Road.

Interim Mitigation Analysis

For the purposes of this analysis a phased approach to improvements seems to be worthwhile, as described in the three scenarios below. The goal to meet the LOS Standard of the City of Pasco at an All-Way Stop Controlled intersection is to have each approach be LOS "D" or better.

1. Mitigation for previously approved developments is conversion of the Burns Road/Broadmoor Boulevard to AWSC. How many Barker Ranch homes can be constructed and still provide acceptable LOS without the addition of new lanes, but with the AWSC condition?

2. Ultimate mitigation for fully developed Barker Ranch includes two additional eastbound approach lanes as well as a traffic signal. How many Barker Ranch homes can be constructed if these additional eastbound lanes are constructed to go along with the AWSC?
3. Are there other improvements that could be considered that would contribute a portion of longer range improvements that could enhance capacity without the need for a traffic signal?

For Scenario 1 above, it was found that, assuming full build out of both the Parks at Riversbend and the Burns Road Duplexes, acceptable LOS could only be provided with six new homes from the Barker Ranch development. A summary of delay and Level of Service is provided in Table 8.

For Scenario 2, 30% of Phase I of the Barker Ranch subdivision, or a total 31 new homes could be constructed and provide acceptable LOS if a second approach lane were constructed for the eastbound approach. This is only a portion of the longer range mitigation. See discussion below under scenario 3 as to why only one additional approach lane was included for scenario 2.

For Scenario 3, several lane configurations were examined to determine if any other additional lanes, or uses of the lanes, could be added to relieve congestion at the intersection based on the forecast traffic volumes. Intuitively it seems as though delay could be reduced if even more approach lanes were provided, but as it turns out, additional delay is added if more lanes are at an AWSC intersection because drivers need to take more time to monitor other approach lanes to ensure safety. So the optimum number of approach lanes is two for each leg. That said, an analysis was performed to determine how many homes could be added if the eastbound right turn volume were removed from the intersection, similar to a by-pass lane for right turns at a roundabout. In order to achieve this, not only would an exclusive eastbound right turn lane need to be constructed, but also a southbound departure lane as well in order to provide no conflict for the movement. Without the eastbound right turn volume it was found that all of the Phase I homes as well as 93 homes from Phase 2 for a total of 195 homes could be constructed while still maintaining acceptable LOS with AWSC.

Conclusion

Assuming full-build-out of the Parks at Riversbend and the Burns Road Duplexes. There are a few options that would allow a portion of the Barker Ranch Subdivision to be constructed without the installation of a traffic signal at the Burns Road/Broadmoor Boulevard intersection.

- Based on the No-Build forecast traffic volumes and the No-Build mitigation of the conversion to All-Way Stop Control, only six more homes could be constructed in Barker Ranch.
- With the addition of one lane to the eastbound approach, and continued AWSC, 31 homes could be constructed within the Barker Ranch Subdivision.
- In addition to the eastbound approach lane, if a southbound departure lane were constructed, so as to remove the eastbound right turn volume from the intersection, delay would be reduced such that a total of 195 homes could be constructed without the need for traffic signalization.

Table 8. Burns Road/Broadmoor Blvd Interim Mitigation Analysis

Traffic Volumes (1)	Lane Configuration (2)	Overall Intersection Delay (seconds)/ Level of Service	Worst Approach Delay (seconds)/ Level of Service
2026 No-Build	Existing lanes with AWSC (2)	25.9/D	NB--33.4/D
2026 with Phase 1 (102 homes)	Existing lanes with AWSC (2)	40.6/E	NB--57.7/F
2026 with 6% Phase 1 (6 homes)	Existing lanes with AWSC (2)	26.9/D	NB--35.0/D
2026 with 30% Phase I (31 homes)	Adds eastbound exclusive left turn lane, AWSC	27.4/D	NB--35.9/E
2026 with 30% Phase I (31 homes)	Adds eastbound exclusive right turn lane, AWSC	25.9/D	NB--34.7/D
2026 with Ph 1 & 45% Ph 2 (195 homes)	Adds eastbound exclusive right turn lane and southbound departure lane, AWSC	28.1/D	34.7/D

LEGEND

XX/ LOS Delay and Level of Service using existing Lane Configuration

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

(1) Additional Scenarios shown here to show various LOS comparisons

(2) Existing lanes include: northbound and southbound exclusive left turn lanes and shared thru/right turn lanes, single eastbound approach lane for left/thru/right turn, eastbound exclusive right turn lane and shared thru/left turn lane.

Summary and Recommendations

This Traffic Impact Analysis evaluated the development proposal for the combined traffic impacts of the three phases of the Barker Ranch Subdivision proposed for Burns Road west of Broadmoor Blvd. It accounts for previously approved developments also on Burns Road, the Parks at Riverbend (315 single family lots) and the Burns Road Duplexes (118 lots). This TIA evaluates intersections on Broadmoor Boulevard from Chapel Hill Boulevard south of I-182 to Burns Road to the north as well as the site access points to the development, one each on Broadmoor Blvd and one on Burns Road.

The Broadmoor Blvd/Chapel Hill Blvd intersection currently functions with a poor LOS in the AM peak hour primarily because of the high westbound right turn. Simple restriping of the westbound approach to allow an exclusive right turn that could be given a green arrow during the southbound left turn protected phase should solve that issue. All other study intersections currently operate with acceptable Levels of Service. There is one other existing traffic operational issue however, as noted in the Burns Road Duplexes TIA, where the southbound through movement at the merge area south of I-182 backs up through the traffic signal at the eastbound I-182 ramps. To mitigate the southbound merge a small widening similar to the GESA frontage would allow the eastbound right turn from the Interstate to have a receiving lane. This is a project in the City of Pasco Transportation Improvement Program for year 2022.

For the 2026 No-Build Scenario, which accounts for 2% per year background growth as well as the Parks at Riverbend and the Burns Road Duplexes all study intersections continue to function acceptably except for the previously discussed Broadmoor Blvd/Chapel Hill Blvd and the Broadmoor Blvd/Burns Road intersection. The Burns Road Duplexes TIA recognized that in the long-term the latter intersection would need a traffic signal to provide acceptable Levels of Service, but the recommended interim solution for mitigation was to convert the intersection to All-Way Stop Control which provided acceptable LOS.

The proposed Barker Ranch subdivision includes 481 lots in three phases. It is expected that there will be approximately 4,541 average weekday trips, with 356 AM peak hour trips (89 inbound and 267 outbound) and 476 PM peak hour trips (300 inbound, 176 outbound).

For the Build scenario all study intersections will work acceptably during both the AM and PM peak hours, again except for the Broadmoor Blvd/Chapel Hill Blvd and the Broadmoor Blvd/Burns Road intersection. All-way Stop Control will no longer provide acceptable delay and LOS at Broadmoor Blvd/Burns Road, thus a traffic signal was evaluated and will provide acceptable LOS. It was assumed that exclusive left turn lanes would be constructed on each approach as well as an eastbound right turn lane.

An evaluation was also performed to determine how many lots of Barker Ranch could be developed without the need for a traffic signal in order to allow some portion of the development to move forward. Only six more homes could be constructed in Barker Ranch without the need for something more than the All-Way stop control mitigation as part of the Burns Road Duplexes project. With the addition of one lane to the eastbound approach, and continued AWSC, 31 homes could be constructed within the Barker Ranch Subdivision. Finally, in addition to the eastbound approach lane, if a southbound departure lane were constructed, so as to remove the eastbound right turn volume from

the intersection, delay would be reduced such that a total of 195 homes could be constructed without the need for traffic signalization.

A queueing analysis was also performed as well, noting any queueing issues that might influence traffic operations. The most significant issue is the eastbound off-ramp from I-182 and the section of southbound Broadmoor Blvd between those ramps and Chapel Hill. All of these issues can be address in the short term by the City of Pasco Transportation Improvement Program project mentioned above to widen the roadway. Also it is worth mentioning that the City of Pasco is working with WSDOT to study capacity improvements at the interchange.

A safety evaluation of site access points identified the need for a northbound right turn lane with 100' of storage at the Broadmoor Blvd access to the site. A westbound right turn lane on Burns Road at the site access, as noted in the Burns Road Duplexes TIA, should be accommodated by the frontage improvements for that development. Collision analysis indicates that accident rates at study intersections are below the critical accident rates for each intersection.

APPENDICES INCLUDED

Appendix A - Traffic Counts

Appendix B - Capacity Analysis Worksheets

Appendix C - In-Process Trips

Appendix D - Barker Ranch Site Plan

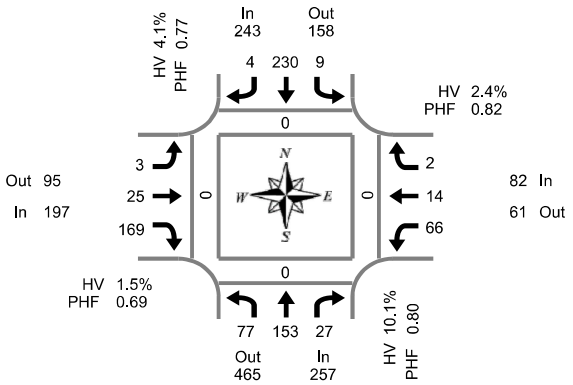
Appendix E - Safety Analysis

Appendix A

Traffic Counts

Total Vehicle Summary

Clay Carney
(503) 833-2740



Broadmoor Blvd & Burns Rd

Tuesday, April 23, 2019
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	8	36	3	0	0	42	0	0	1	3	43	0	13	2	0	0	151	0	0	1	0
7:15 AM	16	31	7	0	1	59	1	0	1	7	63	0	23	2	0	0	211	0	0	0	0
7:30 AM	17	30	5	0	3	76	0	0	1	7	48	0	17	3	0	0	207	0	0	0	0
7:45 AM	26	48	6	0	3	52	2	0	1	4	35	0	15	8	0	0	200	0	0	0	0
8:00 AM	18	44	9	0	2	43	1	0	0	7	23	0	11	1	2	0	161	0	0	0	0
8:15 AM	16	45	9	0	3	29	0	0	0	3	22	0	8	2	0	0	137	0	0	0	0
8:30 AM	12	16	2	0	1	48	2	0	1	8	30	0	14	0	1	0	135	0	0	1	0
8:45 AM	14	43	10	0	1	37	0	0	0	8	35	0	14	5	0	0	167	0	0	1	0
Total Survey	127	293	51	0	14	386	6	0	5	47	299	0	115	23	3	0	1,369	0	0	3	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	257	465	722	0	243	158	401	0	197	95	292	0	82	61	143	0	779	0	0	0	0
%HV	10.1%				4.1%				1.5%				2.4%				5.3%				
PHF	0.80				0.77				0.69				0.82				0.92				

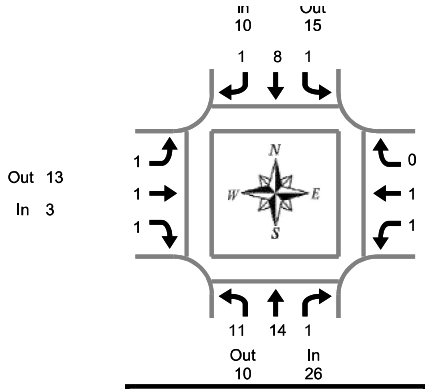
By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	77	153	27	257	9	230	4	243	3	25	169	197	66	14	2	82	779
%HV	14.3%	9.2%	3.7%	10.1%	11.1%	3.5%	25.0%	4.1%	33.3%	4.0%	0.6%	1.5%	1.5%	7.1%	0.0%	2.4%	5.3%
PHF	0.74	0.80	0.75	0.80	0.75	0.76	0.50	0.77	0.75	0.89	0.67	0.69	0.72	0.44	0.25	0.82	0.92

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	67	145	21	0	7	229	3	0	4	21	189	0	68	15	0	0	769	0	0	1	0
7:15 AM	77	153	27	0	9	230	4	0	3	25	169	0	66	14	2	0	779	0	0	0	0
7:30 AM	77	167	29	0	11	200	3	0	2	21	128	0	51	14	2	0	705	0	0	0	0
7:45 AM	72	153	26	0	9	172	5	0	2	22	110	0	48	11	3	0	633	0	0	1	0
8:00 AM	60	148	30	0	7	157	3	0	1	26	110	0	47	8	3	0	600	0	0	2	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Broadmoor Blvd & Burns Rd

Tuesday, April 23, 2019
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	4	1	6	0	4	0	4	0	0	0	0	1	0	0	1	11
7:30 AM	2	4	0	6	1	2	0	3	0	0	1	1	0	1	0	1	11
7:45 AM	6	2	0	8	0	0	0	0	1	0	0	1	0	0	0	0	9
8:00 AM	2	4	0	6	0	2	1	3	0	1	0	1	0	0	0	0	10
8:15 AM	2	5	1	8	1	0	0	1	0	0	2	2	0	0	0	0	11
8:30 AM	1	3	0	4	0	2	0	2	0	1	2	3	1	0	0	1	10
8:45 AM	0	2	0	2	0	2	0	2	0	0	2	2	3	1	0	4	10
Total Survey	14	24	2	40	2	13	1	16	1	2	7	10	5	2	0	7	73

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound Broadmoor Blvd			Southbound Broadmoor Blvd			Eastbound Burns Rd			Westbound Burns Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	26	10	36	10	15	25	3	13	16	2	3	5	41
PHF	0.30			0.31			0.11			0.10			0.33

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	11	14	1	26	1	8	1	10	1	1	1	3	1	1	0	2	41
PHF	0.28	0.29	0.25	0.30	0.25	0.29	0.25	0.31	0.25	0.13	0.04	0.11	0.06	0.25	0.00	0.10	0.33

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

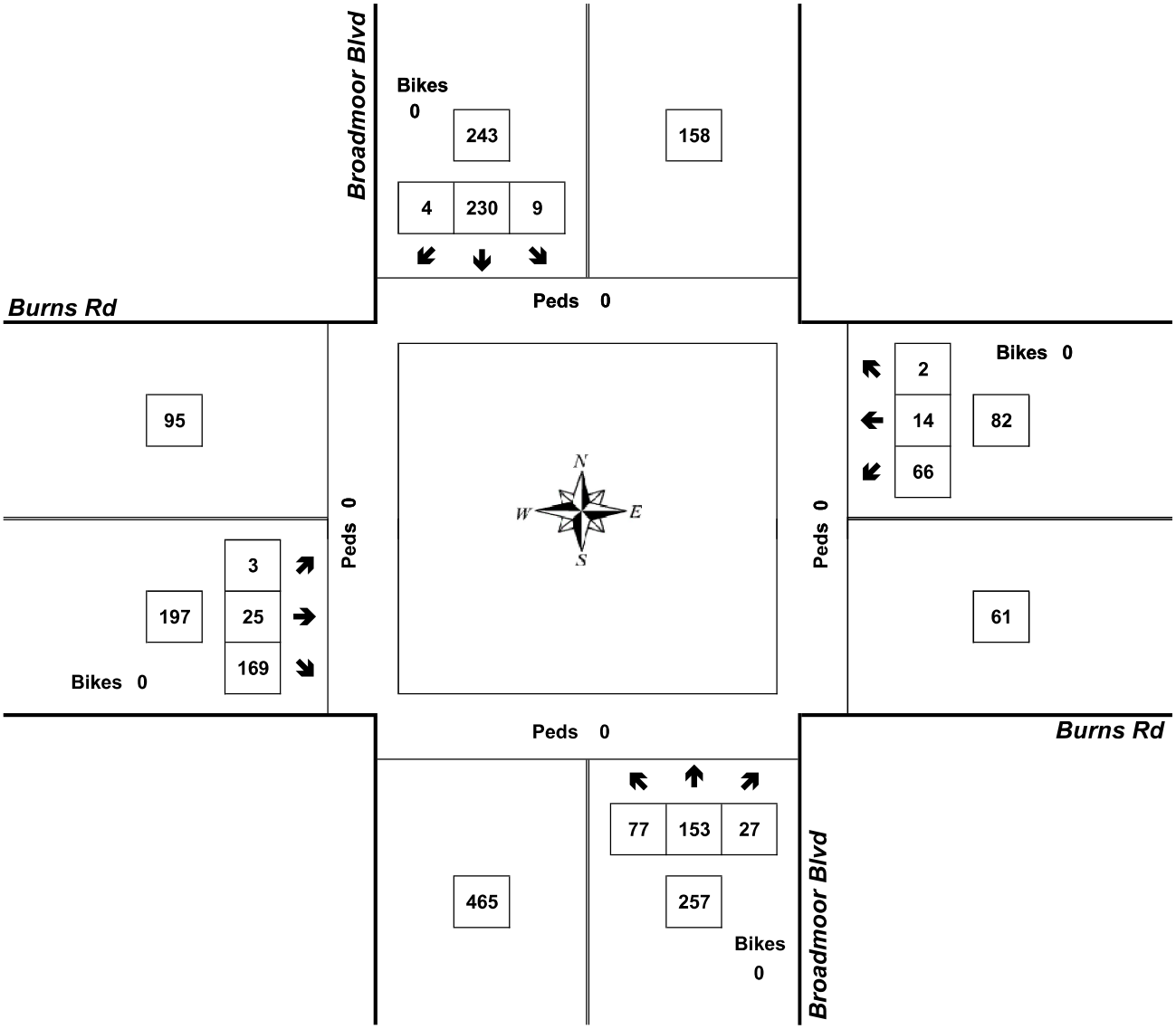
Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	9	10	1	20	1	7	0	8	1	0	1	2	1	1	0	2	32
7:15 AM	11	14	1	26	1	8	1	10	1	1	1	3	1	1	0	2	41
7:30 AM	12	15	1	28	2	4	1	7	1	1	3	5	0	1	0	1	41
7:45 AM	11	14	1	26	1	4	1	6	1	2	4	7	1	0	0	1	40
8:00 AM	5	14	1	20	1	6	1	8	0	2	6	8	4	1	0	5	41

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Broadmoor Blvd & Burns Rd

7:15 AM to 8:15 AM
Tuesday, April 23, 2019

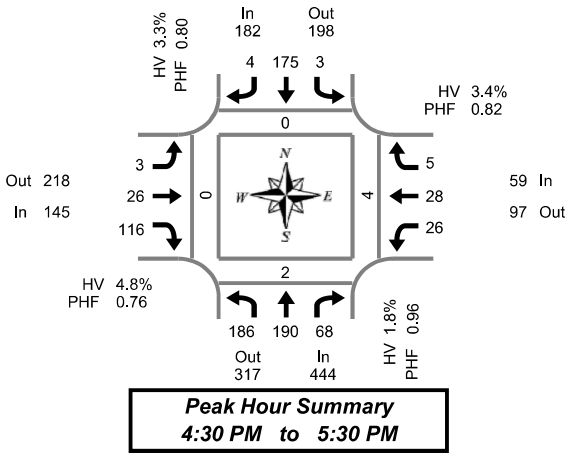


Approach	PHF	HV%	Volume
EB	0.69	1.5%	197
WB	0.82	2.4%	82
NB	0.80	10.1%	257
SB	0.77	4.1%	243
Intersection	0.92	5.3%	779

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Broadmoor Blvd & Burns Rd

Tuesday, April 23, 2019
4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	32	36	11	0	1	51	1	0	4	5	28	0	5	5	2	0	181	0	0	0	0
4:15 PM	30	44	18	0	1	47	3	0	1	1	18	0	10	3	2	0	178	0	0	0	0
4:30 PM	36	50	15	1	0	39	1	0	1	5	28	0	8	10	0	0	193	0	2	0	0
4:45 PM	51	47	16	0	0	42	0	0	0	7	41	0	5	4	3	0	216	0	0	2	0
5:00 PM	47	50	16	0	0	40	3	0	0	7	24	0	4	10	0	0	201	0	0	2	0
5:15 PM	52	43	21	0	3	54	0	0	2	7	23	0	9	4	2	0	220	0	0	0	0
5:30 PM	27	48	10	0	0	37	0	0	1	10	23	0	6	6	2	0	170	0	0	0	0
5:45 PM	31	50	10	0	0	39	0	0	0	4	27	0	7	8	1	0	177	0	0	0	0
Total Survey	306	368	117	1	5	349	8	0	9	46	212	0	54	50	12	0	1,536	0	2	4	0

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	444	317	761	1	182	198	380	0	145	218	363	0	59	97	156	0	830	0	2	4	0
%HV	1.8%				3.3%				4.8%				3.4%				2.8%				
PHF	0.96				0.80				0.76				0.82				0.94				

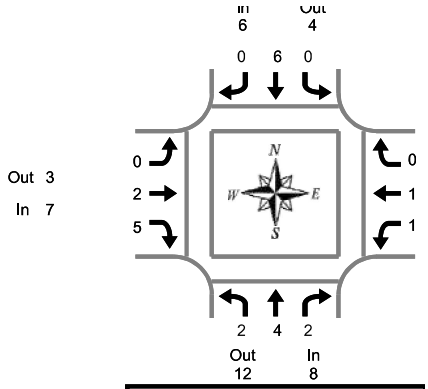
By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	186	190	68	444	3	175	4	182	3	26	116	145	26	28	5	59	830
%HV	1.1%	2.1%	2.9%	1.8%	0.0%	3.4%	0.0%	3.3%	0.0%	7.7%	4.3%	4.8%	3.8%	3.6%	0.0%	3.4%	2.8%
PHF	0.89	0.95	0.81	0.96	0.25	0.81	0.33	0.80	0.38	0.93	0.71	0.76	0.72	0.70	0.42	0.82	0.94

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	149	177	60	1	2	179	5	0	6	18	115	0	28	22	7	0	768	0	2	2	0
4:15 PM	164	191	65	1	1	168	7	0	2	20	111	0	27	27	5	0	788	0	2	4	0
4:30 PM	186	190	68	1	3	175	4	0	3	26	116	0	26	28	5	0	830	0	2	4	0
4:45 PM	177	188	63	0	3	173	3	0	3	31	111	0	24	24	7	0	807	0	0	4	0
5:00 PM	157	191	57	0	3	170	3	0	3	28	97	0	26	28	5	0	768	0	0	2	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Broadmoor Blvd & Burns Rd

Tuesday, April 23, 2019
4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	1	1	3	0	3	1	4	3	0	4	7	0	1	0	1	15
4:15 PM	0	3	1	4	0	3	1	4	1	0	3	4	0	0	0	0	12
4:30 PM	0	2	1	3	0	3	0	3	0	0	1	1	0	0	0	0	7
4:45 PM	1	1	1	3	0	0	0	0	0	1	1	2	0	1	0	1	6
5:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
5:15 PM	1	1	0	2	0	3	0	3	0	0	2	2	1	0	0	1	8
5:30 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
5:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Survey	3	11	4	18	0	13	2	15	4	4	12	20	1	3	0	4	57

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound Broadmoor Blvd			Southbound Broadmoor Blvd			Eastbound Burns Rd			Westbound Burns Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	8	12	20	6	4	10	7	3	10	2	4	6	23
PHF	0.20			0.14			0.15			0.25			0.17

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	4	2	8	0	6	0	6	0	2	5	7	1	1	0	2	23
PHF	0.25	0.17	0.17	0.20	0.00	0.17	0.00	0.14	0.00	0.17	0.16	0.15	0.25	0.25	0.00	0.25	0.17

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

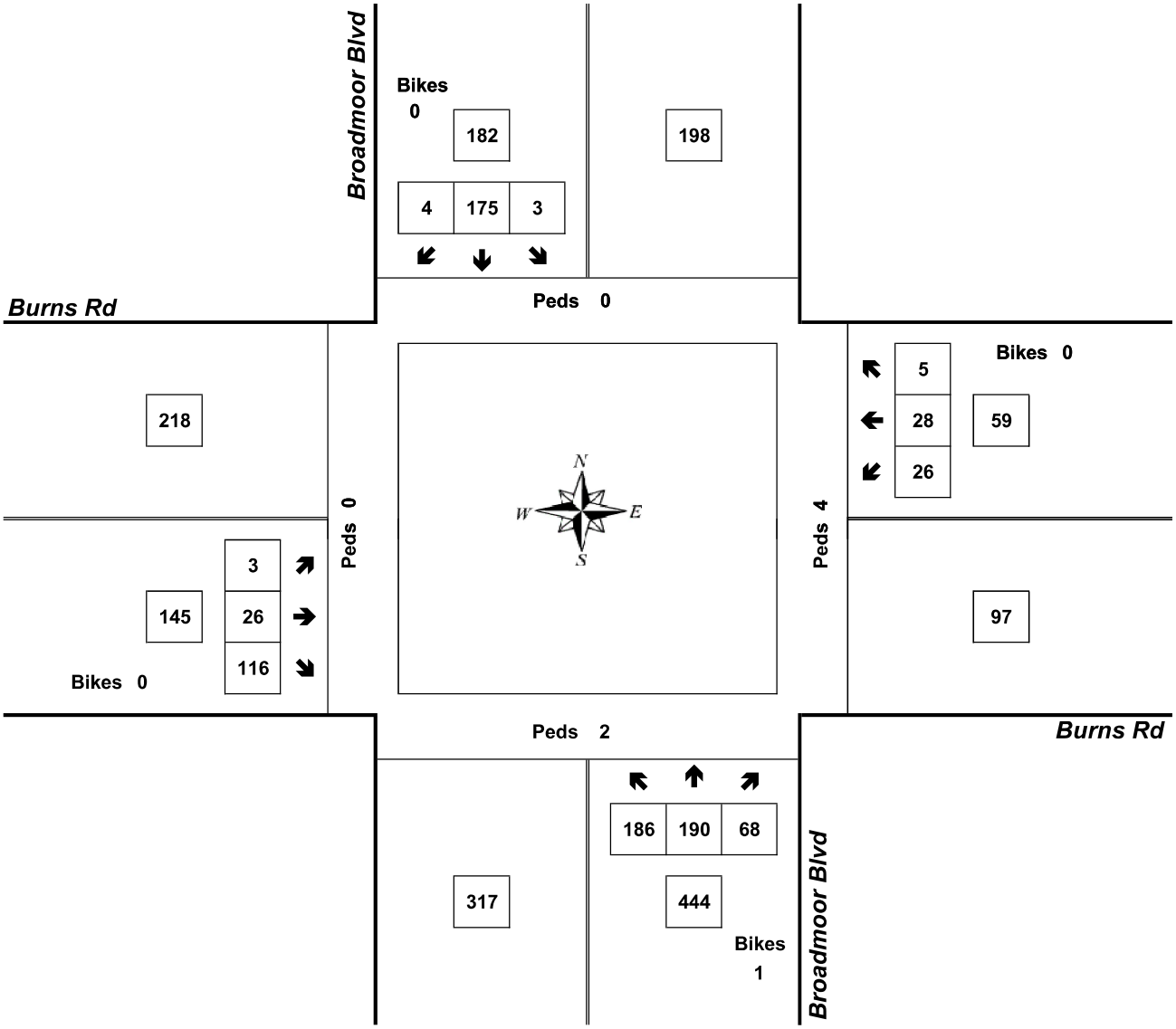
Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Burns Rd				Westbound Burns Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	7	4	13	0	9	2	11	4	1	9	14	0	2	0	2	40
4:15 PM	1	6	3	10	0	6	1	7	1	2	6	9	0	1	0	1	27
4:30 PM	2	4	2	8	0	6	0	6	0	2	5	7	1	1	0	2	23
4:45 PM	2	3	1	6	0	4	0	4	0	4	4	8	1	2	0	3	21
5:00 PM	1	4	0	5	0	4	0	4	0	3	3	6	1	1	0	2	17

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Broadmoor Blvd & Burns Rd

4:30 PM to 5:30 PM
Tuesday, April 23, 2019

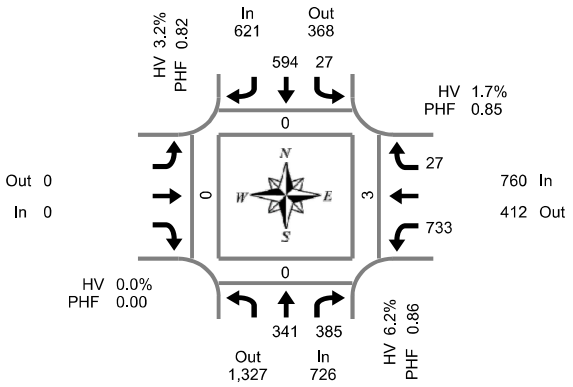


Approach	PHF	HV%	Volume
EB	0.76	4.8%	145
WB	0.82	3.4%	59
NB	0.96	1.8%	444
SB	0.80	3.3%	182
Intersection	0.94	2.8%	830

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

Broadmoor Blvd & Sandifur Pkwy

Tuesday, April 23, 2019
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	49	38	0	6	114		0				0	140		2	0	349	0	0	0	0
7:15 AM	70	64	0	4	183		0				0	220		3	0	544	0	0	1	0
7:30 AM	76	98	0	5	184		0				0	212		4	0	579	0	0	1	0
7:45 AM	96	115	0	7	124		0				0	191		9	0	542	0	0	1	0
8:00 AM	99	108	1	11	103		0				0	110		11	0	442	0	0	0	0
8:15 AM	103	90	1	18	100		0				0	121		21	1	453	0	0	0	0
8:30 AM	35	97	0	6	100		1				0	140		10	0	388	0	0	0	0
8:45 AM	55	128	0	7	87		0				0	136		3	0	416	0	0	0	0
Total Survey	583	738	2	64	995		1				0	1,270		63	1	3,713	0	0	3	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	726	1,327	2,053	1	621	368	989	0	0	0	0	0	760	412	1,172	0	2,107	0	0	3	0
%HV	6.2%				3.2%				0.0%				1.7%				3.7%				
PHF	0.86				0.82				0.00				0.85				0.91				

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		341	385	726	27	594		621				0	733		27	760	2,107
%HV	NA	9.7%	3.1%	6.2%	3.7%	3.2%	NA	3.2%	NA	NA	NA	0.0%	1.6%	NA	3.7%	1.7%	3.7%
PHF		0.86	0.84	0.86	0.61	0.81		0.82				0.00	0.83		0.61	0.85	0.91

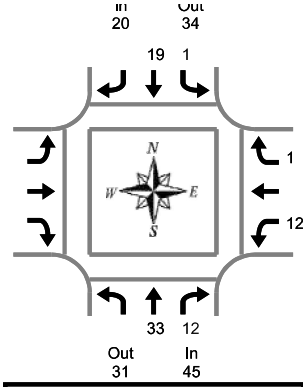
Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
7:00 AM	291	315	0	22	605		0				0	763		18	0	2,014	0	0	3	0
7:15 AM	341	385	1	27	594		0				0	733		27	0	2,107	0	0	3	0
7:30 AM	374	411	2	41	511		0				0	634		45	1	2,016	0	0	2	0
7:45 AM	333	410	2	42	427		1				0	562		51	1	1,825	0	0	1	0
8:00 AM	292	423	2	42	390		1				0	507		45	1	1,699	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740

Out 0
In 0



Broadmoor Blvd & Sandifur Pkwy

Tuesday, April 23, 2019
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		0	2	2	0	3		3				0	5		0	5	10
7:15 AM		5	4	9	0	5		5				0	5		0	5	19
7:30 AM		6	0	6	0	4		4				0	3		0	3	13
7:45 AM		11	6	17	1	2		3				0	2		0	2	22
8:00 AM		11	2	13	0	8		8				0	2		1	3	24
8:15 AM		7	4	11	0	2		2				0	9		0	9	22
8:30 AM		1	2	3	0	3		3				0	6		0	6	12
8:45 AM		3	6	9	0	7		7				0	6		0	6	22
Total Survey		44	26	70	1	34		35				0	38		1	39	144

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound Broadmoor Blvd			Southbound Broadmoor Blvd			Eastbound Sandifur Pkwy			Westbound Sandifur Pkwy			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	45	31	76	20	34	54	0	0	0	13	13	26	78
PHF	0.27			0.33			0.00			0.15			0.29

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		33	12	45	1	19		20				0	12		1	13	78
PHF		0.28	0.25	0.27	0.25	0.34		0.33				0.00	0.14		0.25	0.15	0.29

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

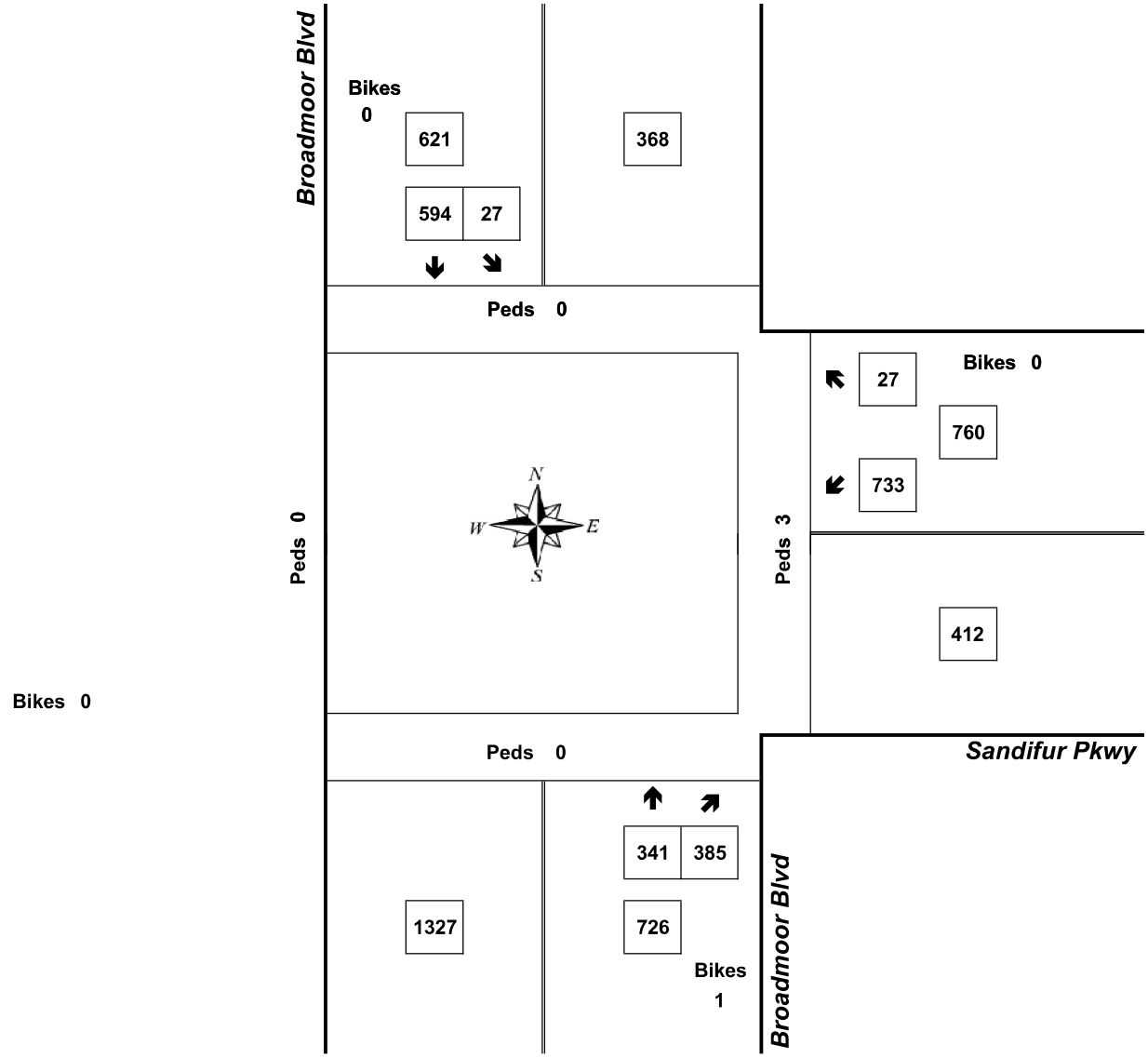
Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		22	12	34	1	14		15				0	15		0	15	64
7:15 AM		33	12	45	1	19		20				0	12		1	13	78
7:30 AM		35	12	47	1	16		17				0	16		1	17	81
7:45 AM		30	14	44	1	15		16				0	19		1	20	80
8:00 AM		22	14	36	0	20		20				0	23		1	24	80

Peak Hour Summary

Clay Carney
(503) 833-2740

Broadmoor Blvd & Sandifur Pkwy

7:15 AM to 8:15 AM
Tuesday, April 23, 2019

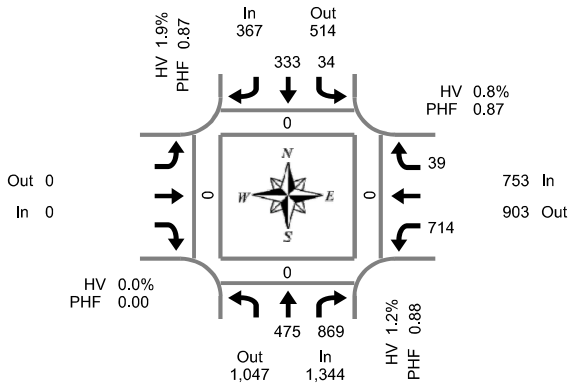


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.85	1.7%	760
NB	0.86	6.2%	726
SB	0.82	3.2%	621
Intersection	0.91	3.7%	2,107

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Broadmoor Blvd & Sandifur Pkwy

Tuesday, April 23, 2019
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	100	179	0	8	103		0				0	193		11	0	594	0	1	0	0
4:15 PM	111	172	0	4	81		0				0	156		7	0	531	0	0	0	0
4:30 PM	113	161	0	6	89		0				0	150		5	0	524	0	0	0	0
4:45 PM	111	199	0	7	87		0				0	161		17	0	582	0	0	0	0
5:00 PM	124	207	0	9	75		0				0	208		9	0	632	0	0	0	0
5:15 PM	135	245	1	11	94		0				0	169		7	0	661	0	0	0	0
5:30 PM	105	218	0	7	77		0				0	176		6	0	589	0	0	0	0
5:45 PM	99	212	0	4	85		0				0	148		11	0	559	0	0	0	0
Total Survey	898	1,593	1	56	691		0				0	1,361		73	0	4,672	0	1	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	1,344	1,047	2,391	1	367	514	881	0	0	0	0	0	753	903	1,656	0	2,464	0	0	0	0
%HV	1.2%				1.9%				0.0%				0.8%				1.2%				
PHF	0.88				0.87				0.00				0.87				0.93				

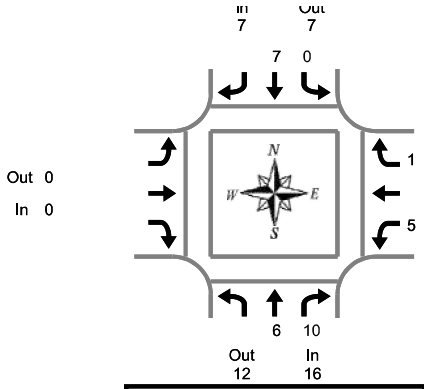
By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		475	869	1,344	34	333		367				0	714		39	753	2,464
%HV	NA	1.3%	1.2%	1.2%	0.0%	2.1%	NA	1.9%	NA	NA	NA	0.0%	0.7%	NA	2.6%	0.8%	1.2%
PHF		0.88	0.89	0.88	0.77	0.89		0.87				0.00	0.86		0.57	0.87	0.93

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes	L	T		Bikes				Bikes	L		R	Bikes		North	South	East	West
4:00 PM	435	711	0	25	360		0				0	660		40	0	2,231	0	1	0	0
4:15 PM	459	739	0	26	332		0				0	675		38	0	2,269	0	0	0	0
4:30 PM	483	812	1	33	345		0				0	688		38	0	2,399	0	0	0	0
4:45 PM	475	869	1	34	333		0				0	714		39	0	2,464	0	0	0	0
5:00 PM	463	882	1	31	331		0				0	701		33	0	2,441	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Broadmoor Blvd & Sandifur Pkwy

Tuesday, April 23, 2019
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		2	6	8	0	7		7				0	6		1	7	22
4:15 PM		3	5	8	0	5		5				0	2		0	2	15
4:30 PM		3	1	4	0	4		4				0	2		0	2	10
4:45 PM		1	4	5	0	1		1				0	2		1	3	9
5:00 PM		1	3	4	0	1		1				0	0		0	0	5
5:15 PM		2	1	3	0	4		4				0	3		0	3	10
5:30 PM		2	2	4	0	1		1				0	0		0	0	5
5:45 PM		3	2	5	0	0		0				0	1		0	1	6
Total Survey		17	24	41	0	23		23				0	16		2	18	82

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Broadmoor Blvd			Southbound Broadmoor Blvd			Eastbound Sandifur Pkwy			Westbound Sandifur Pkwy			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	16	12	28	7	7	14	0	0	0	6	10	16	29
PHF	0.20			0.11			0.00			0.14			0.15

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		6	10	16	0	7		7				0	5		1	6	29
PHF		0.19	0.21	0.20	0.00	0.11		0.11				0.00	0.13		0.25	0.14	0.15

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

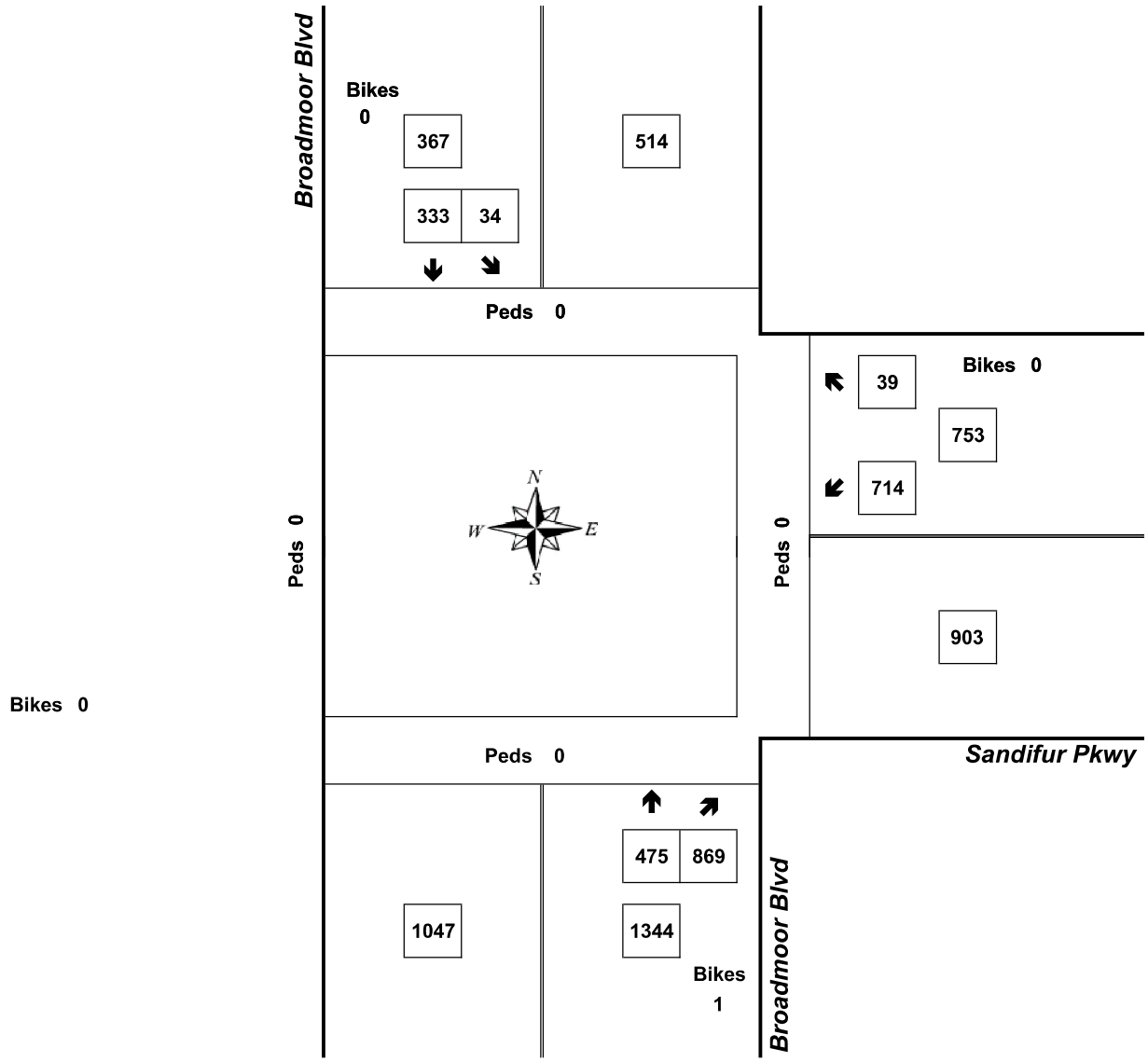
Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound Sandifur Pkwy				Westbound Sandifur Pkwy				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		9	16	25	0	17		17				0	12		2	14	56
4:15 PM		8	13	21	0	11		11				0	6		1	7	39
4:30 PM		7	9	16	0	10		10				0	7		1	8	34
4:45 PM		6	10	16	0	7		7				0	5		1	6	29
5:00 PM		8	8	16	0	6		6				0	4		0	4	26

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Broadmoor Blvd & Sandifur Pkwy

4:45 PM to 5:45 PM
Tuesday, April 23, 2019

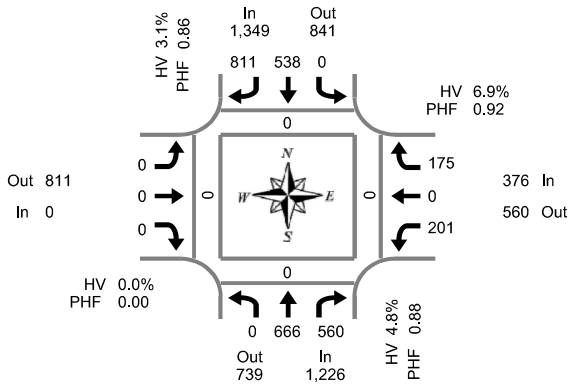


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.87	0.8%	753
NB	0.88	1.2%	1,344
SB	0.87	1.9%	367
Intersection	0.93	1.2%	2,464

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

Broadmoor Blvd & I-182 WB Ramps

Tuesday, April 23, 2019
7:00 AM to 9:00 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	79	101	0	0	118	143	0	0	0	0	0	32	0	21	0	494	0	0	0	0
7:15 AM	0	133	131	0	0	213	175	0	0	0	0	0	56	0	34	0	742	0	0	0	0
7:30 AM	0	145	179	0	0	147	247	0	0	0	0	0	61	0	39	0	818	0	0	0	0
7:45 AM	0	196	151	0	0	98	245	0	0	0	0	0	45	0	57	0	792	0	0	0	0
8:00 AM	0	192	99	0	0	80	144	1	0	0	0	0	39	0	45	0	599	0	0	0	0
8:15 AM	0	153	88	1	0	76	152	0	0	0	0	0	45	0	68	0	582	0	0	1	0
8:30 AM	0	110	118	0	0	77	164	0	0	0	0	0	29	0	37	0	535	0	0	0	0
8:45 AM	0	180	117	0	0	85	156	0	0	0	0	0	15	0	36	0	589	0	0	0	0
Total Survey	0	1,188	984	1	0	894	1,426	1	0	0	0	0	322	0	337	0	5,151	0	0	1	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	1,226	739	1,965	0	1,349	841	2,190	1	0	811	811	0	376	560	936	0	2,951	0	0	0	0
%HV	4.8%				3.1%				0.0%				6.9%				4.3%				
PHF	0.88				0.86				0.00				0.92				0.90				

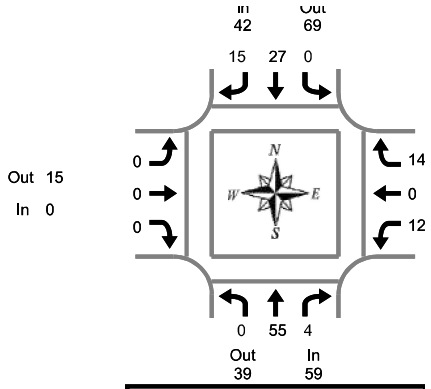
By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	666	560	1,226	0	538	811	1,349	0	0	0	0	201	0	175	376	2,951
%HV	0.0%	8.3%	0.7%	4.8%	0.0%	5.0%	1.8%	3.1%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	8.0%	6.9%	4.3%
PHF	0.00	0.85	0.78	0.88	0.00	0.63	0.82	0.86	0.00	0.00	0.00	0.00	0.82	0.00	0.77	0.92	0.90

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	553	562	0	0	576	810	0	0	0	0	0	194	0	151	0	2,846	0	0	0	0
7:15 AM	0	666	560	0	0	538	811	1	0	0	0	0	201	0	175	0	2,951	0	0	0	0
7:30 AM	0	686	517	1	0	401	788	1	0	0	0	0	190	0	209	0	2,791	0	0	1	0
7:45 AM	0	651	456	1	0	331	705	1	0	0	0	0	158	0	207	0	2,508	0	0	1	0
8:00 AM	0	635	422	1	0	318	616	1	0	0	0	0	128	0	186	0	2,305	0	0	1	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Broadmoor Blvd & I-182 WB Ramps

Tuesday, April 23, 2019
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	3	0	3	0	10	4	14	0	0	0	0	3	0	4	7	24
7:15 AM	0	13	1	14	0	5	4	9	0	0	0	0	2	0	3	5	28
7:30 AM	0	9	1	10	0	8	4	12	0	0	0	0	5	0	4	9	31
7:45 AM	0	17	1	18	0	4	3	7	0	0	0	0	1	0	4	5	30
8:00 AM	0	16	1	17	0	10	4	14	0	0	0	0	4	0	3	7	38
8:15 AM	0	9	4	13	0	9	2	11	0	0	0	0	7	0	10	17	41
8:30 AM	0	7	3	10	0	9	7	16	0	0	0	0	0	0	3	3	29
8:45 AM	0	12	1	13	0	11	8	19	0	0	0	0	0	0	0	0	32
Total Survey	0	86	12	98	0	66	36	102	0	0	0	0	22	0	31	53	253

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound Broadmoor Blvd			Southbound Broadmoor Blvd			Eastbound I-182 WB Ramps			Westbound I-182 WB Ramps			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	59	39	98	42	69	111	0	15	15	26	4	30	127
PHF	0.31			0.23			0.00			0.22			0.29

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	55	4	59	0	27	15	42	0	0	0	0	12	0	14	26	127
PHF	0.00	0.33	0.13	0.31	0.00	0.23	0.22	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.21	0.22	0.29

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

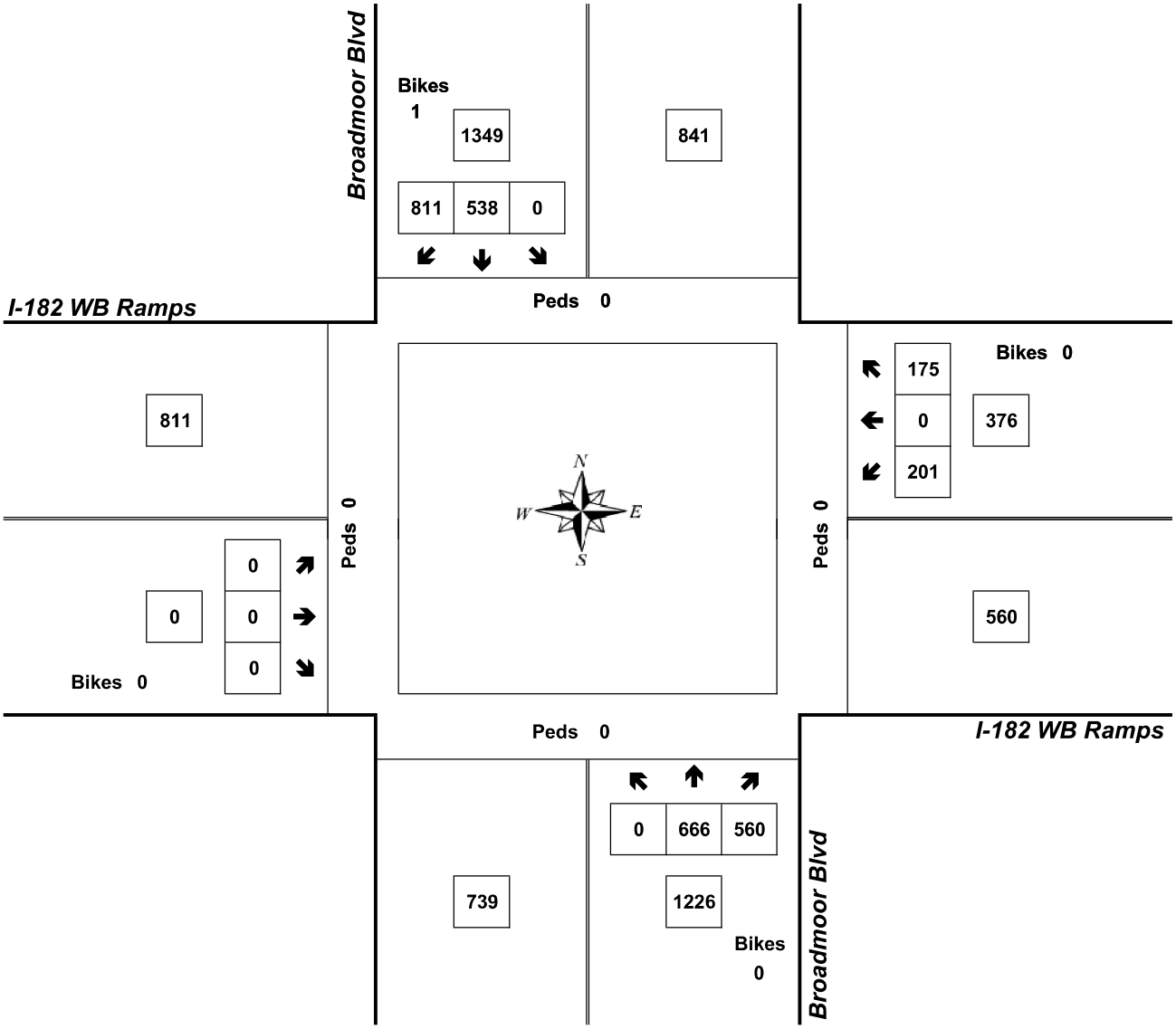
Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	42	3	45	0	27	15	42	0	0	0	0	11	0	15	26	113
7:15 AM	0	55	4	59	0	27	15	42	0	0	0	0	12	0	14	26	127
7:30 AM	0	51	7	58	0	31	13	44	0	0	0	0	17	0	21	38	140
7:45 AM	0	49	9	58	0	32	16	48	0	0	0	0	12	0	20	32	138
8:00 AM	0	44	9	53	0	39	21	60	0	0	0	0	11	0	16	27	140

Peak Hour Summary

Clay Carney
(503) 833-2740

Broadmoor Blvd & I-182 WB Ramps

7:15 AM to 8:15 AM
Tuesday, April 23, 2019

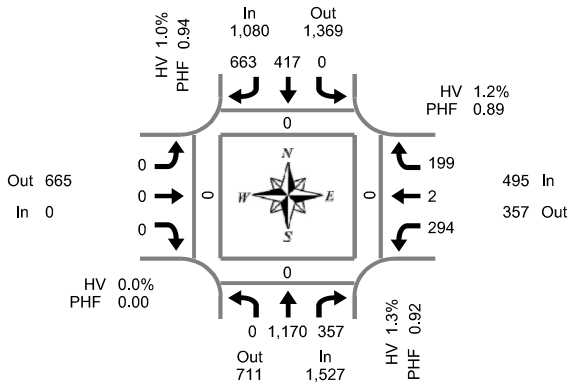


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.92	6.9%	376
NB	0.88	4.8%	1,226
SB	0.86	3.1%	1,349
Intersection	0.90	4.3%	2,951

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

Broadmoor Blvd & I-182 WB Ramps

Tuesday, April 23, 2019
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	233	94	0	0	128	179	0	0	0	0	0	74	0	50	0	758	0	0	0	0
4:15 PM	0	250	89	0	0	107	128	0	0	0	0	0	63	0	39	0	676	0	0	0	0
4:30 PM	0	258	74	0	0	102	153	0	0	0	0	0	76	0	43	0	706	0	0	0	0
4:45 PM	0	291	78	0	0	99	154	0	0	0	0	0	78	0	61	0	761	0	0	0	0
5:00 PM	0	281	93	0	0	114	173	0	0	0	0	0	64	2	41	0	768	0	0	0	0
5:15 PM	0	325	89	0	0	99	183	0	0	0	0	0	84	0	52	0	832	0	0	0	0
5:30 PM	0	273	97	0	0	105	153	0	0	0	0	0	68	0	45	0	741	0	0	0	0
5:45 PM	1	268	89	0	0	88	145	0	0	0	0	0	81	0	41	0	713	0	0	0	0
Total Survey	1	2,179	703	0	0	842	1,268	0	0	0	0	0	588	2	372	0	5,955	0	0	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	1,527	711	2,238	0	1,080	1,369	2,449	0	0	665	665	0	495	357	852	0	3,102	0	0	0	0
%HV	1.3%				1.0%				0.0%				1.2%				1.2%				
PHF	0.92				0.94				0.00				0.89				0.93				

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	1,170	357	1,527	0	417	663	1,080	0	0	0	0	294	2	199	495	3,102
%HV	0.0%	1.3%	1.4%	1.3%	0.0%	0.7%	1.2%	1.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	1.5%	1.2%	1.2%
PHF	0.00	0.90	0.92	0.92	0.00	0.91	0.91	0.94	0.00	0.00	0.00	0.00	0.88	0.25	0.82	0.89	0.93

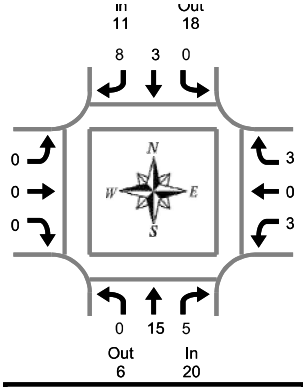
Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	1,032	335	0	0	436	614	0	0	0	0	0	291	0	193	0	2,901	0	0	0	0
4:15 PM	0	1,080	334	0	0	422	608	0	0	0	0	0	281	2	184	0	2,911	0	0	0	0
4:30 PM	0	1,155	334	0	0	414	663	0	0	0	0	0	302	2	197	0	3,067	0	0	0	0
4:45 PM	0	1,170	357	0	0	417	663	0	0	0	0	0	294	2	199	0	3,102	0	0	0	0
5:00 PM	1	1,147	368	0	0	406	654	0	0	0	0	0	297	2	179	0	3,054	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Out 8
In 0



Broadmoor Blvd & I-182 WB Ramps

Tuesday, April 23, 2019
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	6	2	8	0	13	3	16	0	0	0	0	1	0	0	1	25
4:15 PM	0	5	1	6	0	5	2	7	0	0	0	0	0	0	1	1	14
4:30 PM	0	3	1	4	0	3	3	6	0	0	0	0	1	0	1	2	12
4:45 PM	0	5	1	6	0	1	4	5	0	0	0	0	2	0	1	3	14
5:00 PM	0	4	0	4	0	1	0	1	0	0	0	0	1	0	1	2	7
5:15 PM	0	2	3	5	0	1	3	4	0	0	0	0	0	0	1	1	10
5:30 PM	0	4	1	5	0	0	1	1	0	0	0	0	0	0	0	0	6
5:45 PM	0	3	0	3	0	0	2	2	0	0	0	0	0	0	0	0	5
Total Survey	0	32	9	41	0	24	18	42	0	0	0	0	5	0	5	10	93

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Broadmoor Blvd			Southbound Broadmoor Blvd			Eastbound I-182 WB Ramps			Westbound I-182 WB Ramps			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	20	6	26	11	18	29	0	8	8	6	5	11	37
PHF	0.28			0.09			0.00			0.21			0.18

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	15	5	20	0	3	8	11	0	0	0	0	3	0	3	6	37
PHF	0.00	0.27	0.31	0.28	0.00	0.04	0.22	0.09	0.00	0.00	0.00	0.00	0.19	0.00	0.25	0.21	0.18

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

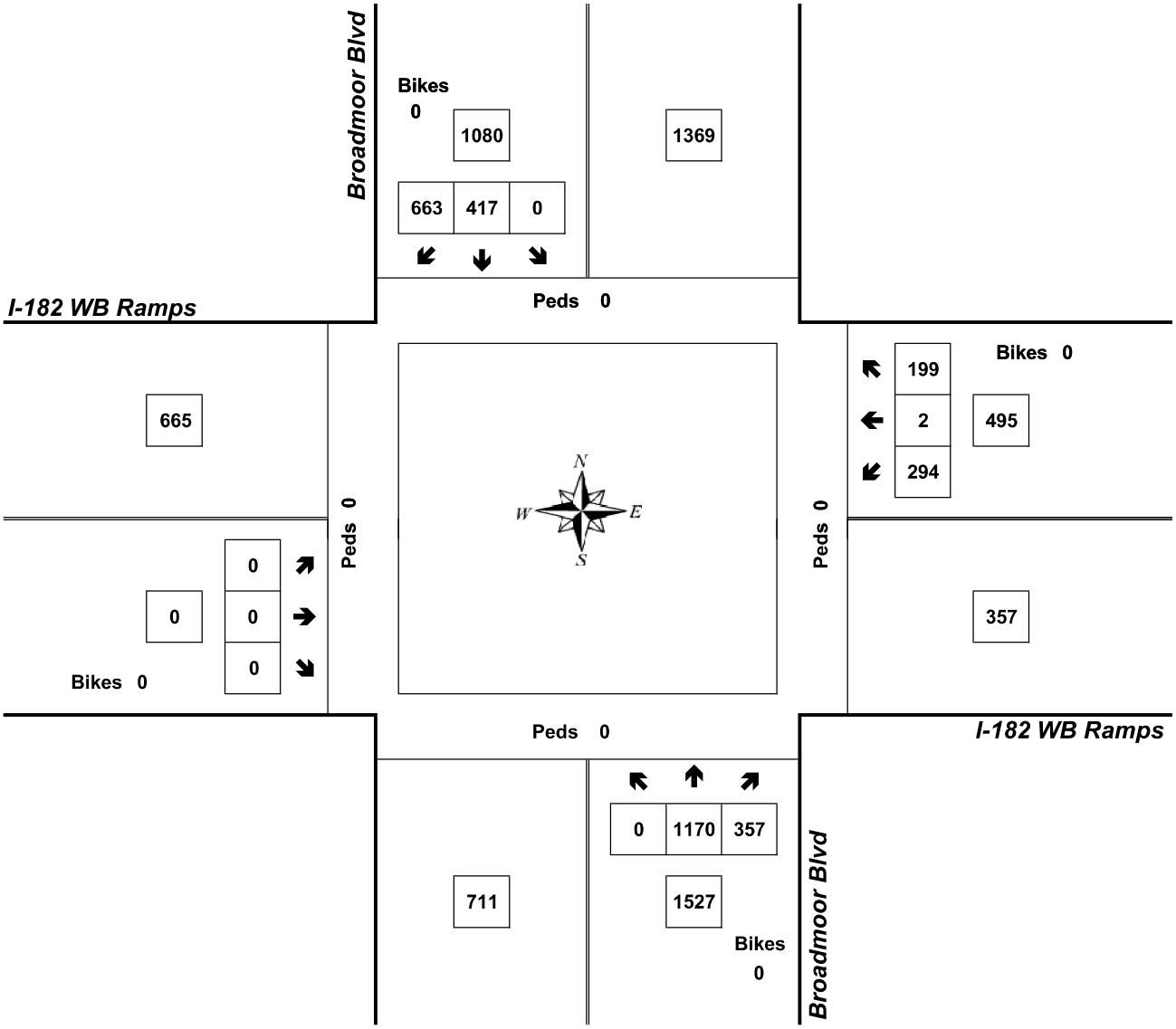
Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 WB Ramps				Westbound I-182 WB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	19	5	24	0	22	12	34	0	0	0	0	4	0	3	7	65
4:15 PM	0	17	3	20	0	10	9	19	0	0	0	0	4	0	4	8	47
4:30 PM	0	14	5	19	0	6	10	16	0	0	0	0	4	0	4	8	43
4:45 PM	0	15	5	20	0	3	8	11	0	0	0	0	3	0	3	6	37
5:00 PM	0	13	4	17	0	2	6	8	0	0	0	0	1	0	2	3	28

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Broadmoor Blvd & I-182 WB Ramps

4:45 PM to 5:45 PM
Tuesday, April 23, 2019

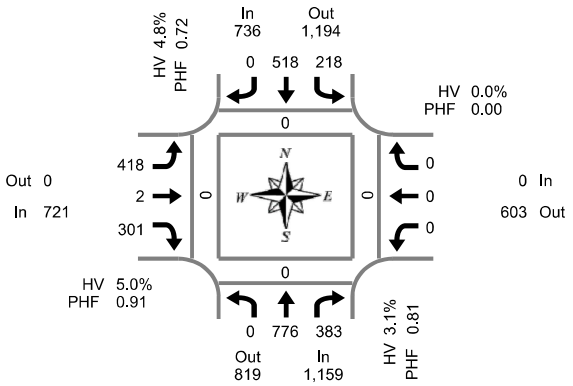


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.89	1.2%	495
NB	0.92	1.3%	1,527
SB	0.94	1.0%	1,080
Intersection	0.93	1.2%	3,102

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Broadmoor Blvd & I-182 EB Ramps

Tuesday, April 23, 2019
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	123	66	0	43	108	0	0	63	0	85	0	0	0	0	0	488	0	0	1	0
7:15 AM	0	184	102	0	49	206	0	0	75	2	94	0	0	0	0	0	712	0	0	0	0
7:30 AM	0	251	105	0	63	144	0	0	81	0	76	0	0	0	0	0	720	0	0	0	0
7:45 AM	0	205	122	0	59	93	0	0	122	0	74	0	0	0	0	0	675	0	0	0	0
8:00 AM	0	136	54	0	47	75	0	0	140	0	57	0	0	0	0	0	509	0	0	0	0
8:15 AM	0	126	55	1	42	75	0	0	108	0	56	0	0	0	0	1	462	0	0	1	0
8:30 AM	0	153	62	0	37	69	0	0	87	0	45	0	0	0	0	0	453	0	0	0	0
8:45 AM	0	174	70	0	46	60	0	0	106	1	47	0	0	0	0	0	504	0	0	0	0
Total Survey	0	1,352	636	1	386	830	0	0	782	3	534	0	0	0	0	1	4,523	0	0	2	0

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	1,159	819	1,978	0	736	1,194	1,930	0	721	0	721	0	0	603	603	0	2,616	0	0	0	0
%HV	3.1%				4.8%				5.0%				0.0%				4.1%				
PHF	0.81				0.72				0.91				0.00				0.91				

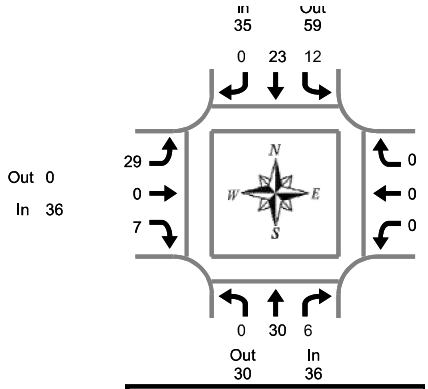
By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	776	383	1,159	218	518	0	736	418	2	301	721	0	0	0	0	2,616
%HV	0.0%	3.9%	1.6%	3.1%	5.5%	4.4%	0.0%	4.8%	6.9%	0.0%	2.3%	5.0%	0.0%	0.0%	0.0%	0.0%	4.1%
PHF	0.00	0.77	0.78	0.81	0.87	0.63	0.00	0.72	0.75	0.25	0.80	0.91	0.00	0.00	0.00	0.00	0.91

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	763	395	0	214	551	0	0	341	2	329	0	0	0	0	0	2,595	0	0	1	0
7:15 AM	0	776	383	0	218	518	0	0	418	2	301	0	0	0	0	0	2,616	0	0	0	0
7:30 AM	0	718	336	1	211	387	0	0	451	0	263	0	0	0	0	1	2,366	0	0	1	0
7:45 AM	0	620	293	1	185	312	0	0	457	0	232	0	0	0	0	1	2,099	0	0	1	0
8:00 AM	0	589	241	1	172	279	0	0	441	1	205	0	0	0	0	1	1,928	0	0	1	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



Broadmoor Blvd & I-182 EB Ramps

Tuesday, April 23, 2019
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	1	2	3	2	13	0	15	2	0	3	5	0	0	0	0	23
7:15 AM	0	10	2	12	2	5	0	7	3	0	0	3	0	0	0	0	22
7:30 AM	0	6	0	6	1	8	0	9	4	0	1	5	0	0	0	0	20
7:45 AM	0	6	4	10	4	1	0	5	12	0	3	15	0	0	0	0	30
8:00 AM	0	8	0	8	5	9	0	14	10	0	3	13	0	0	0	0	35
8:15 AM	0	10	4	14	2	14	0	16	3	0	3	6	0	0	0	0	36
8:30 AM	0	4	5	9	4	8	0	12	6	0	2	8	0	0	0	0	29
8:45 AM	0	11	2	13	5	7	0	12	5	0	2	7	0	0	0	0	32
Total Survey	0	56	19	75	25	65	0	90	45	0	17	62	0	0	0	0	227

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound Broadmoor Blvd			Southbound Broadmoor Blvd			Eastbound I-182 EB Ramps			Westbound I-182 EB Ramps			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	36	30	66	35	59	94	36	0	36	0	18	18	107
PHF	0.25			0.21			0.26			0.00			0.26

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	30	6	36	12	23	0	35	29	0	7	36	0	0	0	0	107
PHF	0.00	0.30	0.14	0.25	0.27	0.19	0.00	0.21	0.28	0.00	0.19	0.26	0.00	0.00	0.00	0.00	0.26

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

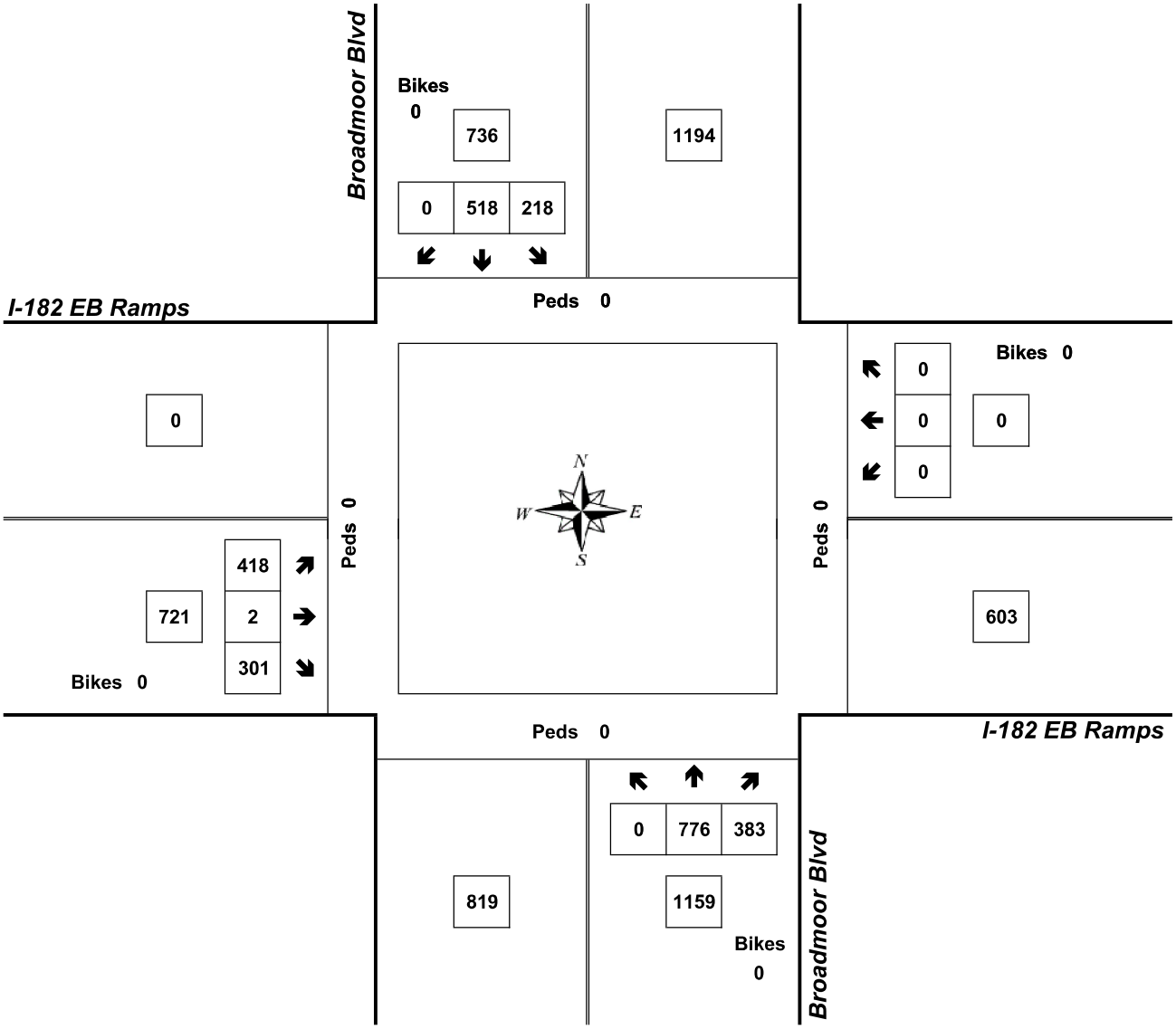
Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	23	8	31	9	27	0	36	21	0	7	28	0	0	0	0	95
7:15 AM	0	30	6	36	12	23	0	35	29	0	7	36	0	0	0	0	107
7:30 AM	0	30	8	38	12	32	0	44	29	0	10	39	0	0	0	0	121
7:45 AM	0	28	13	41	15	32	0	47	31	0	11	42	0	0	0	0	130
8:00 AM	0	33	11	44	16	38	0	54	24	0	10	34	0	0	0	0	132

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Broadmoor Blvd & I-182 EB Ramps

7:15 AM to 8:15 AM
Tuesday, April 23, 2019

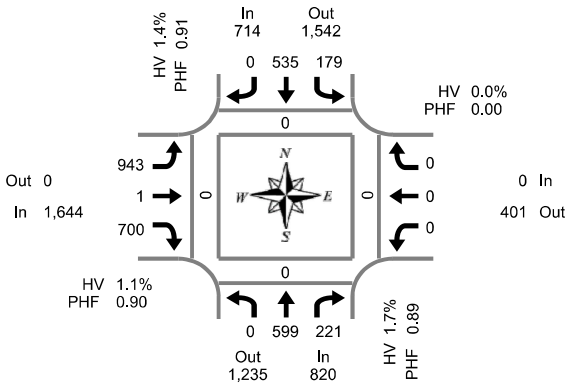


Approach	PHF	HV%	Volume
EB	0.91	5.0%	721
WB	0.00	0.0%	0
NB	0.81	3.1%	1,159
SB	0.72	4.8%	736
Intersection	0.91	4.1%	2,616

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:45 PM to 5:45 PM

Broadmoor Blvd & I-182 EB Ramps

Tuesday, April 23, 2019
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	142	56	0	55	152	0	0	180	1	155	0	0	0	0	0	741	0	0	0	0
4:15 PM	0	145	57	0	42	131	0	0	202	0	160	0	0	0	0	0	737	0	0	0	0
4:30 PM	0	125	60	0	39	137	0	0	209	0	140	0	0	0	0	0	710	0	0	0	0
4:45 PM	0	137	49	0	45	134	0	0	228	1	162	0	0	0	0	0	756	0	0	0	0
5:00 PM	0	165	65	0	46	119	0	0	227	0	181	0	0	0	0	0	803	0	0	0	0
5:15 PM	0	150	50	0	50	146	0	0	264	0	193	0	0	0	0	0	853	0	0	0	0
5:30 PM	0	147	57	0	38	136	0	0	224	0	164	0	0	0	0	0	766	0	0	0	0
5:45 PM	0	149	51	0	33	146	0	0	187	0	151	0	0	0	0	0	717	0	0	0	0
Total Survey	0	1,160	445	0	348	1,101	0	0	1,721	2	1,306	0	0	0	0	0	6,083	0	0	0	0

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	820	1,235	2,055	0	714	1,542	2,256	0	1,644	0	1,644	0	0	401	401	0	3,178
%HV	1.7%				1.4%				1.1%				0.0%				1.3%
PHF	0.89				0.91				0.90				0.00				0.93

Pedestrians Crosswalk			
North	South	East	West
0	0	0	0

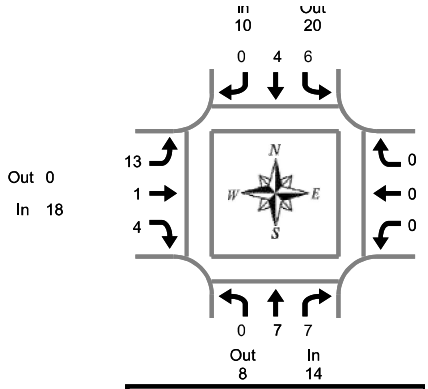
By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	599	221	820	179	535	0	714	943	1	700	1,644	0	0	0	0	3,178
%HV	0.0%	1.2%	3.2%	1.7%	3.4%	0.7%	0.0%	1.4%	1.4%	#####	0.6%	1.1%	0.0%	0.0%	0.0%	0.0%	1.3%
PHF	0.00	0.91	0.85	0.89	0.90	0.92	0.00	0.91	0.89	0.25	0.91	0.90	0.00	0.00	0.00	0.00	0.93

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	549	222	0	181	554	0	0	819	2	617	0	0	0	0	0	2,944	0	0	0	0
4:15 PM	0	572	231	0	172	521	0	0	866	1	643	0	0	0	0	0	3,006	0	0	0	0
4:30 PM	0	577	224	0	180	536	0	0	928	1	676	0	0	0	0	0	3,122	0	0	0	0
4:45 PM	0	599	221	0	179	535	0	0	943	1	700	0	0	0	0	0	3,178	0	0	0	0
5:00 PM	0	611	223	0	167	547	0	0	902	0	689	0	0	0	0	0	3,139	0	0	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Broadmoor Blvd & I-182 EB Ramps

Tuesday, April 23, 2019
4:00 PM to 6:00 PM

Peak Hour Summary
4:45 PM to 5:45 PM

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	4	7	11	6	8	0	14	1	0	1	2	0	0	0	0	27
4:15 PM	0	3	2	5	4	1	0	5	2	0	3	5	0	0	0	0	15
4:30 PM	0	1	3	4	2	1	0	3	4	0	1	5	0	0	0	0	12
4:45 PM	0	2	2	4	3	1	0	4	7	1	1	9	0	0	0	0	17
5:00 PM	0	2	3	5	1	1	0	2	2	0	2	4	0	0	0	0	11
5:15 PM	0	2	2	4	1	2	0	3	3	0	0	3	0	0	0	0	10
5:30 PM	0	1	0	1	1	0	0	1	1	0	1	2	0	0	0	0	4
5:45 PM	0	1	1	2	0	1	0	1	3	0	0	3	0	0	0	0	6
Total Survey	0	16	20	36	18	15	0	33	23	1	9	33	0	0	0	0	102

Heavy Vehicle Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Broadmoor Blvd			Southbound Broadmoor Blvd			Eastbound I-182 EB Ramps			Westbound I-182 EB Ramps			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	14	8	22	10	20	30	18	0	18	0	14	14	42
PHF	0.18			0.11			0.24			0.00			0.19

By Movement	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	7	7	14	6	4	0	10	13	1	4	18	0	0	0	0	42
PHF	0.00	0.22	0.15	0.18	0.13	0.10	0.00	0.11	0.25	0.25	0.20	0.24	0.00	0.00	0.00	0.00	0.19

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

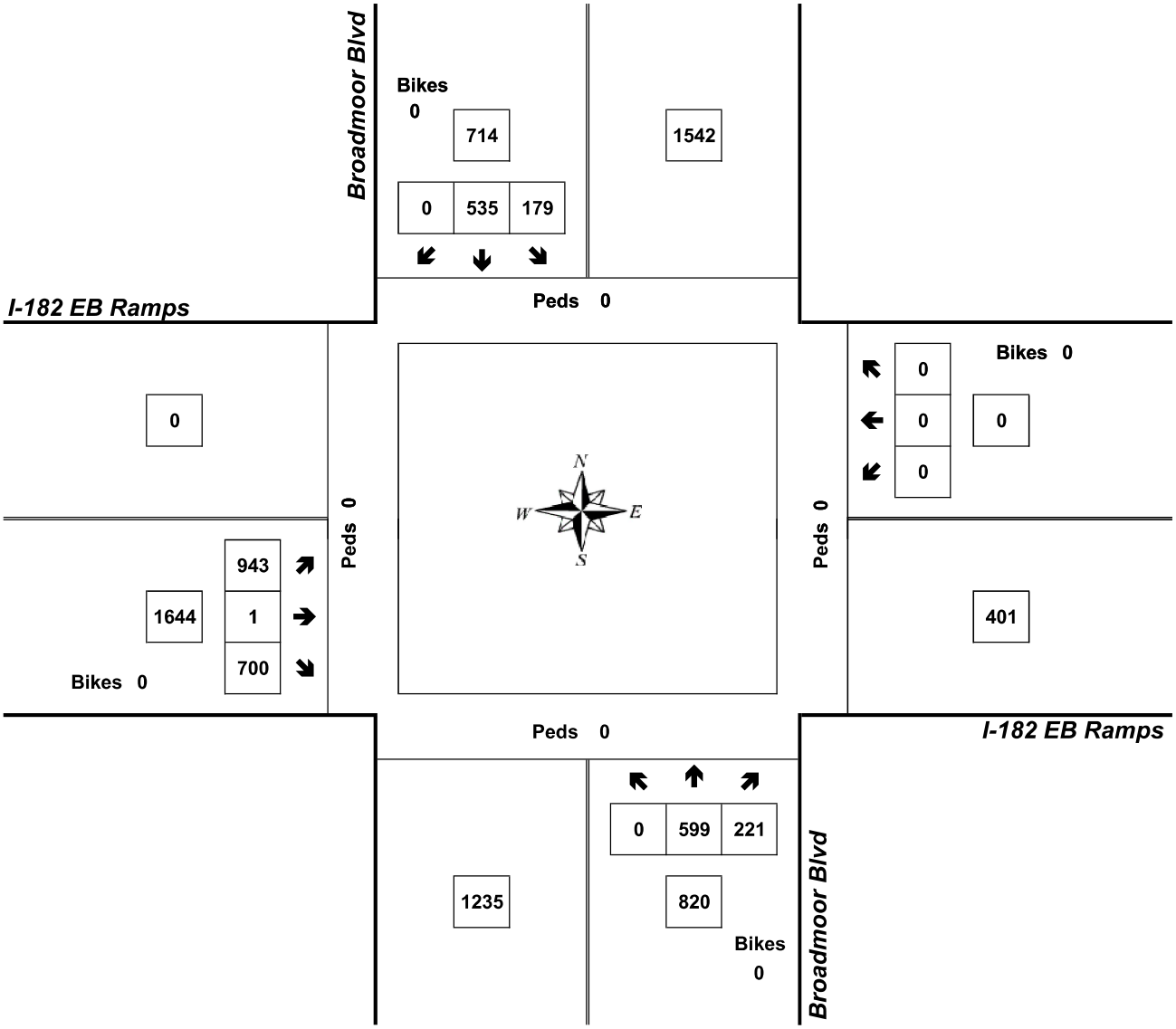
Interval Start Time	Northbound Broadmoor Blvd				Southbound Broadmoor Blvd				Eastbound I-182 EB Ramps				Westbound I-182 EB Ramps				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	10	14	24	15	11	0	26	14	1	6	21	0	0	0	0	71
4:15 PM	0	8	10	18	10	4	0	14	15	1	7	23	0	0	0	0	55
4:30 PM	0	7	10	17	7	5	0	12	16	1	4	21	0	0	0	0	50
4:45 PM	0	7	7	14	6	4	0	10	13	1	4	18	0	0	0	0	42
5:00 PM	0	6	6	12	3	4	0	7	9	0	3	12	0	0	0	0	31

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

Broadmoor Blvd & I-182 EB Ramps

4:45 PM to 5:45 PM
Tuesday, April 23, 2019

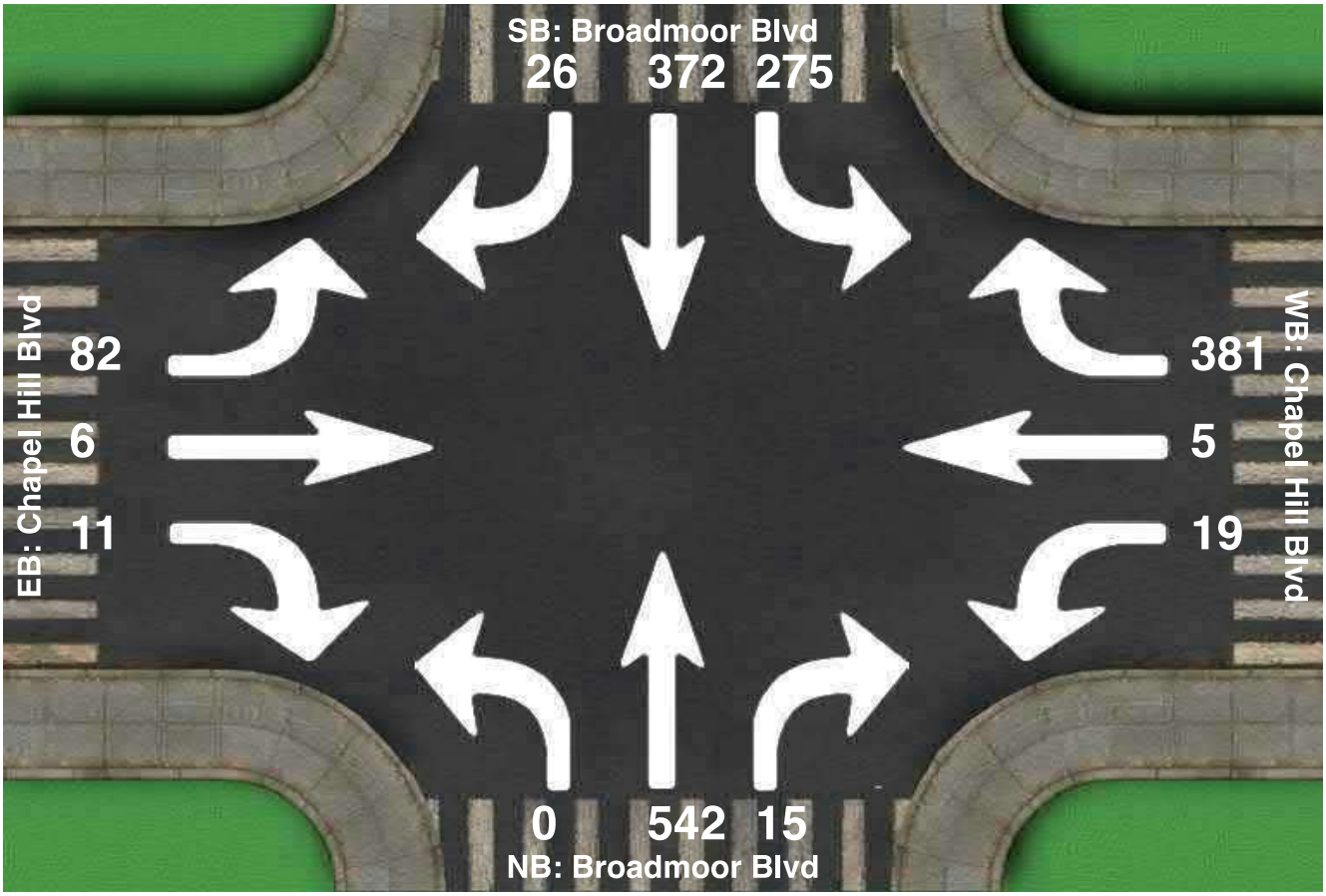


Approach	PHF	HV%	Volume
EB	0.90	1.1%	1,644
WB	0.00	0.0%	0
NB	0.89	1.7%	820
SB	0.91	1.4%	714
Intersection	0.93	1.3%	3,178

Count Period: 4:00 PM to 6:00 PM

Intersection Peak Hour

Location: Broadmoor Blvd at Chapel Hill Blvd, Pasco, WA.
GPS Coordinates: Lat=46.270362, Lon=-119.221515
Date: 2019-03-18
Day of week: Monday
Weather: Light Fog
Analyst: Mike McCluskey



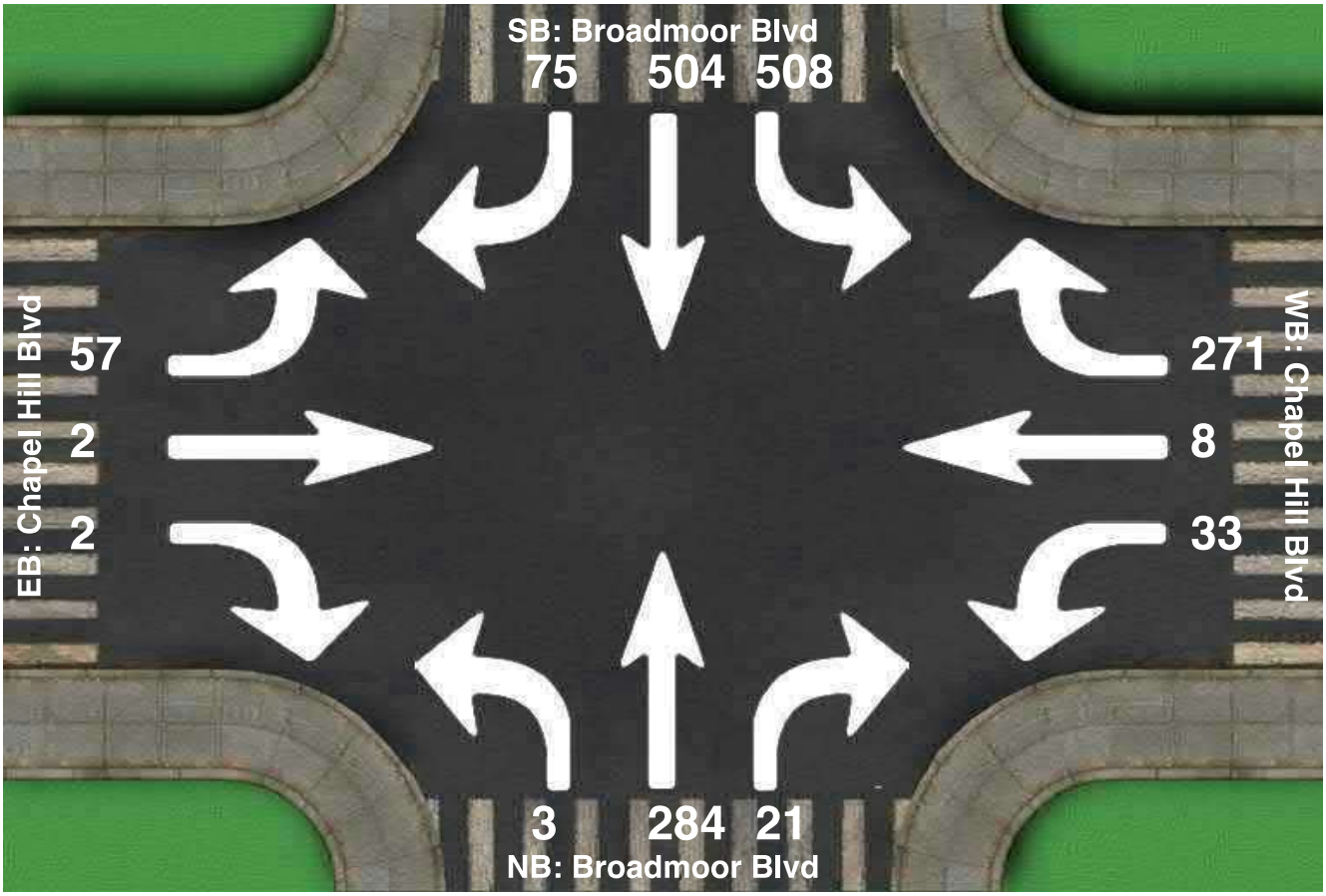
Intersection Peak Hour

07:00 - 08:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	275	372	26	19	5	381	0	542	15	82	6	11	1734
Factor	0.72	0.62	0.59	0.47	0.62	0.78	0.00	0.65	0.42	0.66	0.75	0.55	0.76
Approach Factor	0.67			0.77			0.65			0.75			

Intersection Peak Hour

Location: Broadmoor Blvd at Chapel Hill Blvd, Pasco, WA.
GPS Coordinates: Lat=46.271010, Lon=-119.220796
Date: 2019-03-18
Day of week: Monday
Weather: Sunny
Analyst: Mike McCluskey



Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	508	504	75	33	8	271	3	284	21	57	2	2	1768
Factor	0.85	0.81	0.89	0.82	0.50	0.93	0.75	0.76	0.58	0.89	0.50	0.50	0.98
Approach Factor	0.95			0.90			0.77			0.90			

Appendix B

Capacity Analysis Worksheets

SCENARIOS

2021 AM (Table 2)
2021 PM (Table 2)
2026 No-Build AM (Table 3)
2026 No-Build PM (Table 3)
2026 Build AM (Table 5)
2026 Build PM (Table 5)
Interim Mitigation Analysis (Table 8)

Worksheets are presented in the same order as Tables 2, 3, 5 and 8 in columns, with any mitigation scenarios following the existing lane configuration scenario.

HCS7 Two-Way Stop-Control Report

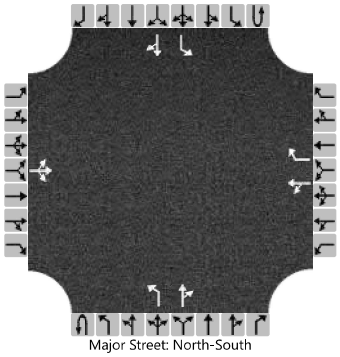
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	9/28/2021
Analysis Year	2021
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Barker Ranch TIA

Site Information

Intersection	Burns Road/Broadmoor Blvd
Jurisdiction	City of Pasco
East/West Street	Burns Road
North/South Street	Broadmoor Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	1	1	0	0	1	1	0
Configuration			LTR			LT		R		L		TR		L		TR
Volume (veh/h)		3	26	176		69	15	2		80	159	28		9	239	4
Percent Heavy Vehicles (%)		5	5	5		5	5	5		5				5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.15	6.55	6.25		7.15	6.55	6.25		4.15				4.15		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.55	4.05	3.35		3.55	4.05	3.35		2.25				2.25		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			223			91		2		87				10		
Capacity, c (veh/h)			658			231		846		1283				1351		
v/c Ratio			0.34			0.40		0.00		0.07				0.01		
95% Queue Length, Q_{95} (veh)			1.5			1.8		0.0		0.2				0.0		
Control Delay (s/veh)			13.2			30.4		9.3		8.0				7.7		
Level of Service (LOS)			B			D		A		A				A		
Approach Delay (s/veh)	13.2				29.9				2.4				0.3			
Approach LOS	B				D											

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	763	28	355	401	28	618
Future Volume (veh/h)	763	28	355	401	28	618
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1841	1752	1856	1841	1856
Adj Flow Rate, veh/h	838	31	390	0	31	679
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	10	3	4	3
Cap, veh/h	999	451	1506		59	1978
Arrive On Green	0.29	0.29	0.76	0.00	0.03	0.56
Sat Flow, veh/h	3456	1560	3416	1572	1753	3618
Grp Volume(v), veh/h	838	31	390	0	31	679
Grp Sat Flow(s),veh/h/ln	1728	1560	1664	1572	1753	1763
Q Serve(g_s), s	13.7	0.9	2.1	0.0	1.0	6.3
Cycle Q Clear(g_c), s	13.7	0.9	2.1	0.0	1.0	6.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	999	451	1506		59	1978
V/C Ratio(X)	0.84	0.07	0.26		0.53	0.34
Avail Cap(c_a), veh/h	1192	538	1506		219	1978
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	15.5	4.3	0.0	28.5	7.2
Incr Delay (d2), s/veh	4.7	0.1	0.4	0.0	7.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.3	0.6	0.0	0.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.7	15.5	4.7	0.0	35.6	7.6
LnGrp LOS	C	B	A		D	A
Approach Vol, veh/h	869		390	A		710
Approach Delay, s/veh	24.4		4.7			8.9
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.5	31.6			38.2	21.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	7.5	18.3			30.3	20.7
Max Q Clear Time (g_c+I1), s	3.0	4.1			8.3	15.7
Green Ext Time (p_c), s	0.0	2.1			4.6	1.7

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	209	0	182	0	693	0	0	560	844
Future Volume (veh/h)	0	0	0	209	0	182	0	693	0	0	560	844
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1811	1870	1781	0	1781	0	0	1826	1870
Adj Flow Rate, veh/h				232	0	202	0	770	0	0	622	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				6	2	8	0	8	0	0	5	2
Cap, veh/h				331	0	280	0	2248	0	0	2304	
Arrive On Green				0.19	0.00	0.19	0.00	0.66	0.00	0.00	1.00	0.00
Sat Flow, veh/h				1781	0	1510	0	3563	0	0	3561	1585
Grp Volume(v), veh/h				232	0	202	0	770	0	0	622	0
Grp Sat Flow(s),veh/h/ln				1781	0	1510	0	1692	0	0	1735	1585
Q Serve(g_s), s				7.3	0.0	7.5	0.0	5.9	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				7.3	0.0	7.5	0.0	5.9	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				331	0	280	0	2248	0	0	2304	
V/C Ratio(X)				0.70	0.00	0.72	0.00	0.34	0.00	0.00	0.27	
Avail Cap(c_a), veh/h				698	0	591	0	2248	0	0	2304	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				22.9	0.0	23.0	0.0	4.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				2.7	0.0	3.5	0.0	0.4	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				5.3	0.0	4.7	0.0	2.5	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.6	0.0	26.4	0.0	4.8	0.0	0.0	0.3	0.0
LnGrp LOS				C	A	C	A	A	A	A	A	
Approach Vol, veh/h					434			770			622	A
Approach Delay, s/veh					26.0			4.8			0.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	44.4		44.4		15.6			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	27.5		27.5		23.5			
Max Q Clear Time (g_c+I1), s	7.9		2.0		9.5			
Green Ext Time (p_c), s	5.2		4.3		1.6			

Intersection Summary		
HCM 6th Ctrl Delay		8.3
HCM 6th LOS		A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	435	2	313	0	0	0	0	807	398	227	539	0
Future Volume (veh/h)	435	2	313	0	0	0	0	807	398	227	539	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1870				0	1841	1870	1811	1841	0
Adj Flow Rate, veh/h	479	0	0				0	887	437	249	592	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	2	2				0	4	2	6	4	0
Cap, veh/h	632	0					0	1724	781	417	1225	0
Arrive On Green	0.18	0.00	0.00				0.00	0.49	0.49	0.10	0.67	0.00
Sat Flow, veh/h	3421	0	1585				0	3589	1585	1725	1841	0
Grp Volume(v), veh/h	479	0	0				0	887	437	249	592	0
Grp Sat Flow(s),veh/h/ln	1711	0	1585				0	1749	1585	1725	1841	0
Q Serve(g_s), s	8.0	0.0	0.0				0.0	10.3	11.6	3.8	9.5	0.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0				0.0	10.3	11.6	3.8	9.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	632	0					0	1724	781	417	1225	0
V/C Ratio(X)	0.76	0.00					0.00	0.51	0.56	0.60	0.48	0.00
Avail Cap(c_a), veh/h	1026	0					0	1724	781	464	1225	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.2	0.0	0.0				0.0	10.3	10.7	8.3	5.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0				0.0	1.1	2.9	1.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0				0.0	6.2	6.9	2.0	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	0.0				0.0	11.4	13.5	10.0	6.3	0.0
LnGrp LOS	C	A					A	B	B	B	A	A
Approach Vol, veh/h		479	A					1324			841	
Approach Delay, s/veh		25.1						12.1			7.4	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.3	34.1		15.6		44.4
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	7.5	21.0		18.0		33.0
Max Q Clear Time (g_c+I1), s	5.8	13.6		10.0		11.5
Green Ext Time (p_c), s	0.1	4.3		1.1		3.8

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	6	11	20	5	396	0	564	16	286	387	27
Future Volume (veh/h)	85	6	11	20	5	396	0	564	16	286	387	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	7	12	22	5	430	0	613	17	311	421	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	74	66	552	450	402	201	1012	28	592	985	68
Arrive On Green	0.06	0.04	0.04	0.28	0.25	0.25	0.00	0.29	0.29	0.25	0.57	0.57
Sat Flow, veh/h	1781	1777	1585	1781	1777	1585	1781	3532	98	1781	1730	119
Grp Volume(v), veh/h	92	7	12	22	5	430	0	308	322	311	0	450
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1853	1781	0	1849
Q Serve(g_s), s	6.1	0.5	0.9	0.0	0.3	30.4	0.0	18.0	18.0	6.5	0.0	16.6
Cycle Q Clear(g_c), s	6.1	0.5	0.9	0.0	0.3	30.4	0.0	18.0	18.0	6.5	0.0	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.06
Lane Grp Cap(c), veh/h	175	74	66	552	450	402	201	509	531	592	0	1053
V/C Ratio(X)	0.52	0.09	0.18	0.04	0.01	1.07	0.00	0.61	0.61	0.52	0.00	0.43
Avail Cap(c_a), veh/h	225	511	456	552	450	402	296	509	531	592	0	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.2	55.3	55.5	31.4	33.5	44.8	0.0	36.9	36.9	32.8	0.0	14.7
Incr Delay (d2), s/veh	2.4	0.5	1.3	0.0	0.0	65.1	0.0	5.3	5.1	0.9	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.4	0.7	0.8	0.2	27.2	0.0	13.0	13.4	11.6	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	55.9	56.8	31.4	33.6	109.9	0.0	42.2	42.0	33.6	0.0	16.0
LnGrp LOS	E	E	E	C	C	F	A	D	D	C	A	B
Approach Vol, veh/h		111			457			630			761	
Approach Delay, s/veh		57.5			105.3			42.1			23.2	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.9	38.9	37.7	9.5	0.0	72.8	12.3	34.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.1	34.4	7.0	34.5	6.5	54.0	11.1	30.4
Max Q Clear Time (g_c+I1), s	18.5	20.0	2.0	2.9	0.0	18.6	8.1	32.4
Green Ext Time (p_c), s	0.8	3.0	0.0	0.1	0.0	2.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	6	11	20	5	396	0	564	16	286	387	27
Future Volume (veh/h)	85	6	11	20	5	396	0	564	16	286	387	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	7	12	22	5	430	0	613	17	311	421	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	74	66	222	127	790	257	1012	28	923	1306	90
Arrive On Green	0.06	0.04	0.04	0.09	0.07	0.07	0.00	0.29	0.29	0.43	0.75	0.75
Sat Flow, veh/h	1781	1777	1585	1781	1870	1585	1781	3532	98	1781	1730	119
Grp Volume(v), veh/h	92	7	12	22	5	430	0	308	322	311	0	450
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1777	1853	1781	0	1849
Q Serve(g_s), s	6.1	0.5	0.9	0.0	0.3	4.6	0.0	18.0	18.0	1.7	0.0	9.5
Cycle Q Clear(g_c), s	6.1	0.5	0.9	0.0	0.3	4.6	0.0	18.0	18.0	1.7	0.0	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.06
Lane Grp Cap(c), veh/h	175	74	66	222	127	790	257	509	531	923	0	1396
V/C Ratio(X)	0.52	0.09	0.18	0.10	0.04	0.54	0.00	0.61	0.61	0.34	0.00	0.32
Avail Cap(c_a), veh/h	225	511	456	222	474	1084	352	509	531	923	0	1396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.2	55.3	55.5	49.6	52.3	9.5	0.0	36.9	36.9	17.3	0.0	4.8
Incr Delay (d2), s/veh	2.4	0.5	1.3	0.2	0.1	0.6	0.0	5.3	5.1	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.2	0.4	0.6	0.1	4.7	0.0	8.3	8.6	4.9	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	55.9	56.8	49.8	52.4	10.1	0.0	42.2	42.0	17.5	0.0	5.4
LnGrp LOS	E	E	E	D	D	B	A	D	D	B	A	A
Approach Vol, veh/h		111			457			630			761	
Approach Delay, s/veh		57.5			12.5			42.1			10.3	
Approach LOS		E			B			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	56.2	38.9	15.4	9.5	0.0	95.1	12.3	12.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.1	34.4	7.0	34.5	6.5	54.0	11.1	30.4
Max Q Clear Time (g_c+I1), s	3.7	20.0	2.0	2.9	0.0	11.5	8.1	6.6
Green Ext Time (p_c), s	0.9	3.0	0.0	0.1	0.0	2.8	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

HCS7 Two-Way Stop-Control Report

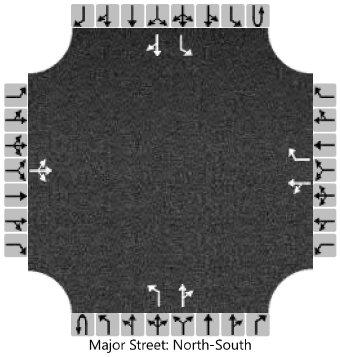
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	11/9/2021
Analysis Year	2021
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Barker Ranch TIA

Site Information

Intersection	Burns Road/Broadmoor Blvd
Jurisdiction	City of Pasco
East/West Street	Burns Road
North/South Street	Broadmoor Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	1	1	0	0	1	1	0
Configuration			LTR			LT		R		L		TR		L		TR
Volume (veh/h)		3	28	120		28	30	5		194	198	70		3	183	4
Percent Heavy Vehicles (%)		2	8	4		4	4	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.58	6.24		7.14	6.54	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.07	3.34		3.54	4.04	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			161			62		5		206				3		
Capacity, c (veh/h)			542			197		791		1373				1277		
v/c Ratio			0.30			0.31		0.01		0.15				0.00		
95% Queue Length, Q_{95} (veh)			1.2			1.3		0.0		0.5				0.0		
Control Delay (s/veh)			14.4			31.4		9.6		8.1				7.8		
Level of Service (LOS)			B			D		A		A				A		
Approach Delay (s/veh)	14.4				29.7				3.4				0.1			
Approach LOS	B				D											

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	743	41	494	904	35	346
Future Volume (veh/h)	743	41	494	904	35	346
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870
Adj Flow Rate, veh/h	799	44	531	0	38	372
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	3	2	2	2	2
Cap, veh/h	904	411	1807		66	2168
Arrive On Green	0.26	0.26	0.85	0.00	0.04	0.61
Sat Flow, veh/h	3456	1572	3647	1585	1781	3647
Grp Volume(v), veh/h	799	44	531	0	38	372
Grp Sat Flow(s),veh/h/ln	1728	1572	1777	1585	1781	1777
Q Serve(g_s), s	15.5	1.5	2.1	0.0	1.5	3.2
Cycle Q Clear(g_c), s	15.5	1.5	2.1	0.0	1.5	3.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	904	411	1807		66	2168
V/C Ratio(X)	0.88	0.11	0.29		0.57	0.17
Avail Cap(c_a), veh/h	963	438	1807		165	2168
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	19.6	2.8	0.0	33.1	5.9
Incr Delay (d2), s/veh	9.4	0.1	0.4	0.0	7.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.4	0.9	1.2	0.0	1.3	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.3	19.8	3.2	0.0	40.7	6.1
LnGrp LOS	C	B	A		D	A
Approach Vol, veh/h	843		531	A		410
Approach Delay, s/veh	33.5		3.2			9.3
Approach LOS	C		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.1	40.1			47.2	22.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.5	30.5			41.5	19.5
Max Q Clear Time (g_c+I1), s	3.5	4.1			5.2	17.5
Green Ext Time (p_c), s	0.0	3.6			2.5	0.8

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	306	0	207	0	1217	0	0	434	690
Future Volume (veh/h)	0	0	0	306	0	207	0	1217	0	0	434	690
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				329	0	223	0	1309	0	0	467	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				408	0	363	0	2283	0	0	2283	
Arrive On Green				0.23	0.00	0.23	0.00	0.64	0.00	0.00	1.00	0.00
Sat Flow, veh/h				1781	0	1585	0	3741	0	0	3647	1585
Grp Volume(v), veh/h				329	0	223	0	1309	0	0	467	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1777	0	0	1777	1585
Q Serve(g_s), s				12.2	0.0	8.8	0.0	14.6	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				12.2	0.0	8.8	0.0	14.6	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				408	0	363	0	2283	0	0	2283	
V/C Ratio(X)				0.81	0.00	0.61	0.00	0.57	0.00	0.00	0.20	
Avail Cap(c_a), veh/h				598	0	532	0	2283	0	0	2283	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				25.5	0.0	24.2	0.0	7.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				5.1	0.0	1.7	0.0	1.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				8.9	0.0	5.6	0.0	7.7	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.7	0.0	25.9	0.0	8.1	0.0	0.0	0.2	0.0
LnGrp LOS				C	A	C	A	A	A	A	A	
Approach Vol, veh/h					552			1309			467	A
Approach Delay, s/veh					28.7			8.1			0.2	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	49.5		49.5		20.5			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	37.5		37.5		23.5			
Max Q Clear Time (g_c+I1), s	16.6		2.0		14.2			
Green Ext Time (p_c), s	9.9		3.3		1.8			

Intersection Summary		
HCM 6th Ctrl Delay	11.4	
HCM 6th LOS	B	

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	981	1	728	0	0	0	0	623	230	186	557	0
Future Volume (veh/h)	981	1	728	0	0	0	0	623	230	186	557	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1159	1870				0	1870	1856	1856	1870	0
Adj Flow Rate, veh/h	1056	0	0				0	670	247	200	599	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	50	2				0	2	3	3	2	0
Cap, veh/h	1244	0					0	1299	575	398	977	0
Arrive On Green	0.35	0.00	0.00				0.00	0.37	0.37	0.09	0.52	0.00
Sat Flow, veh/h	3563	0	1585				0	3647	1572	1767	1870	0
Grp Volume(v), veh/h	1056	0	0				0	670	247	200	599	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1572	1767	1870	0
Q Serve(g_s), s	19.2	0.0	0.0				0.0	10.3	8.3	4.6	15.8	0.0
Cycle Q Clear(g_c), s	19.2	0.0	0.0				0.0	10.3	8.3	4.6	15.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1244	0					0	1299	575	398	977	0
V/C Ratio(X)	0.85	0.00					0.00	0.52	0.43	0.50	0.61	0.00
Avail Cap(c_a), veh/h	1624	0					0	1299	575	399	977	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.1	0.0	0.0				0.0	17.4	16.7	12.0	11.8	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0				0.0	1.5	2.3	1.0	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.9	0.0	0.0				0.0	7.3	5.5	3.0	10.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	0.0				0.0	18.8	19.0	13.0	14.6	0.0
LnGrp LOS	C	A					A	B	B	B	B	A
Approach Vol, veh/h		1056	A					917			799	
Approach Delay, s/veh		24.5						18.9			14.2	
Approach LOS		C						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	30.1		29.0		41.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	6.5	18.1		31.9		29.1
Max Q Clear Time (g_c+I1), s	6.6	12.3		21.2		17.8
Green Ext Time (p_c), s	0.0	2.6		3.3		2.9

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

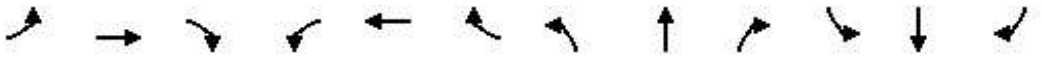
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	2	2	34	8	282	3	295	22	529	524	78
Future Volume (veh/h)	59	2	2	34	8	282	3	295	22	529	524	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	2	2	37	9	307	3	321	24	575	570	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	424	363	450	397	355	417	1182	88	710	561	84
Arrive On Green	0.04	0.23	0.23	0.03	0.22	0.22	0.19	0.35	0.35	0.19	0.35	0.35
Sat Flow, veh/h	1781	1815	1552	1781	1777	1585	1781	3353	249	1781	1590	237
Grp Volume(v), veh/h	64	2	2	37	9	307	3	169	176	575	0	655
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1777	1585	1781	1777	1825	1781	0	1828
Q Serve(g_s), s	2.6	0.1	0.1	1.5	0.4	17.7	0.0	6.5	6.5	7.5	0.0	33.5
Cycle Q Clear(g_c), s	2.6	0.1	0.1	1.5	0.4	17.7	0.0	6.5	6.5	7.5	0.0	33.5
Prop In Lane	1.00		0.98	1.00		1.00	1.00		0.14	1.00		0.13
Lane Grp Cap(c), veh/h	192	415	372	450	397	355	417	627	644	710	0	644
V/C Ratio(X)	0.33	0.00	0.01	0.08	0.02	0.87	0.01	0.27	0.27	0.81	0.00	1.02
Avail Cap(c_a), veh/h	230	599	536	504	597	532	417	627	644	710	0	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	27.9	27.9	26.8	28.8	35.5	31.1	22.0	22.0	24.8	0.0	30.8
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	9.5	0.0	1.1	1.0	7.0	0.0	39.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.1	0.1	1.1	0.3	12.1	0.1	4.9	5.1	17.5	0.0	28.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	27.9	27.9	26.9	28.8	45.0	31.1	23.1	23.1	31.8	0.0	70.3
LnGrp LOS	C	C	C	C	C	D	C	C	C	C	A	F
Approach Vol, veh/h		68			353			348			1230	
Approach Delay, s/veh		29.2			42.7			23.1			52.3	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.7	38.0	7.6	26.7	22.7	38.0	8.6	25.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	33.5	6.0	32.0	5.5	33.5	6.1	31.9
Max Q Clear Time (g_c+I1), s	19.5	8.5	3.5	2.1	2.0	35.5	4.6	19.7
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.5

Intersection Summary		
HCM 6th Ctrl Delay	44.8	
HCM 6th LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	2	2	34	8	282	3	295	22	529	524	78
Future Volume (veh/h)	59	2	2	34	8	282	3	295	22	529	524	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	2	2	37	9	307	3	321	24	575	570	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	121	103	211	102	655	715	1182	88	1008	561	84
Arrive On Green	0.04	0.07	0.07	0.03	0.05	0.05	0.36	0.35	0.35	0.36	0.35	0.35
Sat Flow, veh/h	1781	1815	1552	1781	1870	1585	1781	3353	249	1781	1590	237
Grp Volume(v), veh/h	64	2	2	37	9	307	3	169	176	575	0	655
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1870	1585	1781	1777	1825	1781	0	1828
Q Serve(g_s), s	3.2	0.1	0.1	1.8	0.4	2.1	0.0	6.5	6.5	0.0	0.0	33.5
Cycle Q Clear(g_c), s	3.2	0.1	0.1	1.8	0.4	2.1	0.0	6.5	6.5	0.0	0.0	33.5
Prop In Lane	1.00		0.98	1.00		1.00	1.00		0.14	1.00		0.13
Lane Grp Cap(c), veh/h	226	118	106	211	102	655	715	627	644	1008	0	644
V/C Ratio(X)	0.28	0.02	0.02	0.17	0.09	0.47	0.00	0.27	0.27	0.57	0.00	1.02
Avail Cap(c_a), veh/h	261	599	536	266	628	1101	715	627	644	1008	0	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	41.4	41.4	40.4	42.7	9.9	19.5	22.0	22.0	12.7	0.0	30.8
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.4	0.4	0.5	0.0	1.1	1.0	0.8	0.0	39.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.8	0.2	2.9	0.0	2.7	2.8	7.8	0.0	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	41.5	41.5	40.8	43.0	10.4	19.5	23.1	23.1	13.4	0.0	70.3
LnGrp LOS	D	D	D	D	D	B	B	C	C	B	A	F
Approach Vol, veh/h		68			353			348			1230	
Approach Delay, s/veh		40.7			14.5			23.0			43.7	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.6	38.0	7.6	10.8	38.6	38.0	8.7	9.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	33.5	6.0	32.0	5.5	33.5	6.1	31.9
Max Q Clear Time (g_c+I1), s	2.0	8.5	3.8	2.1	2.0	35.5	5.2	4.1
Green Ext Time (p_c), s	0.7	1.8	0.0	0.0	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

HCS7 Two-Way Stop-Control Report

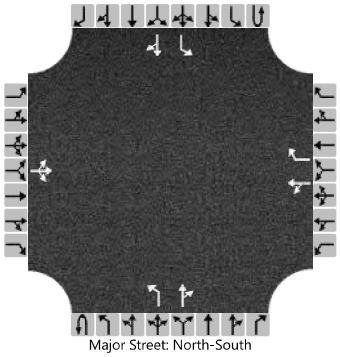
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	9/28/2021
Analysis Year	2026
Time Analyzed	AM Peak Hour -No-Build
Intersection Orientation	North-South
Project Description	Barker Ranch TIA

Site Information

Intersection	Burns Road/Broadmoor Blvd
Jurisdiction	City of Pasco
East/West Street	Burns Road
North/South Street	Broadmoor Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	1	1	0	0	1	1	0
Configuration			LTR			LT		R		L		TR		L		TR
Volume (veh/h)		3	40	390		76	20	2		151	176	31		10	264	5
Percent Heavy Vehicles (%)		5	5	5		5	5	5		5				5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.15	6.55	6.25		7.15	6.55	6.25		4.15				4.15		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.55	4.05	3.35		3.55	4.05	3.35		2.25				2.25		

Delay, Queue Length, and Level of Service

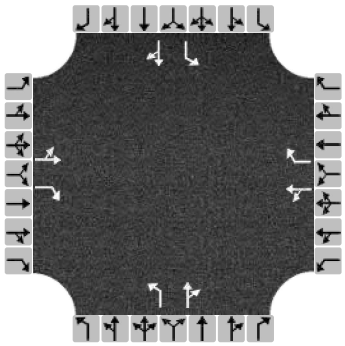
Flow Rate, v (veh/h)			471			104		2		164				11		
Capacity, c (veh/h)			619			76		825		1252				1326		
v/c Ratio			0.76			1.37		0.00		0.13				0.01		
95% Queue Length, Q_{95} (veh)			6.9			8.3		0.0		0.5				0.0		
Control Delay (s/veh)			26.9			326.9		9.4		8.3				7.7		
Level of Service (LOS)			D			F		A		A				A		
Approach Delay (s/veh)	26.9				320.4				3.5				0.3			
Approach LOS	D				F											

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Burns Road/Broadmoor Blvd
Agency/Co.	JUB Engineers	Jurisdiction	City of Pasco
Date Performed	9/28/2021	East/West Street	Burns Road
Analysis Year	2026	North/South Street	Broadmoor Blvd
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	AM Pk Hr 2026 No-Bld Mit		
Project Description	Barker Ranch		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3	40	390	76	20	2	151	176	31	10	264	5
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		L	TR		L	TR	
Flow Rate, v (veh/h)	47	424		104	2		164	225		11	292	
Percent Heavy Vehicles	5	5		5	5		5	5		5	5	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.042	0.377		0.093	0.002		0.146	0.200		0.010	0.260	
Final Departure Headway, hd (s)	6.88	6.15		7.87	6.78		7.40	6.79		7.50	6.99	
Final Degree of Utilization, x	0.089	0.724		0.228	0.004		0.337	0.425		0.023	0.567	
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, ts (s)	4.58	3.85		5.57	4.48		5.10	4.49		5.20	4.69	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	47	424		104	2		164	225		11	292	
Capacity	523	586		457	531		487	530		480	515	
95% Queue Length, Q_{95} (veh)	0.3	6.1		0.9	0.0		1.5	2.1		0.1	3.5	
Control Delay (s/veh)	10.3	23.3		12.9	9.5		13.8	14.4		10.4	18.5	
Level of Service, LOS	B	C		B	A		B	B		B	C	
Approach Delay (s/veh)	22.0			12.8			14.2			18.2		
Approach LOS	C			B			B			C		
Intersection Delay, s/veh | LOS	17.9						C					

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	842	38	448	442	52	857
Future Volume (veh/h)	842	38	448	442	52	857
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1841	1752	1856	1841	1856
Adj Flow Rate, veh/h	925	42	492	0	57	942
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	10	3	4	3
Cap, veh/h	1075	485	1492		84	1975
Arrive On Green	0.31	0.31	0.60	0.00	0.05	0.56
Sat Flow, veh/h	3456	1560	3416	1572	1753	3618
Grp Volume(v), veh/h	925	42	492	0	57	942
Grp Sat Flow(s),veh/h/ln	1728	1560	1664	1572	1753	1763
Q Serve(g_s), s	17.6	1.3	5.2	0.0	2.2	11.2
Cycle Q Clear(g_c), s	17.6	1.3	5.2	0.0	2.2	11.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1075	485	1492		84	1975
V/C Ratio(X)	0.86	0.09	0.33		0.68	0.48
Avail Cap(c_a), veh/h	1269	573	1492		163	1975
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	17.1	8.9	0.0	32.8	9.2
Incr Delay (d2), s/veh	5.5	0.1	0.6	0.0	9.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.5	1.7	0.0	1.1	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.1	17.1	9.4	0.0	42.0	10.1
LnGrp LOS	C	B	A		D	B
Approach Vol, veh/h	967		492	A		999
Approach Delay, s/veh	27.7		9.4			11.9
Approach LOS	C		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	35.9			43.7	26.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.5	24.3			35.3	25.7
Max Q Clear Time (g_c+I1), s	4.2	7.2			13.2	19.6
Green Ext Time (p_c), s	0.0	2.9			6.8	2.2

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	231	0	222	0	800	0	0	684	1041
Future Volume (veh/h)	0	0	0	231	0	222	0	800	0	0	684	1041
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1811	1870	1781	0	1781	0	0	1826	1870
Adj Flow Rate, veh/h				257	0	247	0	889	0	0	760	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				6	2	8	0	8	0	0	5	2
Cap, veh/h				373	0	316	0	2241	0	0	2297	
Arrive On Green				0.21	0.00	0.21	0.00	0.66	0.00	0.00	0.44	0.00
Sat Flow, veh/h				1781	0	1510	0	3563	0	0	3561	1585
Grp Volume(v), veh/h				257	0	247	0	889	0	0	760	0
Grp Sat Flow(s),veh/h/ln				1781	0	1510	0	1692	0	0	1735	1585
Q Serve(g_s), s				9.3	0.0	10.8	0.0	8.4	0.0	0.0	10.0	0.0
Cycle Q Clear(g_c), s				9.3	0.0	10.8	0.0	8.4	0.0	0.0	10.0	0.0
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				373	0	316	0	2241	0	0	2297	
V/C Ratio(X)				0.69	0.00	0.78	0.00	0.40	0.00	0.00	0.33	
Avail Cap(c_a), veh/h				649	0	550	0	2241	0	0	2297	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				25.6	0.0	26.2	0.0	5.4	0.0	0.0	9.4	0.0
Incr Delay (d2), s/veh				2.3	0.0	4.2	0.0	0.5	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				6.8	0.0	7.0	0.0	4.1	0.0	0.0	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.9	0.0	30.4	0.0	5.9	0.0	0.0	9.7	0.0
LnGrp LOS				C	A	C	A	A	A	A	A	
Approach Vol, veh/h					504			889			760	A
Approach Delay, s/veh					29.1			5.9			9.7	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	50.9		50.9		19.1			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	35.5		35.5		25.5			
Max Q Clear Time (g_c+I1), s	10.4		12.0		12.8			
Green Ext Time (p_c), s	6.7		5.4		1.8			

Intersection Summary		
HCM 6th Ctrl Delay	12.7	
HCM 6th LOS	B	

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	515	2	346	0	0	0	0	891	440	316	595	0
Future Volume (veh/h)	515	2	346	0	0	0	0	891	440	316	595	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1870				0	1841	1870	1811	1841	0
Adj Flow Rate, veh/h	567	0	0				0	979	484	347	654	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	2	2				0	4	2	6	4	0
Cap, veh/h	689	0					0	1671	757	420	1233	0
Arrive On Green	0.20	0.00	0.00				0.00	0.48	0.48	0.13	0.67	0.00
Sat Flow, veh/h	3421	0	1585				0	3589	1585	1725	1841	0
Grp Volume(v), veh/h	567	0	0				0	979	484	347	654	0
Grp Sat Flow(s),veh/h/ln	1711	0	1585				0	1749	1585	1725	1841	0
Q Serve(g_s), s	11.1	0.0	0.0				0.0	14.2	16.1	6.4	12.7	0.0
Cycle Q Clear(g_c), s	11.1	0.0	0.0				0.0	14.2	16.1	6.4	12.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	689	0					0	1671	757	420	1233	0
V/C Ratio(X)	0.82	0.00					0.00	0.59	0.64	0.83	0.53	0.00
Avail Cap(c_a), veh/h	880	0					0	1671	757	532	1233	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.8	0.0	0.0				0.0	13.3	13.7	12.2	5.9	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0				0.0	1.5	4.1	8.4	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	0.0				0.0	8.9	9.7	6.0	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.0	0.0				0.0	14.8	17.8	20.6	7.5	0.0
LnGrp LOS	C	A					A	B	B	C	A	A
Approach Vol, veh/h		567	A					1463			1001	
Approach Delay, s/veh		31.8						15.8			12.1	
Approach LOS		C						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.4	38.0		18.6		51.4
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	13.5	25.0		18.0		43.0
Max Q Clear Time (g_c+I1), s	18.4	18.1		13.1		14.7
Green Ext Time (p_c), s	0.5	4.4		1.0		4.7

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	7	13	22	6	438	0	623	17	316	427	30
Future Volume (veh/h)	94	7	13	22	6	438	0	623	17	316	427	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	8	14	24	7	476	0	677	18	343	464	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	480	428	426	419	374	455	1556	41	508	1034	74
Arrive On Green	0.06	0.27	0.27	0.02	0.24	0.24	0.00	0.44	0.44	0.12	0.60	0.60
Sat Flow, veh/h	1781	1777	1585	1781	1777	1585	1781	3536	94	1781	1726	123
Grp Volume(v), veh/h	102	8	14	24	7	476	0	340	355	343	0	497
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1853	1781	0	1848
Q Serve(g_s), s	5.3	0.4	0.8	1.3	0.4	29.5	0.0	16.6	16.6	12.5	0.0	18.4
Cycle Q Clear(g_c), s	5.3	0.4	0.8	1.3	0.4	29.5	0.0	16.6	16.6	12.5	0.0	18.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.07
Lane Grp Cap(c), veh/h	159	480	428	426	419	374	455	782	816	508	0	1108
V/C Ratio(X)	0.64	0.02	0.03	0.06	0.02	1.27	0.00	0.43	0.44	0.68	0.00	0.45
Avail Cap(c_a), veh/h	193	480	428	464	419	374	532	782	816	708	0	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	33.4	33.6	34.8	36.6	47.8	0.0	24.2	24.2	16.2	0.0	13.7
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.1	0.0	142.0	0.0	1.8	1.7	1.6	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	0.3	0.6	1.0	0.3	39.2	0.0	11.4	11.8	8.5	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	33.5	33.6	34.9	36.6	189.8	0.0	26.0	25.9	17.8	0.0	15.0
LnGrp LOS	D	C	C	C	D	F	A	C	C	B	A	B
Approach Vol, veh/h		124			507			695			840	
Approach Delay, s/veh		39.6			180.3			26.0			16.2	
Approach LOS		D			F			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	59.5	7.3	38.3	0.0	79.4	11.6	34.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	38.5	5.5	33.5	5.5	62.5	9.5	29.5
Max Q Clear Time (g_c+I1), s	14.5	18.6	3.3	2.8	0.0	20.4	7.3	31.5
Green Ext Time (p_c), s	0.9	3.7	0.0	0.1	0.0	3.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.1
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	7	13	22	6	438	0	623	17	316	427	30
Future Volume (veh/h)	94	7	13	22	6	438	0	623	17	316	427	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	8	14	24	7	476	0	677	18	343	464	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	487	435	431	449	578	450	1537	41	505	1027	73
Arrive On Green	0.06	0.27	0.27	0.02	0.24	0.24	0.00	0.43	0.43	0.12	0.60	0.60
Sat Flow, veh/h	1781	1777	1585	1781	1870	1585	1781	3536	94	1781	1726	123
Grp Volume(v), veh/h	102	8	14	24	7	476	0	340	355	343	0	497
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1777	1853	1781	0	1848
Q Serve(g_s), s	5.2	0.4	0.8	1.3	0.4	30.0	0.0	16.7	16.7	12.7	0.0	18.6
Cycle Q Clear(g_c), s	5.2	0.4	0.8	1.3	0.4	30.0	0.0	16.7	16.7	12.7	0.0	18.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.07
Lane Grp Cap(c), veh/h	375	487	435	431	449	578	450	772	806	505	0	1100
V/C Ratio(X)	0.27	0.02	0.03	0.06	0.02	0.82	0.00	0.44	0.44	0.68	0.00	0.45
Avail Cap(c_a), veh/h	438	487	435	525	449	578	542	772	806	746	0	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.5	33.1	33.2	34.4	36.2	36.1	0.0	24.7	24.7	16.6	0.0	14.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	9.4	0.0	1.8	1.7	1.6	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.3	0.6	1.0	0.3	20.6	0.0	11.5	11.9	8.6	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	33.1	33.3	34.5	36.2	45.5	0.0	26.5	26.5	18.2	0.0	15.3
LnGrp LOS	C	C	C	C	D	D	A	C	C	B	A	B
Approach Vol, veh/h		124			507			695			840	
Approach Delay, s/veh		32.1			44.8			26.5			16.5	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	58.8	7.3	38.8	0.0	78.9	11.6	34.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.5	33.0	9.4	32.1	6.5	59.0	11.5	30.0
Max Q Clear Time (g_c+I1), s	14.7	18.7	3.3	2.8	0.0	20.6	7.2	32.0
Green Ext Time (p_c), s	0.9	3.3	0.0	0.1	0.0	3.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

HCS7 Two-Way Stop-Control Report

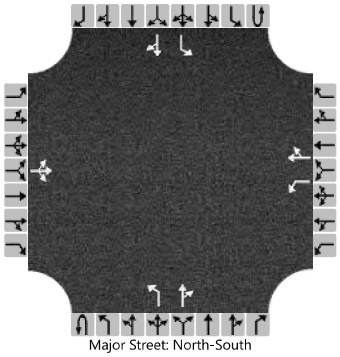
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	9/28/2021
Analysis Year	2026
Time Analyzed	PM Peak Hour- NoBuild
Intersection Orientation	North-South
Project Description	Barker Ranch TIA

Site Information

Intersection	Burns Road/Broadmoor Blvd
Jurisdiction	City of Pasco
East/West Street	Burns Road
North/South Street	Broadmoor Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR
Volume (veh/h)		3	37	259		30	44	6		430	218	78		3	201	5
Percent Heavy Vehicles (%)		2	8	4		4	4	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.58	6.24		7.14	6.54	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.07	3.34		3.54	4.04	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

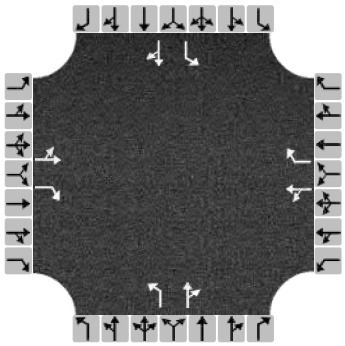
Flow Rate, v (veh/h)			325			33		54		467				3		
Capacity, c (veh/h)			349			25		95		1345				1238		
v/c Ratio			0.93			1.32		0.57		0.35				0.00		
95% Queue Length, Q_{95} (veh)			9.6			4.0		2.6		1.6				0.0		
Control Delay (s/veh)			67.4			524.1		84.4		9.1				7.9		
Level of Service (LOS)			F			F		F		A				A		
Approach Delay (s/veh)	67.4				249.3				5.4				0.1			
Approach LOS	F				F											

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Burns Road/Broadmoor Blvd
Agency/Co.	JUB Engineers	Jurisdiction	City of Pasco
Date Performed	9/28/2021	East/West Street	Burns Road
Analysis Year	2026	North/South Street	Broadmoor Blvd
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	PM Pk Hr 2026 No-Bld Mit		
Project Description	Barker Ranch		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3	37	266	30	46	5	443	218	77	3	201	4
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		L	TR		L	TR	
Flow Rate, v (veh/h)	43	289		83	5		482	321		3	223	
Percent Heavy Vehicles	5	5		5	5		5	5		5	5	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.039	0.257		0.073	0.005		0.428	0.285		0.003	0.198	
Final Departure Headway, hd (s)	7.37	6.64		8.00	7.10		6.85	6.17		7.62	7.10	
Final Degree of Utilization, x	0.089	0.533		0.184	0.011		0.916	0.549		0.007	0.440	
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, ts (s)	5.07	4.34		5.70	4.80		4.55	3.87		5.32	4.80	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	43	289		83	5		482	321		3	223	
Capacity	488	542		450	507		526	584		473	507	
95% Queue Length, Q_{95} (veh)	0.3	3.1		0.7	0.0		11.0	3.3		0.0	2.2	
Control Delay (s/veh)	10.8	16.7		12.5	9.9		47.1	16.1		10.4	15.3	
Level of Service, LOS	B	C		B	A		E	C		B	C	
Approach Delay (s/veh)	15.9			12.3			34.7			15.2		
Approach LOS	C			B			D			C		
Intersection Delay, s/veh | LOS	26.0						D					

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	820	117	738	998	53	495
Future Volume (veh/h)	820	117	738	998	53	495
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870
Adj Flow Rate, veh/h	882	126	794	0	57	532
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	3	2	2	2	2
Cap, veh/h	975	444	1930		491	2232
Arrive On Green	0.28	0.28	0.91	0.00	0.04	0.63
Sat Flow, veh/h	3456	1572	3647	1585	1781	3647
Grp Volume(v), veh/h	882	126	794	0	57	532
Grp Sat Flow(s),veh/h/ln	1728	1572	1777	1585	1781	1777
Q Serve(g_s), s	24.6	6.3	3.3	0.0	1.3	6.6
Cycle Q Clear(g_c), s	24.6	6.3	3.3	0.0	1.3	6.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	975	444	1930		491	2232
V/C Ratio(X)	0.90	0.28	0.41		0.12	0.24
Avail Cap(c_a), veh/h	1054	480	1930		536	2232
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	28.0	2.3	0.0	8.3	8.1
Incr Delay (d2), s/veh	10.5	0.3	0.6	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	4.2	1.8	0.0	0.9	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.1	28.4	2.9	0.0	8.4	8.4
LnGrp LOS	D	C	A		A	A
Approach Vol, veh/h	1008		794	A		589
Approach Delay, s/veh	43.0		2.9			8.4
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.5	58.8			67.3	32.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.5	49.5			60.5	30.5
Max Q Clear Time (g_c+I1), s	3.3	5.3			8.6	26.6
Green Ext Time (p_c), s	0.0	6.4			3.9	1.6

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	338	0	301	0	1464	0	0	522	831
Future Volume (veh/h)	0	0	0	338	0	301	0	1464	0	0	522	831
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				363	0	324	0	1574	0	0	561	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				427	0	380	0	2382	0	0	2382	
Arrive On Green				0.24	0.00	0.24	0.00	0.67	0.00	0.00	1.00	0.00
Sat Flow, veh/h				1781	0	1585	0	3741	0	0	3647	1585
Grp Volume(v), veh/h				363	0	324	0	1574	0	0	561	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1777	0	0	1777	1585
Q Serve(g_s), s				19.5	0.0	19.5	0.0	26.2	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				19.5	0.0	19.5	0.0	26.2	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				427	0	380	0	2382	0	0	2382	
V/C Ratio(X)				0.85	0.00	0.85	0.00	0.66	0.00	0.00	0.24	
Avail Cap(c_a), veh/h				579	0	515	0	2382	0	0	2382	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				36.3	0.0	36.3	0.0	9.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				8.8	0.0	9.9	0.0	1.5	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				14.0	0.0	12.9	0.0	14.0	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.0	0.0	46.3	0.0	11.2	0.0	0.0	0.2	0.0
LnGrp LOS				D	A	D	A	B	A	A	A	
Approach Vol, veh/h					687			1574			561	A
Approach Delay, s/veh					45.6			11.2			0.2	
Approach LOS					D			B			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	71.5		71.5		28.5			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	58.5		58.5		32.5			
Max Q Clear Time (g_c+I1), s	28.2		2.0		21.5			
Green Ext Time (p_c), s	15.2		4.2		2.5			

Intersection Summary		
HCM 6th Ctrl Delay	17.4	
HCM 6th LOS	B	

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1203	1	804	0	0	0	0	688	254	249	615	0
Future Volume (veh/h)	1203	1	804	0	0	0	0	688	254	249	615	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1159	1870				0	1870	1856	1856	1870	0
Adj Flow Rate, veh/h	1295	0	0				0	740	273	268	661	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	50	2				0	2	3	3	2	0
Cap, veh/h	1442	0					0	871	385	467	945	0
Arrive On Green	0.40	0.00	0.00				0.00	0.25	0.25	0.22	0.51	0.00
Sat Flow, veh/h	3563	0	1585				0	3647	1572	1767	1870	0
Grp Volume(v), veh/h	1295	0	0				0	740	273	268	661	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1572	1767	1870	0
Q Serve(g_s), s	34.0	0.0	0.0				0.0	19.9	15.9	8.3	27.0	0.0
Cycle Q Clear(g_c), s	34.0	0.0	0.0				0.0	19.9	15.9	8.3	27.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1442	0					0	871	385	467	945	0
V/C Ratio(X)	0.90	0.00					0.00	0.85	0.71	0.57	0.70	0.00
Avail Cap(c_a), veh/h	1728	0					0	871	385	467	945	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.8	0.0	0.0				0.0	36.0	34.5	32.6	18.9	0.0
Incr Delay (d2), s/veh	5.9	0.0	0.0				0.0	10.2	10.5	1.7	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.6	0.0	0.0				0.0	14.7	11.4	9.6	17.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	0.0				0.0	46.2	45.0	34.3	23.2	0.0
LnGrp LOS	C	A					A	D	D	C	C	A
Approach Vol, veh/h		1295	A					1013			929	
Approach Delay, s/veh		33.8						45.9			26.4	
Approach LOS		C						D			C	

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	86.0	29.0		45.0		55.0			
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5			
Max Green Setting (Gmax), s	81.5	24.5		48.5		42.5			
Max Q Clear Time (g_c+I1), s	10.3	21.9		36.0		29.0			
Green Ext Time (p_c), s	0.3	1.5		4.5		3.7			

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	2	2	38	9	311	3	326	24	584	579	86
Future Volume (veh/h)	65	2	2	38	9	311	3	326	24	584	579	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	2	2	41	10	338	3	354	26	635	629	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	453	387	472	427	381	315	1125	82	668	637	94
Arrive On Green	0.04	0.25	0.25	0.03	0.24	0.24	0.14	0.34	0.34	0.20	0.40	0.40
Sat Flow, veh/h	1781	1815	1552	1781	1777	1585	1781	3358	245	1781	1593	235
Grp Volume(v), veh/h	71	2	2	41	10	338	3	187	193	635	0	722
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1777	1585	1781	1777	1826	1781	0	1828
Q Serve(g_s), s	3.0	0.1	0.1	1.7	0.4	20.6	0.0	7.8	7.9	17.3	0.0	39.2
Cycle Q Clear(g_c), s	3.0	0.1	0.1	1.7	0.4	20.6	0.0	7.8	7.9	17.3	0.0	39.2
Prop In Lane	1.00		0.98	1.00		1.00	1.00		0.13	1.00		0.13
Lane Grp Cap(c), veh/h	184	443	397	472	427	381	315	595	612	668	0	731
V/C Ratio(X)	0.39	0.00	0.01	0.09	0.02	0.89	0.01	0.31	0.32	0.95	0.00	0.99
Avail Cap(c_a), veh/h	204	569	509	501	561	501	315	595	612	668	0	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	28.2	28.2	27.0	29.0	36.7	37.3	24.7	24.7	30.2	0.0	29.8
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.1	0.0	14.2	0.0	1.4	1.4	23.3	0.0	30.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.1	0.1	1.3	0.3	14.2	0.1	6.0	6.2	24.9	0.0	29.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	28.2	28.2	27.0	29.0	50.9	37.3	26.1	26.1	53.5	0.0	60.1
LnGrp LOS	C	C	C	C	C	D	D	C	C	D	A	E
Approach Vol, veh/h		75			389			383			1357	
Approach Delay, s/veh		30.2			47.8			26.2			57.0	
Approach LOS		C			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	38.0	7.9	29.4	18.2	44.5	8.8	28.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	33.5	5.0	32.0	5.0	40.0	5.4	31.6
Max Q Clear Time (g_c+I1), s	19.3	9.9	3.7	2.1	2.0	41.2	5.0	22.6
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	2	2	38	9	311	3	326	24	584	579	86
Future Volume (veh/h)	65	2	2	38	9	311	3	326	24	584	579	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	2	2	41	10	338	3	354	26	635	629	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	133	113	214	108	691	692	1125	82	997	581	86
Arrive On Green	0.05	0.07	0.07	0.03	0.06	0.06	0.35	0.34	0.34	0.38	0.37	0.37
Sat Flow, veh/h	1781	1815	1552	1781	1870	1585	1781	3358	245	1781	1593	235
Grp Volume(v), veh/h	71	2	2	41	10	338	3	187	193	635	0	722
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1870	1585	1781	1777	1826	1781	0	1828
Q Serve(g_s), s	3.7	0.1	0.1	2.1	0.5	2.6	0.0	7.8	7.9	6.2	0.0	36.5
Cycle Q Clear(g_c), s	3.7	0.1	0.1	2.1	0.5	2.6	0.0	7.8	7.9	6.2	0.0	36.5
Prop In Lane	1.00		0.98	1.00		1.00	1.00		0.13	1.00		0.13
Lane Grp Cap(c), veh/h	234	130	116	214	108	691	692	595	612	997	0	667
V/C Ratio(X)	0.30	0.02	0.02	0.19	0.09	0.49	0.00	0.31	0.32	0.64	0.00	1.08
Avail Cap(c_a), veh/h	280	577	517	269	589	1098	692	595	612	997	0	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	43.0	43.0	42.2	44.6	9.7	21.3	24.7	24.7	14.7	0.0	31.8
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.4	0.4	0.5	0.0	1.4	1.4	1.4	0.0	59.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	0.1	0.1	1.7	0.4	5.9	0.1	6.0	6.2	14.1	0.0	36.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	43.1	43.1	42.6	45.0	10.3	21.3	26.1	26.1	16.1	0.0	90.9
LnGrp LOS	D	D	D	D	D	B	C	C	C	B	A	F
Approach Vol, veh/h		75			389			383			1357	
Approach Delay, s/veh		42.3			14.6			26.0			55.9	
Approach LOS		D			B			C			E	

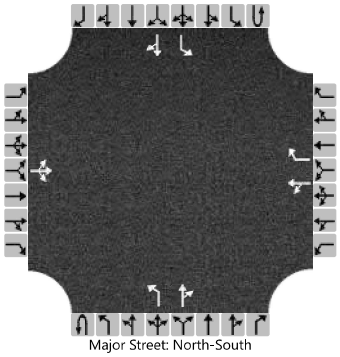
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.3	38.0	7.9	11.8	39.3	41.0	9.4	10.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	33.5	6.5	32.5	6.5	36.5	7.5	31.5
Max Q Clear Time (g_c+I1), s	18.3	9.9	4.1	2.1	2.0	38.5	5.7	4.6
Green Ext Time (p_c), s	0.4	1.9	0.0	0.0	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Burns Road/Broadmoor Blvd
Agency/Co.	JUB Engineers	Jurisdiction	City of Pasco
Date Performed	9/28/2021	East/West Street	Burns Road
Analysis Year	2026	North/South Street	Broadmoor Blvd
Time Analyzed	AM Peak Hour - Build	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Barker Ranch TIA		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	1	1	0	0	1	1	0
Configuration			LTR			LT		R		L		TR		L		TR
Volume (veh/h)		3	47	519		76	22	4		197	211	31		16	376	5
Percent Heavy Vehicles (%)		5	5	5		5	5	5		5				5		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.15	6.55	6.25		7.15	6.55	6.25		4.15				4.15		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.55	4.05	3.35		3.55	4.05	3.35		2.25				2.25		

Delay, Queue Length, and Level of Service

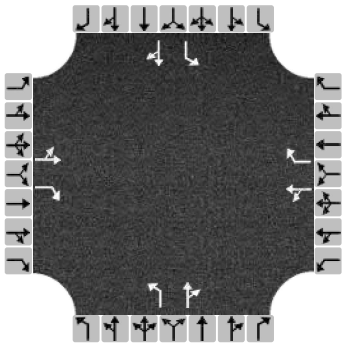
Flow Rate, v (veh/h)			618			107		4		214				17		
Capacity, c (veh/h)			501			10		785		1129				1284		
v/c Ratio			1.24			10.69		0.01		0.19				0.01		
95% Queue Length, Q_{95} (veh)			24.3			14.8		0.0		0.7				0.0		
Control Delay (s/veh)			147.7			5092.5		9.6		8.9				7.8		
Level of Service (LOS)			F			F		A		A				A		
Approach Delay (s/veh)	147.7				4893.2				4.0				0.3			
Approach LOS	F				F											

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Burns Road/Broadmoor Blvd
Agency/Co.	JUB Engineers	Jurisdiction	City of Pasco
Date Performed	9/28/2021	East/West Street	Burns Road
Analysis Year	2026	North/South Street	Broadmoor Blvd
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	AM Pk Hr 2026 Build Mit		
Project Description	Barker Ranch		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3	47	519	76	22	4	197	211	31	16	376	5
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		L	TR		L	TR	
Flow Rate, v (veh/h)	54	564		107	4		214	263		17	414	
Percent Heavy Vehicles	5	5		5	5		5	5		5	5	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.048	0.501		0.095	0.004		0.190	0.234		0.015	0.368	
Final Departure Headway, hd (s)	7.68	6.95		9.08	8.03		8.34	7.77		8.27	7.77	
Final Degree of Utilization, x	0.116	1.089		0.269	0.010		0.496	0.568		0.040	0.894	
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, ts (s)	5.38	4.65		6.78	5.73		6.04	5.47		5.97	5.47	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	54	564		107	4		214	263		17	414	
Capacity	469	518		396	448		432	463		436	463	
95% Queue Length, Q_{95} (veh)	0.4	17.7		1.1	0.0		2.7	3.5		0.1	9.8	
Control Delay (s/veh)	11.4	91.3		15.1	10.8		19.0	20.2		11.3	47.4	
Level of Service, LOS	B	F		C	B		C	C		B	E	
Approach Delay (s/veh)	84.3			14.9			19.6			46.0		
Approach LOS	F			B			C			E		
Intersection Delay, s/veh | LOS	50.7						F					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	47	519	76	22	4	197	211	31	16	376	5
Future Volume (veh/h)	3	47	519	76	22	4	197	211	31	16	376	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1411	1841	1870	1870	1796	1870	1693	1767	1841	1737	1841	1530
Adj Flow Rate, veh/h	3	51	564	83	24	4	214	229	34	17	409	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	33	4	2	2	7	2	14	9	4	11	4	25
Cap, veh/h	158	145	691	206	281	47	713	1052	156	331	519	6
Arrive On Green	0.08	0.08	0.08	0.05	0.19	0.19	0.36	0.70	0.70	0.29	0.29	0.29
Sat Flow, veh/h	1043	1841	1585	1781	1501	250	1612	1503	223	1037	1815	22
Grp Volume(v), veh/h	3	51	564	83	0	28	214	0	263	17	0	414
Grp Sat Flow(s),veh/h/ln	1043	1841	1585	1781	0	1751	1612	0	1726	1037	0	1837
Q Serve(g_s), s	0.2	2.1	0.0	0.0	0.0	1.1	0.0	0.0	4.3	1.0	0.0	16.6
Cycle Q Clear(g_c), s	1.3	2.1	0.0	0.0	0.0	1.1	0.0	0.0	4.3	5.3	0.0	16.6
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.13	1.00		0.01
Lane Grp Cap(c), veh/h	158	145	691	206	0	328	713	0	1209	331	0	526
V/C Ratio(X)	0.02	0.35	0.82	0.40	0.00	0.09	0.30	0.00	0.22	0.05	0.00	0.79
Avail Cap(c_a), veh/h	364	508	1005	279	0	746	713	0	1209	331	0	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.0	34.9	19.7	35.6	0.0	26.8	16.0	0.0	4.2	24.0	0.0	26.3
Incr Delay (d2), s/veh	0.0	1.5	3.5	1.3	0.0	0.1	0.2	0.0	0.4	0.3	0.0	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.7	14.1	2.8	0.0	0.8	4.4	0.0	2.2	0.5	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	36.4	23.2	36.9	0.0	26.9	16.3	0.0	4.7	24.3	0.0	37.6
LnGrp LOS	D	D	C	D	A	C	B	A	A	C	A	D
Approach Vol, veh/h		618			111			477			431	
Approach Delay, s/veh		24.3			34.4			9.9			37.1	
Approach LOS		C			C			A			D	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		60.5	8.7	10.8	33.1	27.4		19.5				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		36.9	7.5	22.1	9.5	22.9		34.1				
Max Q Clear Time (g_c+I1), s		6.3	2.0	4.1	2.0	18.6		3.1				
Green Ext Time (p_c), s		1.6	0.1	2.2	0.3	1.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	842	47	520	442	79	1071
Future Volume (veh/h)	842	47	520	442	79	1071
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1841	1752	1856	1841	1856
Adj Flow Rate, veh/h	925	52	571	0	87	1177
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	10	3	4	3
Cap, veh/h	1072	484	1522		112	2035
Arrive On Green	0.31	0.31	0.46	0.00	0.06	0.58
Sat Flow, veh/h	3456	1560	3416	1572	1753	3618
Grp Volume(v), veh/h	925	52	571	0	87	1177
Grp Sat Flow(s),veh/h/ln	1728	1560	1664	1572	1753	1763
Q Serve(g_s), s	20.2	1.9	9.0	0.0	3.9	16.9
Cycle Q Clear(g_c), s	20.2	1.9	9.0	0.0	3.9	16.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1072	484	1522		112	2035
V/C Ratio(X)	0.86	0.11	0.38		0.78	0.58
Avail Cap(c_a), veh/h	1317	595	1522		208	2035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	19.7	14.2	0.0	36.9	10.7
Incr Delay (d2), s/veh	5.2	0.1	0.7	0.0	11.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	1.2	5.8	0.0	3.5	9.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.2	19.8	14.9	0.0	47.9	11.9
LnGrp LOS	C	B	B		D	B
Approach Vol, veh/h	977		571	A		1264
Approach Delay, s/veh	30.6		14.9			14.4
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.6	41.1			50.7	29.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.1	26.5			40.5	30.5
Max Q Clear Time (g_c+I1), s	5.9	11.0			18.9	22.2
Green Ext Time (p_c), s	0.1	3.3			8.8	2.6

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	231	0	229	0	845	0	0	777	1162
Future Volume (veh/h)	0	0	0	231	0	229	0	845	0	0	777	1162
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1811	1870	1781	0	1781	0	0	1826	1870
Adj Flow Rate, veh/h				257	0	254	0	939	0	0	863	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				6	2	8	0	8	0	0	5	2
Cap, veh/h				372	0	315	0	2297	0	0	2355	
Arrive On Green				0.21	0.00	0.21	0.00	0.68	0.00	0.00	0.68	0.00
Sat Flow, veh/h				1781	0	1510	0	3563	0	0	3561	1585
Grp Volume(v), veh/h				257	0	254	0	939	0	0	863	0
Grp Sat Flow(s),veh/h/ln				1781	0	1510	0	1692	0	0	1735	1585
Q Serve(g_s), s				10.7	0.0	12.8	0.0	9.9	0.0	0.0	8.5	0.0
Cycle Q Clear(g_c), s				10.7	0.0	12.8	0.0	9.9	0.0	0.0	8.5	0.0
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				372	0	315	0	2297	0	0	2355	
V/C Ratio(X)				0.69	0.00	0.81	0.00	0.41	0.00	0.00	0.37	
Avail Cap(c_a), veh/h				635	0	538	0	2297	0	0	2355	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				29.3	0.0	30.1	0.0	5.7	0.0	0.0	5.5	0.0
Incr Delay (d2), s/veh				2.3	0.0	4.8	0.0	0.5	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.9	0.0	8.3	0.0	5.1	0.0	0.0	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.6	0.0	35.0	0.0	6.3	0.0	0.0	5.9	0.0
LnGrp LOS				C	A	C	A	A	A	A	A	
Approach Vol, veh/h					511			939			863	A
Approach Delay, s/veh					33.2			6.3			5.9	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	58.8		58.8		21.2			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	42.5		42.5		28.5			
Max Q Clear Time (g_c+I1), s	11.9		10.5		14.8			
Green Ext Time (p_c), s	7.6		6.8		1.9			

Intersection Summary		
HCM 6th Ctrl Delay	12.1	
HCM 6th LOS	B	

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	556	2	346	0	0	0	0	895	440	396	608	0
Future Volume (veh/h)	556	2	346	0	0	0	0	895	440	396	608	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1870				0	1841	1870	1811	1841	0
Adj Flow Rate, veh/h	612	0	0				0	984	484	435	668	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	2	2				0	4	2	6	4	0
Cap, veh/h	705	0					0	1298	588	563	1255	0
Arrive On Green	0.21	0.00	0.00				0.00	0.37	0.37	0.25	0.68	0.00
Sat Flow, veh/h	3421	0	1585				0	3589	1585	1725	1841	0
Grp Volume(v), veh/h	612	0	0				0	984	484	435	668	0
Grp Sat Flow(s),veh/h/ln	1711	0	1585				0	1749	1585	1725	1841	0
Q Serve(g_s), s	13.8	0.0	0.0				0.0	19.7	22.1	12.4	14.5	0.0
Cycle Q Clear(g_c), s	13.8	0.0	0.0				0.0	19.7	22.1	12.4	14.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	705	0					0	1298	588	563	1255	0
V/C Ratio(X)	0.87	0.00					0.00	0.76	0.82	0.77	0.53	0.00
Avail Cap(c_a), veh/h	783	0					0	1298	588	563	1255	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.7	0.0	0.0				0.0	22.0	22.8	24.8	6.4	0.0
Incr Delay (d2), s/veh	9.6	0.0	0.0				0.0	4.2	12.3	6.6	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	0.0	0.0				0.0	12.9	14.6	12.5	8.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	0.0				0.0	26.2	35.0	31.3	8.0	0.0
LnGrp LOS	D	A					A	C	D	C	A	A
Approach Vol, veh/h		612	A					1468			1103	
Approach Delay, s/veh		40.3						29.1			17.2	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.8	34.2		21.0		59.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.5	29.7		18.3		52.7
Max Q Clear Time (g_c+I1), s	11.4	24.1		15.8		16.5
Green Ext Time (p_c), s	0.6	3.7		0.6		5.1

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	7	13	22	6	442	0	623	17	325	427	30
Future Volume (veh/h)	94	7	13	22	6	442	0	623	17	325	427	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	8	14	24	7	480	0	677	18	353	464	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	540	482	484	482	430	397	1296	34	483	950	68
Arrive On Green	0.06	0.30	0.30	0.02	0.27	0.27	0.00	0.37	0.37	0.14	0.55	0.55
Sat Flow, veh/h	1781	1777	1585	1781	1777	1585	1781	3536	94	1781	1726	123
Grp Volume(v), veh/h	102	8	14	24	7	480	0	340	355	353	0	497
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1853	1781	0	1848
Q Serve(g_s), s	4.5	0.3	0.7	1.1	0.3	30.0	0.0	16.6	16.6	12.9	0.0	18.3
Cycle Q Clear(g_c), s	4.5	0.3	0.7	1.1	0.3	30.0	0.0	16.6	16.6	12.9	0.0	18.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.07
Lane Grp Cap(c), veh/h	165	540	482	484	482	430	397	651	679	483	0	1018
V/C Ratio(X)	0.62	0.01	0.03	0.05	0.01	1.12	0.00	0.52	0.52	0.73	0.00	0.49
Avail Cap(c_a), veh/h	204	540	482	547	482	430	516	651	679	783	0	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	26.9	27.0	27.9	29.5	40.3	0.0	27.5	27.5	18.3	0.0	15.3
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.0	0.0	79.1	0.0	3.0	2.9	2.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.3	0.5	0.8	0.2	30.2	0.0	11.6	12.0	8.8	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	26.9	27.1	27.9	29.5	119.4	0.0	30.4	30.3	20.5	0.0	17.0
LnGrp LOS	C	C	C	C	C	F	A	C	C	C	A	B
Approach Vol, veh/h		124			511			695			850	
Approach Delay, s/veh		32.7			113.8			30.4			18.4	
Approach LOS		C			F			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	45.0	7.1	38.1	0.0	65.4	10.7	34.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	33.9	6.5	32.1	7.5	60.9	8.6	30.0
Max Q Clear Time (g_c+I1), s	11.3	18.6	3.1	2.7	0.0	20.3	6.5	32.0
Green Ext Time (p_c), s	1.0	3.4	0.0	0.1	0.0	3.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	7	13	22	6	442	0	623	17	329	427	30
Future Volume (veh/h)	94	7	13	22	6	442	0	623	17	329	427	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	8	14	24	7	480	0	677	18	358	464	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	409	540	482	484	507	661	395	1288	34	485	950	68
Arrive On Green	0.06	0.30	0.30	0.02	0.27	0.27	0.00	0.36	0.36	0.15	0.55	0.55
Sat Flow, veh/h	1781	1777	1585	1781	1870	1585	1781	3536	94	1781	1726	123
Grp Volume(v), veh/h	102	8	14	24	7	480	0	340	355	358	0	497
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1777	1853	1781	0	1848
Q Serve(g_s), s	4.5	0.3	0.7	1.1	0.3	28.0	0.0	16.6	16.7	13.1	0.0	18.3
Cycle Q Clear(g_c), s	4.5	0.3	0.7	1.1	0.3	28.0	0.0	16.6	16.7	13.1	0.0	18.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.07
Lane Grp Cap(c), veh/h	409	540	482	484	507	661	395	647	675	485	0	1018
V/C Ratio(X)	0.25	0.01	0.03	0.05	0.01	0.73	0.00	0.53	0.53	0.74	0.00	0.49
Avail Cap(c_a), veh/h	448	540	482	547	507	661	514	647	675	781	0	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.8	26.9	27.0	27.9	29.5	27.0	0.0	27.6	27.6	18.4	0.0	15.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	4.0	0.0	3.0	2.9	2.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	0.3	0.5	0.8	0.2	16.3	0.0	11.7	12.1	8.9	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	26.9	27.1	27.9	29.5	31.0	0.0	30.7	30.6	20.7	0.0	17.0
LnGrp LOS	C	C	C	C	C	C	A	C	C	C	A	B
Approach Vol, veh/h		124			511			695			855	
Approach Delay, s/veh		26.3			30.8			30.6			18.5	
Approach LOS		C			C			C			B	

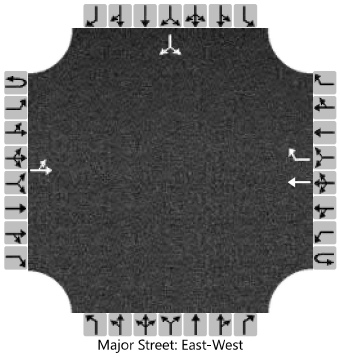
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	80.6	44.8	7.1	38.1	0.0	65.4	10.7	34.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	34.5	33.9	6.5	32.1	7.5	60.9	8.6	30.0
Max Q Clear Time (g_c+I1), s	15.1	18.7	3.1	2.7	0.0	20.3	6.5	30.0
Green Ext Time (p_c), s	1.0	3.4	0.0	0.1	0.0	3.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Burns Road/Site Acces
Agency/Co.	JUB Engineers	Jurisdiction	City of Pasco
Date Performed	9/28/2021	East/West Street	Burns Road
Analysis Year	2026	North/South Street	Barker Ranch Access
Time Analyzed	AM Peak Hour- Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Barker Ranch TIA		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		5	402				168	49						140		15
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5													168	
Capacity, c (veh/h)		1325													463	
v/c Ratio		0.00													0.36	
95% Queue Length, Q_{95} (veh)		0.0													1.6	
Control Delay (s/veh)		7.7													17.2	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		0.1												17.2		
Approach LOS														C		

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HCS7 Two-Way Stop-Control Report

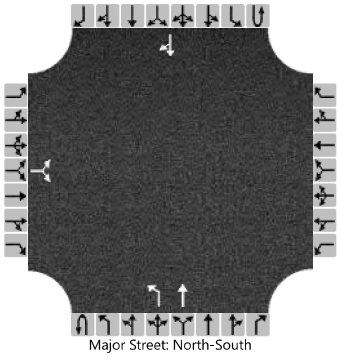
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	7/9/2021
Analysis Year	2026
Time Analyzed	AM Peak Hour- Build
Intersection Orientation	North-South
Project Description	Barker Ranch TIA

Site Information

Intersection	Broadmoor Blvd/Site Acces
Jurisdiction	City of Pasco
East/West Street	Barker Ranch Access
North/South Street	Broadmoor Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		0		118						37	180				278	0
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			128							40						
Capacity, c (veh/h)			735							1253						
v/c Ratio			0.17							0.03						
95% Queue Length, Q_{95} (veh)			0.6							0.1						
Control Delay (s/veh)			10.9							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		10.9								1.4						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

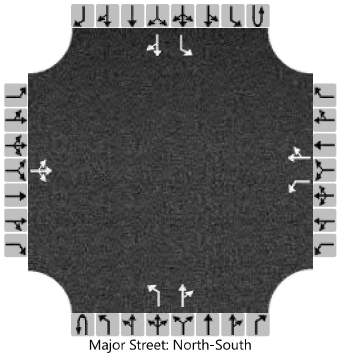
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	9/28/2021
Analysis Year	2026
Time Analyzed	PM Peak Hour- Build
Intersection Orientation	North-South
Project Description	Barker Ranch TIA

Site Information

Intersection	Burns Road/Broadmoor Blvd
Jurisdiction	City of Pasco
East/West Street	Burns Road
North/South Street	Broadmoor Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR
Volume (veh/h)		3	42	348		30	52	13		581	337	78		7	271	5
Percent Heavy Vehicles (%)		2	8	4		4	4	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.58	6.24		7.14	6.54	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.07	3.34		3.54	4.04	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

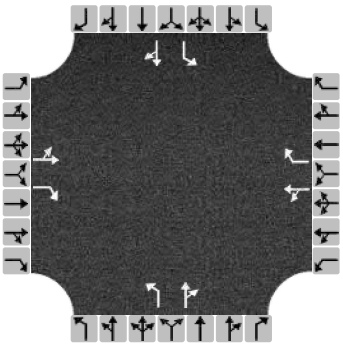
Flow Rate, v (veh/h)			427			33		71		632				8		
Capacity, c (veh/h)						0		37		1261				1109		
v/c Ratio								1.91		0.50				0.01		
95% Queue Length, Q_{95} (veh)								7.7		2.9				0.0		
Control Delay (s/veh)								663.3		10.7				8.3		
Level of Service (LOS)								F		B				A		
Approach Delay (s/veh)										6.2				0.2		
Approach LOS																

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Burns Road/Broadmoor Blvd
Agency/Co.	JUB Engineers	Jurisdiction	City of Pasco
Date Performed	9/18/2021	East/West Street	Burns Road
Analysis Year	2026	North/South Street	Broadmoor Blvd
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	PM Pk Hr 2026 Build Mit		
Project Description	Barker Ranch		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3	42	348	30	53	13	581	337	78	7	271	5
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		L	TR		L	TR	
Flow Rate, v (veh/h)	49	378		90	14		632	451		8	300	
Percent Heavy Vehicles	5	5		5	5		5	5		5	5	

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.043	0.336		0.080	0.013		0.561	0.401		0.007	0.267	
Final Departure Headway, hd (s)	7.80	7.08		8.60	7.76		7.56	6.93		8.27	7.77	
Final Degree of Utilization, x	0.106	0.744		0.216	0.030		1.326	0.868		0.017	0.647	
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.3	2.3		2.3	2.3	
Service Time, ts (s)	5.50	4.78		6.30	5.46		5.26	4.63		5.97	5.47	

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	49	378		90	14		632	451		8	300	
Capacity	462	508		418	464		476	520		435	463	
95% Queue Length, Q_{95} (veh)	0.4	6.3		0.8	0.1		27.9	9.4		0.1	4.5	
Control Delay (s/veh)	11.4	27.6		13.7	10.7		183.1	39.8		11.1	23.6	
Level of Service, LOS	B	D		B	B		F	E		B	C	
Approach Delay (s/veh)	25.8			13.3			123.4			23.3		
Approach LOS	D			B			F			C		
Intersection Delay, s/veh | LOS	79.7						F					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	42	348	30	52	13	581	337	78	7	271	5
Future Volume (veh/h)	3	42	348	30	52	13	581	337	78	7	271	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1781	1841	1841	1841	1870	1870	1870	1856	1870	1856	1870
Adj Flow Rate, veh/h	3	45	370	32	55	14	618	359	83	7	288	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	8	4	4	4	2	2	2	3	2	3	2
Cap, veh/h	341	348	696	301	391	100	739	917	212	386	588	10
Arrive On Green	0.20	0.20	0.20	0.03	0.28	0.28	0.25	0.62	0.62	0.32	0.32	0.32
Sat Flow, veh/h	1332	1781	1560	1753	1416	360	1781	1469	340	947	1818	32
Grp Volume(v), veh/h	3	45	370	32	0	69	618	0	442	7	0	293
Grp Sat Flow(s),veh/h/ln	1332	1781	1560	1753	0	1776	1781	0	1809	947	0	1850
Q Serve(g_s), s	0.2	1.9	15.5	1.3	0.0	2.6	19.3	0.0	10.9	0.5	0.0	11.5
Cycle Q Clear(g_c), s	0.2	1.9	15.5	1.3	0.0	2.6	19.3	0.0	10.9	0.5	0.0	11.5
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.19	1.00		0.02
Lane Grp Cap(c), veh/h	341	348	696	301	0	491	739	0	1129	386	0	598
V/C Ratio(X)	0.01	0.13	0.53	0.11	0.00	0.14	0.84	0.00	0.39	0.02	0.00	0.49
Avail Cap(c_a), veh/h	348	358	705	381	0	582	837	0	1129	386	0	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	29.9	18.1	26.0	0.0	24.5	13.6	0.0	8.4	20.8	0.0	24.5
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.2	0.0	0.1	6.7	0.0	1.0	0.1	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.4	9.3	1.0	0.0	2.0	12.6	0.0	7.2	0.2	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	30.0	18.8	26.1	0.0	24.7	20.3	0.0	9.5	20.9	0.0	27.4
LnGrp LOS	C	C	B	C	A	C	C	A	A	C	A	C
Approach Vol, veh/h		418			101			1060			300	
Approach Delay, s/veh		20.1			25.1			15.8			27.2	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		60.6	7.3	22.1	27.1	33.6		29.4				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		51.5	6.9	18.1	27.5	19.5		29.5				
Max Q Clear Time (g_c+I1), s		12.9	3.3	17.5	21.3	13.5		4.6				
Green Ext Time (p_c), s		3.0	0.0	0.1	1.2	0.8		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	820	147	978	998	71	636
Future Volume (veh/h)	820	147	978	998	71	636
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870
Adj Flow Rate, veh/h	882	158	1052	0	76	684
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	3	2	2	2	2
Cap, veh/h	970	441	1718		153	2201
Arrive On Green	0.28	0.28	0.64	0.00	0.09	0.62
Sat Flow, veh/h	3456	1572	3647	1585	1781	3647
Grp Volume(v), veh/h	882	158	1052	0	76	684
Grp Sat Flow(s),veh/h/ln	1728	1572	1777	1585	1781	1777
Q Serve(g_s), s	22.2	7.2	15.7	0.0	3.7	8.2
Cycle Q Clear(g_c), s	22.2	7.2	15.7	0.0	3.7	8.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	970	441	1718		153	2201
V/C Ratio(X)	0.91	0.36	0.61		0.50	0.31
Avail Cap(c_a), veh/h	1018	463	1718		153	2201
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	25.9	11.1	0.0	39.3	8.1
Incr Delay (d2), s/veh	11.5	0.5	1.6	0.0	2.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.6	4.8	8.5	0.0	3.0	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.8	26.4	12.7	0.0	41.7	8.4
LnGrp LOS	D	C	B		D	A
Approach Vol, veh/h	1040		1052	A		760
Approach Delay, s/veh	40.3		12.7			11.8
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	32.2	48.0				60.2	29.8
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	26.5	43.5				54.5	26.5
Max Q Clear Time (g_c+I1), s	17.7	17.7				10.2	24.2
Green Ext Time (p_c), s	0.0	8.3				5.3	1.1

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	338	0	391	0	1614	0	0	584	910
Future Volume (veh/h)	0	0	0	338	0	391	0	1614	0	0	584	910
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				363	0	420	0	1735	0	0	628	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				524	0	466	0	2152	0	0	2152	
Arrive On Green				0.29	0.00	0.29	0.00	0.61	0.00	0.00	1.00	0.00
Sat Flow, veh/h				1781	0	1585	0	3741	0	0	3647	1585
Grp Volume(v), veh/h				363	0	420	0	1735	0	0	628	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1777	0	0	1777	1585
Q Serve(g_s), s				16.3	0.0	22.9	0.0	33.9	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				16.3	0.0	22.9	0.0	33.9	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				524	0	466	0	2152	0	0	2152	
V/C Ratio(X)				0.69	0.00	0.90	0.00	0.81	0.00	0.00	0.29	
Avail Cap(c_a), veh/h				584	0	520	0	2152	0	0	2152	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				28.1	0.0	30.5	0.0	13.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				3.1	0.0	17.5	0.0	3.3	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				11.2	0.0	15.6	0.0	18.2	0.0	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.2	0.0	48.0	0.0	17.0	0.0	0.0	0.3	0.0
LnGrp LOS				C	A	D	A	B	A	A	A	
Approach Vol, veh/h					783			1735			628	A
Approach Delay, s/veh					40.2			17.0			0.3	
Approach LOS					D			B			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	59.0		59.0		31.0			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	51.5		51.5		29.5			
Max Q Clear Time (g_c+I1), s	35.9		2.0		24.9			
Green Ext Time (p_c), s	11.0		4.8		1.6			

Intersection Summary		
HCM 6th Ctrl Delay	19.5	
HCM 6th LOS	B	

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1338	1	804	0	0	0	0	703	254	302	624	0
Future Volume (veh/h)	1338	1	804	0	0	0	0	703	254	302	624	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1159	1870				0	1870	1856	1856	1870	0
Adj Flow Rate, veh/h	1440	0	0				0	756	273	325	671	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	50	2				0	2	3	3	2	0
Cap, veh/h	1578	0					0	794	351	405	855	0
Arrive On Green	0.44	0.00	0.00				0.00	0.22	0.22	0.18	0.46	0.00
Sat Flow, veh/h	3563	0	1585				0	3647	1572	1767	1870	0
Grp Volume(v), veh/h	1440	0	0				0	756	273	325	671	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1572	1767	1870	0
Q Serve(g_s), s	34.0	0.0	0.0				0.0	18.9	14.7	11.6	27.3	0.0
Cycle Q Clear(g_c), s	34.0	0.0	0.0				0.0	18.9	14.7	11.6	27.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1578	0					0	794	351	405	855	0
V/C Ratio(X)	0.91	0.00					0.00	0.95	0.78	0.80	0.79	0.00
Avail Cap(c_a), veh/h	1738	0					0	794	351	405	855	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.4	0.0	0.0				0.0	34.5	32.8	33.3	20.7	0.0
Incr Delay (d2), s/veh	7.3	0.0	0.0				0.0	22.3	15.5	11.2	7.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.3	0.0	0.0				0.0	15.5	11.2	12.2	18.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.0	0.0				0.0	56.8	48.3	44.4	27.9	0.0
LnGrp LOS	C	A					A	E	D	D	C	A
Approach Vol, veh/h		1440	A					1029			996	
Approach Delay, s/veh		30.8						54.5			33.3	
Approach LOS		C						D			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	21.0	24.6		44.4		45.6						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	12.5	20.1		43.9		37.1						
Max Q Clear Time (g_c+I1), s	13.3	20.9		36.0		29.3						
Green Ext Time (p_c), s	0.0	0.0		3.9		2.7						

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	2	2	38	9	326	3	326	24	593	579	86
Future Volume (veh/h)	65	2	2	38	9	326	3	326	24	593	579	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	2	2	41	10	354	3	354	26	645	629	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	465	397	473	437	390	249	1030	75	715	860	127
Arrive On Green	0.04	0.26	0.26	0.03	0.25	0.25	0.00	0.31	0.31	0.24	0.54	0.54
Sat Flow, veh/h	1781	1815	1552	1781	1777	1585	1781	3358	245	1781	1593	235
Grp Volume(v), veh/h	71	2	2	41	10	354	3	187	193	645	0	722
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1777	1585	1781	1777	1826	1781	0	1828
Q Serve(g_s), s	3.2	0.1	0.1	1.8	0.5	23.3	0.1	8.7	8.8	25.5	0.0	32.3
Cycle Q Clear(g_c), s	3.2	0.1	0.1	1.8	0.5	23.3	0.1	8.7	8.8	25.5	0.0	32.3
Prop In Lane	1.00		0.98	1.00		1.00	1.00		0.13	1.00		0.13
Lane Grp Cap(c), veh/h	173	455	407	473	437	390	249	545	560	715	0	987
V/C Ratio(X)	0.41	0.00	0.01	0.09	0.02	0.91	0.01	0.34	0.35	0.90	0.00	0.73
Avail Cap(c_a), veh/h	214	529	473	522	519	463	350	545	560	715	0	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	29.8	29.8	28.6	30.7	39.3	25.8	28.9	28.9	18.3	0.0	18.8
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	19.4	0.0	1.7	1.7	14.8	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.1	0.1	1.4	0.4	16.4	0.1	6.9	7.1	18.3	0.0	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	29.8	29.8	28.7	30.8	58.8	25.8	30.6	30.6	33.1	0.0	23.6
LnGrp LOS	C	C	C	C	C	E	C	C	C	C	A	C
Approach Vol, veh/h		75			405			383			1367	
Approach Delay, s/veh		32.5			55.0			30.5			28.1	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	37.5	8.0	32.0	4.9	62.6	9.1	31.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	33.0	6.5	32.0	6.5	52.0	7.1	31.4
Max Q Clear Time (g_c+I1), s	27.5	10.8	3.8	2.1	2.1	34.3	5.2	25.3
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.0	4.4	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	2	2	38	9	326	3	326	24	593	579	86
Future Volume (veh/h)	65	2	2	38	9	326	3	326	24	593	579	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	2	2	41	10	354	3	354	26	645	629	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	367	314	404	359	699	301	1117	82	771	920	136
Arrive On Green	0.04	0.20	0.20	0.03	0.19	0.19	0.00	0.33	0.33	0.25	0.58	0.58
Sat Flow, veh/h	1781	1815	1552	1781	1870	1585	1781	3358	245	1781	1593	235
Grp Volume(v), veh/h	71	2	2	41	10	354	3	187	193	645	0	722
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1870	1585	1781	1777	1826	1781	0	1828
Q Serve(g_s), s	3.1	0.1	0.1	1.8	0.4	15.9	0.1	7.8	7.8	22.4	0.0	27.3
Cycle Q Clear(g_c), s	3.1	0.1	0.1	1.8	0.4	15.9	0.1	7.8	7.8	22.4	0.0	27.3
Prop In Lane	1.00		0.98	1.00		1.00	1.00		0.13	1.00		0.13
Lane Grp Cap(c), veh/h	416	360	322	404	359	699	301	591	608	771	0	1057
V/C Ratio(X)	0.17	0.01	0.01	0.10	0.03	0.51	0.01	0.32	0.32	0.84	0.00	0.68
Avail Cap(c_a), veh/h	463	573	513	460	592	897	411	591	608	785	0	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	31.6	31.6	30.4	32.6	20.0	21.9	24.7	24.7	13.7	0.0	14.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.6	0.0	1.4	1.4	7.8	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.1	0.1	1.4	0.4	9.6	0.1	6.0	6.2	14.0	0.0	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	31.6	31.6	30.5	32.6	20.5	21.9	26.1	26.1	21.5	0.0	18.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	A	B
Approach Vol, veh/h		75			405			383			1367	
Approach Delay, s/veh		30.4			21.8			26.0			19.7	
Approach LOS		C			C			C			B	

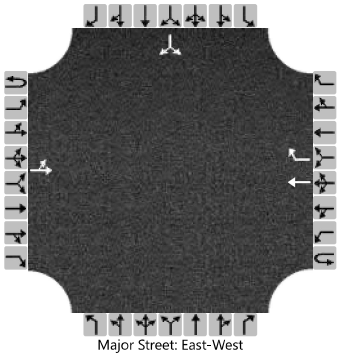
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	37.5	7.9	24.6	4.9	61.8	8.9	23.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	33.0	6.5	32.0	6.5	52.0	7.1	31.4
Max Q Clear Time (g_c+I1), s	11.4	9.8	3.8	2.1	2.1	29.3	5.1	17.9
Green Ext Time (p_c), s	0.3	1.9	0.0	0.0	0.0	4.8	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Burns Road/Site Acces
Agency/Co.	JUB Engineers	Jurisdiction	City of Pasco
Date Performed	9/28/2021	East/West Street	Burns Road
Analysis Year	2026	North/South Street	Barker Ranch Access
Time Analyzed	PM Peak Hour- Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Barker Ranch TIA		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		LT					T	R							LR	
Volume (veh/h)		17	282				449	158						96		11
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18													116	
Capacity, c (veh/h)		924													345	
v/c Ratio		0.02													0.34	
95% Queue Length, Q_{95} (veh)		0.1													1.5	
Control Delay (s/veh)		9.0													20.6	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		0.7												20.6		
Approach LOS														C		

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HCS7 Two-Way Stop-Control Report

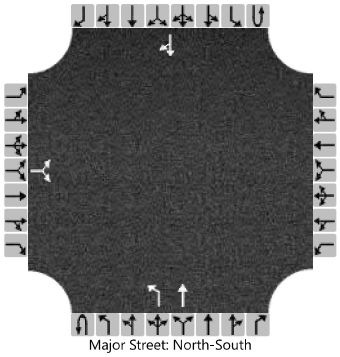
General Information

Analyst	Montgomery
Agency/Co.	JUB Engineers
Date Performed	9/28/2021
Analysis Year	2026
Time Analyzed	PM Peak Hour- Build
Intersection Orientation	North-South
Project Description	Barker Ranch TIA

Site Information

Intersection	Broadmoor Blvd/Site Acces
Jurisdiction	City of Pasco
East/West Street	Barker Ranch Access
North/South Street	Broadmoor Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		0		74						119	226				208	0
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

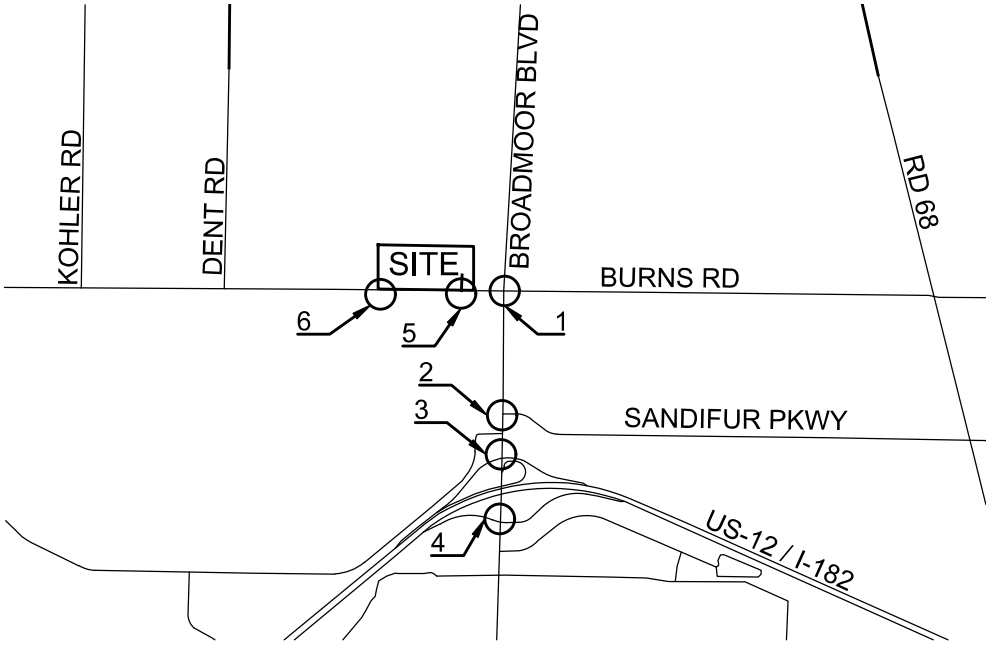
Flow Rate, v (veh/h)			80							129						
Capacity, c (veh/h)			811							1336						
v/c Ratio			0.10							0.10						
95% Queue Length, Q_{95} (veh)			0.3							0.3						
Control Delay (s/veh)			9.9							8.0						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.9								2.8						
Approach LOS		A														

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Appendix C

In-Process Trips

Parks at Riversbend
Burns Road Duplexes
Summary Spreadsheet

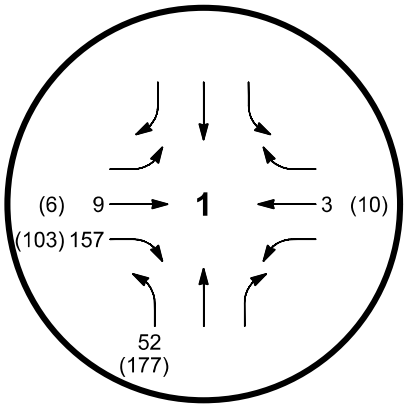


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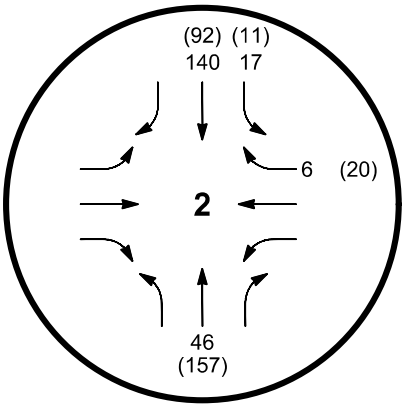
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XXX	AM PEAK HOUR
(XXX)	PM PEAK HOUR

N

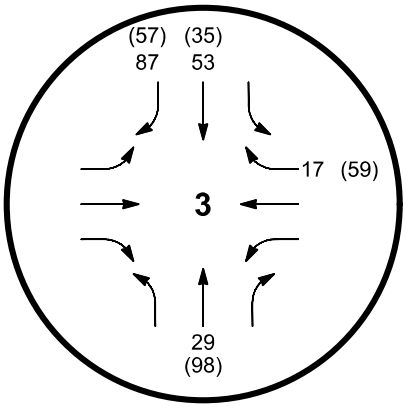
NTS



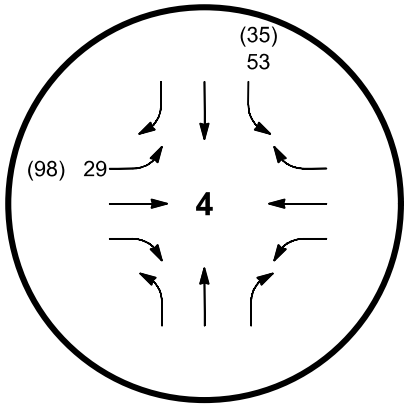
Broadmoor Boulevard /
Burns Road



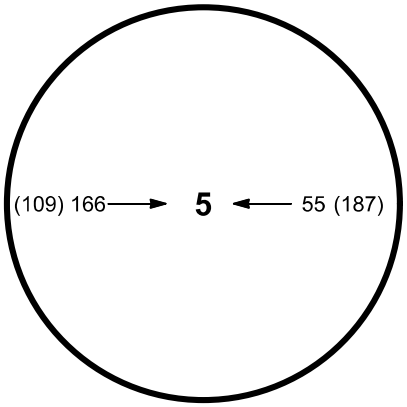
Broadmoor Boulevard /
Sandifur Parkway



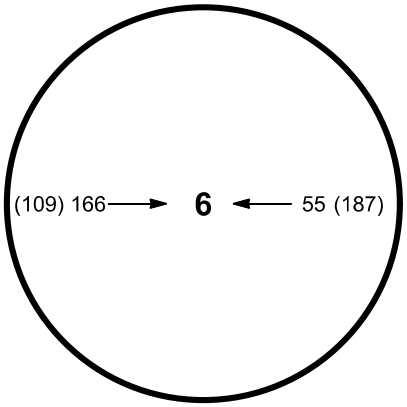
Broadmoor Boulevard /
US-12 WB Ramps



Broadmoor Boulevard /
US-12 EB Ramps



Road C /
Burns Road



Road A /
Burns Road

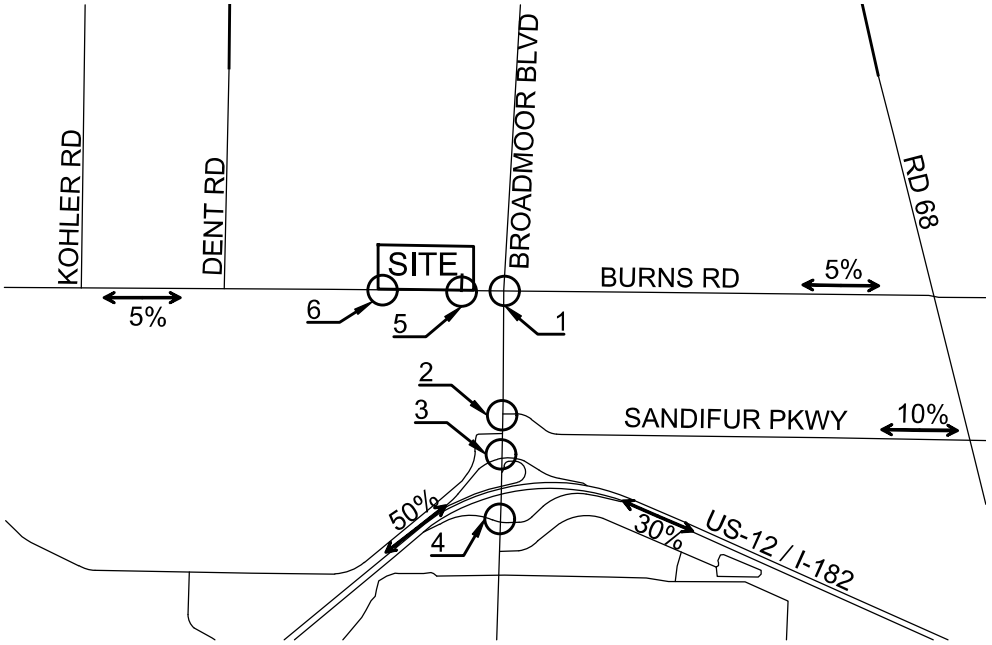
In-Process Project Trips

Burns Road Duplexes

July 2020

FIGURE
5

Trips representing the Parks at Riversbend

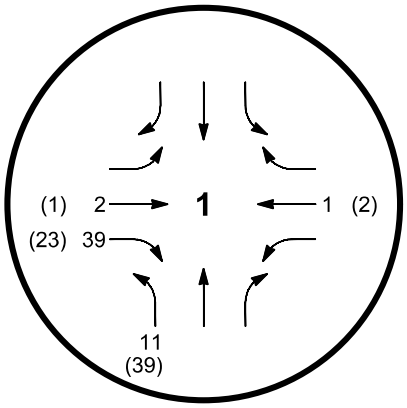


LEGEND

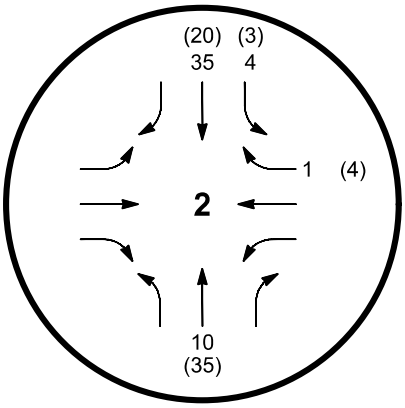
○	INTERSECTION
XXX	AM PEAK HOUR
(XXX)	PM PEAK HOUR

N

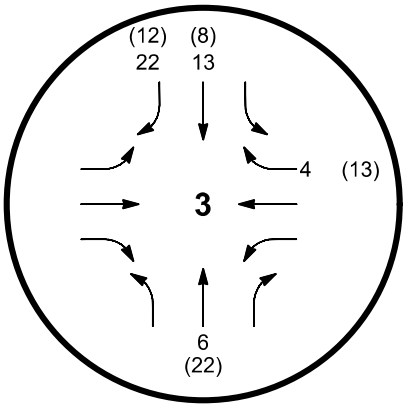
NTS



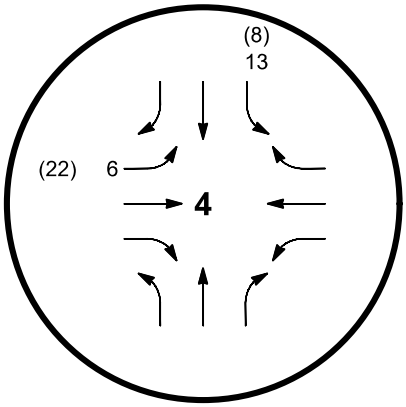
Broadmoor Boulevard / Burns Road



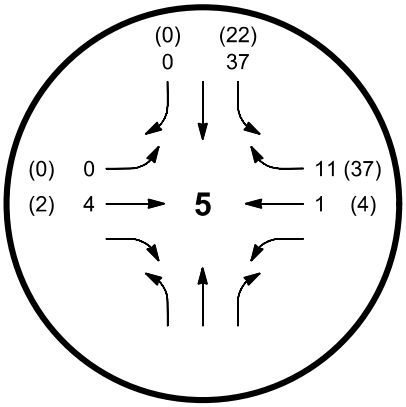
Broadmoor Boulevard / Sandifur Parkway



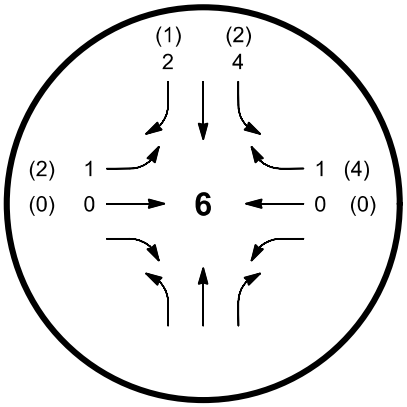
Broadmoor Boulevard / US-12 WB Ramps



Broadmoor Boulevard / US-12 EB Ramps



Road C / Burns Road



Road A / Burns Road

PBS	**Trip Distribution and Assignment** **Burns Road Duplexes**	July 2020 FIGURE **7**

AM Peak HourTurning Movement Volumes

Burns/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hour Total	77	153	27	9	230	4	3	25	169	66	14	2	779
2021 Peak Hour @ 2%per year	**80**	**159**	**28**	**9**	**239**	**4**	**3**	**26**	**176**	**69**	**15**	**2**	**810**
Year 2026 Growth @2%/year	88	176	31	10	264	5	3	29	194	76	16	2	894
In-Process Trips-Parks at Riversbend	52							9	157		3		221
In-Process Trip-Burns Rd Duplexes	11							2	39		1		53
2026 No-Build	**151**	**176**	**31**	**10**	**264**	**5**	**3**	**40**	**390**	**76**	**20**	**2**	**1168**
Project Trips all Phases	46	35		6	112			7	129		2	2	339 *
2026 Build	**197**	**211**	**31**	**16**	**376**	**5**	**3**	**47**	**519**	**76**	**22**	**4**	**1507**

* Does not include 5% of Project related trips that go west on Burns Road

Sandifur/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hour Total	0	341	385	27	594	0	0	0	0	733	0	27	2107
2021 Peak Hour @ 2%per year	**0**	**355**	**401**	**28**	**618**	**0**	**0**	**0**	**0**	**763**	**0**	**28**	**2193**
Year 2026 Growth @2%/year	0	392	442	31	682	0	0	0	0	842	0	31	2420
In-Process Trips-Parks at Riversbend		46		17	140							6	209
In-Process Trip-Burns Rd Duplexes		10		4	35							1	50
2026 No-Build	**0**	**448**	**442**	**52**	**857**	**0**	**0**	**0**	**0**	**842**	**0**	**38**	**2679**
Project Trips all Phases		72		27	214							9	322
2026 Build	**0**	**520**	**442**	**79**	**1071**	**0**	**0**	**0**	**0**	**842**	**0**	**47**	**3001**

I-182 Westbound ramps/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hour Total	0	666	560	0	538	811	0	0	0	201	0	175	2951
2021 Peak Hour @ 2%per year	**0**	**693**	**583**	**0**	**560**	**844**	**0**	**0**	**0**	**209**	**0**	**182**	**3071**
Year 2026 Growth @2%/year	0	765	643	0	618	932	0	0	0	231	0	201	3390
In-Process Trips-Parks at Riversbend		29			53	87						17	186
In-Process Trip-Burns Rd Duplexes		6			13	22						4	45
2026 No-Build	**0**	**800**	**643**	**0**	**684**	**1041**	**0**	**0**	**0**	**231**	**0**	**222**	**3621**
Project Trips all Phases		45			93	121						7	266
2026 Build	**0**	**845**	**643**	**0**	**777**	**1162**	**0**	**0**	**0**	**231**	**0**	**229**	**3887**

I-182 Eastbound ramps/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hour Total	0	776	383	218	518	0	418	2	301	0	0	0	2616
2021 Peak Hour @ 2%per year	**0**	**807**	**398**	**227**	**539**	**0**	**435**	**2**	**313**	**0**	**0**	**0**	**2721**
Year 2026 Growth @2%/year	0	891	440	250	595	0	480	2	346	0	0	0	3004
In-Process Trips-Parks at Riversbend				53			29						82
In-Process Trip-Burns Rd Duplexes				13			6						19
2026 No-Build	**0**	**891**	**440**	**316**	**595**	**0**	**515**	**2**	**346**	**0**	**0**	**0**	**3105**
Project Trips all Phases		4		80	13		41						138
2026 Build	**0**	**895**	**440**	**396**	**608**	**0**	**556**	**2**	**346**	**0**	**0**	**0**	**3243**

Chapel Hill/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hour Total	0	542	15	275	372	26	82	6	11	19	5	381	1734
2021 Peak Hour @ 2%per year	**0**	**564**	**16**	**286**	**387**	**27**	**85**	**6**	**11**	**20**	**5**	**396**	**1803**
Year 2026 Growth @2%/year	0	623	17	316	427	30	94	7	13	22	6	438	1993
In-Process Trips-Parks at Riversbend													0
In-Process Trip-Burns Rd Duplexes													0
2026 No-Build	**0**	**623**	**17**	**316**	**427**	**30**	**94**	**7**	**13**	**22**	**6**	**438**	**1993**
Project Trips all Phases				13								4	17
2026 Build	**0**	**623**	**17**	**329**	**427**	**30**	**94**	**7**	**13**	**22**	**6**	**442**	**2010**

PM Peak Hour Turning Movement Volumes

Burns/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hr Total	186	190	68	3	175	4	3	26	116	26	28	5	830
2021 Peak Hour @ 2%per year	**194**	**198**	**71**	**3**	**182**	**4**	**3**	**27**	**121**	**27**	**29**	**5**	**864**
Year 2026 Growth @2%/year	214	218	78	3	201	5	3	30	133	30	32	6	953
In-Process Trips-Parks at Riversbend	177							6	103		10		296
In-Process Trip-Burns Rd Duplexes	39							1	23		2		65
2026 No-Build	**430**	**218**	**78**	**3**	**201**	**5**	**3**	**37**	**259**	**30**	**44**	**6**	**1314**
Project Trips all Phases	151	119		4	70			5	89		8	7	453 *
2026 Build	**581**	**337**	**78**	**7**	**271**	**5**	**3**	**42**	**348**	**30**	**52**	**13**	**1767**

Sandifur/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hr Total	0	475	869	34	333	0	0	0	0	714	0	39	2464
2021 Peak Hour @ 2%per year	**0**	**494**	**904**	**35**	**346**	**0**	**0**	**0**	**0**	**743**	**0**	**41**	**2563**
Year 2026 Growth @2%/year	0	546	998	39	383	0	0	0	0	820	0	45	2831
In-Process Trips-Parks at Riversbend		157		11	92							59	319
In-Process Trip-Burns Rd Duplexes		35		3	20							13	71
2026 No-Build	**0**	**738**	**998**	**53**	**495**	**0**	**0**	**0**	**0**	**820**	**0**	**117**	**3221**
Project Trips all Phases		240		18	141							30	429
2026 Build	**0**	**978**	**998**	**71**	**636**	**0**	**0**	**0**	**0**	**820**	**0**	**147**	**3650**

I-182 Westbound ramps/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hr Total	0	1170	357	0	417	663	0	0	0	294	2	199	3102
2021 Peak Hour @ 2%per year	**0**	**1217**	**371**	**0**	**434**	**690**	**0**	**0**	**0**	**306**	**2**	**207**	**3227**
Year 2026 Growth @2%/year	0	1344	410	0	479	762	0	0	0	338	2	229	3564
In-Process Trips-Parks at Riversbend		98			35	57						59	249
In-Process Trip-Burns Rd Duplexes		22			8	12						13	55
2026 No-Build	**0**	**1464**	**410**	**0**	**522**	**831**	**0**	**0**	**0**	**338**	**2**	**301**	**3868**
Project Trips all Phases		150			62	79						90	381
2026 Build	**0**	**1614**	**410**	**0**	**584**	**910**	**0**	**0**	**0**	**338**	**2**	**391**	**4249**

I-182 Eastbound ramps/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hr Total	0	599	221	179	535	0	943	1	700	0	0	0	3178
2021 Peak Hour @ 2%per year	**0**	**623**	**230**	**186**	**557**	**0**	**981**	**1**	**728**	**0**	**0**	**0**	**3306**
Year 2026 Growth @2%/year	0	688	254	206	615	0	1083	1	804	0	0	0	3651
In-Process Trips-Parks at Riversbend				35			98						133
In-Process Trip-Burns Rd Duplexes				8			22						30
2026 No-Build	**0**	**688**	**254**	**249**	**615**	**0**	**1203**	**1**	**804**	**0**	**0**	**0**	**3814**
Project Trips all Phases		15		53	9		135						212
2026 Build	**0**	**703**	**254**	**302**	**624**	**0**	**1338**	**1**	**804**	**0**	**0**	**0**	**4026**

Chapel Hill/Broadmoor

	Northbound			Southbound			Eastbound			Westbound			Total Hourly
Scenario	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
2019 Peak Hr Total	3	284	21	508	504	75	57	2	2	33	8	271	1768
2021 Peak Hour @ 2%per year	**3**	**295**	**22**	**529**	**524**	**78**	**59**	**2**	**2**	**34**	**8**	**282**	**1838**
Year 2026 Growth @2%/year	3	326	24	584	579	86	65	2	2	38	9	311	2029
In-Process Trips-Parks at Riversbend													0
In-Process Trip-Burns Rd Duplexes													0
2026 No-Build	**3**	**326**	**24**	**584**	**579**	**86**	**65**	**2**	**2**	**38**	**9**	**311**	**2029**
Project Trips all Phases				9								15	24
2026 Build	**3**	**326**	**24**	**593**	**579**	**86**	**65**	**2**	**2**	**38**	**9**	**326**	**2053**

Appendix D

Barker Ranch Site Plan

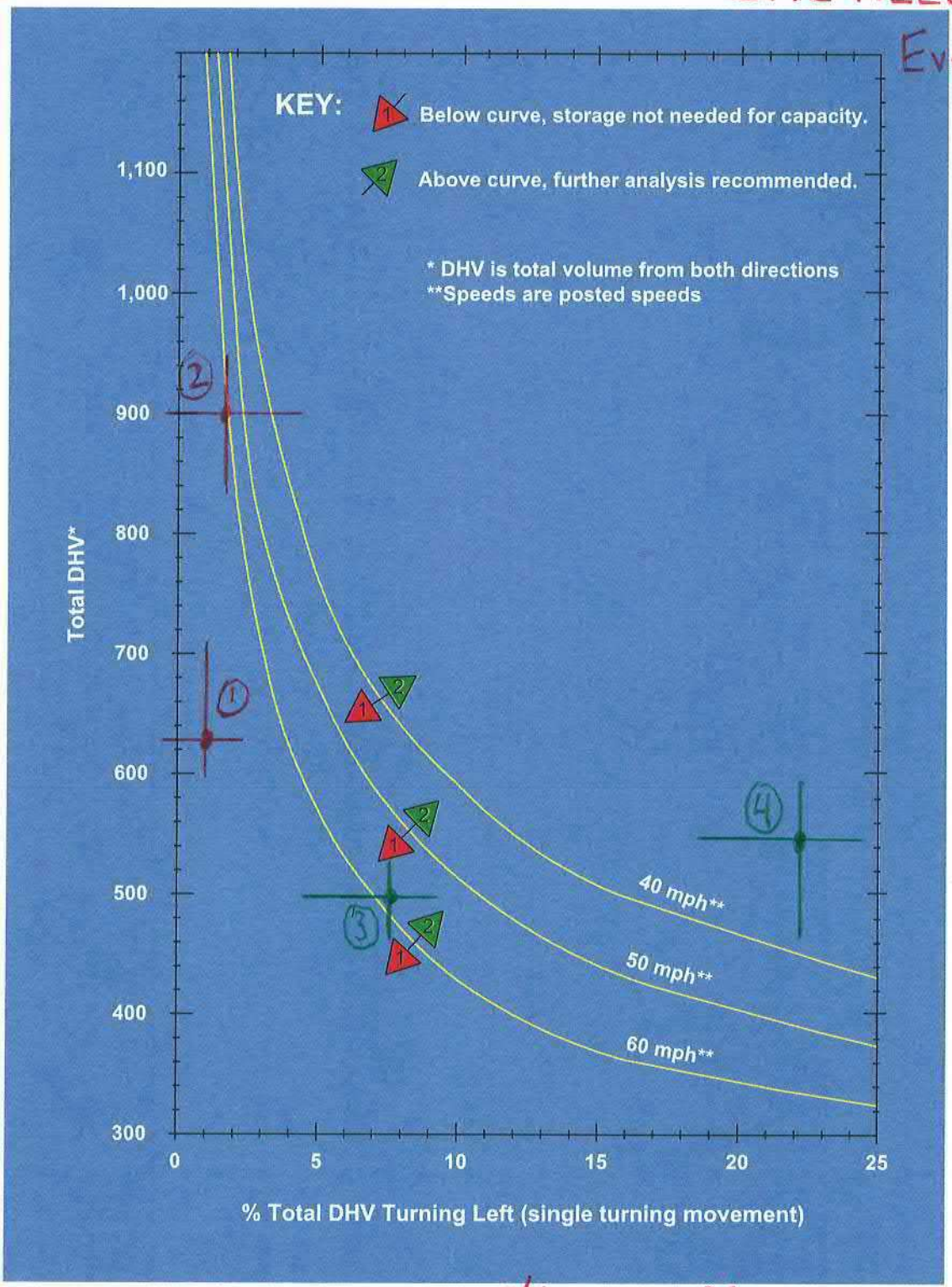
LANE F
BARKER RANCH 1ST ADDITION
LANE E
BARKER HEIGHTS
LANE E
ROAD 108
RED LANE
ORANGE LANE
GREEN LANE
BLUE LANE
LANE D
BARKER RANCH 1ST ADDITION
LANE C
BARKER HEIGHTS
LANE C
LANE B
LANE A
BARKER RANCH
LANE A
ROAD 104
LANE B
LANE D
BARKER RANCH
LANE C
BURNS ROAD

Appendix E

Safety Analysis

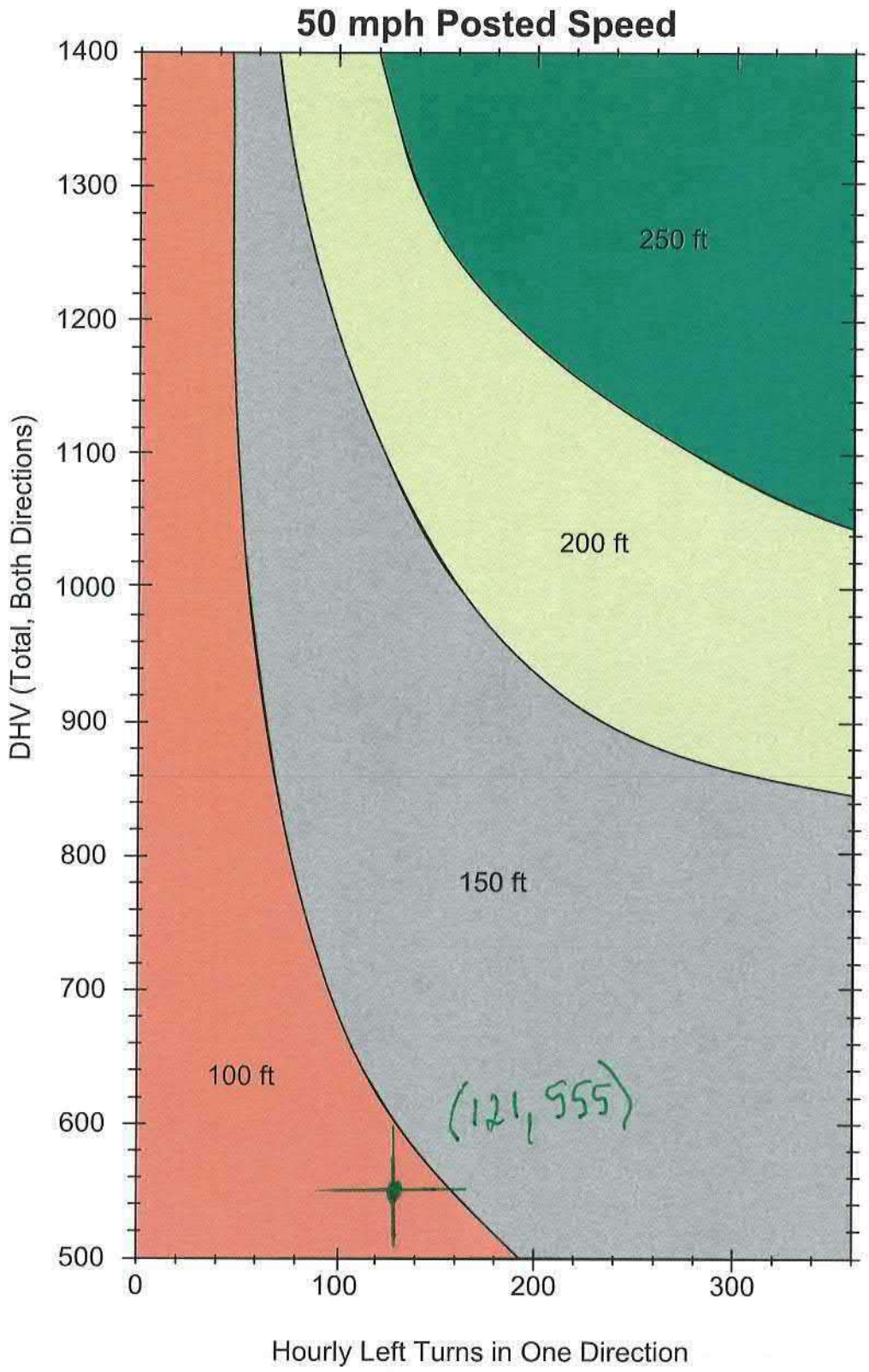
Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized

SITE ACCESS EVALUATION



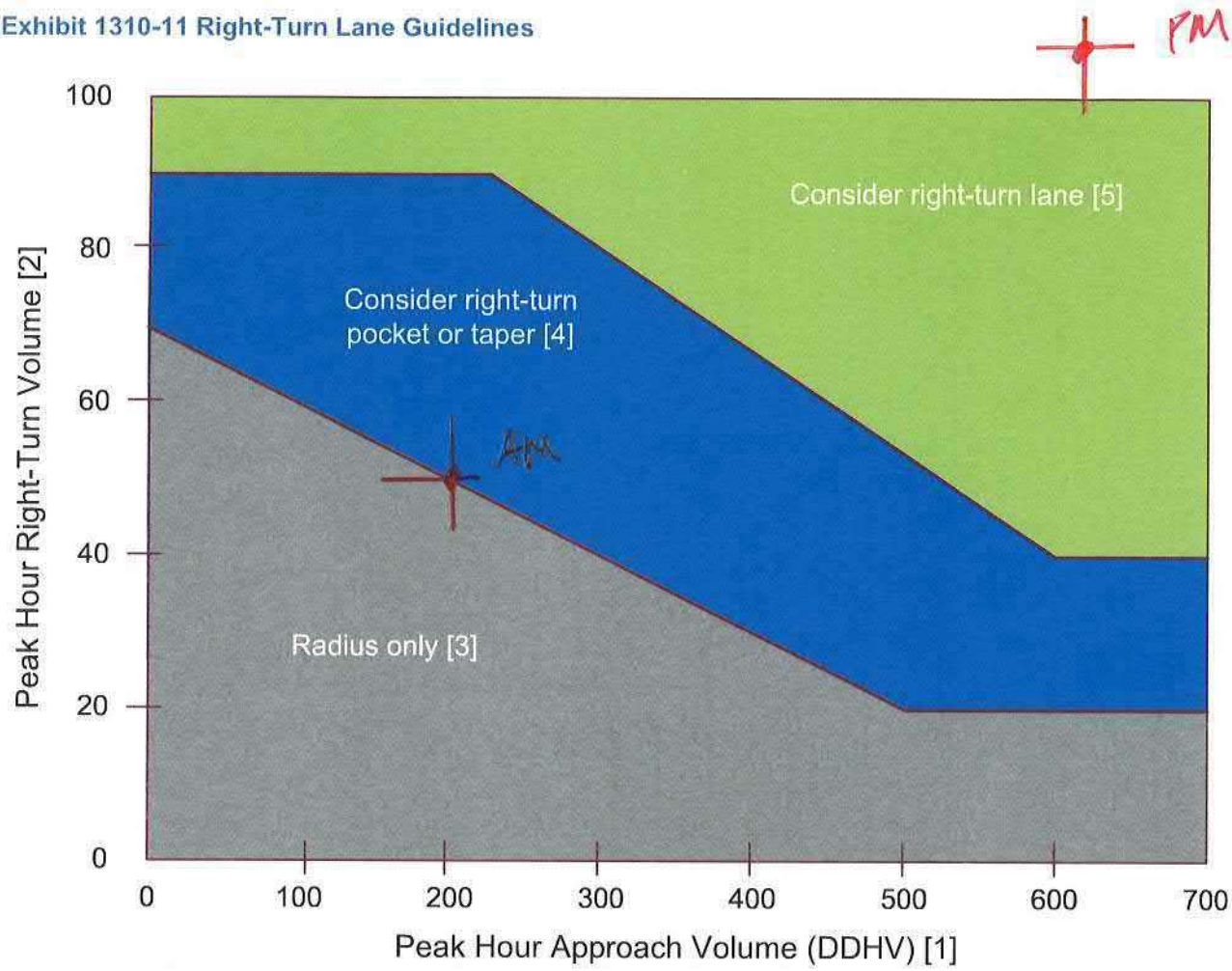
(1) EASTBOUND BURNS ROAD AM = 5/624 = 0.8%
(2) PM = 15/901 = 1.7%
(3) NORTHBOUND BROADMOOR AM = 37/495 = 7.5%
(4) PM = 121/555 = 21.8%

Exhibit 1310-8b Left-Turn Storage Length: Two-Lane, Unsignalized (50 mph)



NORTHBOUND BROADMOOR AT SITE ACCESS

Exhibit 1310-11 Right-Turn Lane Guidelines



Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-12.

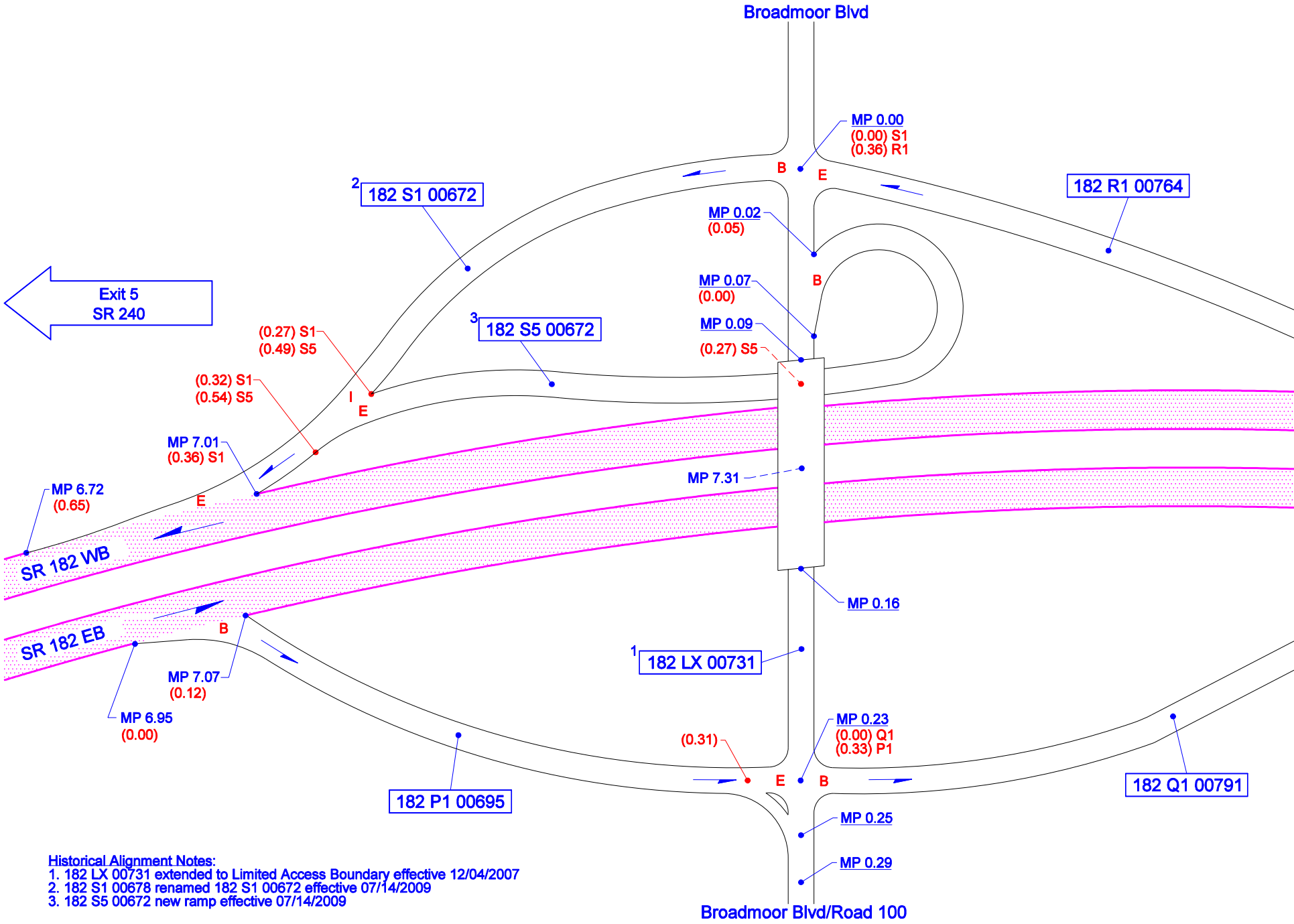
[5] For right-turn lane design, see Exhibit 1310-13.

WESTBOUND SITE ACCESS

COUNTY	JURISDICTION	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFIC WAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILEPOST	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	JUNCTION RELATIONSHIP	FIRST COLLISION TYPE / OBJECT STRUCK
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	BURNS RD						08/19/2019	10:38	No Apparent Injury	0	0	3	At Intersection and Related	From same direction - both going straight - both moving - rear-end
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	BURNS RD						03/14/2017	07:53	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	BURNS RD						08/12/2017	22:36	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	BURNS RD						09/26/2018	13:00	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	BURNS RD						12/10/2016	20:40	Possible Injury	2	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BURNS RD	0	BROADMOOR BLVD						12/31/2019	23:01	Suspected Minor Injury	1	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BURNS RD	0	BROADMOOR BLVD						11/18/2016	18:05	Serious Injury	2	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						02/02/2019	16:20	Suspected Minor Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						04/07/2019	11:54	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						10/07/2019	12:10	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						01/10/2020	06:57	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						04/13/2020	20:35	Suspected Minor Injury	6	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						04/30/2020	19:30	Suspected Minor Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD		SANDIFUR PKWY						11/18/2020	17:47	Suspected Minor Injury	2	0	3	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						05/04/2017	11:46	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						04/06/2018	22:40	Possible Injury	2	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						10/28/2018	12:10	Possible Injury	4	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	SANDIFUR PKWY						10/31/2018	10:12	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800	SANDIFUR PKWY						02/08/2016	08:49	No Injury	0	0	3	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800	SANDIFUR PKWY						03/31/2016	15:10	No Injury	0	0	2	At Driveway within Major Intersection	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800	SANDIFUR PKWY						05/31/2016	15:06	Possible Injury	1	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0		150	F	S	SANDIFUR PKWY		09/13/2017	17:42	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - sideswipe
Franklin	City Stree	Pasco	BROADMOOR BLVD	3200		102	F	S	SANDIFUR PKWY		04/16/2018	17:12	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - sideswipe
Franklin	City Stree	Pasco	SANDIFUR PKWY	0	BROADMOOR BLVD						02/28/2019	07:43	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - both moving - rear-end
Franklin	City Stree	Pasco	SANDIFUR PKWY	0	BROADMOOR BLVD						12/08/2017	19:58	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	SANDIFUR PKWY	0	BROADMOOR BLVD						10/04/2018	20:20	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.00	03/15/2020	18:56	Suspected Minor Injury	1	0	2	At Intersection and Related	Entering at angle
Franklin	State Rou	Pasco	182LX00731							0.00	02/17/2017	18:06	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.00	03/15/2017	10:17	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	State Rou	Pasco	182LX00731							0.00	04/23/2017	01:45	Possible Injury	1	0	2	At Intersection and Related	Entering at angle
Franklin	State Rou	Pasco	182LX00731							0.00	08/22/2018	13:47	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.00	10/27/2016	17:46	No Injury	0	0	2	At Intersection and Related	Same direction -- both turning right -- both moving -- rear end
Franklin	State Rou	Pasco	182LX00731							0.01	06/26/2019	16:48	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - rear-end
Franklin	State Rou	Pasco	182R100764							0.30	11/07/2019	13:31	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - rear-end
Franklin	State Rou	Pasco	182R100764							0.36	04/10/2018	19:39	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.04	12/19/2018	17:18	No Apparent Injury	0	0	3	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.09	06/14/2018	17:08	No Apparent Injury	0	0	3	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.16	03/21/2018	14:38	Possible Injury	1	0	2	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.18	12/17/2019	15:06	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.20	09/25/2019	14:08	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.20	09/24/2018	07:18	Possible Injury	1	0	3	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.22	01/04/2019	17:19	Possible Injury	2	0	3	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.22	11/04/2019	21:09	Possible Injury	1	0	2	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.22	08/11/2020	08:44	No Apparent Injury	0	0	2	At Intersection and Related	Same direction -- both turning right -- both moving -- sideswipe
Franklin	State Route		182LX00731							0.23	12/04/2020	16:33	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.23	01/09/2020	16:20	Suspected Minor Injury	2	0	3	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	State Rou	Pasco	182LX00731							0.23	02/19/2020	22:27	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	State Rou	Pasco	182LX00731							0.23	08/16/2020	16:53	Suspected Serious Injury	1	0	2	At Intersection and Related	Entering at angle
Franklin	State Rou	Pasco	182LX00731							0.23	09/02/2020	10:27	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	State Rou	Pasco	182LX00731							0.23	02/23/2017	21:58	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	State Rou	Pasco	182LX00731							0.23	09/21/2017	16:45	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182LX00731							0.23	10/29/2017	17:26	Possible Injury	1	0	2	At Intersection and Related	Same direction -- both turning left -- both moving -- rear end
Franklin	State Rou	Pasco	182LX00731							0.23	11/16/2017	16:05	Possible Injury	3	0	3	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	State Rou	Pasco	182LX00731							0.23	02/08/2018	16:16	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle

Franklin	State Rou	Pasco	182LX00731							0.28	09/26/2019	16:30	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.30	12/20/2019	14:04	Possible Injury	1	0	3	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.30	01/28/2017	13:57	Possible Injury	1	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - sideswipe
Franklin	State Rou	Pasco	182P100695							0.31	10/13/2019	20:43	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - sideswipe
Franklin	State Rou	Pasco	182P100695							0.31	09/25/2020	07:47	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - sideswipe
Franklin	State Rou	Pasco	182P100695							0.32	02/16/2018	16:59	Possible Injury	1	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	03/07/2019	08:50	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	08/25/2020	11:15	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	02/25/2017	13:10	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	10/17/2017	13:38	No Apparent Injury	0	0	2	At Intersection and Related	Same direction -- both turning right -- one stopped -- rear end
Franklin	State Rou	Pasco	182P100695							0.33	02/06/2018	17:50	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	01/11/2016	10:56	No Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	01/14/2016	16:34	No Injury	0	0	2	At Intersection and Related	Same direction -- both turning right -- one stopped -- rear end
Franklin	State Rou	Pasco	182P100695							0.33	11/21/2016	06:50	No Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						01/04/2019	16:49	Suspected Minor Injury	2	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						03/28/2019	11:32	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						04/25/2019	12:12	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						06/21/2019	22:38	Possible Injury	4	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						11/23/2019	23:13	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						02/20/2020	06:38	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	4827	CHAPEL HILL BLVD						08/29/2020	22:20	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						05/14/2017	13:24	Possible Injury	2	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						06/19/2017	12:22	Suspected Minor Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						02/04/2018	17:01	Suspected Serious Injury	1	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						07/06/2018	07:35	Suspected Minor Injury	1	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						10/26/2018	07:24	Possible Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800	CHAPEL HILL BLVD						04/26/2016	15:52	No Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800	CHAPEL HILL BLVD						10/24/2016	17:44	No Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800		300	F	N	CHAPEL HILL BLV		10/24/2019	17:33	Possible Injury	1	0	2	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800		100	F	N	CHAPEL HILL BLV		03/29/2017	16:51	No Apparent Injury	0	0	2	Not at Intersection and Not Related	From same direction - both going straight - both moving - sideswipe
Franklin	City Stree	Pasco	BROADMOOR BLVD	4700		123	F	S	CHAPEL HILL BLV		05/07/2018	18:57	No Apparent Injury	0	0	1	Intersection Related but Not at Inters	Linear Curb
Franklin	City Stree	Pasco	BROADMOOR BLVD/R	0	CHAPEL HILL BLVD						09/06/2019	08:52	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	0	BROADMOOR BLVD						10/01/2019	16:31	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	10399	BROADMOOR BLVD						08/22/2020	14:20	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - one right turn - one straight
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	0	BROADMOOR BLVD						05/11/2017	20:22	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one right turn
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	0	BROADMOOR BLVD						11/05/2018	07:39	Possible Injury	1	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	10000		30	F	E	BROADMOOR BL		07/25/2020	09:31	No Apparent Injury	0	0	3	Intersection Related but Not at Inters	From same direction - both going straight - both moving - rear-end
Franklin	City Stree	Pasco	ROAD 100/BROADMO	0	CHAPEL HILL BLVD						07/26/2018	22:12	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight

Franklin	State Rou	Pasco	182LX00731							0.28	09/26/2019	16:30	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.30	12/20/2019	14:04	Possible Injury	1	0	3	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.30	01/28/2017	13:57	Possible Injury	1	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - sideswipe
Franklin	State Rou	Pasco	182P100695							0.31	10/13/2019	20:43	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - sideswipe
Franklin	State Rou	Pasco	182P100695							0.31	09/25/2020	07:47	No Apparent Injury	0	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - sideswipe
Franklin	State Rou	Pasco	182P100695							0.32	02/16/2018	16:59	Possible Injury	1	0	2	Intersection Related but Not at Inters	From same direction - both going straight - both moving - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	03/07/2019	08:50	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	08/25/2020	11:15	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	02/25/2017	13:10	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	10/17/2017	13:38	No Apparent Injury	0	0	2	At Intersection and Related	Same direction -- both turning right -- one stopped -- rear end
Franklin	State Rou	Pasco	182P100695							0.33	02/06/2018	17:50	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	01/11/2016	10:56	No Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	State Rou	Pasco	182P100695							0.33	01/14/2016	16:34	No Injury	0	0	2	At Intersection and Related	Same direction -- both turning right -- one stopped -- rear end
Franklin	State Rou	Pasco	182P100695							0.33	11/21/2016	06:50	No Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						01/04/2019	16:49	Suspected Minor Injury	2	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						03/28/2019	11:32	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						04/25/2019	12:12	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						06/21/2019	22:38	Possible Injury	4	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						11/23/2019	23:13	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						02/20/2020	06:38	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	4827	CHAPEL HILL BLVD						08/29/2020	22:20	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						05/14/2017	13:24	Possible Injury	2	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						06/19/2017	12:22	Suspected Minor Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						02/04/2018	17:01	Suspected Serious Injury	1	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						07/06/2018	07:35	Suspected Minor Injury	1	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	BROADMOOR BLVD	0	CHAPEL HILL BLVD						10/26/2018	07:24	Possible Injury	1	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800	CHAPEL HILL BLVD						04/26/2016	15:52	No Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800	CHAPEL HILL BLVD						10/24/2016	17:44	No Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800		300	F	N	CHAPEL HILL BLV		10/24/2019	17:33	Possible Injury	1	0	2	Intersection Related but Not at Inters	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	BROADMOOR BLVD	4800		100	F	N	CHAPEL HILL BLV		03/29/2017	16:51	No Apparent Injury	0	0	2	Not at Intersection and Not Related	From same direction - both going straight - both moving - sideswipe
Franklin	City Stree	Pasco	BROADMOOR BLVD	4700		123	F	S	CHAPEL HILL BLV		05/07/2018	18:57	No Apparent Injury	0	0	1	Intersection Related but Not at Inters	Linear Curb
Franklin	City Stree	Pasco	BROADMOOR BLVD/R	0	CHAPEL HILL BLVD						09/06/2019	08:52	No Apparent Injury	0	0	2	At Intersection and Related	Entering at angle
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	0	BROADMOOR BLVD						10/01/2019	16:31	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	10399	BROADMOOR BLVD						08/22/2020	14:20	No Apparent Injury	0	0	2	At Intersection and Related	From same direction - one right turn - one straight
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	0	BROADMOOR BLVD						05/11/2017	20:22	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one right turn
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	0	BROADMOOR BLVD						11/05/2018	07:39	Possible Injury	1	0	2	At Intersection and Related	From same direction - both going straight - one stopped - rear-end
Franklin	City Stree	Pasco	CHAPEL HILL BLVD	10000		30	F	E	BROADMOOR BL		07/25/2020	09:31	No Apparent Injury	0	0	3	Intersection Related but Not at Inters	From same direction - both going straight - both moving - rear-end
Franklin	City Stree	Pasco	ROAD 100/BROADMO	0	CHAPEL HILL BLVD						07/26/2018	22:12	No Apparent Injury	0	0	2	At Intersection and Related	From opposite direction - one left turn - one straight



Historical Alignment Notes:
1. 182 LX 00731 extended to Limited Access Boundary effective 12/04/2007
2. 182 S1 00678 renamed 182 S1 00672 effective 07/14/2009
3. 182 S5 00672 new ramp effective 07/14/2009

Not To Scale

01/25/2010	KLK	WSDOT SOUTH CENTRAL REGION	PASCO, FRANKLIN COUNTY	JUNCTION BROADMOOR BLVD/ROAD 100

Collision Rate Calculations at

Broadmoor Blvd/Burns Road

Ra = System Wide Average Accident Rate		0.6
K = Statistical Constant		1.645
Average Daily Vehicles Entering Intersection		
(Estimated, PM peak hour * 10)	Northbound	4440
	Southbound	1820
	Eastbound	1450
	Westbound	590
M = Millions of Vehicles for a five year period =		15.1475
Critical Accident Rate (RC) = Ra+K*(Ra/M)^.5)-1/(2*M)		0.8943855
	Number of Accidents	5
	Number of Years	5
Actual Accident Rate (per Million Entering Vehicles)		0.3300875

Collision Rate Calculations at

Broadmoor Blvd/Sandifur Parkway

Ra = System Wide Average Accident Rate		0.6
K = Statistical Constant		1.645
Average Daily Vehicles Entering Intersection		
(Estimated, PM peak hour * 10)	Northbound	13440
	Southbound	3670
	Eastbound	7530
	Westbound	0
M = Millions of Vehicles for a five year period =		44.968
Critical Accident Rate (RC)= Ra+(K*Ra/M)^.5)-1/(2*M)		0.7788968
	Number of Accidents	19
	Number of Years	5
Actual Accident Rate (per Million Entering Vehicles)		0.4225227

Collision Rate Calculations at

Broadmoor Blvd/I-182 Westbound Ramps

Ra = System Wide Average Accident Rate		0.6
K = Statistical Constant		1.645
Average Daily Vehicles Entering Intersection		
(Estimated, PM peak hour * 10)	Northbound	15270
	Southbound	10800
	Eastbound	0
	Westbound	4950
M = Millions of Vehicles for a five year period =		56.6115
Critical Accident Rate (RC)= Ra+(K*Ra/M)^.5)-1/(2*M)		0.7605194
	Number of Accidents	11
	Number of Years	5
Actual Accident Rate (per Million Entering Vehicles)		0.1943068

Collision Rate Calculations at

Broadmoor Blvd/I-182 Eastbound Ramps

Ra = System Wide Average Accident Rate		0.6
K = Statistical Constant		1.645
Average Daily Vehicles Entering Intersection		
(Estimated, PM peak hour * 10)	Northbound	8200
	Southbound	7140
	Eastbound	16440
	Westbound	0
M = Millions of Vehicles for a five year period =		57.9985
Critical Accident Rate (RC)= Ra+(K*Ra/M)^.5)-1/(2*M)		0.7586934
	Number of Accidents	44
	Number of Years	5
Actual Accident Rate (per Million Entering Vehicles)		0.7586403

Collision Rate Calculations at

Broadmoor Blvd/I-182 Eastbound Ramps

Ra = System Wide Average Accident Rate		0.6
K = Statistical Constant		1.645
Average Daily Vehicles Entering Intersection		
(Estimated, PM peak hour * 10)	Northbound	8200
	Southbound	7140
	Eastbound	16440
	Westbound	0
M = Millions of Vehicles for a five year period =		57.9985
Critical Accident Rate (RC)= Ra+(K*Ra/M)^.5)-1/(2*M)		0.7586934
	Number of Accidents	44
	Number of Years	5
Actual Accident Rate (per Million Entering Vehicles)		0.7586403

Collision Rate Calculations at

Broadmoor Blvd/Chapel Hill Blvd

Ra = System Wide Average Accident Rate		0.6
K = Statistical Constant		1.645
Average Daily Vehicles Entering Intersection		
(Estimated, PM peak hour * 10)	Northbound	3200
	Southbound	11300
	Eastbound	3240
	Westbound	630
M = Millions of Vehicles for a five year period =		33.52525
Critical Accident Rate (RC)= Ra+(K*Ra/M)^.5)-1/(2*M)		0.8051532
	Number of Accidents	24
	Number of Years	5
Actual Accident Rate (per Million Entering Vehicles)		0.7158783

From: Ivan Barragan
To: Craig Raymond
Subject: RE: SEPA2024-015 Submitted and SEPA2023-038 MDNS Issued
Date: Thursday, February 27, 2025 11:55:00 AM

Never mind on the refund they didn't pay SEPA2023-038 therefore I will place notes in the file stating it was paid under another project.

Ivan Barragan | Planner II | (509) 544-4146 | 525 N. 3rd Avenue | Pasco, WA 99301 | barragani@pasco-wa.gov
Notice of Public Disclosure: This e-mail and any response may be public record under Washington State law and subject to inspection and copying by the public upon request. Accordingly, there can be no expectation of privacy.

From: Ivan Barragan
Sent: Thursday, February 27, 2025 11:37 AM
To: Craig Raymond <raymondc@pasco-wa.gov>
Subject: RE: SEPA2024-015 Submitted and SEPA2023-038 MDNS Issued

I'll issue a refund.

Thank you,

Ivan Barragan | Planner II | (509) 544-4146 | 525 N. 3rd Avenue | Pasco, WA 99301 | barragani@pasco-wa.gov
Notice of Public Disclosure: This e-mail and any response may be public record under Washington State law and subject to inspection and copying by the public upon request. Accordingly, there can be no expectation of privacy.

From: Craig Raymond <raymondc@pasco-wa.gov>
Sent: Thursday, February 27, 2025 11:36 AM
To: Ivan Barragan <barragani@pasco-wa.gov>
Subject: RE: SEPA2024-015 Submitted and SEPA2023-038 MDNS Issued

Well that means if we don't do the SEPA we'll need to process a refund. You decide which you want to do and go ahead with it.

Craig Raymond
Deputy Director, Community & Economic Development
O: 509-545-3451 M: 509-802-6583
raymondc@@pasco-wa.gov | www.pasco-wa.gov
City Hall, 525 N. 3rd Avenue, Pasco, WA 99301
This e-mail and any response to this e-mail may be a public record under Washington State Law and subject to inspection and copying by the public upon request. Accordingly, there can be no expectation of privacy.

From: Ivan Barragan <barragani@pasco-wa.gov>
Sent: Thursday, February 27, 2025 11:26 AM
To: Craig Raymond <raymondc@pasco-wa.gov>
Subject: RE: SEPA2024-015 Submitted and SEPA2023-038 MDNS Issued

SEPA fee was paid 09/27/2024.

Ivan Barragan | Planner II | (509) 544-4146 | 525 N. 3rd Avenue | Pasco, WA 99301 | barragani@pasco-wa.gov
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From: Craig Raymond <raymondc@pasco-wa.gov>
Sent: Thursday, February 27, 2025 11:24 AM
To: Ivan Barragan <barragani@pasco-wa.gov>
Subject: RE: SEPA2024-015 Submitted and SEPA2023-038 MDNS Issued

Did you look into if they paid for the second SEPA?

Craig Raymond
Deputy Director, Community & Economic Development
O: 509-545-3451 M: 509-802-6583
raymondc@@pasco-wa.gov | www.pasco-wa.gov
City Hall, 525 N. 3rd Avenue, Pasco, WA 99301
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From: Ivan Barragan <barragani@pasco-wa.gov>
Sent: Thursday, February 27, 2025 10:41 AM
To: Craig Raymond <raymondc@pasco-wa.gov>
Subject: RE: SEPA2024-015 Submitted and SEPA2023-038 MDNS Issued

Following up on this.

Ivan Barragan | Planner II | (509) 544-4146 | 525 N. 3rd Avenue | Pasco, WA 99301 | barragani@pasco-wa.gov
Notice of Public Disclosure: This e-mail and any response may be public record under Washington State law and subject to inspection and copying by the public upon request. Accordingly, there can be no expectation of privacy.

From: Ivan Barragan
Sent: Thursday, February 20, 2025 3:03 PM
To: Craig Raymond <raymondc@pasco-wa.gov>
Subject: SEPA2024-015 Submitted and SEPA2023-038 MDNS Issued

Hi Craig,

I'm willing to process the SEPA; however, I ask that you carefully review both SEPA documents and consider the following:
The two SEPA checklists are nearly identical, word for word. The original SEPA2023-038, which was issued with an MDNS, already covered both ground-disturbing activities and traffic impacts. Additionally, a TIA has already addressed this development, per Engineering's comments in TRAKiT.

I want to be clear—I'm not trying to avoid work (I truly enjoy work lol). Rather, I'm asking you to reconsider based on the information available. It is likely that the previous administration determined that the prior SEPA sufficiently covered this project, though I have no written documentation confirming this.

If you ultimately decide that this SEPA still needs to be processed, please let me know. However, I have concerns about how this will appear in the report to the Hearing Examiner—specifically, the SEPA NOA for the plat will be sent out after the preliminary plat review, creating a wonky timeline in the report and in the NOA itself.

I appreciate your time and consideration on this matter. Please let me know how you'd like to proceed.

Sincerely,

Ivan Barragan
Planner II

O: **509-544-4146**
barragani@pasco-wa.gov | **www.pasco-wa.gov**
City Hall, 525 N. 3rd Avenue, Pasco, WA 99301

This e-mail and any response to this e-mail may be a public record under Washington State Law and subject to inspection and copying by the public upon request. Accordingly, there can be no expectation of privacy.

"The Green Spot of the Columbia Basin"

South Columbia Basin Irrigation District

OFFICE: 1135 E. HILLSBORO, SUITE A

TELEPHONE 509/547-1735, FAX 509/547-8669 • P.O. BOX 1006 • PASCO, WASHINGTON 99301

March 14, 2025

Dan Kapsi
Civil Engineer III
JF Engineering, PLLC

RE: Barker Heights, Crossing of SCBID PP6.0 Wasteway

Mr. Kapsi,

You have asked for a response to the City of Pasco's Memo for the Barker Heights Preliminary Plat Review, PP 2024-003, specifically relating to the crossings of the District's wasteway with a local access street.

South Columbia Basin Irrigation District operates irrigation canals throughout Franklin County including within the boundary of the City of Pasco. One aspect of those operations is maintaining wasteways that can take excess water in the event of an emergency such as a pump outage. The Wasteway in question is one such place that is crucial to the operation of the District during normal operations and especially during emergencies.

RP Development and the District have been in discussions for access across the wasteway since the beginning of the proposed development. One aspect of the development was the requirement to have road access across the District's right-of-way to Broadmoor Blvd. The installation of this crossing reduces the holding capacity of the wasteway. To include an additional crossing in the wasteway would reduce the holding capacity of the wasteway to a point where it would severely impact our ability to manage the water delivery in the lower section of the Pasco Pump Lateral (PPL). Given the operational constraints, SCBID can't approve a second crossing across the wasteway. South Columbia Basin Irrigation District has the exclusive right to operate within the right of way and is under no obligation to allow an encumbrance within that right of way that could impact our operations to users in the area.

If there are additional questions, or you need further information, please contact me at 509-547-1735 of by email at bscott@scbid.org.

Thank you,

Brian M Scott

Brian Scott, P.E.
Chief Engineer
South Columbia Basin Irrigation District

File: Block 1 Farm Unit 99

From: Ivan Barragan
To: Caleb Stromstad; "Trey Tutt"; Paul Lavrentiev
Cc: Brian Cartwright; Craig Raymond; John@JFEngineering.pro; Dan@JFEngineering.pro
Subject: Barker Heights and Parcel #115180055
Date: Friday, March 28, 2025 1:42:00 PM
Attachments: ROW Dedication Deed Template 2.19.2025.docx

Good afternoon,

Brian and Craig met with the City of Pasco's legal counsel to present the easement language under AFN #1890114.

Legal counsel indicated that this approach is not typical for public streets and is unprecedented in their experience. As a result, a public street must be established within the right-of-way through the proper dedication process. As Brian previously mentioned, this is a streamlined process. For this process I have attached the ROW dedication template. In this document, the alterations will need to be made with Track-Changes enabled so that our City Clerk can review the alteration and approve. Once this document is completed, you can send back Engineering's way, and they'll get the final approval. From there Engineering would move to having the owner(s) sign, notarize, and deliver the original copy to City Hall where Engineering will route it internally for final approval. Once everything is completed, they will let you know it is ready to be picked up and recorded with Franklin County, after recording the document will need to be returned to City Hall for our records.

Regarding the Barker Heights applicants, you are ultimately responsible for the Danube Drive extension.
Furthermore, please verify that Lots 205, 206, and 207 adhere to the maximum 3:1 width-to-depth ratio. When doing so, ensure compliance by referencing the definitions of Lot depth and Lot width-Lot depth and Lot width Definitions.

Caleb, we understand that you will be discussing this with your client. Please let us know if there is anything we can do to assist further.

We appreciate your cooperation and look forward to advancing this project while ensuring compliance with all applicable codes and standards.

Sincerely,

Ivan Barragan
Planner II

O: 509-544-4146
barragani@pasco-wa.gov | www.pasco-wa.gov
City Hall, 525 N. 3rd Avenue, Pasco, WA 99301



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REPORT TO THE HEARING EXAMINER
City Hall – 525 North Third Avenue – Council Chambers
WEDNESDAY, 14 January 2026
6:00 PM

MASTER FILE #: **SP 2025-016**

APPLICANT: Amanda Whitehead on behalf of Pasco School District No. 1
1215 W Lewis St.
Pasco, WA 99301

REQUEST: **Special Permit**: Placement of up to 14 portable classrooms across three locations.

Timeline:

30 October 2025	Application Submitted
14 November 2025	Application Deemed Complete
30 December 2025	SEPA DNS Determination issued
31 December 2025	Notice of Public Hearing for SP2025-016 scheduled for January 14, 2026, was posted on the City of Pasco website, published in the Tri-City Herald Newspaper, and mailed to properties within 300 feet of the proposal.
05 January 2026	Public Hearing Staff Report Published

BACKGROUND

1) PROPERTY DESCRIPTION:

Columbia River Elementary School
Abbreviated Legal: SHORT PLAT 2019-08 LOT 3
General Location: 9011 Burns Road (Parcel # 115170073), Pasco, WA 99301
Property Size: 12.35 acres (536,724.79 Square Feet).

Reynolds Middle School
Abbreviated Legal: SHORT PLAT 2019-08 LOT 1
General Location: 9507 Burns Road (Parcel # 115170071), Pasco, WA 99301
Property Size: 30.00 acres (1,305,554.50 Square Feet).

Three Rivers Elementary School
Abbreviated Legal: SHORT PLAT 2019-10 LOT 2
General Location: 3901 Road 84 (Parcel # 117581012), Pasco, WA 99301
Property Size: 14.35 acres (625,598.11 Square Feet).

2) **ACCESS:** Columbia River Elementary School and Reynolds Middle School access from Burns Road to the south with a secondary access from Road 90 to the east. Three Rivers Elementary School access Road 84 to the west, with secondary access to Road 80 to the east and Massey Dr. to the south.

3) **UTILITIES:** Municipal water for Columbia River Elementary School and Reynolds Middle School 2 is available in Burns Rd. and an unnamed access road bisecting the properties. Municipal water for Three Rivers Elementary School is in Road 84. Municipal sewer for Columbia River Elementary School and Reynolds Middle School is available in Burns Rd. Municipal sewer for Three Rivers Elementary School is in Road 84. The locations are currently served with both municipal water and sewer.

4) **LAND USE AND ZONING: All locations are zoned R-1 (Low Density Residential)** and are currently developed. Surrounding properties are zoned and developed as follows:

Columbia River Elementary School
North: R-1 Low Density Residential
East: R-1 Low Density Residential
South: R-1 Low Density Residential
West: R-1 Low Density Residential

Reynolds Middle School
North: R-1 Low Density Residential
East: R-1 Low Density Residential
South: R-1 Low Density Residential
West: R-1 Low Density Residential

Three Rivers Elementary School
North: R-1 Low Density Residential
East: R-1 Low Density Residential
South: R-1 Low Density Residential / RP Residential Park
West: R-1 Low Density Residential

5) **COMPREHENSIVE PLAN:** The Comprehensive Plan designates all locations as "Public/ Quasi-Public". The Public/ Quasi-Public designation allows for schools, civic centers, fire stations and other public uses by Special Permit in all zoning districts, except I-3.

6) **ENVIRONMENTAL DETERMINATION:** A SEPA checklist was submitted concurrently with the Special Permit for this project. Based on the SEPA checklist, the adopted City Comprehensive Plan, City development regulations, and other information, a threshold determination resulting in a Determination of Non-Significance (DNS) was issued for this project on December 30, 2025 (SEPA2025-034), under WAC 197-11-355.

BACKGROUND

Request

Applicant proposes to locate up to fourteen (14) portable classrooms across three school locations. Within the next 5 years four portable classrooms will be placed at Columbia Rivers Elementary School, six at Reynolds Middle School, and four at Three Rivers Elementary School. The portable classrooms at Columbia River Elementary School will be placed to the north of the existing school on an area that will be paved as part of this application. The portable classrooms at Reynolds Middle School will be placed in an existing parking lot,

located to the north of the existing school. The portable classrooms at Three Rivers Elementary School will be placed on an existing paved area to the east of the existing school.

The new portable buildings will contain two classrooms each. These buildings will only function as classrooms, accounting for the fluctuation of students between school boundaries and increases in students in the district.

Site

The proposed placement of the portable classrooms at Columbia River Elementary School will require the paving of approximately 0.33 acres of an existing grass play field, located to the north of the school as indicated on the site plan. The proposed setbacks of the portable classrooms are approximately 12' south of the unnamed access road, and over 100' from the east, south, and west property lines. There are currently no other portables on site. The proposed portables would be accessed by walking from the main school building across an existing playground.

The proposed placement of the portable classrooms at Reynolds Middle School will be located north of the middle school, across an unnamed access road, in an existing parking lot as indicated on the site plan. The proposed setbacks of the portable classrooms are approximately 12' to the north of the unnamed access road, 90' feet east of the western property line, and over 100' feet to both the north and east. Currently there are four other portable classrooms are located on the grounds of Reynolds Middle School; they are to the south of the proposed portables directly west of the existing school. The proposed portables would be accessed by walking from the main school building and across the unnamed access road.

The proposed placement of the portable classrooms at Three Rivers Elementary School will be located to the west of the school, as indicated on the site plan. The proposed setbacks for the portable classrooms are approximately 50' south of a bus parking and through street, and over 100' to the west, south, and east. There are currently no other portables on site. The proposed portables would be accessed by walking from the main school building across an existing paved playground.

History

In October of 2025, the City of Pasco Community and Economic Development office received both a SEPA Checklist and a special use permit application for the placement of up to fourteen (14) portable classrooms across the three locations. The City of Pasco issued a Determination of Non-Significance on December 30, 2025, for the project after following the Optional Determination of Non-Significance process, under WAC 197-11-355. The City of Pasco has not received any appeals at the time of this report.

The land for Columbia River Elementary School and Reynolds Middle School was annexed in 2016 with Ordinance #4283. In 2016, the parent parcel was divided into three lots via Short Plat 2019-08. The site was originally assigned the R-1 zoning designation as part of the annexation process in 2016.

The land for Three Rivers Elementary School was annexed in 1981 with Ordinance #2388. In 2019, the parent parcel was divided into two lots via Short Plat 2019-010. The site was originally assigned the R-1-S zoning

designation in 1981 as a part of the annexation process (Ordinance# 2388). By 2016 this location was zoned R-1 Low Density Residential.

Columbia River Elementary School was permitted by Special Permit (SP2017-014) in 2017, construction began in 2019 and is approximately 62,239 sq. ft. in size. The building currently operates as an elementary school.

Reynolds Middle School was permitted by Special Permit (SP2017-015) in 2017, construction began in 2019 and is approximately 84,573 sq. ft. in size. The building currently operates as a middle school.

Three Rivers Elementary School was permitted by Special Permit (SP2016-009) in 2016, construction began in 2018 and is approximately 56,783 sq. ft. in size. The building currently operates as an elementary school.

Land Use Regulations

The proposed installation of portable classrooms are intended to be located at Columbia River Elementary School, Reynolds Middle School, and Three Rivers Elementary School, and Per Pasco Municipal Code (PMC) 25.45.040(3) Public and private schools, public parks and playgrounds are considered conditional uses. Conditional uses may be permitted by special permit as provided in Chapter 25.200 of the PMC.

Per PMC 25.200.010 Unclassified uses, due to their nature, are deemed to require special review to consider, on a case-by-case basis, their impacts on adjacent uses, uses within the vicinity, and the infrastructure which would serve them. Unclassified uses may be permitted within any district where not otherwise prohibited.

Per PMC 25.195.020(6) the Hearing Examiner has the authority to make decisions on Land Use actions described in PMC 2.50.080, such as special permits.

STAFF FINDINGS OF FACT

1) Columbia River Elementary School was originally permitted through SP2017-014
2) Reynolds Middle School was originally permitted through SP2017-015
3) Three Rivers Elementary School was originally permitted through SP2016-009
4) Pasco School District No. 1 submitted a Special Permit and SEPA checklist for the placement of four portable classrooms at Columbia River Elementary School, six portable classrooms at Reynolds Middle School, and four portable classrooms at Three Rivers Elementary School on October 30, 2025.
5) Pasco School District No.1's application was deemed complete on December 5, 2025.
6) The City of Paso Issued a Determination of Non-Significance for the proposal on December 30, 2025.
7) Notice of the public hearing was posted on the City of Pasco website, published in the Tri-City Herald, and mailed to properties within 300 feet of the proposal on December 31, 2025.
8) The proposed sites are at the following locations; Columbia River Elementary School, 9011 Burns Road (Parcel # 115170073), Pasco, WA 99301, Reynolds Middle School, 9507 Burns Road (Parcel # 115170071), Pasco, WA 99301, Three rivers Elementary school, 3901 Road 84 (Parcel # 117581012), Pasco, WA 99301.
9) The all locations are zoned R-1 Low Density Residential District.
10) The sites are currently developed with existing school buildings constructed in 2018 and 2019.
11) The Applicant proposes the addition of up to 14 portable classrooms across the three locations. Four portable classrooms at portable classrooms at Columbia River Elementary School, six portable classrooms at Reynolds Middle School, and four portable classrooms at Three Rivers Elementary School, as described in the attached site plan.
12) Schools fall under the classification of an "Conditional Use" which may be permitted within the R-1 zoning district through a Special Permit.

TENTATIVE CONCLUSIONS BASED ON FINDINGS OF FACT

As per PMC 25.200.080, Upon conclusion of the open record hearing, the Hearing Examiner shall make and enter findings from the record and conclusions thereof as to whether or not:

(1) The proposal is in accordance with the goals, policies, objectives, maps and/or narrative text of the Comprehensive Plan;

Capital Facilities Goal 6: Foster adequate provision for educational facilities throughout the UGA.

> *Policy CF-6-A: Work with the school district to coordinate facility plans with this comprehensive plan and encourage appropriate location and design of schools throughout the community.*

Policy LU-3-B: Support existing and design future recreational, educational, and cultural facilities and services through the Capital Facilities Plan; dedication of land through the concurrency management process; and coordination with service providers.

(2) The proposal will adversely affect public infrastructure;

Accesses to the locations are established and include items such as curb, gutter, sidewalk, and street lighting. Utilities are available to the site and have been designed and constructed to accommodate current uses. The proposed use, as conditioned, will not increase the need for infrastructure improvements and is unlikely to adversely impact the existing infrastructure.

(3) The proposal will be constructed, maintained and operated to be in harmony with the existing or intended character of the general vicinity;

The properties adjacent to all locations are residential. Columbia River Elementary school and Reynolds Middle School have been developed as schools since2019 after their annexation into the City of Paso in 2016, with the land use of Public/ Quasi Public. Three Rivers Elementary School appears to have been proposed as R-1-S zoning in 1981 when first annexed, it was developed as a elementary school in 2018 with the current Land Use of Public/ Quasi Public. All the portable classrooms are planned to be placed within the next 5 years. The four portable classrooms planned for Columbia River Elementary School are planned to be placed at one time. The six portable classrooms to be placed at Reynolds Middle School are planned to be placed in two phases, the first phase of four, the second phase of two. The four portable classrooms being added to Three Rivers Elementary School, are planned to be placed in two phases, the first phase of two, the second phase of two.

The proposed setback for the Columbia River Elementary School portables of approximately 12' to the north does not meet the setback requirements of the R-1 zone. However, the setbacks will be met with conditions added herein. The remaining portable classrooms proposed appear to meet setbacks for the R-1 zone. These portable classrooms should not unduly modify the existing character of the general vicinity as they are additions to schools previously established through the special permit process. The portable classrooms, with conditions, will continue to maintain and operate in harmony with the existing and intended character of the general vicinity as they will meet setbacks and follow the sections of the Comprehensive Plan outlined in Section 1.

(4) The location and height of proposed structures and the site design will discourage the development of permitted uses on property in the general vicinity or impair the value thereof;

The location of the portable classrooms will be subject to the setback requirements of the code. Property to the east, south, and west of both Columbia River Elementary School and Reynolds Middle school has been developed as single-family dwellings. The property to the north of Columbia River Elementary school and Reynolds Middle school is currently undeveloped but is over 600' from the proposed portables at the nearest point. All the property surrounding Three Rivers Elementary School has been developed as single-family dwelling units. The placement of the portables will not discourage the development of permitted uses on property in the general vicinity as it has either been developed or is a substantial distance away from the

proposed development. It is not anticipated that the expansion of the existing schools will impair the value of properties in the general vicinity.

(5) The operations in connection with the proposal will be more objectionable to nearby properties by reason of noise, fumes, vibrations, dust, traffic, or flashing lights than would be the operation of any permitted uses within the district;

The R-1 zone allows for a multitude of residential uses and accessory uses. The addition of the portable classrooms to established schools is unlikely to be objectionable to nearby properties on the basis of noise, fumes, vibrations, dust, or flashing lights. The addition of these portable classrooms may result in an increase in traffic, to ensure that increase is not objectionable the City will add a condition requiring information around the PM peak hour trips the portable classrooms may generate.

The portable classrooms at Reynolds Middle School are being placed in an existing parking lot and will reduce the number of total parking spaces from +/- 288 to +/- 207 and eliminate 2 ADA parking spaces. Pasco Municipal Code 25.185.170 states that two parking spaces are required for each teaching station. As this is a reduction of 71 parking spaces the application will be conditioned to meet the parking space requirements in PMC 25.185.170.

The addition of portable classrooms is an extension of the existing, permitted, use of a school on all three locations. The new portable classrooms will need to comply with all City of Pasco regulations.

(6) The proposal will endanger the public health or safety if located and developed where proposed, or in any way will become a nuisance to uses permitted in the district.

The proposal is required to adhere to the PMC including provisions such as the outdoor lighting, noise and parking ordinances. If there were to be violations to these codes, code cases may be initiated and remediation steps will be undertaken. Additionally, the use will be subject to periodic reviews for compliance with conditions imposed under the special permit.

APPROVAL CONDITIONS

1) The special permit shall apply to Parcels # 115170073, 115170071, and 117581012, and any subsequent subdivision(s) thereof.
2) The development of this Special Use Permit shall conform to all setbacks within the City of Pasco.
3) The site plan shall be developed in substantial conformity to the Special Use Permit application, site plan and any building plans submitted.
4) Any modification or change in the nature, character or intensity of the use may require additional review and/or Special Use Permits.
5) Provide as part of the construction review process a document detailing PM peak hour trips.
6) The Special Use Permit shall conform to all standards in Pasco Municipal Code 25.185.170.
7) Applicant shall adhere to all Federal, State and City zoning, building, fire, and safety codes.

RECOMMENDATION

Staff recommends approval of a Special Use Permit located at Columbia River Elementary School,9011 Burns Road (Parcel # 115170073), Reynolds Middle School, 9507 Burns Road (Parcel # 115170071), Three Rivers Elementary School, 3901 Road 84 (Parcel # 117581012) to allow for the placement of fourteen (14) portable classrooms, with conditions as herein proposed.

Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441

Fee: $625

CITY OF PASCO
SPECIAL PERMIT APPLICATION

GENERAL PROVISIONS: Unclassified uses enumerated in Section 25.86.020 (listed below), conditional uses listed within each zoning district, and any other uses specifically referred to this chapter shall be subject to the regulations contained in this chapter, in addition to all applicable requirements of this Title.

UNCLASSIFIED USES:

1. High schools, colleges, universities, vocational schools, business colleges and other similar academic or skills training facilities or institutions not heretofore permitted within any district;
2. Cemeteries, crematories, mausoleums, and other places of burial or interment of remains;
3. Churches;
4. Community service facilities, as defined in Sections 25.12.155 and 25.12.156;
5. Airports, heliports, or any other landing or maneuvering space for aircraft, together with terminals and other customary facilities accessory to the unclassified use;
6. Golf courses, pitch and putt courses, miniature golf courses, water parks, sports complexes, riding stables, and similar facilities for public, private or membership use;
7. Monasteries, convents or other functionally similar facilities;
8. Landfills, garbage dumps, and resource recovery facilities;
9. Off-site parking lots, except those required for a residential use, provided such parking area is not more than five hundred feet from the building;
10. Electrical substations and load transfer stations, natural gas booster stations, and other similar utility facilities;
11. Park and ride lots, off-street transfer stations or other similar facility involving the storage, start-up, idling and movement of public or private operated carrier, charter or transit buses, vans, and similar vehicles; and
12. Agricultural use (commercial) except in areas 1,000 feet from a residential zoning district, subdivision, or dwelling unit.
13. Cannabis retail Facilities, as defined in sections 9.90.040 and but not limited to 25.10.025

REQUIREMENTS:

1. Fee of **$625** ($500 application fee + $75 SEPA fee + $50 radius notification)
2. Completed SEPA form
3. A site map or plan drawn neatly and to scale, showing the following:
    a. Exterior property lines and any adjacent public street or alley rights-of-way
    b. Existing and proposed buildings and other structures.
    c. Existing and proposed points of ingress and egress, drives and driveways and circulation pattern.

d. The location of existing and proposed parking areas with each parking space shown.
e. Existing and proposed open spaces and landscape areas.

4. The property owner's notarized signature acknowledging the application

PUBLIC HEARING: Upon the filing of a complete application for a special permit, the application shall be scheduled for an open record hearing before the Hearing Examiner. Notice of such open record hearing shall be given as provided for in PMC 25.210.040, except that in the case of commercial agricultural uses, the notification distance shall be increased to 1,000 feet. The open record hearing may be continued as deemed necessary by the Hearing Examiner, provided the applicant consents to any such continuance. In the event the applicant does not consent to a continuance, the Hearing Examiner shall close the public hearing and render a decision in accordance with the provisions of PMC 25.200.080 and 25.200.100.

Upon conclusion of the open record hearing, the Hearing Examiner shall make and enter findings from the record and conclusions thereof as to whether or not:

1. The proposal is in accordance with the goals, policies, objectives, maps and/or narrative text of the Comprehensive Plan;
2. The proposal will adversely affect public infrastructure;
3. The proposal will be constructed, maintained and operated to be in harmony with the existing or intended character of the general vicinity;
4. The location and height of proposed structures and the site design will discourage the development of permitted uses on property in the general vicinity or impair the value thereof;
5. The operations in connection with the proposal will be more objectionable to nearby properties by reason of noise, fumes, vibrations, dust, traffic, or flashing lights than would be the operation of any permitted uses within the district; and
6. The proposal will endanger the public health, or safety if located and developed where proposed, or in any way will become a nuisance to uses permitted in the district.

SHOPS / GARAGES: The Hearing Examiner shall consider the following for special permits dealing with increased heights and/or floor area for detached shops and garages:

1. Will the shop/garage match the principle structure in design and exterior treatments such as roofing materials, siding, color, window and door openings, eave overhangs, fenestrations and other architectural features?
2. Will the existing topography and elevation of the site and surrounding property exacerbate or attenuate the height of the proposed shop/garage?
3. Will the proposal include landscaping features or berms to ameliorate the height and/or floor area of the shop/garage?
4. Will the shop/garage be erected on the property utilizing minimum setbacks?
5. Is the site larger than the minimum lot size requirement for the zoning district?

REVOCATION OF PERMIT: Any special permit may be revoked by the Hearing Examiner if, after a public hearing, notice of which shall be given in accordance with PMC 25.210.040, it is found that the conditions upon which the special permit was authorized have not been fulfilled or if the use authorized has changed in size, scope, nature or intensity so as to become a detriment to the surrounding area.

City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441

Fee: $625

CITY OF PASCO
SPECIAL PERMIT APPLICATION

Master File # _____ Date Submitted: _____

Applicant Info	**Owner Info** (if different than applicant)
Name: Amanda Whitehead	Name: Pasco School District #1
Address: 5401 Ridgeline Drive, Suite 160, Kennewick, WA	Address: 1215 W. Lewis St, Pasco, WA
Phone: (509) 222-0959	Phone: (509) 546-2803
Email: amanda@knutzenengineering.com	Email: rsital@psd1.org

Project Address: 1) 9011 Burns Rd; 2) 9507 Burns Rd; 3) 3901 Rd 84; all in Pasco, WA 99301

Project Parcel Number: 1) #115170073; 2) #115170071; 3) #117581012

Current Zoning: R-1 (all three properties)

Source of domestic water: City of Pasco (all three properties)

Method of sewage disposal: City of Pasco (all three properties)

Present use of the land and structure(s) if any:

1) Columbia River Elementary School

2) Reynolds Middle School

3) Three Rivers Elementary School

Please describe any existing violations of the zoning ordinance upon the property: None known for all three properties.

Give a detailed description of the proposed use that requires a special permit (attach separate sheet if more space is necessary): As with most school districts, Pasco School District experiences fluctuation of student counts between all of the schools within the district. This proposal includes moving portables from schools where they are no longer needed (primarily Chiawana High School) to schools that are now in need (Columbia River ES, Reynolds MS, and Three Rivers ES).

NOTE: Provide a variance report giving a list and mailing address of owners of all property within 300 feet of the applicant's property, as shown by a local title company OR payment of **$50.00** which shall be utilized by the City to obtain a current list of property owners of all properties within 300 feet of the applicant's property.

Fee for Special Permit	-	$500.00
Environmental Checklist	-	$ 75.00
Radius Notification	-	$ 50.00
		$625.00

☐ SEPA Checklist ☐ Site map ☐ Fee of $625

City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441

Fee: $625

Amanda Whitehead
Signature of Applicant

Raul Sital
***Notarized Signature of Property Owner**

State of Washington)
ss.
County of Franklin)

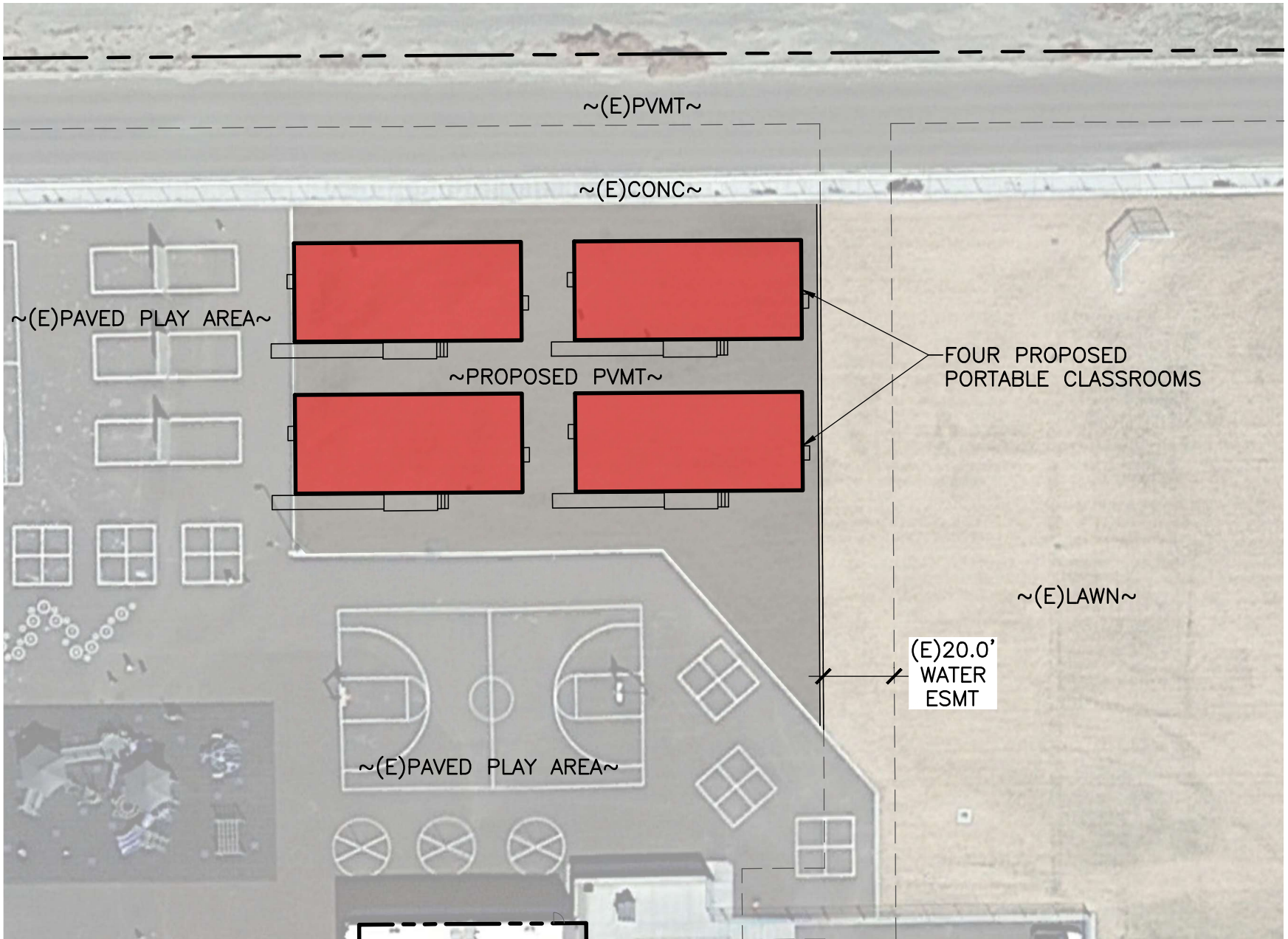
On this 3 day of October, 2025, before me the undersigned, a Notary Public in and for the State of Washington, duly commissioned an sworn, personally appeared RAUL SITAL being duly sworn on his/her oath that he/she has prepared and read the foregoing statements and has acknowledged to me that the recitations contained therein are true, and has signed this instrument as his/her free and voluntary act and deed for the purposes therein mentioned.

SUBSCRIBED AND SWORN to before me this 3 day of October, 2025.

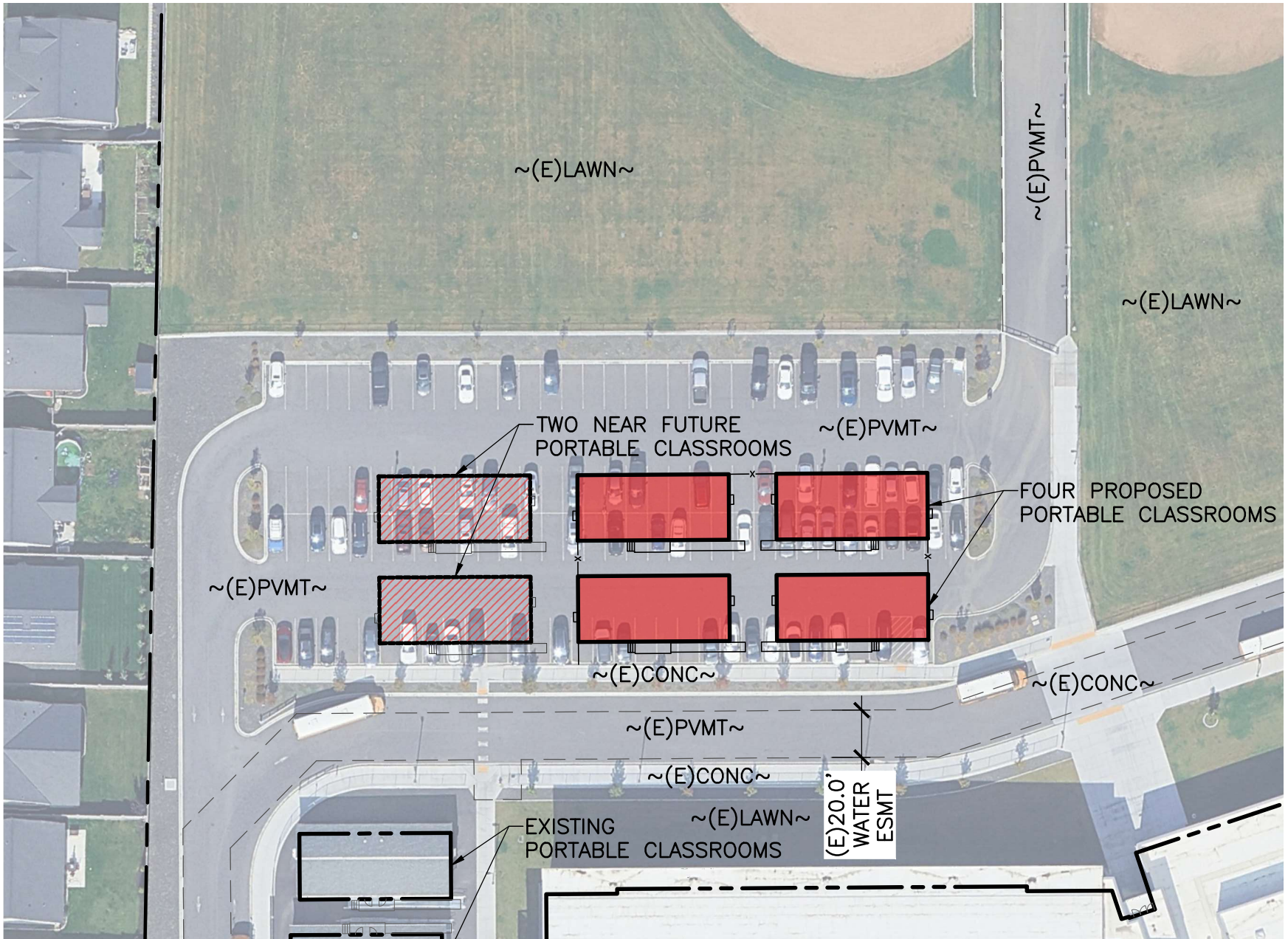
JASIELA S VALLE
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
12566
10-09-28

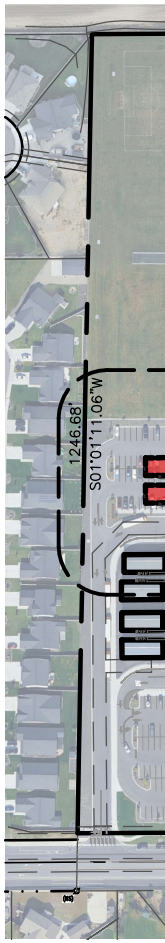
Notary Public in and for the State of Washington
Residing at Franklin County
My Commission expires 10-09-28

NORTH

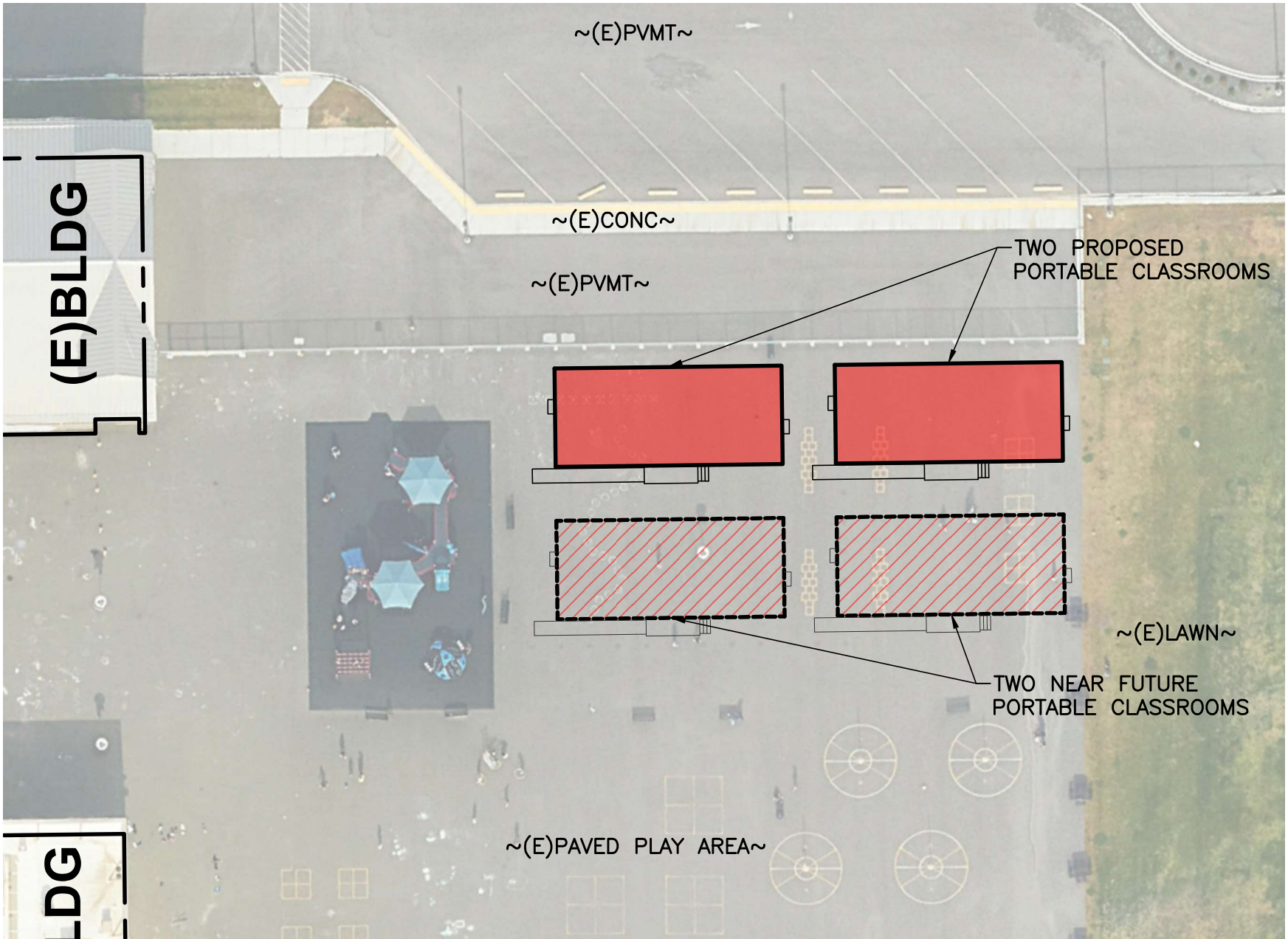

~(E)PVMT~
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NORTH


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WATER
ESMT


NORTH
1246.68'
S01°01'11.06"W

NORTH



NORTH

THR
RIVERS



Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

DETERMINATION OF NON-SIGNIFICANCE
(Optional DNS Process)

Issuance Date: December 29, 2025

Project Name: Pasco School District Portable Classrooms

Project Number: SEPA2025-034

Proponent: Pasco School District
1215 W Lewis St.
Pasco, WA 99301

Applicant: Amanda Whitehead
5401 Ridgeline Drive, Suite 160, Kennewick, WA 99338
Kennewick, WA 99338

Description of Proposal: Pasco School District 1 has submitted Special Permit Application (SP2025-016) for the placement of up to fourteen (14) new portable classrooms at 3 different school facilities. The new structures will serve exclusively as additional classrooms. The project is located at the following locations: 1) Columbia River Elementary School is located at 9011 Burns Rd, Pasco, Washington (Parcel #115170073), 2) Reynolds School is located at 9507 Burns Rd, Pasco, Washington (Parcel #115170071), 3) Three Rivers Elementary School is located at 3901 Rd 84, Pasco, Washington (Parcel #117581012). The proposal is subject to regulations contained in the Pasco Municipal Code.

Location of Proposal: 1) Columbia River Elementary School is located at 9011 Burns Rd, Pasco, Washington (Parcel #115170073),
2) Reynolds School is located at 9507 Burns Rd, Pasco, Washington (Parcel #115170071),
3) Three Rivers Elementary School is located at 3901 Rd 84, Pasco, Washington (Parcel #117581012).

Findings:

1. The Washington State Department of Ecology (WDE) has identified the potential for stormwater discharge. All Stormwater will need to be retained on site. The applicant must ensure compliance with Title 29 of the Pasco Municipal Code.
2. The Benton Franklin Health District (BFHD) has identified the potential for excess noise. The applicant must ensure compliance with Title 9.130 of the Pasco Municipal Code.
3. BFHD has requested a complete set of construction plans be submitted to them for review.

Lead Agency: City of Pasco

Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

The City of Pasco, acting as lead agency for this proposal, has determined that it does 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 other information on file with the lead agency. This information is available to the public on request. This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. Appeals must be filed within 14 days of this determination.

Responsible Official: Haylie Matson
Haylie Matson, Community & Economic Development Director

Appeals: You may appeal the threshold determination by submitting a written appeal to one of the following addresses:

Email: bagleyj@pasco-wa.gov
Physical Address: City of Pasco – Community & Economic Development Department 525 N. 3rd Avenue, First Floor Pasco, WA 99301
Mailing Address: P.O. Box 293 Pasco, WA 99301

Appeals must be submitted within 14 days of issuance of the threshold determination. The appeal must be in writing, include a concise statement identifying the matter being appealed, and provide the basic rationale for the appeal. A filing fee is required in accordance with the City's Fee Resolution.

Please note: Failure to file a timely and complete appeal shall constitute a waiver of all rights to an administrative appeal under City Code.

All appeals should be directed to: Haylie Matson, CED Director

Responsible Official:	Haylie Matson
Position/Title:	Community & Economic Development Director
Phone	(509) 545-3451
Address:	PO Box 293, Pasco, WA 99301

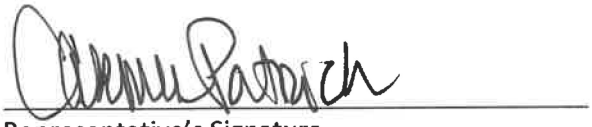
Affidavit of Mailing

In regards to MF# SP2025-016

I, Carmen Patrick, hereby confirm that notification was sent by mail December 29, 2025 to the owners of the parcels within 300 feet of the proposed site.

The attached Notification List and Notice of Public Hearing are to be used as a reference as to what was sent and to whom received the notification.

Given under my hand and official signature this 29th day, December of 2025.



Representative's Signature

City of Pasco
Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

PUBLIC NOTICE

Si necesita ayuda para entender este aviso o necesita más información, por favor llame al Departamento de Desarrollo Comunitario y Económico de la Ciudad de Pasco a 509-545-3441.

A Public Hearing with the Hearing Examiner will be held on January 14, 2025, at 6:00 pm

Place: Council Chambers in Pasco City Hall at 525 N 3rd Avenue in Pasco Washington.

Proposal: Applicant Pasco School District #1 has applied for a Special Use Permit (SP2025-016) to establish portable classrooms, at three different schools. Addresses of the proposal are: 1) Columbia River Elementary School is located at 9011 Burns Rd, (Parcel #115170073), Pasco, WA 99301.
2) Reynolds School is located at 9507 Burns Rd, (Parcel #115170071), Pasco, WA 99301.

3) Three Rivers Elementary School is located at 3901 Rd 84, (Parcel #117581012), Pasco, WA 99301.

Public Comment Period: Written comments must be submitted to the Community Development Department by 5:00 p.m. on ***January 14, 2025,*** to be included in the written record. If you have questions on the proposal, contact the Planning Division at (509) 543-5735 or via e-mail to: bagleyj@pasco-wa.gov.

If you wish to participate in the hearing virtually, please register at least 2 hours prior to the meeting at the following registration link: www.pasco-wa.gov/publiccomment

After registering, you will receive a confirmation email containing information about joining the webinar.

Estimated Date of the Decision: Hearing Examiner will render a Decision on the Preliminary Plat application within ten (10) days of the public hearing.

Prepared December 29, 2025 by: *James Bagley*, Planner II, PO Box 293 Pasco, WA 99301 (509) 543-5735

The City of Pasco welcomes full participation in public meetings by all citizens. No qualified individual with a disability shall be excluded or denied the benefit of participating in such meetings. If you wish to use auxiliary aids or require assistance to comment at this public meeting, please contact the Community Development Department at (509) 545-3441 or TDD (509) 585-4425 at least ten days prior to the date of the meeting to make arrangements for special needs.

SP2025-016 Address 1.



SP2025-016 Address 2.



11/10/2025, 8:21:35 AM

Parcels
Road Centerlines
Neighborhood Collector
Local
Minor Arterial
City Limits

1:3,762
0 175 350 700 ft
0 50 100 200 m

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

SP2025-016 Address 3.



11/10/2025, 8:30:03 AM

Parcels
Road Centerlines
Local
Other
City Limits

1:2,257
0 105 210 420 ft
0 30 60 120 m

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

TAXPAYER_NAME	MAIL_ADDRESS	MAIL_CITY	MAIL_ST	ZIP_CODE
B & J MANAGEMENT LLC	1644 PLAZA WAY STE 112	WALLA WALLA	WA	99362-4325
SHANTEL MCGARVEY	6307 DEVON CT	PASCO	WA	99301-6831
SHARLENE HART ANDERSEN (ETAL)	6311 DEVON CT	PASCO	WA	99301-6831
TREVOR MISIPEKA (ETUX)	6709 W OCTAVE ST	PASCO	WA	99301-2113
BENJAMIN & PENNY WALKER	6316 DEVON CT	PASCO	WA	99301-6831
JEREMY S BECK	6312 DEVON CT	PASCO	WA	99301-6831
BRITTON G & JESSICA L FORT	6311 EXETER LN	PASCO	WA	99301-6803
MICHAEL J HORROCKS	8412 MASSEY DR	PASCO	WA	99301-9266
LUIS ANTONIO VEGAS (ETUX)	8408 MASSEY DR	PASCO	WA	99301-9266
JEANNE Y PORTCH	134 CENTER BLVD	RICHLAND	WA	99352-8711
MATTHEW DAVID & CHRISTAL ANN RINGLE	3913 GALWAY LN	PASCO	WA	99301-9264
JULIE SARACENO	4003 GALWAY LN	PASCO	WA	99301-9263
RENE & AMBER M SITAL	4007 GALWAY LN	PASCO	WA	99301-9263
APRIL AUNG	4011 GALWAY LN	PASCO	WA	99301-9263
JAMIE L WELCH	4015 GALWAY LN	PASCO	WA	99301-9263
MICHAEL W & COLLEEN M MAESTAS	4107 GALWAY LN	PASCO	WA	99301-9262
ROBERTO R GALVEZ	4111 GALWAY LN	PASCO	WA	99301-9262
JOSHUA GARCIA (ETAL)	4115 GALWAY LN	PASCO	WA	99301-9262
JAMIE PALMER	4205 GALWAY LN	PASCO	WA	99301-9261
CASSIDY DYANNE WYNNE JR (ET VIR)	9213 CHARDONNAY DR	PASCO	WA	99301-3311
MARTIN SALDANA	4112 GALWAY LN	PASCO	WA	99301-9262
ROBERT B & DAWN LOUANN EADE	4108 GALWAY LN	PASCO	WA	99301-9262
MARIA DE LA LUZ GARCIA	4104 GALWAY LN	PASCO	WA	99301-9262
JESUS M & SANDRA P MARIN	4016 GALWAY LN	PASCO	WA	99301-9263
ERICK RYAN ALLMON	4012 GALWAY LN	PASCO	WA	99301-9263
ROBERTO RAMIREZ (ETAL)	4008 GALWAY LN	PASCO	WA	99301-9263
LUIS M VACA	4004 GALWAY LN	PASCO	WA	99301-9263
OSBALDO FLORES-TLAHUEL (ETUX)	6307 COVENTRY LN	PASCO	WA	99301-6843
KAMERON ADAM & ANGELICA SANDERS	6311 COVENTRY LN	PASCO	WA	99301-6843
TIMOTHY J & HALEY J HARRIS	6315 COVENTRY LANE	PASCO	WA	99301-0000
NICHOLAS & ARACELI ROJAS	9313 CADBORO DR	PASCO	WA	99301-6869
NICOLE M & JONATHAN E BECKER	9317 CADBORO LN	PASCO	WA	99301-6869
LEON K & JEANNETTE SNOW (TRUSTEES)	9401 CADBORO DR	PASCO	WA	99301-6870
ANTHONY J & BRIANNE N WRIGHT	9405 CADBORO DR	PASCO	WA	99301-6870
JOHN H CALDWELL (ETAL)	9409 CADBORO DR	PASCO	WA	99301-6870
CHERYL LYNN MESSICK (ETAL)	9413 CADBORO LN	PASCO	WA	99301-6870
GURR LIVING TRUST	9503 CADBORO LN	PASCO	WA	99301-6871
MICHAEL A & JENNIFER L MORENO	9507 CADBORO DR	PASCO	WA	99301-6871
BRADLEY & KATIE D HIRAI	6312 MIDLAND LN	PASCO	WA	99301-6837
THOMAS CHUNG (ETUX)	6308 MIDLAND LN	PASCO	WA	99301-6837
WILLIAM R & BRANDI J WAITES	6305 MIDLAND LN	PASCO	WA	99301-6837
JAMES R & DEBRA L MILLER	6310 LANDSDOWNE COURT	PASCO	WA	99301-0000
CORINA D SARMIENTO	6311 LANDSDOWNE CT	PASCO	WA	99301-6841
MARTEL D & DENISE M WAGNER	6306 COVENTRY LN	PASCO	WA	99301-6843
CAROL L BONDS	6305 BALMORAL CT	PASCO	WA	99301-8482
DAVID & DEBORRAH HAWTHORNE	6309 BALMORAL CT	PASCO	WA	99301-8482
JOSHUA I & LORI A COMBS	6313 BALMORAL CT	PASCO	WA	99301-8482
ADAM WADE STEELE	6314 BALMORAL CT	PASCO	WA	99301-8482

ANDREW P & APRIL K WEGNER	6310 BALMORAL CT	PASCO	WA	99301-8482
CECILIA MENDOZA	6306 BALMORAL CT	PASCO	WA	99301-8482
LEIF E THOMAS SR	9003 DURHAM CT	PASCO	WA	99301-8493
JAMES H & SANDRA S RODSTOL (TRUSTEES	9007 DURHAM CT	PASCO	WA	99301-8493
KRISTA L DANIEL	9011 DURHAM CT	PASCO	WA	99301-8493
SIDNEY E & MARCIA E BEVANS	9015 DURHAM CT	PASCO	WA	99301-8493
LAURA YVONNE NEVIN	9103 DURHAM CT	PASCO	WA	99301-8494
PHILLIP CODY & NICOLE MONIQUE BOAL	9107 DURHAM CT	PASCO	WA	99301-8494
MARVIN & STELLA SCHADLER	9111 DURHAM CT	PASCO	WA	99301-8494
TYLER A & LICIA B DUNCAN	9113 DURHAM CT	PASCO	WA	99301-8494
JOHN S & JENNA L AUSTIN	9114 DURHAM CT	PASCO	WA	99301-8494
JOE P & JENNIFER S COTTA	9106 DURHAM CT	PASCO	WA	99301-8494
LISA MARIE ESCALERA	9102 DURHAM CT	PASCO	WA	99301-8494
JAY D KINSEY	9014 DURHAM CT	PASCO	WA	99301-8493
WILLIAM R & TRACIE E BURKE	9010 DURHAM CT	PASCO	WA	99301-8493
JARED F & GRACE D TRIMBLE	9006 DURHAM CT	PASCO	WA	99301-8493
CHRISTINA & ZACH PETERS	9002 DURHAM CT	PASCO	WA	99301-8493
JOSHUA STADING (ETUX)	8908 DURHAM DR	PASCO	WA	99301-8499
MICHAEL S & ROBYN A PILBEAM	8907 DURHAM DR	PASCO	WA	99301-8499
JARED L WIBLE	8911 DURHAM DR	PASCO	WA	99301-8499
YESENIA CARDENAS	8915 DURHAM DR	PASCO	WA	99301-8499
LEE A EICKMEYER	510 EASY ST	PASCO	WA	99301-8910
PASCO SCHOOL DISTRICT NO. 1	1215 W LEWIS ST	PASCO	WA	99301-5472
LEE A EICKMEYER (ETAL)	510 EASY ST	PASCO	WA	99301-8910
FARM 1986, INC	2921 N ROAD 64	PASCO	WA	99301-1963
LUCAS & JAMIE URLACHER	9606 KOKANEE DR	PASCO	WA	99301-8557
MICHAEL L & CAROLYN M CAIN	9614 KOKANEE DR	PASCO	WA	99301-8557
LESTER & JUDY HAMILTON	9610 KOKANEE DR	PASCO	WA	99301-8557
ANTHONY MARTIN	9602 KOKANEE DR	PASCO	WA	99301-8557
RAYMOND SCOTT & ANNETTE DIEHL	9613 KOKANEE DR	PASCO	WA	99301-8557
ELIZABETH M & DAVID E BOWERS	9609 KOKANEE DR	PASCO	WA	99301-8557
DANIEL GONZALES (ETAL)	9605 KOKANEE DR	PASCO	WA	99301-8557
NICK B & ASHLIE N BIEREN	9601 KOKANEE DR	PASCO	WA	99301-8557
HUGHES LIVING TRUST	3608 N ROAD 84	PASCO	WA	99301-1619
VITALII & YULIIA KRAVCHUK	8310 CASSIAR DR	PASCO	WA	99301-1308
FERNANDO C VIVEROS (ETUX)	8306 CASSIAR DR	PASCO	WA	99301-1308
AUSTIN J BRUSS	8302 CASSIAR DR	PASCO	WA	99301-1308
ZACHARY F & ANDREA R LUTHER	8222 CASSIAR DR	PASCO	WA	99301
CASEY J SLACK	8214 CASSIAR DR	PASCO	WA	99301-1307
JOSHUA HARRISON BIGLER (ETUX)	8210 CASSIAR DR	PASCO	WA	99301-1307
JESSICA MAGANA	4002 NITNAT LN	PASCO	WA	99301-1305
MOISES MURO (ETAL)	4006 NITINAT LN	PASCO	WA	99301-1305
DAVID JACOB GARCIA (ETAL)	4007 NITINAT LN	PASCO	WA	99301
THI N BICH BUI	4010 VERMILION LN	PASCO	WA	99301-9837
JUAN D & ARACELY TIJERINA	4007 VERMILION LN	PASCO	WA	99301-1319
FRANCISCO J & AMANDA IBARRA	4010 NITINAT LN	PASCO	WA	99301-1305
STEVAN SANTIAGO MARTINEZ	4011 NITINAT LN	PASCO	WA	99301-1305
MARIA D & ROBERT E WATSON	4014 VERMILION LN	PASCO	WA	99301-9837
SEAN HOLLAND (ETAL) (JTWROS)	4011 VERMILLION LN	PASCO	WA	99301-1319

LILA G ROE (ETVIR)	4014 NITINAT LN	PASCO	WA	99301-1305
CHRISTINE M TUDOR	4015 NITINAT LN	PASCO	WA	99301-1305
WENDY MARIE DE JESUS	4018 VERMILION LN	PASCO	WA	99301-1319
DARN DEVELOPMENT COMPANY LLC	25407 S SUNSET MEADOW LOOP	KENNEWICK	WA	99338-7445
JOHN A NAVARRO (ETAL)	6401 SPRINGER LN	PASCO	WA	99301-7603
NIKOLAY N & YELENA N STEPANOV	9614 KETA DR	PASCO	WA	99301-4392
CAMERON R & JESSICA M BURNS	9610 KETA DR	PASCO	WA	99301-4392
JAMES & RUTH WILKINSON	9606 KETA DR	PASCO	WA	99301-4392
MARIELLA I LORA	6405 SPRINGER LN	PASCO	WA	99301-7603
MICHAEL C & KAYE A LANES	6409 SPRINGER LN	PASCO	WA	99301-7603
RICKY D ROUSE	641 W CRESTLINE DR	MISSOULA	MT	59803-2201
ZENAIDA LOPEZ (ETAL)	6602 SPRINGER LN	PASCO	WA	99301-7605
ANASTACIO MENDOZA	6601 SOCKEYE LN	PASCO	WA	99301-7029
CAPITAL NORTHWEST PROPERTY MANAGEI	89 GAGE BLVD	RICHLAND	WA	99352-9700
TANNER BAMFORD	6606 SPRINGER LN	PASCO	WA	99301-7605
JOSE ARMANDO CRUZ ARAIZA	6605 SOCKEYE LN	PASCO	WA	99301-7029
ROSE A SHAW (ETAL)	6505 SPRINGER LN	PASCO	WA	99301-7606
CUONG HUYNH (TR) (ETUX)	3710 NE 14TH ST	RENTON	WA	98056-3398
BLANCA MEJIA	PO BOX 502	RIPON	CA	95366-0502
ARTURO L CANDELARIA	6509 SPRINGER LN	PASCO	WA	99301-7606
DESTINY R MAYA	6614 SPRINGER LN	PASCO	WA	99301-7605
ALBERTO CONTRERAS CONTRERAS (ETAL)	6613 SOCKEYE LN	PASCO	WA	99301-7029
STEVEN RICHARD WHITNEY (ETUX)	6513 SPRINGER LN	PASCO	WA	99301-7606
ANTHONY HOWARD & YANA V BUEL	6618 SPRINGER LN	PASCO	WA	99301-7605
CDB PROPERTIES LLC	1418 E SAINT HELENS ST	PASCO	WA	99301-9516
JAMIE DANIELLE VALENTINE	6517 SPRINGER LN	PASCO	WA	99301-7606
JENNIFER E VERDUZCO	6622 SPRINGER LN	PASCO	WA	99301-7605
MASON R & SUSANNA W HUYGE	6621 SOCKEYE LN	PASCO	WA	99301-7029
ENRIQUE ALCALA (JR)	6521 SPRINGER LN	PASCO	WA	99301-7606
TUAN M DANG	6702 SPRINGER LN	PASCO	WA	99301-7604
BIG CREEK LAND COMPANY LLC	1950 W BELLERIVE LN UNIT 108	COUER D ALEI	ID	83814-5526
OSCAR GARCIA NAVARRO (ETUX)	6601 SPRINGER LN	PASCO	WA	99301-7605
MARIO MADRIGAL (ETAL)	5801 ROAD 92 UNIT A104	PASCO	WA	99301-1575
STEVEN SANCHEZ	6605 SPRINGER LN	PASCO	WA	99301-7605
CHANDRA KNAPINSKI	6709 SOCKEYE LN	PASCO	WA	99301-7030
MELVIN RIVERA	6710 SPRINGER LN	PASCO	WA	99301-7604
NOUTENG SADA	6609 SPRINGER LN	PASCO	WA	99301-7605
BARBARA E LAMB-MAYSON	6613 SPRINGER LN	PASCO	WA	99301-7605
JESUS A & BRITTANY M GUERRA	9617 TYEE DR	PASCO	WA	99301-7705
RICARDO & SYDNEY M RANGEL	9613 TYEE DR	PASCO	WA	99301-7705
TYLER J MEARS (ETUX)	9609 TYEE DR	PASCO	WA	99301-7705
STEVE A & SHERI BAIR CHRISTENSEN	4310 SAHARA DR	PASCO	WA	99301-8146
JOHN S ABNEY	9601 TYEE DR	PASCO	WA	99301-7705
DANIEL MORFIN ROJAS	8206 CASSIAR DR	PASCO	WA	99301-1307
PAUL HERRERA MORALES	4009 KECHIKA LN	PASCO	WA	99301-1570
LIONEL & JUDY CARMONA	8116 CASSIAR DR	PASCO	WA	99301-1323
JENNIFER LIMA (ETAL)	8112 CASSIAR DR	PASCO	WA	99301-1323
ANDREY VOLOSHIN	8108 CASSIAR DR	PASCO	WA	99301-1323
ERIC S & BRITTNEY L CAMERON	4008 KECHIKA LN	PASCO	WA	99301-1570

JUAN MAGANA ROBLEDO (ETAL)	4013 KECHIKA LN	PASCO	WA	99301-1570
YESENIA L DIAZ RAMIREZ	4012 KECHIKA LN	PASCO	WA	99301-1570
ARLENE K JOHNSON	4017 KECHIKA LN	PASCO	WA	99301-1570
MIGUEL A VAZQUEZ (ETAL)	8104 CASSIAR DR	PASCO	WA	99301
AMBER & SCOTT DAVIS	8016 CASSIAR DR	PASCO	WA	99301-1326
MARBELLA LEYVA	8012 CASSIAR DR	PASCO	WA	99301
JONATHAN ALVARADO (ETAL)	8008 CASSIAR DR	PASCO	WA	99301-1326
CRISTIAN ALVARENGA	4006 STURDEE LN	PASCO	WA	99301-5689
STEVEN HUEY (ETAL)	4007 STURDEE LN	PASCO	WA	99301-5689
JESSICA GARCIA	4008 ROAD 80	PASCO	WA	99301-1958
LETICIA GARCIA	4010 STURDEE LN	PASCO	WA	99301
JOSE SANCHEZ (ETUX)	4011 STURDEE LN	PASCO	WA	99301-5689
ALEJANDRO ESPINOZA (ETUX)	4012 ROAD 80	PASCO	WA	99301-1958
ARMANDO RODRIGUEZ MUNIZ (ETUX)	4014 STURDEE LN	PASCO	WA	99301
LORNA C JOHNSON	8004 CASSIAR DR	PASCO	WA	99301
CITY OF PASCO	525 N 3RD AVE	PASCO	WA	99301-5320
PETER JAMES & MARY STARR HAWKINS	8004 MASSEY DR	PASCO	WA	99301-9005
ADAM PEREZ JR (JTWROS)	3713 ROAD 80	PASCO	WA	99301-1868
GILBERT MARTIN SANDOVAL JR (ETUX)	3718 WHIMBREL LN	PASCO	WA	99301-1764
YULIYA V & ANDREY P SHEREPITKO	3801 ROAD 80	PASCO	WA	99301-1869
SHAWN OLIVAREZ	3805 ROAD 80	PASCO	WA	99301-1869
ALAN & WENDY WHITE	3809 ROAD 80	PASCO	WA	99301
STEPHANIE ELIZALDE	3813 ROAD 80	PASCO	WA	99301
HECTOR TRUJILLO (ETUX)	3814 WHIMBREL LN	PASCO	WA	99301-1763
TIMOTHY RAMOS	3817 ROAD 80	PASCO	WA	99301-1869
ANDREW & HAILEY NEUMANN	7902 CASSIAR DR	PASCO	WA	99301-1332
RUBEN & OLGA FUENTES	7906 CASSIAR DR	PASCO	WA	99301-1332
JESSICA LEON	7910 CASSIAR DR	PASCO	WA	99301-1332
DANIEL & SARA ELIA MENDOZA	3903 ROAD 80	PASCO	WA	99301-1872
MIGUEL GUIZAR AVILA (ETUX)	7919 WAXWING DR	PASCO	WA	99301
MICHAEL RAY TONTZ	7904 WAXWING DR	PASCO	WA	99301-1767
AMANDA MAE LEE	7915 WAXWING DR	PASCO	WA	99301-1767
MIGUEL FLORES	3802 WHIMBREL LN	PASCO	WA	99301-1763
SANTOS A NAVARRO (ETUX)	3806 WHIMBREL LN	PASCO	WA	99301-1763
DIEGO A & LUCINA M LOPEZ	3810 WHIMBREL LN	PASCO	WA	99301-1763
TRACY RIEKE	8012 MASSEY DR	PASCO	WA	99301-9005
YEVGENIY P & NANCY SHEREPITKO	8016 MASSEY DR	PASCO	WA	99301-9005
JUSTIN WALDRON (ETAL)	8104 MASSEY DR	PASCO	WA	99301-9051
LAN NGUYET QUACH-LAM	8108 MASSEY DR	PASCO	WA	99301-9051
TAWNEY E EDGMOND (ETVIR)	8112 MASSEY DR	PASCO	WA	99301-9051
THOMAS W MOORE	8116 MASSEY DR	PASCO	WA	99301-9051
DONNA & VAN SNYDER	8204 MASSEY DR	PASCO	WA	99301-9071
OLIVERIO SILVERIO-FRANCISCO (ETUX)	8208 MASSEY DR	PASCO	WA	99301-9071
ANASTASIO & ESTHER LIS PAREDES QUINTE	8212 MASSEY DR	PASCO	WA	99301-9071
RONALD A & SARELA JACAMO	8216 MASSEY DR	PASCO	WA	99301-9071
KAYLA & JEFFREY JAMES MILLARD	8304 MASSEY DR	PASCO	WA	99301-9073
JESSICA LEON (ETAL)	8308 MASSEY DR	PASCO	WA	99301-9073
G&S PROPERTIES GROUP LLC	105609 E WISER PKWY	KENNEWICK	WA	99338-1875
CORINA MANZANO	8316 MASSEY DR	PASCO	WA	99301-9073

MANUEL & MARIA BECERRA	8008 MASSEY DR	PASCO	WA	99301-9005
7HA PASCO L.L.C.	2090 KINGSTON RD	RICHLAND	WA	99354-4922
ANGELICA ARIANA FERNANDEZ (ETVIR)	8818 SILVER MOUND DR	PASCO	WA	99301-7077
MARCO A & BRENDA YESENIA GONZALEZ	6402 ROAD 89	PASCO	WA	99301-6313
NATHANAEL & ALANTA LEHMAN (ETAL)	7305 CORNFLOWER DR	PASCO	WA	99301-1874
PETRO & NADIIA ORESHKO	617 N IONE ST	KENNEWICK	WA	99336-3508
MANJIT KAUR	6501 ROAD 90	PASCO	WA	99301-6895
ALFREDO L CONTRERAS CHAVEZ	6506 ROAD 89	PASCO	WA	99301-6314
RUFINO & ILIANA GARZA	6505 ROAD 90	PASCO	WA	99301-6895
DENISE MARIE GOMEZ-MELGOZA (ETAL)	6510 ROAD 89	PASCO	WA	99301-6314
RICK & DAMA POLETSKI	102607 N HARRINGTON RD	WEST RICHLAI	WA	99353-9769
DIANA M REYES	6513 ROAD 90	PASCO	WA	99301-6895
HUGO E GONZALEZ-BECERRIL (ETUX)	6514 ROAD 89	PASCO	WA	99301-6314
ABSALON HERNANDEZ (ETUX)	6602 ROAD 89	PASCO	WA	99301
SHANE A & HAILEY R HUGHES	6601 ROAD 90	PASCO	WA	99301

Columbia River



1/6/2026, 3:59:50 PM

1:2,592

0 120 240 480 ft

0 35 70 140 m

Road Centerlines

- Minor Arterial
- Neightborhood Collector
- Local

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Reynolds Middle



1/6/2026, 4:08:01 PM

Road Centerlines

Minor Arterial

Local

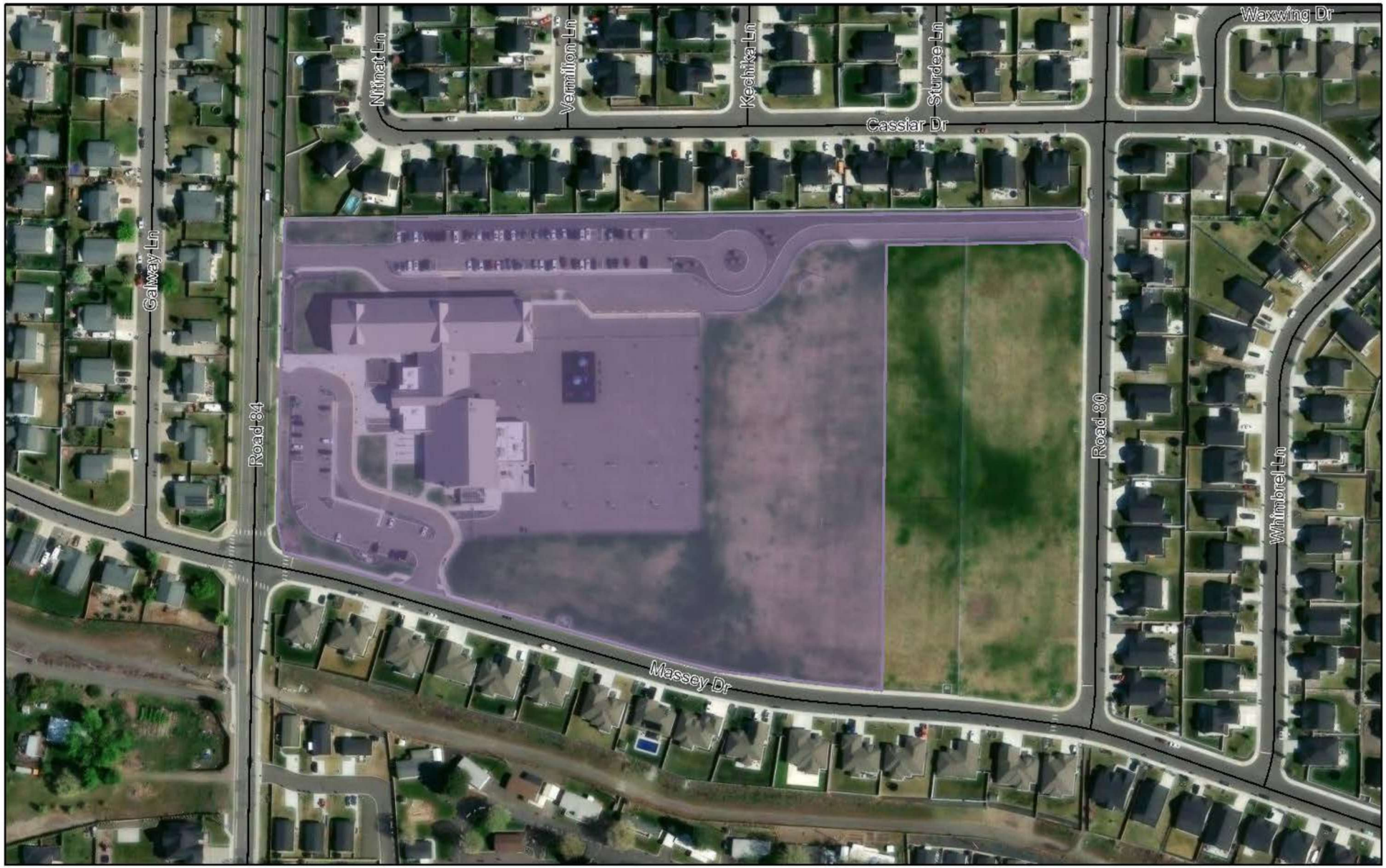
1:4,320

0 200 400 800 ft

0 60 120 240 m

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Three Rivers Elementary



1/6/2026, 4:31:13 PM

Road Centerlines ------ Other

——— Local

1:2,592

0 0.02 0.04 0.08 mi

0 0.04 0.07 0.14 km

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Columbia River Elementary Land Use



1/6/2026, 4:14:05 PM

1:2,592

0 0.02 0.04 0.08 mi

0 0.04 0.07 0.14 km

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

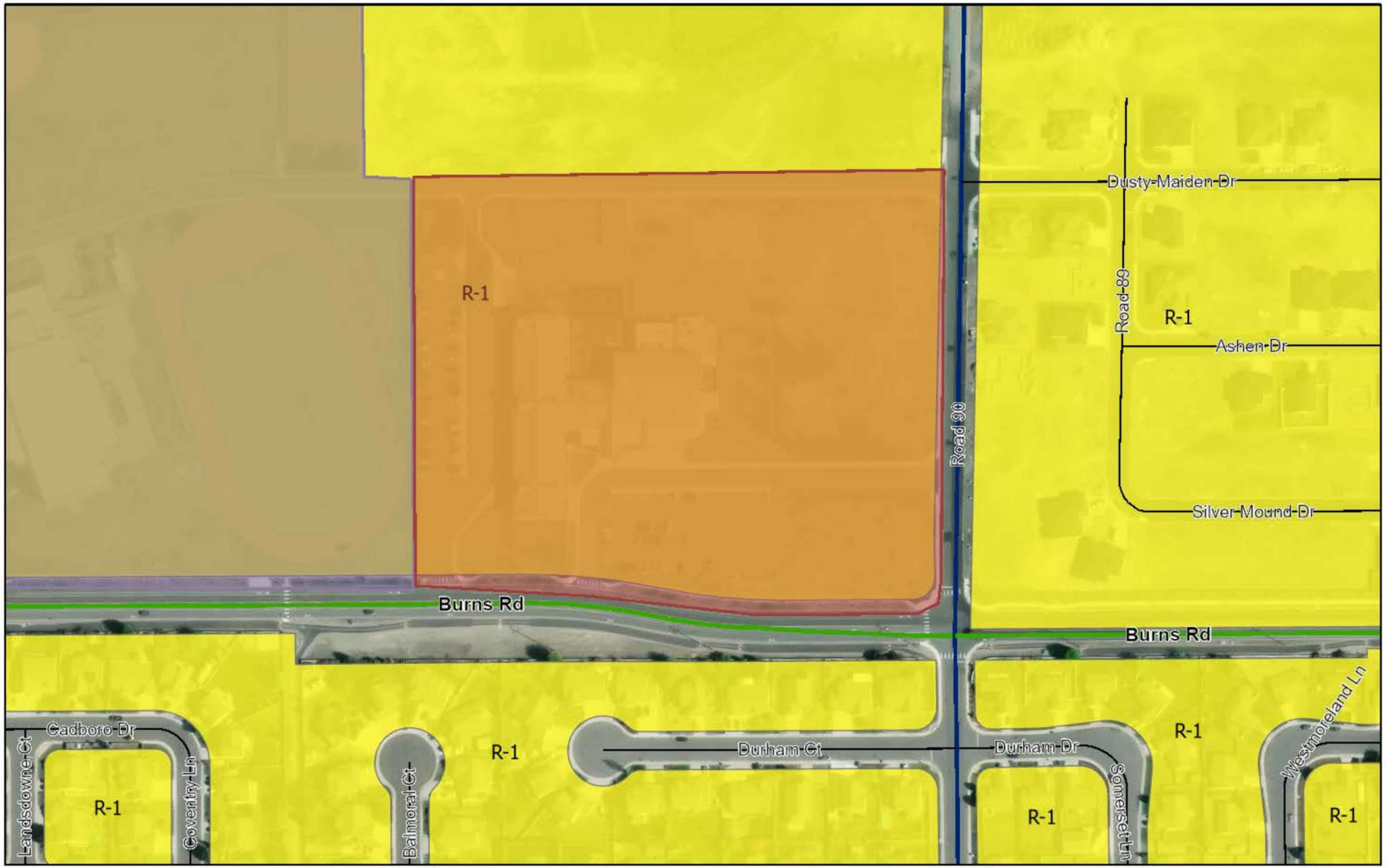
Road Centerlines

- Minor Arterial
- Neighborhood Collector
- Local

Land Use

- Public Quasi-Public
- Low Density Residential

Columbia River Elementary Zoning



1/6/2026, 4:13:01 PM

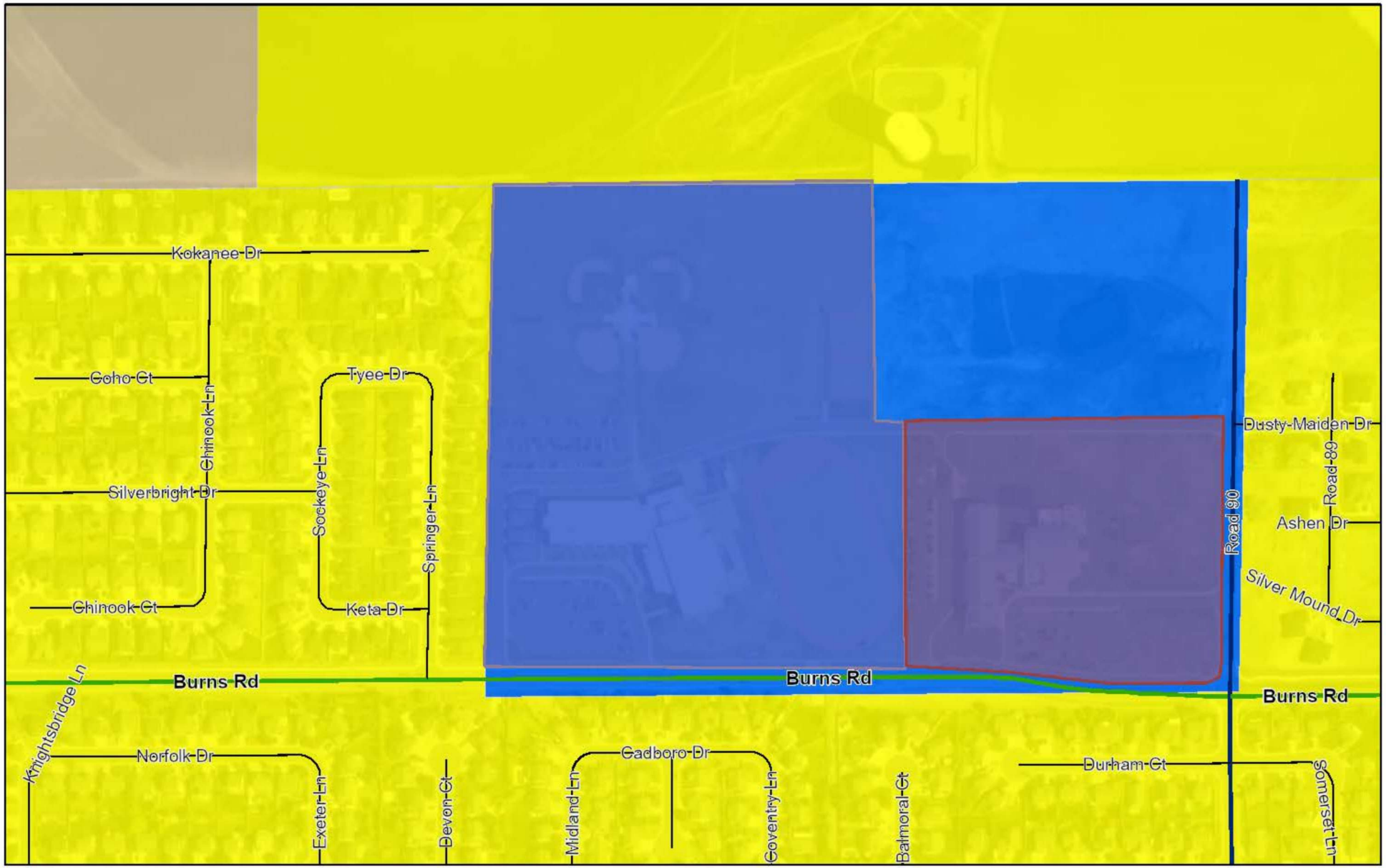
1:2,592

0 0.02 0.04 0.08 mi

0 0.04 0.07 0.14 km

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Reynolds Middle School Land Use



1/6/2026, 4:20:02 PM

1:4,320

0 0.04 0.07 0.14 mi

0 0.05 0.1 0.2 km

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Road Centerlines

- Local
- Minor Arterial
- Neighborhood Collector

Land Use

- High Density Residential
- Low Density Residential
- Public Quasi-Public

Reynolds Middle School Zoning



1/6/2026, 4:19:08 PM

Road Centerlines
- Minor Arterial
- Neightborhood Collector
- Local

Zoning
- R-1, Low-Density Residential District
- R-4, High-Density Residential District

1:4,320

0 0.04 0.07 0.14 mi

0 0.05 0.1 0.2 km

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Three Rivers Elementary Land Use



1/6/2026, 4:22:09 PM

1:2,592

0 0.02 0.04 0.08 mi

0 0.04 0.07 0.14 km

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Road Centerlines
- Local
- Other

Land Use
- Open Space Parks
- Public Quasi-Public
- Low Density Residential
- Medium Density Residential

Three Rivers Elementary Zoning



1/6/2026, 4:20:56 PM

Road Centerlines
- Local
- Other

Zoning
- R-1, Low-Density Residential District
- R-S-20, Residential Suburban District
- RP, Residential Park District

1:2,592

0 0.02 0.04 0.08 mi

0 0.04 0.07 0.14 km

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

REPORT TO THE HEARING EXAMINER
City Hall – 525 North Third Avenue – Council Chambers
WEDNESDAY, 14 JANUARY 2026
6:00 PM

MASTER FILE #: **SP 2025-017**

APPLICANT: Pasco School District No. 1

1215 W Lewis St.
Pasco, WA 99301

REQUEST: **Special Permit**: The replacement and reorientation of the existing softball field, adding new sports oriented buildings, and adding field lighting.

Timeline:

November 12 2025	Application Submitted
December 8 2025	Application Deemed Complete
December 30 2025	DNS Issued
December 31 2025	Notice of Public Hearing for SP2025-017 scheduled for January 14, 2026, was posted on the City of Pasco website, published in the Tri-City Herald Newspaper, and mailed to properties within 300 feet of the proposal.
January 5 2026	Public Hearing Staff Report Published

BACKGROUND

1) **PROPERTY DESCRIPTION:**

Abbreviated Legal: SYLVESTERS 3RD ADD ALL BLKS 1, 2, 3, & 4, 5, 6, 7 & 8
General Location: 1102 N 10TH AVE (Parcel # 112140013), Pasco, WA 99301
Property Size: 33.82 acres (1,473,356.05 Square Feet).

2) **ACCESS:** The site is accessed from N 10th Ave to the east and W Henry St to the south, with secondary accesses from N 14th Ave to the west and W Court Street to the north.

3) **UTILITIES:** Municipal water is available in both N 14th Ave to he west and N 10th Ave to the east, as well as water lines traversing the property; municipal sewer is available N 10th Ave to the east as well as W Henry to the south. The site is currently served with both municipal water and sewer.

4) **LAND USE AND ZONING: The property is zoned R-1 (Low Density Residential)** and is currently developed as a high school. Surrounding properties are zoned and developed as follows:

North: C-1 Retail Business and R-3 Medium Density Residential
East: R-1 Low Density Residential
South: R-1 Low Density Residential
West: R-1 Low Density Residential. O Office, R-3 Medium Density Residential, C-1 Retail Business

5) **COMPREHENSIVE PLAN:** The Comprehensive Plan designates this location as "Public/ Quasi-Public". The Public/ Quasi-Public designation allows for schools, civic centers, fire stations and other public uses by Special Permit in all zoning districts, except I-3.

6) **ENVIRONMENTAL DETERMINATION:** A SEPA checklist was submitted concurrently with the Special Permit for this project. Based on the SEPA checklist, the adopted City Comprehensive Plan, City development regulations, and other information, the City of Pasco issued a Determination of Non-Significance on December 30, 2025, for the project after following the Optional Determination of Non-Significance process, under WAC 197-11-355.

BACKGROUND

Request

Applicant proposes to rotate the softball field to face southeast with the existing grass field replaced with synthetic turf. That turf will also extend to cover a practice football field. The project will add two batting cages, bleachers with a press box, two practice pitching mounds, two 300 sq. ft. dugouts, and a 3,600 sq.ft. metal storage building.

Site

The specific area of the project is currently operated as a practice softball field. The site as a whole is a high school, with multiple buildings, fields, parking areas, and accessory uses related to the educational facility. The site has multiple off street parking areas, none of which appear to be affected by this project.

History

The site was annexed in 1949 with Ordinance #0649. In 1961 a Special permit was approved on the site for a home occupation to contain a dance studio. In 1978 a Special Permit for Pasco High School was approved.

Pasco High School started construction in 1979/1980 and has been expanded multiple times. The high school on site is approximately 253,653.93 sq. ft. in size, with multiple accessory structures. The area of the softball field is approximately 2.68 acres.

In November of 2025, our office received a special use permit application to rotate the softball field, replace the existing grass with artificial turf, add sports oriented buildings and add lighting to the area. The application was submitted concurrently with a SEPA checklist. The City of Pasco issued a Determination of Non-Significance on December 30, 2025, for the project after following the Optional Determination of Non-Significance process, under WAC 197-11-355. The City of Pasco has not received any appeals at the time of this report.

Land Use Regulations

Per Pasco Municipal Code (PMC) 25.45.040(3) Public and private schools, public parks and playgrounds are

considered conditional uses. Conditional uses may be permitted by special permit as provided in Chapter 25.200 of the PMC.

Per PMC 25.200.010 Unclassified uses, due to their nature, are deemed to require special review to consider, on a case-by-case basis, their impacts on adjacent uses, uses within the vicinity, and the infrastructure which would serve them. Unclassified uses may be permitted within any district where not otherwise prohibited.

Per PMC 25.195.020(6) the Hearing Examiner has the authority to make decisions on Land Use Actions as described in PMC 2.50.080, such as special permits.

STAFF FINDINGS OF FACT

1) An application was submitted on November 30, 2025.
2) Notice of the public hearing was posted on the City of Pasco website, published in the Tri-City Herald, and mailed to properties within 300 feet of proposal on December 31, 2025.
3) The proposed site is 1102 N 10TH AVE (Parcel # 112140013) in Pasco, WA.
4) The site is zoned R-1 Low Density Residential District.
5) The specific area of the project is currently operated as a practice softball field. The site as a whole is a high school, with multiple buildings, fields, parking areas, and accessory uses related to the educational facility.
6) Applicant proposes to replace and reorient the existing softball field, adding new sports oriented buildings, and adding field lighting.
7) Schools fall under the classification of an "Conditional Use" which may be permitted within the R-1 zoning district through a Special Permit.

TENTATIVE CONCLUSIONS BASED ON FINDINGS OF FACT

As per PMC 25.200.080, Upon conclusion of the open record hearing, the Hearing Examiner shall make and enter findings from the record and conclusions thereof as to whether or not:

(1) The proposal is in accordance with the goals, policies, objectives, maps and/or narrative text of the Comprehensive Plan;

Capital Facilities Goal 6: Foster adequate provision for educational facilities throughout the UGA.

> *Policy CF-6-A: Work with the school district to coordinate facility plans with this comprehensive plan and encourage appropriate location and design of schools throughout the community.*

Policy LU-3-B: Support existing and design future recreational, educational, and cultural facilities and services through the Capital Facilities Plan; dedication of land through the concurrency management process; and coordination with service providers.

(2) The proposal will adversely affect public infrastructure;

Accesses to the site are established and include items such as curb, gutter, sidewalk, and street lighting. Utilities are available to the site and have been designed and constructed to accommodate current uses. The proposed use will not increase the need for infrastructure improvements and is unlikely to adversely impact the existing infrastructure.

(3) The proposal will be constructed, maintained and operated to be in harmony with the existing or intended character of the general vicinity;

The properties in the general vicinity are a mixture of commercial and residential. The site has been operating as a high school since it was first permitted in 1978. As both the school and softball field have been established previously through the special permit process, the reorientation of the softball field and replacement of the

existing grass field, as well as the addition of lighting and sports oriented buildings, as conditioned, will maintain and operate in harmony with the existing and intended character of the general vicinity

(4) The location and height of proposed structures and the site design will discourage the development of permitted uses on property in the general vicinity or impair the value thereof;

The proposed new field, lighting, and buildings will be subject to the Pasco Municipal Code. The proposal, as conditioned, will not discourage the development of permitted uses on property in the general vicinity, nor will it impair the value of properties in the general vicinity.

(5) The operations in connection with the proposal will be more objectionable to nearby properties by reason of noise, fumes, vibrations, dust, traffic, or flashing lights than would be the operation of any permitted uses within the district;

The R-1 zone allows for a multitude of residential uses and accessory uses. The replacement and reorientation of the softball field, and sports oriented buildings to an established school is unlikely to be objectionable to nearby properties. The lighting may be objectionable, but with conditions, it should be no more objectionable than other permitted uses on the site or within the R-1 zone. The replacement and reorientation of the softball field, and addition of lighting and sports oriented buildings is an extension of the existing, permitted, established use at this location. The new development will need to comply with all City of Pasco regulations

(6) The proposal will endanger the public health or safety if located and developed where proposed, or in any way will become a nuisance to uses permitted in the district.

The proposal is required to adhere to the PMC including provisions such as the outdoor lighting and noise ordinances. If there were to be violations to these codes, then code cases may be initiated and remedial steps will be undertaken. Additionally, the use will be subject to periodic reviews for compliance with conditions imposed under the special permit.

APPROVAL CONDITIONS

1) The special permit shall apply to Parcel # 112140013, and any subsequent subdivision(s) thereof.
2) All lighting shall be directed downward and shielded in such a way that no light from the development encroaches onto another property in compliance with PMC 12.32
3) All lighting shall be turned off no later then 10 p.m. or 30 minutes after a sporting event using the field, whichever is later.
4) The site plan shall be developed in substantial conformity to the Special Use Permit application, site plan and any building plans submitted.
5) Any modification or change in the nature, character or intensity of the use may require additional review and/or Special Use Permits.
6) Applicant shall adhere to all Federal, State and City zoning, building, fire, and safety codes.

RECOMMENDATION

Staff recommends approval of a Special Use Permit located at 1102 N 10TH AVE (Parcel # 112140013) to allow for the replacement and reorientation of the existing softball field, adding new sports oriented buildings, and adding field lighting with conditions as herein proposed.

City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441

Fee: $625

CITY OF PASCO
SPECIAL PERMIT APPLICATION

Master File # SP 2025-017

Date Submitted: 11/12/2025

Applicant Info	Owner Info (if different than applicant)
Name: Raul Sital - Pasco School District	Name:
Address: Pasco School District 1215 W. Lewis St., Pasco, WA 99301	Address:
Phone: 509-543-6700	Phone:
Email: rsital@psd1.org	Email:

Project Address: Pasco High Schoo, 1108 N 10th Ave, Pasco, WA 99301

Project Parcel Number: 112140013

Current Zoning: R-1 Low Density Residential District

Source of domestic water: City of Pasco

Method of sewage disposal: City of Pasco

Present use of the land and structure(s) if any: Pasco High School campus has several existing structures. This project is to replace an existing softball field with a new field and to add sport field lighting.

Please describe any existing violations of the zoning ordinance upon the property: None known.

Give a detailed description of the proposed use that requires a special permit (attach separate sheet if more space is necessary): This project is to replace an existing softball field with a new field and to add sport field lighting. A total of 8 sports field lights at approximately 70-ft in height will be placed around the softball and play field areas. Refer to the attached plan showing locations.

NOTE: Provide a variance report giving a list and mailing address of owners of all property within 300 feet of the applicant's property, as shown by a local title company OR payment of **$50.00** which shall be utilized by the City to obtain a current list of property owners of all properties within 300 feet of the applicant's property.

Fee for Special Permit	-	$500.00
Environmental Checklist	-	$ 75.00
Radius Notification	-	$ 50.00
		$625.00

☐ SEPA Checklist ☐ Site map ☐ Fee of $625

City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441

Fee: $625

CITY OF PASCO
SPECIAL PERMIT APPLICATION

GENERAL PROVISIONS: Unclassified uses enumerated in Section 25.86.020 (listed below), conditional uses listed within each zoning district, and any other uses specifically referred to this chapter shall be subject to the regulations contained in this chapter, in addition to all applicable requirements of this Title.

UNCLASSIFIED USES:

1. High schools, colleges, universities, vocational schools, business colleges and other similar academic or skills training facilities or institutions not heretofore permitted within any district;
2. Cemeteries, crematories, mausoleums, and other places of burial or interment of remains;
3. Churches;
4. Community service facilities, as defined in Sections 25.12.155 and 25.12.156;
5. Airports, heliports, or any other landing or maneuvering space for aircraft, together with terminals and other customary facilities accessory to the unclassified use;
6. Golf courses, pitch and putt courses, miniature golf courses, water parks, sports complexes, riding stables, and similar facilities for public, private or membership use;
7. Monasteries, convents or other functionally similar facilities;
8. Landfills, garbage dumps, and resource recovery facilities;
9. Off-site parking lots, except those required for a residential use, provided such parking area is not more than five hundred feet from the building;
10. Electrical substations and load transfer stations, natural gas booster stations, and other similar utility facilities;
11. Park and ride lots, off-street transfer stations or other similar facility involving the storage, start-up, idling and movement of public or private operated carrier, charter or transit buses, vans, and similar vehicles; and
12. Agricultural use (commercial) except in areas 1,000 feet from a residential zoning district, subdivision, or dwelling unit.
13. Cannabis retail Facilities, as defined in sections 9.90.040 and but not limited to 25.10.025

REQUIREMENTS:

1. Fee of **$625** ($500 application fee + $75 SEPA fee + $50 radius notification)
2. Completed SEPA form
3. A site map or plan drawn neatly and to scale, showing the following:
    a. Exterior property lines and any adjacent public street or alley rights-of-way
    b. Existing and proposed buildings and other structures.
    c. Existing and proposed points of ingress and egress, drives and driveways and circulation pattern.

d. The location of existing and proposed parking areas with each parking space shown.
e. Existing and proposed open spaces and landscape areas.

4. The property owner's notarized signature acknowledging the application

PUBLIC HEARING: Upon the filing of a complete application for a special permit, the application shall be scheduled for an open record hearing before the Hearing Examiner. Notice of such open record hearing shall be given as provided for in PMC 25.210.040, except that in the case of commercial agricultural uses, the notification distance shall be increased to 1,000 feet. The open record hearing may be continued as deemed necessary by the Hearing Examiner, provided the applicant consents to any such continuance. In the event the applicant does not consent to a continuance, the Hearing Examiner shall close the public hearing and render a decision in accordance with the provisions of PMC 25.200.080 and 25.200.100.

Upon conclusion of the open record hearing, the Hearing Examiner shall make and enter findings from the record and conclusions thereof as to whether or not:

1. The proposal is in accordance with the goals, policies, objectives, maps and/or narrative text of the Comprehensive Plan;
2. The proposal will adversely affect public infrastructure;
3. The proposal will be constructed, maintained and operated to be in harmony with the existing or intended character of the general vicinity;
4. The location and height of proposed structures and the site design will discourage the development of permitted uses on property in the general vicinity or impair the value thereof;
5. The operations in connection with the proposal will be more objectionable to nearby properties by reason of noise, fumes, vibrations, dust, traffic, or flashing lights than would be the operation of any permitted uses within the district; and
6. The proposal will endanger the public health, or safety if located and developed where proposed, or in any way will become a nuisance to uses permitted in the district.

SHOPS / GARAGES: The Hearing Examiner shall consider the following for special permits dealing with increased heights and/or floor area for detached shops and garages:

1. Will the shop/garage match the principle structure in design and exterior treatments such as roofing materials, siding, color, window and door openings, eave overhangs, fenestrations and other architectural features?
2. Will the existing topography and elevation of the site and surrounding property exacerbate or attenuate the height of the proposed shop/garage?
3. Will the proposal include landscaping features or berms to ameliorate the height and/or floor area of the shop/garage?
4. Will the shop/garage be erected on the property utilizing minimum setbacks?
5. Is the site larger than the minimum lot size requirement for the zoning district?

REVOCATION OF PERMIT: Any special permit may be revoked by the Hearing Examiner if, after a public hearing, notice of which shall be given in accordance with PMC 25.210.040, it is found that the conditions upon which the special permit was authorized have not been fulfilled or if the use authorized has changed in size, scope, nature or intensity so as to become a detriment to the surrounding area.

City of Pasco
Community & Economic Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441

Fee: $625

Signature of Applicant

*Notarized Signature of Property Owner

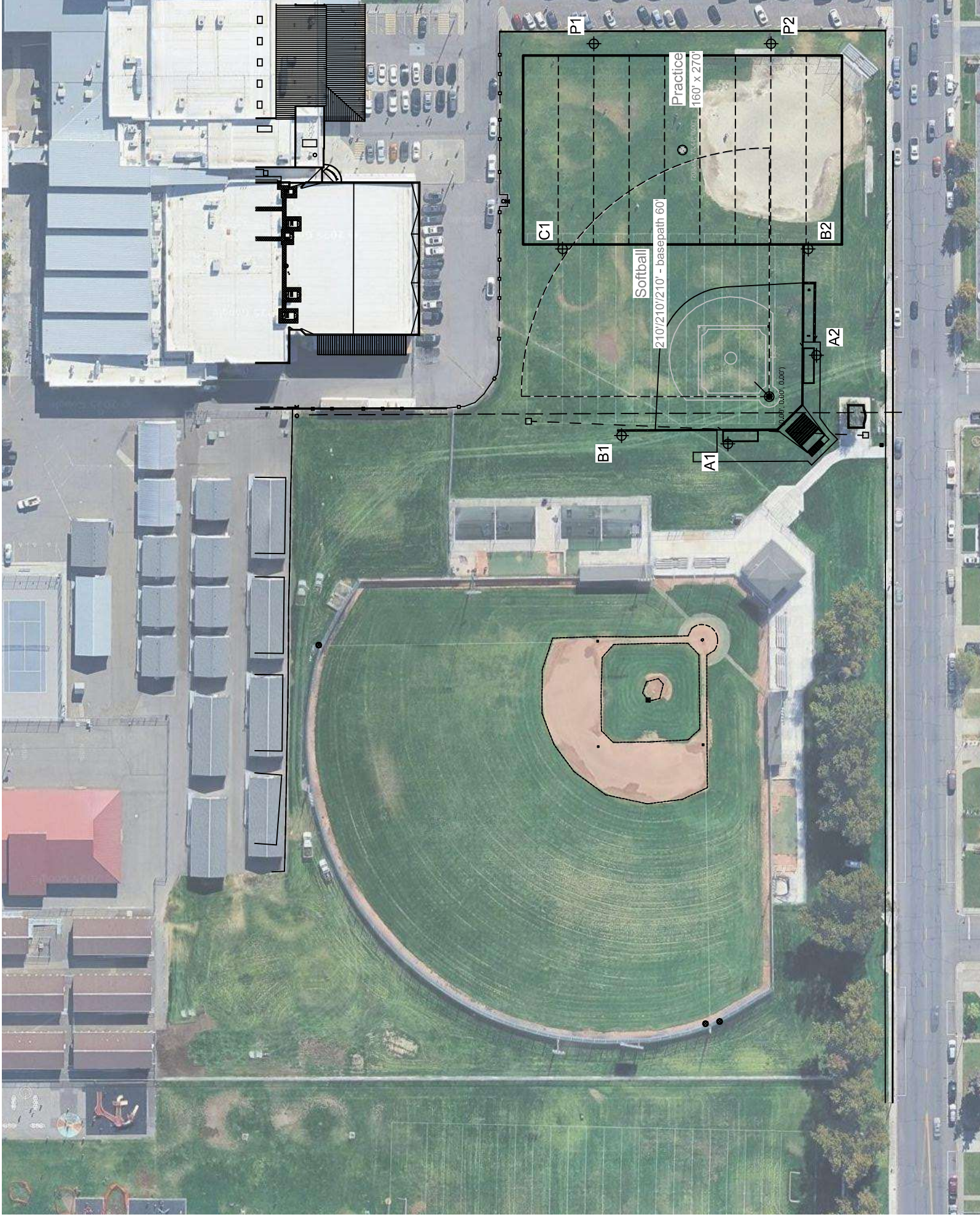
State of Washington)
ss.
County of Franklin)

On this 6 day of November, 2025, before me the undersigned, a Notary Public in and for the State of Washington, duly commissioned an sworn, personally appeared Raul Sital being duly sworn on his/her oath that he/she has prepared and read the foregoing statements and has acknowledged to me that the recitations contained therein are true, and has signed this instrument as his/her free and voluntary act and deed for the purposes therein mentioned.

SUBSCRIBED AND SWORN to before me this 6 day of November, 2025.

JASIELA S VALLE NOTARY PUBLIC 12566 COMMISSION EXPIRES 10-09-28 STATE OF WASHINGTON

Notary Public in and for the State of Washington
Residing at Franklin County
My Commission expires 10-09-28


P1
P2
Practice
160' x 270'
C1
B2
Softball
210'/210'/210' - basepath 60'
A2
B1
A1

1 2 3

H

G

SHEET NOTES:

1. SEE SHEET G1.00 FOR SYMBOLS & ABBREVIATIONS.

2. SECURE ALL PROJECT AREAS AT THE END OF EACH DAY.

3. CONTRACTOR SHALL MAINTAIN EGRESS ROUTES, OPEN SIDEWALKS AND FIRE LANES THROUGHOUT THE DURATION OF THE PROJECT.

4. CLEAN AND REMOVE CONSTRUCTION DEBRIS DAILY. CONTRACTOR IS RESPONSIBLE TO PROTECT AND PRESERVE ALL EXISTING ADJACENT FINISHES DURING CONSTRUCTION.

5. SITE AND PROJECT SECURITY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL TAKE MEANS NECESSARY FOR SITE SECURITY. REFERENCE SPECIFICATION XX XX XX.

6. CONTRACTOR SHALL COORDINATE DELIVERY ROUTES AND SHALL NOT COMPROMISE AUTOMOBILE OR EMERGENCY VEHICLES TRAFFIC ON SURROUNDING SURFACE STREETS THROUGHOUT THE DURATION OF THE PROJECT.

7. COORDINATE LOCATION OF ON-SITE SANITARY STATIONS WITH OWNER. PRIOR TO SETTING THE UNITS.

ALUMINUM BLEACHERS & PRESS BO



City of Pasco
Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

DETERMINATION OF NON-SIGNIFICANCE
(Optional DNS Process)

Issuance Date: December 29, 2025

Project Name: Pasco School District Portable Classrooms

Project Number: SEPA2025-035

Proponent: Pasco School District
1215 W Lewis St.
Pasco, WA 99301

Applicant: Raul Sital
1215 W Lewis St.
Pasco, WA 99301

Description of Proposal: Pasco School District has submitted a Special Permit Application (SP2025-017) for the replacement and reorientation of the existing softball field, adding new sports oriented buildings, and adding field lighting. The proposal is subject to regulations contained in the Pasco Municipal Code.

Location of Proposal: Parcel # 112140013, addressed at 1108 N 10th Ave. Pasco WA 99301

Findings:

1. The Washington State Department of Ecology (WDE) has identified the potential for stormwater discharge. All Stormwater will need to be retained on site. The applicant must ensure compliance with Title 29 of the Pasco Municipal Code.
2. WDE has identified the possibility of hazardous or toxic waste generation during the development of the site, please refer to the construction and demolition section of WDE's website for proper assessment and permitting.
3. The Benton Franklin Health District (BFHD) has identified the potential for excess noise. The applicant must ensure compliance with Title 9.130 of the Pasco Municipal Code.
4. BFHD has requested a complete set of construction plans be submitted to them for review.

Lead Agency: City of Pasco

The City of Pasco, acting as lead agency for this proposal, has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement

City of Pasco
Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

(EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. Appeals must be filed within 14 days of this determination.

Responsible Official: Haylie Matson
Haylie Matson, Community & Economic Development Director

Appeals: You may appeal the threshold determination by submitting a written appeal to one of the following addresses:

Email: bagleyj@pasco-wa.gov
Physical Address: City of Pasco – Community & Economic Development Department 525 N. 3rd Avenue, First Floor Pasco, WA 99301
Mailing Address: P.O. Box 293 Pasco, WA 99301

Appeals must be submitted within 14 days of issuance of the threshold determination. The appeal must be in writing, include a concise statement identifying the matter being appealed, and provide the basic rationale for the appeal. A filing fee is required in accordance with the City's Fee Resolution.

Please note: Failure to file a timely and complete appeal shall constitute a waiver of all rights to an administrative appeal under City Code.

All appeals should be directed to: Haylie Matson, CED Director

Responsible Official:	Haylie Matson
Position/Title:	Community & Economic Development Director
Phone	(509) 545-3451
Address:	PO Box 293, Pasco, WA 99301

City of Pasco
Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

PUBLIC NOTICE

Si necesita ayuda para entender este aviso o necesita más información, por favor llame al Departamento de Desarrollo Comunitario y Económico de la Ciudad de Pasco a 509-545-3441.

A Public Hearing with the Hearing Examiner will be held on January 14, 2025, at 6:00 pm

Place: Council Chambers in Pasco City Hall at 525 N 3rd Avenue in Pasco Washington.

Proposal: Raul Sital, on behalf of the Pasco School District, has submitted a SEPA checklist and Special Permit Application (SP2025-017) for the replacement and reorientation of the existing softball field, adding new sports oriented buildings, and adding field lighting. The project is located at 1108 N 10th Ave, Pasco, WA 99301, and is subject to the applicable regulations of the Pasco Municipal Code (Parcel #112140013), Pasco, WA 99301.

Public Comment Period: Written comments must be submitted to the Community Development Department by 5:00 p.m. on ***January 14, 2025,*** to be included in the written record. If you have questions on the proposal, contact the Planning Division at (509) 543-5735 or via e-mail to: bagleyj@pasco-wa.gov.

If you wish to participate in the hearing virtually, please register at least 2 hours prior to the meeting at the following registration link:

www.pasco-wa.gov/publiccomment

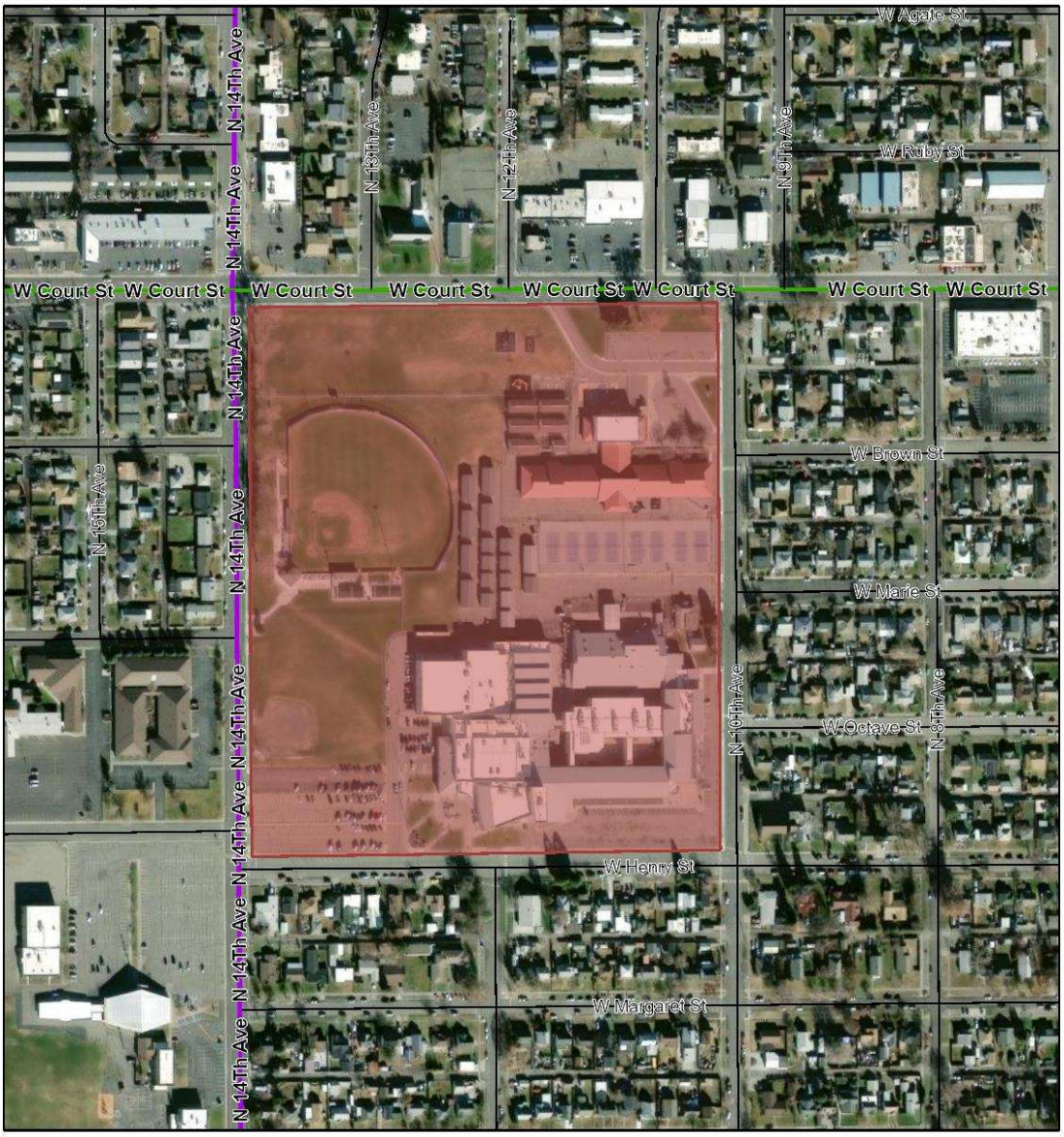
After registering, you will receive a confirmation email containing information about joining the webinar.

Estimated Date of the Decision: Hearing Examiner will render a Decision on the Preliminary Plat application within ten (10) days of the public hearing.

Prepared December 29, 2025 by: *James Bagley*, Planner II, PO Box 293 Pasco, WA 99301 (509) 543-5735

The City of Pasco welcomes full participation in public meetings by all citizens. No qualified individual with a disability shall be excluded or denied the benefit of participating in such meetings. If you wish to use auxiliary aids or require assistance to comment at this public meeting, please contact the Community Development Department at (509) 545-3441 or TDD (509) 585-4425 at least ten days prior to the date of the meeting to make arrangements for special needs.

Vicinity Map



12/19/2025, 8:58:47 AM

1:4,044

0 187.5 375 750 ft

0 55 110 220 m

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Affidavit of Mailing

In regards to MF# SP2025-017

I, Carmen Patrick, hereby confirm that notification was sent by mail December 29, 2025 to the owners of the parcels within 300 feet of the proposed site.

The attached Notification List and Notice of Public Hearing are to be used as a reference as to what was sent and to whom received the notification.

Given under my hand and official signature this 29th day, December of 2025.

Representative's Signature

City of Pasco
Community Development Department
PO Box 293, 525 N 3rd Ave, Pasco, WA 99301
P: 509.545.3441 / F: 509.545.3499

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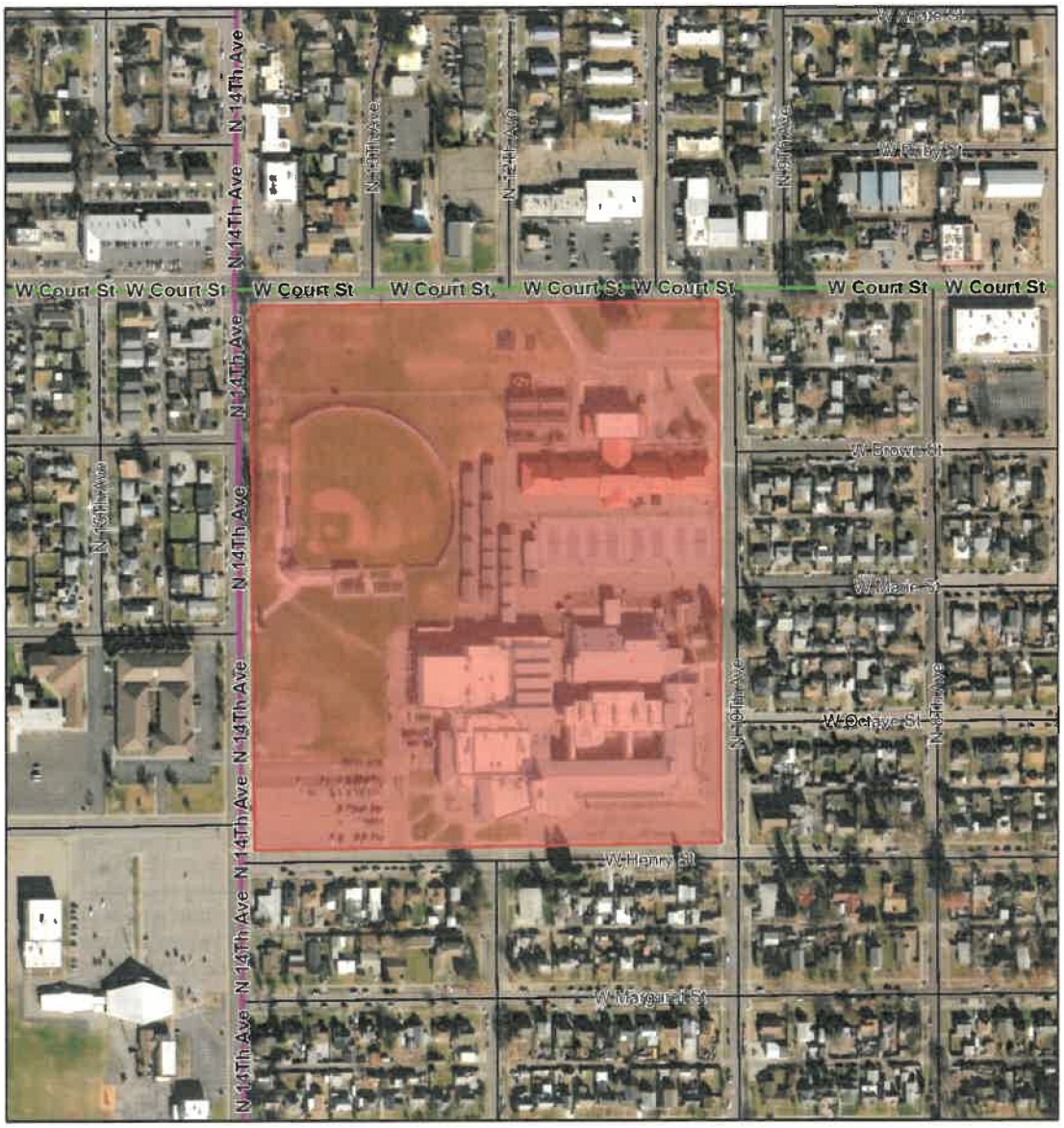
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12/19/2025, 8:58:47 AM

1:4,044

0 187.5 375 750 ft

0 55 110 220 m

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

TAXPAYER_NAME	MAIL_ADDRESS	MAIL_CITY	MAIL_ST	ZIP_CODE
MARIA C MARTINEZ	915 W HENRY ST	PASCO	WA	99301-4121
INGLESIA CHRISTIANA EBEN-ENZER	927 W HENRY ST	PASCO	WA	99301-4121
MICHAEL S DAVIS	PO BOX 5137	PASCO	WA	99302-5137
FRANCISCO J & OLGA O LARIOS	928 W OCTAVE ST	PASCO	WA	99301-4146
ELIZABETH & JAIME QUINTERO	924 W OCTAVE ST	PASCO	WA	99301-4146
CAMILO M & GLORIA M TAPIA	920 W OCTAVE ST	PASCO	WA	99301-4146
MAURICIO & JOANNA T CASTANEDA	916 W OCTAVE ST	PASCO	WA	99301-4146
BEVON G & AMY N DAVIS	915 W OCTAVE ST	PASCO	WA	99301-4145
VICTOR HUGO MORENO	923 W OCTAVE ST	PASCO	WA	99301-4146
GAVINO & ADELITA GARCIA	925 W OCTAVE ST	PASCO	WA	99301-4145
CRISTINO CHIMEO FLORES (ETUX)	931 W OCTAVE ST	PASCO	WA	99301-4145
SHARON L ROYLANCE	932 W MARIE ST	PASCO	WA	99301-4140
VENTURA & ROGELIO GUZMAN	928 W MARIE ST	PASCO	WA	99301-4140
MARIANO & ANA MARIA VALENZUELA	924 W MARIE ST	PASCO	WA	99301-4140
CYNTHIA A LOPEZ	920 W MARIE ST	PASCO	WA	99301-4140
ISIDRO ESTRADA GUZMAN	916 W MARIE ST	PASCO	WA	99301-4140
JOSE A & MARIA DEL ROSARIO ROJAS	915 W MARIE ST	PASCO	WA	99301-4139
JUANA RIOS FARIAS (ETAL)	690 STASTNEY RD	ELTOPIA	WA	99330-8500
ENRIQUE D CARTER (TR)	4318 HILLTOP DR	PASCO	WA	99301-9452
CAROLE LEE CARL	927 W MARIE ST	PASCO	WA	99301-4139
MANUEL & ESTHER VIERA	931 W MARIE ST	PASCO	WA	99301-4139
ISELA & ARTURO RODRIGUEZ	932 W BROWN ST	PASCO	WA	99301-4116
EFREN DIEGO	928 W BROWN ST	PASCO	WA	99301-4116
RAMON & GLORIA GONZALEZ	924 W BROWN ST	PASCO	WA	99301-4116
PORFIRIO V & OLIVIA L MARTINEZ	920 W BROWN ST	PASCO	WA	99301-4116
AGUSTIN (ETAL) CHAVEZ	916 W BROWN ST	PASCO	WA	99301-4116
JOSE D & ALMA L GARCIA	917 W BROWN ST	PASCO	WA	99301-4115
CATARINO CORREA (ETAL)	921 W BROWN ST	PASCO	WA	99301-4115
DAVID & ROSAMARIA AYALA	927 W BROWN ST	PASCO	WA	99301-4115
MARIA TERESA GUZMAN	PO BOX 4712	PASCO	WA	99302-4712
ZAG INVESTMENTS LLC	12910 SE 44TH CT	BELLEVUE	WA	98006-2036
LAURA ANN VALDEZ	928 W COURT ST	PASCO	WA	99301-4156
ANDRES MENDEZ	3705 MILAGRO DR	PASCO	WA	99301-7214
ROBERTO FLORES CASTILLO (ETUX)	916 W COURT ST	PASCO	WA	99301-4516
RODERICK ALAN LEWIS	925 W MARGARET ST	PASCO	WA	99301-4130
REGAN T & JANIS M HASTINGS	922 W HENRY ST	PASCO	WA	99301-4122
BLANCA L AREVALO (ET VIR)	916 W HENRY ST	PASCO	WA	99301-4122
SERGIO L & ADELINA O RAMOS	4204 W 20TH AVE	KENNEWICK	WA	99338-1994
LS PROPDROP LLC	PO BOX 5350	BEND	OR	97708-5350
LAKESHORE INVESTMENT CORP	7025 W GRANDRIDGE BLVD STE B2	KENNEWICK	WA	99336-7826
HOWARD & MARCINE REMY	3815 MEADOWSWEET ST	PASCO	WA	99301-9439
ISABEL CARRILLO	1512 N 13TH AVE	PASCO	WA	99301-3520
ELVA V AVILA SALAZAR	1516 N 13TH AVE	PASCO	WA	99301-3520
EXCHANGERIGHT NET LEASED PORTFOLIC	1055 EAST COLORADO BLVD	PASADENA	CA	91106-2327
IGLESIA EVANGELICA CRISTIANA ESPIRITU	1215 W COURT ST	PASCO	WA	99301-5381
ABIDE CHURCH	725 S YELM PL	KENNEWICK	WA	99336-4817
RICHARD L CHASTAIN	206204 E 10TH AVE	KENNEWICK	WA	99337-9680
JOSE P & MARIA I HERNANDEZ	14200 CROOK LOOP SW	ROYAL CITY	WA	99357-9139
CENOVIA MORFIN VEGA	1403 W MARIE ST	PASCO	WA	99301-4035
SANDRA GUADALUPE RAMIREZ MARTINEZ	1415 W MARIE ST	PASCO	WA	99301-4035

NOE G RODRIGUEZ (ETAL)	1308 N 14TH AVE	PASCO	WA	99301-4151
PATRICK DEVINE	1307 N 15TH AVE	PASCO	WA	99301-4001
VALERIAN S FORTIER	1316 N 14TH AVE	PASCO	WA	99301-4151
PEDRO & MARTHA SOTO	1311 N 15TH AVE	PASCO	WA	99301-4001
FABIOLA LANDIN ALCARAZ	5302 BUCHANAN LN	PASCO	WA	99301-8438
SANTOS JUAREZ	1320 N 14TH AVE	PASCO	WA	99301-4151
MARCO A GRIMALDI LOPEZ (ETUX)	1319 N 15TH AVE	PASCO	WA	99301-4001
ALFREDO & CONSUELO AGUIRRE	1324 N 14TH AVE	PASCO	WA	99301-4151
BERTHA TREJO	1323 N 15TH AVE	PASCO	WA	99301-4001
LURIS W COPE	20621 S HANEY RD	KENNEWICK	WA	99337-8575
PAUL COOK	1327 N 15TH AVE	PASCO	WA	99301-4001
JOSE LUIS AMAYA	1404 N 14TH AVE	PASCO	WA	99301-4152
LEO & JUANA MARTINEZ	1530 W ELLA ST	PASCO	WA	99301-3402
BERNARDO CUEVAS (ETUX)	1124 W MARGARET ST	PASCO	WA	99301-4135
DANIEL & NAYELI MIRANDA	1412 N 14TH AVE	PASCO	WA	99301-4152
FELIPE AVILA SANDOVAL (TR/ETAL)	7916 CHEHALIS DRIVE	PASCO	WA	99301-6720
MARIO & CECELIA MIRANDA	1725 W CLARK ST	PASCO	WA	99301-5046
DAVID MARTINEZ (ETUX)	3614 LAGUNA CT	PASCO	WA	99301-4835
JOSE MEMBRENO	1419 N 15TH AVE #B	PASCO	WA	99301-4003
NORMA ANGELICA GUTIERREZ	118 E 10TH AVE	KENNEWICK	WA	99336-6407
JESUS & CONSUELO REBOLLEDO	1740 W DOGWOOD RD	PASCO	WA	99301-8679
OREGON STREET GROUP LLC	PO BOX 3604	PASCO	WA	99301-3604
GARY R & DIANE Y CLARK	221 GREENVIEW DR	RICHLAND	WA	99352-9661
CARMELA P GARZA	733 W BROWN ST	PASCO	WA	99301-4112
OSVALDO MUNGUIA DUENAS	1015 N 10TH AVE	PASCO	WA	99301-4110
DANIEL CESPEDES SOTO (ETUX)	931 W MARGARET	PASCO	WA	99301-4130
PASCO SCHOOL DISTRICT NO. 1	1215 W LEWIS ST	PASCO	WA	99301-5472
WESTON PARRISH	1004 W HENRY ST	PASCO	WA	99301-4124
VERNON & EILEEN TILL	1008 W HENRY ST	PASCO	WA	99301-4124
JALEEN JUNGE MARTIN	PO BOX 869	RICHLAND	WA	99352-0869
VINCENT & TAWNIE STEVENS	1016 W HENRY ST	PASCO	WA	99301-4124
LORENA FIGUEROA (ETAL) MIRANDA	1020 W HENRY ST	PASCO	WA	99301-4124
ISRAEL & JOSEFA GUTIERREZ	832 S 4TH LN	PASCO	WA	99301-5769
ALFREDO CRUZ	1028 W HENRY ST	PASCO	WA	99301-4124
JANICE CHAFIN	1032 W HENRY ST	PASCO	WA	99301-4124
CHURCH OF LDS	50 E NORTH TEMPLE 22ND FLR	SALT LAKE CITY	UT	84150-0022
RILEY FREMAN LEONARD	3912 QUAIL RD	PASCO	WA	99301-9313
JAMES TREVOR & KATRINA FERTIG	1035 W MARGARET ST	PASCO	WA	99301-4132
MARIBEL B RAMIREZ	1031 W MARGARET ST	PASCO	WA	99301-4132
CARI E BURKE	1027 W MARGARET ST	PASCO	WA	99301-4132
INIQUEZ IVAN A CASTELLANOS (ETAL)	1023 W MARGARET ST	PASCO	WA	99301-4132
GILBERTO & YESSENIA MARISCAL	1019 W MARGARET ST	PASCO	WA	99301-4132
JORGE A REYES RUIZ (ETUX)	1015 W MARGARET ST	PASCO	WA	99301-4132
FRANCISCO J GARIBAY RAMOS (ETAL)	1011 W MARGARET ST	PASCO	WA	99301-4132
DAVID LR HILTWEIN	1007 W MARGARET ST	PASCO	WA	99301-4132
EDWARD & ALEXANDRIA RENAE DARIENZC	1003 W MARGARET ST	PASCO	WA	99301-4132
HERBERT & PHYLLIS AYERS	1106 W HENRY ST	PASCO	WA	99301-4125
ROSELIE VARGAS ALVAREZ	1110 HENRY ST	PASCO	WA	99301-4125
ROBERT & CHERYL WILKINSON	806 S NELSON ST	KENNEWICK	WA	99336-9323
J TRINIDAD MENDOZA ZAMBRANO	1118 W HENRY ST	PASCO	WA	99301-4125
VICTOR & BEATRIZ MADERO	1927 N 18TH AVE	PASCO	WA	99301-3416

GENARO C (JR) YZAGUIRRE	1126 W HENRY ST	PASCO	WA	99301-4125
LUIS S GARCIA	502 FALLON CT	PASCO	WA	99301-4432
ANA M CALDERON	903 W AGATE ST	PASCO	WA	99301-3621
NORA R CHAVEZ	1138 W HENRY ST	PASCO	WA	99301-4125
MELISSA D BLASDEL	1142 W HENRY ST	PASCO	WA	99301-4125
RAMON & BLANCA MORENO	1103 N 14TH AVE	PASCO	WA	99301-4149
ALVARO MEJIA (ETUX)	1137 W MARGARET ST	PASCO	WA	99301-4134
MARIA C SANCHEZ (JTWROS)	1133 W MARGARET ST	PASCO	WA	99301-4134
MILES T JONES	23020 114TH AVE E	GRAHAM	WA	98338-6721
DIXIE WIDNER	1123 W MARGARET ST	PASCO	WA	99301-4134
ANNA ROSA MANZO	4518 SEVILLE DR	PASCO	WA	99301-4610
1101 W MARGARET PASCO LLC	3225 MCLEOD DR STE 777	LAS VEGAS	NV	89121-2257
ST PATRICK CATHOLIC PARISH-PASCO	1320 W HENRY ST	PASCO	WA	99301-4064
MPT OF PASCO RCCH, LLC 100%	1000 URBAN CENTER DR SUITE 501	VESTAVIA	AL	35242-2225
ACHIEVE PASCO HOLDING LLC	1500 S MISSION ST	WENATCHEE	WA	98801-3735
VOYAGE ENTERPRISES LLC	5341 HERSHEY LN	WEST RICHLANI	WA	99353-6045
LUXE PROPERTY SERVICES LLC	38503 S 816 PR SE	KENNEWICK	WA	99338-7432

Vicinity Map



1/6/2026, 1:36:50 PM

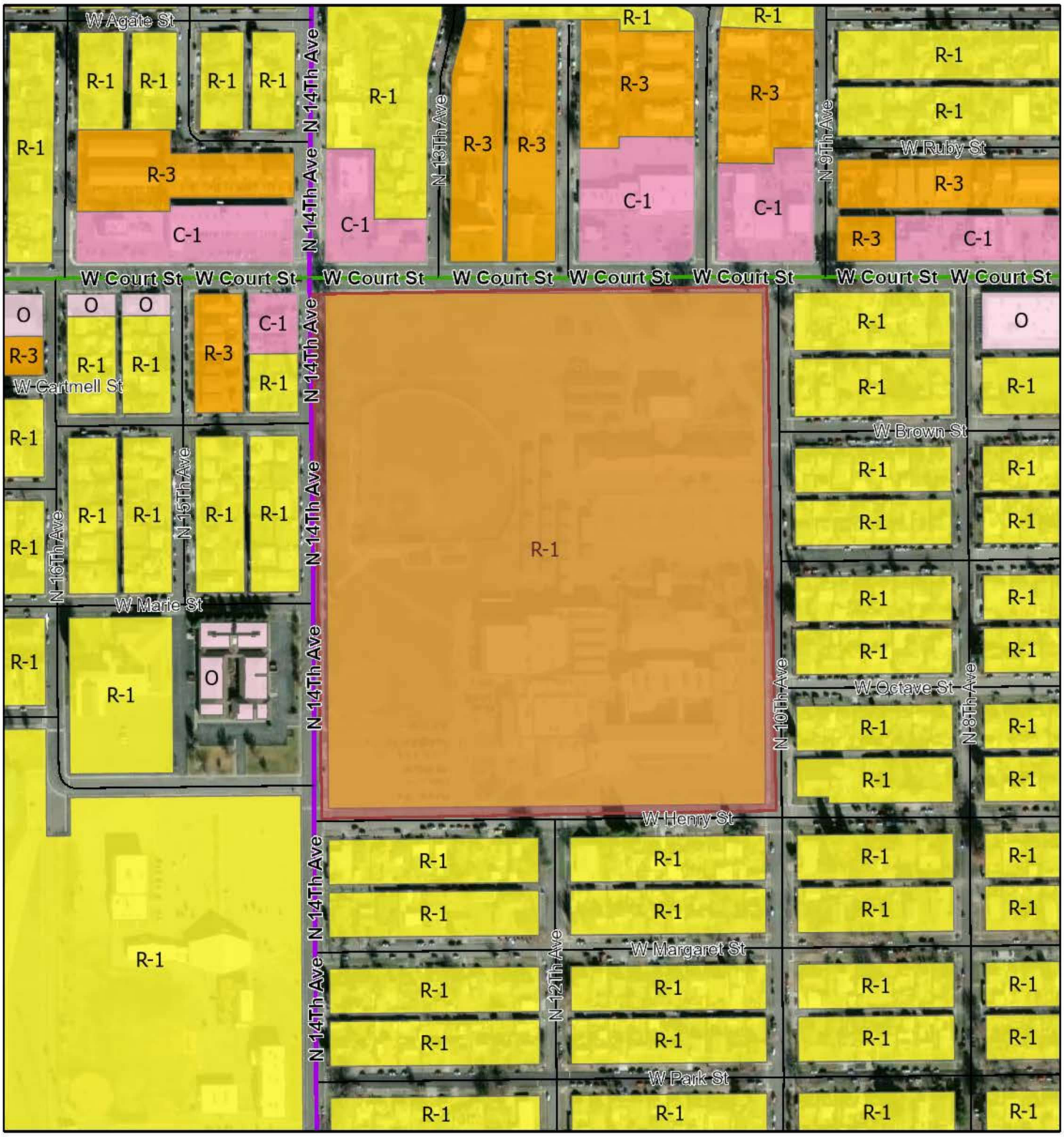
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0 200 400 800 ft

0 60 120 240 m

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Zoning Map



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Road Centerlines

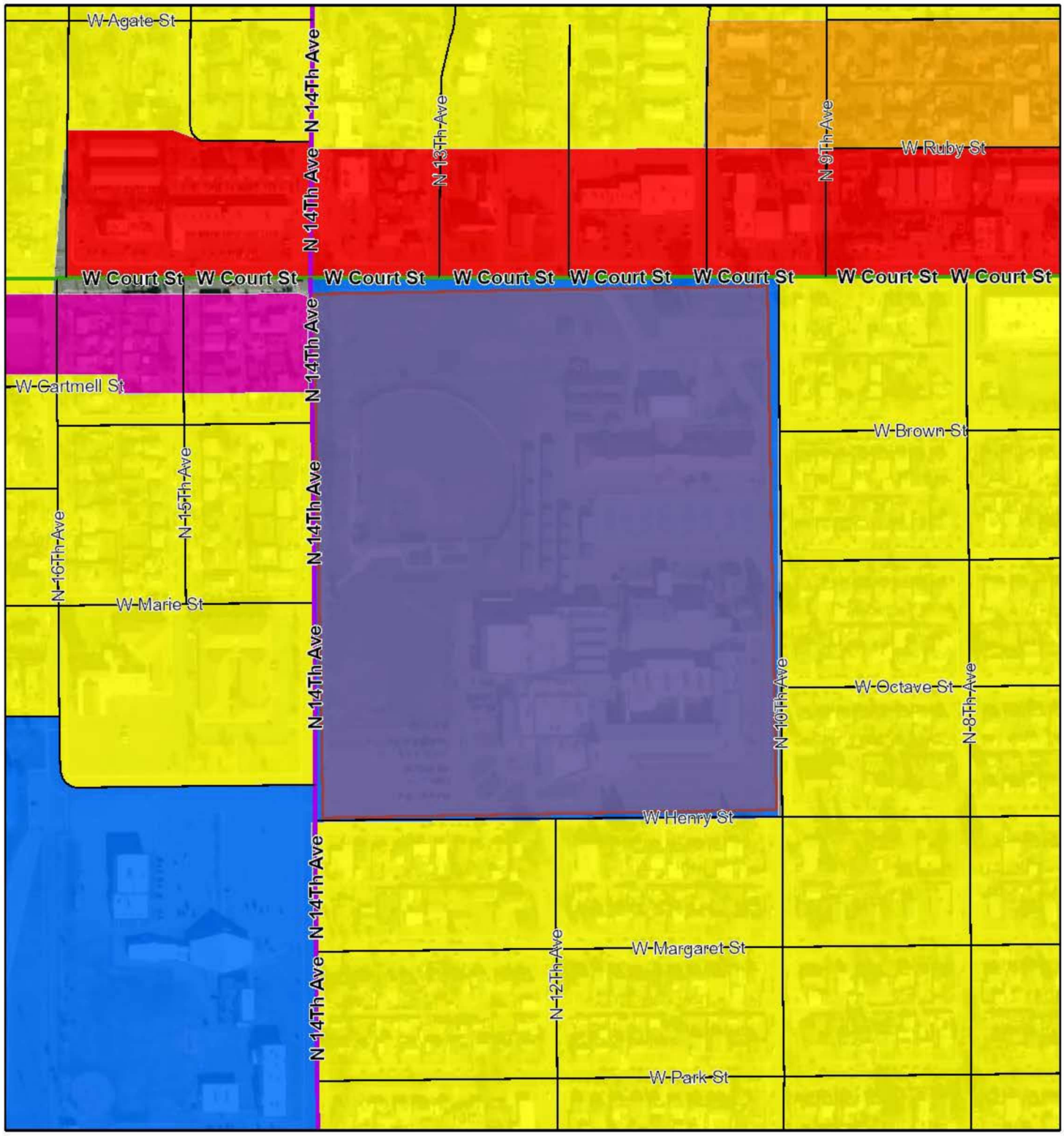
- Minor Arterial
- Major Collector
- Local

Zoning

- C-1, Retail Business District
- O, Office District
- R-1, Low-Density Residential District
- R-3, Medium-Density Residential District

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Land Use Map



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0 60 120 240 m

Road Centerlines

- Minor Arterial
- Major Collector
- Local

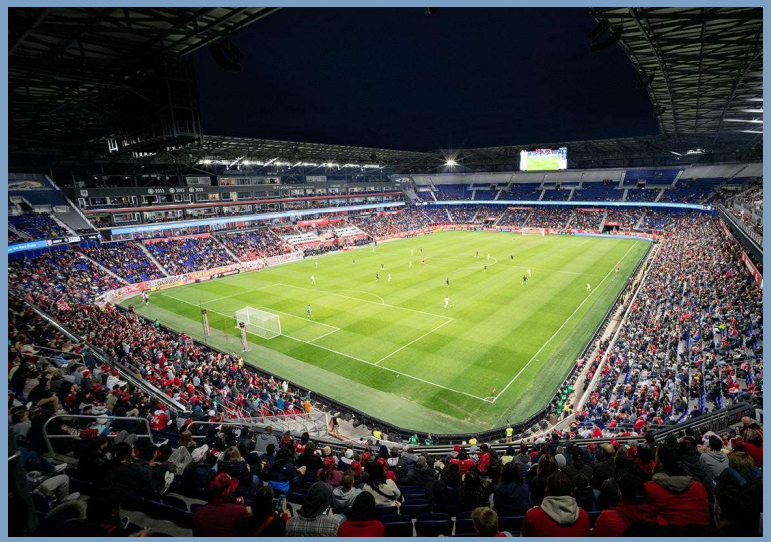
Land Use

- Public Quasi-Public
- Commercial
- Low Density Residential
- Medium Density Residential
- Mixed Residential Commercial

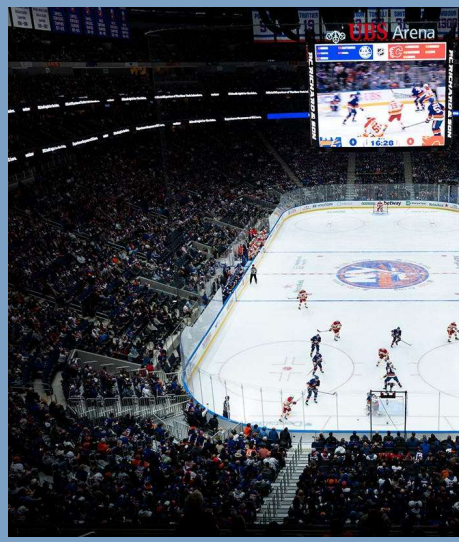
Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

musco®

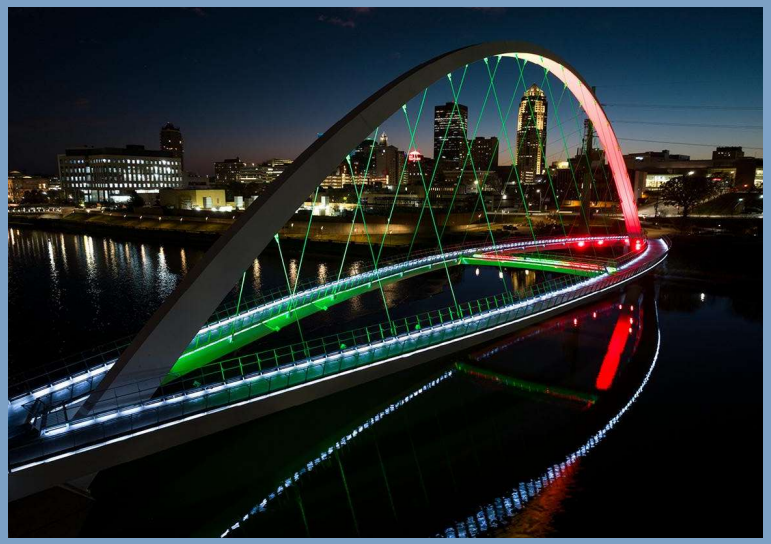
We Make It Happen®



Sports Illustrated Stadium, Harrison, New Jersey, USA



UBS Arena, Elmont, New York, USA



Iowa Women of Achievement Bridge, Des Moines, Iowa, USA



Tottenham Hotspur FC Training Ground, Tottenham, Londo

Pasco High School Softball

Pasco,WA

LIGHTING SYSTEM

Structure/Fixture Summary

Structure ID	Structure Height	Fixt. Attachment Ht.	Fixture Qty	Fixture Type	
A1-A2	60'	60'	3	TLC-LED-900	
		16'	1	TLC-BT-575	
B1	70'	70'	1	TLC-LED-1200	
		70'	3	TLC-LED-900	
		16'	1	TLC-BT-575	
B2	70'	70'	1	TLC-LED-1200	
		70'	5	TLC-LED-900	
		16'	1	TLC-BT-575	
C1	70'	70'	3	TLC-LED-1200	
		70'	3	TLC-LED-900	
		16'	2	TLC-BT-575	
P1-P2	60'	60'	1	TLC-LED-1200	
		60'	3	TLC-LED-900	
7			**36**		

Circuit Summary

Circuit	Description	Load
A	Softball	10.81 kW
B	Common	13.44 kW
C	Practice	7.62 kW

Fixture Type Summary

Type	Circuit	Source	Wattage	Lumens	L90	L80
TLC-BT-575	A	LED 5700K - 75 CRI	575W	52,000	>120,000	>120,000
TLC-BT-575	B	LED 5700K - 75 CRI	575W	52,000	>120,000	>120,000
TLC-LED-1200	A	LED 5700K - 75 CRI	1170W	150,000	>120,000	>120,000
TLC-LED-1200	B	LED 5700K - 75 CRI	1170W	150,000	>120,000	>120,000
TLC-LED-1200	C	LED 5700K - 75 CRI	1170W	150,000	>120,000	>120,000
TLC-LED-900	A	LED 5700K - 75 CRI	880W	104,000	>120,000	>120,000
TLC-LED-900	B	LED 5700K - 75 CRI	880W	104,000	>120,000	>120,000
TLC-LED-900	C	LED 5700K - 75 CRI	880W	104,000	>120,000	>120,000

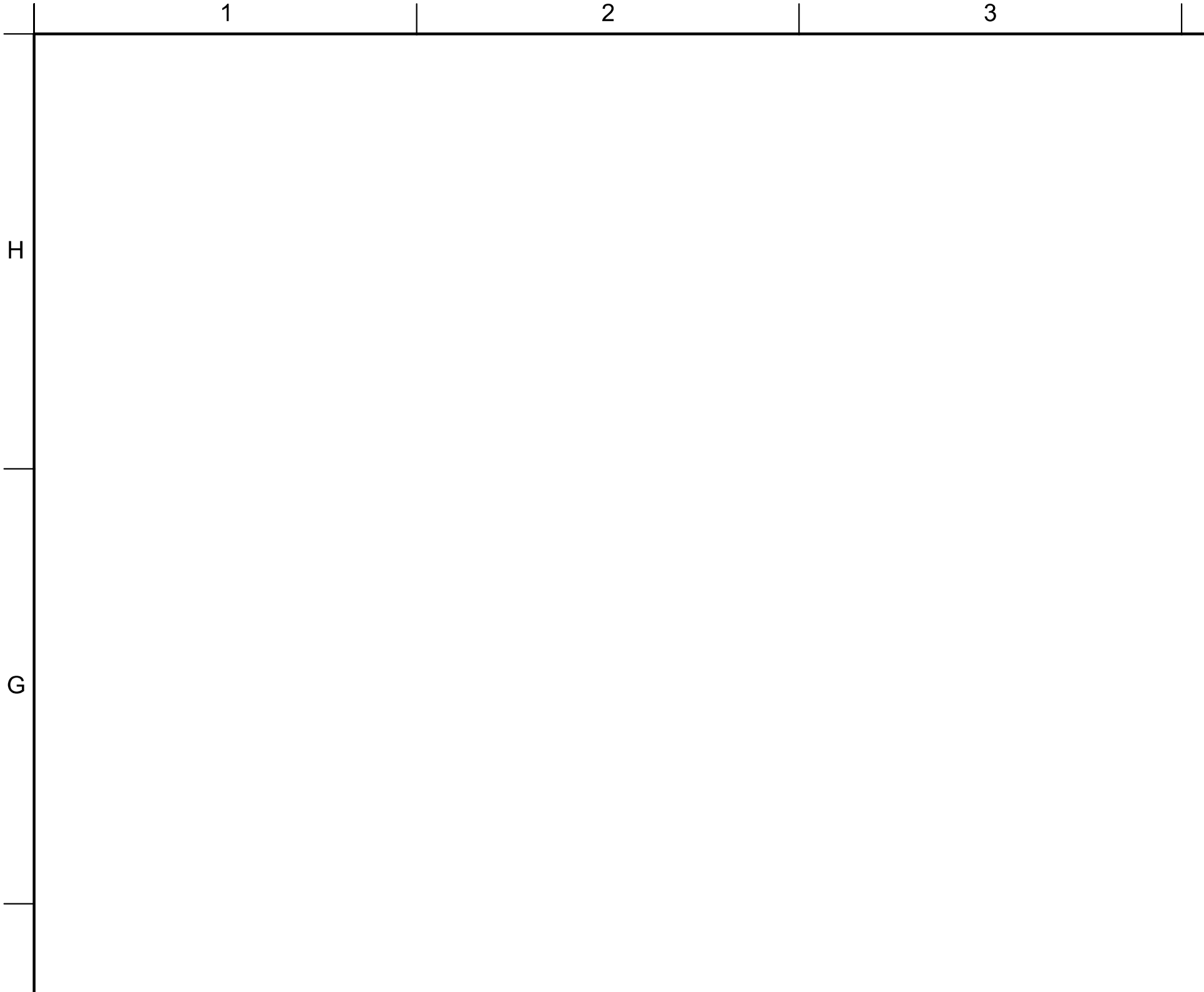
Single Fixture Amperage Draw Chart

Driver Specifications (.90 min power factor)	Line Amperage Per Fixture (max draw)				
Single Phase Voltage	208 (60)	220 (60)	240 (60)	277 (60)	34 (6
TLC-LED-1200	6.9	6.5	6.0	5.2	4.
TLC-LED-900	5.2	4.9	4.5	3.9	3.
TLC-BT-575	3.3	3.2	2.9	2.5	2.

Light Level Summary

Calculation Grid Summary

Grid Name	Calculation Metric	Illumination Ave				
		Ave	Min	Max	Max/Min	Ave/Min
Practice	Horizontal Illuminance	33.85	24	46	1.91	1.41
Road Cd	Max Candela (by Fixture)	1238.84	1	6093	5964.18	1212.57
Road Spill	Horizontal	0.08	0	1	-	-
Road Spill	Max Vertical Illuminance Metric	0.15	0	1	-	-
Softball (Infield)	Horizontal Illuminance	51.27	40	60	1.49	1.27
Softball (Outfield)	Horizontal Illuminance	33.57	23	49	2.08	1.43


1
2
3
H
G

SHEET NOTES

1. SEE SHEET G1.00A FOR SYMBOLS & ABBREVIATIONS.

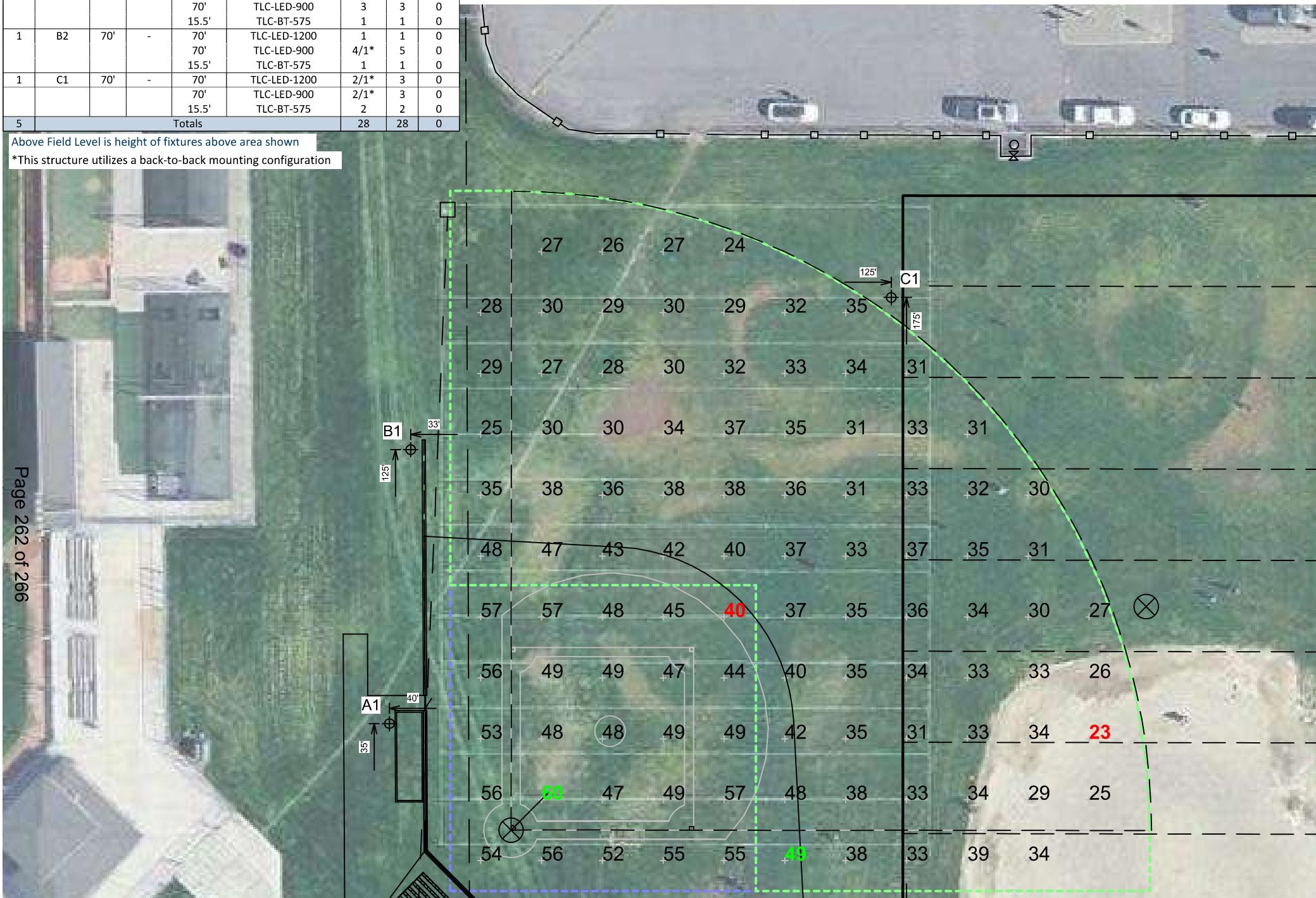
2. REFERENCE SHEET G1.01 FOR EACH BUILDING LOCATION.

Equipment List For Areas Shown

Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
2	A1-A2	60'	-	60'	TLC-LED-900	3	3	0
				15.5'	TLC-BT-575	1	1	0
1	B1	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-900	3	3	0
				15.5'	TLC-BT-575	1	1	0
1	B2	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-900	4/1*	5	0
				15.5'	TLC-BT-575	1	1	0
1	C1	70'	-	70'	TLC-LED-1200	2/1*	3	0
				70'	TLC-LED-900	2/1*	3	0
				15.5'	TLC-BT-575	2	2	0
5	Totals					28	28	0

Above Field Level is height of fixtures above area shown

*This structure utilizes a back-to-back mounting configuration



Equipment List For Areas Shown

Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	B2	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-900	4/1*	5	0
				15.5'	TLC-BT-575	1	1	0
1	C1	70'	-	70'	TLC-LED-1200	2/1*	3	0
				70'	TLC-LED-900	2/1*	3	0
				15.5'	TLC-BT-575	2	2	0
2	P1-P2	60'	-	60'	TLC-LED-1200	1	1	0
				60'	TLC-LED-900	3	3	0
4	Totals					23	23	0

Above Field Level is height of fixtures above area shown

*This structure utilizes a back-to-back mounting configuration




B1
242'
52'
A1
38'
249'
A2
113'
174'
B2
106'
84'
P1
75'
90'
P2
75'
0.00 0.00 0.01 0.03 0.01 0.01 0.03 0.11 0.68 0.04 0.14 0.09 0.03 0.22 0.12 0.00 0.00


B1
242'
52'
38'
A1
249'
P1
75'
75'
P2
90'
106'
B2
84'
113'
A2
174'
0.00 0.00 0.02 0.09 0.02 0.03 0.05 0.18 1.03 0.09 0.28 0.17 0.07 0.45 0.24 0.01 0.00


B1
242'
52'
38'
A1
249'
A2
174'
113'
106'
B2
84'
P1
75'
75'
P2
90'
1
124
442
856
633
605
615
1249
6093
2790
3119
1951
688
1311
1790
27
4