



ENVIRONMENTAL ASSESSMENT

COLVILLE TRIBES TRAVEL PLAZA AND COMMERCIAL PROJECT

JANUARY 2024

PREPARED FOR:

Lead Agency:
Bureau of Indian Affairs
Northwest Regional Office
911 Northeast 11th Avenue
Portland, Oregon 97232
(503) 231-6702

Applicant:
Confederated Tribes of the Colville Reservation
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Nespelem, WA 99155
(509) 634-2200
www.colvilletribes.com

PREPARED BY:
Analytical Environmental Services
1801 7th Street, Suite 100
Sacramento, CA 95811
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Appendix GRADE	Preliminary Stormwater and Grading Report
Appendix WATER	Preliminary Water and Wastewater Report
Appendix TIS	Transportation Impact Study
Appendix CONSULT	Agreements and Consultation
Appendix REG	Applicable Federal, State, and Local Laws and Regulations
Appendix AIR	Air Quality Tables
Appendix HAZ	Phase I Environmental Site Assessment
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SECTION 1.0

INTRODUCTION

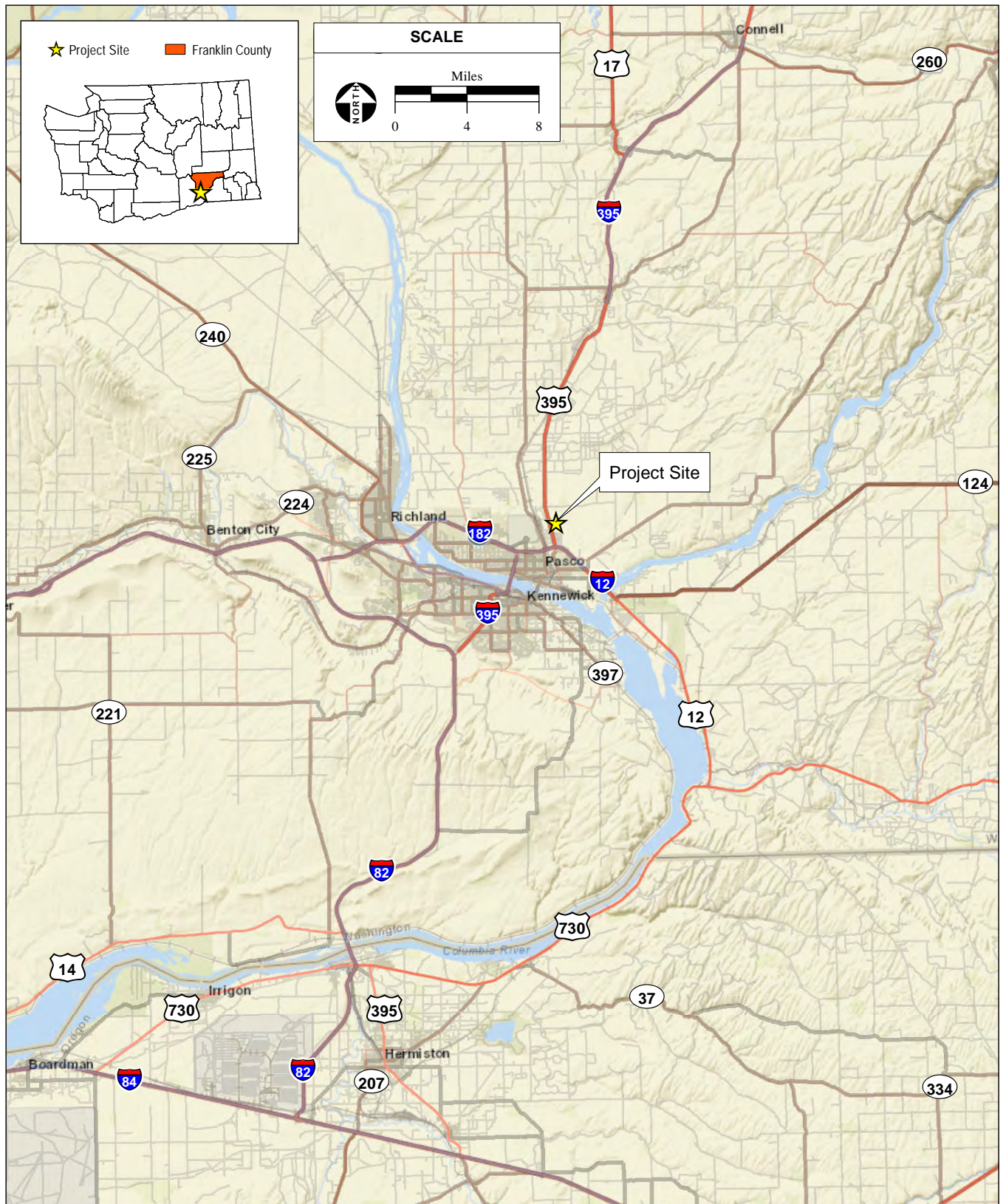
This Environmental Assessment (EA) has been prepared for the U.S. Bureau of Indian Affairs (BIA) to support an application from the Confederated Tribes of The Colville Reservation (Colville Tribes) for land to be placed into federal trust (Proposed Action). The BIA is the federal agency charged with reviewing and approving tribal applications to take land into federal trust status. The Project Site consists of approximately 34 acres in the City of Pasco, Franklin County, Washington (**Figures 1, 2, and 3**). As a result of the Proposed Action, the Colville Tribes propose to develop a travel plaza, retail and/or office building, and associated parking on the Project Site (Alternative A).

This document has been completed in accordance with the requirements set out in the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. §4321 et seq.); the Council on Environmental Quality (CEQ) Guidelines for Implementing NEPA (40 Code of Federal Regulations [CFR] § 1500 et seq.); and the BIA NEPA handbook (59 IAM 3-H). This document provides a detailed description of the Proposed Action and analyses of the potential environmental consequences associated with the subsequent development of Alternative A. This document also includes a discussion of alternatives, impact avoidance, and mitigation measures. Consistent with the requirements of NEPA, the BIA will review and analyze the environmental consequences associated with the Proposed Action, and either determine that a Finding of No Significant Impact (FONSI) is appropriate, request additional analyses, or request that an Environmental Impact Statement (EIS) be prepared. After the NEPA process is complete, the BIA may issue a determination on the Colville Tribes' fee-to-trust application.

1.1 LOCATION AND SETTING

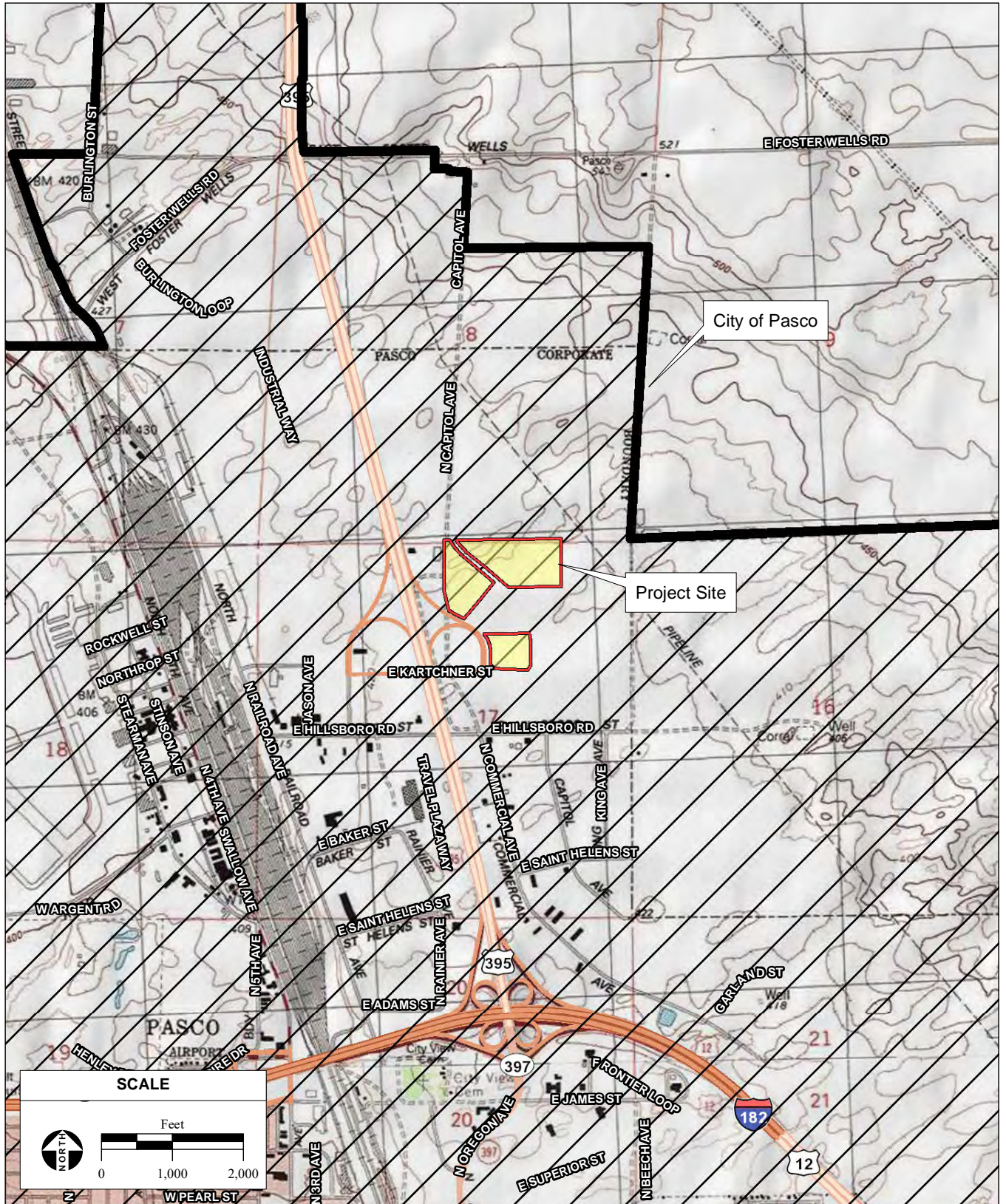
The 34-acre Project Site consists of three parcels owned in fee by the Colville Tribes, and are located east of U.S. Highway 395, in the City of Pasco in Franklin County, Washington. The Project Site is located in Section 17 of Township 9 North, Range 30 East as depicted on the Glade, WA U.S. Geological Survey (USGS) 7.5' quadrangle maps. **Figure 1** and **Figure 2** show the location of the Project Site. **Figure 3** presents an aerial photograph of the three separate legal parcels that constitute the Project Site. The Franklin County Assessor's Parcel Numbers (APN) for each parcel are 113-220-073, 113-220-077, and 113-220-079, and each parcel is approximately 6.58, 10.00, and 17.71 acres, respectively.

Regional access is provided by US-395, which runs in a north-south direction west of the Project Site. Local access to the Project Site provided by Kartchner Street which is a two-lane road that runs in an east-west direction and Capitol Ave, which is a two-lane road that runs in a north-south direction (**Figure 3**).



SOURCE: ESRI, 2022; AES-Montrose, 5/25/2022

Figure 1
 Regional Location



SOURCE: "Glade, WA" USGS 7.5 Minute Topographic Quadrangle, T9N R30E, Sections 17, Willamette Meridian Baseline & Meridian; WSDOT State Routes, 2021; Franklin County City Boundary data, 2022; ESRI, 2022; AES-Montrose, 5/25/2022

Colville Tribes Travel Plaza and Commercial Project EA / 221541 ■

Figure 2
Site and Vicinity



SOURCE: Franklin County Parcels, 2021; Benton County aerial photograph, 2/27/2020; ESRI, 2022; AES-Montrose, 5/25/2022

Colville Tribes Travel Plaza and Commercial Project EA / 221541 ■

Figure 3
Aerial Photograph

Land uses near the Project Site include agriculture and rural residential to the north, commercial and light industry to the south, limited commercial development and agriculture to the east, and U.S. Highway 395 with Industrial Way and commercial and light industrial development beyond that to the west. Industrial warehouses operated by West Coast Metal Carports are located directly adjacent to the western border of APN 113-220-077.

The nearest businesses include Lad Irrigation Company, located approximately 0.10 miles east of the Project Site, and Auto Zone distribution center, located approximately 0.10 miles to the southeast. The Project Site is undeveloped and comprised of bare earth and ruderal plant species, including rabbit-brush, prickly lettuce, and Russian thistle. The topography of the site is generally level with an elevation range of approximately 417 feet to 425 above mean sea level.

1.2 PURPOSE AND NEED FOR THE PROPOSED ACTION

The federal Proposed Action is the acquisition of the Project Site into trust for the Colville Tribes pursuant to the Secretary's authority under the Indian Reorganization Act, 25 USC § 5108. The purpose of the Proposed Action is to facilitate tribal self-sufficiency, self-determination, and economic development. This would satisfy the United States Department of the Interior's (Department) land acquisition policy as articulated in the Department's trust land regulations at 25 C.F.R. Part 151. The need for the Department to act on the Colville Tribe's application is established by the Department's regulations at 25 C.F.R. §§ 151.10(h) and 151.12.

1.3 BACKGROUND

The Colville Tribes are federally-recognized and comprised of twelve distinct bands. The constituent tribes of the Colville Tribes historically ranged across 39 million acres in the Pacific Northwest. As of 2021, the Colville Tribes have approximately 9,600 enrolled tribal members. As a sovereign government, the Colville Tribes provide many services to members across and beyond the borders of their 1.4-million-acre Reservation. However, due to the economic isolation of the Reservation, and the taxation difficulties imposed by federal law (BIA, 2017), the Colville Tribes are unable to generate the revenue needed to provide comprehensive services to members. The Colville Tribes would like to acquire 34-acre Project Site into federal trust to ensure the continued social and economic independence and well-being of Tribal members. The proposed trust acquisition would allow the Colville Tribes to meet the following goals:

- Engage in diverse and self-sustaining economic development
- Allow the Tribal Government to exercise sovereign authority over land that it owns and protect and enhance the wellbeing of Tribal members
- Increased tribal revenue, employment and managerial experience for Tribal members, and continued/enhanced economic self-sufficiency

1.4 TERMINOLOGY

Below is a list of commonly-used terms used throughout this EA:

- Project Site: The 34-acre proposed fee-to-trust parcels owned in fee by the Colville Tribes (Franklin County APN 113-220-073, 113-220-077, and 113-220-079, **Figure 3**)
- Proposed Action: Acquisition of the Project Site into trust for the Colville Tribes pursuant to the Secretary's authority under the Indian Reorganization Act, 25 USC § 5108
- Alternative A: Development of a travel plaza, retail and/or office building, and associated surface parking on the Project Site

1.5 REGULATORY REQUIREMENTS AND APPROVALS

The Proposed Action may require direct and indirect approvals and actions, as shown in **Table 1**.

TABLE 1: POTENTIAL PERMITS AND APPROVALS REQUIRED

Agency	Permit or Approval
Federal	
Secretary of the Interior	<ul style="list-style-type: none"> ▪ Transfer of the 34-acre Project Site into Federal trust status for the Colville Tribes by the Secretary of the Interior.
U.S. Environmental Protection Agency (USEPA)	<ul style="list-style-type: none"> ▪ Verification of project coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit for Stormwater Discharges from Construction Activities as required by the Clean Water Act (CWA). ▪ Verification of project compliance with EPA Region 10 Air Quality Permit for New or Modified Minor Source Gasoline Dispensing Facilities in Indian Country.
U.S. Fish and Wildlife Service (USFWS)	<ul style="list-style-type: none"> ▪ Consultation under Section 7 of the Federal Endangered Species Act (FESA) if endangered species may be affected by the Proposed Action
State	
Washington Office of Historic Preservation	<ul style="list-style-type: none"> ▪ Consultation under Section 106 of the National Historic Preservation Act (NHPA)
Washington State Department of Transportation	<ul style="list-style-type: none"> ▪ Approval of off-site road improvements/mitigations
State Environmental Policy Act	<ul style="list-style-type: none"> ▪ Review of off-site road improvements/mitigations
Local	
City of Pasco	<ul style="list-style-type: none"> ▪ Approval of water, wastewater, and/or drainage connections ▪ Approval of off-site road improvements/mitigations ▪ Issuance of encroachment permits for off-site utilities, frontage and access improvements, and traffic mitigations

SECTION 2.0

ALTERNATIVES

2.1 ALTERNATIVE A – PROPOSED ACTION

Alternative A consists of: (1) placing three parcels that total approximately 34 acres (Franklin County Assessor’s Parcel Numbers [APNs] 113-220-073, 113-220-077, and 113-220-079) into federal trust (Proposed Action), and (2) construction and operation of an approximately 13,155 square foot (sf) travel plaza and fuel station, an approximately 25,000-sf building for retail and/or office purposes, and associated parking lots (Alternative A). The development components of Alternative A are described in more detail below.

2.1.1 LAND TRUST ACTION

Alternative A consists of the fee simple conveyance of the 34-acre Project Site into federal trust status for the benefit of the Confederated Tribes of the Colville Reservation (Colville Tribes). The land transfer would be in accordance with procedures set forth in 25 CFR § 151.3. This trust action would shift civil regulatory jurisdiction over the three parcels from the State of Washington (State), Franklin County (County), and the City of Pasco (City) to the Colville Tribes and federal government.

2.1.2 PROJECT COMPONENTS

Alternative A consists of the development and operation of a travel plaza and fuel station, a retail and/or office space building, and associated infrastructure and parking areas. **Table 2** summarizes the proposed development and associated parking for each project component. A site plan for Alternative A is depicted in **Figure 4**, and layout and associated viewpoints are shown in **Figure 5**. The travel plaza and fuel station would be located on APN 113-220-073. Direct access to the travel plaza, retail and/or office building, and surface parking area would be provided via North Capitol Avenue. Additionally, the travel plaza and fuel station would also include two southern access points off of Kartchner Street. The travel plaza building would consist of a two-story structure with a total combined area of approximately 13,155 sf and include retail space, a cashier area, beverage and deli space, a trucker’s lounge with restrooms equipped with both showers and toilets, circulation, and back of house. The fuel station would consist of 12 gasoline pumps, 16 diesel pumps for semi-trailers, a protective canopy, and underground storage tanks. Three separate underground fuel tanks would store different grades of fuel: diesel (30,000 gallons), unleaded (40,000 gallons), and diesel exhaust fluid (5,000 gallons). The travel plaza and fuel station would also include the development of a surface parking lot with 35 standards spaces and 36 semi-trailer spaces. The approximately 25,000-sf building for retail and/or office purposes would be located on APN 113-220-077 with an associated 650-space parking lot. An approximately 1,350-space surface parking lot would be located on APN 113-220-079. During operation, Alternative A is expected to employ approximately 30 full-time equivalent employees at the travel plaza, which would operate 24-hours per day, seven days per week.

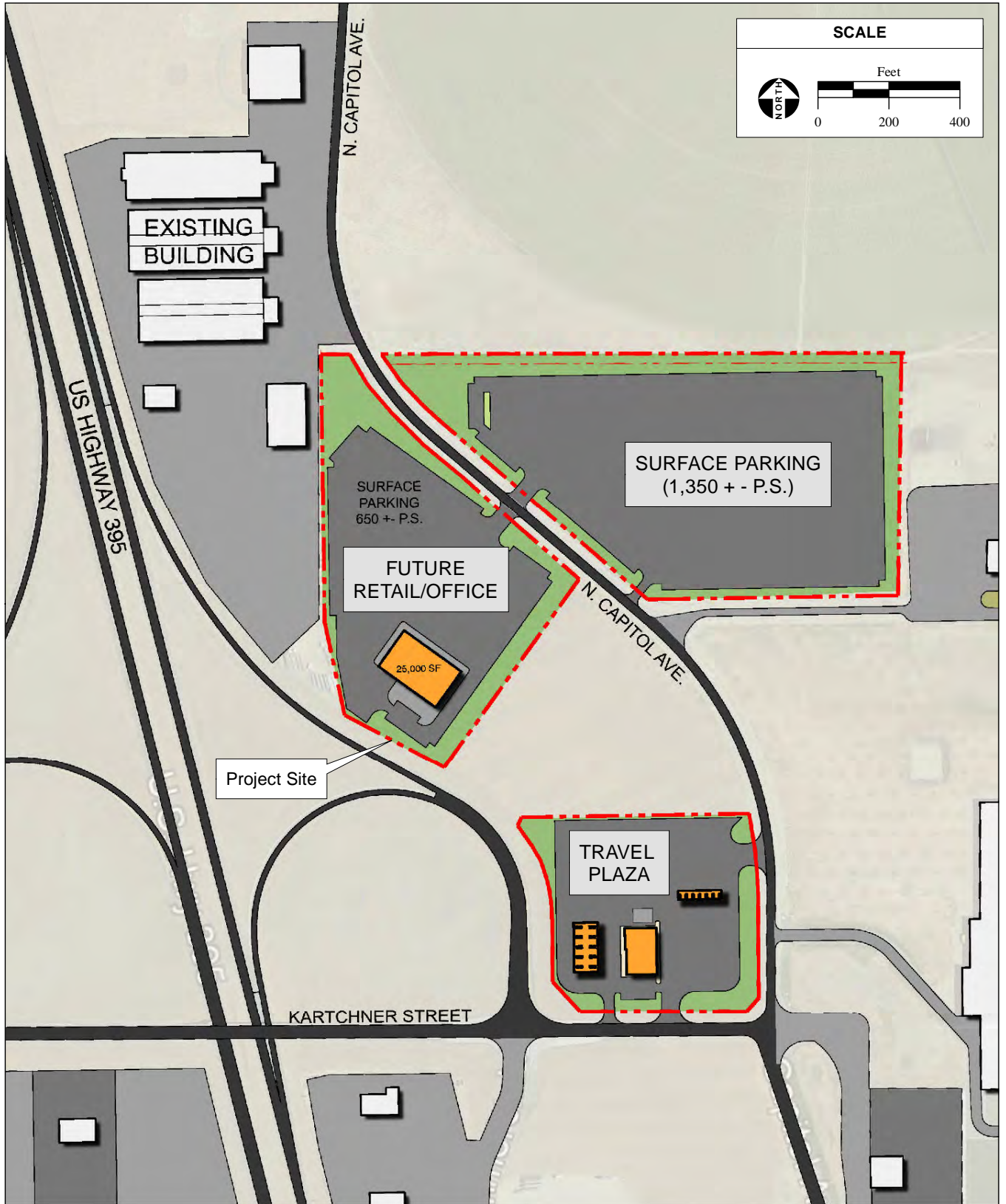




TABLE 2: PROJECT COMPONENTS

Component	Size/Quantity
Travel Plaza	
Retail	4,975 sf
Cashier	560 sf
Beverage and Deli	820 sf
Truckers Lounge	550 sf
Public Restrooms and Showers	1,430 sf
Circulation	1,200 sf
Back of House	3,620 sf
Total	13,155 sf
Car Fueling (Gasoline)	12 pumps
Semi-Trailer Fueling (Diesel)	16 pumps
Standard Parking	35 spaces
Semi-Trailer Parking	36 spaces
Office/Retail Space Area	
Retail and/or Office Building	25,000 sf
Surface Parking Spaces	650 spaces
Additional Parking	1,350 spaces
Total Square Footage	38,155
Total Parking Spaces	2,000
Total Fuel Pumps	28
Source: TBE Architects, 2021	

The specific uses within the office/retail building would depend on the actual future tenants acquired; however, it's anticipated that the office/retail building would require approximately 60 employees.

2.1.3 PUBLIC SERVICES AND UTILITIES

Water Supply

As described in **Appendix WATER**, estimated water demands for Alternative A would be approximately 13,440 gallons per day (gpd) (**Table 3**). Domestic water supply for Alternative A would be provided through connections to the City water system. This City system currently serves the existing users in the Project Site vicinity through a 16-inch diameter water main located along N Capitol Avenue. The 16-inch water main is part of a looped system and is in Zone 2 of the City's water system. The existing water supply facilities are discussed in more detail in **Section 3.10.2**.

Wastewater Treatment and Disposal

As described in **Appendix WATER**, it is estimated that Alternative A would generate approximately 13,588 gpd of wastewater (**Table 3**). The City system currently serves the existing uses in the Project Site vicinity through an 8-inch diameter gravity sewer main located along N Capitol Avenue. Wastewater would be accommodated through connections to the existing City wastewater system via existing sewer lines. The sewer main flows to the south into the existing City of Pasco Capitol Lift Station. Wastewater flows are pumped from the lift station into a gravity main that flows to the City's wastewater treatment plant. The existing wastewater treatment and disposal facilities are discussed in more detail in **Section 3.10.2**.

TABLE 3: ESTIMATED WATER / WASTEWATER DEMAND AND GENERATION

Water Demands	Water Flows Estimated Gallons Per Day	Wastewater Flows Estimated Gallons Per Day
Trucker Private Shower/Toilet	1,440	1,188
Office/Store Restroom	1,600	2,000
Service Station Restroom	5,600	5,600
Retail/Office Building	4,800	4,800
Total	13,440	13,588
SOURCE: Appendix WATER		

Police, Fire Protection, and Emergency Medical Services

Public services would be provided to Alternative A in the same manner as those services are currently provided to other facilities in the area. Police, fire protection, and emergency medical services would be supplied primarily by the City of Pasco.

The closest Police stations to the Project Site are both located approximately two miles south, at 333 S. Wehe Avenue (Kurtzman Park Area Station) and 425B W. Lewis Street (Downtown Area Station). Fire stations are staffed by full-time emergency medical personnel and firefighters. Station 82 is located approximately 1.5 miles southwest, and is the closest facility to the Project Site. Station 81 is located approximately two miles south of the Project Site.

The nearest full-service acute care hospital is Lourdes Medical Center, located at 520 N. 4th Avenue and approximately two miles southwest of the Project Site (Lourdes Hospital, 2022). The Colville Tribes would enter into a Comprehensive Municipal Services Cooperation Agreement with the City of Pasco for police, fire, and emergency medical services. See **Section 3.10** for more details on this Agreement.

Electricity and Natural Gas

Electricity is provided to the Project Site by Franklin County Public Utility District (Franklin PUD) pursuant to an Inter-local Agreement between the City of Pasco and Franklin PUD (City of Pasco, 2011). A natural gas line owned by Cascade Natural Gas Corporation runs directly south of the Project Site within a gas line easement.

Off-site Improvements

Alternative A would require frontage access improvements, connection to adjacent water and wastewater utilities, and off-site traffic mitigation improvements. Off-site traffic improvements, detailed in **Appendix TIS**, are recommended at the following intersections:

- US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street
- US-395 NB Ramp-Commercial Avenue/Kartchner Street
- US-395 NB Ramp Terminal-Commercial Avenue/Kartchner Street
- Driveway C (N Capitol Avenue & Travel Plaza Driveway 1)
- N Capitol Avenue/Kartchner Street
- Driveway A (Retail Driveway 1 & N Capitol Avenue)

Off-site utility connections involve tying the Project Site into the City of Pasco's water and wastewater system with new pipeline connections. Connecting to the municipal water supply infrastructure would require the connection from the Project Site to the existing water main along N. Capitol Avenue. Connection to the existing wastewater treatment system would require similar connections to the mains and lift station along N. Capitol Avenue. Additional utility connections include electricity and natural gas via overhead power lines and underground gas along N. Capitol Avenue.

2.1.4 STORMWATER DRAINAGE

Stormwater facilities constructed on site as part of Alternative A will adhere to Ecology's Stormwater Management Manual for Eastern Washington (Washington State Department of Ecology, 2019). Stormwater will be conveyed to 11 underground infiltration facilities via sheet flow to catch basins (**Appendix GRADE**). Each infiltration facility will consist of a 4-foot diameter pipe surrounded on all sides by 1 foot of gravel. The new infiltration facilities will be sized to drain in less than 72 hours. To provide appropriate water quality treatment prior to infiltration, 1) catch basins upgradient from an infiltration facility will contain an oil control hood to minimize transport of oils; 2) oil/water separator vaults will be installed at Travel Plaza fuel pumps; and 3) biofiltration soils will be used to provide a treatment medium prior to stormwater infiltrating native soils.

2.1.5 CONSTRUCTION

Construction of Alternative A would begin after the 34-acre Project Site has been placed into federal trust. Construction would involve earthwork, placement of concrete foundations, steel and wood structural framing, masonry, electrical and mechanical work, and building finishing, among other construction trades. Construction of Alternative A would adhere to the standards equivalent to the International Building Code (IBC).

Underground storage tanks (USTs), piping, and fuel dispensers will be designed, built, installed, tested, and certified to prevent fuel leaks as required by 40 CFR Part 280. Leak prevention measures required under 40 CFR Part 280 include corrosion resistant and double walled tanks and piping, inclusion of spill and overflow prevention equipment, and use of leak detection equipment.

Construction is anticipated to begin in early 2024, with an anticipated nine to twelve-month construction schedule.

2.1.6 BEST MANAGEMENT PRACTICES

Protective measures and best management practices (BMPs), including those mandated by regulatory requirements and voluntary measures that would be implemented by the Colville Tribes, have been incorporated into the design of the Alternative A to eliminate or substantially reduce environmental consequences. These measures are discussed in **Table 4**.

TABLE 4: ALTERNATIVE A BEST MANAGEMENT PRACTICES

Resource Area	Best Management Practices
Land Resources	<ul style="list-style-type: none"> ▪ Site clearing, removal of unsuitable soil, proper moisture conditioning, review of imported fill material, fill placement, observation of foundation excavations, and other site grading shall be verified during construction to ensure compliance with standard engineering practices. ▪ Erosion control measures shall be implemented during construction as described further under the Water Resources BMPs. ▪ A registered design professional shall prepare a site-specific design-level geotechnical report. The Colville Tribes shall adhere to the recommended measures within the report. This report shall at a minimum address potential for corrosion of steel, landslide potential, and seismic hazards.
Water Resources	<p>An Erosion Control Plan (ECP) shall be included in the construction design drawings, and shall outline general erosion BMPs, requirements, and responsibilities for erosion control and stormwater pollution prevention. Additionally, the Colville Tribes shall file to obtain coverage under the USEPA NPDES General Construction Permit for construction site runoff during the construction phase in compliance with the CWA.</p> <p>A SWPPP shall be prepared, implemented, and maintained throughout the construction phase of the development, consistent with Construction General Permit requirements. The SWPPP prepared for the Project Site would include, but would not be limited to, the following BMPs.</p> <ul style="list-style-type: none"> ▪ To the extent feasible, grading activities shall be limited to the immediate area required for construction and remediation. ▪ Temporary erosion control measures (such as silt fences, fiber rolls, vegetated swales, a velocity dissipation structure, staked straw bales, temporary re-vegetation, rock bag dams, erosion control blankets, and sediment traps) shall be employed for disturbed areas. ▪ Construction activities shall be scheduled to minimize land disturbance during peak runoff periods. ▪ Disturbed areas shall be paved or re-vegetated following construction activities. ▪ Construction area entrances and exits shall be stabilized with large-diameter rock. ▪ A spill prevention and countermeasure plan shall be developed which identifies proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used onsite. ▪ Petroleum products shall be stored, handled, used, and disposed of properly in accordance with provisions of the CWA (33 USC §§ 1251 to 1387). ▪ Construction materials, including topsoil and chemicals, shall be stored, covered, and isolated to prevent runoff losses and contamination of surface and groundwater. ▪ Fuel and vehicle maintenance areas shall be established away from any drainage courses and designed to control runoff. ▪ Sanitary facilities shall be provided for construction workers. ▪ Disposal facilities shall be provided for soil wastes, including excess asphalt during construction ▪ Wheel wash or rumble strips and sweeping of paved surfaces shall be used to remove tracked soil.

Resource Area	Best Management Practices
	<ul style="list-style-type: none"> ▪ Water consumption shall be reduced through low-flow appliances, drought resistant landscaping, and the incorporation of “Save Water” signs near water faucets to the extent feasible. <p>To provide for appropriate water quality treatment prior to infiltration during operation, the following improvements will be included as part of the proposed stormwater drainage facilities:</p> <ul style="list-style-type: none"> ▪ Catch basins immediately upstream from an infiltration facility will contain an oil control hood to minimize the ability for oils to reach the infiltration facilities. ▪ Oil/water separator vaults will be installed at each of the fuel pump locations to treat any fluids around the fuel pumps prior to discharge to the stormwater system. ▪ Biofiltration soils will be placed immediately under the infiltration gallery to provide a treatment medium prior to stormwater infiltrating into the native soils.
Air Quality	<p>The following dust suppression measures shall be implemented to control fugitive dust (particulate matter 10 microns in size [PM₁₀]) and prevent wind erosion of bare and stockpiled soils during construction.</p> <ul style="list-style-type: none"> ▪ Exposed soil shall be sprayed with water or other suppressant twice a day or as needed to suppress dust. ▪ Non-toxic chemical or organic dust suppressants shall be used on unpaved roads and traffic areas. ▪ Dust emissions during transport of fill material or soil shall be minimized by wetting down loads, ensuring adequate freeboard (space from the top of the material to the top of the truck bed) on trucks, cleaning the interior of cargo compartments on emptied haul trucks before leaving a site, and/or covering loads. ▪ Spills of transported material on public roads shall be promptly cleaned. ▪ Traffic speeds on the project site shall be restricted to 15 miles per hour to reduce soil disturbance. ▪ Wheel washers shall be provided to remove soil that would otherwise be carried offsite by vehicles to decrease deposition of soil on area roadways. ▪ Dirt, gravel, and debris piles shall be covered as needed to reduce dust and wind-blown debris. <p>The following measures shall be implemented to reduce emissions of criteria air pollutants (CAP), greenhouse gases (GHG), and diesel particulate matter (DPM) from construction.</p> <ul style="list-style-type: none"> ▪ The Colville Tribes shall control criteria pollutants and GHG emissions from the facility by requiring diesel-powered equipment be properly maintained and minimize idling time to five minutes when construction equipment is not in use, unless per engine manufacturer’s specifications or for safety reasons more time is required. Since these emissions would be generated primarily by construction equipment, machinery engines shall be kept in good mechanical condition to minimize exhaust emissions. The Colville Tribes shall employ periodic and unscheduled inspections to accomplish the above measures. ▪ Construction equipment with a horsepower rating of greater than 50 shall be equipped with diesel particulate filters, which would reduce approximately 85% of DPM. ▪ The use of low reactive organic gases (150 grams per liter or less) shall be required for architectural coatings to the extent practicable. ▪ Environmentally preferable materials, including recycled materials, shall be used to the extent readily available and economically practicable for construction of facilities. <p>The following measures shall be implemented to during operation.</p> <ul style="list-style-type: none"> ▪ Water consumption shall be reduced through low-flow appliances, drought resistant landscaping, and the incorporation of “Save Water” signs near water faucets to the extent feasible. ▪ Energy efficient lighting and appliances shall be utilized to the extent feasible. ▪ Adequate ingress and egress at entrances shall be provided to minimize vehicle idling and traffic congestion.

Resource Area	Best Management Practices
Public Services and Utilities	<ul style="list-style-type: none"> ▪ Construction equipment shall contain spark arrestors, as provided by the manufacturer. ▪ Staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. ▪ The Colville Tribes shall contact the Utility Notification Center to notify the utility service providers of excavation at the work site. In response, the utility service providers shall mark or stake the horizontal path of underground utilities, provide information about the utilities, and/or give clearance to dig. ▪ During construction, the site shall be cleaned daily of trash and debris to the maximum extent practicable. ▪ A solid waste management plan shall be developed and adopted by the Colville Tribes that addresses recycling and solid waste reduction on the Project Site.
Noise	<ul style="list-style-type: none"> ▪ Construction activities shall be limited to daytime hours between 7:00 a.m. and 10:00 p.m. consistent with the City’s Municipal Code 9.130.030 ▪ Powered equipment shall comply with applicable federal regulations and such equipment will be fitted with adequate mufflers according to the manufacturer’s specifications to minimize construction noise effects. ▪ Heating, ventilation, and air conditioning (HVAC) equipment shall be shielded to reduce noise.
Hazardous Materials	<ul style="list-style-type: none"> ▪ Personnel shall follow BMPs for filling and servicing construction equipment and vehicles. BMPs designed to reduce the potential for incidents/spills of hazardous materials include the following. <ul style="list-style-type: none"> – To reduce the potential for accidental release, fuel, oil, and hydraulic fluids shall be transferred directly from a service truck to construction equipment. – Catch-pans shall be placed under equipment to catch potential spills during servicing. – Refueling shall be conducted only with approved pumps, hoses, and nozzles. – Disconnected hoses shall be placed in containers to collect residual fuel from the hose. – Vehicle engines shall be shut down during refueling. – No smoking, open flames, or welding shall be allowed in refueling or service areas. – Refueling shall be performed away from drainage areas to prevent contamination of water in the event of a leak or spill. – Service trucks shall be provided with fire extinguishers and spill containment equipment, such as absorbents. – Should a spill contaminate soil, the soil shall be put into containers and disposed of in accordance with local, state, and federal regulations. – Containers used to store hazardous materials shall be inspected at least once per week for signs of leaking or failure. ▪ In the event that contaminated soil and/or groundwater is encountered during construction related earth-moving activities, work shall be halted until a professional hazardous materials specialist or other qualified individual assesses the extent of contamination. If contamination is determined to be hazardous, the Colville Tribes shall consult with the USEPA to determine the appropriate course of action, including development of a Sampling and Remediation Plan if necessary. Contaminated soils that are determined to be hazardous shall be disposed of in accordance with federal regulations.
Visual Resources	<ul style="list-style-type: none"> ▪ Exterior lighting on buildings shall be designed to be downcast and not emit light offsite. ▪ Outdoor light fixtures shall be fully or partially shielded and filtered. ▪ Illuminated signs shall meet lighting standards set forth in the City’s Municipal Code Chapter 12.32.

2.1.7 AGREEMENTS

City of Pasco

The Colville Tribes and the City have entered into an “Agreement in Principle” (**Appendix CONSULT**) that outlines their intentions to work cooperatively in the future with regard to the Proposed Action. This agreement was prepared to guide collaborative efforts undertaken between the Colville Tribes and the City, including fee-to-trust acquisitions, educational and cultural awareness efforts, tourism, and media outreach. The Agreement in Principle anticipates that a Memorandum of Agreement (MOA) will be prepared between the Colville Tribes and the City. The MOA will identify appropriate Tribal assistance to the City for potential increases in the need for public services, such as police services, resulting from fee-to-trust, and development activities.

The Colville Tribes and the City have negotiated and executed a Municipal Services Cooperation Agreement (“Cooperation Agreement”) that sets forth the understandings of the Colville Tribes and City with regard to the provision of City municipal services to the Project Site. For the purposes of this discussion, the term “Municipal Services” includes City services, such as, but not limited to, fire suppression, paramedic and ambulance services, law enforcement, court services, street frontage, storm water, and sewer and water services (**Appendix CONSULT**).

Pursuant to the Cooperation Agreement, prior to development of the Proposed Project, the City and Colville Tribes will negotiate a Comprehensive Municipal Services Agreement that will address the delivery of municipal services to the Project Site. Reimbursement of the City’s reasonable costs for providing municipal services to the Project Site will be negotiated between the Colville Tribes and the City as part of the Comprehensive Agreement or similar mutual aid agreement.

Port of Pasco

On October 20, 2022, the Colville Tribes entered into a cooperation agreement with the Port of Pasco (**Appendix CONSULT**). The Port of Pasco is a municipal corporation with various land holdings, including a port servicing barge shipments, the Tri-Cities Airport, the Big Pasco Industrial Center, and the Pasco Processing Center. The agreement provides an outline for future coordination between the Port and the Colville Tribes. Additionally, the Port agrees to provide support in the Colville Tribe’s Fee-to-Trust endeavors, and the Colville Tribe agrees to coordinate with local public service providers to identify mitigation for development on trust lands. The Port of Pasco and the Colville Tribes agree to jointly support tourism and business expansion in the Pasco area.

2.2 ALTERNATIVE B – NO ACTION

Under Alternative B, the Project Site would not be placed into trust for the benefit of the Colville Tribes and would not be developed with the travel plaza, surface parking, and retail center as identified under Alternative A. Jurisdiction of the Project Site would remain with the City. The Project Site could be developed by the Colville Tribes or by a private purchaser, consistent with local zoning. For the purposes of the environmental analysis in this EA, it is assumed that the Project Site would remain in its current undeveloped state.

2.3 COMPARISON OF ALTERNATIVES

As indicated above, developing the Project Site for the travel plaza and fuel station, retail and/or office space building, and associated infrastructure and parking areas would convert approximately 34 acres of vacant land to a commercial enterprise. Compared to Alternative B, impacts from developing Alternative A would include temporary construction activities and increased impervious surface, traffic, and greenhouse gas emissions. When compared to Alternative B, development of Alternative A would increase economic activity, and provide greater employment and income opportunities for area residents. While the County would continue to receive property taxes under Alternative B, overall fiscal benefits to the County would be less as it would not receive increased sales tax, income tax or other related taxes from the indirect and induced economic activity resulting from the operation of the travel plaza and office/retail space areas under Alternative A. Alternative A would be consistent with the current and expected land uses in the area.

Alternative A would satisfy the Department's land acquisition policy per the Department's trust land regulations (25 CFR §§ 151) through facilitating tribal self-sufficiency, self-determination, and economic development. The need for the Department to act on the Colville Tribe's application is established by the Department's regulations at 25 CFR §§ 151.10(h) and 151.12. While Alternative B would not result in any of the environmental effects identified for Alternative A, this alternative would not meet the purpose and need of the Proposed Action or the Colville Tribes' objectives of providing economic opportunities for Tribal members. Despite the proportionately greater overall effects on the environment of Alternative A, none of the identified impacts would be significant and unavoidable, following implementation of best management practices (**Section 2.1.6**) and mitigation measures recommended in this document.

2.4 ALTERNATIVES ELIMINATED FROM CONSIDERATION

The intent of the analysis of alternatives in the EA is to present to decision-makers and the public a reasonable range of alternatives that are both feasible and sufficiently different from each other in critical aspects. Section 1502.14(a) of the CEQ's Regulations for implementing NEPA requires a discussion of alternatives that were eliminated from further study, and their reasons for having been eliminated. The alternatives discussed herein were considered and rejected from further consideration because these alternatives were deemed infeasible or would not fulfill the stated purpose and need of the Proposed Action.

2.4.1 REDUCED INTENSITY ALTERNATIVE

A smaller gas station/convenience store facility at the Project Site was considered but rejected from further consideration because a less intensive development would not be economically feasible. Additionally, development of a less intense development of the Project Site would not substantially reduce any of the potential adverse environmental effects associated with developing the site.

2.4.2 OFF-SITE DEVELOPMENT

Alternative project site locations for Alternative A could include other undeveloped parcels near major transportation corridors; however, it is unlikely that an alternative site would result in less

environmental impacts than Alternative A.

SECTION 3.0

AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES

3.1 INTRODUCTION

This section presents relevant information about existing resources and other values that may be affected by the Proposed Action. In accordance with NEPA and the BIA’s implementing guidelines (59 IAM 3-H), this section describes the existing environment of the area affected by the Proposed Action as well as the environmental consequences of the Proposed Action and alternatives considered. Note that, consistent with 40 CFR § 1508.8, the term “effects” is used synonymously with the term “impacts.” Resource areas or issues that are addressed in this section include the following:

- 3.2 Land Resources
- 3.3 Water Resources
- 3.4 Air Quality
- 3.5 Living Resources
- 3.6 Cultural and Paleontological Resources
- 3.7 Socioeconomic Conditions
- 3.8 Transportation/Circulation
- 3.9 Land Use
- 3.10 Public Services
- 3.11 Noise
- 3.12 Hazardous Materials
- 3.13 Visual Resources
- 3.14 Indirect and Growth-Inducing Effects

3.1.1 DIRECT AND INDIRECT IMPACTS

Direct impacts are caused by an action and occur at the same time and place while indirect impacts are caused by the action and occur later in time or further in distance, but are still reasonably foreseeable (40 CFR § 1508.8). Indirect and growth-inducing effects of the alternatives to each resource area are assessed in Section 3.14.

3.1.2 CUMULATIVE ANALYSIS

Cumulative impacts are defined by the CEQ as effects “on the environment which result from the incremental effect of the action when added to other past, present, and reasonably foreseeable future actions” (40 CFR §1508.7). For the purposes of this analysis, the cumulative setting includes growth and development that is consistent with the uses envisioned in the City of Pasco Comprehensive Plan, Pasco Zoning Ordinance, and the Franklin County Comprehensive Plan.

The cumulative setting also includes several development projects that are proposed, planned, and/or currently being constructed in the region as shown in **Table 5**. In addition to the buildout of the projects listed in **Table 5**, the cumulative impact analysis within this EA and associated technical studies conservatively assumed a 3.5% linear annual growth rate for the population of the surrounding region based on a comparison of base year 2025 to 2045 (**Appendix TIS**). Cumulative effects are assessed by issue area within **Sections 3.2 to 3.13**.

TABLE 5: PLANNED DEVELOPMENT PROJECTS IN THE VICINITY OF THE PROJECT SITE

Project Name	Acres	Miles to Project Site	Project Location	Project Description	Project Status
Love’s Travel Plaza	9 ¹	0.12	Located on the southwest corner of N. Capitol Avenue and Kartchner Street	13,000 sf truck stop with convenience store and gas station ¹	To be completed by summer of 2022
Pasco Casino Project of the Colville Tribes	160	0.0	Located on N. Capitol Ave. just north of the Project Site	Casino resort, RV park, fire and sheriff station, and other supporting facilities	Tentatively to be completed by 2025
Tri-Cities Airport Expansion ²	19	0.89	3601 N 20th Ave, Pasco, WA 99301	New taxiways, hangars, and access drives	Anticipated to begin construction by September 2022

SOURCES: **Appendix TIS**

¹WDE, 2021

²Tri-City Herald, 2022

3.2 LAND RESOURCES

3.2.1 REGULATORY SETTING

The land resources regulatory setting is summarized in **Table 6**, and additional information on the regulatory setting can be found in **Appendix REG**.

TABLE 6: REGULATORY POLICIES AND PLANS RELATED TO LAND RESOURCES

Regulation	Description
Federal	
Federal Clean Water Act	<ul style="list-style-type: none"> Prohibits sediment and erosion discharge into navigable waters of the United States and establishes water quality goals
State	
Washington State Building Code	<ul style="list-style-type: none"> Establishes minimum requirements to protect public health, safety, and welfare.
Growth Management Act	<ul style="list-style-type: none"> Guides planning for growth and development through local comprehensive plans
Local	
City of Pasco Comprehensive Plan	<ul style="list-style-type: none"> Guides development in the City including population growth, housing, land use, transportation, natural resources, and economic opportunities.

3.2.2 ENVIRONMENTAL SETTING

Geological Setting

The Project Site is within the Columbia Basin Province, which contains Columbia River Basalt Group that spans in Washington, Oregon, Idaho, and a small portion of Nevada (Franklin County, 2021). The Columbia River Basalt Group consists of seven formations: Imnaha Basalt, Grande Ronde Basalt, Picture Gorge Basalt, Prineville Basalt, Saddle Mountains Basalt, the Steens Basalt, and Wanapum Basalt (USGS, n.d.).

Palouse Canyon and Devils Canyon are two of cliff/canyon features situated within the County, and the Juniper Dunes occur northeast of City. The State of Washington has five volcanoes situated within its borders, and these volcanoes are listed as high to very high threat potential: Mount Baker, Glacier Peak, Mount Rainier, Mount St. Helens, and Mount Adams. These volcanoes are located within the 1,200-mile-long Cascade Range that spans across British Columbia to northern California. Within a 10-mile radius, a volcanic eruption can damage to building and infrastructure through high-speed flows of hot ash and rock, lava flows, and landslides. Low-laying areas can be affected by ash, debris, and melted ice mudflows, called lahars, over 50 miles away.

The Project Site is over 100 miles east of the nearest volcano, Mt. Adam, and is not located with a projected lahar or lava flow area for this volcano or the other four. However, the Project Site could be located within an ash plume area as evidenced by the 1980 eruption of Mt. St. Helens, a volcano located over 140 miles east of the Project Site. The ash plume from this eruption enveloped the City and the surrounding areas (WDNR, 2021a; USGS, 2000). Furthermore, while Mt. Adam has been relatively inactive for thousands of years compared to other volcanoes in the region, it is predicted to erupt in the future. However, the probability of a severe eruption that would have serious consequences to occur on any given day is less than 1 in 100,000 (Scott et al, 1995).

Seismic Environment

The State of Washington is situated at a convergent continental margin, which is the collisional boundary between two tectonic plates. Within Washington, the Cascade Range is the foundation of an active volcanic arc associated with the under-thrusting of oceanic lithosphere beneath North America along the Cascadia Subduction Zone. The Cascadia Subduction Zone, which is the convergent boundary between the North American continental plate and the Juan de Fuca oceanic plate, lies offshore of the coast of Washington.

In addition to the eastward motion of the Juan de Fuca plate, the northward-moving Pacific plate is pushing the Juan de Fuca plate north, causing complex seismic strain to accumulate and abruptly release in the form of earthquakes (WDNR, 2022a). The region can experience earthquake “swarms”, typically lasting a few days to several months, where earthquakes tend to gradually increase and decay in frequency but not in magnitude (Franklin County, 2021). The Washington State Department of Natural Resources (WDNR) designates the shaking hazard for the Project Site and surrounding region as being low (WDNR, 2022a).

As seen in **Figure 6**, the nearest fault features to Project Site are the Rattlesnake Hills structures and the Wallula fault system. The Rattlesnake Hills structure is an Undifferentiated Quaternary fault which has been active within the last 1.6 million years, and the Wallula fault system is a Latest Quaternary fault which has been active in the last 15,000 years.

Topography and Soils

Topography of the Project Site is generally flat, with some mild slopes up to 10%, and elevations range from 417 to 425 feet above mean sea level (amsl). The Project Site contains two soils formed from mixed eolian sands (**Appendix GRADE** and **Figure 7**). **Table 7** summarize the characteristics for each soil type. Quincy loamy fine sands are deep and excessively drained soils derived from mixed eolian sands. These soils are formed by wind driven erosion, transport, and deposition. This soil type is characterized by high to very high infiltration rates, are non-hydric, and are considered farmland of statewide importance.

TABLE 7: PROJECT SITE SOILS

Map Unit Symbol	Map Unit Name	Slope Range	Erosion Hazard	% of Project Site
89	Quincy loamy fine sand	0-15%	Slight to Moderate	95.4%
92	Quincy loamy fine sand	0-10%	Slight to Moderate	4.6%

SOURCE: **Appendix GRADE**

Soil Erosion

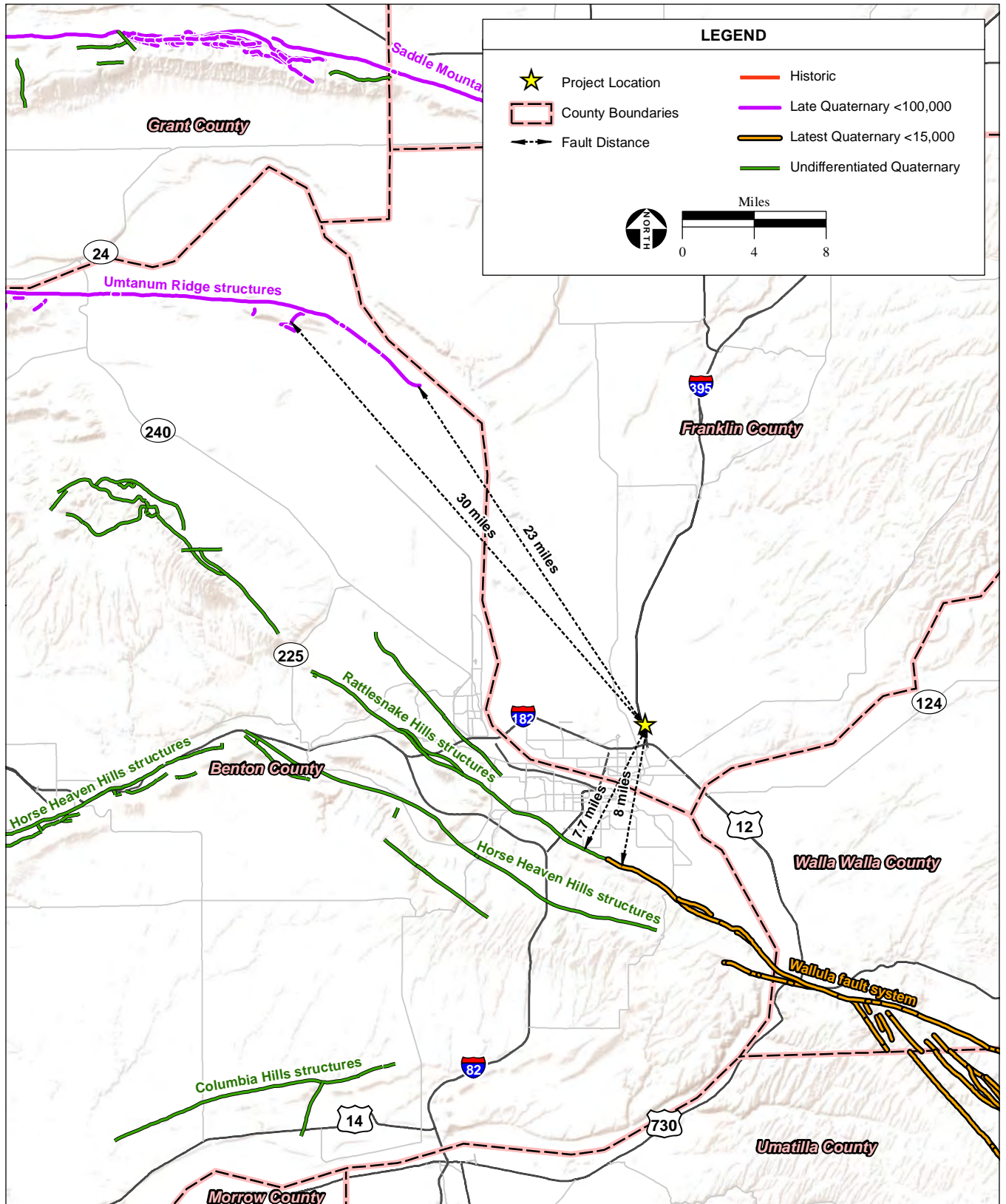
Mechanisms of soil erosion include stormwater runoff and wind, as well as human activities, such as changes in drainage patterns and removal of vegetation. Factors that influence erosion include physical properties of the soil, topography (slope), and annual rainfall and peak intensity. The primary areas in the region that are susceptible to erosion are located along the Columbia River, especially in the Ringold Erosive Slopes area, and in the eastern portions, where areas have the potential for severe to very severe water related erosion (Franklin County, 2021). The United States Department of Agriculture (USDA) rates the erosion potential of an area from “slight” to “very severe”. The erosion ratings of the soils within the Project Site are provided in **Table 7**.

Landslides

Areas susceptible to landslides are comprised of weak soils on sloping terrain. Heavy rains or strong seismic shaking events can induce landslides. Potential landslide areas in the County are located in the northeastern and eastern portions where the terrain is steep (Franklin County, 2021).

Liquefaction

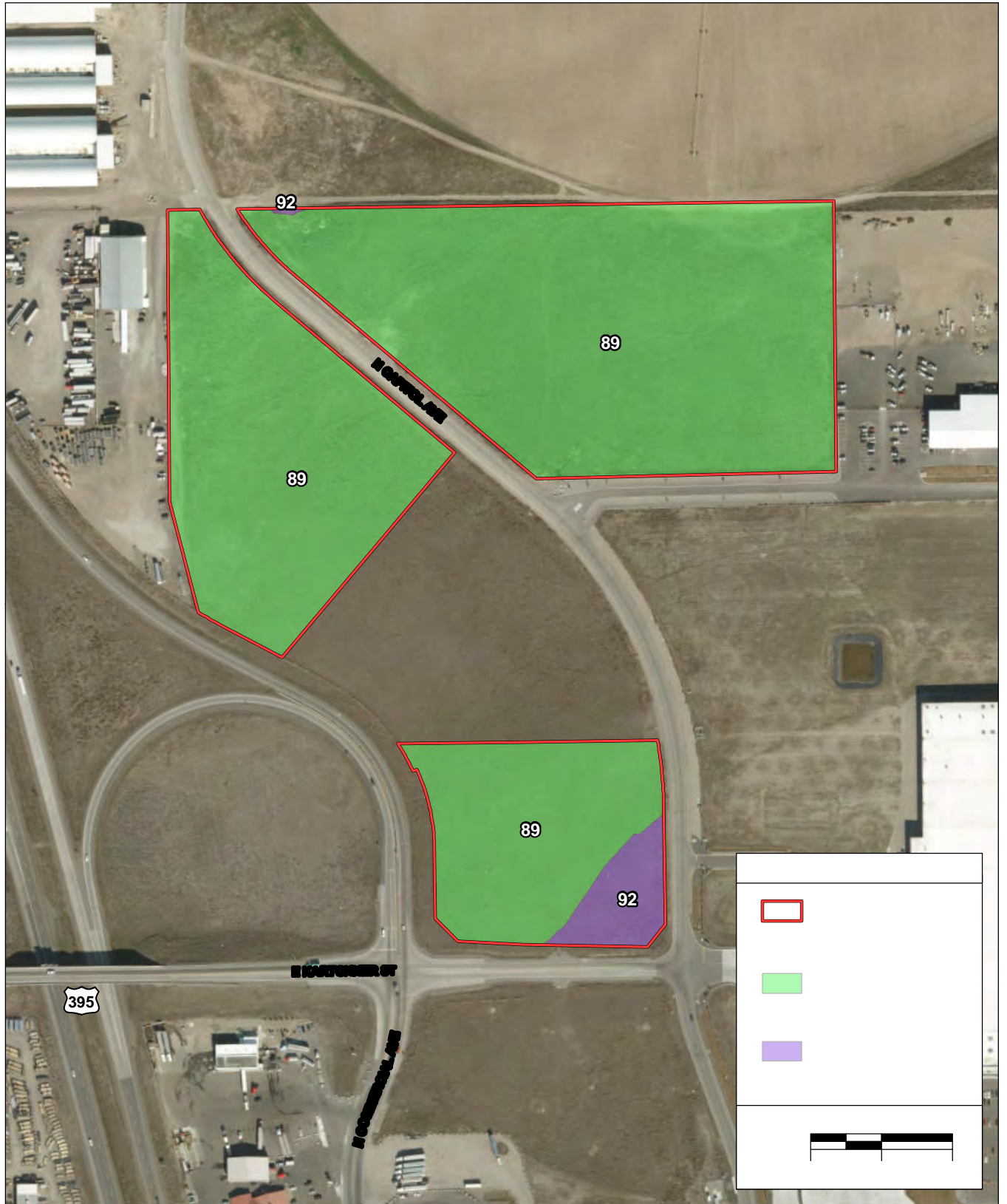
Liquefaction involves soils that become highly saturated and lose their cohesive strength and subsequently act as a liquid, rather than as a solid mass. Soils comprised of sands and inland fill in areas with high groundwater tables or heavy rainfall are subject to liquefaction during intense seismic shaking events.



SOURCE: USGS Earthquake Hazards Program, 2018; AES-Montrose, 7/12/2022

Colville Tribes Travel Plaza and Commercial Project EA / 221541 ■

Figure 6
Regional Fault Map



SOURCE: USDA NRCS Soil Survey of Franklin County, updated 2021; Washington State GIS, 2022; Franklin County Parcels, 2021; Benton County aerial photograph, 2/27/2020; ESRI, 2022; AES-Montrose, 7/12/2022

Colville Tribes Travel Plaza and Commercial Project EA / 221541 ■

Figure 7
Soil Types

WDNR Geological Hazard Maps show the Project Site in an area rated as “very low” for liquefaction susceptibility (WDNR, 2004). As described above, the soils on the Project Site consist of loamy fine sands with high to very high infiltration rates and the groundwater table is located approximately 80 feet below ground surface (**Appendix GRADE**); therefore, the potential for liquefaction at the Project Site is low.

Mineral Resources

Sand and gravel mining primarily constitute the mining industry in County, and there are approximately 70 active and inactive rock or gravel mines (Franklin County, 2021). There are no WDNR mine permits onsite or in the immediate vicinity of the Project Site (WDNR, 2021b). In addition, the USGS does not report records of active mining on-site or in the immediate area of the Project Site (USGS, 2021).

3.2.3 IMPACTS

Significance Criteria

Impacts to land resources would be significant if the alternative were to result in significant changes in topography. A significant impact could occur if the alternative substantially increased the occurrence of seismic events or risks associated with seismic events. Impacts to soils would be significant if the alternative significantly and unavoidably were to increase erosion. Mineral resources would be significantly affected if the alternative were to reduce the availability of commercial mineral resources or increase costs of extracting mineral resources.

Alternative A

Topography

Construction of Alternative A would require grading of a total of approximately 30.2 acres of the generally flat Project Site. Grading on APN 113-220-079 would result in approximately 800 cubic yard of cut and 17,900 cubic yards of fill. Grading on APN 113-220-077 would result in approximately 100 cubic yards of cut and 11,500 yards of fill. Grading on APN 113-220-073 would not require cut, but would require approximately 9,700 cubic yards of fill (**Appendix GRADE**). As the grading activities proposed during the construction stage would not result in significant changes from the existing topography of the Project Site, implementation of BMPs in **Section 2.1.6** would result in less-than-significant impacts.

Seismic Conditions

The WDNR designates the shaking hazard for the Project Site and surrounding region is overall as being low (WDNR, 2022a). As described in **Section 2.1.5**, construction of Alternative A would adhere to the standards equivalent to the IBC. This would include standards equivalent to IBC specifications regarding seismic protection. Use of these IBC standards would allow ground shaking-related hazards to be managed from a geologic, geotechnical, and structural standpoint such that risks to the health or safety of workers or members of the public would be reduced.

Additionally, as noted in **Section 2.1.6**, construction shall adhere to the recommended measures within the site-specific design-level geotechnical report prepared by a registered design professional, which will address potential for seismic hazards. Therefore, impacts associated with seismicity would be less than significant.

Soil Erosion

Soils on the Project Site are characterized by minimal slopes and slight to moderate erosion hazards. During grading and construction, soil exposure increases the risk of erosion. With implementation of the BMPs contained within the United States Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) General Construction Permit, as described in **Table 1**, as well as BMPs listed in **Section 2.1.6**, the potential for impacts associated with erosion would be less than significant.

Mineral Resources

There are no known mineral resources or mines within or in the near vicinity of the Project Site. Therefore, construction of Alternative A would not result in the loss of mineral resources.

Alternative B

Under Alternative B, the land would not be taken into trust and Alternative A would not be built. The site would remain undeveloped, and land resources would not be adversely affected. Future development of the site would be required to meet City and State standards.

Cumulative Land Resources Impacts

The Project Site is in a region of low seismic activity, and soils are at low risk of liquefaction. Topography is relatively flat and grading activities would not significantly alter drainage patterns. Construction of Alternative A would adhere to standards equivalent to the IBC, including requirements regarding seismic protection. Effects to land resources associated with future development in the vicinity of the Project Site would include localized, minor topographical changes and soil erosion. However, other cumulative projects would be subject to separate environmental review and the development of mitigation measures and grading and drainage plans. Thus, there would be no cumulative impacts with respect to land resources.

3.3 WATER RESOURCES

3.3.1 REGULATORY SETTING

The water resources regulatory setting is summarized in **Table 8**, and additional information on the regulatory setting is provided in **Appendix REG**.

TABLE 8: FEDERAL AND STATE WATER RESOURCES REGULATIONS

Regulation	Description
Federal	
Executive Order (EO) 11988	<ul style="list-style-type: none"> ▪ Requires that federal agencies evaluate the potential effects of any actions they may take in a floodplain. ▪ Requires federal agencies proposing that an action be allowed in a floodplain to consider alternatives to avoid adverse effects. ▪ If the only practicable alternative action requires siting in a floodplain, requires the federal agency to minimize potential harm to or within the floodplain.
Federal Emergency Management Agency (FEMA)	<ul style="list-style-type: none"> ▪ The 1988 Disaster Relief and Emergency Assistance Act created FEMA ▪ Responsible for determining flood elevations and floodplain boundaries based on USACE delineations. ▪ Distributes Flood Insurance Rate Maps for the National Flood Insurance Program
Clean Water Act	<ul style="list-style-type: none"> ▪ Establishes national water quality goals ▪ Sections 303 and 304 require impaired water bodies be identified and ranked based on severity ▪ Section 401 requires a permit be obtained for discharge into Waters of the U.S. from the USEPA ▪ Section 402 requires an NPDES permit be obtained to discharge pollutants into Waters of the U.S.
Anti-Degradation Policy	<ul style="list-style-type: none"> ▪ Each state is required to develop an anti-degradation policy that maintains surface water quality to levels permissible for existing uses
Safe Drinking Water Act	<ul style="list-style-type: none"> ▪ The USEPA sets Maximum Contaminant Levels for drinking water contaminants of concern to the domestic water supply
State	
Municipal Water Supply – Efficiency Requirements Act	<ul style="list-style-type: none"> ▪ Provides the basis for water use efficiency for municipal water suppliers. ▪ Requires municipal water suppliers to evaluate water use and implement efficiency measures
Chapter 173-201A WAC	<ul style="list-style-type: none"> ▪ Sets forth surface water quality standards for designated uses of the State’s waters

3.3.2 ENVIRONMENTAL SETTING

Surface Water

The Project Site is located within the Upper Columbia-Priest Rapids hydrologic subregion cataloging unit (no. 17020016). The City of Pasco is located at the confluence of the Snake River and the Columbia River. The Columbia River is the largest River in the Pacific Northwest. The Project Site is located 4.4 miles north of the Columbia River. The flow regime of this portion of the Columbia River is controlled by the Priest Rapids Dam with a recorded peak discharge rate of approximately 345,000 cubic feet per second (cfs), and a mean daily discharge rate of 182,000 cfs (USGS, 2022). This Hydrologic Unit is drains approximately 1,337,800.74 acres of land to the Columbia River. The City of Pasco receives approximately 8 inches of rainfall annually (City of Pasco, 2020b).

A total maximum daily load (TMDL) is the maximum amount of a pollutant that a given water body can assimilate daily and still meet state water quality standards. The Washington Department of Ecology (WDE) manages the TMDL program in Washington.

There is currently a TMDL in place for the portion of the Columbia River nearest the Project Site (approximately 3.2 miles away), which has an aquatic life use designation for salmonid spawning, rearing, and migration (USEPA, 2020). The TMDL criterion requires that water temperature not exceed a 1-day maximum of 20.0°C due to human activity, and there cannot be an increase in temperature of 0.3°C or greater (daily maximum).

Drainage and Flooding

The Project Site is in an area of minimal flood hazard (Zone X) and, therefore, is not located within a designated floodplain (WDE, 2022). The Project Site is generally level with mild slopes up to 10% and there are no areas of concentrated surface water flow. Given the sandy soils on the Project Site (see **Section 3.2.2**) and the surrounding area, all stormwater infiltrates in place in the existing condition and no stormwater runoff from or to adjacent properties occurs. The groundwater table is located approximately 80 feet below ground surface (**Appendix GRADE**).

The City's underground storm collection and conveyance system that serves older portions of the City discharges directly into the Columbia River. The 2022 Stormwater Management Program Plan calls for street drainage in newer areas to implement catch basins and infiltration facilities to allow for water to be treated through evaporation or through regional soils, utilizing a deep-water table to limit impairment to the aquifer and the Columbia River (City of Pasco, 2022a).

Groundwater

Groundwater provides supplemental water supply for agricultural use within the Franklin County region. Based on the WDE groundwater well mapping tool, groundwater levels in the surrounding areas are estimated at approximately 80 feet below ground surface (WDE, 2022). The groundwater recharge is influenced significantly by various surface water activities including river impoundments, irrigation, and groundwater withdrawals from pumping wells. The Columbia Plateau is underlain by a series of layered basalt flows. The tops of these flows readily transmit groundwater. The central portion of the basalt flow contains some joints and fractures, but transmits groundwater much less readily horizontally and impedes vertical movement of water (Pace Engineers, 2018).

3.3.3 IMPACTS

Significance Criteria

Impacts to the floodplain or floodplain management could be significant if construction of the alternative placed people or structures in a floodplain or change flood elevations. Impacts to surface water resources could be significant if construction or operation of the alternative would substantially alter, impede, or degrade surface water supplies or water quality. Impacts to groundwater resources could be significant if construction or operation of the alternative would substantially decrease groundwater levels, reduce or impede groundwater recharge, and/or degrade groundwater quality.

Alternative A

Flooding

As discussed in Section 3.3.2, the Project Site is not within a designated floodplain; therefore, Alternative A would not place people or structures in a floodplain. As described in **Appendix GRADE**, the infiltration facilities will be designed to store and infiltrate at least the 25-year, 24-hour Soil Conservation Service Type 1A design storm. Overflow may occur during storms larger than the design storm, which may result in puddling in the proposed parking area but would not result in flooding off-site. The proposed infiltration facilities are sized to drain in less than 72 hours. With the development of the stormwater drainage features described in **Appendix GRADE**, Alternative A would have a less-than-significant impact on flood elevations and floodplain management.

Surface Water

Construction

Construction activities under Alternatives A would include ground-disturbing activities such as grading and excavation that could lead to erosion of topsoil. Erosion from construction could increase sediment discharge to surface waters during storm events thereby degrading downstream water quality. Construction activities typical of development projects would also include the routine use of potentially hazardous construction materials, such as concrete washings, solvents, paint, oil, and grease, that could spill onto the ground and be picked up by stormwater. Discharges of pollutants to surface waters from construction activities and accidents are a potentially significant impact. The nearest surface water source is the Columbia River, located approximately three miles south of the Project Site. Temporary erosion and sediment control measures would be implemented during construction. An Erosion Control Plan (ECP) would be included in the construction design drawings, and would outline general requirements and responsibilities for erosion control and stormwater pollution prevention (**Appendix GRADE**). BMPs listed in the ECP and in **Section 2.1.6** would prevent stormwater runoff and erosion from impacting the Columbia River.

As described in **Section 2.1.6**, the Colville Tribes shall obtain coverage under the USEPA NPDES General Construction Permit for construction site runoff during the construction phase in compliance with the CWA. A SWPPP shall be prepared, implemented, and maintained throughout the construction phase of the development, consistent with Construction General Permit requirements. The SWPPP prepared for the Project Site would include, but would not be limited to, the BMPs listed in **Section 2.1.6**. These BMPs include appropriate site design, fuel transfer measures, overfill protection, corrosion performance standards, leak detection systems, and maintenance measures. With adherence to the NPDES permitting program and implementation of the SWPPP, ECP, and BMPs, impacts to surface water quality from construction activities would be less than significant.

Operation

As described in **Section 2.1.4** and **Appendix GRADE**, the stormwater facilities constructed on site as part of Alternative A would convey stormwater to infiltration facilities; therefore, stormwater generated onsite will infiltrate into the groundwater and there will be no impact to surface waters during operation of Alternative A. As described in **Section 2.1.3**, estimated water demands for the Alternative A would be approximately 13,440 gpd. These water demands would be provided through connections to the City water supply system. As described in **Section 3.10.1**, the Columbia River provides the City's domestic water supply.

As described in **Section 2.1.3**, it is estimated that Alternative A would generate approximately 13,588 gpd of wastewater which would be treated and disposed of at the existing City wastewater treatment plant (WWTP). As described in **Section 3.10.1**, the City's WWTP provides physical and biological treatment of wastewater prior to discharge to the Columbia River and is subject to an existing NPDES permit (NPDES Permit # WA-004496-2). The only occurrences of the WWTP exceeding the NPDES permit thresholds occurred in April of 2013 and November of 2016. Both of these occurrences were recorded by the state's department of Ecology as lab errors. The City is currently in Phase 1 of WWTP improvements in order to meet projected future wastewater volumes, compliance with NPDES discharge permit for multiple constituents, protection of water quality in the Columbia River, and the capacity to process the projected biosolid generates (City of Pasco, 2019). The flow of the WWTP discharge is below the USEPA recommended 120 gallon per day per person as identified in the USEPA "Guide for Estimating Infiltration and Inflow." The NPDES permit contains water quality thresholds for biochemical oxygen demand effluent load/removal, total suspended solids, ammonia, total phosphorus, fecal coliform bacteria, and pH. No significant impacts to water quality would occur through the connection to WWTP due to approved treatment and discharge standards currently in place at the City WWTP.

Municipal potable water supply provided by the City originates from the Columbia River. The City also holds individual groundwater rights sourced by various wells for separate irrigation purposes. The most recent annual water use numbers included in the Comprehensive Water System Plan are from 2014. In 2014, the WTPs produced 4,598 million gallons of treated water, and the service area consumed 4,416 million gallons (City of Pasco, 2019a). The Comprehensive Water System Plan anticipated a demand increase rate of 16 percent through the year 2022, 33 percent for the year 2027, and 56 percent through year 2036. The analysis of water supply presented within the Comprehensive Water System Plan confirmed that the system has adequate capacity to provide for existing demands and to accommodate the 2022, 2027, and 2035 planning horizons. The anticipated water supply for the year 2027 is 6,091,996,079 gallons, which is projected to be sufficient to meet water demands based on anticipated population growth. Alternative A's demand of 13,440 gpd would represent 0.08 percent of the anticipated supply. The City would not need to acquire additional water rights to support Alternative A, therefore additional impacts to surface waters would not occur beyond what is already anticipated within the City's Comprehensive Water System Plan.

Groundwater

Alternative A would increase impervious surfaces on the Project Site through construction of parking lots, office/retail building, and travel plaza which could affect groundwater recharge. However, as described in **Section 2.1.4** and **Appendix GRADE**, the stormwater facilities constructed on site as part of Alternative A would convey stormwater to infiltration facilities; therefore, all stormwater generated onsite will infiltrate into the groundwater. Potential impacts on groundwater supply from the development of Alternative A would be less than significant.

As described in **Sections 2.1.4** and **2.1.6**, the following design features would be included as part of the stormwater facilities constructed on site as part of Alternative A to provide appropriate water quality treatment prior to infiltration, 1) catch basins upgradient from an infiltration facility will contain an oil control hood to minimize transport of oils; 2) oil/water separator vaults will be installed at Travel Plaza fuel pumps; and 3) biofiltration soils will be used to provide a treatment medium prior to stormwater infiltrating native soils. Therefore, the potential impact on groundwater quality from Alternative A would be less than significant.

Alternative B

Under Alternative B, the proposed commercial uses would not be developed; therefore, no improvements to domestic water supply facilities on the Project Site would be necessary. No additional impervious surfaces would be created on the Project Site. No adverse impacts to water resources would occur under Alternative B.

Cumulative Water Resources Impacts

Alternative A would require 0.08 of the City's 2027 anticipated water supply. The City's water supply is provided through surface water rights. As groundwater would not be utilized by Alternative A and stormwater runoff would be allowed to infiltrate into the groundwater table, cumulative impacts to groundwater levels would not occur. Cumulative impacts to surface water levels would not occur as Alternative A comprises less than one tenth of one percent of the City's future water supply, and surface water diversions would be conducted pursuant to the City's water right.

Similar to Alternative A, other cumulative projects would be required to comply with the CWA. Compliance with USEPA stormwater pollution prevention requirements will prevent the planned casino project, in combination with other developments, from causing cumulatively significant surface water quality related impacts. Impacts to the groundwater basin would not be cumulatively significant, as Alternative A, in combination with other developments in the area, would have only a minor impact to the groundwater. Therefore, no cumulatively significant impact would occur.

3.4 AIR QUALITY

3.4.1 REGULATORY SETTING

The air quality regulatory setting is summarized in **Table 9**, and additional information on the regulatory setting can be found in **Appendix REG**.

TABLE 9: REGULATORY POLICIES AND PLANS RELATED TO AIR QUALITY

Regulation	Description
Federal	
Clean Air Act (CAA) of 1970	<ul style="list-style-type: none"> ▪ The CAA created the National Ambient Air Quality Standards (NAAQS) for six CAPs: ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide (SO₂), and lead. ▪ States are required to have State Implementation Plans (SIP) for areas that are not achieving the NAAQS (nonattainment areas). ▪ General Conformity Rule requires demonstration that a proposed federal action will conform to the applicable SIP. ▪ Prevention of Significant Deterioration (PSD) program protects Class I areas. ▪ Tribal minor NSR permits are required if emissions would exceed certain standards.
Climate Change	<ul style="list-style-type: none"> ▪ Per EO 13990, the CEQ rescinded its 2019 draft guidance and is reviewing, for revision and update, the 2016 GHG Guidance. In the interim, agencies should consider all available tools and resources in assessing GHG emissions and climate change effects of their proposed actions, including the 2016 GHG Guidance. ▪ Secretary of the Interior issued SO 3399 to prioritize action on climate change throughout the Department and to restore transparency and integrity in the Department’s decision-making processes. SO 3399 specifies that when considering the impact of GHG emissions from a proposed action, Bureaus/Offices should use appropriate tools, methodologies, and resources available to quantify GHG emissions and compare GHG quantities across alternatives.
State	
State Agency Climate Leadership Act	<ul style="list-style-type: none"> ▪ Codifies GHG emission reduction goals, including the reduction of emissions 15% below 2005 baseline by 2020, 45% below 2005 by 2030, 75% below 2005 by 2040, and 95% below 2005 by 2050.
Climate Commitment Act	<ul style="list-style-type: none"> ▪ Establishes a "cap and invest" program that sets a limit on the amount of greenhouse gases that can be emitted and then auctions off allowances for companies and facilities that emit greenhouse gases until that cap is reached.

3.4.2 ENVIRONMENTAL SETTING

Project Region

The State of Washington Department of Ecology Eastern Regional Office regulates air quality through regulation of air pollutant emissions from stationary sources within Franklin County, including the Project Site. However, the once the Project Site is taken into trust, air quality would be under the jurisdiction of the EPA.

Attainment Status

To determine conformance with the NAAQS, states are responsible for providing ambient air monitoring data to the EPA. The USEPA then determines, using the violation criteria, if the results of the monitoring data indicate compliance with the NAAQS. The USEPA classifies areas in compliance with the NAAQS as being in "attainment". Areas that do not meet the NAAQS are classified as being in "nonattainment" by the EPA. As shown in **Table 10**, Franklin County meets the federal standards or is unclassifiable for all pollutants.

TABLE 10: FRANKLIN COUNTY NAAQS ATTAINMENT STATUS

Pollutant	NAAQS
Ozone (8-hour)	Attainment
PM ₁₀ (24-hour, annual)	Attainment
PM _{2.5} (annual)	Attainment
Carbon Monoxide (8-hour, 1-hour)	Unclassifiable/Attainment
Nitrogen Dioxide (annual, 1-hour)	Unclassifiable/Attainment
Sulfur Dioxide (24-hour, 1-hour)	Unclassified
Lead (30-day average)	Unclassifiable/Attainment
SOURCE: USEPA, 2018	

Sensitive Receptors

Sensitive receptors are generally defined as land uses that house or attract people who are susceptible to adverse effects from air pollution emissions and. As such, sensitive resources should be given special consideration when evaluating air quality impacts from projects. Sensitive receptors include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent homes, parks and recreational facilities, and residential areas are examples of sensitive receptors. There are no sensitive receptors in the vicinity of the Project Site. The nearest residence is located approximately 1.3 miles southwest from the Project Site boundary.

Climate Change

Climate change would not only have global impacts, such as more erratic weather patterns, more frequent droughts, and rising sea level, but climate change could cause regional and local impacts as well. Climate change has the potential to result in winters becoming milder, summers becoming hotter thus shrinking snow packs, and overall temperatures becoming unseasonably warm which would lead to rapid spring melts, depleting Washington's supply of summer water for agriculture and stream flows for fish and wildlife. Storms and forest fires could become more severe while the risk of coastal flooding could also increase.

3.4.3 IMPACTS

Significance Criteria

Impacts to ambient air quality could be significant if construction or operation of the alternative would result in violations of federal CAA provisions, or if emissions would impede a state's ability to meet the NAAQS. The Project Site is in a region classified as being in attainment for all CAPs. Under the federal CAA (40 CFR Part 93), if a region is in attainment for all CAPs, then the region meets the NAAQS and there are no de minimis levels or thresholds for a project's emissions. Therefore, for the purposes of this analysis a significant impact would occur if the alternatives would adversely affect public health or safety (40 CFR § 1508.27 [b][2]) or threaten a violation of applicable federal, State, or local law or requirements imposed for the protection of the environment (40 CFR § 1508.27 [b][10]).

Construction Analysis

Construction activities would consist of mass earthwork, fine grading, building, road work, and parking lot construction. A fleet mix of trucks, scrapers, excavators, and graders would be used to complete construction of Alternative A. Effects on air quality during construction were evaluated by estimating the quantity of each CAP emitted over the duration of the construction period. PM₁₀ and fine particulate matter 2.5 microns in diameter (PM_{2.5}) are the pollutants of concern resulting during earth-moving and fine grading activities.

Volatile organic compounds (VOC), nitrogen oxides (NO_x), SO₂, carbon monoxide, GHG, and diesel particulate matter (DPM) emissions would be emitted from heavy equipment from the combustion of diesel fuel. Mobile source emissions would result from the use of on-road construction vehicles. Emissions from construction trucks and heavy equipment were calculated using the USEPA model Motor Vehicle Emission Simulator Version 3.0.3 (MOVES3) (USEPA, 2022). Emissions were estimated assuming that construction would begin in 2024 and continue for approximately 12 months. A detailed list of the proposed equipment and emissions resulting from the equipment is located in **Appendix AIR**.

Operational Analysis

Mobile-Source Emissions

Emission factors in grams per vehicle mile traveled were estimated for patron vehicles and evaluated using the MOVES3 model. MOVES3 calculates emissions for gasoline-fueled and diesel-fueled light-duty vehicles, trucks, heavy-duty vehicles, and motorcycles. The model accounts for progressively more stringent tailpipe emission standards over the vehicle model years evaluated. MOVES3 model input data are site specific.

Output data for Alternative A is provided in **Appendix AIR**. Emissions of PM₁₀, NO_x, SO₂, carbon monoxide, VOCs, and carbon dioxide equivalents from vehicles traveling to, from, and within the Project Site were calculated for each alternative. Calculations were based on emission factors derived from MOVES3 (USEPA, 2022) and trip generation rates provided in the Traffic Impact Study (TIS) prepared for the Alternative A (**Appendix TIS**). Average trip lengths were estimated using distance to nearest population centers and are provided in **Appendix AIR**.

Stationary-Source Emissions

For Alternative A, natural gas would be used as fuel for space heating, water heaters, and cooking equipment. Annual gas usage for Alternative A is based on developments of similar or greater size. Emissions from natural gas combustion are calculated using emission factors from AP-42 (USEPA, 2011). Additionally, stationary source emissions from vehicle fueling and dispensing activities are calculated using emission factors from AP-42 and USEPA guidance on Potential to Emit Calculator for Gasoline Dispensing Facilities (USEPA, 2015).

Federal General Conformity

Conformity regulations apply to federal actions that would cause emissions of CAPs above certain levels to occur in locations designated as nonattainment or maintenance areas for the emitted pollutants. The Project Site is located in an area that is classified as being in attainment for all NAAQS; therefore, a federal general conformity analysis is not required for Alternative A.

Carbon Monoxide Hot Spot Analysis

Implementation of Alternative A would result in emissions of carbon monoxide. Because carbon monoxide disperses rapidly with increased distance from the source, emissions of carbon monoxide are considered localized pollutants of concern rather than regional pollutants, and can be evaluated by Hot Spot Analysis. In accordance with the *Transportation Project-Level Carbon Monoxide Protocol*, Hot Spot Analysis is conducted on intersections that, after mitigation, would have a level of service (LOS) of E or F (UC Davis, 1997). After the implementation of recommended mitigation for Alternative A, no intersection would have a LOS or an increase in delay that would warrant a Hot Spot Analysis.

Federal Class I Areas

If Alternative A emits greater than the PSD threshold of 250 tons per year (tpy) of any one CAP from stationary sources during construction or operation, then a best available control technology analysis would be conducted. There are no Federal Class I Areas within the preconstruction review distance of 100 kilometers from the Project Site, therefore further analysis is not required.

Tribal New Source Review

The Colville Tribe would be required to apply for a permit under the NSR requirements of the CAA if stationary source operational emissions of regulated pollutants would exceed the thresholds presented in **Table 12**. For this analysis, stationary source project-related operational emissions would be quantified and compared to the applicable threshold.

Alternative A

Construction Emissions

Construction of Alternative A would result in emissions of PM₁₀, NO_x, SO_x, carbon monoxide, VOCs, GHGs, and HAPs (primarily in the form of DPM) from the use of construction equipment and grading activities. Construction is anticipated to begin in 2024 and last approximately 12 months. Construction is assumed to occur for eight hours a day, five days a week. The construction emission totals for Alternative A are shown in **Table 11 (Appendix AIR)**.

The Project Site is in a region classified as being in attainment for all CAPs; therefore, in accordance with 40 CFR Part 93, construction of Alternative A would not cause an exceedance of NAAQS. However, construction of Alternative A would produce DPM and fugitive dust (PM₁₀) that may impact the commercial uses immediately adjacent to the Project Site. BMPs identified in **Section 2.1.5** would minimize construction-related emissions of CAPs and reduce DPM emissions from construction equipment by approximately 85%, avoiding potentially adverse effects.

TABLE 11: CONSTRUCTION EMISSIONS – ALTERNATIVE A

Construction Year	Criteria Pollutants (tons per year)					
	NOx	VOC	CO	SO ₂	PM ₁₀	PM _{2.5}
2024	7.13	0.72	7.53	0.02	0.34	0.31
Total Emissions	7.13	0.72	7.53	0.02	0.34	0.31
<i>de minimis Level</i>	N/A	N/A	N/A	N/A	N/A	N/A
Notes: N/A = Not Applicable. <i>De minimis</i> levels are not applicable because the project area is in attainment (refer to Section 3.4). Source: Appendix AIR .						

With the implementation of BMPs, construction of Alternative A would not result in significant adverse impacts associated with the regional air quality environment. Alternative A is protective of public health and safety (40 CFR § 1508.27 [b][2]) and compliant with mandates for construction emissions (40 CFR § 1508.27 [b][10]).

Operational Emissions

Buildout and operation of Alternative A would result in the generation of mobile emissions from patron, employee, and delivery vehicles, as well as stationary-source emissions from combustion of natural gas in stoves, heating units, and other equipment. Estimated mobile-source and stationary-source emissions from operation of Alternative A are provided in **Table 12**. Detailed calculations of vehicle and area emissions are included in **Appendix AIR**.

As shown in **Table 12**, operational emissions from stationary sources would exceed the minor NSR threshold for VOC of 5 tons per year. Therefore, a Tribal NSR permit would be required. Additionally, because the Colville Tribe is required to apply for a Tribal NSR permit for stationary source emissions, these emissions are considered exempt from the conformity determination (40 CFR 93.153(d)(1)). Alternative A would not result in stationary source emissions of any one pollutant in excess of the federal Class I Areas major source threshold of 250 tpy. BMPs in **Section 2.1.5** would minimize CAP emissions resulting from operation of Alternative A. Alternative A is protective of public health and safety (40 CFR § 1508.27 [b][2]) and compliant with mandates for operational vehicle and area emissions (40 CFR § 1508.27 [b][10]). With implementation of BMPs, Alternative A would not result in significant impacts associated with the regional air quality environment.

TABLE 12: 2024 OPERATIONAL EMISSIONS – ALTERNATIVE A

Sources	Criteria Pollutants (Tons per Year)					
	NOx	VOC	CO	SO ₂	PM ₁₀	PM _{2.5}
Stationary	0.00	5.26	0.00	0.00	0.00	0.00
Mobile	2.37	0.22	11.51	0.02	0.36	0.14
Total Emissions	2.37	5.48	11.51	0.02	0.36	0.14
<i>de minimis Level*</i>	N/A	N/A	N/A	N/A	N/A	N/A
Notes: N/A = Not Applicable; <i>de minimis</i> levels are not applicable due to attainment status. Source: Appendix AIR						

Alternative B

Under Alternative B, the Project Site would remain undeveloped and none of the construction or operational air quality impacts identified for Alternative A would occur.

Cumulative Air Quality Impacts

Air Quality

Past, present, and future development projects contribute to a region’s air quality conditions on a cumulative basis; therefore, by its very nature, air pollution is largely a cumulative impact. If the individual emissions of a project contribute toward exceedance of the NAAQS, then the cumulative impact on air quality would be significant. In developing attainment designations for criteria pollutants, the USEPA considers the regions past, present, and future emission levels. The Project Site and vicinity is in attainment for all criteria pollutants. The main source of CAP emissions from foreseeable development is mobile sources from automobiles, the generation of which will be reduced as fuel efficiency increases. As automobiles use less, or even run without gasoline, emissions of CAPs per mile will decrease.

Emission estimates for Alternative A in the cumulative year 2045 are provided in **Table 13**. Detailed calculations of mobile and stationary source emissions are included in **Appendix AIR**. The MOVES3 air quality model was used to estimate emissions in the year 2045. Increased gas mileage from trucks and vehicles in the future is accounted for in the MOVES3 air quality model. The increase in future gas mileage is attributed to improved fuel efficiency technology and stricter federal and state regulations. Therefore, under future year conditions, emissions resulting from Alternative A are expected to be less than opening year. Alternative A would not cumulatively adversely impact the region’s air quality, and BMPs listed in **Section 2.1.6** would further reduce project-related emissions.

TABLE 13: 2045 OPERATIONAL EMISSIONS – ALTERNATIVE A

Sources	Criteria Pollutants (Tons per Year)					
	NOx	VOC	Carbon Monoxide	SO ₂	PM ₁₀	PM _{2.5}
Stationary	0.00	5.26	0.00	0.00	0.00	0.00
Mobile	0.93	0.07	4.96	0.01	0.29	0.07
Total Emissions	0.93	5.33	4.96	0.01	0.29	0.07
<i>de minimis Level*</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
Notes: N/A = Not Applicable; <i>de minimis</i> levels are not applicable due to attainment status Source: Appendix AIR						

Climate Change

Table 14 shows Alternative A’s direct construction and area GHG emissions and annual indirect operation GHG emissions in MT of CO₂e. GHG emissions resulting from Alternative A are primarily indirect (indirect mobile emissions from delivery, patron, and employee vehicles).

The federal government has enacted measures that would reduce GHG emissions from mobile sources, some of which have been accounted for in the air quality model used to estimate mobile emissions. Consistent with the 2016 CEQ Guidance and SO 3399, BMPs are included in **Section 2.1.5** to reduce project related GHG emissions, such as reducing the idling of heavy equipment and thus CO2 emissions. Operational BMPs would reduce indirect GHG emissions from electricity use, water and wastewater transport, and waste transport through the installation of energy efficient lighting, heating and cooling systems, low-flow appliances, drought resistant landscaping, and recycling receptacles. Operational BMPs would also reduce indirect mobile GHG emissions by requiring adequate ingress and egress to minimize vehicle idling and preferential parking for vanpools and carpools to reduce project-related trips.

Direct and indirect GHG emissions are not substantial; however, project-related GHG emissions have been quantified (**Table 14**) and will be reduced with the implementation of BMPs provided in **Section 2.1.5**. This approach is consistent with the 2016 CEQ Guidance, which directs agencies to quantify direct and indirect emissions of project alternatives and to consider GHG reduction measures that are reasonable and consistent with achieving the purpose and need.

TABLE 14: CONSTRUCTION AND OPERATIONAL GHG EMISSIONS

Direct	GHG Emissions (MT of CO₂e/year)
Grading, Building, etc.	1,138
Stationary	5.40
Indirect	GHG Emissions (MT of CO₂e)
Energy	54.50
Mobile	2,172
Solid Waste	34.43
Water/Wastewater	4.14
Annual Construction GHG Emissions	1,138
Annual Operation GHG Emissions	2,265.07
Notes: CO ₂ e = carbon dioxide equivalent; MT = metric tons Source: Appendix AIR	

Additionally, implementation of BMPs listed in **Section 2.1.5**, such as using clean fuel vehicles, installing energy efficient appliances, and promoting waste reduction, is consistent with the intent of SO 3399 to reduce GHG emissions and contribute to the global effort to reduce climate change impacts on disadvantaged communities. BMPs provided in **Section 2.1.5** are consistent with state strategies and with those recommended by the 2016 CEQ Guidance and SO 3399. These strategies would include measures such as: using clean fuel vehicles, implementing low-flow appliances and water reuse, installing energy efficient lighting and appliances, and promoting waste reduction and diversion. Therefore, Alternative A would have a less-than-significant cumulative impact associated with climate change.

3.5 LIVING RESOURCES

3.5.1 REGULATORY SETTING

The regulatory setting concerning biological resources is summarized in **Table 15**, and additional information on the regulatory setting can be found in **Appendix REG**.

TABLE 15: REGULATORY POLICIES AND PLANS RELATED TO BIOLOGICAL RESOURCES

Regulation	Description
Federal	
Federal Endangered Species Act (ESA)	<ul style="list-style-type: none"> ▪ Enforced by the U.S. Fish and Wildlife Service (USFWS) for terrestrial species ▪ Protects federally listed wildlife and their habitat from take through provisions ▪ Requires consultation under Section 7 of the ESA for federal agencies if take of a listed species is necessary to complete an otherwise lawful activity ▪ Considers habitat loss an impact to the species ▪ Defines critical habitat as specific geographic areas within a listed species range that contain features considered essential for the conservation of the listed species.
Migratory Bird Treaty Act (MBTA)	<ul style="list-style-type: none"> ▪ Protects migratory birds and requires project-related disturbances to be reduced or eliminated during the nesting season.
Bald and Golden Eagle Protection Act	<ul style="list-style-type: none"> ▪ Prohibits take, possession, and commerce of bald and golden eagles and associated parts, feathers, nests, or eggs with limited exceptions ▪ The bald eagle was federally delisted under the ESA in 2007; however, provisions of the act remain in place for bald and golden eagles.
Clean Water Act (CWA) Section 404 and 401	<ul style="list-style-type: none"> ▪ May consider natural drainage channels and adjacent wetlands as “Waters of the United States” subject to jurisdiction of the U.S. Army Corps of Engineers (USACE) ▪ Affords for the regulation of filling or dredging of Waters of the U.S. under the authority of Section 404 of the CWA by USACE or the USEPA. ▪ Projects requiring a 404 permit under the CWA also require a Section 401 certification from either USEPA for trust land, or the RWQCB for non-trust land.
State	
Washington Administrative Code 220-610-110	<ul style="list-style-type: none"> ▪ Provisions protect wildlife species designated by the Washington Department of Fish and Wildlife as endangered, threatened, or candidate, as well as their habitat.
Local	
City of Pasco Comprehensive Plan	<ul style="list-style-type: none"> ▪ Serves as the framework for development by providing the distribution, location, and extent of uses of land for housing, business, industry, open space, agriculture, natural resources, and other uses.

3.5.2 ENVIRONMENTAL SETTING

Methodology

A biological resources survey of the Project Site was conducted from June 22 - 25, 2021 to identify habitat types, special-status species, suitable habitat for special-status species, potentially occurring wetlands/waters of the U.S., and sensitive resources. Species and habitat types were classified using the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species List (WDFW, 2008) and The Jepson Manual (Baldwin, 2012).

Prior to conducting the survey, aerial photographs and topographic maps of the site and vicinity were reviewed, and agency database searches were conducted. The following databases were queried (**Appendix BIO**):

- The Washington Department of Fish and Wildlife (WDFW) report of Priority Habitats and Species (WDFW, 2021);
- A USFWS list of special-status species with the potential to occur within the Project Site (USFWS, 2022a);
- A map of USFWS proposed and designated Critical Habitat (USFWS, 2021b);
- Natural Resources Conservation Service (NRCS) Custom Soil Resource Report (NRCS, 2021);
- USFWS National Wetlands Inventory (NWI) map of wetland features (USFWS, 2021c);

The Biological Assessment included in **Appendix BIO** discusses survey results and evaluates the potential for federally listed special-status species to occur on the Project Site or be affected by Alternative A. Analysis was conducted to determine which special-status species have the potential to occur on the Project Site. Habitat requirements for each special-status species were assessed and compared to the type and quality of habitats observed on-site during the biological survey. Several regionally occurring special-status species were eliminated due to the Project Site lacking suitable habitat or occurring outside the known elevation and geographical range of the species.

Habitat Types

The Project Site is comprised of ruderal/disturbed areas (**Figure 3**). Ruderal/disturbed habitat within the Project Site is comprised of bare earth and ruderal plant species including common rabbit-brush (*Ericameria nauseosa*, *Hordeum* spp.), prickly lettuce (*Lactuca serriola*), and Russian thistle (*Salsola tragus*). Wildlife species observed on the Project Site during the survey include American crow (*Corvus brachyrhynchos*), killdeer (*Charadrius vociferus*), mourning dove (*Zenaida macroura*), and red-tailed hawk (*Buteo jamaicensis*).

Wetlands/Waters of the U.S.

Background review of the NWI database did not indicate the presence of wetlands, waters of the U.S., or other aquatic features (**Appendix BIO**). No aquatic features were observed during the biological survey.

Special-Status Species

No State or federally listed special-status species were observed during the survey.

Two state-listed special-status species have the potential to occur in the vicinity of the Project Site: Washington ground squirrel (*Urocitellus washingtoni*, State Candidate), and greater sage-grouse (*Centrocercus urophasianus*, State Threatened). The Project Site may contain marginal foraging habitat for greater sage-grouse, but does not contain suitable sagebrush habitat for nesting, and lacks both sagebrush and grassland suitable for Washington ground squirrel.

Three federally listed species have the potential to occur in the vicinity of the Project Site: yellow-billed cuckoo (*Coccyzus americanus*; federally threatened), bull trout (*Salvelinus confluentus*; federally threatened), and greater sage-grouse (*Centrocercus urophasianus*, federal species of concern). One federal candidate for listing also has the potential to occur in the vicinity of the Project Site: monarch butterfly (*Danaus plexippus*). Suitable habitat to support federally listed special-status species is not present within the Project Site.

Nesting Migratory Birds

Nesting migratory birds and raptors, protected under 50 CFR 10 of the MBTA, may have limited potential to occur within the vicinity of the Project Site. The nesting season for raptors and other migratory birds occurs between February 15 and September 15. Several birds were observed foraging during the biological survey of the Project Site. No birds were observed nesting.

Critical Habitat

There is no designated critical habitat for federally listed species within the Project Site. There are no surface waters or aquatic features within the Project Site that would provide connectivity to bodies of water that would serve as Essential Fish Habitat (EFH).

3.5.3 IMPACTS

Significance Criteria

Impacts to living resources could be significant if the alternative:

- Has a substantial adverse effect on species with special-status under the FESA;
- Has a substantial adverse effect on habitat necessary for the future survival of such species, including areas designated as critical habitat by the USFWS and areas designated as EFH by the National Marine Fisheries Service (NMFS);
- Results in a take of migratory bird species as defined by the MBTA (16 USC §703-712);
- Results in take of bald or golden eagles as defined under the Bald and Golden Eagle Protection Act; or
- Has a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA through direct removal, filling, hydrological interruption, or other means.

Methodology

The evaluation of adverse effects to biological resources is based on survey results, desktop review, and a comprehensive examination of the Project Site and the extent of habitats, potential wetlands, and the presence/absence of special-status species that could be impacted by Alternative A.

Alternative A

Habitats

Alternative A would disturb approximately 34 of ruderal/disturbed areas. This habitat type is not considered sensitive as it has previously been modified from its original state.

Therefore, Alternative A would not adversely affect sensitive habitats.

Wetlands/Waters of the U.S.

NWI and the survey determined that no wetlands or waters of the U.S. occur within or adjacent to the Project Site (**Appendix BIO**). Therefore, no wetlands or waters of the U.S. would be adversely affected by Alternative A.

Special-Status Species

Based on biological desktop review and survey results, two state-listed special-status species have the potential to occur in the vicinity of the Project Site. The Project Site may contain marginal foraging habitat for greater sage-grouse, but does not contain suitable sagebrush habitat for nesting, and lacks both sagebrush and grassland suitable for Washington ground squirrel. Additionally, State listed special-status species generally are not afforded specific protection on tribal trust land. The Project Site does not contain suitable habitat to support federally listed special-status species. The Proposed Action will have no adverse effect on federally listed species.

Nesting Migratory Birds

Nesting migratory birds and raptors may have limited potential to occur within the vicinity of the Project Site. The nesting season for raptors and other migratory birds occurs between February 15 and September 15. Should active nests occur within 500 feet of the Project Site, ground disturbance associated with construction of Alternative A could adversely affect nesting. With implementation of the mitigation measures identified in **Section 4.0**, potential adverse effects to nesting migratory birds would be reduced to a less than significant level.

Critical Habitat

Designated critical habitat does not occur within or adjacent to the Project Site. Waterways or hydrological connections to waters that support EFH do not occur within the Project Site. Alternative A would not adversely affect critical habitat.

Off-site Improvements

No sensitive habitat, wetlands or waters of the U.S., or federally listed plant or animal species have the potential to occur within the off-site improvement areas.

Alternative B

Under Alternative B, no development would occur within the Project Site. As such, there would be no significant direct or indirect impacts to biological resources in the vicinity of the Project Site.

Cumulative Biological Resources Impacts

The project site does not contain sensitive habitat or habitat to support federally listed species. Potential impacts to biological resources will be reduced to a less than significant level through measures incorporated into project construction and design and mitigation (**Section 4.0**).

Other development projects in the region would be required to implement similar mitigation measures to protect sensitive biological resources. Cumulative impacts to biological resources would be less than significant.

3.6 CULTURAL RESOURCES

3.6.1 REGULATORY SETTING

The cultural resources regulatory setting information is summarized in **Table 16** and more detailed information may be found in **Appendix REG**.

TABLE 16: REGULATORY POLICIES AND PLANS RELATED TO CULTURAL RESOURCES

Regulation	Description
Federal	
Section 106 of the NHPA	<ul style="list-style-type: none"> ▪ Federal agencies must identify cultural resources that may be affected by actions involving federal lands, funds, or permitting actions. ▪ Significance of the resources must be evaluated for National Register of Historic Places (NRHP) eligibility. ▪ If an NRHP-eligible resource will be adversely affected, measures to avoid or reduce adverse effects must be taken.
Archaeological Resources Protection Act	<ul style="list-style-type: none"> ▪ Archaeological resources and sites on public and Indian lands are protected resources.
Native American Graves Protection and Repatriation Act	<ul style="list-style-type: none"> ▪ Includes provisions governing the repatriation of Native American remains and cultural items under the control of federal agencies and institutions that receive federal funding ("museums"), as well as the ownership or control of cultural items and human remains discovered on federal or tribal lands.
Paleontological Resources Preservation Act	<ul style="list-style-type: none"> ▪ Paleontological resources on federal lands are protected resources.
Local	
City Comprehensive Plan	<ul style="list-style-type: none"> ▪ Archaeological, historical, and paleontological resources are protected resources.

3.6.2 ENVIRONMENTAL SETTING

An archaeological survey of the Project Site was conducted in June 2021 and an auger testing program was completed in November 2022. The cultural resources study is bound under separate cover as **Confidential Appendix CUL**. The cultural resources study included a literature search, field survey, and Native American consultation to identify and evaluate any prehistoric and historic-period resources within or adjacent to the Project Site that may be impacted by Alternative A. The following is a summary of applicable sections of the cultural resources study.

Prehistoric Overview

The archaeological record for the southern Columbia Plateau spans a period of approximately 13,500 years.

A cultural chronology for the Plateau includes four periods: Period I (13,500 BP to 5000/4400 BP) represents small, mobile bands of early hunter-gatherers who hunted large game, fished for salmon, and foraged for floral resources. Period II (5000/4400 – 1900 BP): subsistence strategies are similar to before, with the addition of pit houses, longer periods of occupation, more expedient lithic technology, and changing foraging strategies.

Period III (1900 BP – AD 1720): there is an increase in the number of pit houses, intensive exploitation of roots and fish, increased settlement size, and development of the bow and arrow. Modern Period (c. AD 1720 – present): horses are introduced to the region, the period ends with the establishment of reservations (Ames, 2021).

Ethnographic Overview

The APE lies within the traditional territory of the Palus Tribe, extending from the confluence of the Snake and Clearwater Rivers in the east, to the confluence of the Snake and Columbia Rivers in the west. It encompassed the Palouse River Valley up to Rock Lake in the north, to just north of the Touchet River Valley in the south. The Palus Tribe is one of the 12 bands that comprise the Colville Tribes.

The Palus and their ancestors inhabited these lands for thousands of years and adopted a lifestyle of seasonal travels taking advantage of a wide array of natural resources. With the introduction of the horse in the mid-18th century, their lifeways were dramatically changed and expanded to include buffalo hunting in the Great Plains. By extending their range into new regions and environments, the Palus came into contact with diverse populations and adopted some of the technologies and practices of their new neighbors. Over time, the Palus also became renowned horse breeders and traders and are associated with the spotted Appaloosas (reportedly named for the tribe), a fast, sturdy breed well-suited to long travels while possessing the agility required for buffalo hunting (Sitieseen Limited, 2017).

Historic Overview

Sustained Euro-American occupation of the Franklin County region would not occur until later in the 19th century but throughout the early 1800s, trappers, explorers, prospectors, and entrepreneurs passed through the area. The earliest documented non-native travelers consisted of the Lewis and Clark Expedition. The party arrived at the mouth of the Snake River on October 16th, 1805, where they camped for several days while trading with the local Native Americans for salmon and dogs (University of Nebraska Press, 2021).

Fur trappers quickly followed in the Expedition's wake. The first known trapping party that ventured in the present-day Franklin County area was led by David Thompson for the Pacific Fur Company in 1811. About the same time, the Hudson's Bay Company, which would dominate northwest fur trading for decades, began using the Columbia River and its tributaries as the main travel routes between the company's far-flung interior outposts and its main facility at Fort Vancouver.

Native American Consultation

Prior to the archaeological survey, the Tribal Historic Preservation Officer, Guy Moura, was contacted on June 15, 2021. Mr. Moura had no information regarding potentially occurring cultural resources within the Project Site and stated that he had fairly minimal expectations given that prehistorically the area was far from a reliable water source and had been in the path of scouring floods from Lake Missoula.

Mr. Moura pointed out that the Project Site may have been covered in eolian dunes prior to agricultural use, which not only could have migrated, covering cultural deposits but offering a comparatively soft matrix, allowing for easier use as a cemetery. It is presumed that any additional tribal consultation will be completed by the BIA as the federal Lead Agency.

Paleontological Resources

The central feature of the Columbian Plateau is the Columbia Basin, a depression in the center of the region filled with vast sheets of Miocene basalt, the results of multiple, volcanic eruptions. This lava plain tilts down to the west and is lowest along the eastern flanks of the Cascades. The region's rivers, including the Columbia River, the Snake River and their tributaries, are entrenched in deep canyons in the northern and eastern portions of the Plateau, but flow through relatively low terrain in some parts of the southwestern portions. The Columbia River is pinned against the Cascades by the basalt flows (Ames, 2021). The presence of these volcanic flows indicates a low potential for paleontological resources.

An online search of paleontology specimens records 21 mammalian and reptilian fossils from the Pliocene Epoch, all from the White Bluffs area approximately 25 miles from the Project Site. In addition, no such resources were observed in the course of the surface reconnaissance survey. The geologic formation of which the Project Site is located has not produced significant paleontological specimens of scientific consequence and is unlikely to do so in the future.

3.6.3 IMPACTS

Significance Criteria

For historic properties, impacts could be significant if the alternative resulted in one of the following effects to cultural resources that are listed, or eligible for listing, on the NRHP:

- Physical destruction of or damage to all or part of the resource
- Alteration of a resource
- Removal of the resource from its historic location
- Change of the character of the resource's use or of physical features within the resource's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the resource's significant historic features
- Neglect of a resource that causes its deterioration
- Transfer, lease, or sale of the property

Methodology

Records and Literature Search

Prior to the survey, Senior Archaeologist Charlane Gross, M.A., RPA, conducted a record search using a 1-mile search radius per the guidelines of the Department of Archaeology and Historic Preservation (DAHP) by consulting the DAHP Washington Information System for Architectural and Archaeological Records Data (WISAARD) online database.

Results indicated that there are no previous archaeological surveys of the Project Site with the minor exception of a force main alignment that included the edges of the roadway corridor as it passed between Project Site parcels. Two historic-era motels, individual buildings at the Pasco Naval Air Station, and the Burlington Railroad yard control tower have each been recorded almost 1 mile west of the Project Site, but no closer resources have been listed in the WISAARD database.

General Land Office Plat maps from 1854, 1865, 1912, 1923, and 1929 were also examined, and did not depict any development within the APE. A copy of records search materials can be found in **Appendix CUL**. Historic aerial photographs were reviewed for information regarding past uses of the APE and surrounding areas. Aerial photographs from 1948, 1952, 1964, 1973, 1977, 1982, 1988, 1991, 1996, 2006, 2009, and 2017 were reviewed (**Appendix HAZ**); photographs were at a 1" = 500' scale but were of varying clarity. The earliest photographs, 1948 through 1973, depict vacant land with unimproved roads.

Crop rows and a center pivot irrigation system can be seen beginning in 1977 and up through at least 2006. In 1977, there is also a structure just to the southwest of the APE. Additional surrounding structures can be seen in the subsequent photographs however none are within the APE. Historic USGS Topographic quadrangles, including the 1917 Pasco 30' map, the 1951 Eltopia 15' map, Pasco and Eltopia 15' maps from 1964/1965, the 1979 Glade 7.5' map, and 7.5' Glade and Pasco maps from 1992 and 2014 (**Appendix HAZ**). A natural gas pipeline crossing the APE and U.S. Highway 395 to the west are visible on the 1964/1965 topographic map. The pipeline is no longer depicted in the 2014 topographic map, and no other improvements are reflected on the other quadrangles.

Survey

On June 21, 2021 an archaeological team led by Senior Archaeologist Charlane Gross, M.A., RPA completed a survey of the APE using parallel pedestrian transects spaced approximately 20 meters apart. Ground surface visibility averaged 40%. Areas of disturbance were seen around the edges of the Project Site. There were residual plow furrows with patches of weeds varying from several inches to two feet high in patches. The only finds consisted of an irrigation stand pipe and modern debris piles around the edges of the Project Site, including dirt, branches, leaves, lumber, concrete, plastic, and similar materials, as well as wind-born debris. No cultural resources were identified.

Auger Testing Program

On November 8-10, 2022 AES staff accompanied by representatives of the Tribe's History and Archaeology Department completed a program of auger testing, excavating a total of 35 auger pits, one per acre.

A mechanical auger measuring approximately 12 inches in diameter was used to bring up soils, all of which were then screened through ¼-inch hardware cloth. There was a consistent plow zone, ranging from 35 to 37 centimeters (cm) thick, of 10YR 4/3 sandy silt loam with an abrupt transition to 10YR 6/3 slightly sandy silt subsoil; on occasional rare instances, there was 10YR 6/1 coarse sandy silt mixed with the subsoil. Excavations typically proceeded at least 10 cm into the subsoil, however in five different locations, the auger was advanced to a depth of 150 cm (the limits of the auger) to ensure there was not a buried anthrosol. No artifacts or features were identified within auger tests.

Alternative A

Archaeological Resources

The Washington State Archaeological Predictive Model (GeoEngineers, 2009) correlates information about archaeological sites, surveys, and site locations with data to help predict where archaeological resources might be found. Aspects examined include elevation, slope degree, distance to water, geology, soils, and landforms. The model found that archaeological sites tend to be found in areas with increased access to resources. Loess, which is fine-grained eolian dust, was periodically deposited across the Pacific Northwest, with the heaviest deposition occurring at the close of the Pleistocene period.

Silt particles formed by mechanical weathering of rock in glaciers were entrained by wind as glaciers would ablate. The primary accumulation of loess in Washington State occurred during the Quaternary period and created the Palouse Formation in the southeastern portion of the state (GeoEngineers, 2009). Catastrophic glacial meltwater floods from Lake Missoula periodically scoured the loess accumulations across the Columbia Plateau, only ceasing in the last 13,000 years or so. The dune environment reformed in the period afterwards; these dune deposits could have buried archaeological sites and human remains, with natural vegetation mulching adding to soil development that capped resources.

The closest reliable water source to the Project Site is the Columbia River, which is located three miles to the south. While the Project Site region consists of low rolling hills with a southern aspect (both features conducive to prehistoric land use according to the Washington State Archaeological Predictive Model), the distance to water is a significant factor. The distance to more likely habitation areas along the Columbia River would limit frequent use of the area, particularly as resources obtainable from the Project Site footprint would also have been obtainable closer to the river. This supposition is at least partially supported by the lack of finds made during the survey. Recent plowing could have turned up artifacts or remains were there substantial-sized deposits of either.

A literature review, records search, Native American consultation, pedestrian survey, and auger testing for the presence of cultural resources were conducted within the APE as part of the cultural resources study. No historic properties were identified as a result of those efforts. However, there is always a possibility that significant subsurface cultural resources may occur on the Project Site, as archaeological sites may be buried with no surface manifestation.

In addition, there is a remote possibility that an unanticipated discovery of human remains could occur. Development of Alternative A may adversely affect previously unknown subsurface prehistoric or historic archaeological resources, including human remains. Mitigation measures for the protection and treatment of unanticipated discoveries of archaeological resources and/or human remains are included in **Section 4.0**. Implementation of mitigation measures would reduce potential impacts to cultural resources. There would be a less-than-significant impact with mitigation.

Paleontological Resources

With respect to paleontological resources, an impact would be considered significant if it directly or indirectly were to destroy such resources. As described above, indicators of paleontological resources within the Project Site are absent, and the volcanic nature of the region indicates a low potential for the discovery of paleontological resources. However, there is always the possibility that previously unknown paleontological resources could be encountered during construction activities. Mitigation measures are presented in **Section 4.0** for the protection and preservation of unanticipated discoveries of paleontological resources. There would be a less-than-significant impact with mitigation.

Alternative B

Under Alternative B, the Project Site would not be placed in trust for the benefit of the Colville Tribe and no structures would be constructed. Therefore, there would be no adverse impacts to any unknown archaeological or paleontological resources on the site.

Cumulative Cultural Resources Impacts

Cumulative effects to cultural resources typically occur when sites that contain cultural features or artifacts or paleontological resources are disturbed by development. As these resources are destroyed or displaced, important information is lost and connections to past events, people and culture is diminished. No cultural or paleontological resources were identified within or adjacent to the Project Site, and background research indicates that the Project Site has a low potential for these resources. If cultural resources are uncovered during construction, impacts to these resources are potentially significant; significant cumulative impacts to cultural or paleontological resources could occur if sites continued to be lost, damaged, or destroyed without appropriate recordation or data recovery. Mitigation for potential cumulative impacts to unknown cultural and paleontological resources has been specified in **Section 4.0**. Implementation of these measures would ensure that cumulative impacts remain less than significant.

3.7 SOCIOECONOMIC CONDITIONS & ENVIRONMENTAL JUSTICE

3.7.1 REGULATORY SETTING

The socioeconomic regulatory setting is summarized in **Table 17**, and additional information on the regulatory setting can be found in **Appendix REG**.

TABLE 17: REGULATORY POLICIES AND PLANS RELATED TO SOCIOECONOMICS

Regulation	Description
Executive Order (EO) 12898	<ul style="list-style-type: none"> ▪ Disproportionately high impacts to minority or low-income populations should be considered. ▪ A minority population is defined as a census tract containing greater than 50% minorities, or a census tract with a meaningfully greater percentage of minorities than the surrounding tracts¹ ▪ A low-income population is defined as a census tract with a median household income lower than the poverty threshold²
<p>¹ Although not specified in EO 12898, for purposes of the social justice analysis, minority races include American Indian or Alaskan Native, Asian or Pacific Islander, Black (not of Hispanic origin), and Hispanic. Populations of two or more races and populations classified as “Other” were also considered to be minority races.</p>	
<p>² Although not specified in EO 12898, for the purposes of this report, the U.S. Federal Poverty Guidelines for the State of Washington has been referenced to determine the presence of low-income populations (ASPE, 2022)</p>	

3.7.2 ENVIRONMENTAL SETTING

The Project Site is located in the southern tip of Franklin County within the City of Pasco. Benton County and Walla Walla County are located just southwest and southeast of Pasco, respectively. Benton County is the more populous of the two counties, with an estimated 206,873 residents as of 2020 (U.S. Census Bureau, 2021a). The City of Kennewick is located south of the City of Pasco, across the Columbia River, in Benton County. As of 2020, Kennewick’s population was 83,921 (U.S. Census Bureau, 2021b), similar to the City of Pasco.

Demographics

Demographic data for Franklin County and the City of Pasco is presented in **Table 18**. Demographic data for Census Tract 201.02 (the Project Site) and adjacent census tracts is presented in **Table 19**. The project/adjacent census tract with the lowest median household income during the 2015-2019 period was tract 202, with a median income of \$36,893 (U.S. Census, 2019). The Project Site and surrounding area are within the 90-95 percentile socioeconomic indicator for people of color (USEPA, 2022).

Economy

Franklin County had an estimated median household income of \$63,584 between 2015 and 2019, which was approximately 14% lower than the state average of \$73,775 (**Table 18**). Median household income for the City of Pasco is comparable to that of Franklin County. Population growth of the region has exceeded that of the State of Washington. The Project Site and surrounding area is within the 95-100 percentile socioeconomic indicator for low income (USEPA, 2022).

Existing Local Competition

Five existing facilities that comprise a mix of gas stations, gas station / convenience stores and truck stops are located in the vicinity. For purposes of this analysis, the vicinity is defined as within an approximate one-mile radius of the Project Site.

TABLE 18: SOCIOECONOMIC DATA

Category	City of Pasco	Franklin County	Washington State
Demographics			
Population April 1, 2010 ⁽¹⁾	59,781	78,163	6,724,540
Population April 1, 2020 ⁽¹⁾	77,108	96,749	7,705,281
Population, 10-year growth	29.0%	23.8%	14.6%
Median household income (in 2019 dollars), 2015-2019 ⁽¹⁾	\$62,775	\$63,584	\$73,775
Race and Ethnicity¹			
White alone	69.1%	89.9%	78.5%
Black or African American alone	2.2%	2.8%	4.4%
American Indian and Alaska Native alone	1.4%	1.7%	1.9%
Asian alone	2.3%	2.4%	9.6%
Native Hawaiian and Other Pacific Islander alone	0.2%	0.4%	0.8%
Two or more races	5.2%	2.7%	4.9%
Hispanic or Latino	55.5%	53.6%	13.0%
White alone, not Hispanic or Latino	38.1%	39.9%	67.5%
Minority population ⁽²⁾	61.9%	60.1%	32.5%
Employment			
Employment October 2021 (seasonally adjusted) ⁽³⁾	NA	NA	3,752,100
Unemployment Rate October 2021 (not seasonally adjusted) ⁽⁴⁾	4.2%	4.2%	NA
Unemployment Rate October 2021 (seasonally adjusted) ⁽³⁾	NA	NA	5.0%
Housing⁵			
Housing units, 2019	NA	29,249	3,195,098
Vacant units, 2019	NA	1,087	262,621
Margin of error	NA	+/- 732	+/- 11,194
Vacancy rate	NA	3.7%	8.2%
<p>1. SOURCE: U.S. Census Bureau, 2021a (with the exception of the numbers referenced by footnote 2).</p> <p>2. Calculated as 100% less the <i>White alone, not Hispanic or Latino</i> percentage.</p> <p>3. SOURCE: U.S. Bureau of Labor Statistics, 2021b</p> <p>4. SOURCE: U.S. Bureau of Labor Statistics, 2021a.</p> <p>5. SOURCE: U.S. Census Bureau, 2021c (Franklin County); U.S. Census Bureau, 2021d (State of Washington)</p> <p>Note that the unemployment rate is for the Kennewick-Pasco-Richland MSA, which is assumed to be a reasonably accurate proxy for the City of Pasco and Franklin County.</p> <p>Note: Due to 2020 redistricting, census tract numbering in U.S. Census 2019 and Table 19 do not match exactly.</p>			

These competing facilities are:

- Union 76 – 0.5 miles south of the Project Site at 2100 E Hillsboro Street
- Khalsa King Truck Stop – 0.5 miles south of the Project Site at 2100 E Hillsboro Street
- Flying J – 0.5 miles south of the Project Site at 2216 E Hillsboro Street.
- Pacific Pride Connell Oil – one mile southwest of the Project Site at 3800 N 4th Avenue
- CFN (Coleman Oil) – slightly over one mile southwest of the Project Site at 24 Empire Drive

TABLE 19: POPULATION DEMOGRAPHICS, AS OF 2020

Location	Total Population ¹	White Alone, not Hispanic or Latino	Black or African American	American Indian and Alaskan Native	Asian	Native Hawaiian and Other Pacific Islander	Two or More Races	Hispanic or Latino	Minority % ²
Census Tract 201.02 (Project Site)	5,279	837	58	86	129	9	1,418	4,717	84.1%
Census Tract 207	1,499	910	4	22	3	0	188	596	39.3%
Census Tract 201.03	3,546	680	81	81	76	0	875	3,167	80.8%
Census Tract 201.01	2,532	485	7	66	18	2	583	2,296	80.8%
Census Tract 202.02	3,786	991	60	123	25	30	595	3,017	73.8%
Census Tract 203	5,475	1,766	102	68	65	17	802	4,257	67.7%
Census Tract 9801	0	0	0	0	0	0	0	0	NA
Census Tract 206.08	6,843	4,454	36	68	76	7	866	2,270	34.9%

SOURCE: U.S. Census, 2019.

1. Note that individual columns do not add to *Total Population* because of double counting in some categories.2. Calculated as 100% less the *White alone, not Hispanic or Latino* percentage.

In addition, Love's Travel Plaza, located at 2252 E. Kartchner Street, is currently under construction with an anticipated completion date of summer 2022. This location is approximately 1 mile southwest of the Project Site. A large number of general-purpose retail/office properties are located within the City of Pasco. As of March 16, 2022, over 300 retail and office properties were listed as either for lease or for sale within the City of Pasco (CoStar, 2022). As this includes only those properties currently on the market, the total number of existing properties is much larger.

Property Taxes

The Project Site is comprised of three parcels. A total of \$123 in property taxes and special assessments were due for Fiscal Year 2021/2022, as shown in **Table 20**. Note that because of the Colville Tribe's status as a governmental entity, the parcels are exempt from the standard property tax assessments, but special assessments still apply.

TABLE 20: FISCAL YEAR 2021/2022 PROPERTY TAXES

APN	Acreage	Property Taxes	Other Assessments	Total
113-220-073	6.58	\$0	\$40	\$40
113-220-077	10.00	\$0	\$41	\$41
113-220-079	17.41	\$0	\$41	\$41
Total	33.99	\$0	\$123	\$123

SOURCE: Franklin County, 2022

Community Infrastructure

Schools

General education in the City of Pasco is provided by the Pasco School District. As of 2019, the School District served approximately 17,500 students, an increase of 14% since 2011. The School District currently operates 17 elementary schools, four middle schools and four high schools (Pasco School District, 2022). The following schools occur within the vicinity of the Project Site:

Elementary Schools

- Whittier Elementary and the Curie STEM Elementary, both located approximately 2 miles south of the Project Site.
- Frost Elementary, Emerson Elementary, and Longfellow Elementary, all located approximately two to 2.5 miles southwest of the Project Site.
- McGee Elementary, which is located approximately 2.5 miles west of the Project Site.

Middle Schools

- Ochoa Middle School, located approximately 2 miles south of the Project Site.
- Isaac Stevens Middle School, located approximately 2.5 miles southwest of the Project Site.

High Schools

- New Horizons High School, located approximately 1.5 miles southwest of the Project Site.
- Pasco High School, located approximately 2 miles southwest of the Project Site.

In addition, Columbia Basin College is located approximately 1.5 miles southwest of the Project Site. Columbia Basin is a community college, with a total enrollment of approximately 11,000 students (Washington State Board for Community and Technical Colleges, 2021).

Parks

There are no public parks or trails within or immediately adjacent to the Project Site, however several public parks are located within two miles. These are predominantly to the south, specifically on the south side of Interstate 182 in primarily residential neighborhoods. These include Highland Park, Kurtzman Park, Centennial Park, Volunteer Park, Sylvester Park, Lucas Park and Richardson Park (City of Pasco, 2016). Many of these parks offer picnic areas and playgrounds. The Parks, Recreation & Forestry Plan is in the process of being updated, with a revised plan anticipated to be available sometime during 2022. The Sacajawea Historical State Park is located approximately 4 miles southeast of the Project Site, at the confluence of the Columbia and Snake rivers. In addition, the Edgar Brown Memorial Stadium is located approximately 2.5 miles southwest of the Project Site. This stadium is home for the Chiawana High School Riverhawks and Pasco High School Bulldogs. The stadium hosts football, soccer and track-and-field sporting events.

3.7.3 IMPACTS

Significance Criteria

Impacts to socioeconomic conditions and environmental justice could be significant if impacts to low income or minority communities are disproportionately high, or if the alternative would generate an unstable economy or labor force. The environmental justice analysis was prepared using guidance from the CEQ for compliance with Executive Order (EO) 12898. Potential substitution effects of a tribal gas station on existing gas station facilities are considered when estimating economic impacts, such as the loss of customers at existing businesses to the new business. The magnitude of the substitution effect can generally be expected to vary greatly by specific location and according to a number of variables. That is, how much of the gas station's revenue comes at the expense of other business establishments in the area depends on how many and what type of other establishments are within the same market area, as well as other economic and psychological factors affecting the consumption decisions of local residents.

Alternative A

Environmental Justice

The intent of this evaluation is to determine whether Alternative A would impose disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. As shown in **Table 19**, both the City of Pasco and Franklin County qualify as having significant minority populations (greater than 50% of the total population). The Colville Tribes are a minority population for this analysis. The census tract that comprises the Project Site is defined as "low income," as are five of the seven adjacent census tracts. None of the median household income levels of the adjacent census tracts fall below the poverty threshold.

Alternative A would provide beneficial effects to members of the Colville Tribes and, as discussed above, less than significant effects to other local residents. No minority populations would be subjected to disproportionately high or adverse human health or environmental impacts. Alternative A would not result in adverse impacts with regard to environmental justice.

Economy and Employment

Alternative A would result in a variety of benefits to the regional economy, including residents of the City of Pasco and Franklin County. Benefits include increases in overall economic output and additional employment opportunities. Construction and operation of Alternative A would generate temporary and ongoing employment opportunities and wages that would be primarily filled by the available labor force in The City of Pasco and Franklin County. An additional number of indirect and induced jobs would also be created Alternative A.

The anticipated increase in employment opportunities within the City of Pasco due to Alternative A could result in employment and wages for persons previously unemployed. However, given the size of Alternative A in the context of the overall County workforce, a significant impact to the local unemployment rate would not occur. Also, substitution/competitive effects may reduce the overall positive effect on employment.

Nonetheless, overall, Alternative A would result in beneficial impacts to the local employment. Alternative A would also result in increased economic activity, which would benefit the residents of the region and the Colville Tribe's.

Construction of Alternative A would stimulate construction spending, most of which would accrue to the residents, businesses, and governments of the local area. These effects would be one-time in nature. The construction and operation of the retail/office property element of Alternative A would also result in increased employment and economic activity. Also, substitution effects would reduce the overall positive effect. Nonetheless, overall, Alternative A would benefit the local economy. There would be a less-than-significant impact.

Tax Impacts

The three parcels that comprise the Project Site would not be subject to local and state annual assessments (**Table 20**) once acquired into trust. However, the current tax amount of \$123 is an insignificant amount. Consequently, Alternative A would have no measurable direct effect on local taxes. Alternative A would result in increased tax revenues at the local level, resulting from the secondary economic activity (i.e., indirect and induced effects). Given the size of Alternative A in the context of the overall City of Pasco, Franklin County, and State taxes, a significant impact on taxes would not occur.

Pursuant to Senate Bill 5272, the Colville Tribe's remit 25% of state fuel tax to Washington State, and retain the remaining 75% (Washington State Department of Licensing, 2019). This arrangement applies only to fuel sales that occur on trust land. The feasibility study prepared for Alternative A estimates that the Colville Tribes would receive a fuel incentive (i.e., 75% offset to Washington State fuel taxes) of approximately \$0.34 per gallon of fuel sold.

As of 2022, the Washington State fuel tax is 49.4 cents per gallon (Washington State Department of Revenue, 2022). Thus, Alternative A would pay 25% of 49.4 cents, and would retain \$0.34 per gallon. Because of the competitive effects in the gas station business, net fuel taxes to the State of Washington would be reduced by much of this amount. Although Alternative A would continue to remit fuel taxes to the State of Washington (25% of the gross taxes), fuel sales by competing gas stations would be less than would occur otherwise, due to implementation of Alternative A. There would be a less-than-significant impact.

Substitution Effects

Five existing gas stations are located within approximately a one-mile radius of the Project Site. There are more than one dozen gas stations located with a two-mile radius. It is not anticipated that that substitution effects to any individual gas station would be significant because of the large number of existing facilities in the market area. Substitution effects also tend to dissipate over time with a growing economy.

It should also be noted that gas station substitution effects will lessen the positive economic effects (e.g., economic output and jobs) described above. This is because the market for fuel and convenience store products is relatively fixed within an individual market. Thus, the net number of jobs and economic output would be less than those quantified in the beginning of this section.

As described in **Section 2.0**, Alternative A also includes a retail/office building. The retail/office building would have negligible substitution effects because that component of Alternative A represents a negligible amount of commercial space in the context of the total amount of existing commercial space in the City of Pasco.

Housing

During operation, Alternative A is expected to employ approximately 30 full-time equivalent employees at the travel plaza, which would operate 24-hours per day, seven days per week. The specific uses within the office/retail building are currently unknown; however, it's anticipated that the office/retail building would require approximately 60 employees. A portion of these jobs would be filled by local residents, and others would be filled by persons who migrate to Franklin County. There were approximately 29,249 housing units within the Kennewick-Pasco-Richland MSA as of 2019 (**Table 18**). Due to the number of jobs created by Alternative A (in the context of local housing stock and population), Alternative A would have a less than significant effect on housing and housing costs.

Schools

Similar to housing, the impacts to Schools from Alternative A would be less than significant, due to the scale of Alternative A in the context of the school district size. Only those employees with children who in-migrate to the Pasco School District would affect the school census. In addition, to the extent that families to relocate to the City of Pasco, the Pasco School District would receive additional tax revenue from the families of new students, as those families would pay local taxes. The Pasco School District would utilize these taxes to offset any increase in expenses related to a project-related increase in student census.

Alternative B

Under Alternative B, the Colville Tribes would not receive any of the economic benefits associated with development on the Project Site. The three parcels comprising the Project Site would not be brought into trust and would remain on the County's property tax rolls.

Cumulative Socioeconomic Conditions and Environmental Justice Impacts

Alternative A, when considered in combination with other anticipated projects, would provide a beneficial impact to the socioeconomic condition of the Colville Tribes. Other anticipated projects include the planned casino project and, as described above, a Love's Travel Stop located at 2252 E. Kartchner Street. Alternative A and the planned casino project would benefit tribal members by generating funding for various tribal social service programs. Each of the Colville Tribe's projects would result in a beneficial effect for the recognized minority population.

The cumulative effects on the local economy and local government finances would be less than significant. These effects would be dominated by impacts of the planned casino project, due to the much larger relative size of that project. Construction and operation of the planned casino project, Alternative A gas station/convenience store, and the Love’s travel stop would generate employment and increase income in the local community. Operation of the casino would increase entertainment opportunities in the area and the two gas station/convenience stores would increase fueling options for the travelling public. Alternative A, when considered in combination with other projects, would not lead to a significant adverse cumulative impact to socioeconomic conditions or environmental justice.

3.8 TRANSPORTATION AND CIRCULATION

3.8.1 REGULATORY SETTING

The transportation and traffic regulatory setting is summarized in **Table 21**, and additional information on the regulatory setting can be found in **Appendix REG**.

TABLE 21: REGULATORY POLICIES AND PLANS RELATED TO TRANSPORTATION NETWORKS

Regulation	Description
Federal	
Federal Transportation Improvement Program	<ul style="list-style-type: none"> ▪ Identifies a plan to allocate funding for long-term capital improvement projects
State and Local	
Washington Department of Transportation (WSDOT)	<ul style="list-style-type: none"> ▪ The managing agency over permitting and regulation of state roadways
City of Pasco Comprehensive Plan 2018-2038 (2021)	<ul style="list-style-type: none"> ▪ Goals and policies of the Transportation Element intend to ensure the transportation system meets the needs of the community, including walking and aviation. ▪ The Washington State Growth Management Act requires the Transportation Element to consider existing inventories of services and facilities, LOS, system deficiencies, regional coordination, land use patterns, and goals and policies.

3.8.2 ENVIRONMENTAL SETTING

Transportation Networks and Intersections

Intersections surrounding the Project Site were analyzed within a Transportation Impact Study (TIS) produced for Alternative A (**Appendix TIS**). The TIS evaluated the following four stop-controlled intersections in the vicinity of the Project Site:

- US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street
- US-395 NB Ramp Terminal-Commercial Avenue/Kartchner Street
- N Capitol Avenue/Kartchner Street

Intersections were analyzed for the weekday morning peak hour (7:00 – 9:00 AM), the weekday evening roadway peak hour (3:00 – 5:00 PM), and the Friday evening peak hour (4:00 – 6:00 PM).

Level of Service

Level of Service (LOS) is a qualitative measure reflecting the traffic operation of the intersection, with LOS A representing best performance, and LOS F the worst. LOS describes traffic conditions in terms of factors as speed, travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. **Table 22** shows the corresponding average delay per vehicle and a description of vehicular conditions at unsignalized intersections for each LOS category from A to F.

TABLE 22: LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)	Traffic Condition
A	<10	No Delay
B	>10 – 15	Short Delay
C	>15 – 25	Moderate Delay
D	>25 – 35	Long Delay
E	>35 – 50	Very Long Delay
F	>50	Volume > Capacity

SOURCE: **Appendix TIS**

Existing Intersection Traffic Volumes and Levels of Service

Intersection turning movement counts were obtained for the study intersections in February 2022 during the weekday morning (7:00-9:00 AM) and evening (3:00-5:00 PM) peak periods, as well as during the Friday evening (4:00-6:00 PM) peak period. Local schools were in session and there was no inclement weather during the data collection period. The Friday evening peak hour was selected in addition to the weekday peak periods due to the higher historic traffic volumes on US 395.

The intersection turning movement counts are included in **Appendix TIS**. **Table 23** provides a summary of existing (2022) intersection operations compared to the applicable minimum operating standards. Existing intersection volumes and operational performance for the weekday AM, weekday PM, and Friday PM peak hours are shown in Figure 4, Figure 5, and Figure 6, respectively, of **Appendix TIS**. As shown in **Table 23**, the following intersections of US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street and US-395 NB Ramp-Commercial Avenue / Kartchner Street currently exceed the applicable performance requirements.

Existing Bicycle, Pedestrian, and Transit System

There are no existing pedestrian or bicycle facilities on the study roadways in the vicinity of the Project Site. There are no existing fixed-route transit services in the vicinity of the Project Site and study intersections. Ben Franklin Transit provides dial-a-ride service in the Tri-Cities area.

TABLE 23: EXISTING (2022) INTERSECTION OPERATIONS

	Intersection	Jurisdiction	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1.	US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street	WSDOT	LOS D	D	F	E
2.	US-395 NB Ramp-Commercial Avenue/Kartchner Street	WSDOT	LOS D	D	E	C
3.	N Capitol Avenue/Kartchner Street	City of Pasco	LOS D	B	B	B
NOTES: Bold text denotes unacceptable LOS. SOURCE: Appendix TIS . WSDOT: Washington Department of Transportation						

3.8.3 IMPACTS

Significance Criteria

Impacts to the transportation system would be significant if Alternative A increased traffic volumes to the point where traffic exceeds operating standards adopted by the respective transportation authorities after implementation of feasible mitigation measures. The US-395 ramp terminal intersections on Kartchner Street are operated and maintained by WSDOT. As described in **Appendix TIS**, LOS D is the established WSDOT standard used for the US-395 ramp terminals at Kartchner Street. The intersection of N Capitol Avenue / Kartchner Street is under the jurisdiction of the City of Pasco. Accordingly, the City standard for this intersection is LOS D (**Appendix TIS**).

Alternative A

Opening Year 2025 Background Conditions

The opening year 2025 background traffic analysis identifies how the study area's transportation system will operate without Alternative A. As described in **Appendix TIS**, the analysis includes traffic attributed to the planned developments within the study area and to general growth in the region. **Table 24** provides a summary of opening year (2025) background intersection operations compared to the applicable minimum operating standards. As shown in **Table 24**, the intersections of US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street and US-395 NB Ramp-Commercial Avenue/Kartchner Street do not satisfy the applicable performance requirements under opening year 2025 background conditions. Both intersections meet preliminary traffic signal warrants and would satisfy applicable performance requirements if they were signalized.

Trip Generation and Assignment

Table 25 provides a trip generation estimate for the proposed Travel Plaza and Commercial Project based on trip rates provided in the standard reference, Trip Generation Manual, 11th Edition, published by the Institute of Transportation Engineers (ITE). **Table 25** also includes a breakdown of how many trips are diverted trips and how many are primary trips.

TABLE 24: OPENING YEAR (2025) BACKGROUND INTERSECTION OPERATIONS

Intersection		Jurisdiction	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1.	US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street	WSDOT	LOS D	E	F	F
2.	US-395 NB Ramp-Commercial Avenue/Kartchner Street	WSDOT	LOS D	F	F	F
3.	N Capitol Avenue/Kartchner Street	City of Pasco	LOS D	C	B	B

NOTES: **Bold** text denotes unacceptable LOS.
SOURCE: **Appendix TIS.**

Internal capture was excluded for a conservative analysis. A trip distribution pattern was developed using the Benton-Franklin Council of Governments (BFCOG) travel demand model, considering the development location, major trip attractors in the area, as well as regional travel patterns. The trip distribution pattern and corresponding peak hour trip assignments are shown in Figure 10 and Figure 11 of **Appendix TIS.**

TABLE 25: TRIP GENERATION

Land Use	ITE Code	Size	Weekday Daily Trips	Weekday AM Peak Hour	Weekday PM Peak Hour	Friday Peak Hour
Travel Plaza	945 (Convenience Store/Gas Station)	12 fueling positions	1,037 (3,112)	92 (288)	82 (242)	82 (242)
	950 (Truck Stop)	16 fueling positions	896 (2,688)	54 (170)	63 (184)	63 (184)
Retail/Office	822 (Strip Retail Plaza)	25,000 SF	817 (544)	35 (24)	90 (60)	90 (60)
Total Trips			9,097	663	721	721
Total Diverted Trips			6,344	482	486	486
Total Primary Trips			2,750	181	235	235

NOTES: Diverted trips shown in parentheses.
SOURCE: **Appendix TIS.**

Opening Year 2025 Total Conditions

The opening year 2025 total traffic conditions were derived by adding the traffic assignment for Alternative A to opening year 2025 background traffic conditions. **Table 26** provides a summary of opening year (2025) total intersection operations compared to the applicable minimum operating standards. As shown in **Table 26**, consistent with opening year 2025 background traffic conditions, the intersections of US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street and US-395 NB Ramp-Commercial Avenue/Kartchner Street do not satisfy the applicable performance requirements under opening year 2025 total conditions. Both intersections meet preliminary traffic signal warrants and would satisfy applicable performance requirements if they were signalized.

TABLE 26: OPENING YEAR (2025) TOTAL INTERSECTION OPERATIONS

Intersection		Jurisdiction	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1.	US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street	WSDOT	LOS D	F	F	F
2.	US-395 NB Ramp-Commercial Avenue/Kartchner Street	WSDOT	LOS D	F	F	F
3.	N Capitol Avenue/Kartchner Street	City of Pasco	LOS D	C	C	C

NOTES: **Bold** text denotes unacceptable LOS.
SOURCE: **Appendix TIS**.

As described in the queuing analysis provided in **Appendix TIS**, westbound queues on Kartchner Street could block project driveways along Kartchner Street requirements under opening year 2025 total conditions. Therefore, a westbound right-turn lane is recommended at the intersection of US-395 NB Ramp-Commercial Avenue / Kartchner Street to prevent westbound queues from blocking the driveways along Kartchner Street. Additionally, as described in the sight distance analysis provided in **Appendix TIS**, the required sight line to the north of N Capitol Avenue & Travel Plaza Driveway 1 extends through the adjacent property owned by others.

Therefore, coordination with the adjacent property owner is recommended to preserve adequate sight distance through the existing curve on N Capitol Avenue. With implementation of this mitigation measures described in **Section 4.0**, impacts to intersections and roadways would be less than significant with mitigation.

Bicycle, Pedestrian, and Transit Networks

Alternative A would not generate a large number of new pedestrian trips, bicycling activity, or transit riders along public roads in the area. Thus, no significant impacts are projected to these networks as a result of Alternative A.

Alternative B

Under Alternative B, there would be no tribal commercial development constructed on the Project Site, and consequently no increase in vehicular traffic on project area roadways. There would be no change in pedestrian, bicycle, or transit circumstances.

Cumulative Transportation and Circulation Impacts

Horizon Year 2045 Background Conditions

The horizon year 2025 background traffic analysis identifies how the study area's transportation system will operate without Alternative A. As described in **Appendix TIS**, the analysis includes traffic attributed to the planned developments within the study area, including the planned casino project, and to general growth in the region. **Table 27** provides a summary of horizon year (2045) background intersection operations compared to the applicable minimum operating standards.

TABLE 27: HORIZON YEAR (2045) BACKGROUND INTERSECTION OPERATIONS

	Intersection	Jurisdiction	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1.	US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street	WSDOT	LOS D	F	F	F
2.	US-395 NB Ramp-Commercial Avenue / Kartchner Street	WSDOT	LOS D	F	F	F
3.	N Capitol Avenue / Kartchner Street	City of Pasco	LOS D	F	F	F
NOTES: Bold text denotes unacceptable LOS. SOURCE: Appendix TIS .						

As shown in **Table 27**, consistent with opening year 2025 conditions the intersections of US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street and US-395 NB Ramp-Commercial Avenue/Kartchner Street do not satisfy the applicable performance requirements under horizon year 2045 background conditions. Additionally, the intersection of N Capitol Avenue/Kartchner Street does not satisfy the applicable performance requirements under horizon year 2045 background conditions. The three intersections meet preliminary traffic signal warrants and would satisfy applicable performance requirements if they were signalized and if a westbound right-turn lane is added to the intersection of US-395 NB Ramp-Commercial Avenue/Kartchner Street.

Horizon Year 2045 Total Conditions

The horizon year 2045 total traffic conditions were derived by adding the traffic assignment for Alternative A to horizon year 2045 background traffic conditions. **Table 28** summarizes year (2045) total intersection operations compared to applicable minimum operating standards. As shown in **Table 28**, consistent with horizon year 2045 background conditions the intersections of US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street, US-395 NB Ramp-Commercial Avenue/Kartchner Street, and N Capitol Avenue/Kartchner Street continue to not satisfy the applicable performance requirements under horizon year 2045 total conditions. The three intersections meet preliminary traffic signal warrants and would satisfy applicable performance requirements if they were signalized and if a westbound right-turn lane is added to the intersection of US-395 NB Ramp-Commercial Avenue/Kartchner Street.

TABLE 28: HORIZON YEAR (2045) TOTAL INTERSECTION OPERATIONS

	Intersection	Jurisdiction	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1.	US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street	WSDOT	LOS D	F	E	E
2.	US-395 NB Ramp-Commercial Avenue/Kartchner Street	WSDOT	LOS D	F	F	F
3.	N Capitol Avenue/Kartchner Street	City of Pasco	LOS D	E	F	F
NOTES: Bold text denotes unacceptable LOS. SOURCE: Appendix TIS .						

Additionally, as described in the turn lane analysis provided in **Appendix TIS**, the projected horizon year 2045 total traffic volumes satisfy the minimum WSDOT volume threshold for providing left-turn lanes at Retail Driveway 1 & N Capitol Avenue. Therefore, provision of an exclusive northbound left-turn lane is recommended to accommodate projected site traffic at this driveway under horizon year 2045 traffic conditions. With implementation of mitigation measures described in **Section 4.0**, impacts to intersections and roadways would be less than significant under cumulative conditions.

Bicycle, Pedestrian, and Transit Networks

Due to the nature of development, the planned casino project and other cumulative projects would not result in a significant increase in bicycling or transit rider activity. Additionally, these projects would not adversely affect pedestrian or bicycle networks in the vicinity. No significant cumulative impacts would occur.

3.9 LAND USE

3.9.1 REGULATORY SETTING

The land use regulatory setting is summarized in **Table 29**, and additional information on the regulatory setting is provided in **Appendix REG**.

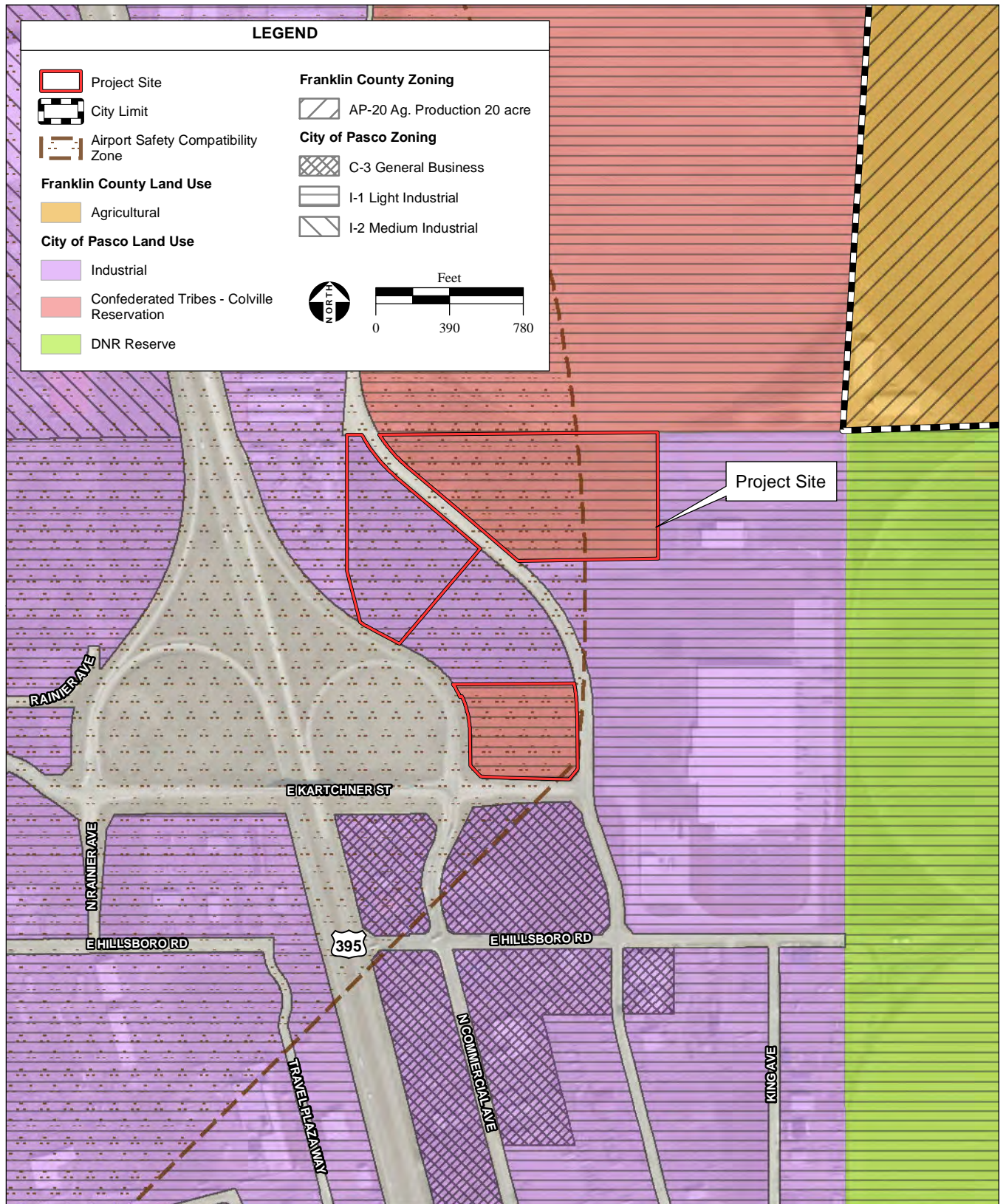
3.9.2 ENVIRONMENTAL SETTING

Existing Land Use and Zoning

The Project Site is within the City of Pasco, which is situated in the southern tip of Franklin County in the southern portion of the State of Washington. The Project Site is approximately 0.25 miles east of Interstate 395, one mile north of the I-395/State Highway 182 interchange, and one mile east of the Tri-Cities Airport (PSC). The Project Site consists of ruderal undeveloped land and is currently owned in fee by the Colville Tribes. The Project Site is zoned I-1 Light Industrial per the City's zoning map (City of Pasco, 2017) (**Figure 8**).

The City of Pasco Comprehensive Plan 2018-2038 includes land use designations as shown on **Figure 8**. As shown thereon, two parcels (APNs 113-220-079 and 113-220-073) of the Project Site are designated as "Confederated Tribes - Colville Reservation" while the third (APN 113-220-077) is designated as "Industrial". Most of the surrounding land uses are classified as Industrial, and the northern land is also designated as "Confederated Tribes – Colville Reservation". The City of Pasco Municipal Code does not define permitted land uses for "Confederated Tribes – Colville Reservation" (City of Pasco, 2022b; City of Pasco, 2022c). Land to the southeast of the Project Site is classified as "DNR (Department of Natural Resources) Reserve". Existing land uses in the vicinity of the Project Site include:

- North: Undeveloped agricultural land. This is the site for the proposed casino project.
- East: Industrial uses, including an AutoZone distribution center.
- South: Industrial uses. This is the site for the Love's Truck Stop under construction.
- West: Industrial uses and road improvements associated with State Highway 395.



SOURCE: City of Pasco zoning data, 2022; Franklin County Zoning data, 2022; City of Pasco Land Use data; Franklin County Land Use data; Franklin County Parcels, 2021; Benton County aerial photograph, 2/27/2020; ESRI, 2022; AES-Montrose, 7/12/2022

Colville Tribes Travel Plaza and Commercial Project EA / 221541 ■

Figure 8
Current Designated Zoning and Land Use

Airport Compatibility

The three parcels that comprise the Project Site are largely within the Airport Compatibility Safety Zone 6 (Figure 8). Prohibited land uses within Zone 6 are new schools (K-12), hospitals, and other uses with similar concentrations of persons (Tri-Cities Airport PSC Master Plan, 2020). Land use compatibility related to the Tri-Cities Airport is also addressed in the Franklin County Comprehensive Plan 2018-2038 and the City’s Comprehensive Plan. The City’s Comprehensive Plan contains a Land Use element to guide development around the airport. The Land Use element specifically considers noise impacts, public safety, and other land use compatibility.

TABLE 29: REGULATORY POLICIES AND PLANS RELATED TO LAND USE

Regulation	Description
Federal	
Farmland Protection Policy Act	<ul style="list-style-type: none"> ▪ Minimize the impacts that federal programs have on the conversion of farmland. ▪ The NRCS identifies significant farmland for preservation.
State	
Washington Growth Management Act (GMA)	<ul style="list-style-type: none"> ▪ Controls uncoordinated and unplanned growth by requiring State and local governments to manage growth
Local	
Tri-Cities Airport (PSC) Master Plan 2020	<ul style="list-style-type: none"> ▪ Evaluates compatibility of airport facilities with local land uses. ▪ Facilitates the orderly development of future airport facilities. Safety is a key criterion.
City of Pasco Comprehensive Plan 2018-2038 (2021)	<ul style="list-style-type: none"> ▪ Goals and policies that outline the community’s vision for the future. ▪ Provides guidance for the development and implementation of specific ordinances and regulations affecting the physical environment of the community. ▪ An Environmental Impact Statement (EIS) was prepared concurrently with the Plan. The Final EIS dated September 2020 is Appendix D of the Plan.
City of Pasco Municipal Code	<ul style="list-style-type: none"> ▪ Provides regulations for land use zoning and development within the City of Pasco. Zoning regulations are in Chapter 25.

Agriculture

Land to the north and further southeast is currently utilized for agriculture. Based on historical aerial photographs, the Project Site and most of the adjacent parcels were actively farmed as recently as 2015. Agricultural production occurs within the City of Pasco and its Urban Growth Area (UGA) as a non-conforming permitted use (City of Pasco, 2021a).

According to the NRCS, the Project Site is designated as Farmland of Statewide Importance (Appendix GRADE). Projects are subject to the Farmland Protection Policy Act (FPPA) requirements if they may irreversibly convert farmland to nonagricultural use. The NRCS is responsible for the implementation of the FPPA and categorizing farmland. The NRCS identifies significant farmland areas for preservation through a land evaluation and site assessment (LESA) system to establish a Farmland Conversion Impact Rating (FCIR) score. This evaluation is completed on Form AD 1006 (FCIR Form). The USDA has set the FPPA point protection threshold at 160 points.

The FPPA point total is based on several factors, including the type of farmland converted, the amount of farmland converted, and the potential for the conversion to impact to the agricultural land uses and infrastructure.

Per CFR Title 7 §658.2, farmland is not defined to include land currently in or committed to urban development. Farmland currently in urban development is defined to include land identified as an urbanized area (UA) by the Census Bureau. The City of Pasco, including the Project Site, is included on the Census Bureau's List of Urban Areas (UA) as UA 44479 (U.S. Census Bureau, 2010). The Project Site is also zoned Light Industrial, and is within the City's Urban Growth Boundary. Per the NRCS, industrial land cover/use designations are considered urban and built-up areas (NRCS, 1997).

3.9.3 IMPACTS

Significance Criteria

Impacts to land use could be significant if the alternative resulted in development incompatible with existing land use designations and zoning, land use plans, airport compatibility documents, or conversion of prime or unique farmland.

Alternative A

Land Use Plans and Compatibility

Two of the three parcels that comprise the Project Site are currently designated by the City as "Confederated Tribes – Colville Reservation". The third parcel is designated as "Industrial" (**Figure 8**). Thus, the land use would be compatible with existing land uses once acquired into trust. Once the Project Site is brought into federal trust, local land use goals and ordinances would no longer apply. However, Alternative A would be compatible with surrounding land uses and the City of Pasco's zoning ordinance.

Chapters 25.85.020, 25.100, and 25.115 of the City of Pasco Municipal Code state that permitted uses for the Project Site (Light Industrial District) include all uses permitted in the C-1, C-2, and C-3 districts. Permitted uses include retail and sales, automobile sales and service, service stations, office, and other retail and industrial uses (City of Pasco, 2022b; City of Pasco, 2022c). Alternative A would be consistent with the land uses permitted within the City of Pasco's zoning designation. Consequently, impacts associated with land use and zoning would be less than significant.

Airport

The Project Site is mostly located within Airport Compatibility Zone 6. The travel plaza and retail and/or office uses proposed under Alternative A are not prohibited under the Tri-Cities Airport PSC Master Plan (2020). Therefore, Alternative A is consistent with the Tri-Cities Airport PSC Master Plan (2020). Additionally, the Project Site is within the following Height Limitation Zones identified in the Pasco Municipal Code 25.190.100: The Non-precision Instrument Runway, Precision Instrument Runway, and the Utility Runway Visual Approach.

Agriculture

Development of Alternative A would result in the conversion of land that may be suitable for agriculture. However, such conversion is consistent with the City of Pasco Zoning Code (as discussed above) and the land use designation of the Project Site. With the exception of adjacent parcels to the north, surrounding parcels have been developed for commercial uses that are not highly compatible with agriculture. The Project Site is comprised of farmland of statewide importance and prime farmland when irrigated (NRCS, 2021). Per CFR Title 7 §658.2, farmland is not defined to include land committed to urban development. The Project Site is within the Census Bureau’s List of Urban Areas, is zoned Light Industrial, and is within the City’s Urban Growth Boundary. Per the NRCS, industrial land cover/use designations are considered urban and built-up areas (NRCS, 1997). Therefore, an FCIR form does not need to be completed for the Project Site.

Alternative B

Under Alternative B, the Project Site would remain in its current condition. No project-related development would take place on any part of the Project Site in the near term. It is likely that the Project Site would eventually be developed in accordance with the City of Pasco Comprehensive Plan 2018-2038 because it is within City limits. However, it would be speculative to forecast the exact timing and nature of potential development, and thus such development has not been analyzed as part of Alternative B. Therefore, Alternative B would not result in adverse impacts related to land use.

Cumulative Land Use Impacts

As discussed above, Alternative A would be compatible with the existing land use zoning and designations as set forth in the City’s zoning and Comprehensive Plan. Additionally, Alternative A would not preclude land uses around the Project Site consistent with nearby zoning and land use designations. Alternative A would also be required to adhere to airport land use compatibility plans associated with the Tri-Cities Airport and would therefore not conflict with safety measures such as height limitations. As Alternative A would be consistent with current zoning and surrounding land uses, it would not generate land use conflicts. Other cumulatively considerable projects would be required to abide by local zoning and land use requirements. Alternative A would not result in cumulatively considerable impacts with respect to land use and zoning.

3.10 PUBLIC SERVICES AND UTILITIES

3.10.1 REGULATORY SETTING

The regulatory setting for public services is summarized in **Table 30** and further discussed in **Appendix REG**.

TABLE 30: REGULATORY POLICIES AND PLANS RELATED TO PUBLIC SERVICES

Regulation	Description
State and Local	
Municipal Water Law Requirements Act	<ul style="list-style-type: none"> ▪ Provides the basis for water use efficiency for municipal water suppliers, and is intended to reduce the demand that growing communities, agriculture, and industry have placed on water resources
City of Pasco Comprehensive Plan	<ul style="list-style-type: none"> ▪ Identifies County plans and goals related to public utilities
Wastewater Treatment Facility Plan	<ul style="list-style-type: none"> ▪ Identifies City planning needs for projected wastewater treatment demands consistent with Washington Administrative Code 173-240 and the Clean Water Act
Comprehensive Water System Plan	<ul style="list-style-type: none"> ▪ Guides the City's water system improvement plans, to be updated every ten years based on updated water demands and availability
Comprehensive Sewer System Plan	<ul style="list-style-type: none"> ▪ Identifies existing wastewater treatment and sewer infrastructure, models existing and future wastewater flow and capacity demands, and provides a needs inventory and alternatives analysis

3.10.2 ENVIRONMENTAL SETTING

Water Supply

The Columbia River provides the City's domestic water supply. The City holds surface water rights for 13,613.5 acre-feet of water annually, with a maximum instantaneous withdrawal rate of 20,149 gallons per minute (City of Pasco, 2019a). Approximately 424 million gallons of water are treated each month at the City's two water treatment plants (WTP). The Butterfield WTP is a conventional plant that has undergone a series of upgrades over the years to improve efficiency and keep pace with improving treatment technologies. The West Pasco WTP uses modern pressure membrane direct microfiltration techniques. In combination, the plants treated a total of 5.09 billion gallons of water in 2020. The combined supply capacity of both WTPs totals 32.8 million gallons per day. Water is then stored and distributed to residences, businesses, and industrial operations via greater than 300 miles of pipeline (City of Pasco, 2019a). The most recent annual water use numbers included in the Comprehensive Water System Plan are from 2014. In 2014, the WTPs produced 4,598 million gallons of treated water, and the service area consumed 4,416 million gallons (City of Pasco, 2019a).

This City system currently serves land in the Project Site vicinity through a 16-inch diameter water main located along N Capitol Avenue. The 16-inch water main is part of a looped system and is in Zone 2 of the City's water system. As shown in Figure ES-2 of the City's Comprehensive Water System Plan, parcels APN 113-220-077 and 113-220-073 are within the existing service area for City water services, and APN 113-220-079 is within the Planning Service Area, which aligns with the City's Service Area and intended place of use of water rights.

Wastewater Service

Municipal wastewater service in the Project Site vicinity is provided through an 8-inch diameter gravity sewer main located along N Capitol Avenue. The sewer main flows to the south into the existing City of Pasco Capitol Lift Station. Wastewater flows are pumped from the lift station into a gravity main that flows to the City's wastewater treatment plant. The Wastewater Division within the Public Works department oversees operations and infrastructure improvements of the WWTP.

The WWTP provides physical and biological treatment of wastewater prior to discharge to the Columbia River. Approximately 5.4 million gallons of wastewater per day is treated. The City is currently in Phase 1 of WWTP improvements in order to meet projected future wastewater volumes, compliance with NPDES discharge permit for multiple constituents, protection of water quality in the Columbia River, and the capacity to process the projected biosolid generates. Additionally, the City has an industrial wastewater treatment plant which treats effluent from industrial processes at a separate treatment facility (City of Pasco, 2019b). The WWTP has a capacity of 6.5 million gallons per day of sewer flow and currently experiences average flows of 6 million gallons per day (City of Pasco, 2021a).

Solid Waste Service

Solid waste collection services for properties in the City of Pasco are provided through a franchise agreement between the City and Basin Disposal Inc. (BDI). Collected refuse is taken to the BPI transfer station on Dietrich Road. The transfer station tip-floor has a capacity of about 1,200 tons per day. BDI delivers approximately 646 tons of waste to the transfer station each day (City of Pasco, 2020a). This equates to approximately 236,000 tons per year. Any waste that is economically recyclable is diverted at this point, and the remainder is transported to the regional landfill in Morrow County, Oregon. BDI, through Basin Recycling, provides recycling services in the City of Pasco. Newspaper, mixed paper, aluminum, tin, and cardboard are all recycled at Basin recycling (City of Pasco, 2021a).

Electricity and Natural Gas

Franklin County Public Utility District (Franklin PUD) provides electricity to the vicinity of the Project Site (Franklin PUD, 2022), pursuant to an Inter-local Agreement between the City of Pasco and Franklin PUD (City of Pasco, 2011). The Big Bend Electrical Cooperative also provides electrical service to a small portion of northwestern Pasco. The Franklin PUD and Big Bend Electrical Cooperative operate electrical transmission and distribution systems and facilities-within public right-of-way, as well as easements, in accordance with State law. Electrical power needs in the Pasco UGA are generally served by 10 miles of 115kV transmission lines, 7 substations, and 45 electric feeder lines. Each feeder supplies the needs of a number of defined geographic areas within the community, often referred to as sub regions. The feeders are the basic planning component within the two electrical supply systems. Each feeder supplies the needs of approximately 850 houses (City of Pasco, 2021a).

Cascade Natural Gas corporation provides gas service within the vicinity of the Project Site. Cascade obtains its gas from the Williams interstate line through two reduction and gate stations within the Pasco UGA. A natural gas line owned by Cascade Natural Gas Corporation runs along N. Capitol Avenue along the Project Site. The original gate station is located at the northwest corner of Court Street and Road 76. To serve the needs of an expanding community, a second gate station was constructed in 1995 east of the Soccer complex and south of Burden Boulevard. From these two stations, natural gas is conveyed through the Pasco UGA in a distribution system of smaller lines and regulators. Cascade supplies natural gas to 4,600 residential and 1,022 commercial customers in the City of Pasco (City of Pasco, 2021a).

Law Enforcement

Law enforcement services for the City of Pasco are provided by the Pasco Police Department (Pasco PD). Unincorporated areas of the UGA are served by the County Sheriff. Pasco PD is comprised of two divisions. The Field Operations Division responds to citizen complaints, handles traffic enforcement, accident investigations, and reporting, and is primarily responsible for maintaining public order. The Support Operations Division includes the investigative services detectives, the street crimes unit, Task Force detectives, Area and School Resource Officers, and the Records Division.

The primary function of Support Operations consists of investigating serious criminal offenses, internal affairs investigations, record management, and department wide training. The City of Pasco is divided into four patrol districts with a mini-station located in each district. Police mini-stations are located in Chiawana Park, Kurtzman Park, the Central Business District, and Alderwood Square. The new police department community services building completed construction in early 2017 and is located on Sylvester Street, directly east of Pasco City Hall. The closest stations to the Project Site are both located approximately two miles south, at 333 S. Wehe Avenue (Kurtzman Park Area Station) and 425B W. Lewis Street (Downtown Area Station).

Fire Protection and Emergency Medical Services

Pasco Fire Department (PFD) provides fire suppression, advanced life support, emergency medical services, ambulance transport services, technical rescue services, and hazardous materials services (through a regional partnership) to its service area community. The PFD, through a contract with the Port, also provides Aircraft Rescue and Firefighting services to the Pasco airport. The City of Pasco has four fully staffed fire stations—Stations 81, 82, 83, and 84. Station 81 is located on Oregon Avenue; Station 82 is located at the Tri-Cities Airport; Station 83 is located on Road 68, north of Argent Road; and Station 84 is located at the intersection of Road 48 and West Octave Street. These stations are staffed by full-time emergency medical personnel and firefighters (City of Pasco, 2021a). Station 82 is the closest facility to the Project Site, located approximately 1.5 miles southwest. Station 81 is located approximately 2 miles south of the Project Site.

The nearest full-service acute care hospital is Lourdes Medical Center, located at 520 N. 4th Avenue in the City of Pasco. This is approximately 2 miles southwest of the Project Site. The Lourdes Emergency Department is designated a Level IV trauma facility (WSDH, 2021).

Tri-Cities Community Health operates an outpatient hospital and that is located approximately 1.5 miles southwest of Project Site. The facility is located at 515 W. Court Street.

3.10.3 IMPACTS

Significance Criteria

Impacts to public services and utilities could be significant if the alternative-generated demands on public services would cause an exceedance of system capacities that would result in significant effects to the physical environment.

Alternative A

Construction Impacts on Existing Utilities

As specified in the BMPs described in **Section 2.1.6**, the Colville Tribe will contact the Utility Notification Center before grading or construction occurs on the Project Site. In response, the utility service providers will mark or stake the horizontal path of underground utilities, provide information about the utilities, and/or give clearance to dig. If existing utilities cannot be avoided, the Colville Tribes shall be responsible for a fair share of costs associated with the new construction or relocation of existing utilities per mitigation measures in **Section 4.0**. There would be a less than significant impact with mitigation.

Water Supply

Alternative A would result in an estimated water demand of approximately 13,440 gpd (15.05 acre-feet per year) (**Appendix WATER**). As described in **Appendix WATER**, additional water capacity is needed to provide fire flow for any onsite sprinkler system. However, this would not utilize water on an ongoing basis, as it would exist only for emergency purposes.

Domestic water supply for Alternative A would be provided through connection to the water main located along N Capitol Avenue. Water demand of Alternative A is minimal in the context of overall water demand in the City of Pasco. As discussed above, in 2014, the WTPs produced 4,598 million gallons of treated water, and the service area consumed 4,416 million gallons. With a demand of 13,440 gpd (4,905,600 per year), this would account for 0.1 percent of the 2014 water demands. The City of Pasco has ample water supply to meet the needs of the Alternative A. Additionally, as discussed in **Section 4.0**, mitigation for Alternative A would include adhering to the Comprehensive Municipal Services Agreement (**Appendix CONSULT**) made with the City, which addresses Project Site connection to water services and the cost of connecting to and receiving such services. Therefore, Alternative A would not significantly impact the City water system.

Wastewater Service

It is estimated that approximately 13,588 gpd of wastewater would be generated by Alternative A. Estimated wastewater generation rates were derived from the projected number of daily gas station patrons, the number of restroom facilities, and restroom utilization. Wastewater would flow through connections to the existing City sewer line located along N. Capitol Avenue.

The projected wastewater flows of Alternative A are minimal, and would not significantly impact the City wastewater treatment system. The WWTP has a capacity of 6.5 million gallons per day of sewer flow and currently experiences average flows of 6 million gallons per day. Alternative A would result in an increase of 0.2 percent. As described in **Appendix WATER**, the City of Pasco Comprehensive Water System Plan shows that at a 20-year buildout, the existing sewer system has sufficient capacity to serve the Project Site. Additionally, as discussed in **Section 4.0**, mitigation for Alternative A would include adhering to the Comprehensive Municipal Services Agreement (**Appendix CONSULT**) made with the City, which addresses connection of the Project Site to wastewater services and the cost of connecting to and receiving such services. Therefore, Alternative A would not significantly impact the City wastewater system.

Solid Waste

Solid waste from construction may include paper, wood, glass, aluminum and plastics from packing materials; waste lumber; insulation; empty non-hazardous chemical containers; concrete; metal, including steel from welding/cutting operations; and electrical wiring. This solid waste would be typical in nature and would be collected by BDI service trucks and processed. It is estimated that a typical supermarket generates approximately 3.12 pounds of solid waste per day for every 100 square feet, and a typical office setting generates 1.24 pounds per employee per day (CalRecycle, 2022). **Table 31** provides the approximate solid waste production of Alternative A. Solid waste is processed by BDI. Non-recyclable solid waste would be transported to the regional landfill in Morrow County, Oregon. BDI delivers approximately 236,000 tons of solid waste per year.

TABLE 31: ALTERNATIVE A SOLID WASTE PRODUCTION

Project Component	Waste Indicator	Daily Waste Production Rate	Approximate Annual Waste Production (in tons)
Travel Plaza	13,115 sf	3.12 lbs per 100 sf	74.7
Office/Retail	60 employees	1.24 lbs per employee	13.6
Parking	N/A	N/A	0.0
Total			88.3

Solid waste generated by Alternative A would be less than 0.04% of the City of Pasco daily waste stream. The transfer station tip-floor has a capacity of about 1,200 tons per day. Approximate waste production of Alternative A would constitute approximately 0.02 percent of the transfer station capacity. Additionally, BMPs in **Section 2.1.6** include preparation of a solid waste management plan to address recycling and solid waste reduction on the Project Site.

Further, as discussed in **Section 4.0**, mitigation for Alternative A would include adhering to the Comprehensive Municipal Services Agreement (**Appendix CONSULT**) made with the City, which addresses Project Site connection to sewer services and the cost of connecting to and receiving such services. Therefore, solid waste generated by construction and operation of Alternative A would be a less than significant impact.

Electricity and Natural Gas

Electrical and natural gas infrastructure occur along N. Capitol Avenue along the Project Site (**Section 2.1.3**). The Colville Tribes would coordinate with local service providers to facilitate connections and services to the Project Site. There would be a less than significant impact.

Law Enforcement

Pasco PD would continue to provide services to the Project Site. The planned facilities would result in a negligible increase in demands on the Pasco PD due to the limited size and scope of Alternative A. Calls for service would not be disproportionate to other small-scale developments in the City. While the minimal increase in police services is not anticipated to trigger the need to construct new facilities, this would nonetheless constitute a significant impact. The mitigation measure described in **Section 4.0**, includes adhering to the Comprehensive Municipal Services Agreement (**Appendix CONSULT**) made with the City, which addresses compensation for increased public services. Implementation of mitigation provided in **Section 4.0** would reduce potential impacts to law enforcement services to a less-than-significant level. Impacts would be less than significant with mitigation.

Fire Protection and Emergency Medical Services

Construction-related impacts include the potential fire threat associated with equipment and vehicles coming into contact with vegetated areas. Construction vehicles and equipment such as welders, torches, and grinders may accidentally spark and ignite vegetation or building materials. The increased risks of fire during the construction of the proposed facilities would be similar to that found at other construction sites and construction related impacts are considered potentially significant. Additionally, operation of Alternative A has the potential to generate additional fire protection and emergency medical service demands on the Project Site compared to existing conditions. While the increase in service demands are not anticipated to trigger the need to construct new facilities, this would nonetheless constitute a significant impact.

BMPs to reduce fire risks, such as prohibition of open flames near refueling areas, are included as part of the project design (**Section 2.1.6**). The Colville Tribes entered into an agreement with the City (**Appendix CONSULT**) to provide payments for fire and emergency medical services. However, the agreement does not specify payment amounts. Implementation of a specific intergovernmental agreement, as provided in **Section 4.0**, would further reduce impacts. Impacts would be less than significant with mitigation.

Alternative B

Alternative B would not increase demands on public services. No new utility extensions would be required.

Cumulative Public Services Impacts

Alternative A would be accommodated by existing and planned public services. As development of other areas of the City and County continues, the combined need for public services may create a cumulative impact. However, future projects would be subject to approvals by local governments, and would include provisions for public services. Alternative A would not result in significant cumulative impacts to public services.

3.11 NOISE

3.11.1 REGULATORY SETTING

The noise regulatory setting is summarized in **Table 32**, and additional information on the regulatory setting can be found in **Appendix REG**.

TABLE 32: REGULATORY POLICIES AND PLANS RELATED TO NOISE

Regulation	Description
Federal	
Federal Highway Administration Construction (FHWA) Noise Thresholds ¹	<ul style="list-style-type: none"> Industrial areas: (Daytime) 82 dBA Leq or Baseline + 5 (whichever is louder)
Noise Abatement Criteria (NAC) ²	<ul style="list-style-type: none"> Applicable to traffic and other project-related noise sources Park and residential areas threshold: 67 dBA Leq Developed areas threshold: 72 dBA Leq
Vibration Standards ³	<ul style="list-style-type: none"> Peak particle velocity (PPV) is the maximum instantaneous peak (inches per second) of the vibration signal. The Federal Transportation Administration’s (FTA) guideline vibration damage criteria for structures is 0.5 PPV and 0.1 PPV for annoyance of people.
Local	
City of Pasco Municipal Code Chapter 9.130	<ul style="list-style-type: none"> Public disturbance noises include any sound made by the construction, excavation, repair, demolition, destruction, or alteration of any building or property or on any building site between the hours of 10:00 PM and 7:00 AM
SOURCE: ¹ FHWA, 2006; ² FHWA, 2011; ³ FTA, 2006.	

3.11.2 ENVIRONMENTAL SETTING

Existing Noise Setting

Dominant noise sources in the vicinity of the Project Site consist of traffic along US-395, air traffic from the Tri-Cities Airport, the BNSF Railway and other adjacent industrial uses. The estimated ambient noise level in the vicinity of the Project Site is approximately 70 to 76 dB; this range was developed from measurements taken from projects under similar environmental conditions located in close proximity to freeways and assuming standard highway traffic noise as assessed by the FHWA (FHWA, 2003).

Sensitive Receptors

Some land uses are considered more sensitive to noise than others due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than commercial or industrial land uses. A sensitive receptor is defined as any living entity or aggregate of entities whose comfort, health, or well-being could be impaired or endangered by the existence of the criteria pollutant, whether it is emissions or noise, in the atmosphere.

There are no sensitive noise receptors in the vicinity of the Project Site. The nearest residence is located approximately 1.3 miles north of the Project Site boundary. The nearest businesses include Lad Irrigation Company, located approximately 0.10 miles east of the Project Site, and Auto Zone distribution center, located approximately 0.10 miles to the southeast; however, these are not considered sensitive receptors for noise.

3.11.3 IMPACTS

Significance Criteria

An ambient noise level of 82 dBA, Leq is generally considered to be acceptable during construction (FHWA, 2006). The FHWA Noise Abatement Criteria (NAC) provides an operational noise threshold of 72 dBA, Leq for projects locating near developed areas.

Alternative A

Construction Noise

Construction noise within the Project Site would result from construction equipment and activities and vehicle traffic, which consists of trucks hauling materials and workers entering and exiting the Project Site. Construction would result in temporary periods of elevated noise levels, typically generating maximum noise levels up to 85 dBA at a distance of 50 ft, as indicated in **Table 33**. These noise levels may vary depending on the particular type, number, and duration of use of various pieces of construction equipment. During construction, a maximum of approximately 50 worker and vendor truck trips would occur per day (**Appendix TIS**). Material trips have the potential to raise ambient noise levels along haul routes depending on the number of haul trips made and the types of vehicles used. It is estimated that 10 material trips would occur each day during construction.

Because trucks are louder than passenger cars, a passenger car equivalence (PCE) multiplier of 10 cars per truck was used to assume 100 PCE material hauling trips per day. With the addition of worker vehicle trips, the total trips added to area roadways would be 150 vehicle trips. The majority of truck trips would occur outside the traffic peak hours, but during the day, and so would occur when other traffic noise would be less than during peak hours, meaning that the additional traffic would not increase noise at the highest noise times, and when receptors would be least sensitive. The increase in truck and vehicle traffic would be small compared to existing traffic as described in **Section 3.8**.

TABLE 33: TYPICAL CONSTRUCTION NOISE LEVELS

Construction Equipment	Maximum Noise Level at 50 ft (dBA)	Construction Equipment	Maximum Noise Level at 50 ft (dBA)
Crane (mobile or stationary)	85	Tractor	84
Dozer	85	Generator (more than 25 kilo-volt-amperes)	82
Excavator	85	Backhoe	80
Grader	85	Compressor (air)	80
Paver	85	Front end loader	80
Scraper	85	Pickup truck	55

SOURCE: FHWA, 2006

Existing traffic volumes on US-395 (approximately 16,000 daily trips) are greater than the 140 trips added by the construction of Alternative A. As construction trips would less than double traffic on nearby roadways, the increase in ambient noise levels would be less than 1.0 dBA. Additionally, construction would be temporary. For these reasons, construction traffic would not result in a significant increase in the existing ambient noise level.

Noise from stationary point sources such as construction equipment attenuates (lessens) at a rate of six to nine dBA per doubling of distance from the source, depending on environmental conditions (e.g., atmospheric conditions, noise barriers). An attenuation factor of 6.0 dBA per doubling of distance is appropriate for the Project Site given the relatively flat topography and lack of ground cover. Assuming up to three of the loudest pieces of equipment operating at one time, the highest noise level would be 89 dBA. Based on the estimates of construction noise described above, the maximum construction noise level at the Project Site would be 89 dBA. This noise level would be indiscernible at nearest sensitive receptors, which are located 1.3 miles from the northern boundary of the Project Site. Additionally, noise BMPs identified in **Section 2.1.6** would reduce noise during construction activities and would limit construction to daytime hours to reduce the potential for sleep disturbance, which is consistent with the County's Noise Ordinance. Therefore, because of the short term and temporary nature of construction noise, and implementation of BMPs to reduce construction noise levels to the extent feasible, effects associated with noise due to construction would not be significant.

Construction Vibration

The vibration levels of typical construction equipment at a distance of 25 ft from the equipment are shown in **Table 34**. With the exception of vibratory rollers, vibrations associated with construction equipment are below the thresholds for structural damage (90 VdB) at a distance of 25 feet. However, vibration levels associated with the equipment in **Table 34** are above the threshold for annoyance of humans at a distance of 25 ft. The nearest residential receptor to on-site construction is approximately 1.2 miles north of the Project Site. Excessive vibration is usually only an issue when construction requiring the use of equipment with high vibration levels (compactors or large dozers) occurs within 25 to 100 ft of a structure. Construction activity would be at a distance from residential structures where vibration levels would not be a concern.

Therefore, vibration associated with on-site construction under Alternative A would not have a significant adverse effect on nearby sensitive receptors. Additionally, BMPs listed in **Section 2.1.6** for noise would be implemented. Therefore, construction noise impacts would be less than significant.

TABLE 34: VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Vibration Source	Approximate Vibration Level (VdB) at 25 ft
Vibratory Roller	94
Large Bulldozers	87
Loaded Trucks	86
Jackhammer	79
SOURCE: FTA, 2006	

Operation Noise

The level of traffic noise is dependent on three variables: (1) volume of traffic, (2) speed of traffic, and (3) number of trucks in the flow of traffic. Traffic speed or the mix of trucks in the area would not significantly change during the operational phase; however, implementation of Alternative A would increase traffic volumes. The primary traffic stressors and producers of noise occur along US-395. The segment of US-395 in the vicinity of the Project Site currently experiences approximately 16,000 daily trips.

Alternative A would add approximately 2,750 daily trips to existing roadways (**Appendix TIS**). As operational trips would less than double traffic on nearby roadways, the increase in ambient noise levels would be less than 1.0 dBA and FICON thresholds for ambient noise increase would not be exceeded. Therefore, Alternative A would not result in significant adverse effects associated with traffic noise.

Buildings would be equipped with HVAC units that would most likely be roof mounted. The HVAC equipment would have noise shielding and other industry-standard noise abatement measures installed per project BMPs identified in **Section 2.1.6**. Noise levels produced by HVAC systems vary substantially by unit capacity as well as unit design, but generally result in a noise level of 55 dBA Leq at a distance of 20 ft (Berger et al., 2015). HVAC noise would be less than 38 dBA at the nearest residential receptors from the Project Site, which is below local and federal noise thresholds. Commercial uses do not include sources of perceptible vibration. Therefore, Alternative A would not result in vibration and noise levels at nearby sensitive receptors and would not exceed the federal noise abatement criteria. Additionally, BMPs listed in **Section 2.1.6** for noise would be implemented. Therefore, operational noise impacts would be less than significant.

Alternative B

Under Alternative B, the Project Site would remain undeveloped. With regard to noise, the Project Site would not be a source of construction or operational noise. No noise impacts would occur under Alternative B.

Cumulative Noise Impacts

Approved projects in the vicinity of the Project Site would be required to comply with applicable noise regulations during construction and operation. Similar to opening year conditions discussed above, traffic doubling would not occur along US-395 (**Appendix TIS**) under cumulative conditions. Therefore, Alternative A would not contribute towards adverse cumulative impacts associated with traffic noise levels.

3.12 HAZARDOUS MATERIALS

3.12.1 REGULATORY SETTING

The hazardous materials regulatory setting is summarized in **Table 35**, and additional information on the regulatory setting can be found in **Appendix REG**.

TABLE 35: REGULATIONS FOR HAZARDOUS MATERIALS

Regulation	Description
Federal	
Resource Conservation and Recovery Act	<ul style="list-style-type: none"> ▪ Grants the USEPA the authority to manage hazardous waste throughout its life cycle, including storage, treatment, transportation, production, and disposal ▪ Establishes a management framework for non-hazardous solid wastes ▪ Authorizes the USEPA to respond to environmental problems related to underground hazardous substance storage tanks, including petroleum
Federal Food, Drug, and Cosmetic Act	<ul style="list-style-type: none"> ▪ Enables the USEPA to determine the maximum pesticide residue amount on food. Maximum limits are based on findings that the maximum limit will be reasonably safe in terms of accumulated exposure to the pesticide residue. For pesticides without a set maximum residue limit, the USEPA has the authority to seize these commodities.
Hazard Communication Standard	<ul style="list-style-type: none"> ▪ Ensures information about hazardous substances in the workplace and associated protective measures are disseminated to workers exposed to hazardous chemicals ▪ Chemical manufacturers and importers that produce and import chemicals are required to assess their products for hazards; safety data sheets and labels must be created with information that outlines the dangers of the products
Federal Hazardous Substances Act (FHSA)	<ul style="list-style-type: none"> ▪ Necessitates that hazardous household products have precautionary labeling to alert consumers of hazards, proper storage, and immediate first aid steps in case of an accident ▪ Enables the Consumer Product Safety Commission to prohibit severely dangerous products and products with hazards that cannot be labeled accordingly to FHSA standards
Federal Insecticide, Fungicide, and Rodenticide Act	<ul style="list-style-type: none"> ▪ Mandates that all pesticides sold or distributed be licensed with the USEPA; a pesticide cannot be licensed until it is proven that the pesticide will not generally cause unreasonable adverse effects on the environment if utilized in accordance with its specifications
Toxic Substance Control Act	<ul style="list-style-type: none"> ▪ Authorizes the USEPA with the authority to require record keeping, reporting, test requirements, and restrictions associated with certain chemical substances and/or mixtures ▪ Addresses production, importation, use, and disposal of certain chemicals (e.g., lead paint)
Emergency Planning and Community Right-to-Know Act	<ul style="list-style-type: none"> ▪ Requires industry to report on the use, storage, and release of hazardous substances to federal, state, and local governments
CFR Title 40, Chapter I, Subchapter I, Part 280	<ul style="list-style-type: none"> ▪ Sets technical standards and corrective action requirements for owners and operators of USTs

3.12.2 ENVIRONMENTAL SETTING

Existing Conditions

A Phase I Environmental Site Assessment (Phase I ESA) was conducted on the 34-acre Project Site to determine if Recognized Environmental Conditions (REC) occur (**Appendix HAZ**). RECs refer to the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with relevant laws. The Phase I ESA was conducted in accordance with BIA Guidelines (602 DM Chapter 2) and the American Society for Testing and Materials (ASTM) Standard Practice E 1527-13. The Phase I ESA included a review of relevant database listings of hazardous material sites, waste generators, and underground storage tanks (UST), review of historical topographic maps and aerial photographs of the Project Site, and interviews with owners, operators, occupants, and/or local government officials to determine if RECs existed on the Project Site or within a one-mile radius.

The Phase I ESA concluded that the Project Site has been undeveloped land or land used for agriculture since at least 1917, based on historical aerial photographs and topographic maps. A reconnaissance survey of the Project Site identified several debris piles and scattered wind-blown debris, but none of the debris observed indicated the presence of contamination, such as stained soil, stressed vegetation, or strong odors. Furthermore, an empty rusted 55-gallon drum with no top, bottom, or label was observed on the Project Site, but no stained soils, stressed vegetation, or petroleum odors were observed near it. The Phase I ESA database searches in addition to the onsite observations revealed no RECs, CRECs, or HRECs that would limit the use of the Project Site.

3.12.3 IMPACTS

Significance Criteria

Impacts associated with hazardous materials could have a significant impact if the site had existing hazardous materials onsite that would require remediation or mitigation prior to development of the alternative. Additionally, impacts could be significant if the alternative results in the use, handling, or generation of a controlled hazardous material that the regulated amount would increase the potential risk of exposure that results in the reduction in the quality or loss of life.

Alternative A

Construction

No existing hazardous materials have been identified on the Project Site or within one-mile radius (**Appendix HAZ**). Hazardous materials used during construction may include gasoline, diesel fuel, motor oil, hydraulic fluid, solvents, cleaners, sealants, welding flux, various lubricants, paint, paint thinner, and other products. As with any liquid and solid, during handling and transfer from one container to another or general usage, the potential for an accidental release exists.

Construction BMPs within the NPDES General Construction Permit (**Table 1**) would minimize the impact of such accidental releases. Additional BMPs listed in **Section 2.1.6** for hazardous materials and water quality would be implemented to minimize the possible hazards associated with any potentially undiscovered contamination. Therefore, there would be a less-than-significant impact.

Operation

The surface parking component would pose minimal hazardous materials risks with the exception of limited oil, grease, anti-freeze, and petroleum products potentially released from parked vehicles. Building components would utilize and store routine chemicals for cleaning and maintenance purposes in accordance with proper manufacture's guidelines.

The proposed gas station component would include three underground fuel tanks filled with petroleum products, including gasoline and diesel fuel, as well as 28 fuel dispensers for distributing fuel customers. Potential releases of petroleum products could occur during customer fueling, fuel deliveries, and improperly maintained/faulty equipment that could become susceptible to leaks, such as unprotected steel tanks and piping that could corrode and release products. Fuel storage tanks would comply with the provisions of 40 CFR Part 280, including Part 280.20 Performance Standards for new underground storage tank systems. This includes requirements for tank design, the installation and maintenance of leak detection and prevention systems, and spill and overflow controls to minimize the risk of release of petroleum into the environment. Compliance with the provisions of 40 CFR Part 280 would ensure that the impacts to public safety and environmental quality from accidental release of petroleum products, fire, explosion, and vapor intrusion hazards are minimized. Therefore, there would be a less-than-significant impact.

Alternative B

No development would occur under Alternative B, and the Project Site would remain in its undeveloped state. There would be no impact.

Cumulative Hazardous Materials Impacts

Developments of similar scope, including gas stations, would typically require implementation of BMPs similar to those listed in **Section 2.1.6** regarding hazardous materials. Additionally, such developments would be required to adhere to applicable federal, State, and municipal regulations regarding the delivery, handling, and storage of hazardous materials, thereby reducing the risk to the public's health and welfare due to accidental exposure. Therefore, there would be no significant cumulative hazardous materials impacts associated with Alternative A.

3.13 VISUAL RESOURCES

3.13.1 REGULATORY SETTING

The visual resources regulatory setting is summarized in **Table 36**. Additional information about the regulatory setting can be found in **Appendix REG**.

TABLE 36: REGULATORY POLICIES AND PLANS RELATED TO VISUAL RESOURCES

Regulation	Description
Federal	
National Scenic Byway Program	<ul style="list-style-type: none"> ▪ Administered by the Federal Highway Administration and was established to preserve scenic but less-traveled roadways
Local	
City of Pasco Comprehensive Plan	<ul style="list-style-type: none"> ▪ Minimizes light and glare in rural as well as urban areas ▪ Encourages the use of low-glare lighting to minimize nighttime glare effects ▪ Encourages aesthetically pleasing and unifying design features
City Zoning Code	<ul style="list-style-type: none"> ▪ Establishes basic regulations for development of land within jurisdiction of the City ▪ Sets height limitations on constructed buildings

3.13.2 ENVIRONMENTAL SETTING

The Project Site consists of rural undeveloped land. Topography is relatively level. Agricultural land occurs to north and further southeast of the Project Site. Industrial uses and major roadways occur to the east, south, and west. Examples of industrial business located in the immediate vicinity of the Project Site include an AutoZone Distribution Center and A1 Truck Wash. Visual resources surrounding the Project Site include views of gently rolling foothills to the south and east. There are no scenic byways in the vicinity of the Project Site (FHWA, 2022). Traffic volumes are low within the vicinity with the exception of the Highway 395 corridor. North Capital Avenue and Interstate 395 provide brief views of the Project Site to passing motorists (**Figure 9**). The Project Site is also located approximately one mile east of the Tri-Cities Airport (PSC).

3.13.3 IMPACTS

Significance Criteria

Impacts related to visual resources would be considered significant if the alternative were to substantially alter or interrupt protected or locally important scenic vistas, or create sources of excessive glare or nighttime illumination, especially ones that could affect flight patterns.

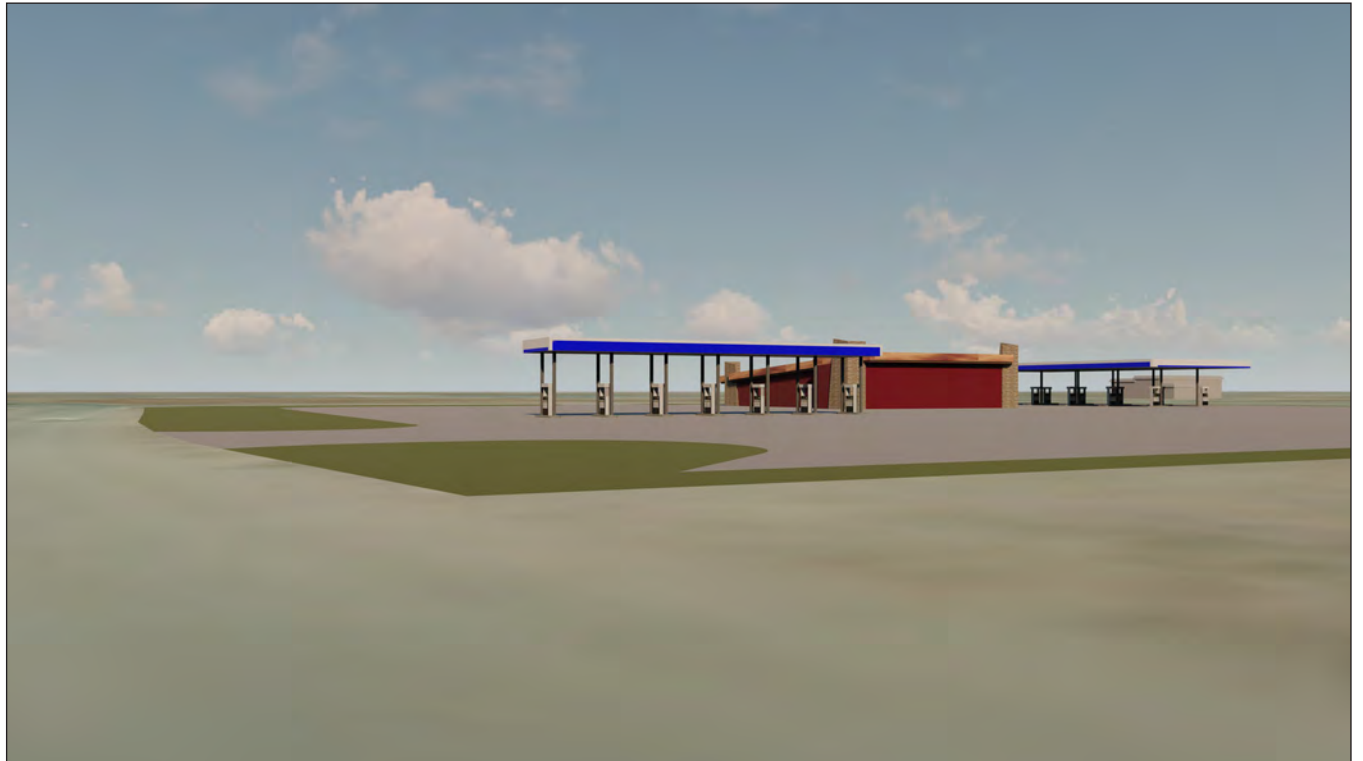
Alternative A

The proposed visual layout of the Project Site is shown in **Figure 5**. The viewshed is shown in **Figure 9**. Architectural renderings are included in **Figure 10**. The Project Site is not located in the vicinity of a state or county-designated scenic highway. Alternative A would be consistent with existing industrial development along the Highway 395 corridor.

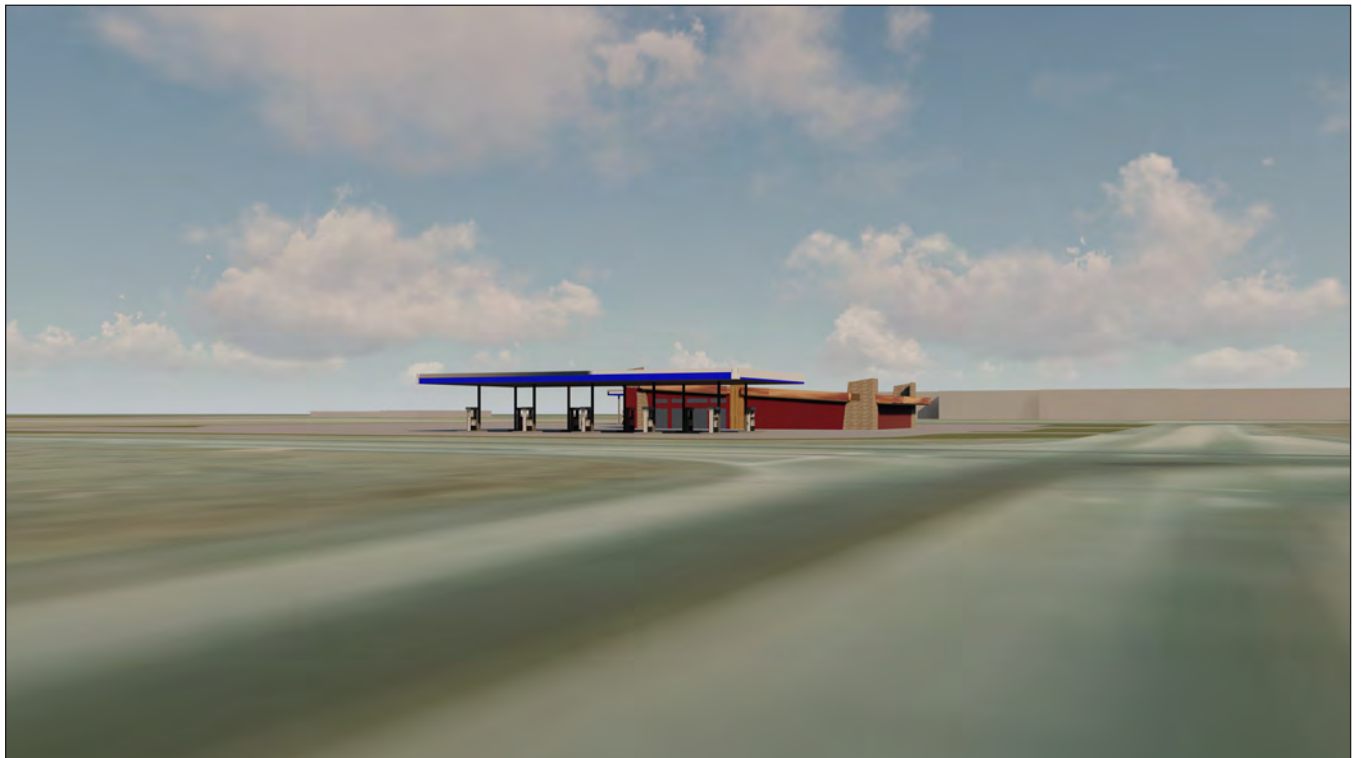
Alternative A would not interrupt or substantially alter important local views, or create excessive glare or nighttime illumination (**Figures 9 and 10**). Development would generally conform to the visual resources goals outlined in the City's Comprehensive Plan Built Environment section. Alternative A would also be consistent with the Tri-Cities Airport PSC Master Plan (2020). Furthermore, the height, lighting, and nature of Alternative A would be consistent with other development in the region.



SOURCE: Franklin County Parcels, 2021; Benton County aerial photograph, 2/27/2020; Google Earth Streetview, 2012; ESRI, 2022; AES-Montrose, 7/12/2022



View of the travel plaza and fuel station looking southwest from North Capitol Avenue



View of the travel plaza and fuel station looking northeast from Kartchner Street

Additionally, BMPs listed in **Section 2.1.6** for visual resources would be implemented. BMPs include practices that would further reduce impacts associated with lighting. Therefore, adverse effects associated with visual resources would be less than significant.

Alternative B

Under Alternative B, the Project Site would remain in its current undeveloped state and the visual character would remain unaltered.

Cumulative Visual Resources Impacts

Development of Alternative A would be generally consistent with other development along Highway 395, with no significant impacts to important scenic views or features. Other development in the vicinity would be subject to City or County review and approval. Therefore, Alternative A, when considered in combination with other past and unknown future actions, would not result in a significant cumulative impact to visual resources.

3.14 INDIRECT AND GROWTH-INDUCING EFFECTS

Under NEPA, indirect and growth-inducing effects of Alternative A must be analyzed (40 CFR §1508.8[b]). Indirect effects are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Growth-inducing effects are defined as effects that foster economic or population growth, either directly or indirectly. Direct growth inducement could result, for example, if a project included the construction of a new residential development. Indirect growth inducement could result if a project established substantial new permanent employment opportunities (e.g., new commercial, industrial, or governmental enterprises) or if it removed obstacles to population growth (e.g., expansion of a wastewater treatment plant to increase the service availability).

3.14.1 INDIRECT EFFECTS

Alternative A would require frontage access improvements, connection to adjacent water and wastewater utilities, and off-site traffic mitigation improvements, as detailed in **Section 2.1.3** and **Appendix TIS**. Off-site traffic mitigation measures are included in **Section 4.0**. Off-site utility connections involve tying the Project Site into the City of Pasco's water and wastewater system with new pipeline connections along N. Capitol Avenue. Additional utilities connections include electricity and natural gas via overhead power lines and underground gas along N. Capitol Avenue. The off-site improvement areas consist of ruderal/disturbed habitat, and would not result in significant impacts to special-status species or wetlands or waters of the U.S.

Such improvements may require additional approvals and permits from the City of Pasco and WSDOT, and may be subject to the State Environmental Policy Act (SEPA) (**Table 1**), which may require additional environmental review.

3.14.2 GROWTH-INDUCING EFFECTS

Growth inducement may constitute an adverse impact if the increased growth is not consistent with or accommodated by the land use and growth management plans and policies for the area affected. Local land use plans provide for development patterns and growth policies that allow for orderly development supported by adequate public services and utilities such as water supply, roadway infrastructure, sewer services, and solid waste disposal services. A project that would induce “disorderly” growth (i.e., would conflict with local land use plans) could indirectly cause adverse environmental or public service impacts.

Alternative A would temporarily employ construction personnel during construction of Alternative A. Operational employment opportunities would be limited to travel plaza and office/retail space. It is anticipated that Alternative A would employ the equivalent of approximately 90 full-time, permanent employees. It is estimated that approximately 44,277 individuals make up the Franklin County labor force, with 66,752 individuals residing in the County over the age of 16 (U.S. Census Bureau, 2022).

Generation of approximately 90 new employment opportunities would constitute an increase representing 0.2 percent of the labor force, or 0.1 percent of the County population over the age of 16. This does not include the labor force of neighboring counties. Given the relatively small proportion of the employment opportunities compared to the labor force in just Franklin County, it is anticipated that employees would be from the local workforce. Therefore, generation of new employment opportunities would not induce growth in the region. Additionally, Alternative A does not include other features such as road widening or installation of utility infrastructure in excess of the project needs that would facilitate future growth. Growth-inducing impacts would be less than significant.

SECTION 4.0

MITIGATION MEASURES

Mitigation consists of “avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; [or] compensating for the impact by replacing or providing substitute resources or environments...” (40 CFR 1508.20). Mitigation measures for each alternative are discussed below. Mitigation is enforceable because it is inherent to the project design, required by federal law, or required by a binding agreement.

Resource Area	Mitigation Measure
Living Resources	<p>The following measures are recommended for Alternative A to avoid and/or reduce the potential for significant impacts to living resources.</p> <ul style="list-style-type: none"> ▪ Should work occur during nesting season (February 15 to September 15), a preconstruction nesting bird survey shall be conducted no more than seven days prior to the start of vegetation removal or ground disturbing activities. Areas within 500 feet of construction activities shall be surveyed for active nests. Should an active nest be identified, a “disturbance-free” buffer shall be established based on the needs of the species identified. The buffer shall be maintained until a biologist determines that the nest has been abandoned or the young have fledged. If a gap in construction activities longer than seven days occurs, an additional nesting bird survey shall be conducted.
Cultural Resources	<p>The following measures are recommended for Alternative A to avoid and/or reduce the potential for significant impacts on previously unknown cultural resources uncovered during construction.</p> <ul style="list-style-type: none"> ▪ Work within 50 feet of a potential find shall be halted until a professional archaeologist meeting the Secretary of the Interior’s qualifications (36 CFR § 61), or paleontologist if the find is of a paleontological nature, can assess the significance of the find in consultation with the BIA, the Colville Tribes, and other appropriate agencies. ▪ If a find is determined to be significant by the archaeologist or paleontologist, a Tribal representative shall meet with the archaeologist or paleontologist to determine the appropriate course of action, including the development of a treatment plan and implementation of appropriate provisions, if necessary. ▪ If human remains are discovered during ground-disturbing activities on Tribal lands, the County Coroner, the Colville Tribes, and the BIA shall be contacted immediately. If the coroner determines that the remains are Native American, the provisions of NAGPRA shall apply. No further disturbance shall occur in the vicinity of the find until the Colville Tribes and BIA have consulted regarding treatment and disposition of the remains.
Transportation and Circulation	<p>The following measures are recommended for Alternative A to avoid and/or reduce the potential for significant impacts associated with transportation/circulation, and are consistent with recommendations in the transportation impact study (Appendix TIS).</p> <ul style="list-style-type: none"> ▪ US-395 SB Ramp Terminal-N Rainier Avenue/Kartchner Street: The Colville Tribes shall contribute a proportionate fair-share towards the installation of a traffic signal at this intersection. ▪ US-395 NB Ramp-Commercial Avenue/Kartchner Street: The Colville Tribes shall contribute a proportionate

Resource Area	Mitigation Measure
	<p>fair-share towards the installation of a traffic signal at this intersection.</p> <ul style="list-style-type: none"> ▪ US-395 NB Ramp Terminal-Commercial Avenue/Kartchner Street: The Colville Tribes shall install an exclusive westbound right-turn lane at this intersection to prevent westbound queues from blocking the driveways along Kartchner Street. ▪ Driveway C (N Capitol Avenue & Travel Plaza Driveway 1): The Colville Tribes shall coordinate with adjacent property owner to the north to preserve adequate sight distance through the existing curve on N Capitol Avenue. ▪ N Capitol Avenue/Kartchner Street: The Colville Tribes shall contribute a proportionate fair-share towards the installation of a traffic signal at this intersection. ▪ Driveway A (Retail Driveway 1 & N Capitol Avenue): The Colville Tribes shall install an exclusive northbound left-turn lane at this intersection.
Public Services and Utilities	<p>The following measures are recommended for Alternative A.</p> <ul style="list-style-type: none"> ▪ The Colville Tribes will negotiate with the City to develop a Comprehensive Municipal Services Agreement or equivalent that will address the delivery of municipal services to the Project Site, including reimbursement of the City’s reasonable costs for providing those services. For the purposes of this agreement, the term “Municipal Services” includes City services, such as, but not limited to, fire suppression, paramedic and ambulance services, law enforcement, court services, street frontage, storm water, and sewer and water services. ▪ If existing utilities cannot be avoided, the Colville Tribes shall be responsible for a fair share of costs associated with the new construction or relocation of existing utilities to accommodate Alternative A.

SECTION 5.0

CONSULTATION, COORDINATION, AND PREPARERS

5.1 LEAD AGENCY

Bureau of Indian Affairs (BIA)

Bryan Mercier, Regional Director
 Brian Haug R.G., Regional Scientist and Interim NEPA Coordinator
 Eirik Thorsgard, Regional Archaeologist

5.2 COLVILLE TRIBES

Cody Desautel, Natural Resources Director
 Guy Moura, Tribal Historic Preservation Officer

5.3 AGENCIES CONSULTED

Agency	Details
Attorney General of Washington	The Attorney General of Washington was consulted by the Colville Tribes in 2021 regarding fire protection and emergency medical service on Tribal lands. A copy of the letter received by Robert Ferguson, Attorney General; Kristen Mitchell, Deputy Attorney General; and Jessica Fogel, Assistant Attorney General is included in Appendix CONSULT .
City of Pasco	An Agreement in Principle was signed between the Colville Tribes and Matt Watkins, City Mayor. The agreement is a guiding document intended to direct future collaboration between the City and the Colville Tribes as it relates to development of Tribally-owned land within the City. A copy of the Agreement in Principle is included in Appendix CONSULT . The Colville Tribes and the City negotiated a Municipal Services Cooperation Agreement to set forth the understandings of the Colville Tribes and City with regard to the provision of City municipal services to the Project Site, including, but not limited to, fire suppression, paramedic and ambulance services, law enforcement, court services, street frontage, storm water, and sewer and water services (Appendix CONSULT).
Port of Pasco	A Cooperation Agreement was signed between the Colville Tribes and Vicki Gordon, President of the Port of Pasco. The Cooperation Agreement states the Port’s desire to support the Colville Tribes’ land acquisitions and the Colville Tribes desire to assist the Port of Pasco in increase tourism and business expansion in the City. A copy of the Cooperation Agreement is included in Appendix CONSULT .
Franklin County Board of Commissioners	Ongoing consultation occurs between the Colville Tribes and Franklin County.
Franklin County Sheriff	A Letter of Support was provided by the Franklin County Sheriff to the Colville Tribes. The Letter of Support states the Sheriff broadly supports the idea of Tribal land acquisition and future development. A copy of the Letter of Support is included in Appendix CONSULT .
Franklin Public Utility District	A Letter of intent was provided to the Colville Tribes by Scott Rhees, General Manager of the Franklin Public Utility District. The Letter of Intent is a non-binding agreement designed to “provide improved electrical utility service to the Tribes’ economic development Project(s),... as well as to other PUD customers.” A copy of the Letter of Intent is included in Appendix CONSULT .

Agency	Details
Department of Archaeology and Historic Preservation	The Washington Information System for Architectural and Archaeological Records Data was consulted per the guidelines of the Department of Archaeology and Historic Preservation. A copy of the search results is included in Appendix CUL .
U.S. Department of Agriculture Natural Resources Conservation Service	A custom Soil Resource Report of soil types on the project area was obtained. A copy of the search results is included in Appendix BIO .
U.S. Fish & Wildlife Service, Lacey, Washington Office	The USFWS was consulted to obtain a list of federally listed special-status species with the potential to occur in the project area. Additionally, the USFWS National Wetlands Inventory was consulted to identify potential wetlands and waters in the project area. A copy of search results is included in Appendix BIO .
Washington Department of Fish and Wildlife	The WDFW online database of Priority Habitats and Species was consulted to obtain a list of threatened, endangered, and sensitive species with the potential to occur in the project area. A copy of the search results is included in Appendix BIO .

5.4 PREPARERS OF ENVIRONMENTAL ASSESSMENT

Analytical Environmental Services (AES)

David Zweig; Project Director; PE
 Kt Alonzo; Project Coordinator and Biologist; BS – Water Resources, Biological Resources, Land Resources, Land Use, Public Services and Utilities, Hazardous Materials, Visual Resources
 Kelli Raymond, Deputy Project Coordinator; BS – Indirect and Growth Inducing Effects
 Marcus Barrango; BS – Air Quality, Transportation and Circulation, Noise
 John Fox; Socioeconomics; BS, MBA –Socioeconomic Conditions and Environmental Justice, Land Resources, Land Use
 Jed Dowell; BS, ISA Arborist – Hazardous Materials, Aesthetics
 Charlane Gross; RPA, BA, MA – Cultural Resources
 Kathleen Sholty; Biologist, BS, MS – Biological Resources
 Amy Gondran; Biologist, BS, MS – Biological Resources
 Dana Hirschberg; Graphics
 Alex Frasier; Graphics; BS, MS, Planning

Subconsultants

Acorn Environmental
 Ryan Sawyer; Project Director; AICP
 Bibiana Sparks-Alvarez; Technical Reviewer; BS

 Anderson Perry, Stormwater and Grading Report, Water and Wastewater Report
 Brian Hansen, PE

 Kittleson & Associates, Traffic Impact Study
 Kristine Connolly; Project Manager and Senior Engineer; PE
 Marc Butorac; Senior Principal Engineer; PE, PTOE, PMP
 Amy Griffiths; Transportation Analyst; EIT

SECTION 6.0

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APPENDICES

APPENDIX GRADE

PRELIMINARY STORMWATER AND GRADING REPORT

**COLVILLE TRIBES TRAVEL PLAZA AND COMMERCIAL PROJECT
PRELIMINARY STORMWATER AND GRADING REPORT**

MAY 2022



Prepared for
Analytical Environmental Services-Montrose
(AES-Montrose)

**COLVILLE TRIBES TRAVEL PLAZA AND COMMERCIAL PROJECT
PRELIMINARY STORMWATER AND GRADING REPORT**

PREPARED FOR

**ANALYTICAL ENVIRONMENTAL SERVICES-MONTROSE
(AES-MONTROSE)**

MAY 2022



ANDERSON PERRY & ASSOCIATES, INC.

Walla Walla, Washington
La Grande, Redmond, and Hermiston, Oregon

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Chapter 1 - Introduction and Scope of Work

This Preliminary Stormwater and Grading Report was prepared under the authorization of Analytical Environmental Services-Montrose (AES-Montrose). The proposed project consists of the transfer of a 34-acre site into federal trust status for the benefit of the Confederated Tribes of the Colville Reservation (Colville Tribes) and the subsequent development of an approximately 13,155-square foot travel plaza, including a gas station with 71 associated parking spaces, an approximately 25,000-square foot building for either retail or office purposes with 650 associated parking spaces, and an approximately 1,350-space surface parking lot.

The purpose of this Report is to address preliminary stormwater and grading analysis of the proposed project for use in environmental permitting documents. The information presented herein describes the project, overall stormwater management and grading approach, site conditions, in-situ soil and groundwater conditions, stormwater calculations, and earthwork calculations and provides recommendations for construction stormwater management and stormwater infrastructure design.

This Report has been prepared for the exclusive use of AES-Montrose, the Bureau of Indian Affairs, and the project design team on the proposed Colville Tribes Travel Plaza and Commercial Project. The information was prepared in accordance with generally accepted engineering practices. No other warranty, expressed or implied, is made. The information and recommendations presented are based on available information as described in this Report. No site topographic survey or site-specific geotechnical report were prepared for this project. As such, the analysis was based on publicly available information for existing topography, soils information, etc.

Chapter 2 - Existing Site Conditions

The proposed project site consists of three areas located on either side of N. Capitol Avenue in Pasco, Washington. A vicinity map showing the site's general location is included as Figure 1.

The proposed 1,350-space surface parking lot is located to the east of N. Capitol Avenue, immediately across the road from the proposed office/retail building portion of the project. The travel plaza is located farther south, at the intersection of Kartchner Street and N. Capitol Avenue (see the site plan by the project design team included in Appendix A).

The proposed improvement area is undeveloped and covered with native vegetation, consistent with other undeveloped parcels in the area. Existing slopes on the proposed project site are generally flat, with some areas identified to have up to a 10 percent slope. Soils on the projected site are consistent with the region and are loamy fine sands (see the U.S. Department of Agriculture Soils Survey provided in Appendix B).

Given the sandy soils in the proposed project site, all stormwater infiltrates in place in the existing condition, and no runoff from adjacent properties is anticipated from off-site properties.

The Washington State Department of Ecology Well Report Viewer was utilized to determine the approximate groundwater level at the proposed project site. Two well logs are included in Appendix C, one just north of the proposed project and one east of the proposed project. Based on these two well logs, the groundwater table is expected to be at a depth of approximately 80 feet.

Chapter 3 - Preliminary Stormwater Design and Calculations

Stormwater Design Concept

Under the proposed stormwater concept, all stormwater on the project site will be conveyed to underground infiltration facilities. Stormwater runoff will be conveyed to the proposed infiltration facilities via sheet flow to proposed catch basins. Stormwater facilities will be designed using the current version of Washington State Department of Ecology's (Ecology) Stormwater Management Manual for Eastern Washington (SWMMEW).

The infiltration facilities will be designed to store and infiltrate at least the 25-year, 24-hour Soil Conservation Service Type 1A design storm. Based on the soil characteristics provided by the U.S. Department of Agriculture Soils Survey (see Appendix B), the infiltration rate for the site soils is estimated at 6 to 20 inches per hour. The median value of 13 inches per hour was used as an estimate for the following analysis. A degradation factor of 2 has been applied to the rate, producing a design infiltration rate of 6.5 inches per hour. Overflow may occur during storms larger than the design storm. This overflow may puddle in the proposed parking areas. The new infiltration facilities will be sized to drain in less than 72 hours. Proposed infiltration facilities must be situated such that the bottom of the facility is more than 5 feet from groundwater; however, with groundwater expected at 80 feet, this is not a project constraint.

Water quality treatment of stormwater will be addressed through multiple methods prior to infiltration.

Stormwater Calculations

Stormwater runoff calculations were prepared using the current version of Ecology's SWMMEW as a guide. Since the anticipated stormwater management plan is to store and/or infiltrate 100 percent of the runoff generated during the design storm, only post-developed conditions were calculated.

The Santa Barbara Urban Hydrograph method was used to analyze the 25- and 100-year, 24-hour SCS Type 1A storms for the proposed infiltration facility. The total 25-year, 24-hour precipitation is 1.6 inches and the total 100-year, 24-hour precipitation is 1.8 inches based on the isopluvial maps provided in the SWMMEW.

Considerations contained within the calculations include 72-hour drainage requirements. The analysis includes sizing of the proposed infiltration facility, factoring runoff flowing into the facility, and percolation of stormwater as a function of the water height in the facility. Long-term infiltration rate degradation has been addressed with additional storage in the facility.

The stormwater tributary areas for the three different project locations (parking, office/retail building, and travel plaza) combine to approximately 30 acres, most of which will be pollution-generating impervious surface. For design purposes, all area tributaries to the stormwater facilities are assumed to be impervious. Calculations were performed to determine the size of infiltration facility required to handle runoff from 1 acre of impervious surface, which can then be scaled to accommodate runoff from larger or smaller areas. Concentration times were calculated based on the proposed flow routing with a

minimum concentration time of five minutes being utilized to calculate runoff quantities as a function of time.

For the calculation, an infiltration facility design consisting of a 4-foot diameter pipe surrounded on all sides by 1 foot of gravel was selected. This produces a cross section that is 6 feet by 6 feet. The void space of the drain rock is assumed to be 0.45, and when combined with the 1.0 void space of the pipe, it produces a composite void space for the infiltration facility cross section of 0.64.

Using the runoff volumes from 1 acre of impervious surface and the design cross section, the length of facility to serve 1 acre of development was found to be 65 feet.

The results of the runoff calculations for a 1-acre hypothetical development area are included as part of the stormwater calculations in Appendix D. This analysis includes runoff flow rates; percolation rates; times to percolate the 25- and 100-year, 24-hour storms; storage volumes; potential overflow volumes during the 100-year storm event; and other data.

Runoff and facility dimensions for the three project areas were calculated by scaling the 1-acre development area calculations (see Table 3-1 for the stormwater runoff summary and Table 3-2 for the linear stormwater facility dimensions).

**TABLE 3-1
 STORMWATER RUNOFF SUMMARY**

Basin	Impervious Area (acres)	Pervious Area (acres)	25-year	
			Peak Runoff (cubic feet per second)	Total Runoff Volume (cubic feet)
1-acre Development	1.0	0.0	0.373	5,390
Parking Lot	14.3	0.0	5.334	77,077
Office/Retail	8.7	0.0	3.245	46,893
Travel Plaza	6.2	0.0	2.313	33,418

**TABLE 3-2
 LINEAR STORM FACILITY DIMENSIONS**

Basin	Gallery Width (feet)	Gallery Depth (feet)	Gallery Length (feet)
1-acre Development	6	6	65
Parking Lot	6	6	930
Office/Retail	6	6	570
Travel Plaza	6	6	410

Using the calculated linear stormwater facility dimensions and the site plan configuration at each of the three project areas, the infiltration facility dimensions for each site were estimated (see Table 3-3 Stormwater Facility Dimensions). Infiltration facilities will use the design cross section, but rather than an entirely linear design, multiple pipes will be set in parallel. See Figure 2, Preliminary Stormwater Concept for approximate stormwater facility locations.

**TABLE 3-3
 STORM FACILITY DIMENSIONS**

Basin	Number of Facilities	Number of Pipes in Parallel per Facility	Gallery Width (feet)	Gallery Depth (feet)	Gallery Length (feet)	Total Length of Pipe in all Facilities
Parking Lot	4	3	18	6	80	960
Office/Retail	3	3	18	6	65	585
Travel Plaza	4	2	12	6	55	440

To provide appropriate water quality treatment prior to infiltration based on the requirements identified in the current version of Ecology's SWMMEW, the following improvements will be included with the infiltration facilities:

- All catch basins immediately upstream from an infiltration facility will contain an oil control hood to minimize the ability for oils to reach the infiltration facilities.
- Oil/water separator vaults will be installed at each fuel pump location to treat any fluids around the fuel pumps prior to discharge to the stormwater system.
- The sandy soils are anticipated to infiltrate stormwater too rapidly to provide treatment. Biofiltration soils will be placed immediately under the infiltration gallery to provide a treatment medium prior to stormwater infiltrating into the native soils.

Construction Stormwater

Temporary erosion control and sediment control measures should be taken during construction activities. An Erosion Control Plan (ECP) will be included in the construction design drawings. The ECP will outline the general requirements and responsibilities for erosion control and stormwater pollution prevention and will include the specific requirements listed in this section. The ECP should be followed from the start of construction until the site is fully stabilized with permanent vegetation.

After installation, the infiltration galleries should be protected from muddy runoff until construction is complete.

All soil and sediment tracked onto streets should be swept off daily. To minimize sediment being tracked onto streets, construction best management practices (BMP) should be followed. If sediment is tracked on the City of Pasco right-of-way (ROW), all catch basins downstream of the tracked sediment should be protected from sediment intrusion with internal storm drain inlet protection devices or an approved alternate stormwater BMP.

Disturbed topsoil to be reused in landscaping areas should be stockpiled and protected from erosion using plastic or an approved alternate construction stormwater BMP. Silt fencing, wattles, or approved alternate stormwater BMPs should be utilized to prevent erosion of all disturbed soil areas or sediment being carried by stormwater runoff into the City of Pasco ROW.

Operators of construction equipment are required to seek coverage under the Construction Stormwater General Permit if clearing, grading, and/or excavating will result in the disturbance of 1 acre or more and will discharge stormwater to state surface waters. Sites smaller than 1 acre may also require coverage if they are part of a larger common plan of development or sale or if the common plan of development or sale will ultimately disturb 1 acre or more and will discharge stormwater to state surface waters.

Chapter 4 - Preliminary Grading Design and Earthwork Analysis

The preliminary grading concept (Figure 3) was prepared for the site using publicly available U.S. Geological Survey (USGS) elevations as a basis for design. The USGS data appear to be a reasonable approximation of the topography of the site for the parking lot and office/retail building areas; however, it appears to be inconsistent in the area of the travel plaza. Below is a summary of the grading concepts for each of the three areas, along with approximations on earthwork, import, and export anticipated for the site.

In lieu of a project-specific geotechnical report, the following assumptions were made based on common practices for similar projects to complete earthwork calculations:

- The top 6 inches of the site will need to be removed due to organics and unsuitable material.
- The project pavement section will be 10 inches thick, consisting of a mix of asphalt and crushed rock based.
- Cut and fill factors have both been assumed as 1.0 given the soil type and no other data available.

The general grading concept for the project is to set elevations of the various sites such that after stripping the organic and unsuitable material from the top 6 inches, the volume of material required for improvement construction (imported gravel base, asphalt, etc.) plus the required cut material is equal to the required fill material for each site. This will create an approximate earthwork balance where the export of material (only unsuitable stripping material) and import of material (material needed for construction of improvement) are limited.

Parking Lot

The existing grades of the proposed parking lot generally slope from northwest to southeast based on USGS elevation data. Therefore, the proposed grading concept consists of a constant slope in the same direction of approximately 1.5 percent, with the southeast quadrant of the parking lot having flatter slopes, around 0.5 percent. These slopes should allow for positive drainage while maintaining a gentle slope for accessibility and parking.

Earthwork statistics for the parking lot site are as follows:

- The site area is 14.3 acres.
- Stripping the top 6 inches of material results in 11,600 cubic yards (CY) of removed material.
- The volume of required cut based on the preliminary grading concept equals 800 CY.
- The volume of required fill based on the preliminary grading concept equals 17,900 CY.
- The volume of asphalt and crushed rock to be imported for pavement sections is approximately 19,000 CY.

Based on the preliminary grading concept, as the project moves into design, adjustments can be made to the elevations to ensure the site is generally balanced from an earthwork perspective. Import and export from the site will generally be limited to export of stripping material and import of material for construction of the proposed improvements such as foundation subgrade and parking areas.

Office/Retail Building

The existing grades of the proposed office/retail building area generally slope from north to south based on USGS elevation data. Therefore, the proposed grading concept consists of a constant slope in the same direction of approximately 1.0 percent, with the area around the proposed building flattened and sloped away from the building. These slopes should allow for positive drainage while maintaining a gentle slope for accessibility and parking. The building finished floor has been set at 436.0.

Earthwork statistics for the office/retail building site are as follow:

- The site area is 8.7 acres.
- Stripping the top 6 inches of material results in 7,100 CY of removed material.
- The volume of required cut based on the preliminary grading concept equals 100 CY.
- The volume of required fill based on the preliminary grading concept equals 11,500 CY.
- The volume of asphalt and crushed rock to be imported for pavement sections is approximately 11,800 CY.

Based on the preliminary grading concept, as the project moves into design, adjustments can be made to the elevations to ensure the site is generally balanced from an earthwork perspective. Import and export from the site will generally be limited to export of stripping material and import of material for construction of the proposed improvements such as foundation subgrade and parking areas.

Travel Plaza

The available USGS elevation data in the proposed travel plaza area appears to be incomplete, with the entire area shown at elevation 430. As there is more elevation change across this site than is shown in the USGS data, a gentle slope across the site has been assumed for the existing condition of the grading concept. For the travel plaza concept, grades were set to create low points around the fuel pumps to ensure any runoff in the area can be drained to the proposed oil/water separator vaults. The building finished floor has been set at 432.0.

Earthwork statistics for the travel plaza site are as follow:

- The site area is 6.2 acres.
- Stripping the top 6 inches of material results in 5,000 CY of removed material.
- The volume of required cut based on the preliminary grading concept equals 0 CY.
- The volume of required fill based on the preliminary grading concept equals 9,700 CY.
- The volume of asphalt and crushed rock to be imported for pavement sections is approximately 8,400 CY.

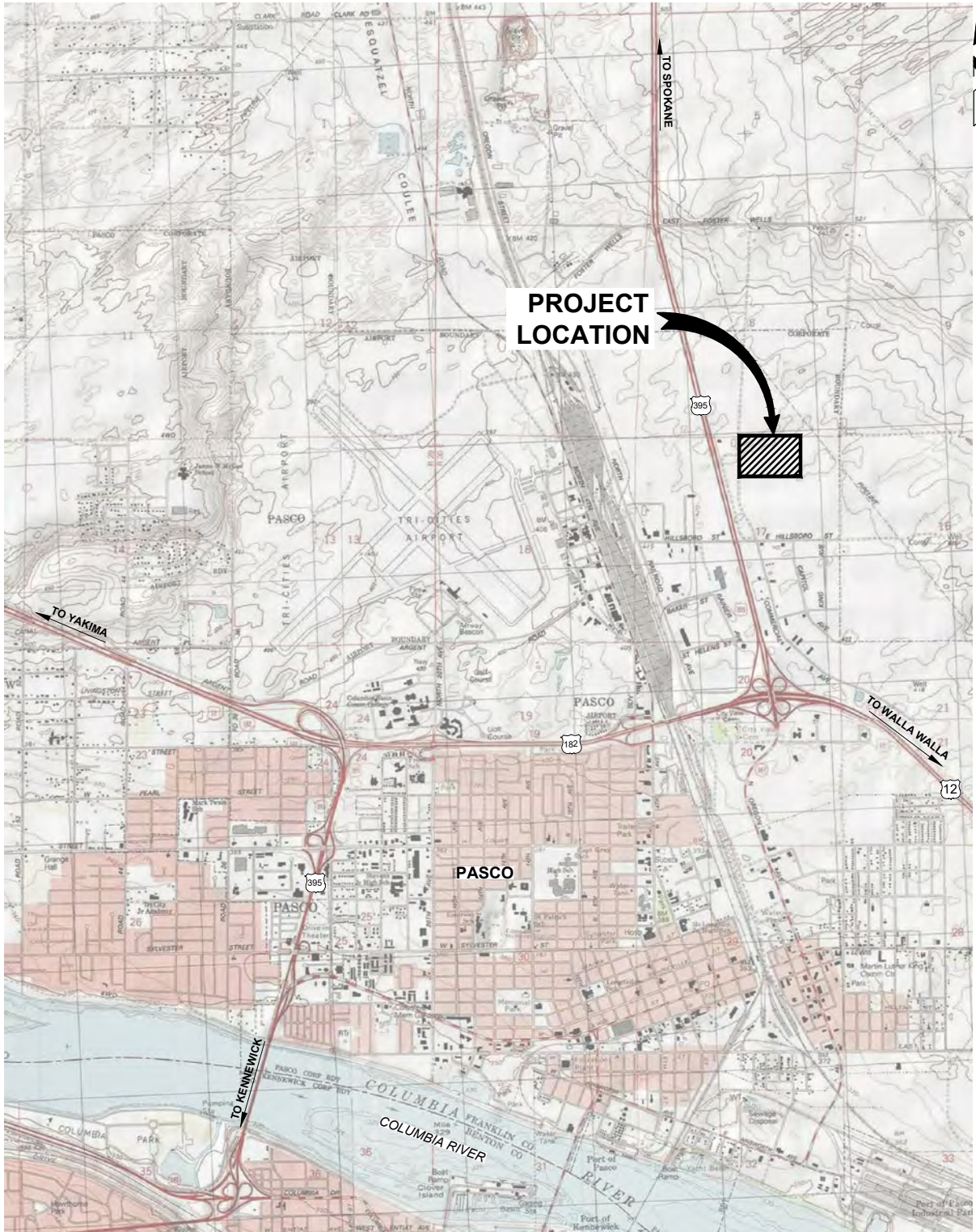
Based on the preliminary grading concept, as the project moves into design, adjustments can be made to the elevations to ensure the site is generally balanced from an earthwork perspective. Import and export from the site will generally be limited to export of stripping material and import of material for construction of the proposed improvements such as foundation subgrade and parking areas.

Chapter 5 - Summary and Conclusions

The information presented herein has been prepared in a general manner and includes design considerations for collecting, treating, and disposing stormwater, along with conceptual grading plans and earthwork calculations. The stormwater analysis methods used and the facilities designed are in general compliance with the current version of Ecology's SWMMEW guidelines. Additional information is provided for precautionary measures during construction and maintenance to ensure a reliable system.

Any questions regarding this Report should be directed Brian Hansen, P.E., with Anderson Perry & Associates, Inc., 214 E. Birch Street, Walla Walla, Washington 99362, telephone 509-529-9260.

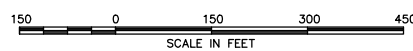
FIGURES



**ANALYTICAL ENVIRONMENTAL SERVICES - MONTROSE
COLVILLE TRIBES
TRAVEL PLAZA AND COMMERCIAL PROJECT**

**FIGURE
1**

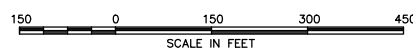
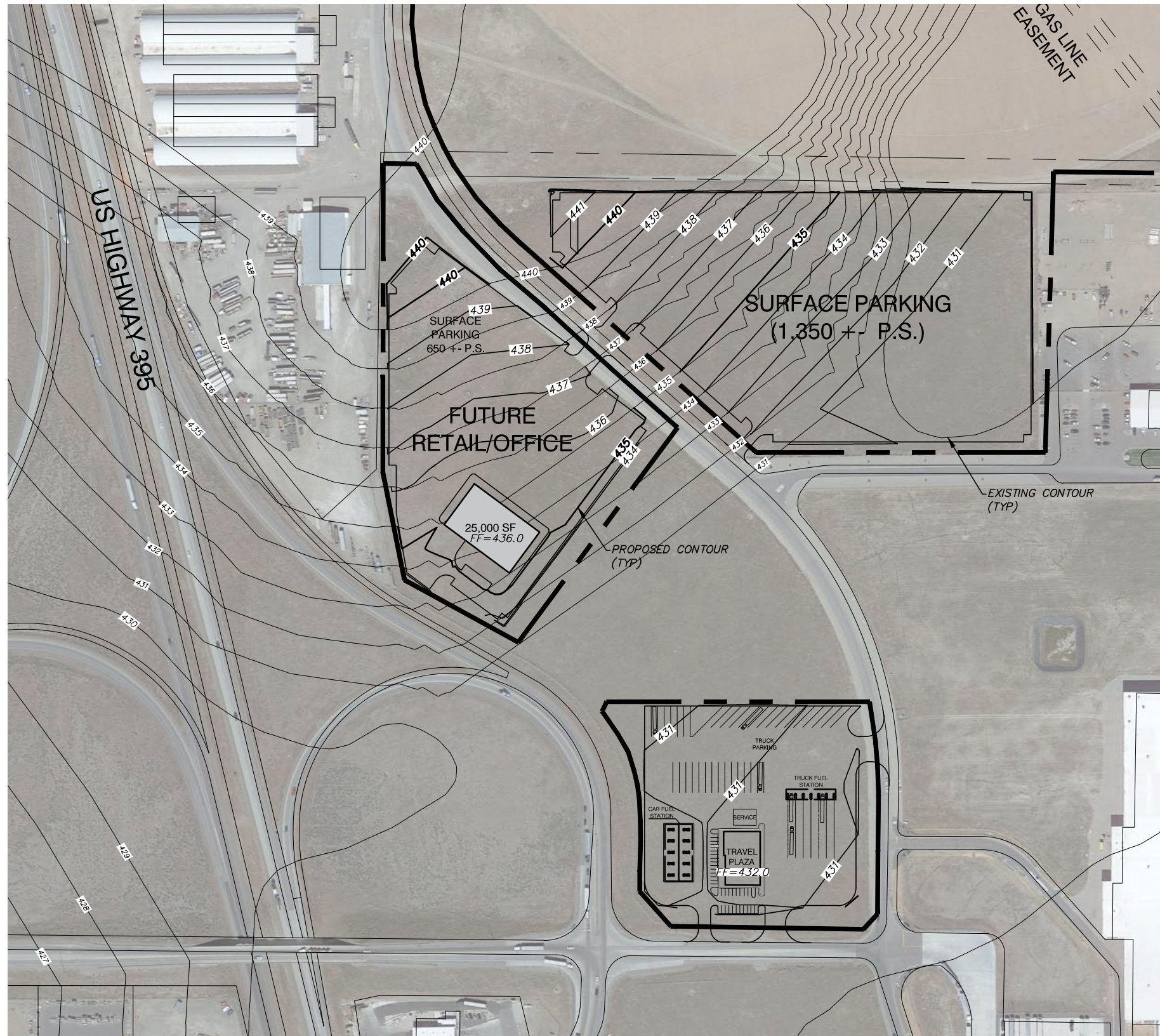
VICINITY MAP



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ANALYTICAL ENVIROMENTAL SERVICES - MONTROSE
COLVILLE TRIBES
TRAVEL PLAZA AND COMMERCIAL PROJECT
PRELIMINARY STORMWATER CONCEPT

FIGURE
2




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perry**
 & associates, inc.

ANALYTICAL ENVIROMENTAL SERVICES - MONTROSE

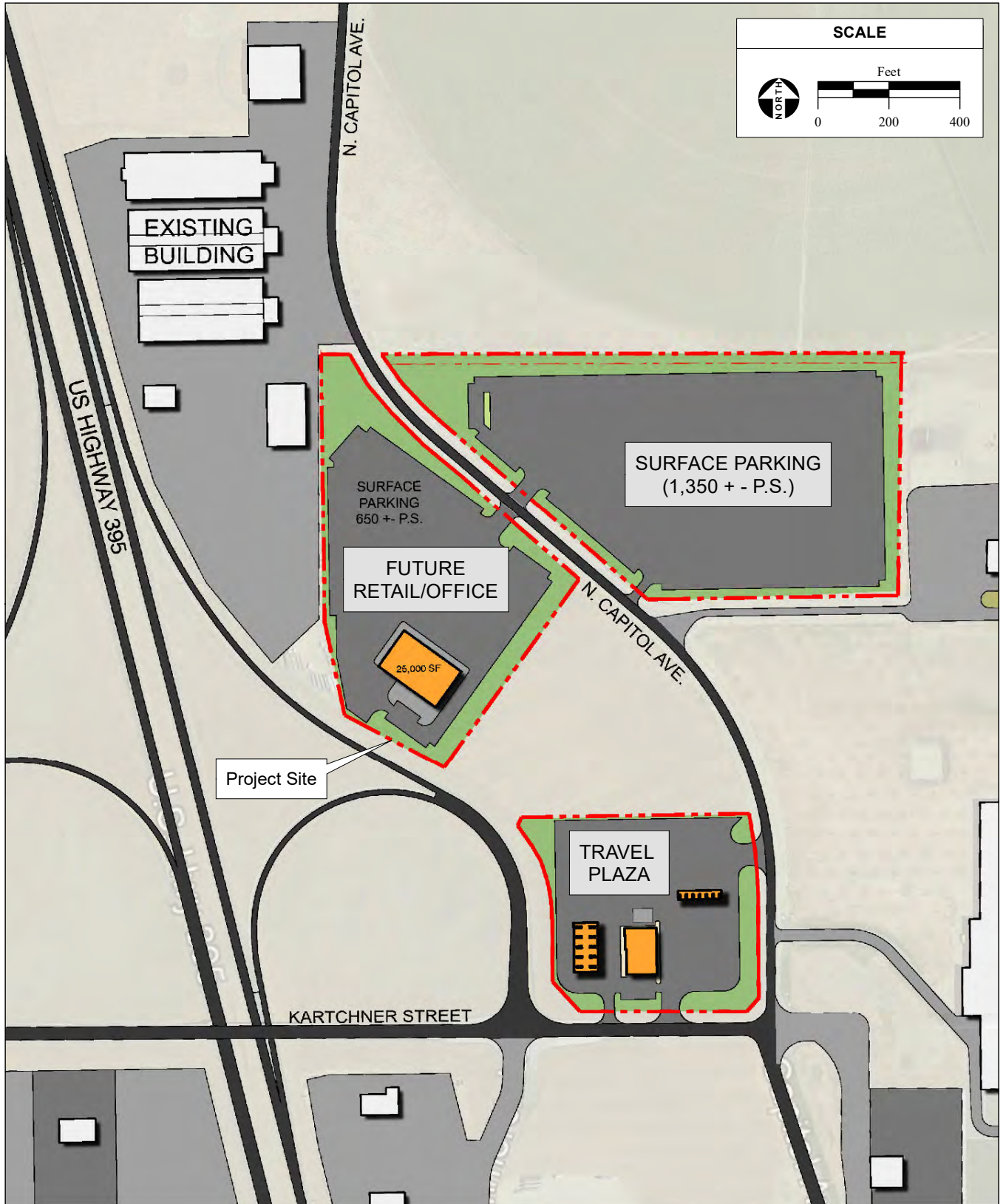
COLVILLE TRIBES
TRAVEL PLAZA AND COMMERCIAL PROJECT

PRELIMINARY GRADING CONCEPT

FIGURE

3

APPENDIX A
Site Plan by the Project Design Team

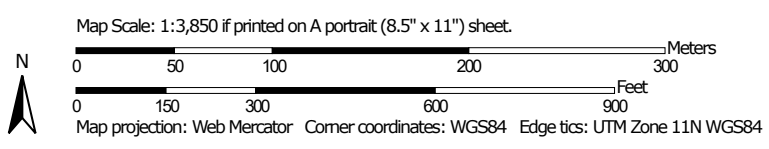


APPENDIX B
U.S. Department of Agriculture
Soils Survey Data

Soil Map—Franklin County, Washington
(Colville Tribes - Travel Plaza and Commercial Project)



Soil Map may not be valid at this scale.



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Franklin County, Washington
Survey Area Data: Version 19, Aug 23, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 4, 2020—Jul 2, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
89	Quincy loamy fine sand, 0 to 15 percent slopes	51.9	95.4%
92	Quincy loamy fine sand, loamy substratum, 0 to 10 percent slopes	2.5	4.6%
Totals for Area of Interest		54.4	100.0%

Franklin County, Washington

89—Quincy loamy fine sand, 0 to 15 percent slopes

Map Unit Setting

National map unit symbol: 2dt

Elevation: 350 to 1,200 feet

Mean annual precipitation: 6 to 12 inches

Mean annual air temperature: 48 to 54 degrees F

Frost-free period: 150 to 200 days

Farmland classification: Farmland of statewide importance

Map Unit Composition

Quincy and similar soils: 85 percent

Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Quincy

Setting

Landform: Terraces

Parent material: Mixed eolian sands

Typical profile

H1 - 0 to 4 inches: loamy fine sand

H2 - 4 to 60 inches: fine sand

Properties and qualities

Slope: 0 to 15 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Excessively drained

Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum content: 3 percent

Available water supply, 0 to 60 inches: Low (about 4.9 inches)

Interpretive groups

Land capability classification (irrigated): 3e

Land capability classification (nonirrigated): 7e

Hydrologic Soil Group: A

Ecological site: R007XY502WA - SANDS 6-10 PZ

Hydric soil rating: No

Minor Components

Sagehill

Percent of map unit: 15 percent

Landform: Dunes, terraces

Hydric soil rating: No

Data Source Information

Soil Survey Area: Franklin County, Washington
Survey Area Data: Version 19, Aug 23, 2021

Franklin County, Washington

92—Quincy loamy fine sand, loamy substratum, 0 to 10 percent slopes

Map Unit Setting

National map unit symbol: 2dv6

Elevation: 350 to 1,000 feet

Mean annual precipitation: 6 to 9 inches

Mean annual air temperature: 50 to 54 degrees F

Frost-free period: 180 to 200 days

Farmland classification: Farmland of statewide importance

Map Unit Composition

Quincy and similar soils: 85 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Quincy

Setting

Landform: Terraces

Parent material: Mixed eolian sands

Typical profile

H1 - 0 to 3 inches: loamy fine sand

H2 - 3 to 52 inches: loamy fine sand

H3 - 52 to 60 inches: silt loam

Properties and qualities

Slope: 0 to 10 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Excessively drained

Capacity of the most limiting layer to transmit water

(Ksat): Moderately high to high (0.60 to 2.00 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum content: 15 percent

Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)

Sodium adsorption ratio, maximum: 5.0

Available water supply, 0 to 60 inches: Moderate (about 6.5 inches)

Interpretive groups

Land capability classification (irrigated): 3e

Land capability classification (nonirrigated): 7e

Hydrologic Soil Group: A

Ecological site: R007XY502WA - SANDS 6-10 PZ

Hydric soil rating: No

Data Source Information

Soil Survey Area: Franklin County, Washington
Survey Area Data: Version 19, Aug 23, 2021

APPENDIX C
Washington State Department of
Ecology Well Logs

The Department of Ecology does NOT Warrant the Data and/or the Information on this Well Report.

WATER WELL REPORT

STATE OF WASHINGTON

Application No. 11460
Permit No. 63-00931P

(1) OWNER: Name Robert A. Tippet Address 342 W. Chamister, Kennewick, WA 98541
(2) LOCATION OF WELL: County SW 1/4 SE 1/4 Sec 8 T 9 N, R 30 W.M.
bearing and distance from section or subdivision corner

(3) PROPOSED USE: Domestic Industrial Municipal
Irrigation Test Well Other

(4) TYPE OF WORK: Owner's number of well (if more than one) 3
New well Method: Dug Bored
Deepened Cable Driven
Reconditioned Rotary Jetted

(5) DIMENSIONS: Diameter of well 16" inches.
Drilled 135 ft. Depth of completed well 135 ft.

(6) CONSTRUCTION DETAILS:
Casing installed: 16" Diam. from +1 ft. to 133 ft.
Threaded " Diam. from _____ ft. to _____ ft.
Welded " Diam. from _____ ft. to _____ ft.

Perforations: Yes No
Type of perforator used Mills Knife
SIZE of perforations 3/8 in. by 3 in.
800 perforations from _____ ft. to _____ ft.
100 perforations from _____ ft. to 133 ft.
perforations from _____ ft. to _____ ft.

Screens: Yes No
Manufacturer's Name _____
Type _____ Model No. _____
Diam. _____ Slot size _____ from _____ ft. to _____ ft.
Diam. _____ Slot size _____ from _____ ft. to _____ ft.

Gravel packed: Yes No Size of gravel: _____
Gravel placed from _____ ft. to _____ ft.

Surface seal: Yes No To what depth? _____ ft.
Material used in seal _____
Did any strata contain unusable water? Yes No
Type of water? _____ Depth of strata _____
Method of sealing strata off _____

(7) PUMP: Manufacturer's Name _____
Type: _____ H.P. _____

(8) WATER LEVELS: Land-surface elevation 430 ft. above mean sea level.
Static level 97 ft. below top of well Date _____
Artesian pressure _____ lbs. per square inch Date _____
Artesian water is controlled by _____ (Cap, valve, etc.)

(9) WELL TESTS: Drawdown is amount water level is lowered below static level
Was a pump test made? Yes No If yes, by whom? _____
Yield: gal./min. with _____ ft. drawdown after _____ hrs.
" 1400 " 23 " 4 " "

Recovery data (time taken as zero when pump turned off) (water level measured from well top to water level)

Time	Water Level	Time	Water Level	Time	Water Level
<u>0</u>					

Date of test _____
Bailer test _____ gal./min. with _____ ft. drawdown after _____ hrs.
Artesian flow _____ g.p.m. Date _____
Temperature of water _____ Was a chemical analysis made? Yes No

(10) WELL LOG:
Formation: Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation.

MATERIAL	FROM	TO
<u>SAND</u>	<u>0</u>	<u>85</u>
<u>Black Sand & Gravel</u>	<u>85</u>	<u>95</u>
<u>SAND & GRAVEL - Cobble to 6"</u>	<u>95</u>	<u>135</u>
<u>Bedrock</u>	<u>135</u>	<u>135</u>

Work started 8-1- 1973 Completed 9-1- 1973

WELL DRILLER'S STATEMENT:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.

NAME St. George Drilling Co.
(Person, firm, or corporation) (Type or print)

Address 701 S. 45th Ave

[Signed] Peter E. Atkinson
(Well Driller)

License No. 0482 Date 2-1- 1974

APPENDIX D

Stormwater Analysis

Stormwater Analysis

Project: **CTCR Pasco Economic Development** Location: **Pasco, WA**

Basin: **1 Acre Tributary Area**



STORM CHARACTERISTICS

Design Storm:	Type 1A, 25-yr, 24-hr
25-year isopluvial rainfall depth, P (in):	1.6
Regional factor:	1.0
Regional rainfall depth, P _T (in):	1.6
CN Pervious:	80
Potential max. detention, S _{PERV} (in):	2.50
Actual direct runoff, P < 0.2S, Q _{PERV} (in):	0.34
CN Impervious:	99
Potential max. detention, S _{IMPERV} (in):	0.10
Actual direct runoff, P < 0.2S, Q _{IMPERV} (in):	1.48

Alternative Design Storm:	Type 1A, 100-yr, 24-hr
100-year isopluvial rainfall depth, P (in):	1.80
Regional factor:	1.0
Regional rainfall depth, P _T (in):	1.80
CN Pervious:	80
Potential max. detention, S _{PERV} (in):	2.50
Actual direct runoff, P < 0.2S, Q _{PERV} (in):	0.47
CN Impervious:	99
Potential max. detention, S _{IMPERV} (in):	0.10
Actual direct runoff, P < 0.2S, Q _{IMPERV} (in):	1.68

Flow Routing Information:	
Minimum concentration time, T _C (min):	5
Hytograph interval time, d _T (min):	6
Routed flow factor, w:	0.375

SITE CHARACTERISTICS

Percolation Rate (in/hr)	13.00
Pervious Area Information	
Total Pervious Area (ft ²):	0
Total Pervious Area (acres):	0.00

Impervious Area Information	
NPGIS Area (ft ²):	0
PGIS Area (ft ²):	43,560
Total Impervious Area (ft ²):	43,560
Total Impervious Area (acres):	1.00

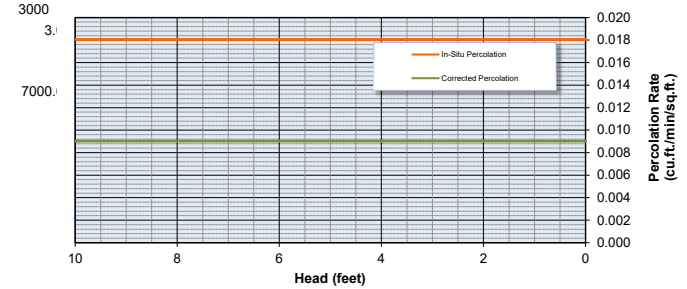
STORM CALCULATIONS

25-Year, 24-Hour Storm	
Peak Runoff Flow Rate (cfs):	0.373
Volume Stored (cf):	1,421
Time to Percolate Storm (hrs):	27.9
Total Runoff Volume (ft ³):	5,390
Total Overflow Volume (ft ³):	0.00

100-Year, 24-Hour Storm	
Peak Runoff Flow Rate (cfs):	0.421
Volume Stored (cf):	1,498
Time to Percolate Storm (hrs):	29.2
Total Runoff Volume (ft ³):	6,114
Total Overflow Volume (ft ³):	365.36

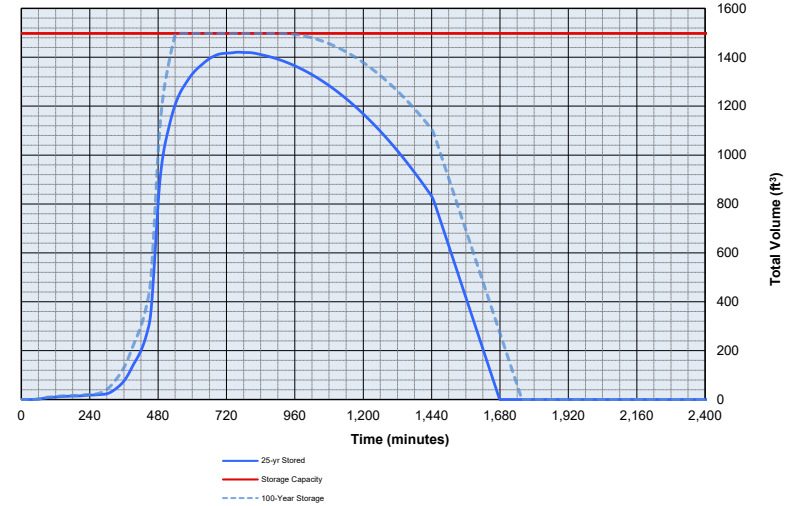
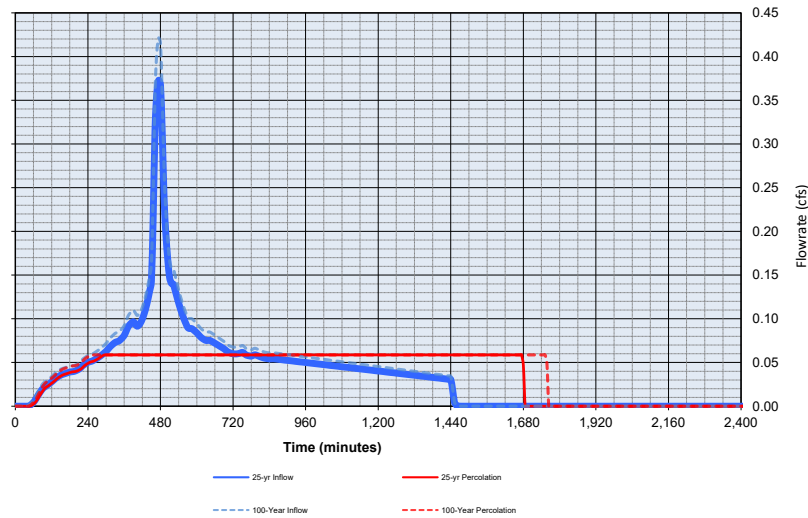
PERCOLATION CALCULATION:

Degradation Factor (Infiltration Gallery):	2.0
---	-----



STORMWATER FACILITY CALCULATIONS

Storage Type:	UIC
Assumed Width (ft.):	6
Assumed Length (ft.):	65
Depth of Drain Rock (ft.):	6.0
Height from Top of Rock to Grade (ft.):	2.0
Bottom Area Infiltration Gallery, A (ft ²):	390
Storage to Volume Ratio, e (%):	64.0
Actual Storage Capacity (ft ³):	1,498



APPENDIX WATER

PRELIMINARY WATER AND WASTEWATER REPORT

COLVILLE TRIBES TRAVEL PLAZA AND COMMERCIAL PROJECT PRELIMINARY WATER AND WASTEWATER REPORT

OCTOBER 2022



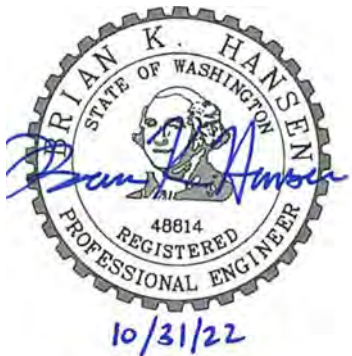
Prepared for
Analytical Environmental Services-Montrose
(AES-Montrose)

**COLVILLE TRIBES TRAVEL PLAZA AND COMMERCIAL PROJECT
PRELIMINARY WATER AND WASTEWATER REPORT**

PREPARED FOR

**ANALYTICAL ENVIRONMENTAL SERVICES-MONTROSE
(AES-MONTROSE)**

October 2022



ANDERSON PERRY & ASSOCIATES, INC.

Walla Walla, Washington
La Grande, Redmond, and Hermiston, Oregon

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FIGURE

Figure 1 Vicinity Map

APPENDICES

- Appendix A Site Plan by the Project Design Team
- Appendix B City of Pasco Comprehensive Water System Plan Figures
- Appendix C City of Pasco Comprehensive Sewer System Plan Figures

Chapter 1 - Introduction and Scope of Work

This Preliminary Water and Wastewater Report was prepared under the authorization of Analytical Environmental Services-Montrose (AES-Montrose). The proposed project consists of the transfer of a 34-acre site into federal trust status for the benefit of the Confederated Tribes of the Colville Reservation (Colville Tribes) and the subsequent development of an approximately 13,155-square foot travel plaza, including a gas station with 71 associated parking spaces, an approximately 25,000-square foot building for either retail or office purposes with 650 associated parking spaces, and an approximately 1,350-space surface parking lot. See Figure 1 for a vicinity map of the project and Appendix A for a site plan prepared by the project design team.

The purpose of this Report is to address the projected water demand and supply along with wastewater flows and disposal strategies for use in environmental permitting documents. The information presented herein describes the project, overall water and wastewater flows, and provides recommendations for connecting to the City of Pasco water and sewer systems.

This Report has been prepared for the exclusive use of AES-Montrose, the Bureau of Indian Affairs, and the project design team on the proposed Colville Tribes Travel Plaza and Commercial Project. The information was prepared in accordance with generally accepted engineering practices. No other warranty, expressed or implied, is made. The information and recommendations presented are based on available information as described in this Report.

Chapter 2 - Existing Site Conditions

The proposed project site consists of three areas located on either side of North Capitol Avenue in Pasco, Washington. A vicinity map showing the site's general location is included as Figure 1.

The proposed 1,350-space surface parking lot is located east of North Capitol Avenue, immediately across the road from the proposed office/retail building portion of the project. The travel plaza is located farther south, at the intersection of Kartchner Street and North Capitol Avenue (see the site plan by the project design team included in Appendix A).

In the existing condition, no water or sewer utilities exist on the project sites. Based on City of Pasco GIS and comprehensive plan data, both a 16-inch ductile iron water main and an 8-inch polyvinyl chloride gravity sewer main are located along the project frontage in N. Capitol Avenue.

The 16-inch water main is part of a looped system and is in Zone 2 of the City of Pasco water system, based on the City of Pasco Comprehensive Water System Plan that was most recently updated in 2019 (see the figures from Comprehensive Water System Plan in Appendix B).

The gravity sewer main is part of the City of Pasco sewer system, based on the City of Pasco Comprehensive Sewer Plan that was most recently updated in 2020. The sewer main flows to the south, into the existing City of Pasco Capitol Lift Station. Wastewater flows are pumped from this lift station into a gravity main that flows to the City of Pasco wastewater treatment plant.

Chapter 3 - Preliminary Water and Wastewater Calculations

Methodology

To determine the domestic water and wastewater demands, the Washington State Department of Health Water System Design Manual (Water Design Manual) Table 3-2 and the Washington State Department of Ecology Criteria for Sewage Works Design (Sewer Design Manual) were used, respectively. For both water and wastewater, the expected demand is based on several factors, including building type, square footage, etc. In addition, fire flow requirements for the project were calculated based on the International Building Code.

Water System Demand and Supply

Water demand for the project is split into two sites, the retail/office building and travel plaza, assuming no water is needed for the surface parking area.

Travel Plaza

Water demand for the travel plaza is based on a combination of usages, including the public restrooms for the office/store users, public restroom use for service station use, and the trucker private shower/toilet rooms as shown on Table 3-1.

The calculations on Table 3-1 assume the following:

- Trucker private shower/toilet rooms are equivalent to a motel room with bed and toilet in the Water Design Manual.
- The number of vehicles using the service station restrooms were calculated as each of the total number of pumps (28) being used four times per hour for 10 hours and that half of the pump users use restroom facilities.

**TABLE 3-1
ESTIMATED TRAVEL PLAZA DOMESTIC WATER FLOWS**

Type of Use	Flow Per Design Manual Table 3-2 (gpd)	Peak Users Per Establishment	Estimated gpd Per Establishment
Trucker Private Shower/Toilet (per user)	40	36 Visitors	1,440
Office/Store Restroom (per room)	400	4 Rooms	1,600
Service Station Restroom (per vehicle)	10	560 Vehicles	5,600
TOTAL (gpd)			8,640

gpd = gallons per day

Landscape areas associated with the proposed improvements are anticipated to be native/drought-tolerant species and that long-term irrigation will not be required.

In addition to the calculations on Table 3-1, a review of a similar travel plaza showed that the highest monthly demand within the year of data provided was approximately 53,000 gpd. This would equate to an average daily usage of approximately 1,770 gpd. A peaking factor of 4 was used to approximate the peak daily demand of 7,080 gpd. This approximate peak daily demand is consistent with the calculations using the Water Design Manual.

Retail/Office Building

Water demand for the retail/office building is based on the number of restrooms within the building (see Table 3-2). The proposed office/retail building is 24,000 square feet. To calculate water demands, it is assumed that this space might be divided into multiple spaces (six spaces were assumed), each containing two restrooms.

**TABLE 3-2
ESTIMATE RETAIL/OFFICE BUILDING DOMESTIC WATER FLOWS**

Type of Use	Flow Per Design Manual Table 3-2 (gpd)	Peak Users Per Establishment	Estimated gpd Per Establishment
Office/Store Restroom (per Room)	400	12 Rooms	4,800
TOTAL (gpd)			4,800

Fire Flow

Based on the International Building Code, fire flow requirements are dependent on construction type and square footage of the building. Typical commercial construction types for the proposed uses are Type 1B (two-hour fire-resistance rating on exterior and interior bearing walls and floor with one-hour fire-resistance rating on roof) or Type 2A (one-hour fire-resistance rating on exterior and interior bearing walls and floor with one-hour fire-resistance rating on roof). Fire flow requirements for Type 1B structures less than 22,700 square feet are 1,500 gallons per minute (gpm) and 1,750 gpm for structures ranging from 22,701 to 30,200 square feet, both for a 2-hour duration. Fire flow requirements for Type 2A buildings are higher, with structures between 0 to 12,700 square feet requiring 1,500 gpm and structures 24,201 to 33,200 square feet requiring 2,500 gpm, both for a two-hour duration. The installation of fire sprinklers can lower these fire flow requirements. The ultimate fire flow for each building will depend on the building type and whether or not sprinklers are installed.

The maps within the City of Pasco Comprehensive Water System Plan (see Appendix B) show that at a 20-year buildout, the existing water system has sufficient capacity to service the project site. Specifically, Figure 6-16, Northeast Area Deficiencies, shows that no deficiencies exist at the project area. In addition, Figure 6-12 of the Comprehensive Water System Plan shows that the Zone 2 system adjacent to the project has capacity to provide fire flow of greater than 4,000 gpm. Based on the domestic and fire flow demands and the information available in the City of Pasco Comprehensive Water System Plan, the existing water system has sufficient capacity to serve the project sites. Connection to the existing system will include a metered domestic service (approximately 1-inch) and potentially a fire service for each building if fire sprinklers are included as part of the building design. The fire service will require backflow prevention that may be in a vault

outside each building or within the fire sprinkler room, depending on local building and fire department requirements.

Wastewater Flows and Disposal Strategy

Wastewater demand for the project is split into two sites, the retail/office building and travel plaza, assuming no wastewater would be generated from the surface parking area.

Travel Plaza

Wastewater demand for the travel plaza is based on a combination of usages, including the public restrooms for the office/store users, public restroom use for service station use, and the trucker private shower/toilet rooms as shown on Table 3-3.

The calculations on Table 3-3 assume the following:

- Trucker private shower/toilet rooms are equivalent to luxury camps with flush toilets in the Sewer Design Manual. The assumption is that a single campsite would contain multiple people, so the flow per campsite has been divided by three to account for flow per user.
- The travel plaza contains approximately 10,000 square feet of retail/office area not related to the other uses on Table 3-3.
- The number of vehicles using the service station restrooms were calculated as each of the total number of pumps (28) being used four times per hour for 10 hours and that half of the pump users use restroom facilities.

**TABLE 3-3
ESTIMATE TRAVEL PLAZA DOMESTIC WASTEWATER FLOWS**

Type of Use	Flow Per Design Manual Table 3-2 (gpd)	Peak Users Per Establishment	Estimated gpd Per Establishment
Trucker Private Shower/Toilet (per user)	33	36 Visitors	1,188
Office/Retail (per 1,000 square feet)	200	10 Units	2,000
Service Station Restroom (per vehicle)	10	560 Vehicles	5,600
TOTAL (gpd)			8,788

Retail/Office Building

Wastewater demand for the retail/office building is based on the number of restrooms within the building (see Table 3-4). The proposed office/retail building is 24,000 square feet.

**TABLE 3-4
 ESTIMATE RETAIL/OFFICE BUILDING DOMESTIC WASTEWATER FLOWS**

Type of Use	Flow Per Design Manual Table 3-2 (gpd)	Peak Users Per Establishment	Estimated gpd Per Establishment
Office/Retail (per 1,000 square feet)	200	24 units	4,800
TOTAL (gpd)			4,800

The future projects analyzed in the City of Pasco 2020 Comprehensive Sewer Plan Addendum include a provision for the project buildout. The maps within the addendum show that at 20-year buildout, the existing gravity sewer mains and lift station downstream of the project have sufficient capacity to service both the project and the rest of the buildout basin. Specifically, Figures 4-3 and 4-4 (included in Appendix C of this Report) show the pipe capacity of the existing system when modeled with current flows, and then modeled with near term development, including the proposed project. In these figures, the addition of the project to the analysis shows that there is no capacity change in the system between the proposed project and the wastewater treatment plant to the south, near the Columbia River. Connection to the system will include a 4-inch gravity sewer service line for each building.

The Pasco Comprehensive Sewer Plan Addendum from March 2021 (CSP) indicates the Capitol Avenue lift station serving the collection basin has surplus capacity of 549 gpm, Table 4-4. Table 4-7 of the CSP indicates 507 gpm of the surplus peak hour flow will be allocated by the 20-year growth period. Both tables are included in Appendix C of this report. Wastewater peak hour demand is directly related to the domestic water demand. Wastewater projected peak hour demands for the Travel Plaza and Commercial project and in process demand for the proposed Fee-To-Trust Casino project to the immediate north of the site is anticipated to be 480 gpm. Both projects fit under the available surplus at Capitol Avenue lift are within the anticipated surplus capacity established in the CSP for the 20-year growth period.

The 2019 Wastewater Treatment Plant Facility Plan describes the existing condition of the City of Pasco wastewater treatment plant (WWTP) and the outlook for the WWTP related to future flows. The plan describes the improvements needed to meet the projections for future flows and has outlined a Capital Improvement Plan to address any deficiencies. With this treatment Wastewater Treatment Plant Facility Plan and the Capital Improvement Plan, the City’s WWTP will have adequate capacity for the proposed project.

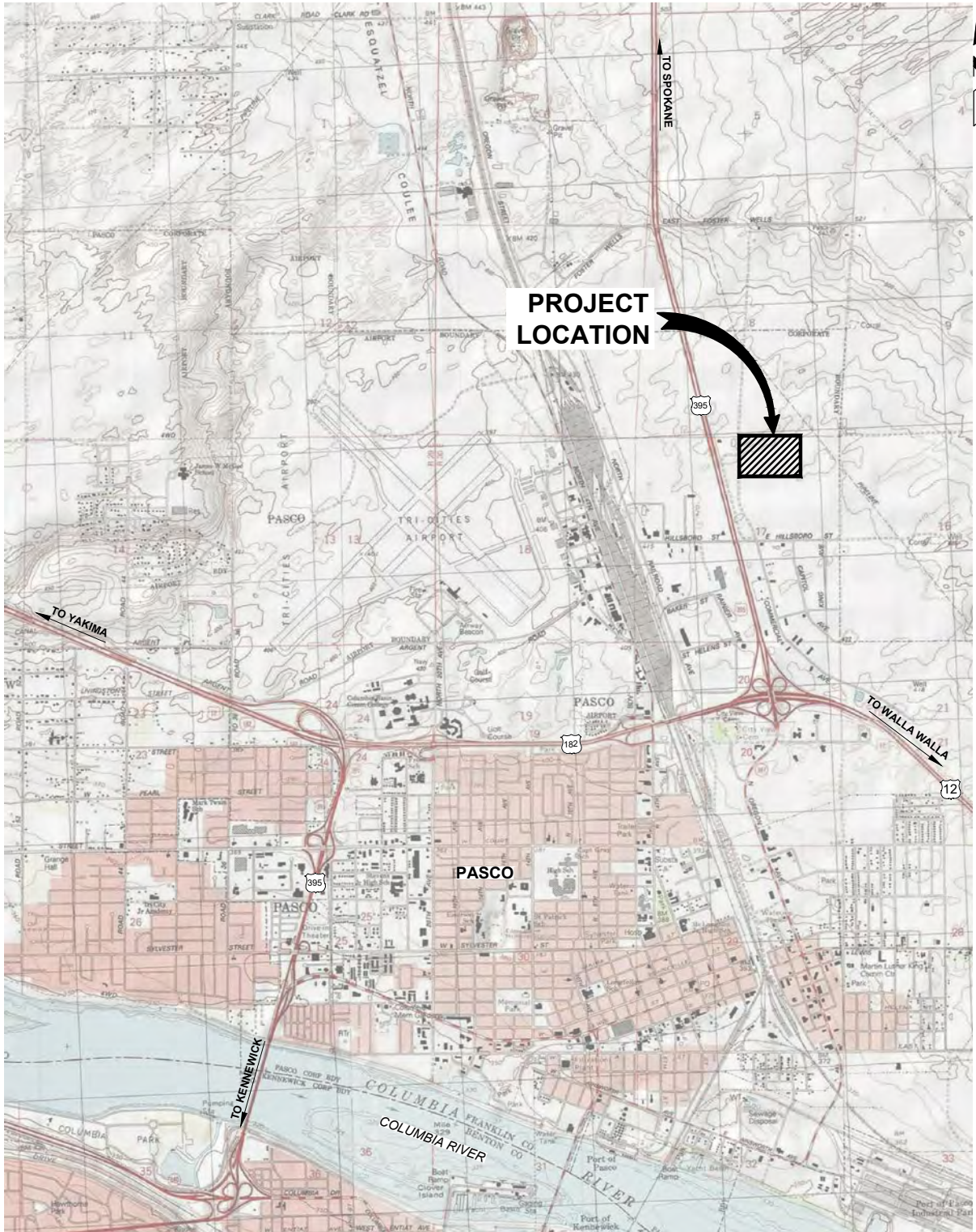
Chapter 4 - Summary and Conclusions

The proposed Colville Tribes Travel Plaza and Commercial in conjunction with the Fee-To-Trust Casino full build or reduced alternative Projects projected demands on the City of Pasco water and wastewater systems would not exceed capacities established in city comprehensive plans.

The information presented herein has been prepared in a general manner and includes design considerations for serving the proposed projects water and wastewater needs. The analysis methods used are in general compliance with the current version of the state of Washington design manuals. Based on the available data and the analysis performed, the existing City of Pasco water and sewer systems adjacent the project site have sufficient capacity, both presently and with future buildout, to provide adequate service to the project.

Any questions regarding this Report should be directed Brian Hansen, P.E., with Anderson Perry & Associates, Inc., 214 E. Birch Street, Walla Walla, Washington 99362, telephone 509-529-9260.

FIGURE

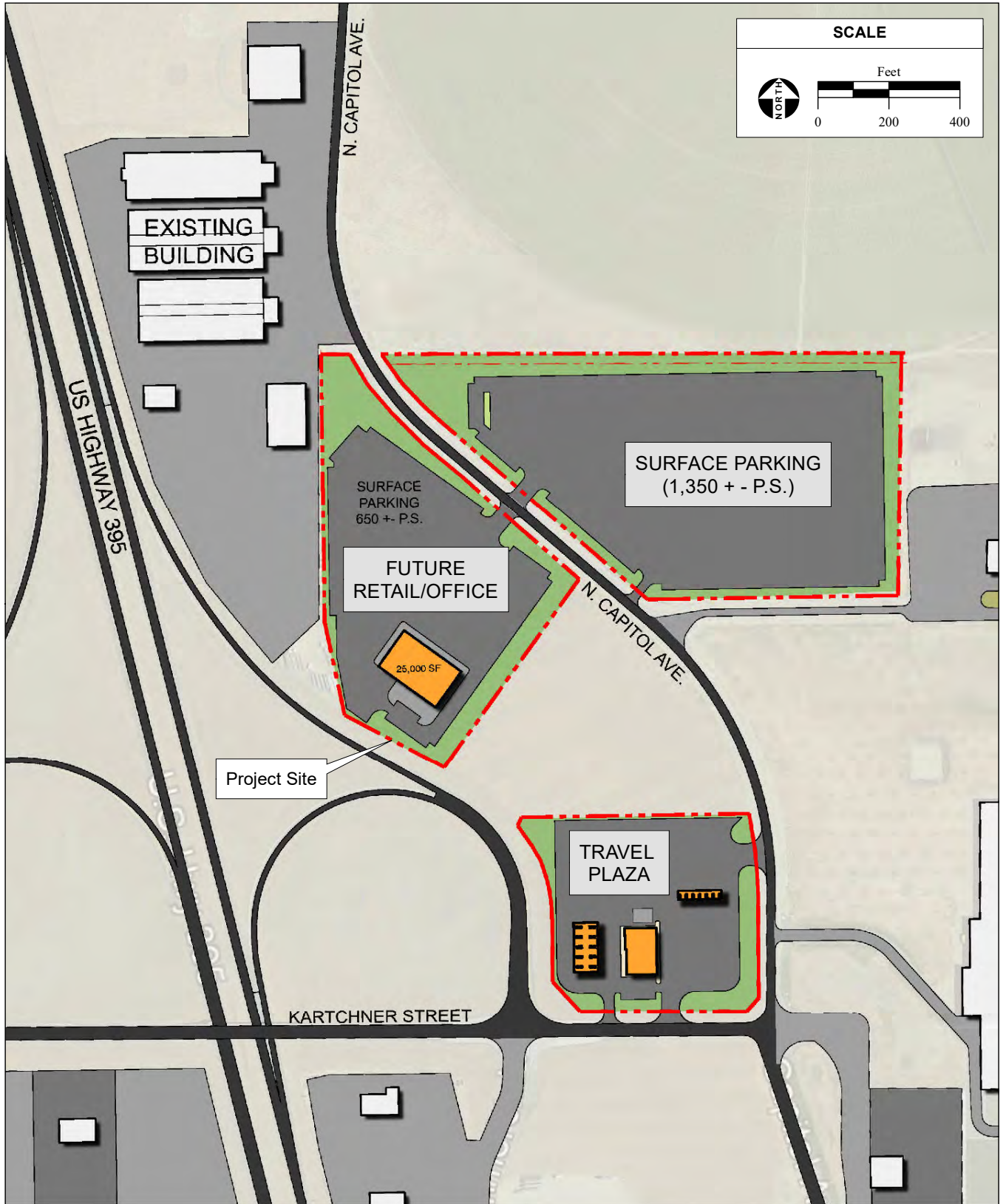


**ANALYTICAL ENVIRONMENTAL SERVICES - MONTROSE
COLVILLE TRIBES
TRAVEL PLAZA AND COMMERCIAL PROJECT**

**FIGURE
1**

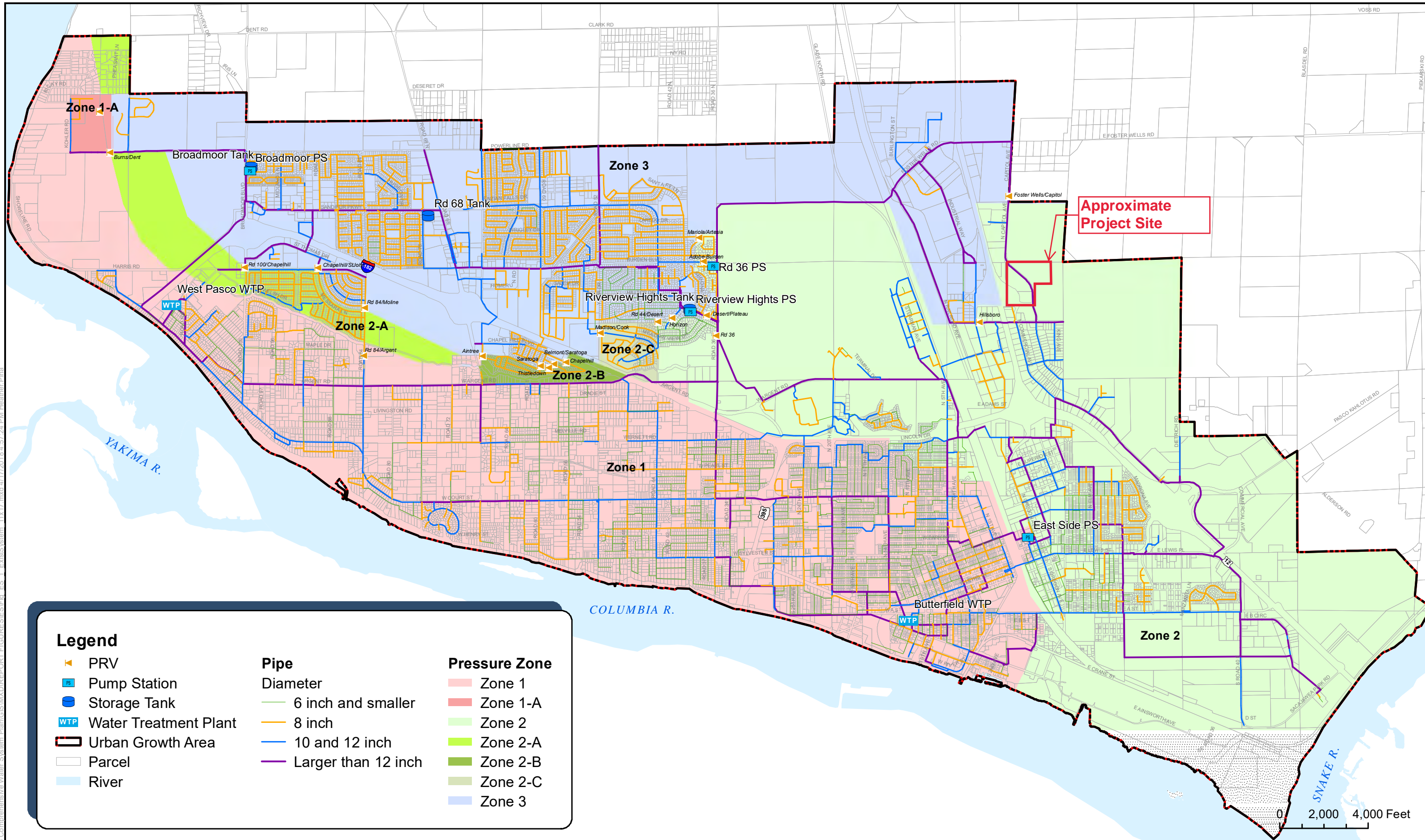
VICINITY MAP

APPENDIX A
Site Plan by the Project Design Team



APPENDIX B
City of Pasco Comprehensive Water
System Plan Figures

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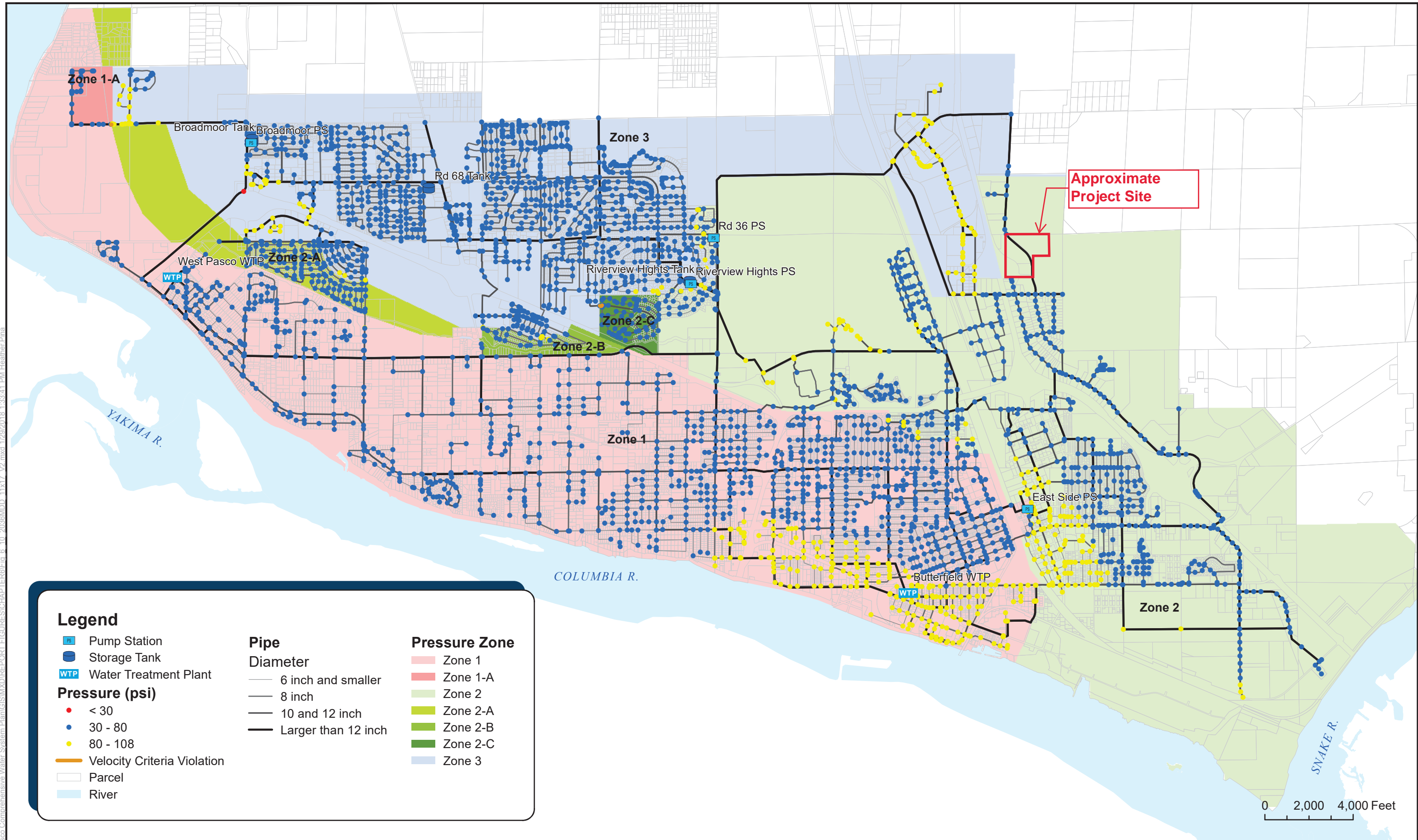
Legend

- | | | |
|-----------------------|---------------------|----------------------|
| PRV | Pipe | Pressure Zone |
| Pump Station | Diameter | Zone 1 |
| Storage Tank | 6 inch and smaller | Zone 1-A |
| Water Treatment Plant | 8 inch | Zone 2 |
| Urban Growth Area | 10 and 12 inch | Zone 2-A |
| Parcel | Larger than 12 inch | Zone 2-B |
| River | | Zone 2-C |
| | | Zone 3 |



**Figure ES-1
Existing System and
Pressure Zones**

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Legend		
	Pump Station	Pressure Zone
	Storage Tank	
	Water Treatment Plant	
Pressure (psi)		
	< 30	
	30 - 80	
	80 - 108	
	Velocity Criteria Violation	
	Parcel	
	River	
Pipe Diameter		
	6 inch and smaller	
	8 inch	
	10 and 12 inch	
	Larger than 12 inch	

0 2,000 4,000 Feet

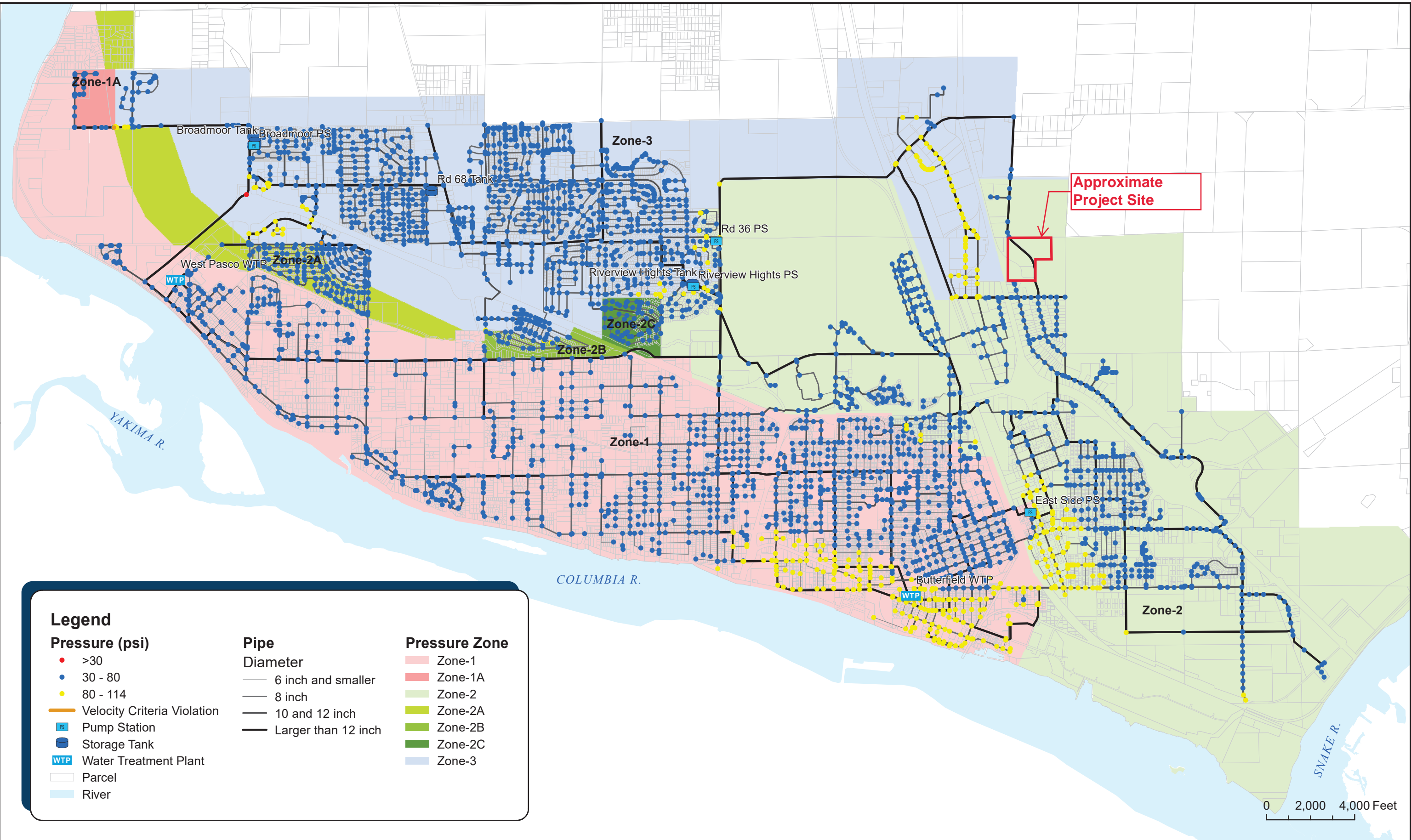


**Comprehensive Water System Plan Update
 City of Pasco**



**Figure 6-10
 2036 Conditions
 MDD Analysis Results**

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Legend

- | | | |
|--|---|--|
| <p>Pressure (psi)</p> <ul style="list-style-type: none"> • >30 • 30 - 80 • 80 - 114 — Velocity Criteria Violation PS Pump Station Storage Tank WTP Water Treatment Plant Parcel River | <p>Pipe Diameter</p> <ul style="list-style-type: none"> — 6 inch and smaller — 8 inch — 10 and 12 inch — Larger than 12 inch | <p>Pressure Zone</p> <ul style="list-style-type: none"> Zone-1 Zone-1A Zone-2 Zone-2A Zone-2B Zone-2C Zone-3 |
|--|---|--|

0 2,000 4,000 Feet

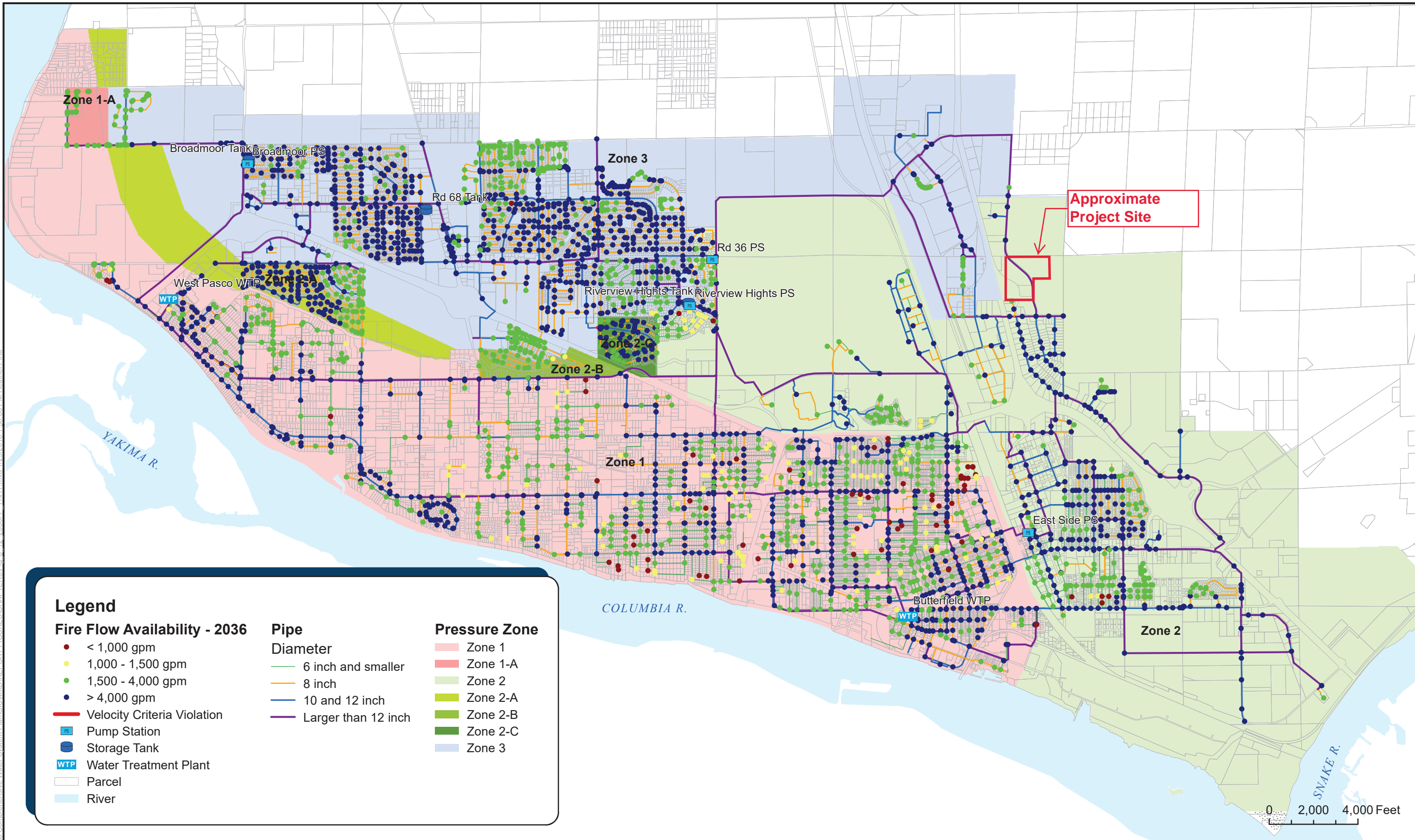


**Comprehensive Water System Plan Update
City of Pasco**



**Figure 6-11
2036 Conditions
PHD Analysis Results**

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Legend

<p>Fire Flow Availability - 2036</p> <ul style="list-style-type: none"> ● < 1,000 gpm ● 1,000 - 1,500 gpm ● 1,500 - 4,000 gpm ● > 4,000 gpm — Velocity Criteria Violation PS Pump Station ST Storage Tank WTP Water Treatment Plant ▭ Parcel ▭ River 	<p>Pipe Diameter</p> <ul style="list-style-type: none"> — 6 inch and smaller — 8 inch — 10 and 12 inch — Larger than 12 inch 	<p>Pressure Zone</p> <ul style="list-style-type: none"> ▭ Zone 1 ▭ Zone 1-A ▭ Zone 2 ▭ Zone 2-A ▭ Zone 2-B ▭ Zone 2-C ▭ Zone 3
---	---	--



Comprehensive Water System Plan Update
City of Pasco



Figure 6-12
2036 Conditions
Fire Flow Availability

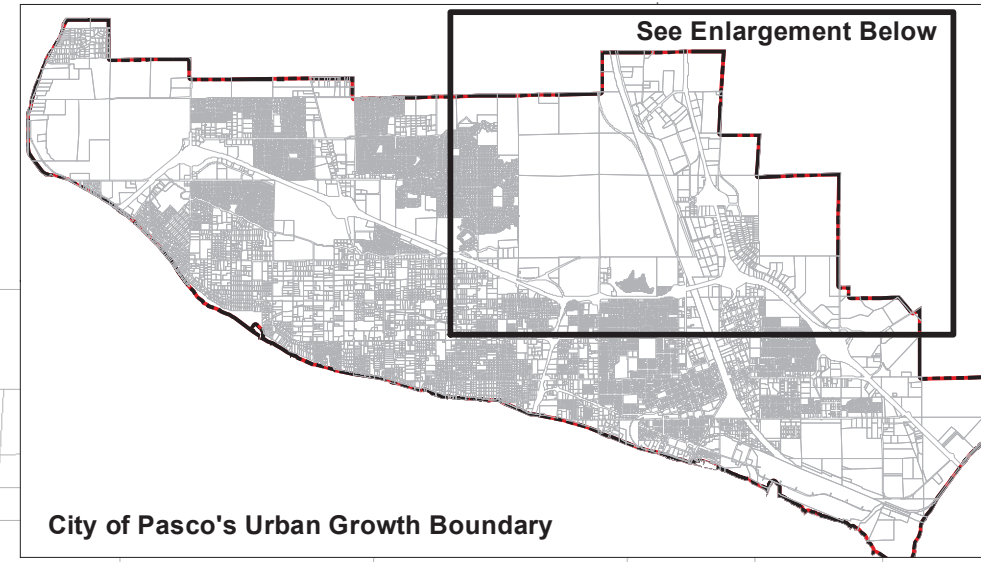
Legend

- Infill Areas with Inadequate Service
- Current Deficiency Areas
- Pump Station
- Storage Tank
- Fire Hydrant*
- Parcel
- City Limit
- UGB

- Pipe Diameter**
- smaller than 4 inch
 - 4 inch
 - 6 inch
 - Greater than 8 inch

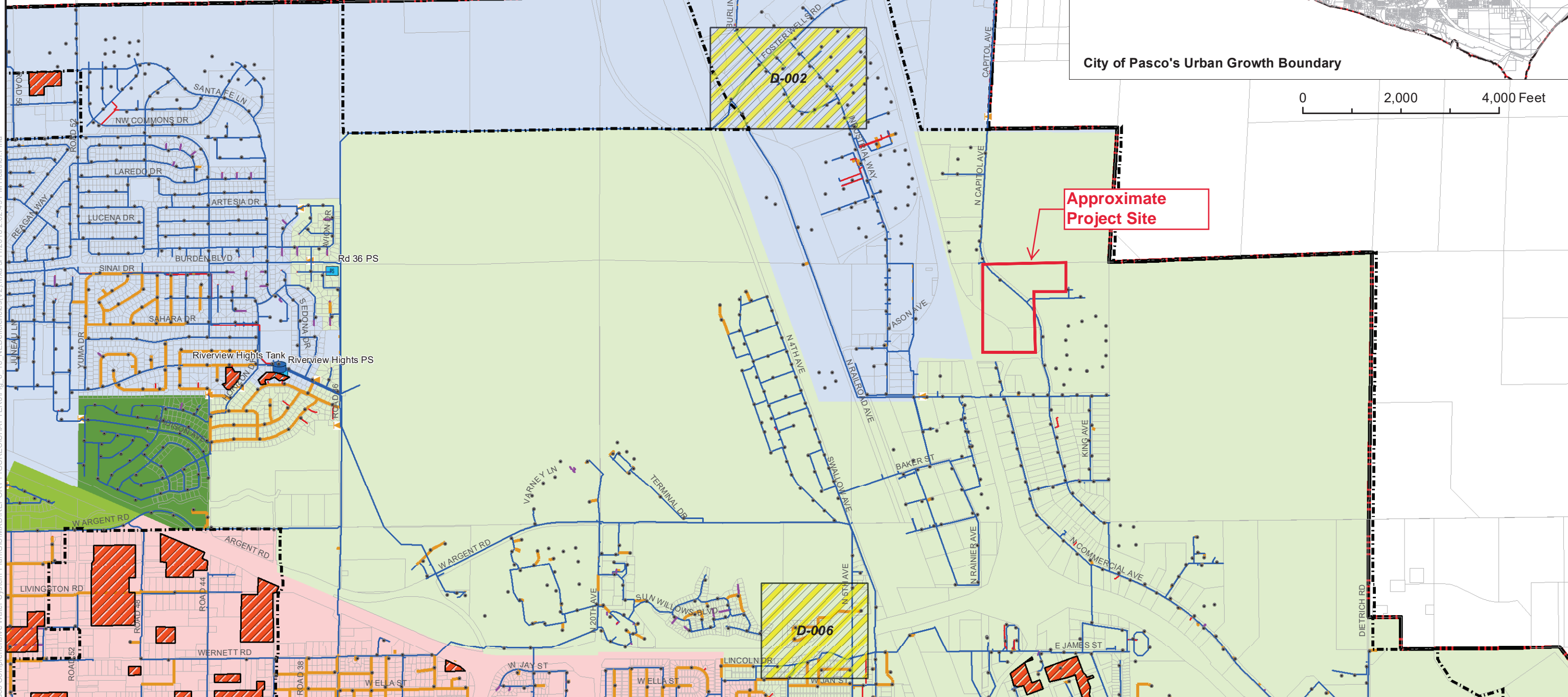
- Zone 1
- Zone 1-A
- Zone 2
- Zone 2-A
- Zone 2-B
- Zone 2-C
- Zone 3

* Based on City's ongoing GIS update. Some fire hydrants are shown without associated piping.



0 2,000 4,000 Feet

Approximate Project Site



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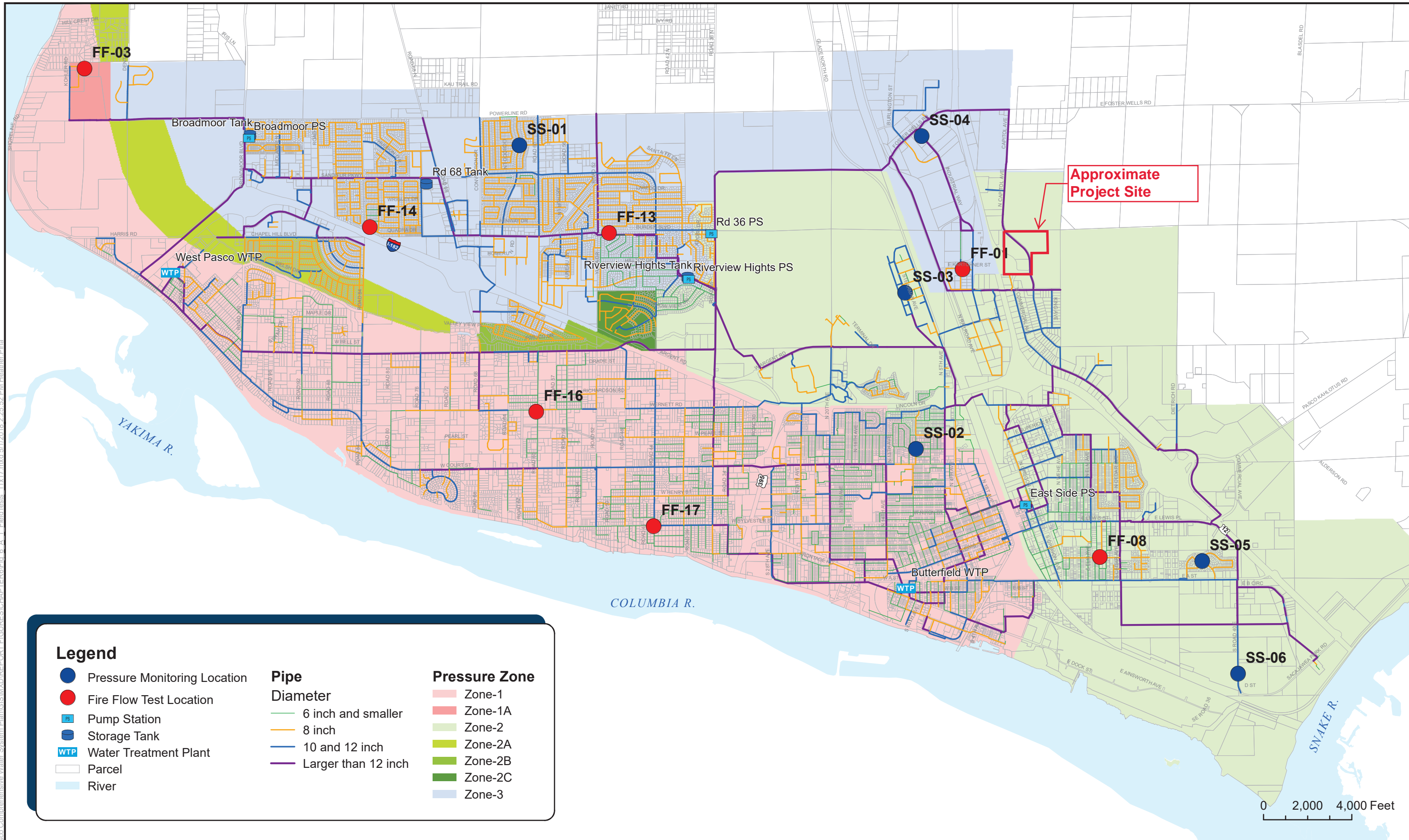


**Comprehensive Water System Plan Update
City of Pasco**



**Figure 6-16
Northeast Area
Deficiencies**

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Legend

- | | | |
|------------------------------|----------------------|---------|
| Pressure Monitoring Location | Pipe Diameter | Zone-1 |
| Fire Flow Test Location | 6 inch and smaller | Zone-1A |
| Pump Station | 8 inch | Zone-2 |
| Storage Tank | 10 and 12 inch | Zone-2A |
| Water Treatment Plant | Larger than 12 inch | Zone-2B |
| Parcel | | Zone-2C |
| River | | Zone-3 |

0 2,000 4,000 Feet



**Comprehensive Water System Plan Update
City of Pasco**



**Figure 6-A-1
Field Test Locations
and Pressure Zones**

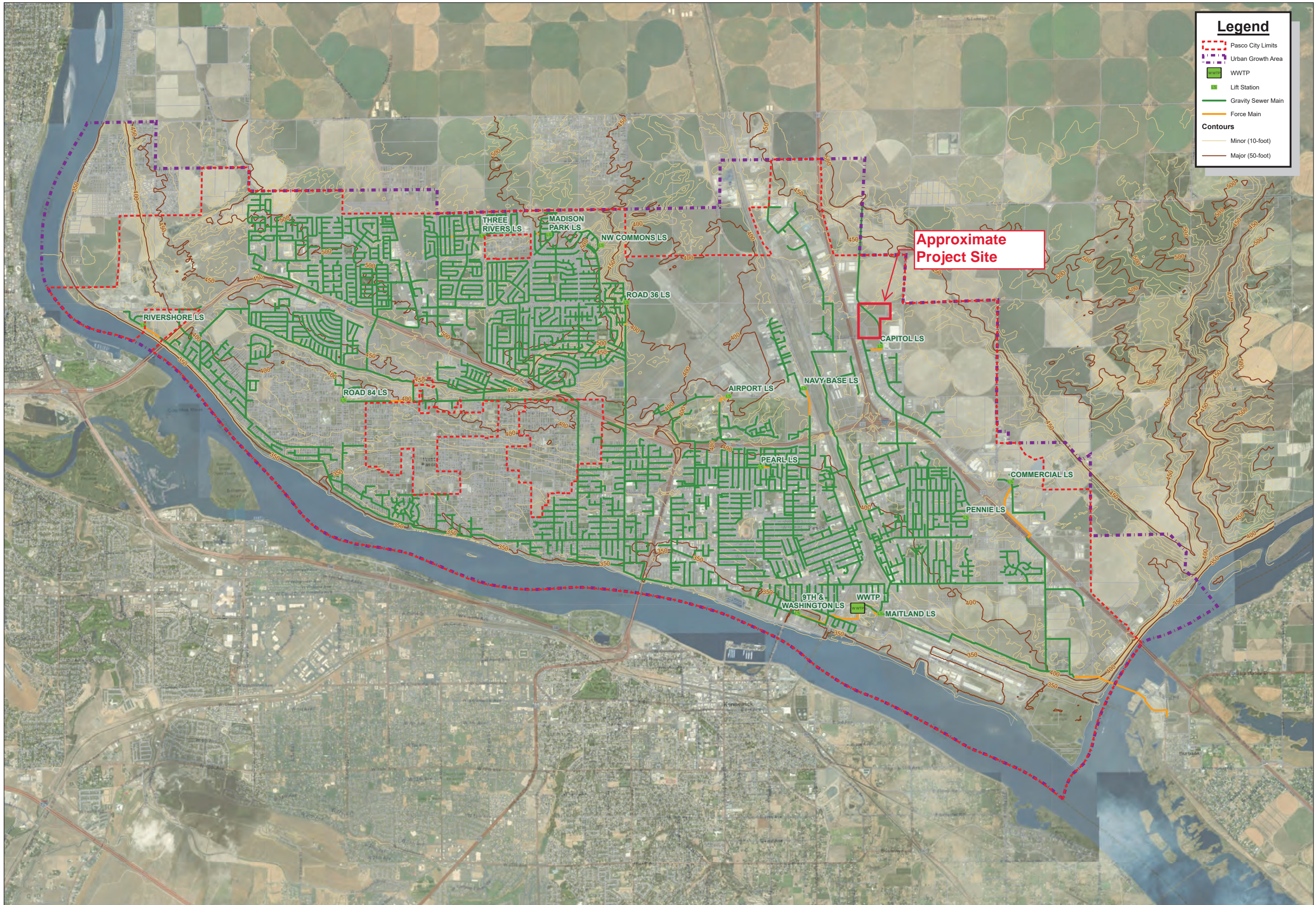
**Table 6-A-1
Model Calibration Results – Static and Residual Pressure**

Field Data				Model Results		Error				Comments	
Test ¹	Pressure Zone	Static Pressure (psi)	Fire Flow (gpm)	Residual Pressure (psi)	Static Pressure (psi)	Residual Pressure (psi)	Static pressure		Residual Pressure		
							%	Absolute Error (psi)	%		Absolute Error (psi)
FF-01	Zone 3	95	1,050	70	92	73	3%	3.3	-4%	3	Assumed one unit working at Road 36 PS
FF-03	Zone 3 ²	60	700	45	53	45	12%	7	0%	0	Assumed main PRV opens during a fire flow event (8-in @ 45psi)
FF-08	Zone 2	78	920	50	72	63	8%	6.2	-26%	13	
FF-13	Zone 3	66	750	60	63	59	4%	2.7	2%	1.2	
FF-14	Zone 3	78	1050	75	72	70	8%	6	7%	5.1	
FF-16	Zone 1	66	700	50	63	58	5%	3.5	-16%	8	Pipe diameter uncertainties around this location
FF-17	Zone 1	65	1000	60	70	68	-8%	5.1	-14%	8.1	
SS-01	Zone 3	61			62.7		-3%	1.7			
SS-02	Zone 1	54			54.5		-1%	0.5			Assumed one unit on at Butterfield WTP
SS-03	Zone 2	78			76.1		2%	1.9			
SS-04	Zone 3	98			96.7		1%	1.3			Assume two units on at Road 36 PS
SS-05	Zone 2	71			65.2		8%	5.8			
SS-06	Zone 2	74			70.7		4%	3.3			
System-side Average Error³							5%	3.7	10%	5.5	

Notes:

- ¹ Test Id starting with FF indicates fire flow test location. SS denotes locations with a static pressure reading only.
- ² This portion of the system outside of City Limits, supplied from Zone 3 via PRVs.
- ³ Average error calculated using absolute values.

APPENDIX C
City of Pasco Comprehensive
Sewer System Plan Figures



Legend

- Pasco City Limits
- Urban Growth Area
- WWTP
- Lift Station
- Gravity Sewer Main
- Force Main

Contours

- Minor (10-foot)
- Major (50-foot)

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Vicinity Map



J:\DATA\PC\719-106\GIS\MAP\PSC CSP - GISPROJ10- AND 20-YEAR DEVELOPMENTS.APX BY: APELLETIER PLOT DATE: FEB 26, 2021 COORDINATE SYSTEM:

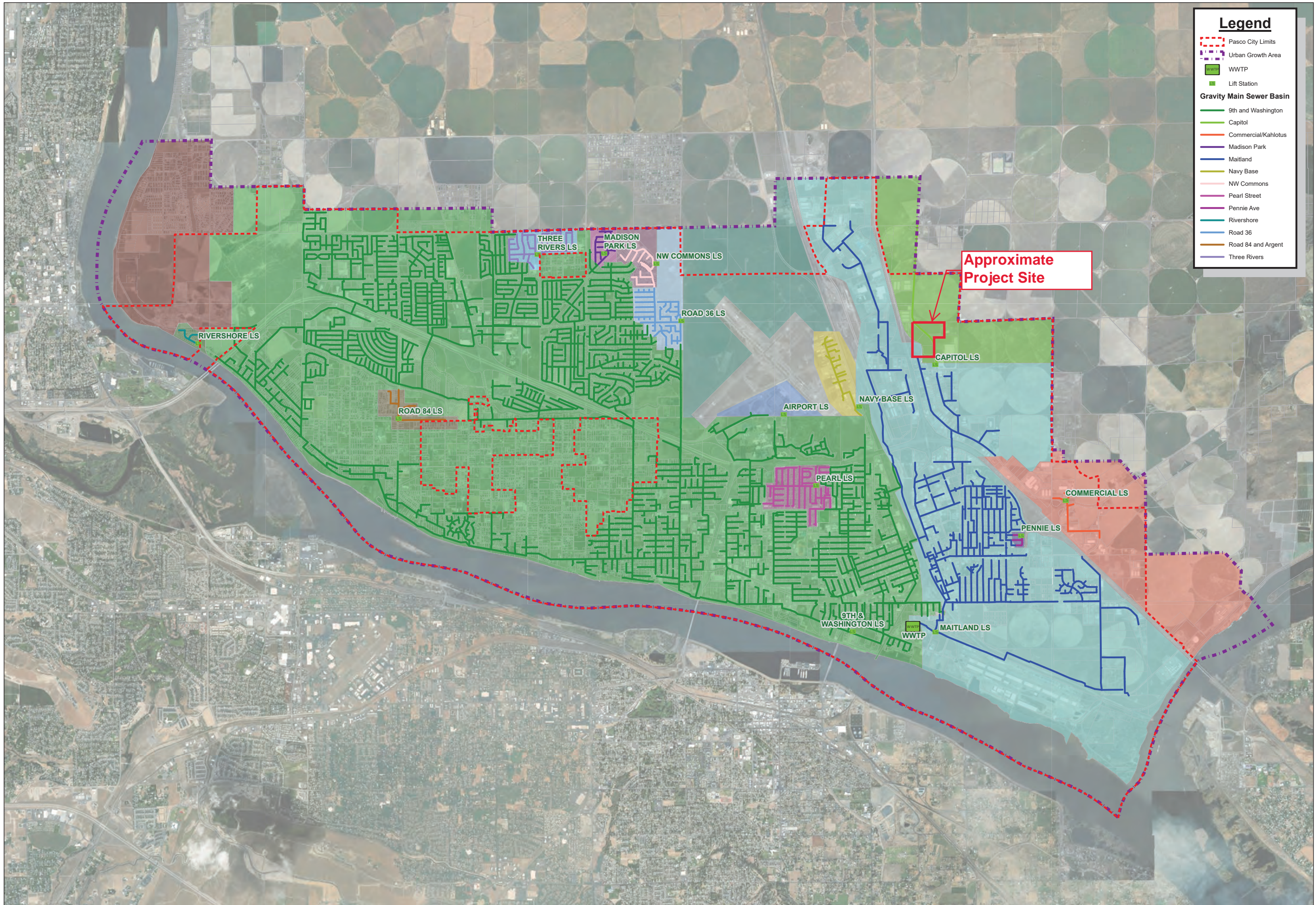
**Figure 1-1
Existing Sewer System
City of Pasco
Addendum to the CSP**



1 inch : 2,500 Feet
0 1,250 2,500 5,000 Feet

DRAWING IS FULL SCALE WHEN BAR MEASURES 2"





Legend

- Pasco City Limits
- Urban Growth Area
- WWTWP
- Lift Station

Gravity Main Sewer Basin

- 9th and Washington
- Capitol
- Commercial/Kahlotus
- Madison Park
- Maitland
- Navy Base
- NW Commons
- Pearl Street
- Pennie Ave
- Rivershore
- Road 36
- Road 84 and Argent
- Three Rivers

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Vicinity Map



Figure 1-2
Existing Sewer System
Lift Station Gravity Main Basins
City of Pasco
Addendum to the CSP

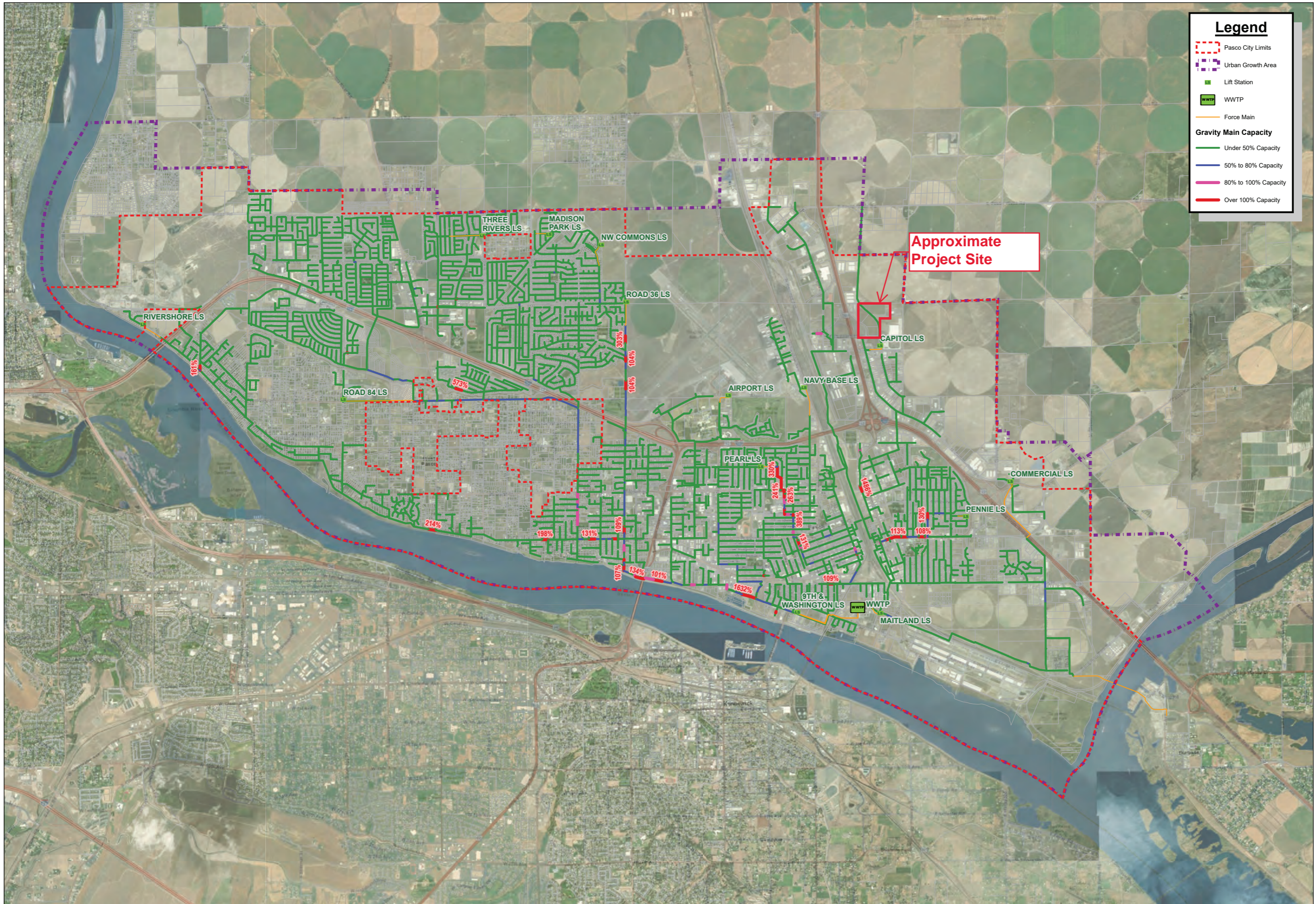
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1 inch : 2,500 Feet
 0 1,250 2,500 5,000 Feet

DRAWING IS FULL SCALE WHEN BAR MEASURES 2"





Legend

- Pasco City Limits
- Urban Growth Area
- Lift Station
- WWTP
- Force Main

Gravity Main Capacity

- Under 50% Capacity
- 50% to 80% Capacity
- 80% to 100% Capacity
- Over 100% Capacity

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Vicinity Map

Figure 4-3
Existing PHF Capacity
City of Pasco
Addendum to the CSP

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1 inch : 2,500 Feet

DRAWING IS FULL SCALE WHEN BAR MEASURES 2"

APPENDIX TIS

TRANSPORTATION IMPACT STUDY

COLVILLE TRIBES TRAVEL PLAZA AND COMMERCIAL PROJECT DEVELOPMENT

PASCO, WASHINGTON

July 20, 2022



Inside front cover

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Colville Tribes Travel Plaza and Commercial Project Development Pasco, Washington

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Project Number 26835

July 20, 2022



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- Appendix F. Opening Year 2025 Background Conditions Operations Sheets
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- Appendix H. Opening Year 2025 Background Conditions Operations Sheets Under Mitigated Conditions
- Appendix I. Opening Year 2025 Total Conditions Operations Sheets
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- Appendix L. Proposed Casino Trip Generation and Assignment
- Appendix M. Horizon Year 2045 Background Conditions Operations Sheets
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Section 1

Executive Summary

EXECUTIVE SUMMARY

This study examined the transportation impacts associated with the proposed Colville Tribes Travel Plaza and Commercial project development. The study concludes that the proposed site development can be constructed while maintaining acceptable traffic operations at the study intersections, assuming provision of the recommended mitigation measures.

This study assessed traffic conditions under typical weekday AM and PM peak hour conditions as well as Friday PM peak hour conditions. Study intersection traffic operations were analyzed under current (existing) conditions as well as opening year 2025 conditions both without and with the proposed Colville Tribes Travel Plaza and Commercial project development. Horizon year 2045 study intersection operations were analyzed in an effort to confirm what other future changes may be needed at the study intersections to accommodate longer-term growth in the region. The year 2045 analysis was also performed to confirm that the proposed 2025 transportation mitigation measures do not preclude the ability to construct other future improvements that may be needed regardless of the proposed site development.

FINDINGS

YEAR 2022 EXISTING CONDITIONS

- Two of the three study intersections were found to exceed City of Pasco and Washington Department of Transportation (WSDOT) operational requirements under existing conditions:
 - US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street
 - The draft City of Pasco Transportation System Master Plan (TSMP, Reference 1) recommends a traffic signal at this location.
 - US-395 NB Ramp-Commercial Avenue / Kartchner Street
 - The draft City of Pasco TSMP recommends a traffic signal at this location.
- No safety-based mitigation needs were identified for the study intersections based on a review of the recent crash history.

OPENING YEAR 2025 BACKGROUND TRAFFIC CONDITIONS

- The two study intersections that do not satisfy applicable operating requirements under existing conditions experience additional delay with background growth:
 - US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street
 - US-395 NB Ramp-Commercial Avenue / Kartchner Street

PROPOSED DEVELOPMENT PLAN

- The proposed site development is estimated to generate approximately 9,094 daily trips, including 663 trips during the weekday AM peak hour, 721 trips during the weekday PM peak hour and 721 trips during the Friday PM peak hour.
- Two site access driveways are proposed along Kartchner Street and three site access driveways are proposed along N Capitol Avenue.

OPENING YEAR 2025 TOTAL TRAFFIC CONDITIONS

- The two study intersections that do not satisfy applicable operating requirements under existing conditions and opening year 2025 background traffic conditions experience additional delay with site development.

HORIZON YEAR 2045 BACKGROUND TRAFFIC CONDITIONS

- The following intersections do not satisfy mobility targets under 2045 background traffic conditions:
 - US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street
 - US-395 NB Ramp-Commercial Avenue / Kartchner Street
 - N Capitol Avenue / Kartchner Street

HORIZON YEAR 2045 TOTAL TRAFFIC CONDITIONS

- The three intersections that do not satisfy applicable operating requirements under horizon year 2045 background conditions experience additional delay with site development.

RECOMMENDATIONS

The following mitigation measures are recommended for implementation to accommodate opening year 2025 background traffic conditions, regardless of site development:

- US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street: Install a traffic signal
- US-395 NB Ramp-Commercial Avenue / Kartchner Street: Install a traffic signal

The following mitigation measures are recommended for implementation in conjunction with the proposed development and should be completed prior to site occupancy (subject to concurrence by the agency with jurisdiction over each of the respective study intersections):

- US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street: Pay a proportionate share contribution toward installation of a traffic signal
- US-395 NB Ramp Terminal-Commercial Avenue / Kartchner Street: Pay a proportionate share contribution toward installation of a traffic signal and construction of a westbound right-turn lane.
- Driveway C (N Capitol Avenue & Travel Plaza Driveway 1): Coordinate with City staff to establish an easement (or other similar mechanism) to preserve adequate sight distance to the north through the existing curve on N Capitol Avenue.

Regardless of the proposed development, the following intersections should continue to be monitored by the responsible agency and may require additional mitigation in future years based on horizon year 2045 traffic conditions. While these locations are projected to require additional mitigation in the future as a function of continued local and regional growth, the projected development site traffic has a negligible impact on intersection operations.

- US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street: Install a traffic signal
- US-395 NB Ramp-Commercial Avenue / Kartchner Street: Install a traffic signal with an exclusive westbound right-turn lane
- N Capitol Avenue / Kartchner Street: Install a traffic signal

The following additional mitigation measures are needed to support the projected site traffic under horizon year 2045 total traffic conditions:

- Driveway A (Retail Driveway 1 & N Capitol Avenue): Install an exclusive northbound left-turn lane.

The mitigation measures recommended for implementation in conjunction with opening year 2025 site development do not preclude any of the above potential future intersection changes from occurring.

Summaries of recommended mitigation measures are provided in Exhibit A and Exhibit B below.

Exhibit A. 2025 Mitigations

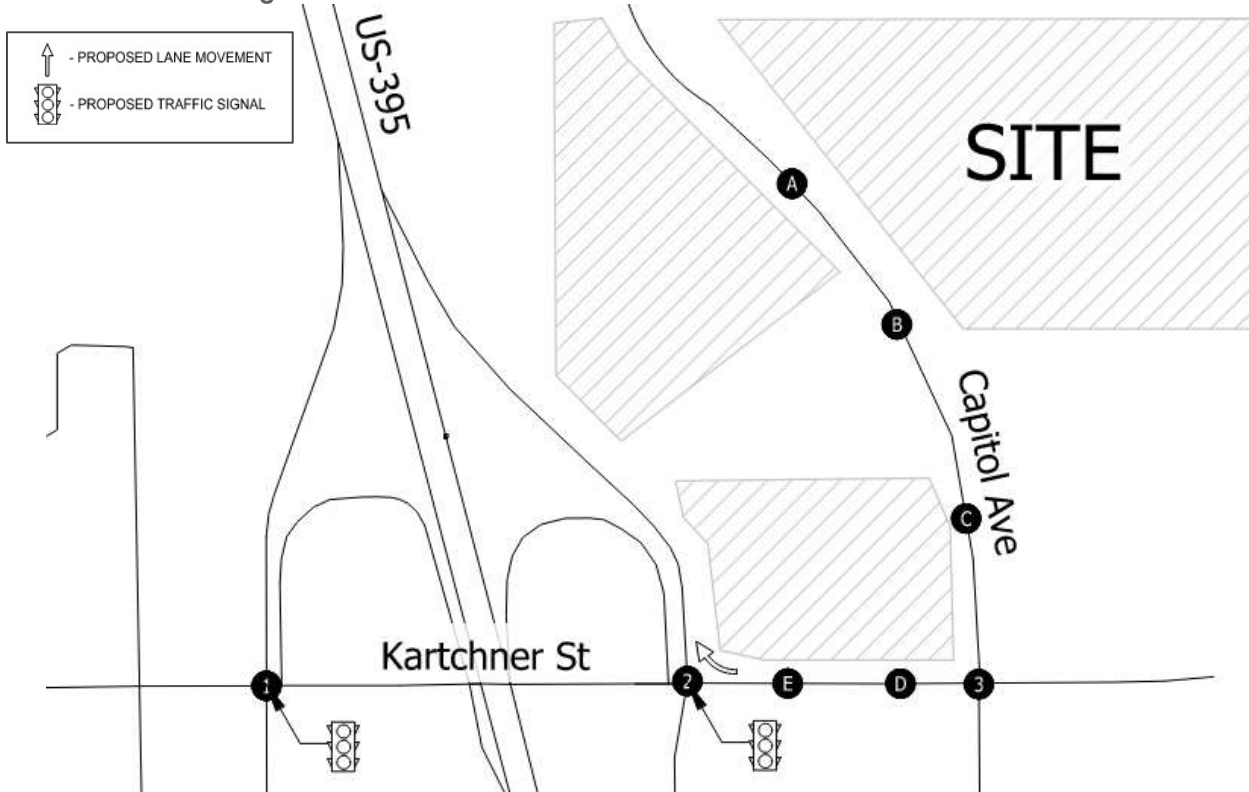
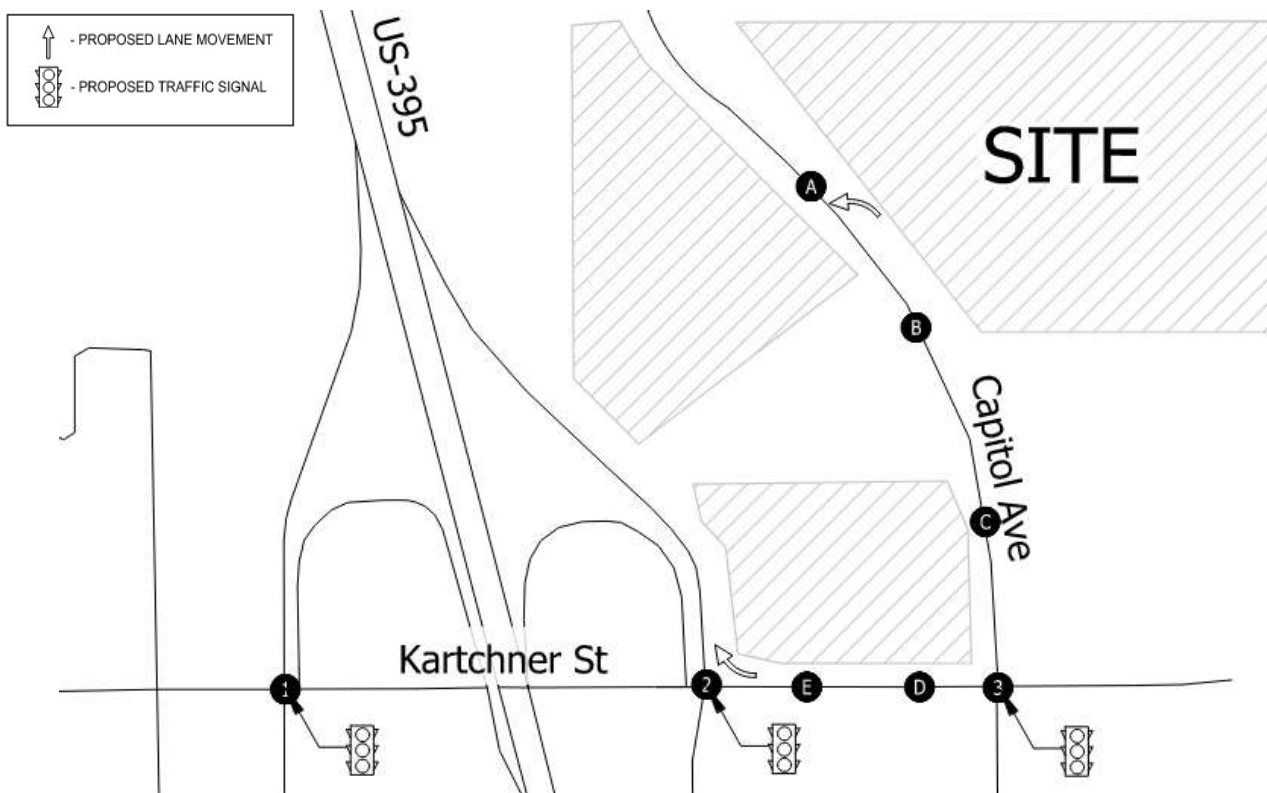


Exhibit B. 2045 Mitigations





Section 2 Introduction

INTRODUCTION

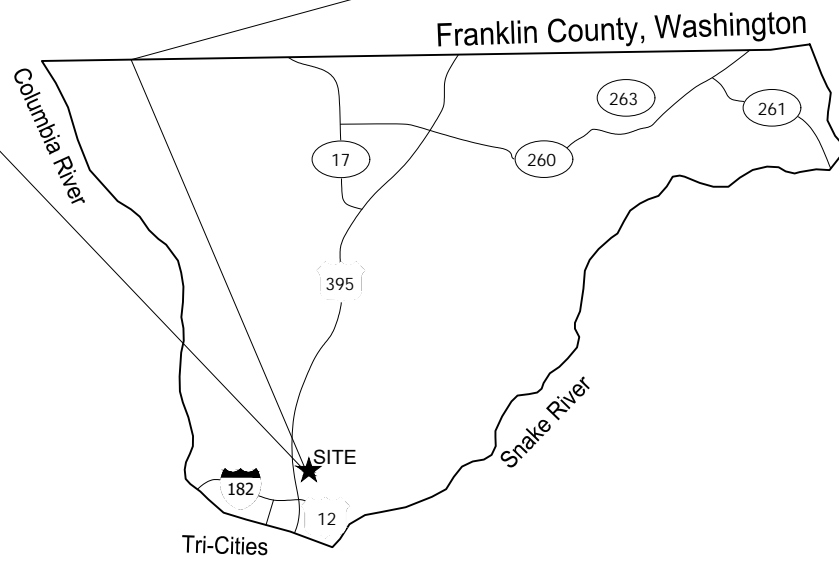
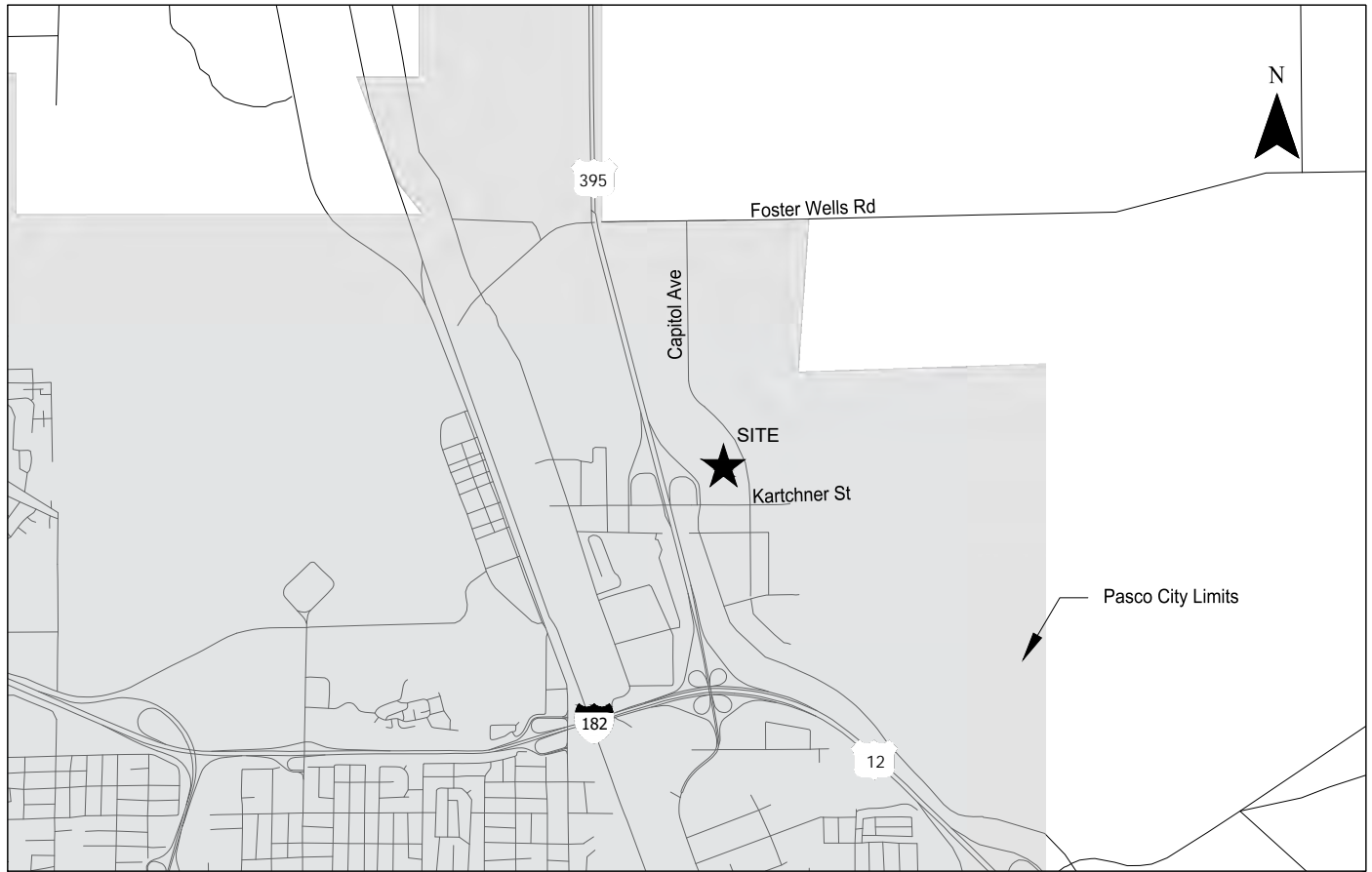
The Transportation Impact Analysis (TIA) details the anticipated traffic impacts related to the proposed Colville Tribes Travel Plaza and Commercial project development, to be located northeast of the US-395/Kartchner Street interchange in Pasco, WA, as shown in Figure 1. The site is targeted for opening in 2025.

This study documents how key study intersections currently operate (existing conditions) and how they are projected to operate in the opening year (2025) and long-term (2045) without and with site development. Based on the analyses prepared to assess intersection operations under typical weekday and weekend peak hour traffic demand, a list of recommended enhancements within the study area was identified to mitigate the traffic impacts of the proposed site development.

PROJECT DESCRIPTION

The proposed development includes a travel plaza/gas station, retail/office space, and additional parking. The proposed travel plaza development will have two access points to Kartchner Street and one access point to N Capitol Avenue. The travel plaza and commercial project will include packaged food, beverages, a deli, truckers lounge, showers, public restrooms, and employee areas. It will also include a pump island with 12 gasoline car fueling positions and 16 diesel semi-trailer fueling positions. The proposed additional parking and 25,000 square feet of retail and/or office space will share a single access aligning across N Capitol Avenue. The additional parking will have a secondary access to N Capitol Avenue. The proposed site plan is shown in Figure 2.

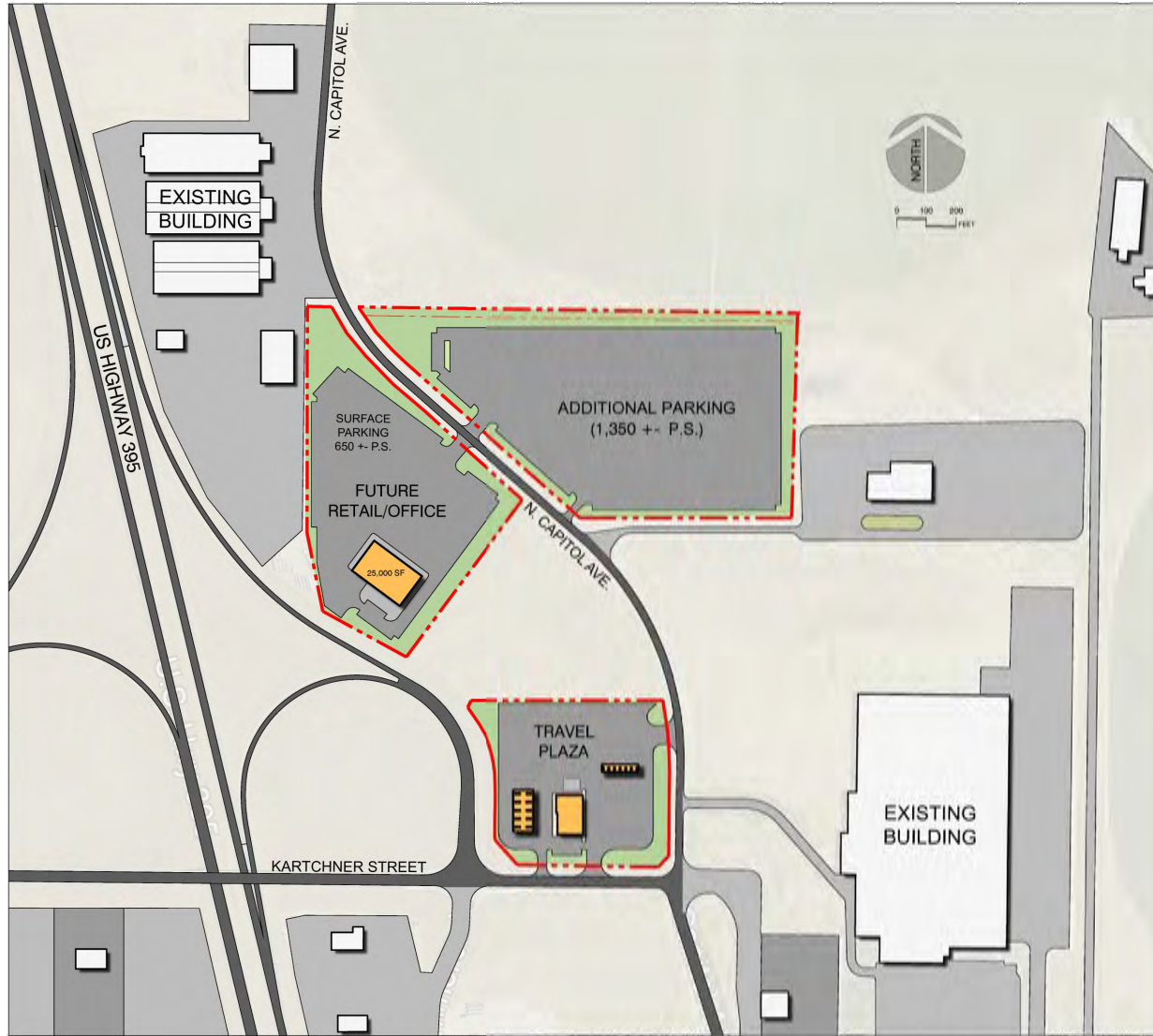
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Site Vicinity Map
Pasco, WA

Figure
1

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Proposed Site Plan
Pasco, WA

Figure
2



Section 3 Study Scope & Analysis Methodology

STUDY SCOPE & ANALYSIS METHODOLOGY

This section provides an overview of the TIA study scope, study methodology, and applicable operation standards.

STUDY SCOPE

This study identifies the transportation-related impacts associated with the proposed Colville Tribes Travel Plaza and Commercial project development and documents recommended off-site mitigation improvements identified to satisfy applicable review agency transportation standards. The following sections outline the study intersections, traffic analysis periods and scenarios.

STUDY INTERSECTIONS

The study intersections are listed below and are identified by a numerical identification corresponding with the analysis figures in this report. These intersections were selected to maintain consistency with the intersections analyzed in the TIA for Love's Travel Plaza currently under construction at the southwest corner of N Capitol Avenue / Kartchner Street. Exhibit C illustrates the study intersection locations.

1. US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street
2. US-395 NB Ramp Terminal-Commercial Avenue / Kartchner Street
3. N Capitol Avenue / Kartchner Street

Exhibit C: Site Vicinity and Study Intersections



TRAFFIC ANALYSIS TIME PERIODS

Study intersection operations were analyzed during the following three time periods:

- Weekday morning peak hour (7:00 – 9:00 AM)
- Weekday evening roadway peak hour (3:00 – 5:00 PM)
- Friday evening peak hour (4:00 – 6:00 PM)

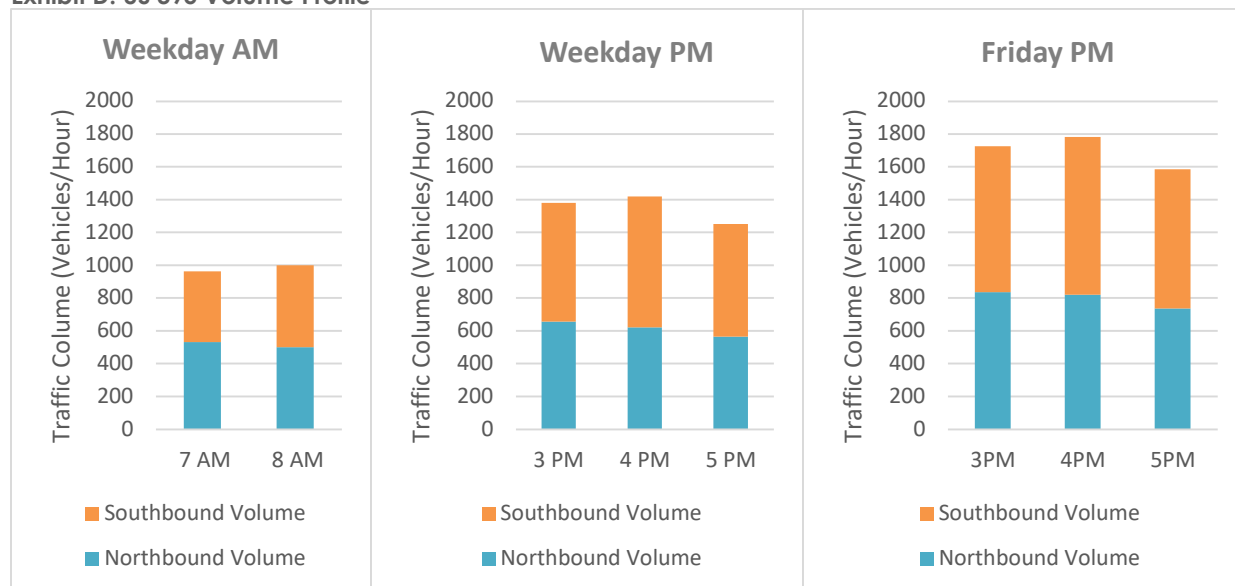
The following section describes the methodology for establishing study time periods.

System Volume Profile

Traffic volume profiles on US 395 in the site vicinity were reviewed to better understand the peaking characteristics of the traffic system in the study area.¹

Exhibit D illustrates the hourly sum of traffic volumes on the US 395 during the typical mid-weekday AM and PM peak periods, as well as the Friday PM peak period, by direction of travel.

Exhibit D: US 395 Volume Profile



Source: Washington State Department of Transportation Historic Traffic Sections 2019

Based on the volume profile, traffic volumes on US 395 peak between 8:00 and 9:00 AM and 4:00 and 5:00 PM on weekdays, and between 4:00 and 5:00 PM on Friday afternoons. In addition to the typical study of weekday AM and PM peak hour, the Friday PM peak hour is evaluated due to the higher volume of existing traffic recorded during that time period.

ANALYSIS SCENARIOS

The proposed development is expected to be constructed and operational in 2025. Study intersection performance was modeled for the years 2022 (existing conditions), 2025 (opening year conditions), and 2045 (horizon year conditions). Year 2045 was selected for cumulative year conditions for the environmental document needs because it is the future year analyzed in the urban travel demand model maintained for the study area by the Benton-Franklin Council of Governments (BFCOG). Analysis was conducted for opening and horizon year conditions without (no-build) and with (build) the proposed site development alternatives. The following five scenarios were analyzed during the three analysis periods outlined above:

- 2022 Existing Traffic Conditions
- Opening Year 2025 Background Traffic Conditions
- Opening Year 2025 Total Traffic Conditions
- Horizon Year 2045 Background Traffic Conditions
- Horizon Year 2045 Total Traffic Conditions

¹ Data along SR 395 (Site ID: B03) was gathered from WSDOT's PTR sites data download for January 1, 2019 to December 31, 2019.

ANALYSIS METHODOLOGY

The intersection operations analyses presented in this report were prepared following the *Highway Capacity Manual 6th Edition* (HCM 6th Edition, Reference 2) using Synchro 11 software. Queuing analyses presented in this report reflect 95th percentile queues and were obtained from Synchro 11.

The criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD, Reference 3) were used for traffic signal warrant analyses. The MUTCD identifies nine warrants for traffic signal installation. The first three volume-based warrants (#1-Eight Hour, #2-Four Hour and #3-Peak Hour) were evaluated at stop-controlled intersections. Weekday daily 24-hour volumes were estimated considering the peak hour and typical volume profiles along similar roadway facilities.

Turn lane requirement evaluations were based on turn lane warrants contained in the *WSDOT Design Manual* (Reference 4).

PERFORMANCE MEASURES & OPERATIONAL STANDARDS

Intersection performance measures reported in this study include, but are not limited to, level of service (LOS), volume-to-capacity ratio (v/c), and delay. Study intersection operating standards adopted by the respective transportation review authorities for the facilities they operate and maintain are summarized in this section.

WSDOT OPERATING STANDARDS

The US-395 ramp terminal intersections on Kartchner Street are operated and maintained by WSDOT. WSDOT provides a table of LOS standards for state highways of statewide significance (HSS) based on Revised Code of Washington (RCW) 47.06.140(2). Regional transportation planning organizations (RTPOs) and WSDOT jointly develop and establish LOS standards for regionally significant state highways based on RCW 47.80.030(1)(c). Table 1 presents the WSDOT standards for state facilities in Franklin County.

Table 1: WSDOT Level of Service Standards for Washington State Highways

Regional Organization/ County	LOS for Non-HSS ¹		LOS for HSS ¹	
	Urban	Rural	Urban	Rural
BFCOG (Benton-Franklin Council of Governments) – MA/MP/RTPO	D	C	D	C

¹Highway of Statewide Significance

LOS D is that standard used for the US-395 ramp terminals at Kartchner Street because WSDOT designates this area as “urban” and US-395 has an HSS designation. US-395 transitions to “rural” north of E Foster Wells Road.

PASCO OPERATING STANDARDS

Per the City of Pasco Comprehensive Plan – Volume II (Reference 5), the City standard for an intersection consisting of local streets is LOS C. The standard for an intersection consisting of arterials and/or collectors is LOS D. N Capitol Avenue and Kartchner Street are both classified as collectors in the City of Pasco TSMP (Reference 1). Therefore, the LOS standard for the intersection of these two roadways is LOS D.



Section 4 Existing Conditions

EXISTING CONDITIONS

The existing conditions analysis identifies site conditions and the current operational, traffic control and geometric characteristics of the roadways within the study area. These conditions will be compared with future conditions later in this report. Kittelson & Associates, Inc. staff visited and inventoried the proposed development site and surrounding area in March 2022 to observe adjacent land uses, geometric features, existing traffic operations, and transportation facilities in the study area.

SITE CONDITIONS AND LAND USES

The proposed Colville Tribes Travel Plaza and Commercial project development will be located along N Capitol Avenue, northeast of the US-395/Kartchner Street interchange in Pasco, WA, as shown in Figure 2 and Exhibit C. The site is currently undeveloped and unoccupied. The land uses within the vicinity of the site and around the study intersections, are mostly commercial and industrial. The site is currently zoned as Light Industrial (I-1) per the City of Pasco Zoning Map (Reference 6).

TRANSPORTATION FACILITIES

Table 2 summarizes the attributes of key roadways in the site vicinity. The existing lane configurations and traffic control devices are summarized in Figure 3.

Table 2: Existing Transportation Facilities

Roadway	Functional Classification ¹	Motor Vehicle Through Lanes	Posted Speed (mph)	Sidewalks	Striped Bicycle Lanes	On-Street Parking
US 395 SB Ramps	Other Freeways & Expressway	2	55	No	No	No
US 395 NB Ramps	Other Freeways & Expressways	2	55	No	No	No
N Capitol Avenue	Collector	2	45	No	No	No
Kartchner Street	Collector	2	Unposted ²	No	No	No
N Rainier Avenue	Local	2	Unposted ²	No	No	No
Commercial Avenue	Collector	2	Unposted ²	No	No	No

¹Per City of Pasco Transportation System Master Plan, Figure 15 (Reference 1)

²No speed signs were observed. For the purposes of this analysis, the speed is assumed to be 45 mph.

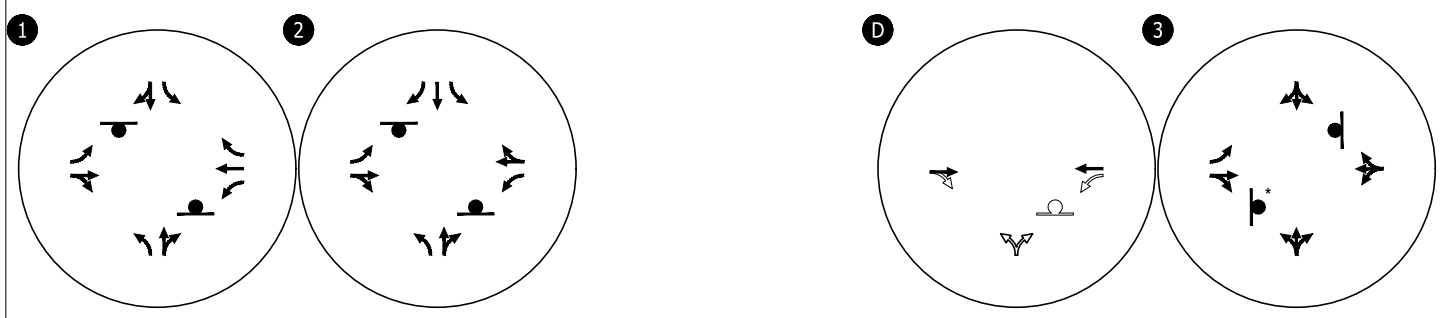
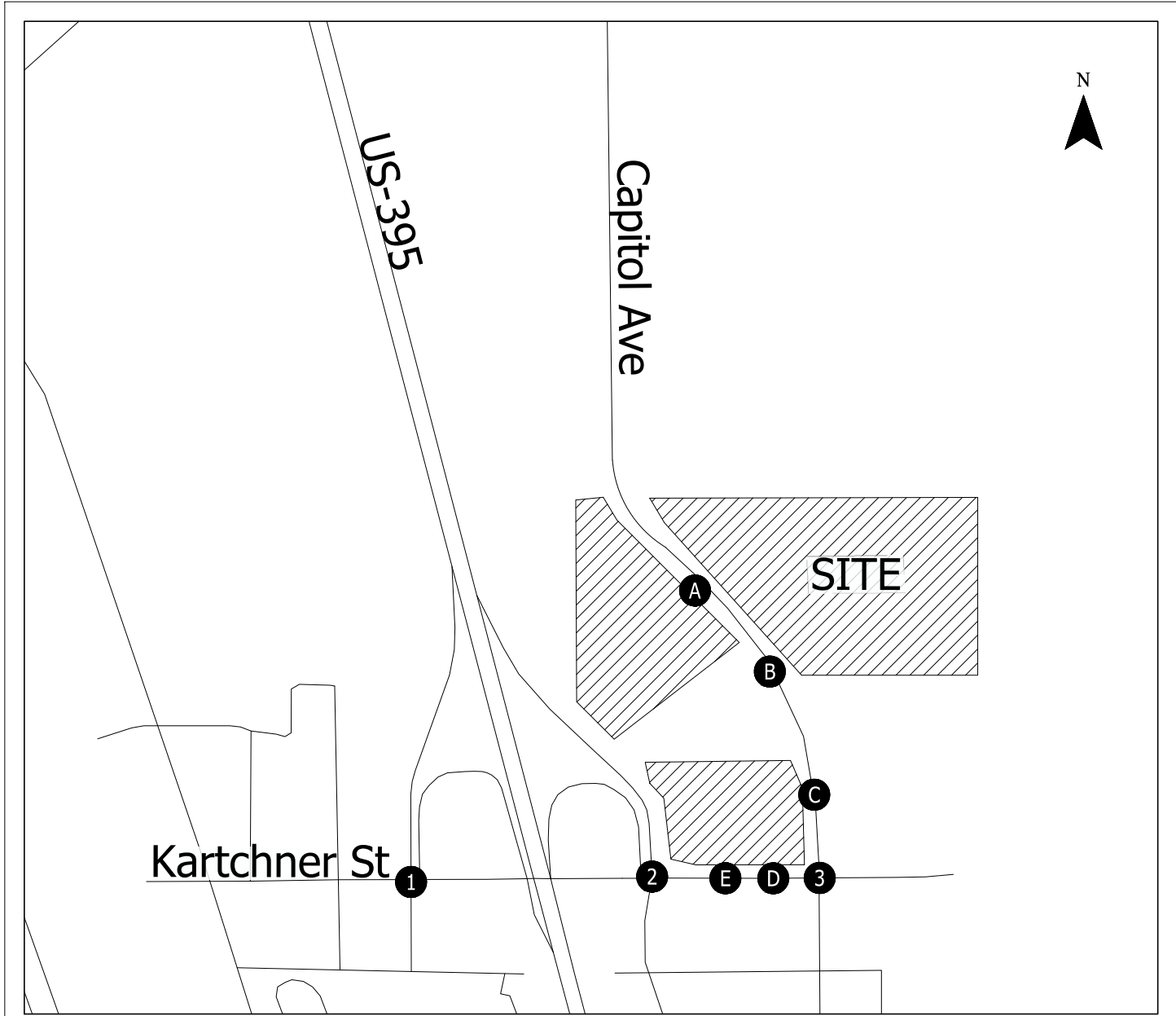
PEDESTRIAN AND BICYCLE FACILITIES

As summarized in Table 2, there are no existing pedestrian or bicycle facilities on the study roadways in the site vicinity.

TRANSIT FACILITIES

There are no existing fixed-route transit services in the vicinity of the site and study intersections. Ben Franklin Transit provides dial-a-ride service in the Tri-Cities area.

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LEGEND

- ↑ - EXISTING LANE MOVEMENT
- ↑ - PLANNED LANE MOVEMENT
- - STOP SIGN

* modeling conservatively assumed stop control, though yield-controlled under existing conditions

Existing Lane Configurations & Traffic Control Devices
Pasco, WA

Figure 3

EXISTING TRAFFIC VOLUMES

Intersection turning movement counts were obtained for the study intersections in February 2022 during the weekday morning (7:00-9:00 AM) and evening (3:00-5:00 PM) peak periods, as well as during the Friday evening (4:00-6:00 PM) peak period. Local schools were in session and there was no inclement weather during the data collection period. The Friday evening peak hour was selected in addition to the weekday peak periods due to the higher historic traffic volumes on US 395. The intersection turning movement counts are included in Appendix A.

Given potential impacts to travel patterns due to the ongoing COVID-19 pandemic at the time of data collection, new and previously collected counts at the study intersections were compared. AM and PM counts collected in February 2022 were an average of 19% higher than counts collected in October 2019². Therefore, no adjustment factor was applied to the February 2022 counts.

EXISTING INTERSECTION OPERATIONS

Existing intersection capacity was assessed using the previously described analysis methodology and compared to the respective agency operating standards.

Table 3 provides a summary of existing intersection operations compared to the applicable minimum operating standards. Existing intersection volumes and operational performance for the weekday AM, weekday PM, and Friday PM peak hours are shown in Figure 4, Figure 5, and Figure 6, respectively.

Table 3. Existing Intersection Operations

	Study Intersection	Jurisdictional Authority	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1	US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street	WSDOT	LOS D	D	F	E
2	US-395 NB Ramp-Commercial Avenue / Kartchner Street	WSDOT	LOS D	D	E	C
3	N Capitol Avenue / Kartchner Street	City of Pasco	LOS D	B	B	B

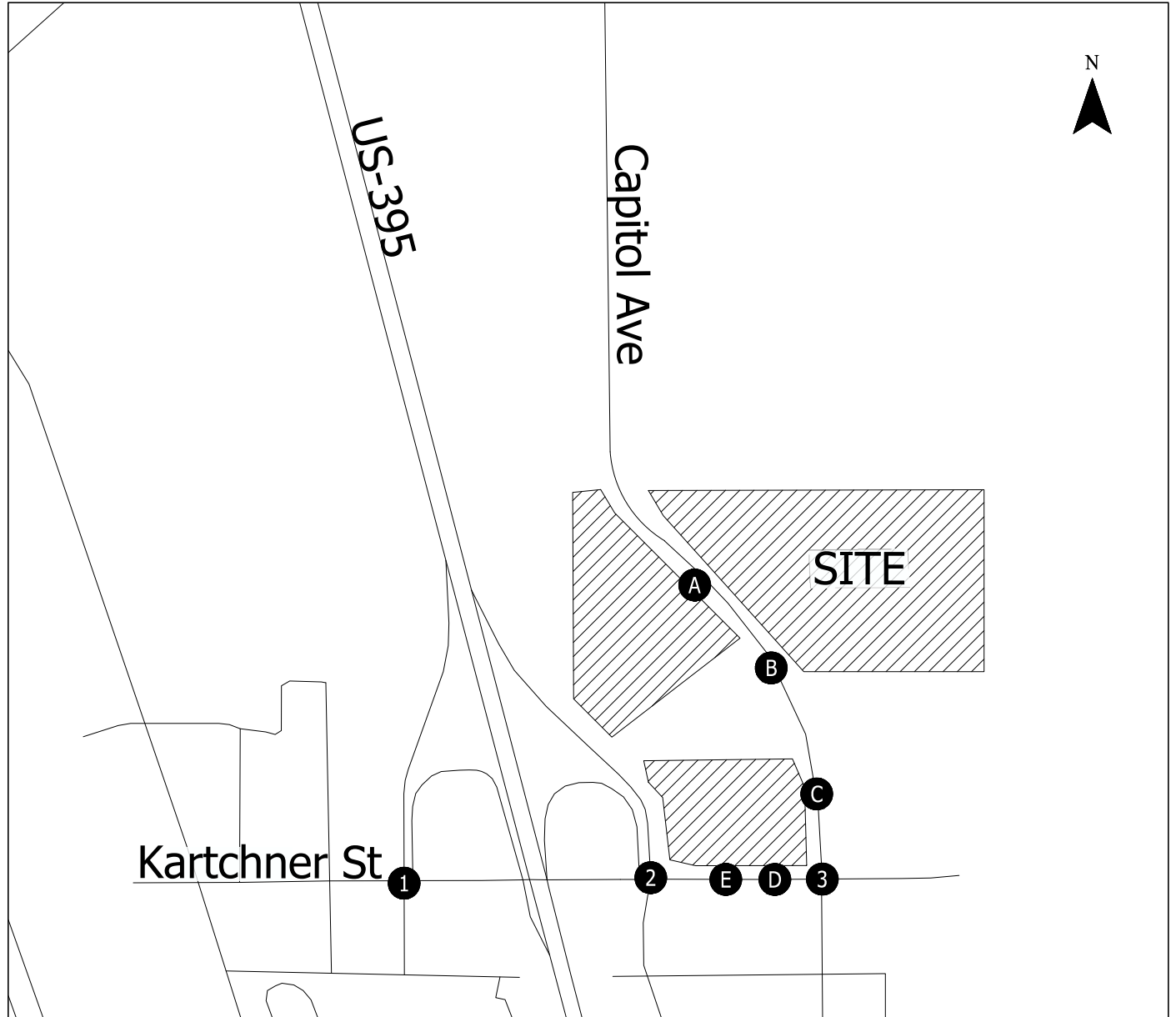
As shown in Table 3, the following intersections currently exceed the applicable performance requirement:

- US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street
- US-395 NB Ramp-Commercial Avenue / Kartchner Street

Appendix B includes the existing conditions intersection operations analysis worksheets.

² October 2019 ADT counts were provided in the Love's Travel Plaza Traffic Impact Analysis.

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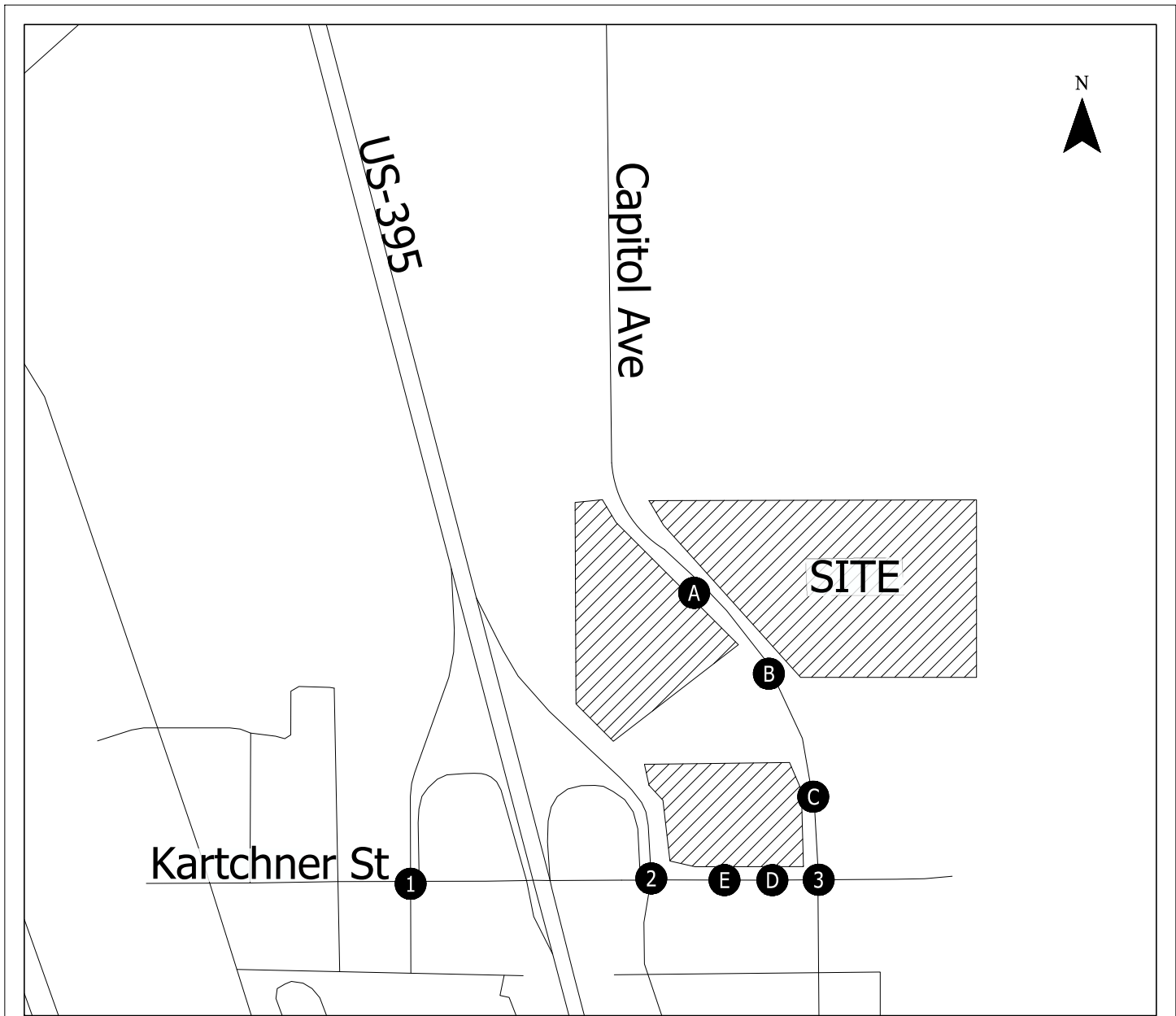
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Existing Traffic Conditions
Weekday AM Peak Hour
Pasco, WA

Figure
4

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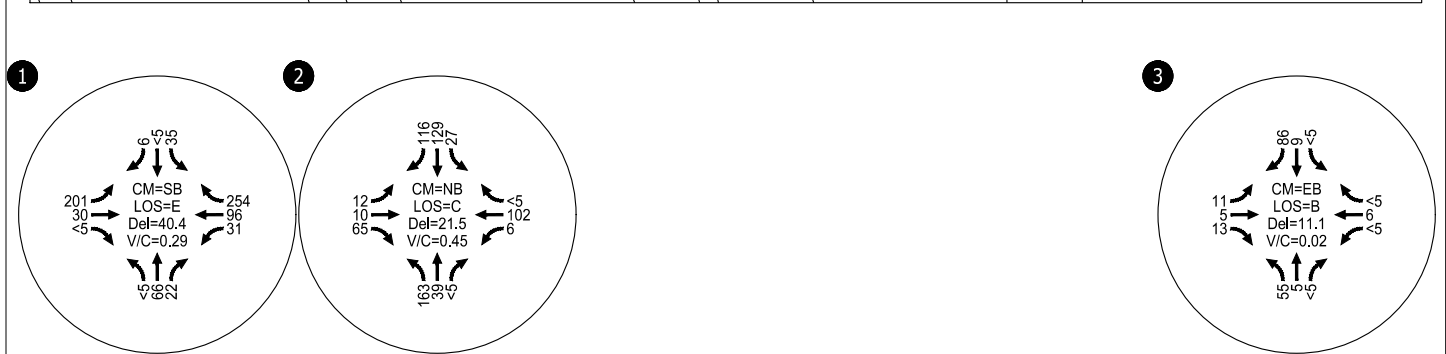
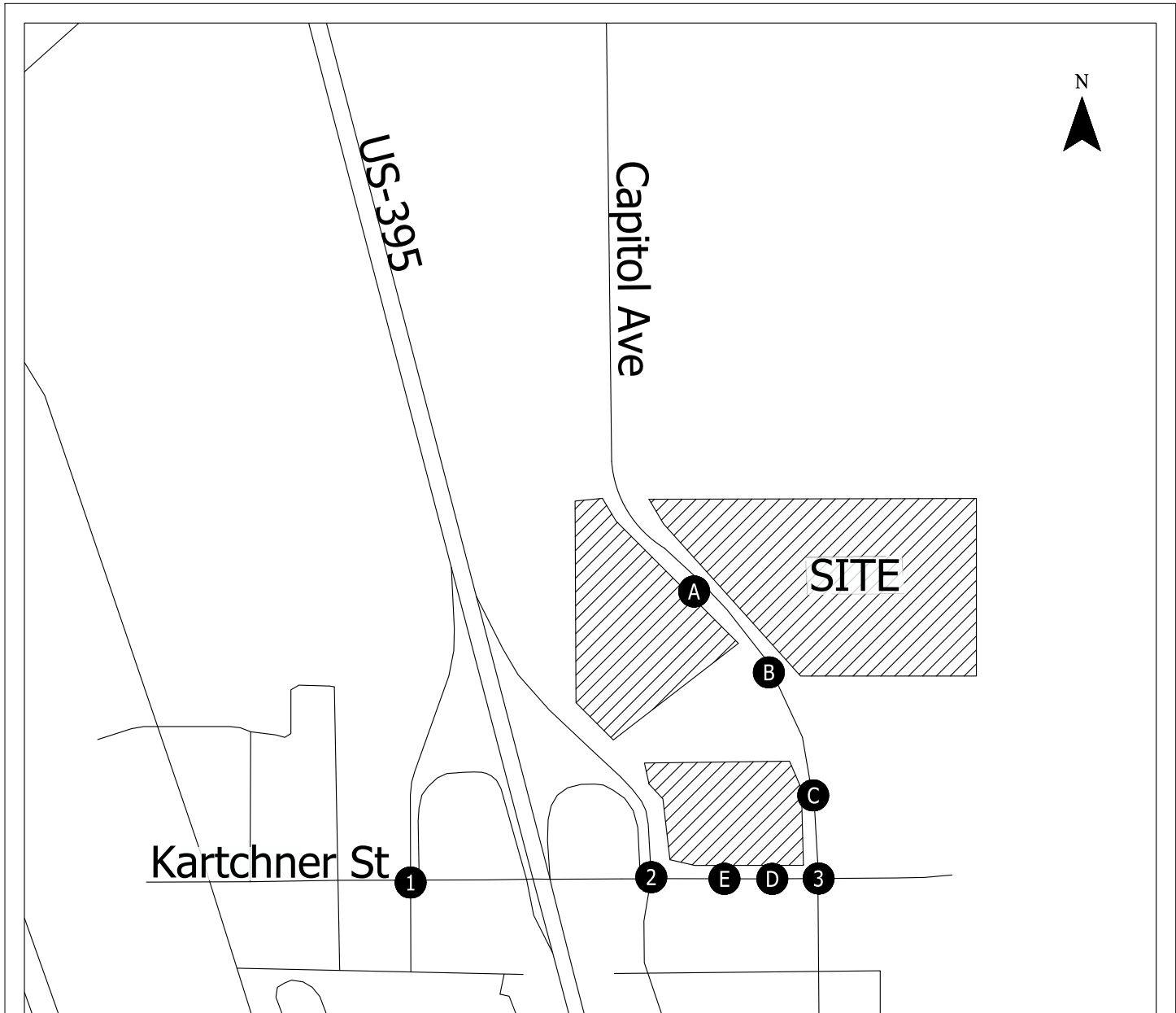


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Existing Traffic Conditions
Weekday PM Peak Hour
Pasco, WA

Figure
5



LEGEND

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Existing Traffic Conditions
Friday PM Peak Hour
Pasco, WA

Figure
6

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INTERSECTION CRASH HISTORY

Reported crash history at the three study intersections was reviewed in an effort to identify potential intersection safety issues. Reported crash data was obtained from Washington Department of Transportation (WSDOT) for a seven-year-period from January 1, 2015, through December 31, 2021³. Table 4 summarizes the crash frequency at the study intersections. Generally, a crash rate greater than one crash per million entering vehicles (MEV) to be an indicator that a potential geometric or operational issue may exist, and further evaluation should be considered.

Table 4. Crash History (January 1, 2015 through January 22, 2022)

Location	Type			Severity			Total	Crash Rate ¹
	Rear-End	Angle	Turn	PDO	Injury	Fatal		
1. US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street	0	3	0	3	0	0	3	0.12
2. US-395 NB Ramp Terminal-Commercial Avenue / Kartchner Street	1	11	1	8	5	0	13	0.57
3. Kartchner St / N Capitol Ave	0	3	0	2	1	0	3	0.37

¹ Crash rate is calculated as the number of crashes per million entering vehicles. Average daily traffic volumes were estimated using p.m. peak hour total entering volume at the intersection.

As shown in Table 4, all the study intersections have a crash rate less than 1.0 per million entering vehicles. Additionally, there were no reported crashes involving a fatality during the analysis period considered. There were no reported crashes involving pedestrians or bicyclists.

The majority of crashes were angle-crashes. The contributing factors identified in the crash reports is that the driver did not grant right-if-way or was inattentive. At the intersection US-395 NB Ramp Terminal-Commercial Avenue / Kartchner Street half of the crashed occurred between a driver travelling from north to south and a driver traveling east to west. No sight distance concerns were identified at this location during the field visit.

Appendix C contains the crash data provided by WSDOT.

³ Seven years of crash data was provided by WSDOT to identify whether recent crash data differs from data before the COVID-19 pandemic. There was an average of 28 reported crashes per year, and the data captured during the pandemic was relatively consistent with the data collected the other years. Therefore, the full seven years (rather than the typical three or five years) was studied to capture the full range of crash trends.



Section 5
Opening Year 2025
Transportation Impact Analysis

OPENING YEAR 2025 TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis (TIA) identifies how the study area's transportation system will operate in 2025 when the proposed development is expected to open. The impact of traffic generated by the proposed Colville Tribes Travel Plaza and Commercial project development during weekday AM, weekday PM, and the Friday PM peak hours was examined as follows:

- In-process developments and planned transportation improvements in the site vicinity were identified.
- Opening Year 2025 background traffic volumes were developed by applying annual growth rates to the existing traffic counts at each intersection. In addition, in-process traffic was added to each intersection to account for approved but not-yet constructed developments that are projected to impact the study intersections.
- Site-generated trips were added to the opening year 2025 background traffic conditions to establish the total traffic volumes with site development.

OPENING YEAR 2025 BACKGROUND TRAFFIC CONDITIONS

The opening year 2025 background traffic analysis identifies how the study area's transportation system will operate without the proposed Colville Tribes Travel Plaza and Commercial project development. This analysis includes traffic attributed to the planned developments within the study area and to general growth in the region but does not include traffic from the proposed development.

PLANNED DEVELOPMENTS AND TRANSPORTATION IMPROVEMENTS

The City of Pasco Six-Year Transportation Improvement Program includes a project to convert the intersection of US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street to a signal. As the funding for this improvement is not yet secured, it was not included in the opening year 2025 background traffic analysis.

The TIA for the Love's Travel Plaza currently under construction at the southwest corner of N Capitol Avenue / Kartchner Street were obtained from the City of Pasco and reviewed to incorporate trips in the 2025 background traffic volumes. The weekday PM peak hour trip assignment was used to estimate in-process trips for the Friday PM peak hour. The in-process trip assignments are included in Appendix D.

2025 BACKGROUND TRAFFIC VOLUME DEVELOPMENT

Traffic volumes for the opening year 2025 were derived by applying a 3.5% linear annual growth rate to existing traffic count data based on a comparison of base year 2025 and future year 2045 data obtained from the PM peak hour urban travel demand model provided by BFCOG and included in Appendix E. Manual adjustments were made to balance the projected turning movement volumes between the study intersections. The in-process traffic volumes described above were then added to produce the opening year 2025 background traffic volumes.

OPENING YEAR 2025 BACKGROUND INTERSECTION OPERATIONS

The weekday AM, weekday PM, and Friday PM peak hour opening year 2025 background turning movement volumes were used to conduct an operation analysis at each study intersection. Table 5

provides a comparison of opening year 2025 background intersection operations to the review agency operating requirements. Year 2025 background volumes and operational performance for the weekday AM, weekday PM, and Friday PM peak hours are shown in Figure 7, Figure 8, and Figure 9, respectively.

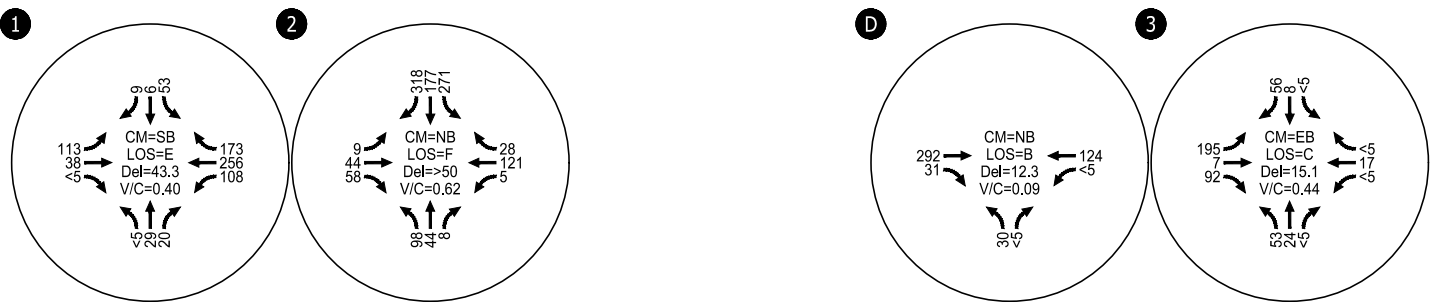
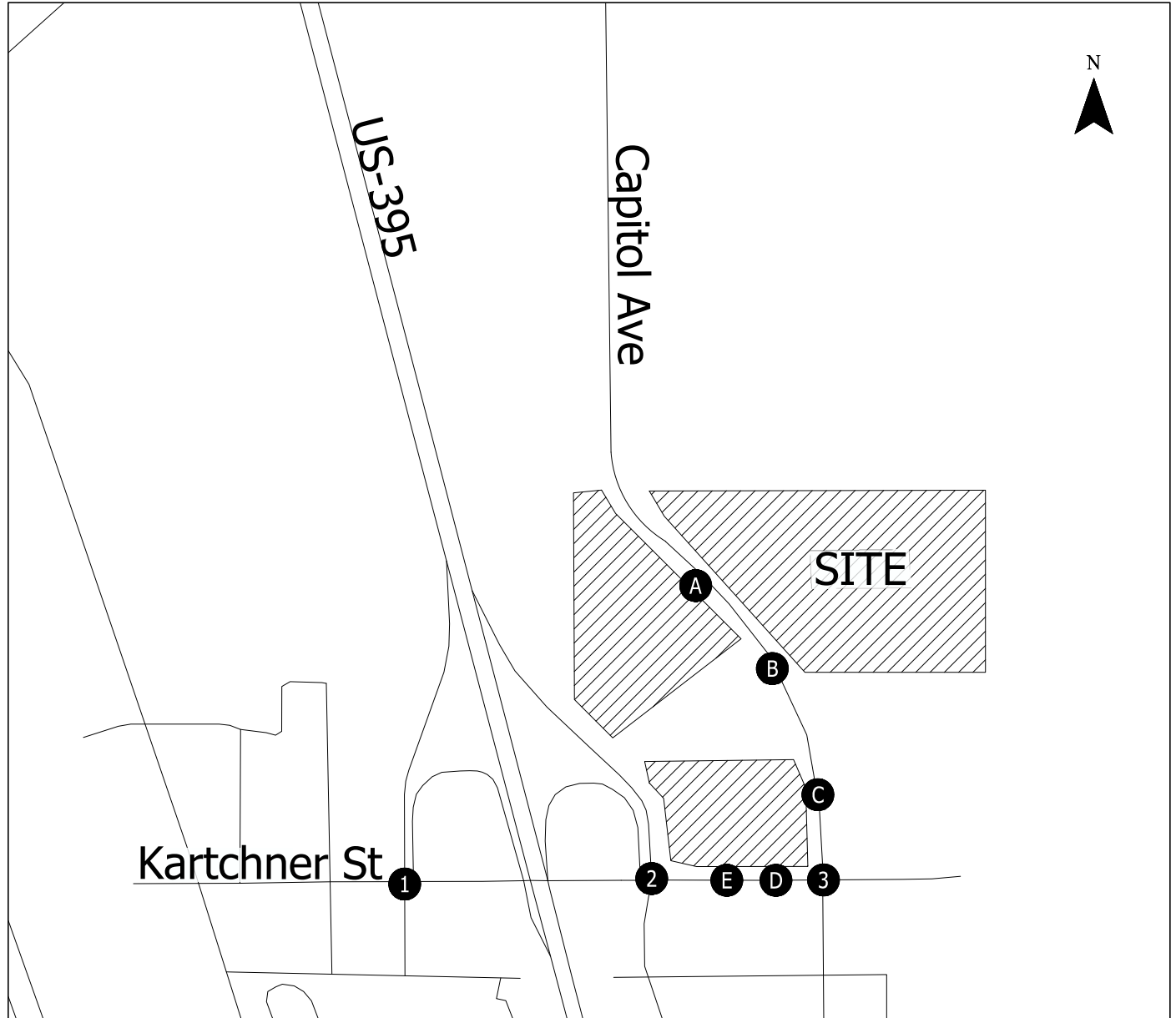
Table 5. 2025 Background Intersection Operations

	Study Intersection	Jurisdictional Authority	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1	US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street	WSDOT	LOS D	E	F	F
2	US-395 NB Ramp-Commercial Avenue / Kartchner Street	WSDOT	LOS D	F	F	F
3	N Capitol Avenue / Kartchner Street	City of Pasco	LOS D	C	B	B

As shown in Table 5, the intersections of US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street and US-395 NB Ramp-Commercial Avenue / Kartchner Street do not satisfy the applicable performance requirements under opening year 2025 background conditions. The draft City of Pasco TSMP (Reference 1) recommends traffic signals at both intersections, and both intersections meet preliminary traffic signal warrants and would satisfy applicable performance requirements if they were signalized.

Appendix F includes the opening year 2025 background conditions intersection operations analysis worksheets. Appendix G includes the signal warrant analysis worksheets. Appendix H includes intersection operations analysis worksheets under mitigated conditions.

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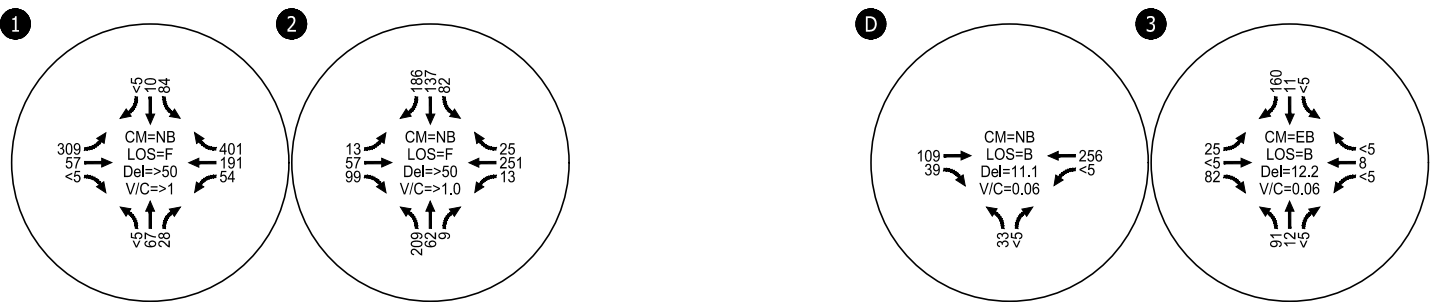
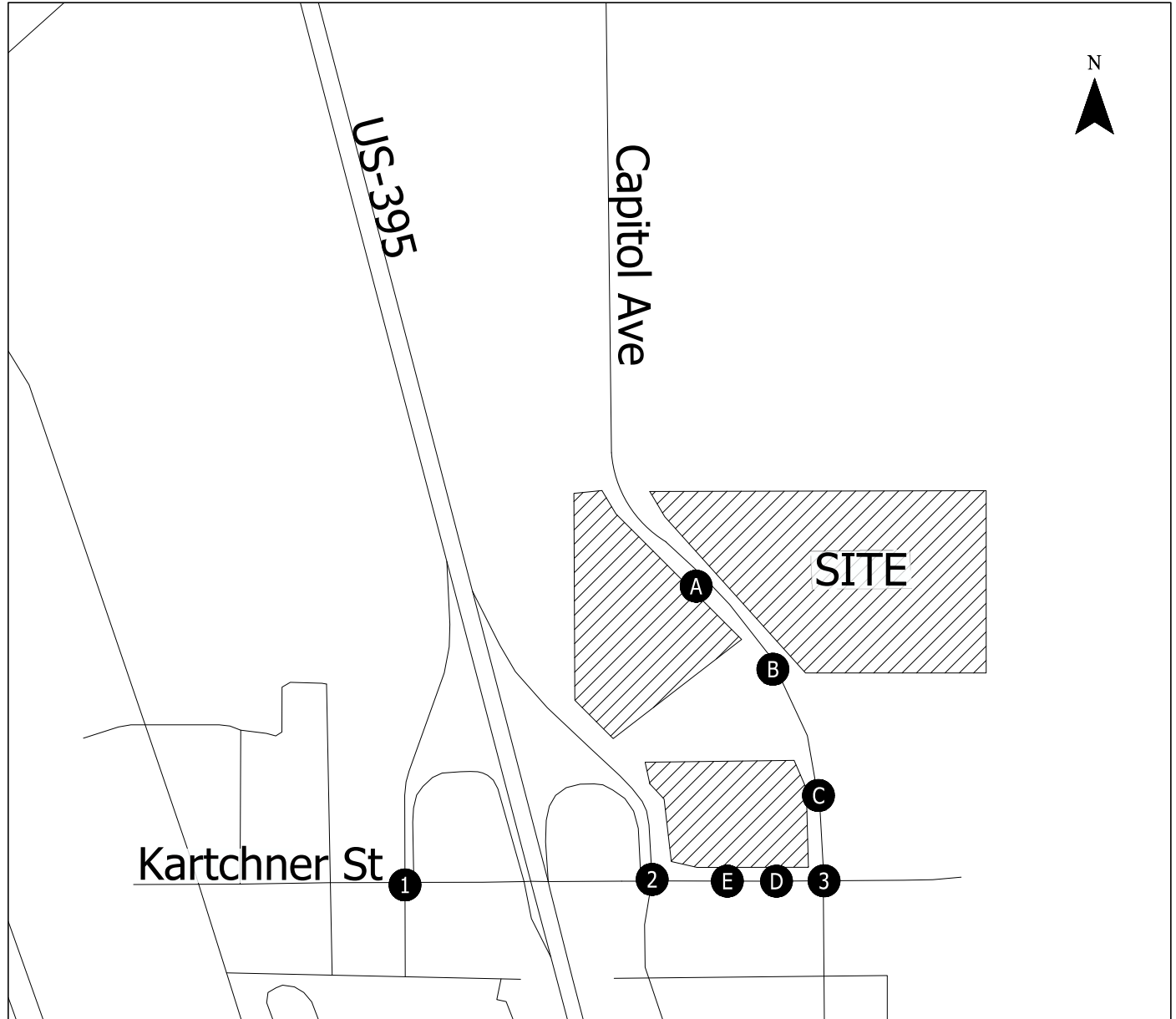
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**2025 Background Volumes & Traffic Conditions
 Weekday AM Peak Hour
 Pasco, WA**

**Figure
 7**

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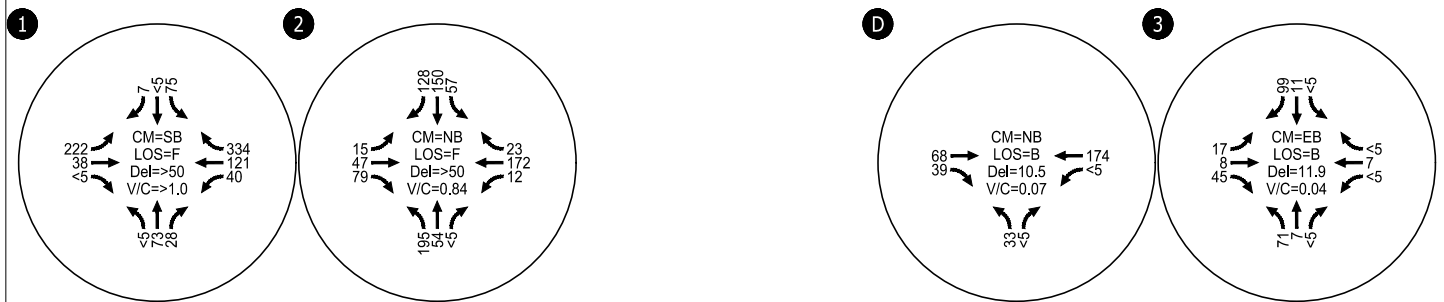
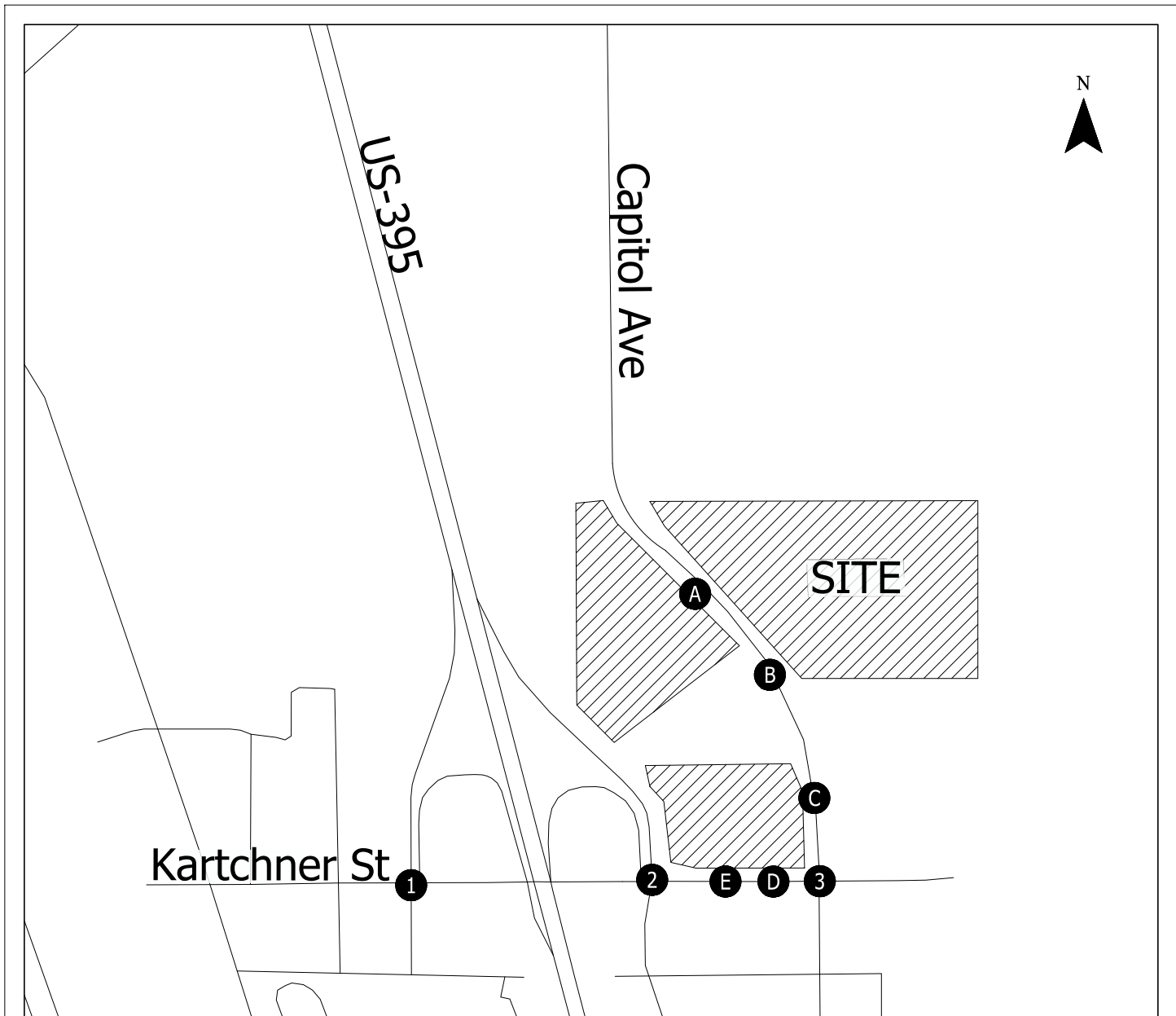
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2025 Background Volumes & Traffic Conditions
 Weekday PM Peak Hour
 Pasco, WA

Figure
 8

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 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2025 Background Volumes & Traffic Conditions
 Friday PM Peak Hour
 Pasco, WA

Figure
 9

SITE TRIP GENERATION & ASSIGNMENT

Table 6 provides a trip generation estimate for the proposed Travel Plaza and Commercial Project based on trip rates provided in the standard reference, *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE, Reference 7). The following Land Use Codes were selected for this analysis⁴:

- ITE Land Use Code 945 (Convenience Store/Gas Station) was used to estimate the trip generation associated with the convenience store services and gasoline car fueling positions included in the travel plaza.
- ITE Land Use Code 950 (Truck Stop) was used to estimate the trip generation associated with the truck stop facilities and diesel semi-trailer fueling positions included in the travel plaza.
- ITE Land Use Code 822 (Strip Retail Plaza) was used to conservatively estimate the trip generation potential for the 25,000 SF retail or office building.

Table 6 also includes a breakdown of how many trips are diverted trips and how many are primary trips. Internal capture was excluded for a conservative analysis. Due to low existing traffic volumes on N Capitol Avenue, pass-by trips estimated using ITE *Trip Generation, 11th Edition* were assumed to be diverted from US 395. Diverted trips are existing trips on nearby roadways in which the motorist makes a decision to drive out-of-direction for a distance and stop at the Travel Plaza and Commercial Project and then continue on their trip to the ultimate destination. Primary trips are entirely new trips on the roadway system for the express purpose of driving to and from the Travel Plaza and Commercial Project, after deducting diverted trips.

⁴ The fitted curve equation from ITE Trip Generation, 11th Edition was used to estimate the trips generated during the Weekday PM Peak Hour of Adjacent Street for the Retail/Office building per ITE guidance (and therefore, was used to estimate the Friday Peak Hour of Generator). All other trip generation estimates for the proposed Travel Plaza and Commercial Project were developed using the average rate.

Table 6. Proposed Colville Tribes Travel Plaza and Commercial Project Trip Generation Estimates

Land Use Category	ITE Code	Size/ Diversion Percentage	Weekday Daily	Weekday AM Peak Hour of Adjacent Street			Weekday PM Peak Hour of Adjacent Street			Friday Peak Hour ¹		
				Total	In	Out	Total	In	Out	Total	In	Out
Travel Plaza	945 (Convenience Store/Gas Station)	12 fueling positions	4,149	380	190	190	324	162	162	324	162	162
		Diverted Trips (75%/76%/75%/75%) ²	(3,112)	(288)	(144)	(144)	(242)	(121)	(121)	(242)	(121)	(121)
		Primary Trips	1,037	92	46	46	82	41	41	82	41	41
	950 (Truck Stop)	16 fueling positions	3,584	224	110	114	247	131	116	247	131	116
		Diverted Trips (75%/76%/75%/75%) ³	(2,688)	(170)	(85)	(85)	(184)	(92)	(92)	(184)	(92)	(92)
		Primary Trips	896	54	25	29	63	39	24	63	39	24
Retail/ Office	822 (Strip Retail Plaza)	25,000 SF	1,361	59	35	24	150	75	75	150	75	75
		Diverted Trips (40%/40%/40%/40%) ^{3,4}	(544)	(24)	(12)	(12)	(60)	(30)	(30)	(60)	(30)	(30)
		Primary Trips	817	35	23	12	90	45	45	90	45	45
Total Travel Plaza and Commercial Project			9,094	663	335	328	721	368	353	721	368	353
Total Diverted Trips			(6,344)	(482)	(241)	(241)	(486)	(243)	(243)	(486)	(243)	(243)
Total Primary Trips			2,750	181	94	87	235	125	110	235	125	110

Percentages are as shown (Daily%/AM%/PM%/Friday PM%)

¹ITE Trip Generation, 11th Edition does not have Friday Peak Hour rates for the travel plaza or retail/office space. Weekday PM Peak Hour of Adjacent Street rates are proposed to estimate Friday Peak Hour site trip generation for the TIA.

²Weekday daily and Friday peak hour pass-by rates not available; assumed the be the same as the PM peak hour pass-by rate

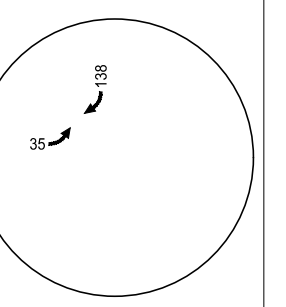
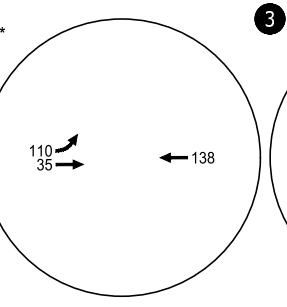
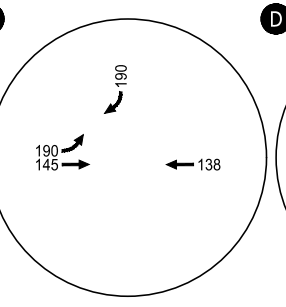
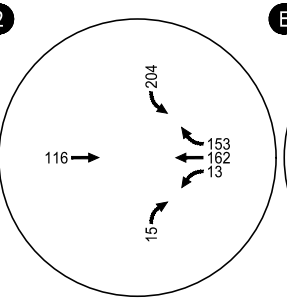
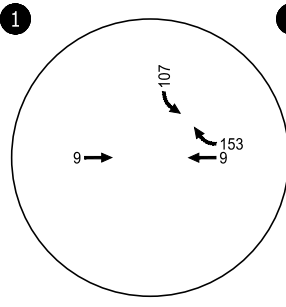
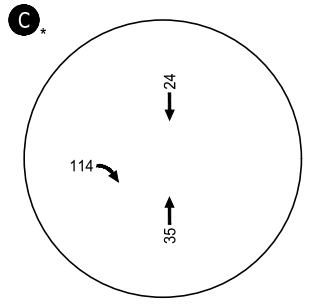
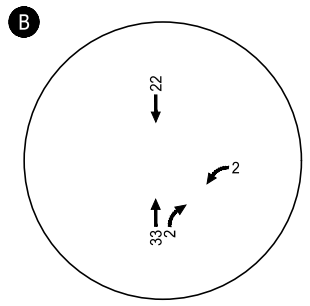
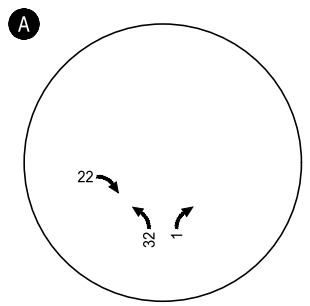
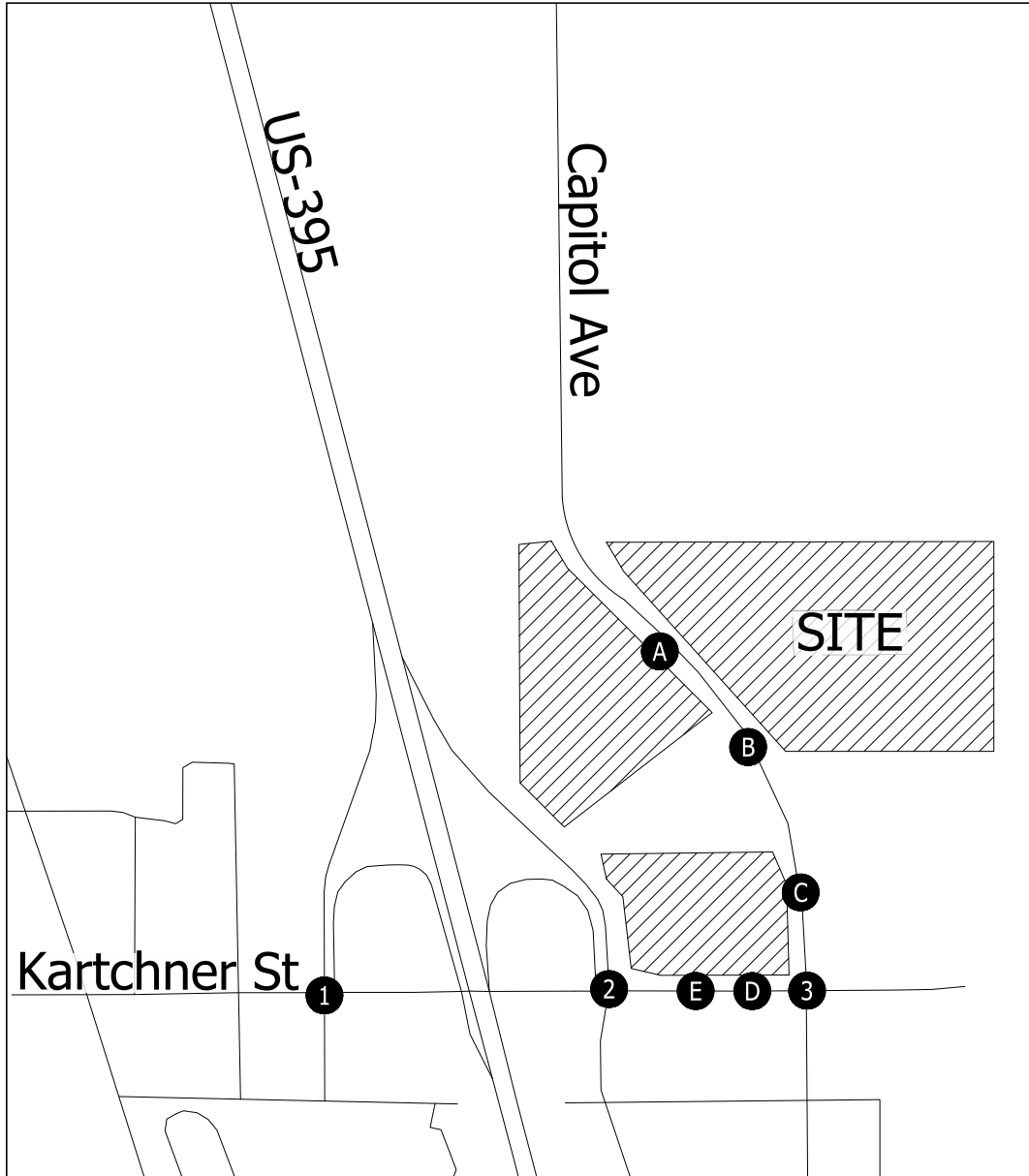
³ITE Trip Generation, 11th Edition does not include pass-by rates for Land Use Code 950 or Land Use Code 822. The rates for Land Use Code 945 and Land Use Code 821 are similar land uses, respectively; those rates were used to estimate diverted trips.

⁴Weekday daily, weekday AM peak hour and Friday peak hour pass-by rates not available; assumed the be the same as the weekday PM peak hour pass-by rate

A trip distribution pattern was developed considering a select zone assignment prepared by BFCOG and included in Appendix E for the Transportation Analysis Zone containing the commercial zone at the southwest corner of Kartchner Street / N Capitol Avenue and considering the development location, major trip attractors in the area, as well as regional travel patterns. The trip distribution pattern and corresponding peak hour trip assignments are shown in Figure 10 through Figure 15⁵, including a breakdown of primary and diverted trips.

⁵ Since the Friday PM trip generation is assumed to be the same as the Weekday PM trip generation, the trip assignment is also the same.

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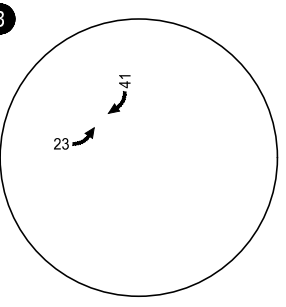
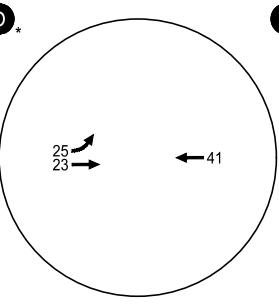
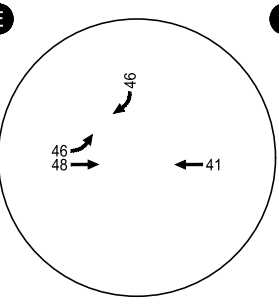
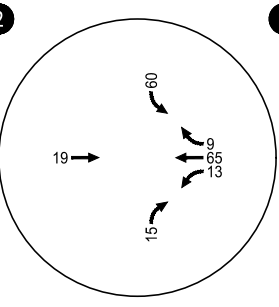
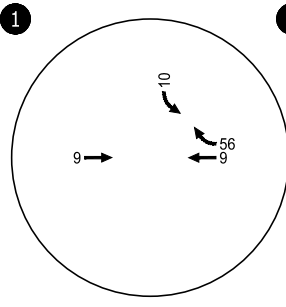
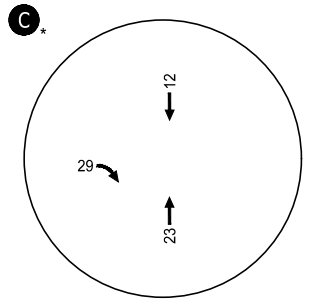
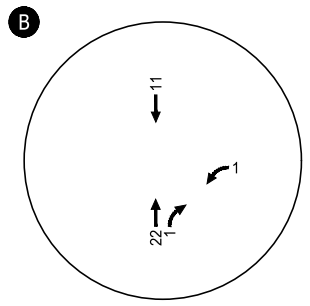
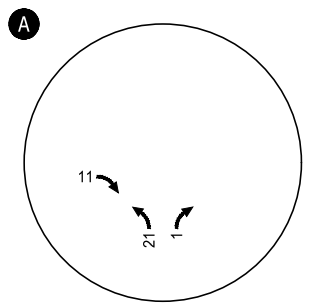
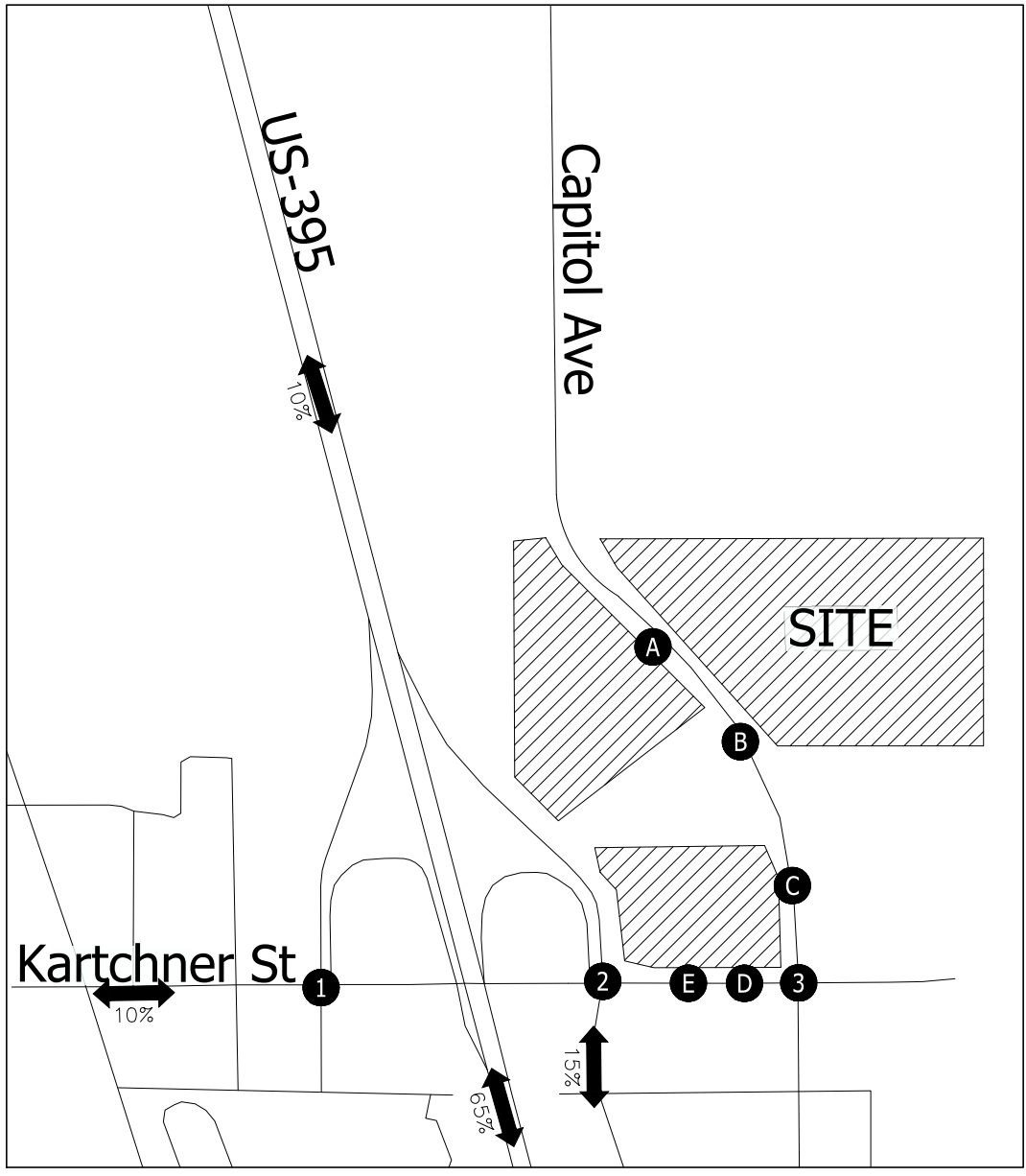
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* site layout provides for one-way truck fueling circulation

Trip Distribution & Site-Generated Trip Assignment
 Total Trips, Weekday AM Peak Hour
 Pasco, WA

Figure
10

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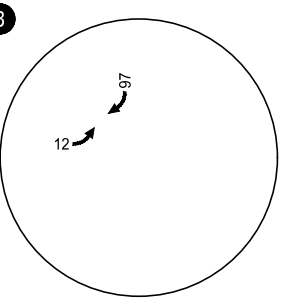
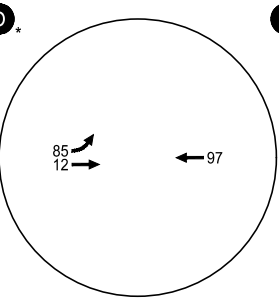
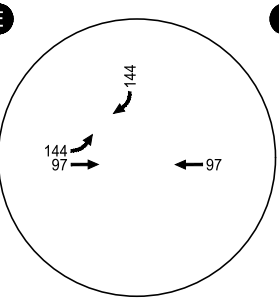
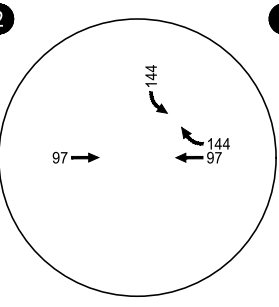
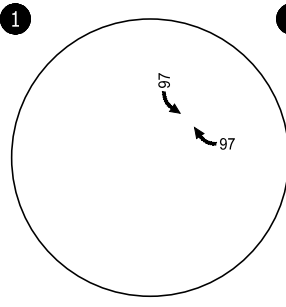
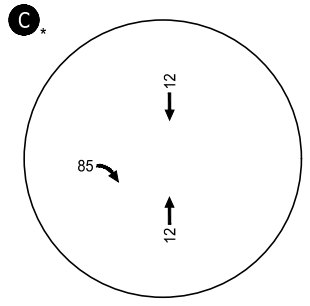
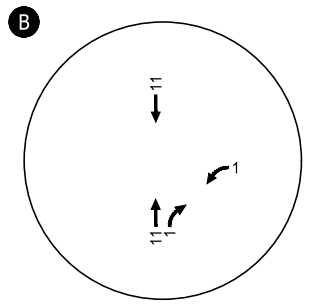
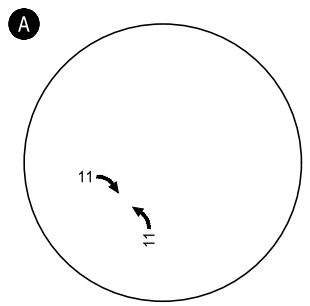
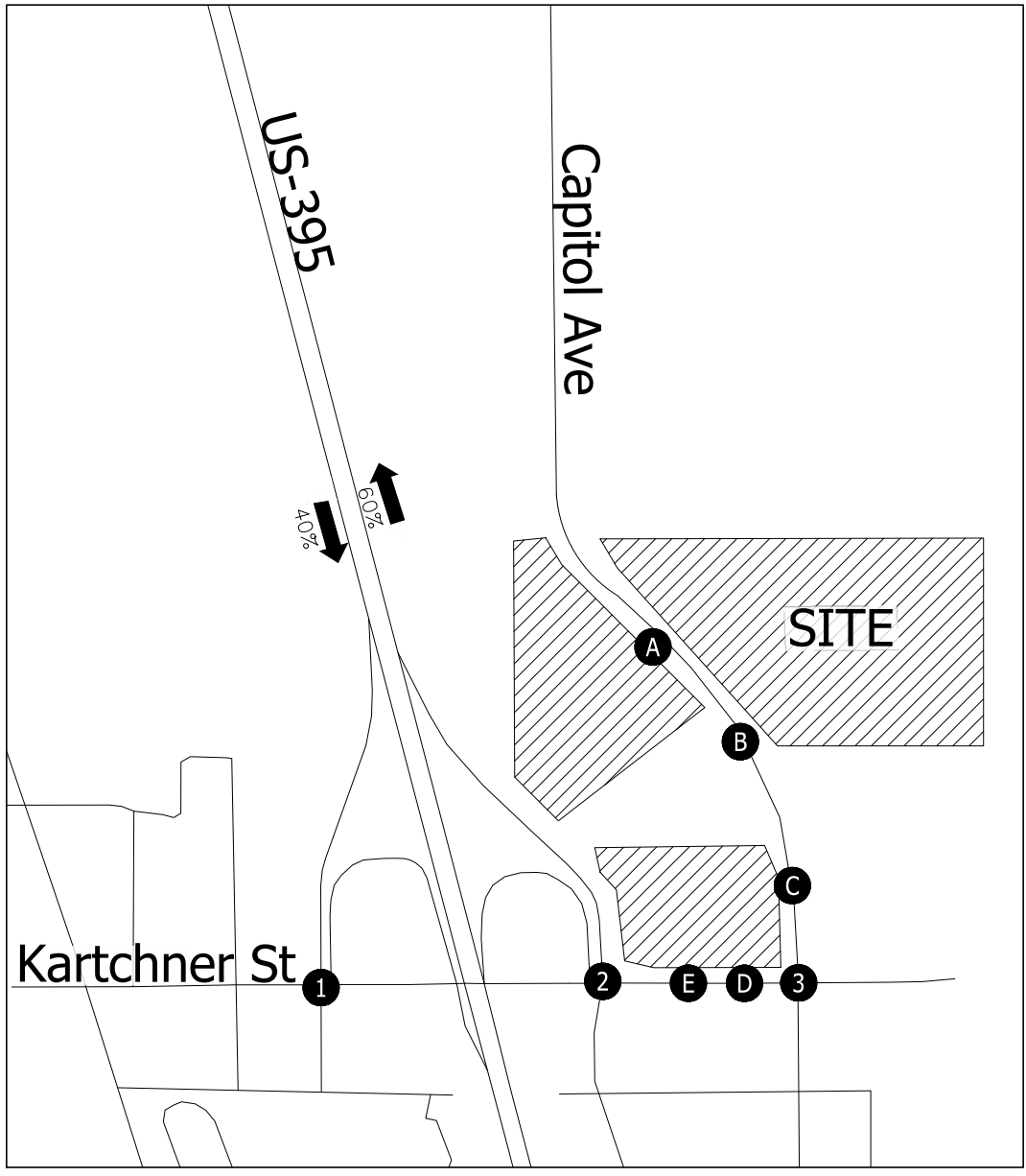
XX% - TRIP DISTRIBUTION PERCENTAGE

* site layout provides for one-way truck fueling circulation

**Trip Distribution & Site-Generated Trip Assignment
Primary Trips, Weekday AM Peak Hour
Pasco, WA**

**Figure
11**

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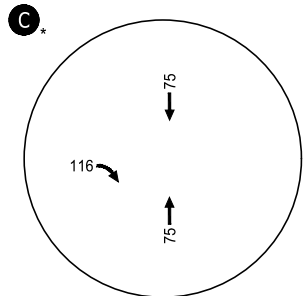
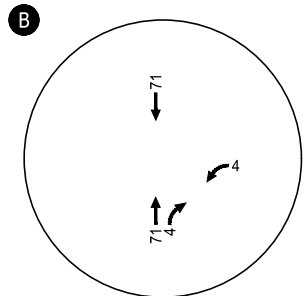
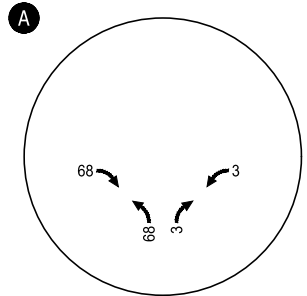
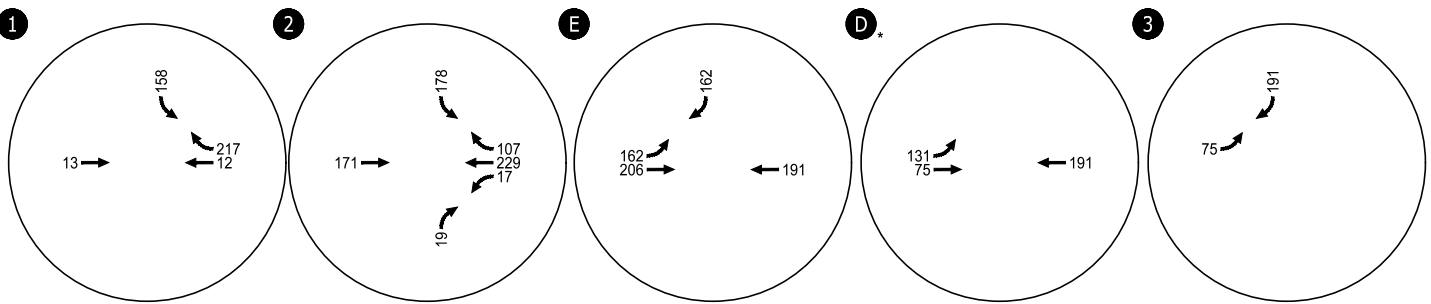
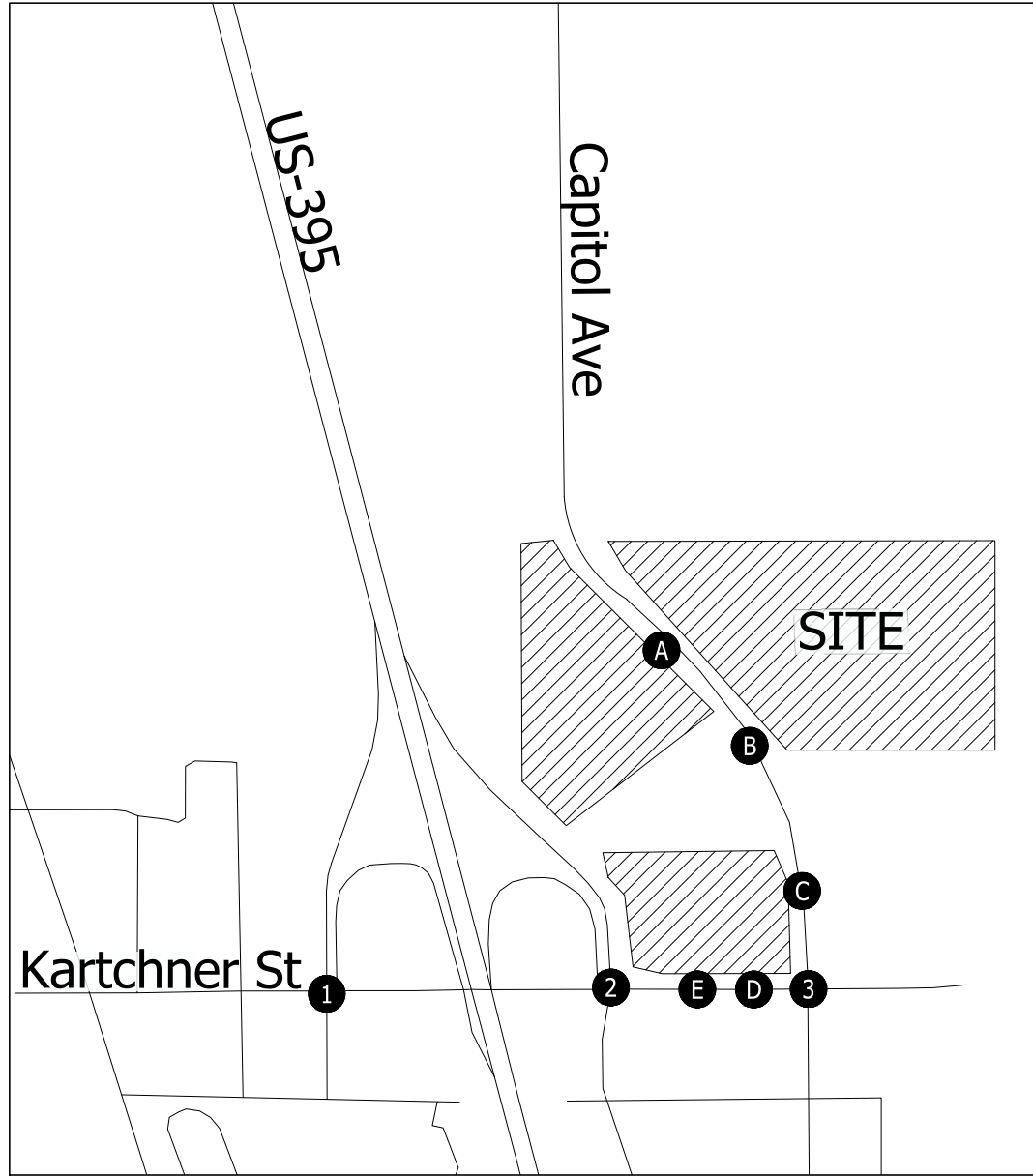
XX% - TRIP DISTRIBUTION PERCENTAGE

* site layout provides for one-way truck fueling circulation

**Trip Distribution & Site-Generated Trip Assignment
Diverted Trips, Weekday AM Peak Hour
Pasco, WA**

**Figure
12**

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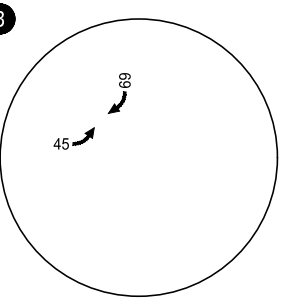
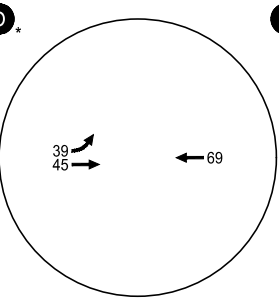
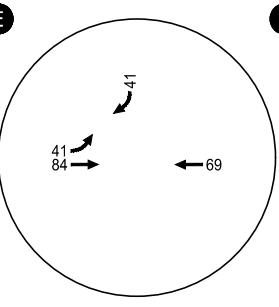
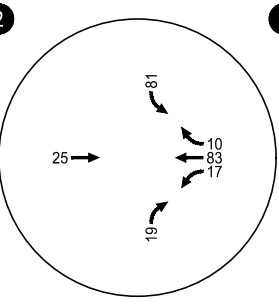
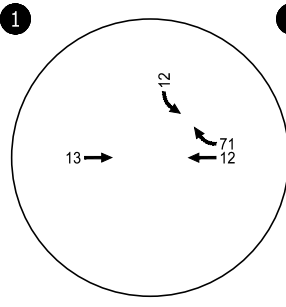
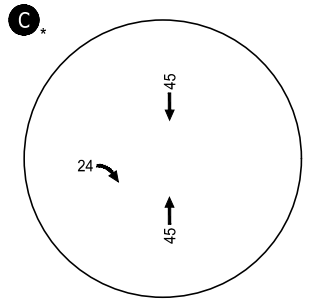
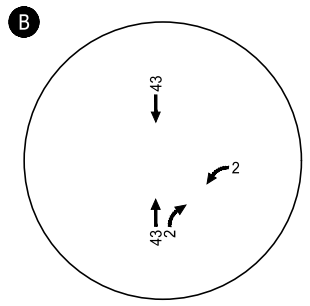
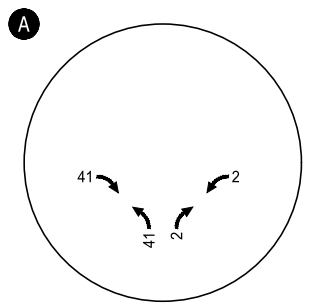
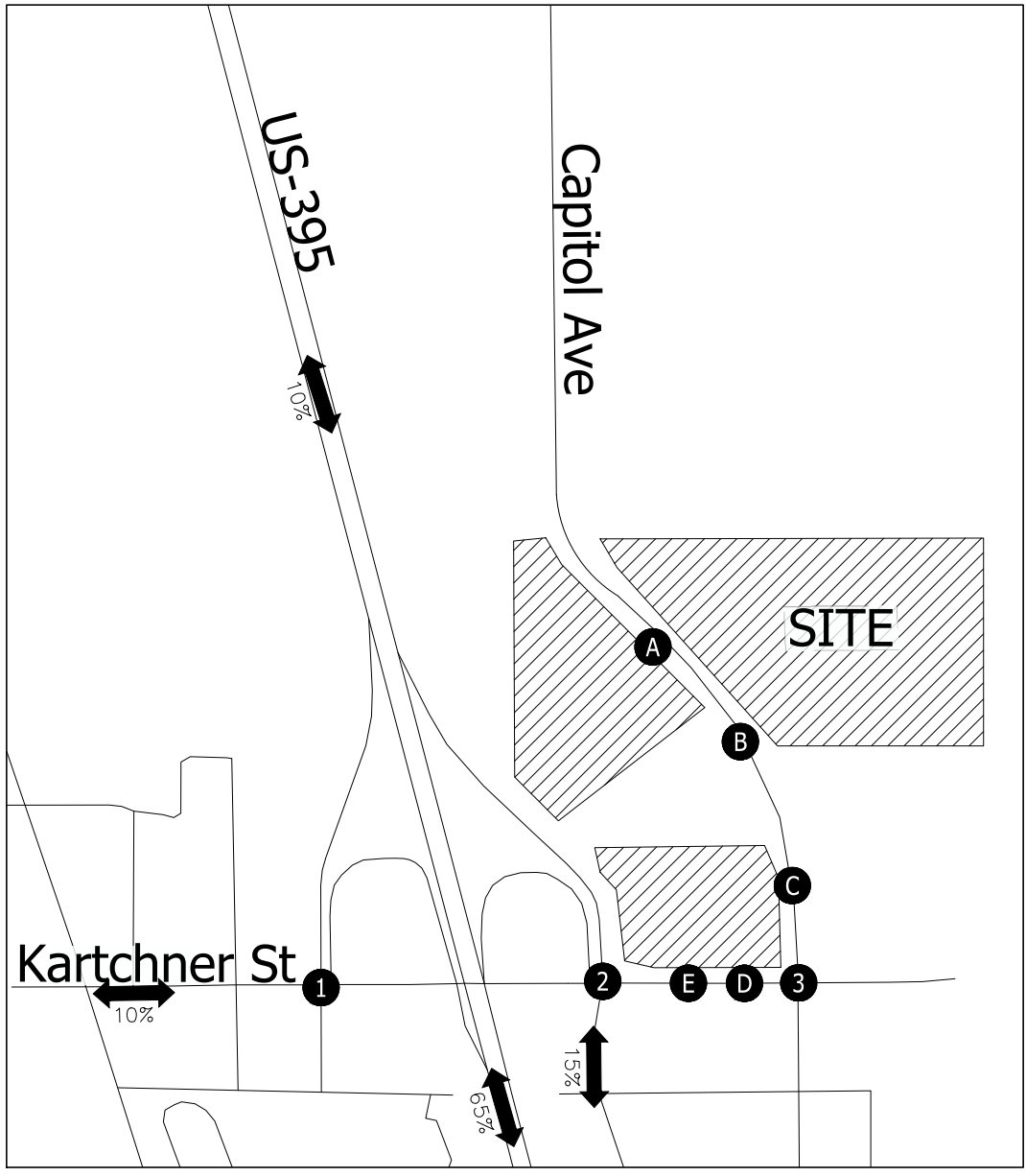
LEGEND

* site layout provides for one-way truck fueling circulation

**Trip Distribution & Site-Generated Trip Assignment
Total Trips, Weekday and Friday PM Peak Hour
Pasco, WA**

**Figure
13**

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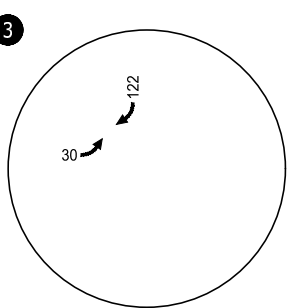
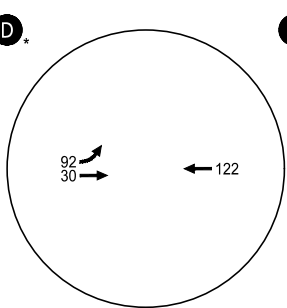
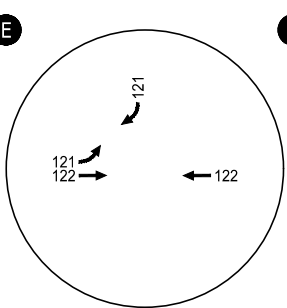
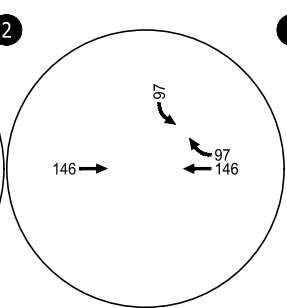
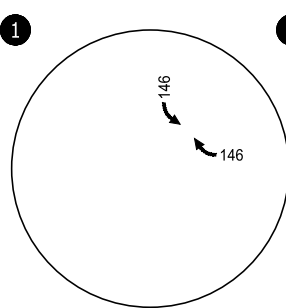
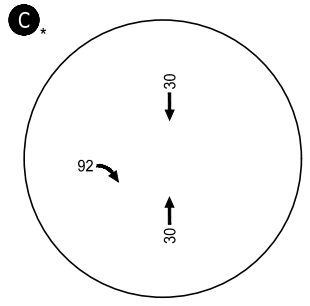
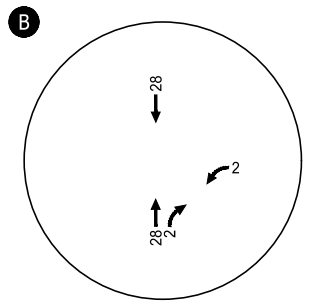
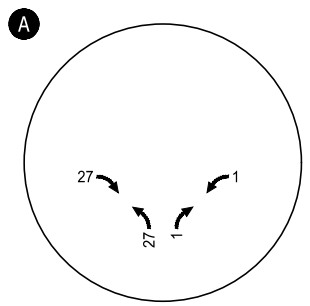
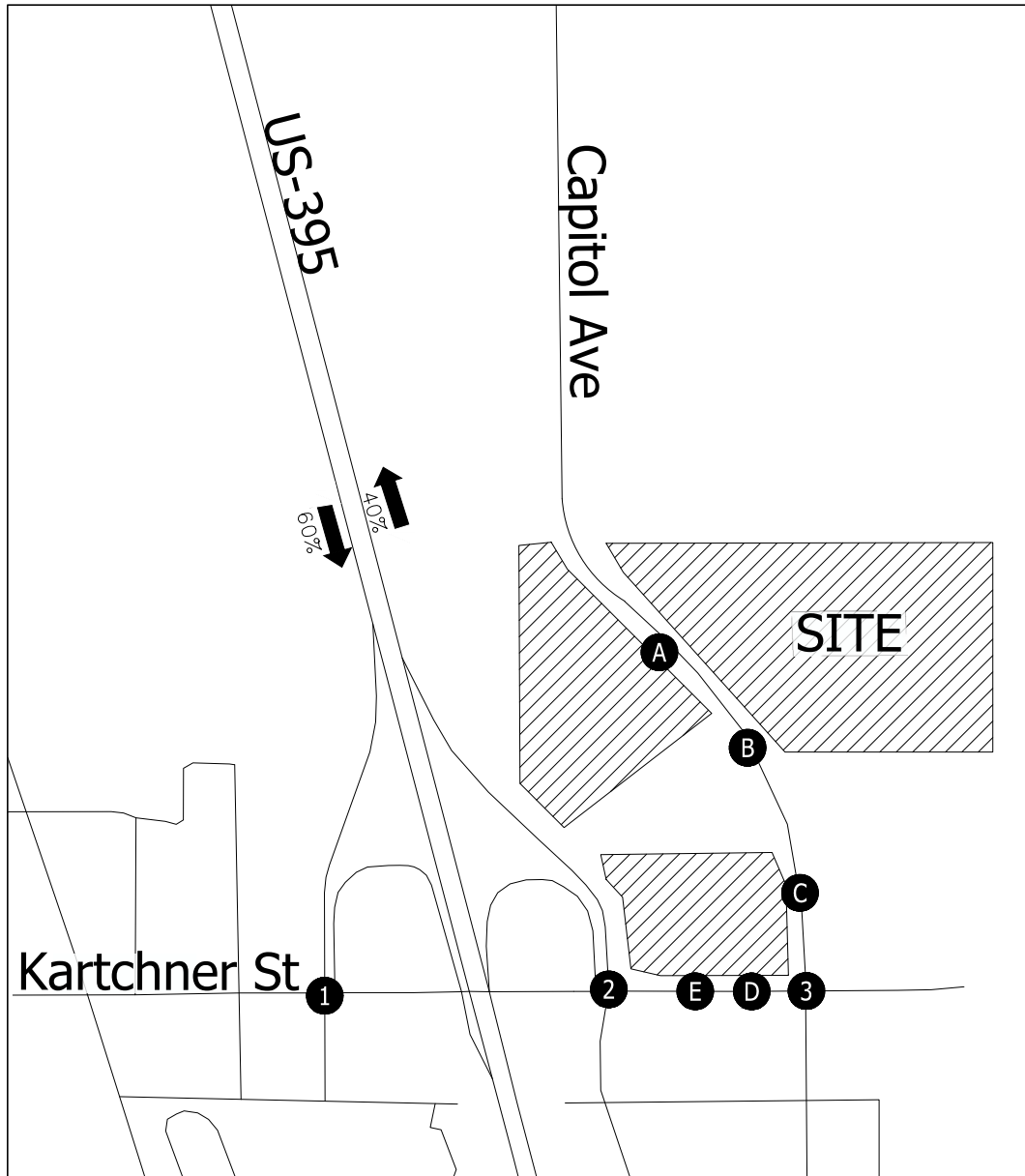
- TRIP DISTRIBUTION PERCENTAGE

* site layout provides for one-way truck fueling circulation

**Trip Distribution & Site-Generated Trip Assignment
Primary Trips, Weekday and Friday PM Peak Hour
Pasco, WA**

**Figure
14**

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LEGEND

XX% - TRIP DISTRIBUTION PERCENTAGE

* site layout provides for one-way truck fueling circulation

**Trip Distribution & Site-Generated Trip Assignment
Diverted Trips, Weekday and Friday PM Peak Hour
Pasco, WA**

**Figure
15**

OPENING YEAR 2025 TOTAL TRAFFIC CONDITIONS

This analysis determines the traffic operations at the study intersections during all three study periods in the opening year 2025 with the additional traffic volumes generated by the proposed Colville Tribes Travel Plaza and Commercial project development.

OPENING YEAR 2025 TOTAL TRAFFIC VOLUME DEVELOPMENT

Total traffic volumes for the opening year 2025 were derived by adding site traffic assignment for the site development to opening year 2025 background traffic to produce the opening year 2025 total traffic volumes.

OPENING YEAR 2025 TOTAL INTERSECTION OPERATIONS

The weekday AM, weekday PM, and Friday PM peak hour turning movement volumes were used to conduct an analysis at each study intersection to determine the opening year 2025 total traffic intersection operations. Table 7 provides a comparison of opening year 2025 total intersection operations to the review agency operating requirements. Year 2025 total volumes and operational performance for the weekday AM, weekday PM, and Friday PM peak hours are shown in Figure 16, Figure 17, and Figure 18, respectively.

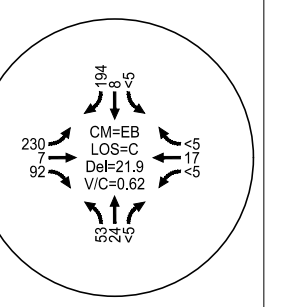
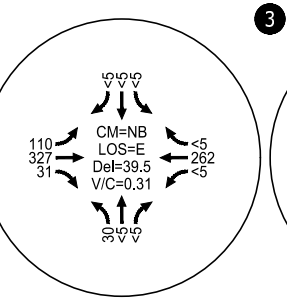
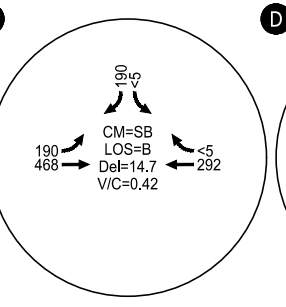
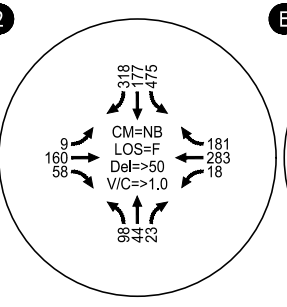
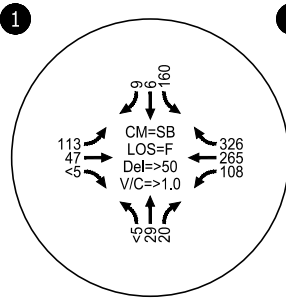
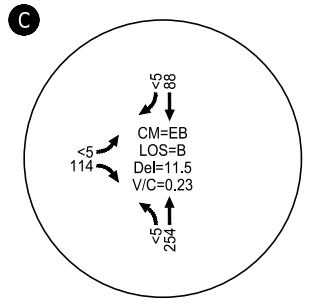
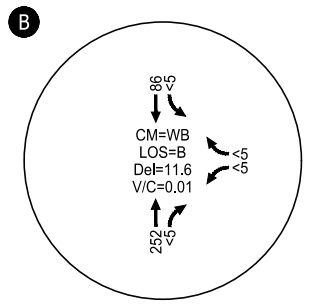
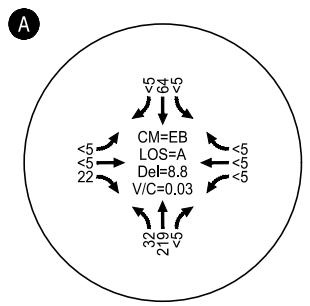
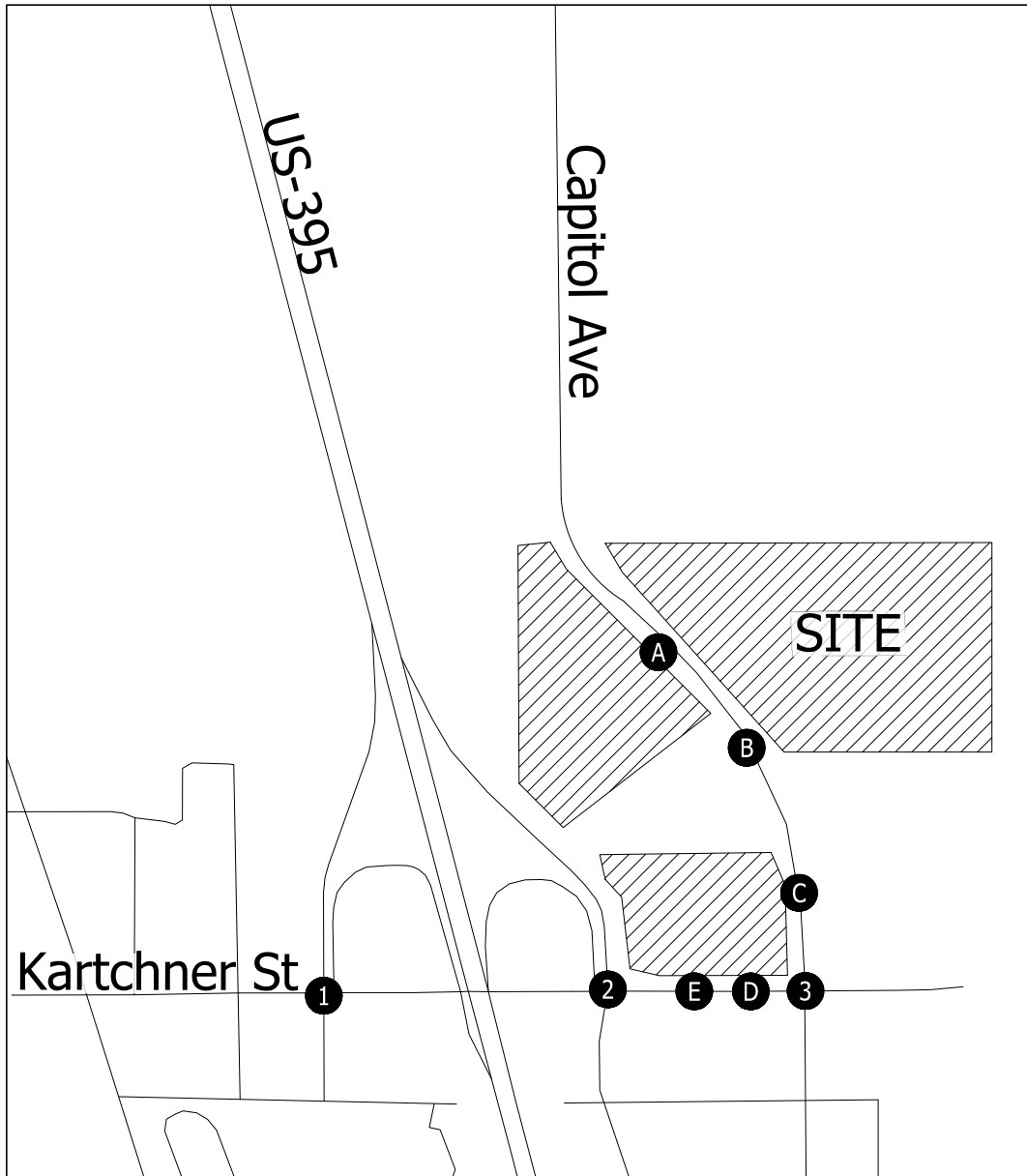
Table 7. 2025 Total Intersection Operations

	Study Intersection	Jurisdictional Authority	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1	US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street	WSDOT	LOS D	F	F	F
2	US-395 NB Ramp-Commercial Avenue / Kartchner Street	WSDOT	LOS D	F	F	F
3	N Capitol Avenue / Kartchner Street	City of Pasco	LOS D	C	C	C

As shown in Table 7, consistent with opening year 2025 background traffic conditions, the intersections of US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street and US-395 NB Ramp-Commercial Avenue / Kartchner Street do not satisfy the applicable performance requirements under opening year 2025 total conditions. The draft City of Pasco TSMP (Reference 1) recommends traffic signals at both intersections, and both intersections meet preliminary traffic signal warrants and would satisfy applicable performance requirements if they were signalized. Additionally, a westbound right-turn lane is recommended at the intersection of US-395 NB Ramp-Commercial Avenue / Kartchner Street to prevent westbound queues from blocking the driveways along Kartchner Street.

Appendix I includes the opening year 2025 total conditions intersection operations analysis worksheets. The mitigated lane configurations and traffic control devices are summarized in Figure 19. Appendix J includes intersection operations analysis worksheets under mitigated conditions. Year 2025 operational performance for the weekday AM, weekday PM, and Friday PM peak hours with mitigation is shown in Figure 20, Figure 21, and Figure 22, respectively.

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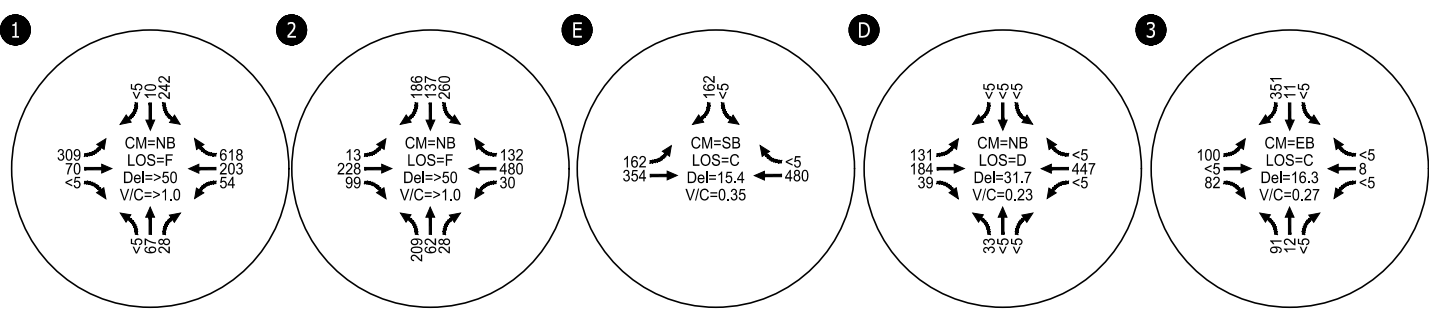
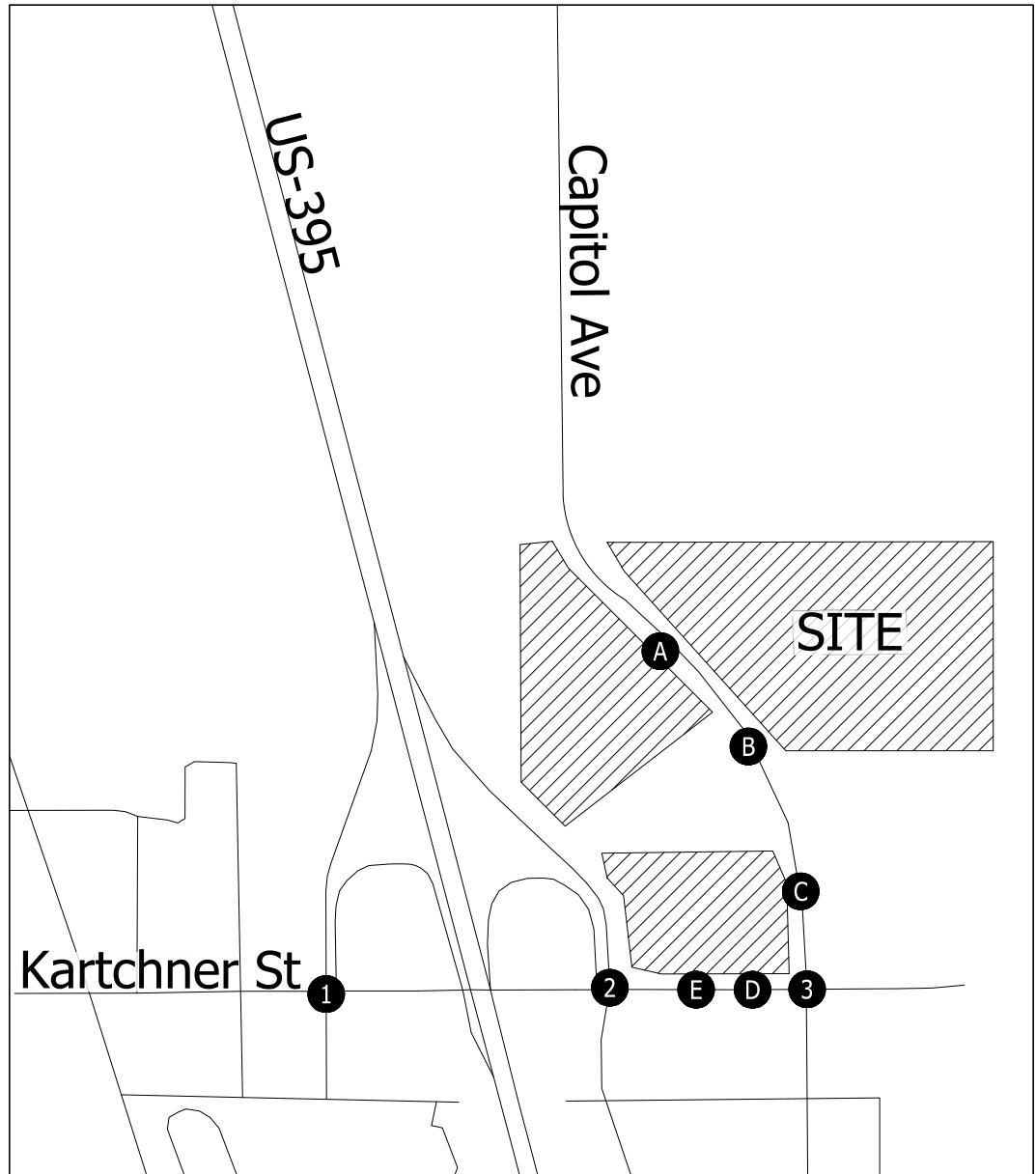
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 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2025 Total Volumes & Traffic Conditions
 Weekday AM Peak Hour
 Pasco, WA

Figure
 16



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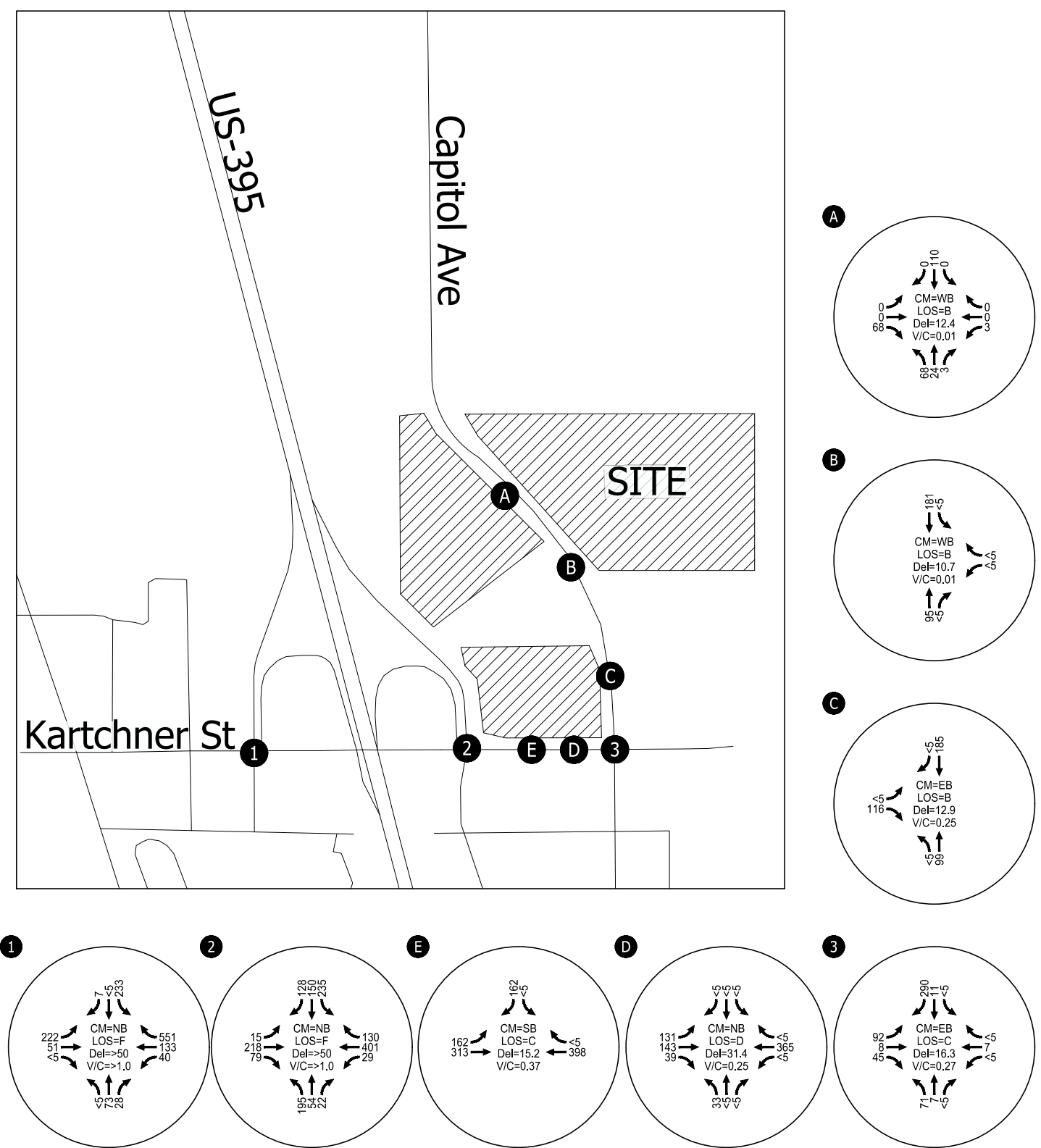
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 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**2025 Total Volumes & Traffic Conditions
 Weekday PM Peak Hour
 Pasco, WA**

**Figure
 17**

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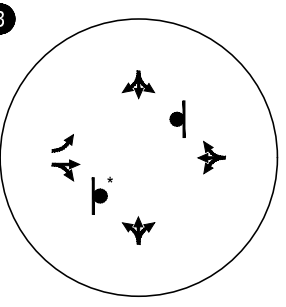
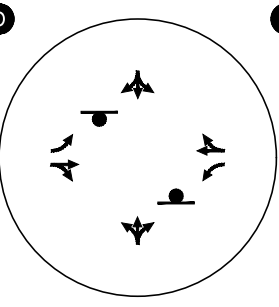
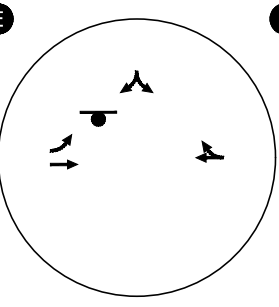
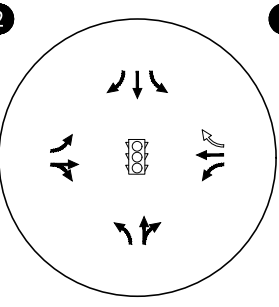
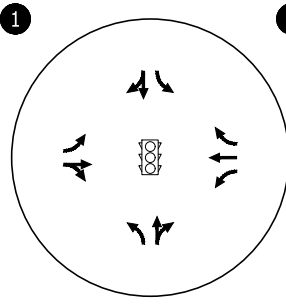
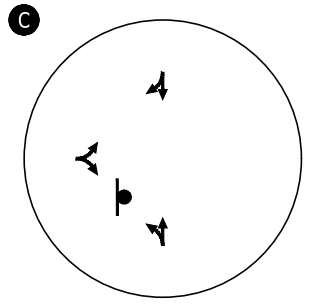
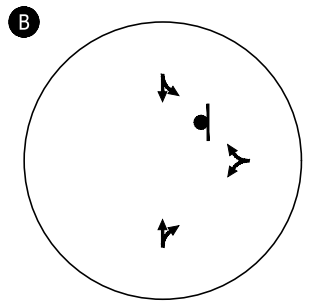
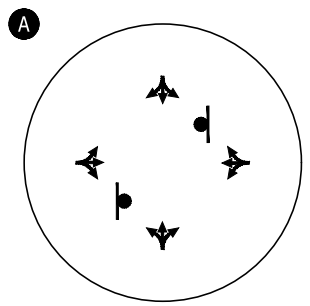
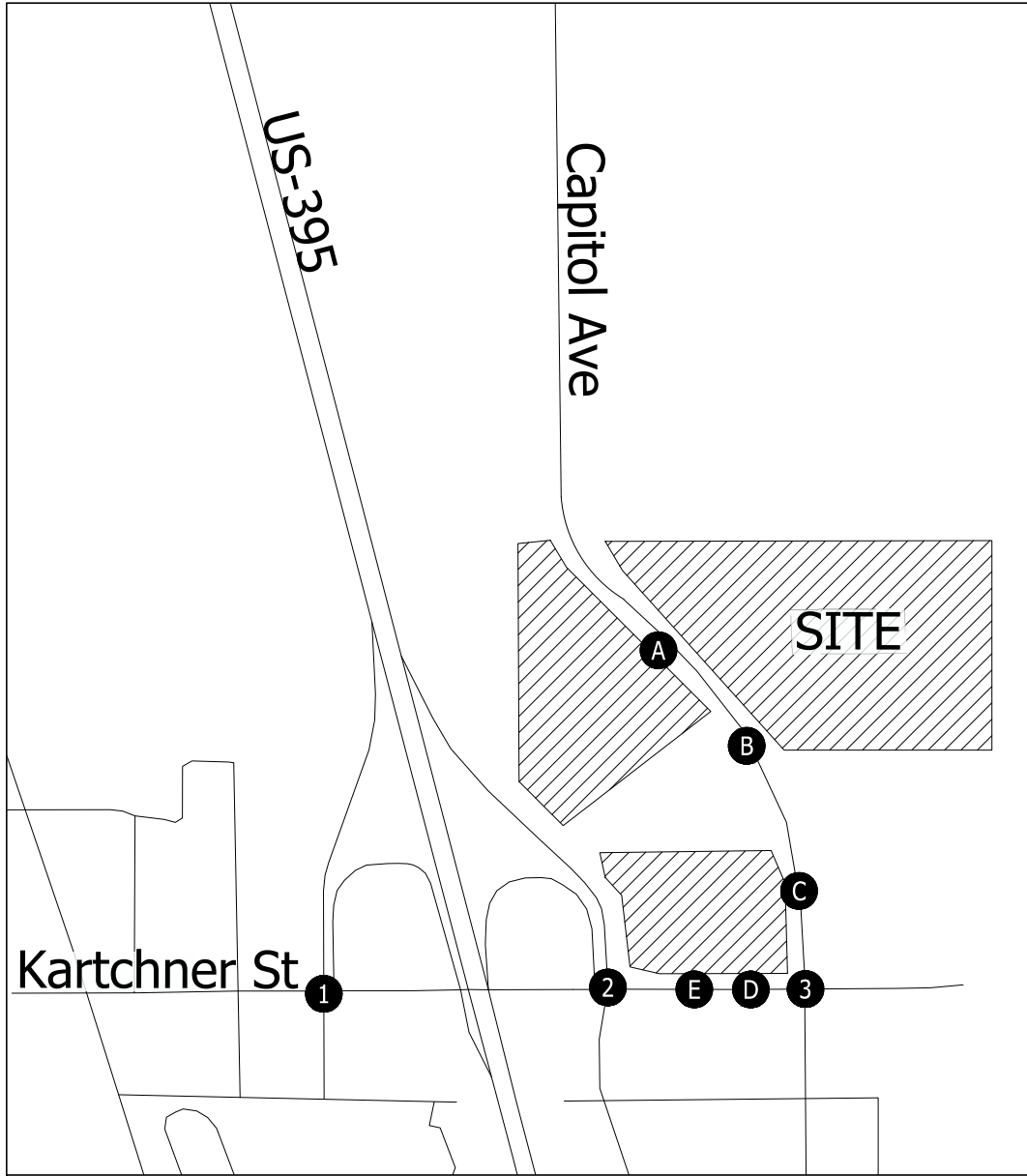
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**2025 Total Volumes & Traffic Conditions
 Friday PM Peak Hour
 Pasco, WA**

**Figure
 18**



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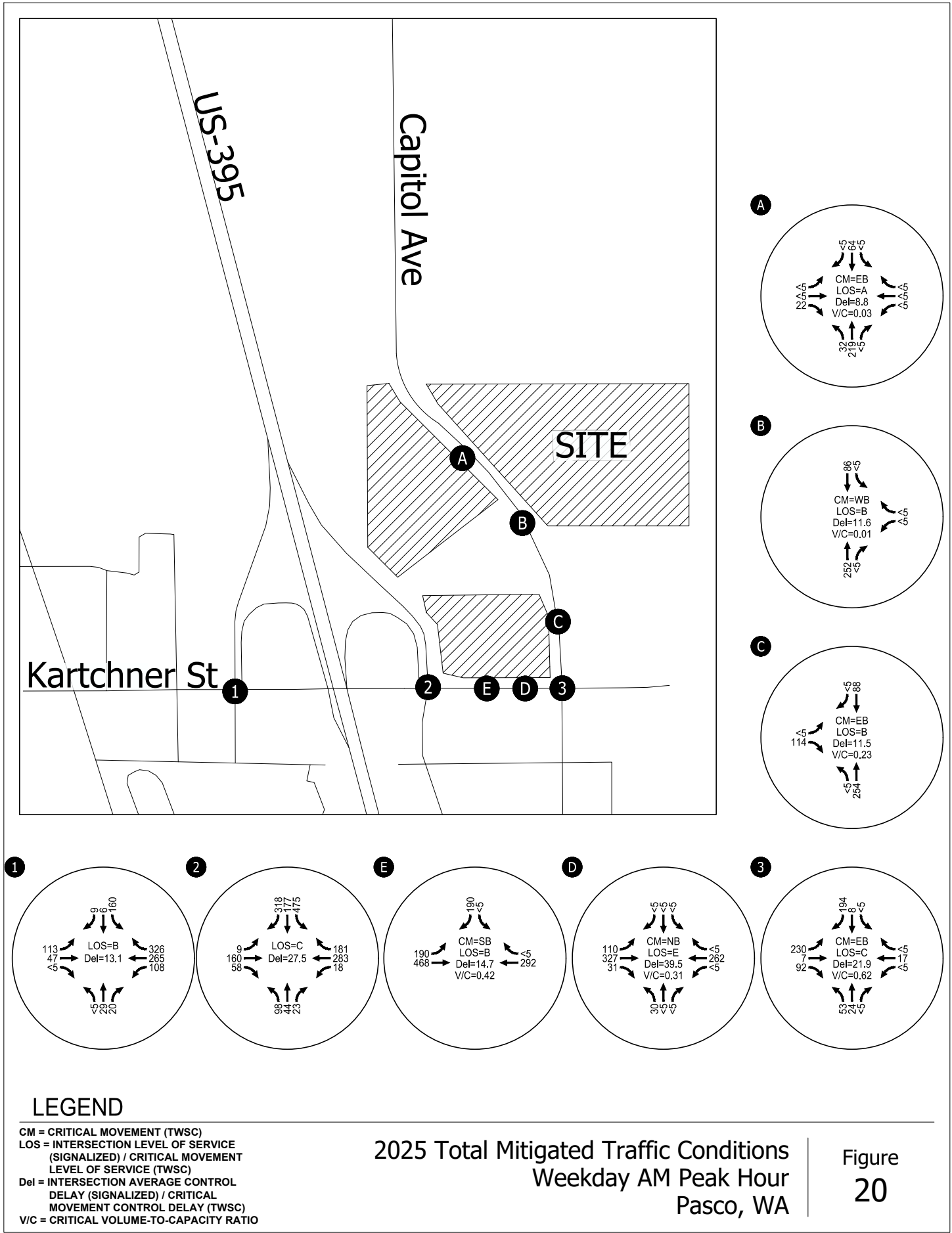
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- ↑↑ - PROPOSED LANE MOVEMENT (MITIGATION)
- - EXISTING STOP SIGN
- ⓧ - PROPOSED TRAFFIC SIGNAL (MITIGATION)

* modeling conservatively assumed stop control, though yield-controlled under existing conditions

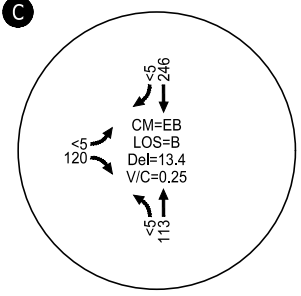
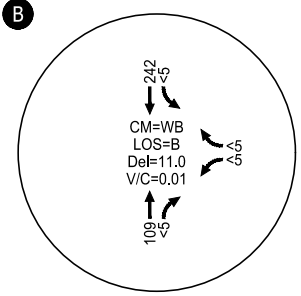
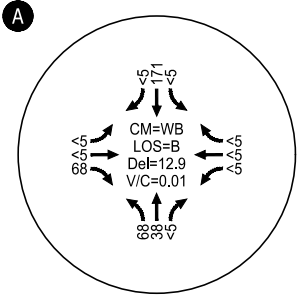
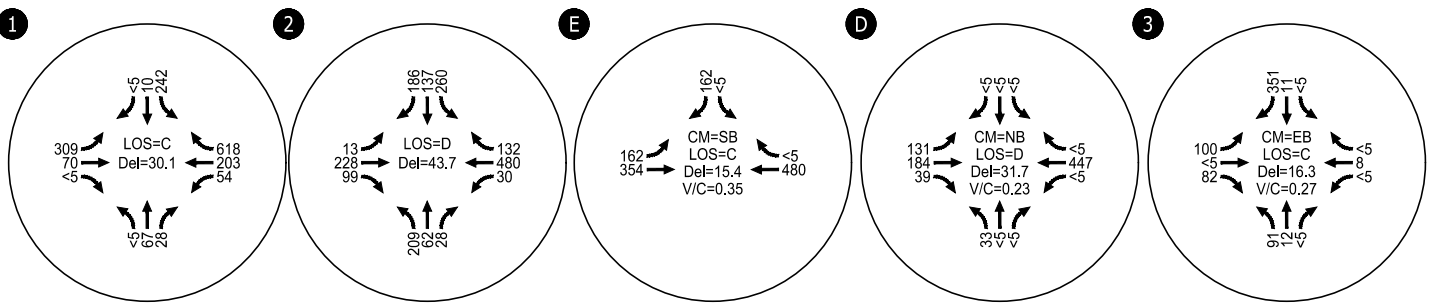
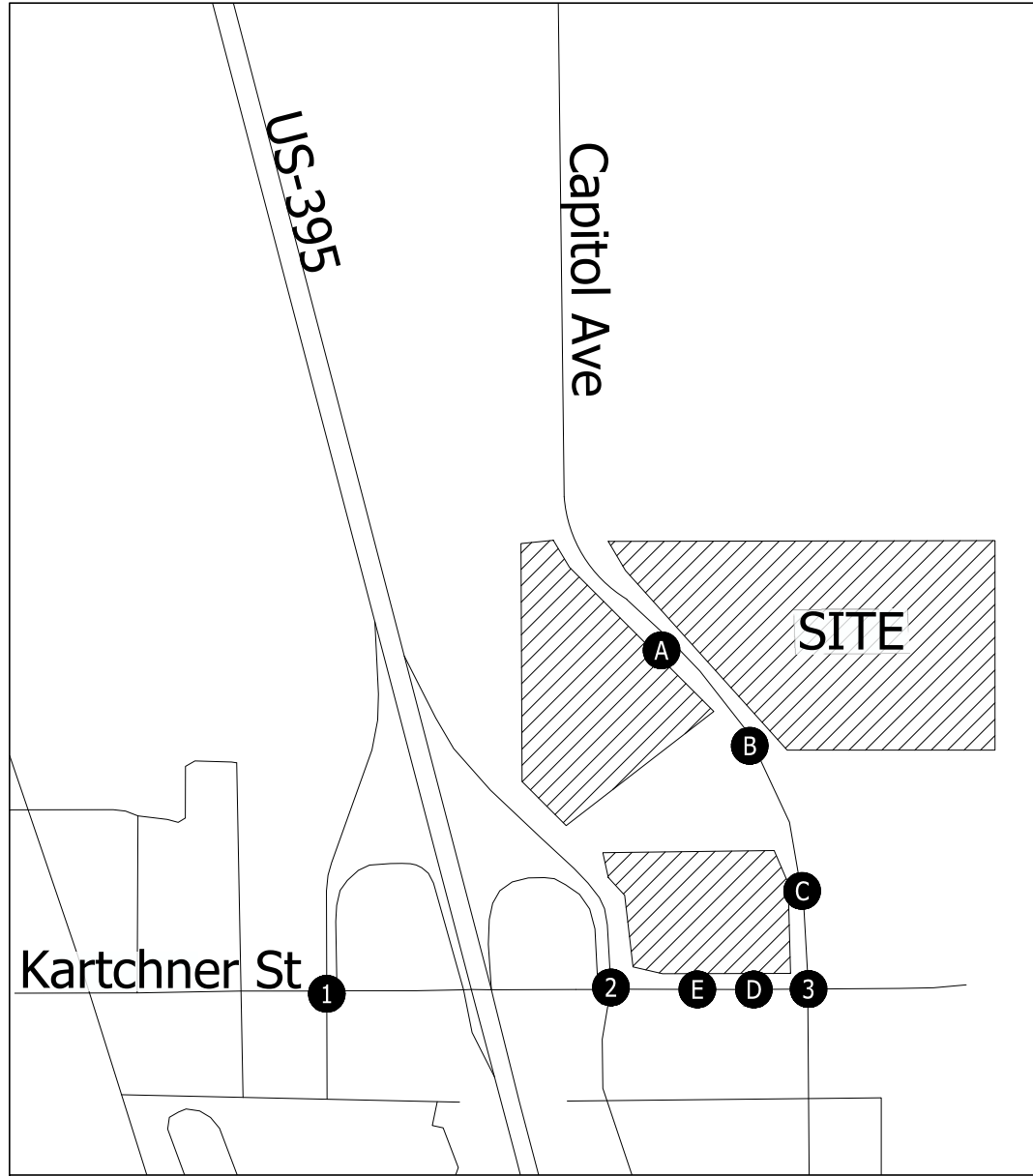
2025 Mitigated Lane Configurations & Traffic Control Devices Pasco, WA

Figure 19

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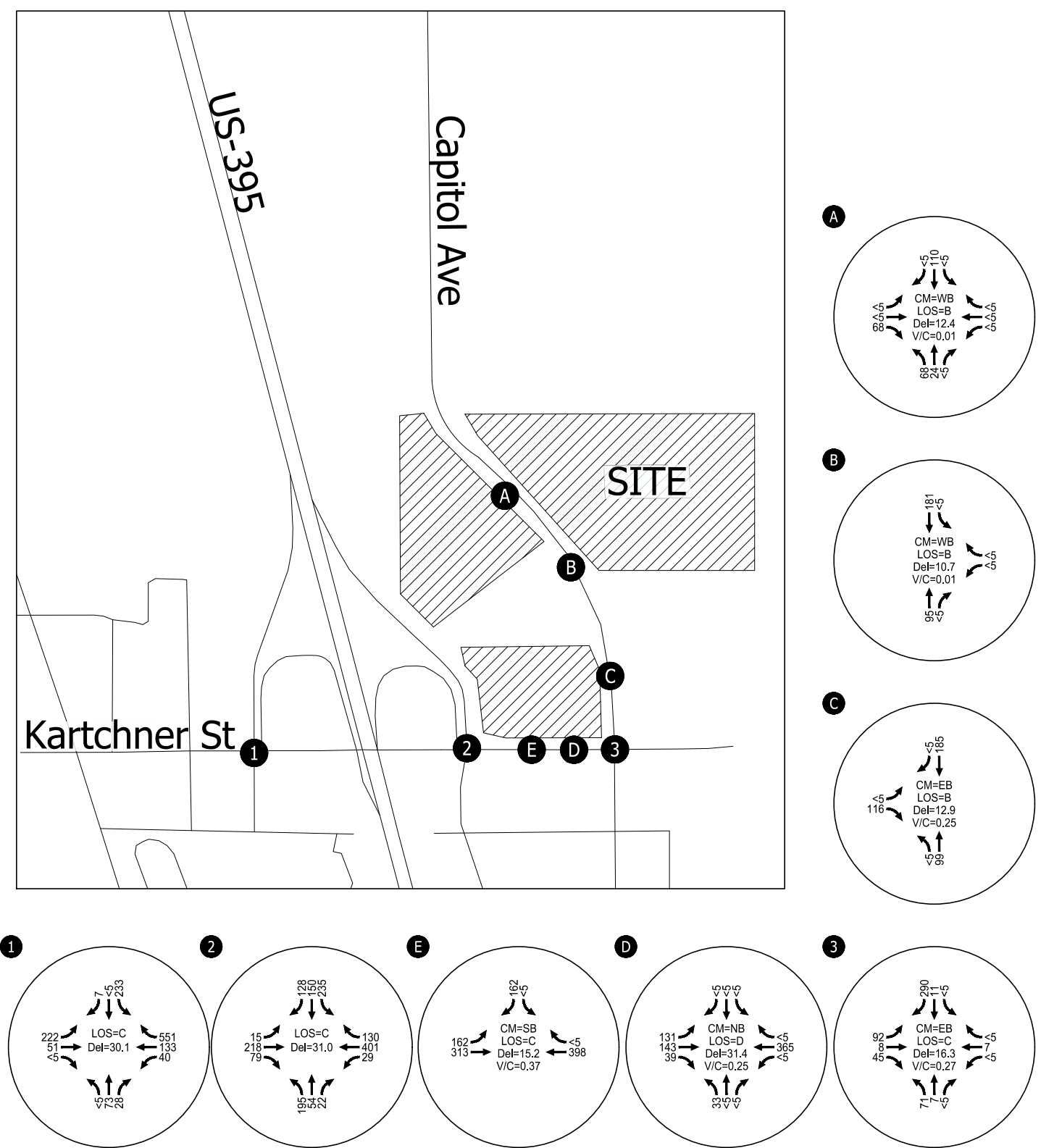
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 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2025 Total Mitigated Traffic Conditions
 Weekday PM Peak Hour
 Pasco, WA

Figure
 21

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2025 Total Mitigated Traffic Conditions
 Friday PM Peak Hour
 Pasco, WA

Figure
 22

As shown in Figure 16, Figure 17, and Figure 18, all driveways satisfy applicable performance requirements with the exception of Driveway D (Kartchner Street & Love's Truck Stop/Travel Plaza Driveway 2), where the northbound approach is projected to operate at LOS E during the AM peak hour under total traffic conditions. Vehicles on the northbound approach are projected to experience only 4.5 seconds of delay beyond the threshold for LOS D. The northbound approach is forecast to operate well under capacity, traffic volumes are not sufficient to warrant signalization (up to 35 vehicles on the approach over the course of the hour) and the major street turning and through movements operate at LOS B or better. Given these considerations, no capacity-based mitigation is recommended in conjunction with site development.

Queuing

Table 8 provides 95th percentile queue lengths for all study intersection movements during the weekday AM, PM, and Friday PM peak hours under opening year 2025 mitigated total traffic conditions. Synchro 11 software reports queues based on number of vehicles for HCM 6th Edition. In Table 8, queue lengths are rounded up to the nearest 25 feet in cases when Synchro reports non-whole numbered vehicles.

As shown in Table 8, all 95th percentile queues during opening year 2025 mitigated total traffic conditions would be accommodated by available storage, except for the eastbound left at the US 395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street intersection during the weekday PM peak hour. The proposed site development does not add vehicles to this movement. As such, no capacity-based mitigation is recommended in conjunction with site development.

Table 8. Summary of 95th Percentile Queues for the Study Intersections

Intersection	Movement	Available Queue Storage (feet)	2025 Total Mitigated Traffic Conditions				Queue Storage Adequate?
			95 th Percentile Queue (feet)			Queue Storage Adequate?	
			Weekday AM Peak Hour	Weekday PM Peak Hour	Friday PM Peak Hour		
1	US 395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street	EBL	175	50	225	125	No
		EBTR	475	25	50	50	Yes
		WBL	575	50	50	25	Yes
		WBT	1775	50	150	75	Yes
		WBR	550	25	150	75	Yes
		NBL	200	0	0	0	Yes
		NBTR	700	75	125	125	Yes
		SBL	1875 ¹	175	225	250	Yes
		SBTR	275	25	25	25	Yes
2	US 395 NB Ramp Terminal-Commercial Avenue / Kartchner Street	EBL	200	25	25	25	Yes
		EBTR	1775	225	300	275	Yes
		WBL	200 ²	25	25	25	Yes
		WBT	200 ²	200	200	200	Yes
		WBR	200 ³	50	25	25	Yes
		NBL	250	100	250	225	Yes
		NBTR	275 ²	75	75	75	Yes
		SBL	1350 ¹	400	300	225	Yes
		SBT	250	150	175	150	Yes
		SBR	100	75	25	25	Yes
3	N Capitol Avenue / Kartchner Street	EBL	225 ²	125	50	50	Yes
		EBTR	225 ²	25	25	25	Yes
		WBLTR	175	25	25	25	Yes
		NBLTR	150 ²	25	25	25	Yes
		SBLTR	200 ²	0	0	0	Yes

Where: EB = eastbound, WB = westbound, NB = northbound, SB = southbound, L = left-turn, T= through, R = right-turn

¹Off-ramp queue storage assumes a 570-foot stopping sight distance for a design speed of 60mph and level (less than 2% grade) per AASHTO (Reference 8), measured from US 395 gore.

²Measured as the distance to the nearest driveway (existing or proposed).

³This is the assumed length of the turn lane, actual queue length to be determined under design/construction.

Turn Lane Considerations

The need for turn lanes was evaluated at the proposed site access locations utilizing the turn lane guidelines presented in the *WSDOT Design Manual* (Reference 4). The turn lane warrant worksheets are provided in Appendix K.

The projected opening year 2025 total traffic volumes do not satisfy the minimum WSDOT volume threshold for providing left-turn lanes at the proposed site driveways. Note that left-turn lane needs were only

evaluated at Driveway A (Retail Driveway 1 & N Capitol Avenue), as Kartchner Street already has a two-way left-turn lane and no trips are assumed to make left turns at other driveways during peak hours.

The projected opening year 2025 total traffic volumes do not satisfy the minimum WSDOT volume threshold for providing right-turn lanes at the proposed site driveways. Note that right-turn lane needs were only evaluated at Driveway B (Parking Driveway 2 & N Capitol Avenue), as no trips are assumed to make right turns at other driveways during peak hours.

Sight Distance

Table 9 summarizes the WSDOT requirements for intersection sight distance (ISD). In addition to passenger vehicle sight distance requirements, Table 9 also provides truck sight distance requirements for Driveway C per the methodology described in the 7th Edition of American Association of State Highway Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets* (Reference 8).

The proposed site plan was reviewed to assess whether adequate sight distance is provided at the five proposed driveways for vehicles exiting the site. For the analysis, observations of intersection sight distance (ISD) were obtained in the field from the location of each proposed access in accordance with the methodology described in AASHTO: from a viewpoint 14.5 feet behind the edge of the traveled way and from a height of 3.5 feet above the ground, looking toward an object that is 3.5 feet above the ground along the travel way. Truck sight distance measurements were taken from a height of 7.6 feet above the ground, looking toward an object that is 3.5 feet above the ground along the traveled way.

Based on field observations, sight distance measurements are documented at each of the proposed access locations in Table 9.

Table 9: Site Driveway Required Sight Distances

	Site Driveway	Posted Roadway Speed	WSDOT Recommended Sight Distance (ISD ¹ Right-Turn/ Left-Turn)	Field Observations Satisfied Sight Distance Requirements? (ISD ¹)
A	N Capitol Avenue & Retail Driveway 1/ Parking Driveway 1 ²	45 MPH	430/530 feet	Yes
B	N Capitol Avenue & Parking Driveway 2	45 MPH	430/500 feet	Yes
C	N Capitol Avenue & Travel Plaza Driveway 1	45 MPH	430/500 feet (695 feet for right-turning trucks ³)	Yes
D	Kartchner Street & Love's Truck Stop/Travel Plaza Driveway 2 ⁴	45 MPH	430/530 feet	Yes
E	Kartchner Street & Travel Plaza Driveway 3 ³	45 MPH	430/530 feet	Yes

¹ ISD: Intersection Sight Distance

² In 2045 this intersection meets guidelines to consider a northbound left-turn lane. The WSDOT minimum intersection sight distance is based on an assumption that there is a left-turn lane at this site driveway on the northbound intersection leg.

³ Sight triangle to the north extends through adjacent property (owned by others).

⁴ Kartchner Street has an existing two-way left-turn lane. The WSDOT minimum intersection sight distance estimates include the additional time gap needed to cross a lane when turning left from the driveway.

Based on a review of the site plan and existing field observations, it appears that sight distance requirements can be met for both automobiles and trucks. On-site landscaping, as well as any above ground utilities and signage, should be located and maintained at the site driveways to provide adequate intersection sight distance. Note that the required sight line to the north of Driveway C (N Capitol Avenue & Travel Plaza Driveway 1) extends through the adjacent property owned by others. Coordination with the adjacent property owner is recommended to preserve adequate sight distance through the existing curve on N Capitol Avenue.



Section 6
Horizon Year 2045
Transportation Impact Analysis

HORIZON YEAR 2045 TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis (TIA) identifies how the study area's transportation system will operate in horizon year 2045 per the Bureau of Indian Affairs (BIA) Environmental Impact Study (EIS) requirements. The horizon year 2045 analysis was prepared in part to confirm that implementation of the recommended mitigation measures identified through the opening year 2025 traffic analysis do not preclude potential future improvement needs.

The impact of traffic generated by the proposed Colville Tribes Travel Plaza and Commercial project development on long-term operations at the study intersections during weekday AM, weekday PM, and the Friday PM peak hours was examined as follows:

- Horizon year 2045 background traffic volumes were developed based on travel demand model forecasted volumes provided by the BFCOG and updated to reflect planned developments.
- Site-generated trips were added to the horizon year 2045 background traffic conditions to establish the horizon year 2045 total traffic volumes with site development.

HORIZON YEAR 2045 BACKGROUND TRAFFIC CONDITIONS

The horizon year 2045 background traffic analysis identifies how the study area's transportation system will operate without the proposed Colville Tribes Travel Plaza and Commercial project development. This analysis includes traffic volume projections assuming continued local and regional growth but does not include traffic from the proposed development. Horizon year 2045 Background volumes include traffic from known developments including a proposed casino development to the north. The trip generation and assignments for this future proposed casino development are provided in Appendix L.

HORIZON YEAR 2045 BACKGROUND TRAFFIC VOLUME DEVELOPMENT

The 2045 background traffic conditions analysis forecasts the operation of the study area's transportation system with the inclusion of traffic generated by site under the existing industrial zoning. The 3.5% linear annual growth rate calculated between base year 2025 and future year 2045 BFCOG model output assume population, employment and development per the comprehensive plans of the communities that comprise it and therefore accounts for development of the site and surrounding properties under the existing industrial zoning. For example, in-process traffic volumes from Love's Travel Plaza were assumed to be included in the growth rate established by the BFCOG model because the use is consistent with existing zoning in the Comprehensive Plan. The growth rate was reduced to approximately so as not to double-count trips added separately for the proposed site development and proposed casino development to the north of the site.

As trips for the subject parcels under the existing industrial zoning were assigned to the study intersections separately, the background growth was reduced by the same total number of trips. This resulted in a background growth rate of 2.4% (if the subject parcels were to remain undeveloped). Trips for the site under the existing zoning and projected trips for the proposed casino development to the north of the site were then added separately to provide more precise turning movement projections without double-counting trips associated with the subject parcels. The resulting volumes adequately reflect development of the proposed site under the existing industrial zoning as well as the anticipated change of zoning for the proposed casino development to the north.

HORIZON YEAR 2045 BACKGROUND INTERSECTION OPERATIONS

The weekday AM, weekday PM, and Friday PM peak hour opening year 2045 background turning movement volumes were used to conduct an operation analysis at each study intersection. For the horizon year 2045 analysis the peak hour factors for study intersections were adjusted to 0.95. Table 10 provides a comparison of horizon year 2045 background intersection operations to the review agency operating requirements. Year 2045 background volumes and operational performance for the weekday AM, weekday PM, and Friday PM peak hours are shown in Figure 23, Figure 24, and Figure 25, respectively.

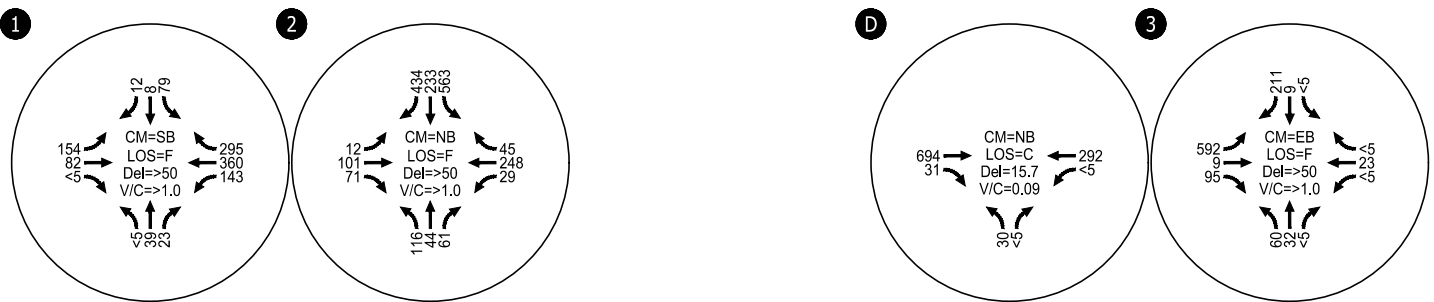
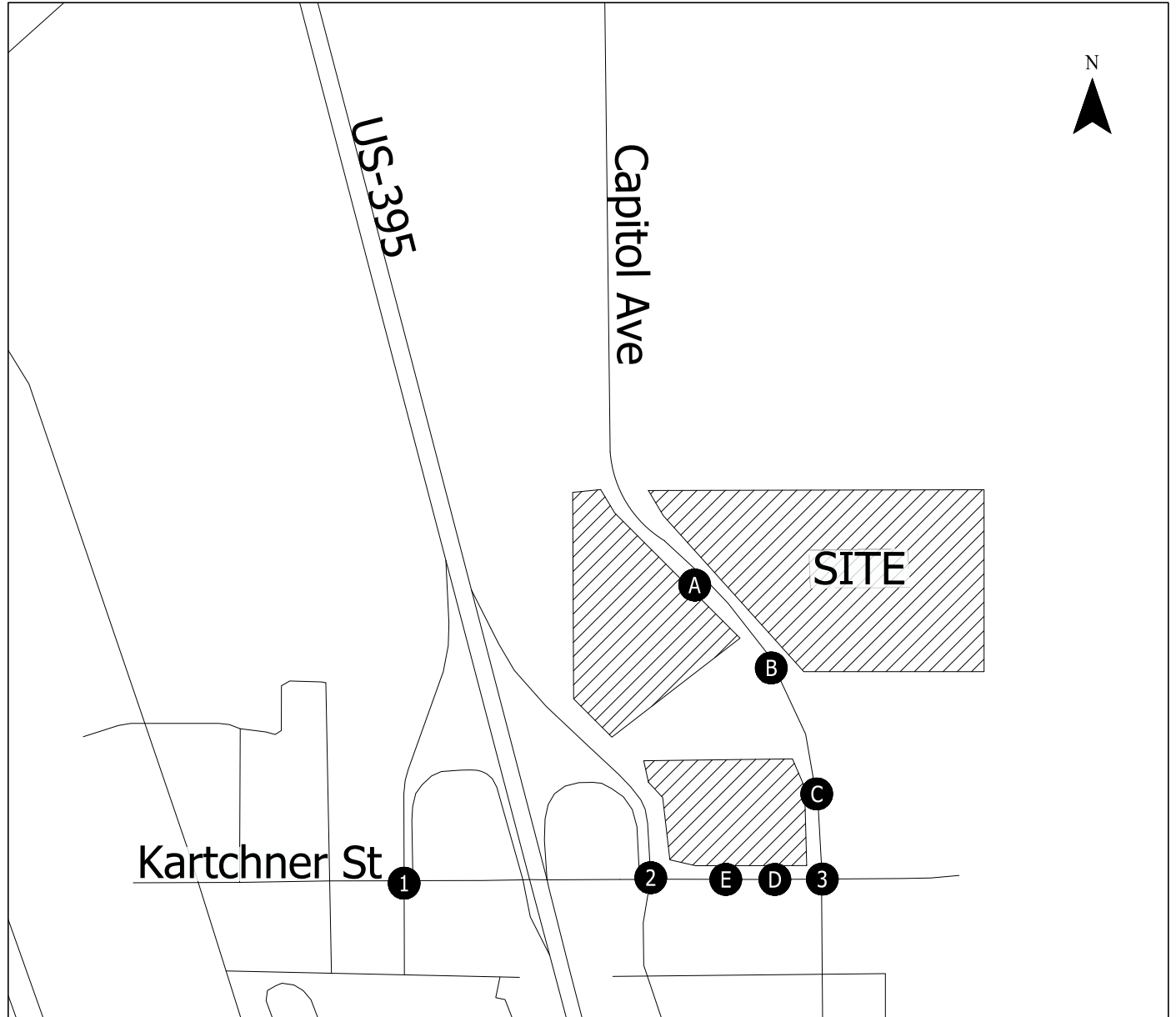
Table 10. 2045 Background Intersection Operations

	Study Intersection	Jurisdictional Authority	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1	US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street	WSDOT	LOS D	F	F	F
2	US-395 NB Ramp-Commercial Avenue / Kartchner Street	WSDOT	LOS D	F	F	F
3	N Capitol Avenue / Kartchner Street	City of Pasco	LOS D	F	F	F

As shown in Table 10, consistent with opening year 2025 conditions the intersections of US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street and US-395 NB Ramp-Commercial Avenue / Kartchner Street do not satisfy the applicable performance requirements under horizon year 2045 background conditions. The draft City of Pasco TSMP (Reference 1) recommends traffic signals at both intersections. Additionally, the intersection of N Capitol Avenue / Kartchner Street does not satisfy the applicable performance requirements under horizon year 2045 background conditions. The three intersections meet preliminary traffic signal warrants and would satisfy applicable performance requirements if they were signalized and if a westbound right-turn lane is added to the intersection of US-395 NB Ramp-Commercial Avenue / Kartchner Street.

Appendix M includes the horizon year 2045 background conditions intersection operations analysis worksheets. Appendix N includes the signal warrant analysis worksheets. Appendix O includes intersection operations analysis worksheets under mitigated conditions.

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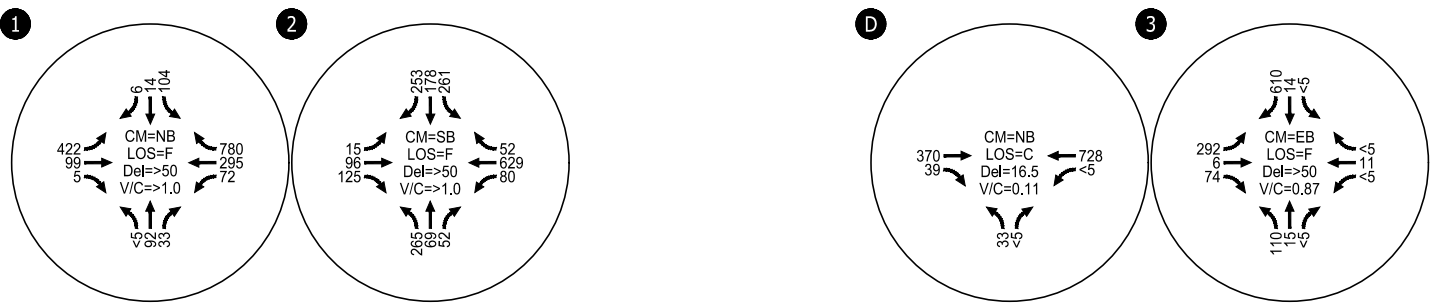
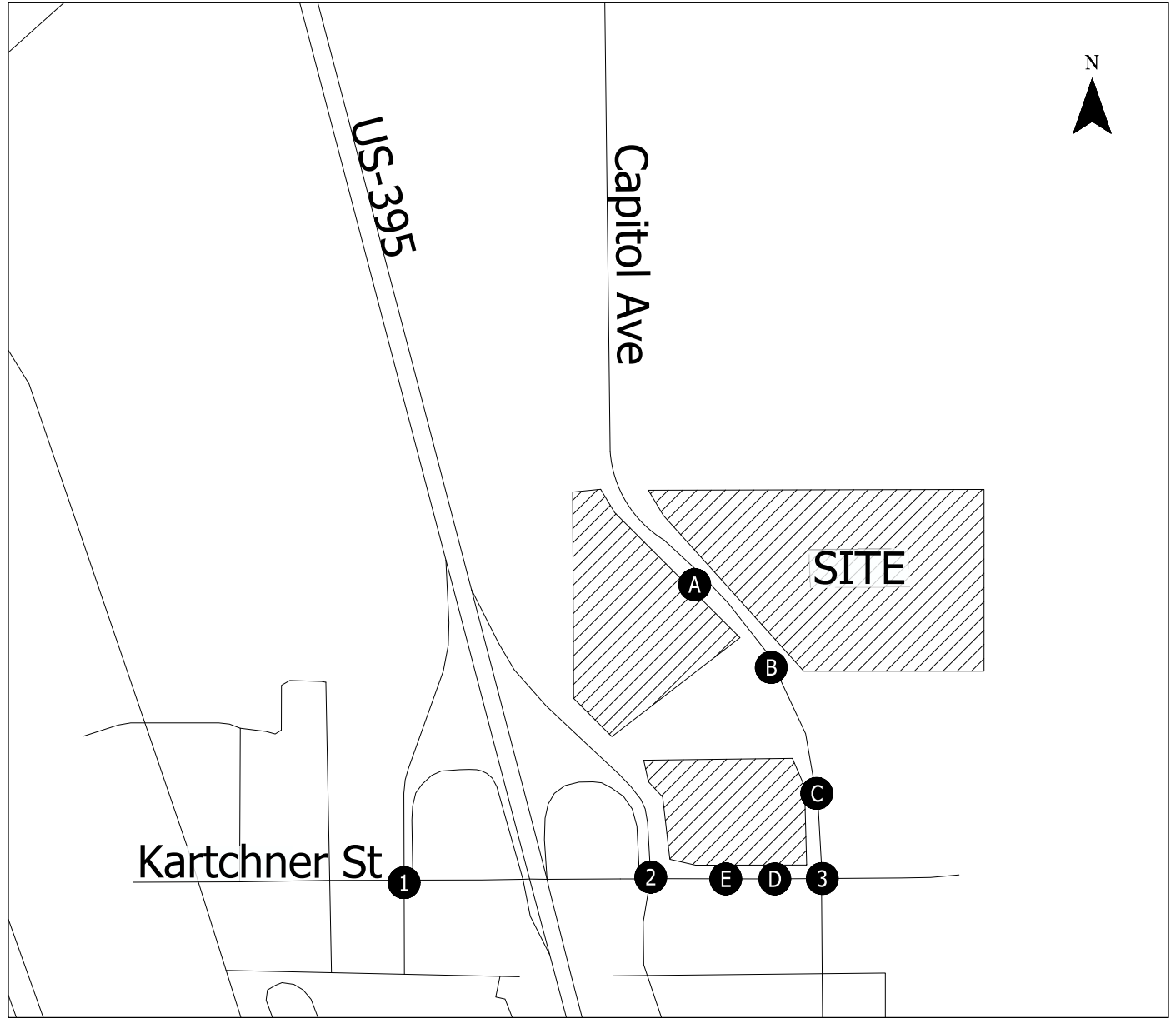
LEGEND

- CM = CRITICAL MOVEMENT (TWSC)
- LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
- Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
- V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2045 Background Volumes & Traffic Conditions
Weekday AM Peak Hour
Pasco, WA

Figure
23

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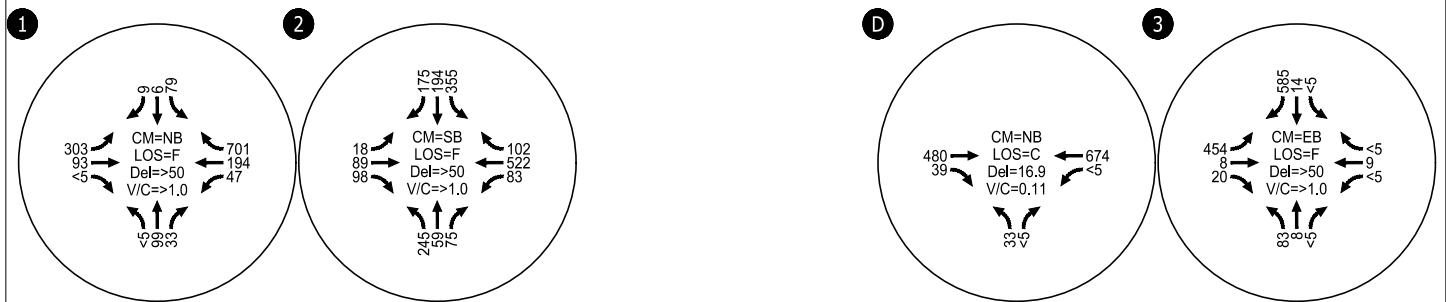
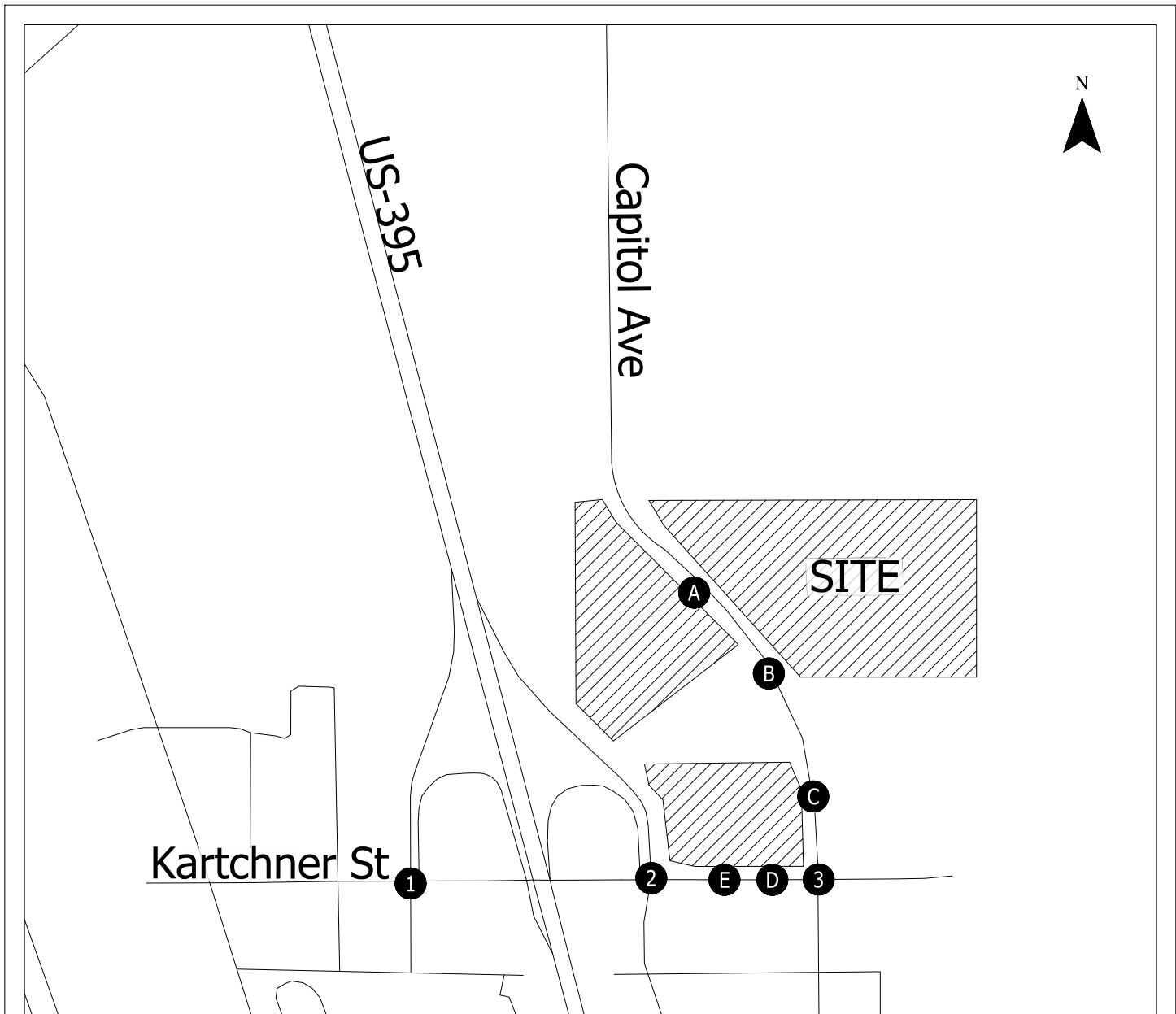
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**2045 Background Volumes & Traffic Conditions
 Weekday PM Peak Hour
 Pasco, WA**

**Figure
 24**

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**2045 Background Volumes & Traffic Conditions
 Friday PM Peak Hour
 Pasco, WA**

**Figure
 25**

HORIZON YEAR 2045 TOTAL TRAFFIC CONDITIONS

This analysis determines the traffic operations at the study intersections during all three study periods in the horizon year 2045 with the additional traffic volumes generated by the proposed Colville Tribes Travel Plaza and Commercial project development.

HORIZON YEAR 2045 TOTAL TRAFFIC VOLUME DEVELOPMENT

Horizon year 2045 total traffic volumes were derived by subtracting trips for the proposed site under the existing industrial zoning from the horizon year 2045 background traffic volumes and adding trips for the site under the proposed commercial zoning (shown in Figure 10 and Figure 13) instead.

HORIZON YEAR 2045 TOTAL INTERSECTION OPERATIONS

The weekday AM, weekday PM, and Friday PM peak hour turning movement volumes described above were used to conduct an analysis at each study intersection to determine the horizon year 2045 total traffic intersection operations. Table 11 provides a comparison of horizon year 2045 total intersection operations to the review agency operating requirements. Year 2045 total volumes and operational performance for the weekday AM, weekday PM, and Friday PM peak hours are shown in Figure 26, Figure 27, and Figure 28, respectively.

Table 11. 2045 Total Intersection Operations

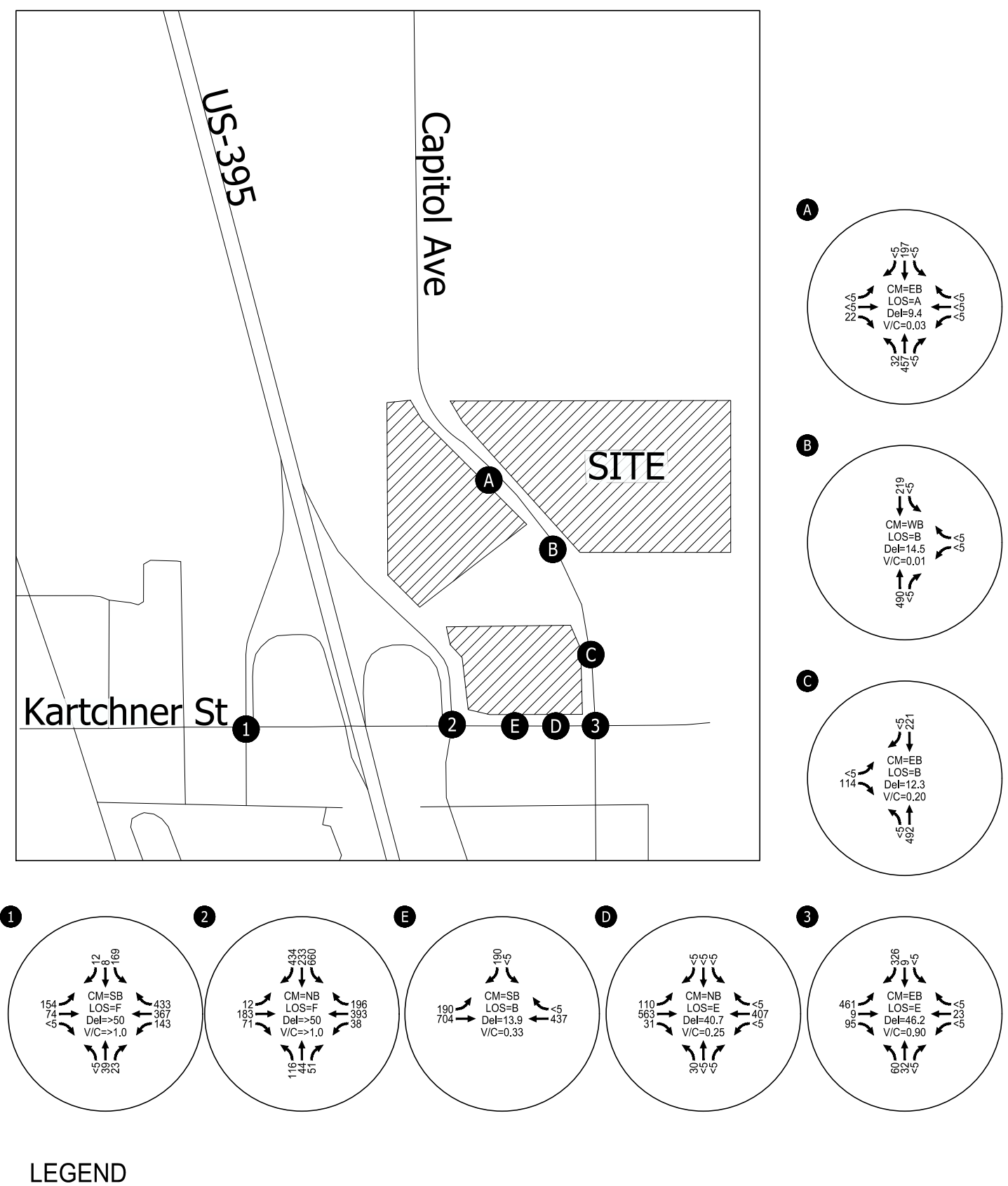
	Study Intersection	Jurisdictional Authority	V/C (LOS) Requirement	Weekday AM Peak V/C (LOS)	Weekday PM Peak V/C (LOS)	Friday PM Peak V/C (LOS)
1	US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street	WSDOT	LOS D	F	F	F
2	US-395 NB Ramp-Commercial Avenue / Kartchner Street	WSDOT	LOS D	F	F	F
3	N Capitol Avenue / Kartchner Street	City of Pasco	LOS D	E¹	F	F

¹The operations of N Capitol Avenue / Kartchner Street improve slightly due to the different directional peaking characteristics of Retail/Commercial development compared to the industrial uses assumed by BFCOG's travel model.

As shown in Table 11, consistent with horizon year 2045 background conditions the intersections of US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street, US-395 NB Ramp-Commercial Avenue / Kartchner Street, and N Capitol Avenue / Kartchner Street continue to not satisfy the applicable performance requirements under horizon year 2045 total conditions. The draft City of Pasco TSMP (Reference 1) recommends traffic signals at the US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street and US-395 NB Ramp-Commercial Avenue / Kartchner Street intersections. All three intersections meet preliminary traffic signal warrants and would satisfy applicable performance requirements if they were signalized and if a westbound right-turn lane is added to the intersection of US-395 NB Ramp-Commercial Avenue / Kartchner Street.

Appendix P includes the horizon year 2045 total conditions intersection operations analysis worksheets, Appendix Q includes intersection operations analysis worksheets under mitigated conditions. The mitigated lane configurations and traffic control devices are summarized in Figure 29. Year 2045 operational performance for the weekday AM, weekday PM, and Friday PM peak hours with mitigation is shown in Figure 30, Figure 31, and Figure 32, respectively.

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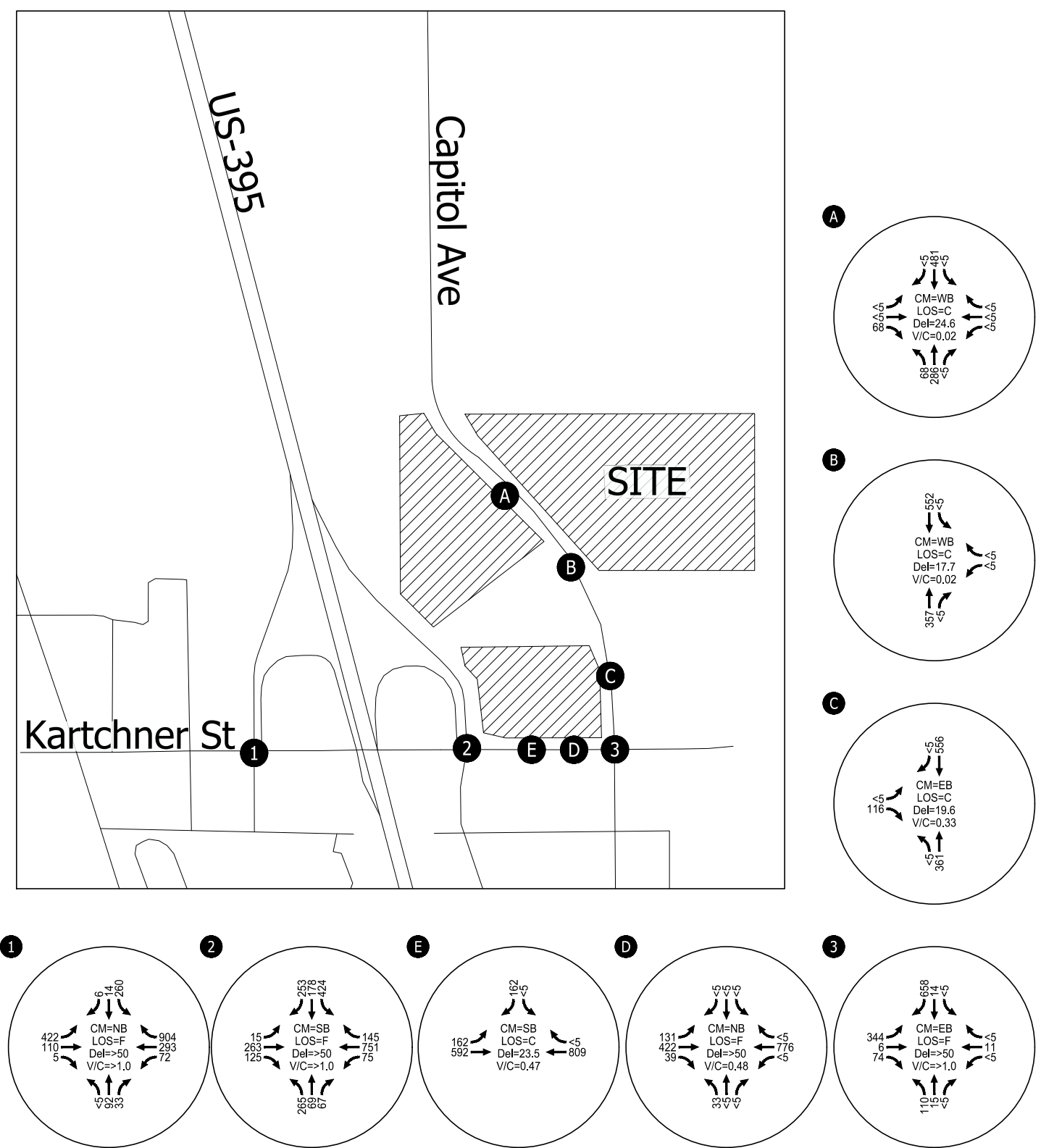
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 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2045 Total Volumes & Traffic Conditions
 Weekday AM Peak Hour
 Pasco, WA

Figure
 26



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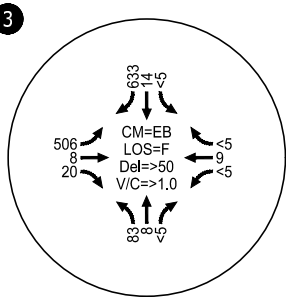
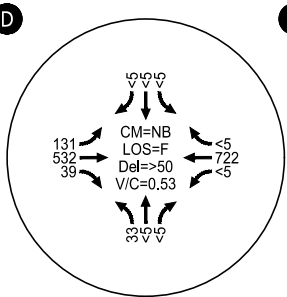
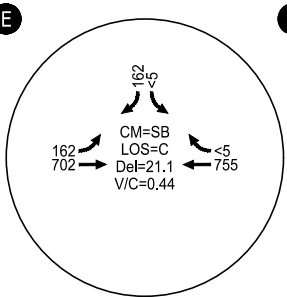
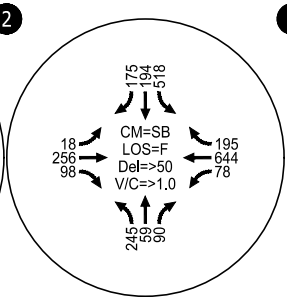
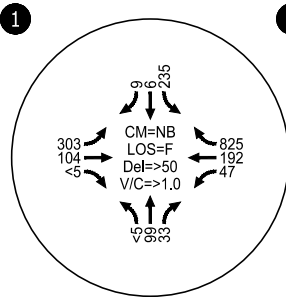
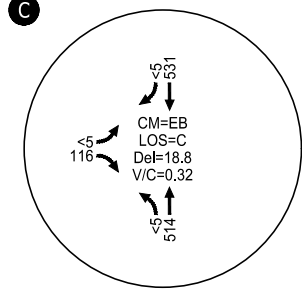
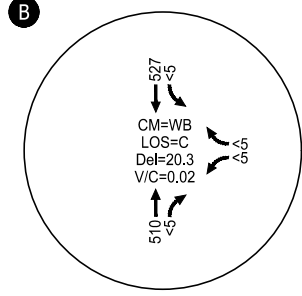
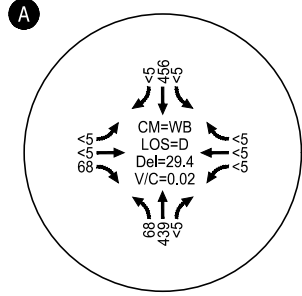
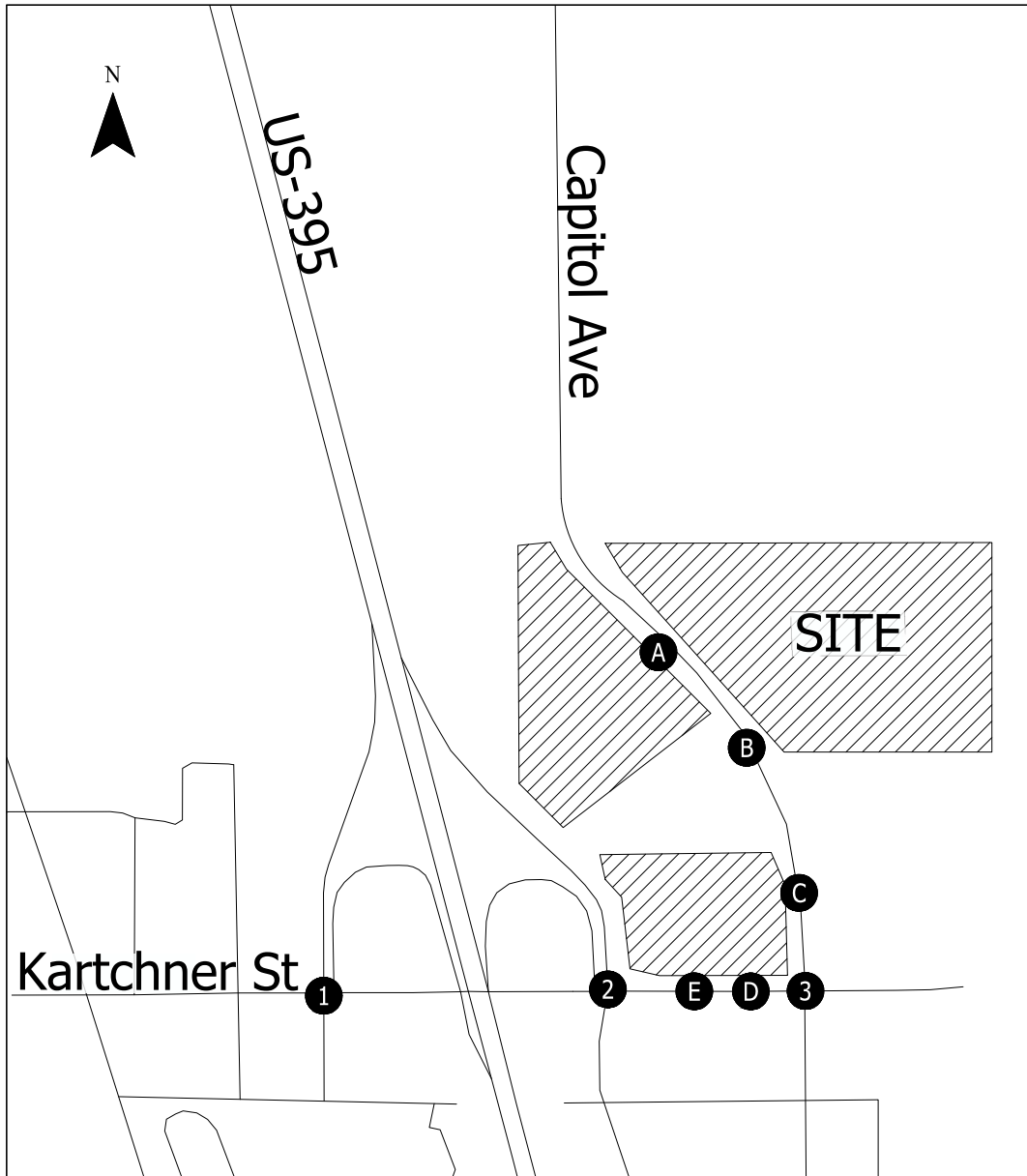
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**2045 Total Volumes & Traffic Conditions
 Weekday PM Peak Hour
 Pasco, WA**

**Figure
 27**



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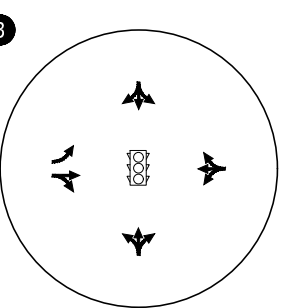
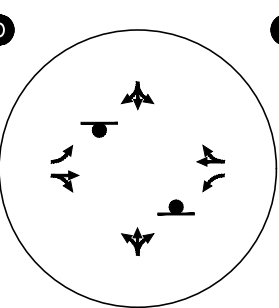
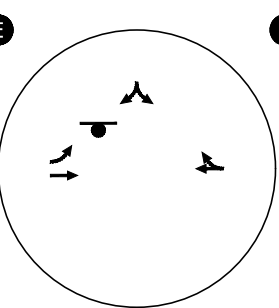
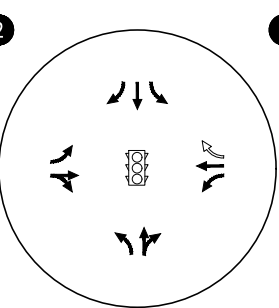
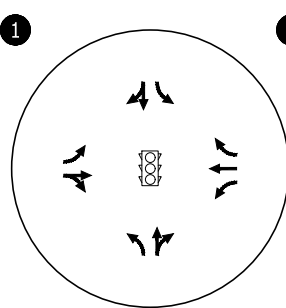
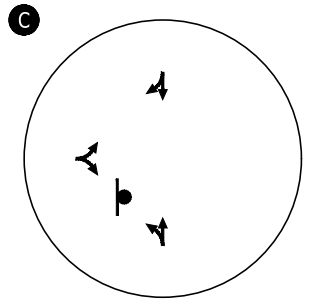
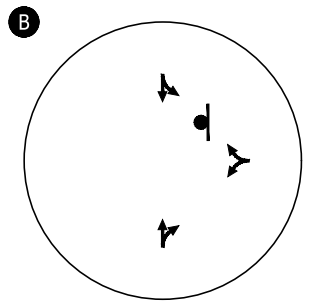
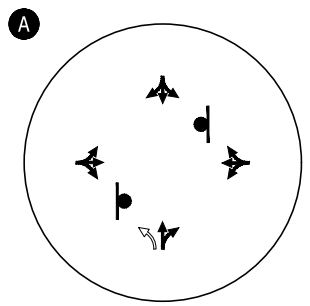
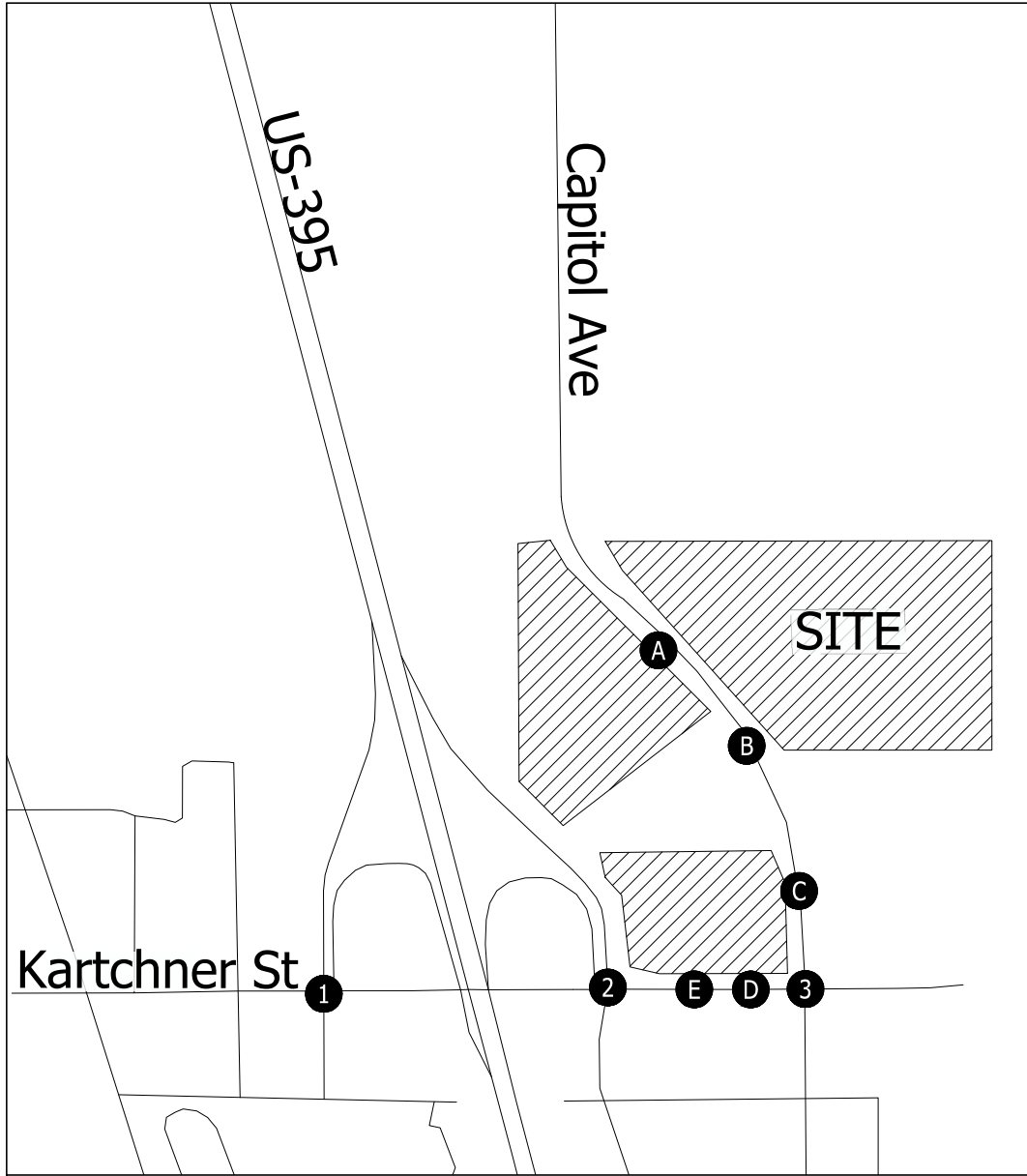
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2045 Total Volumes & Traffic Conditions
 Friday PM Peak Hour
 Pasco, WA

Figure
 28



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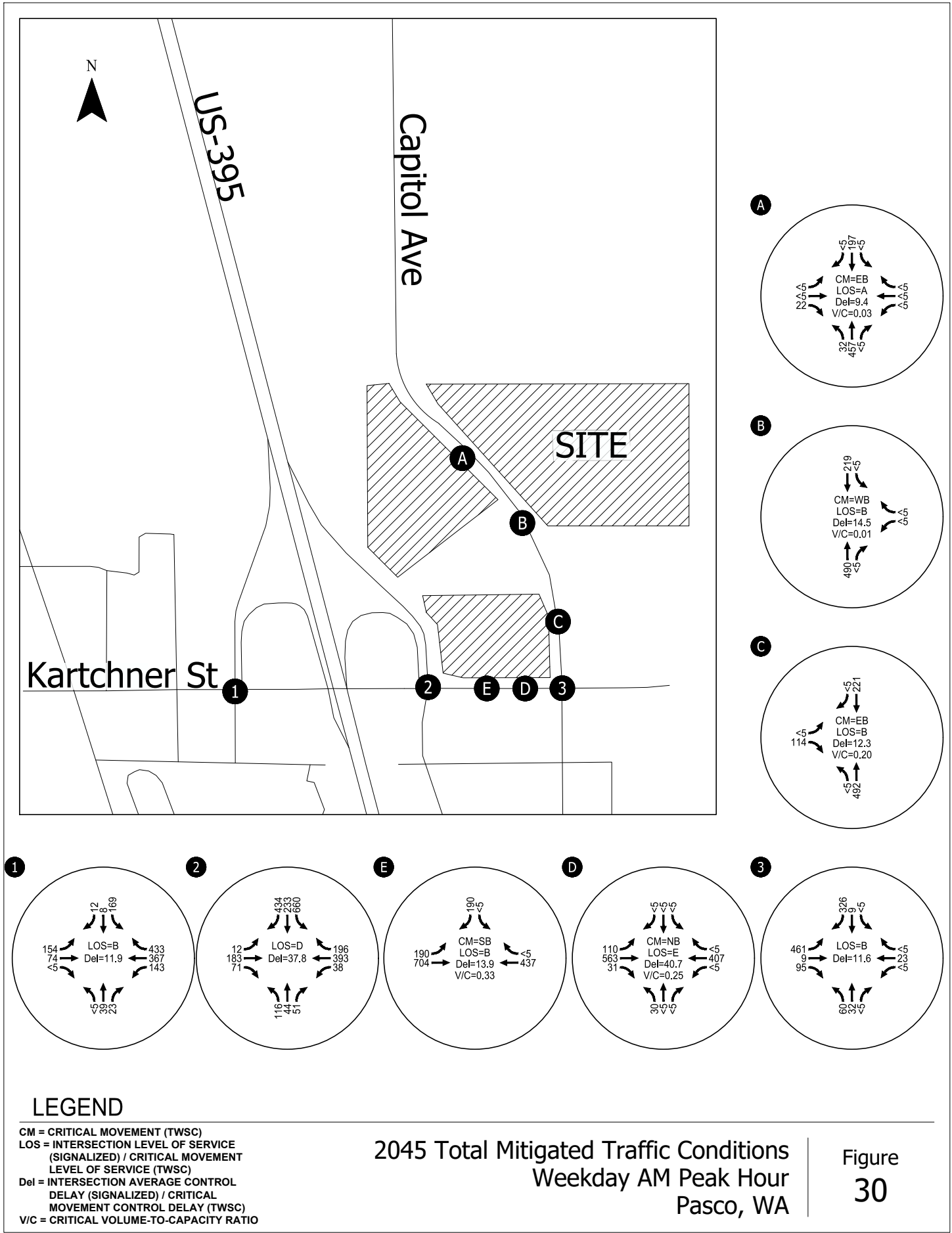
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- ↑ - EXISTING LANE MOVEMENT
- ↑↑ - PROPOSED LANE MOVEMENT (MITIGATION)
- - EXISTING STOP SIGN
- ⓧ - PROPOSED TRAFFIC SIGNAL (MITIGATION)

2045 Mitigated Lane Configurations & Traffic Control Devices Pasco, WA

Figure 29

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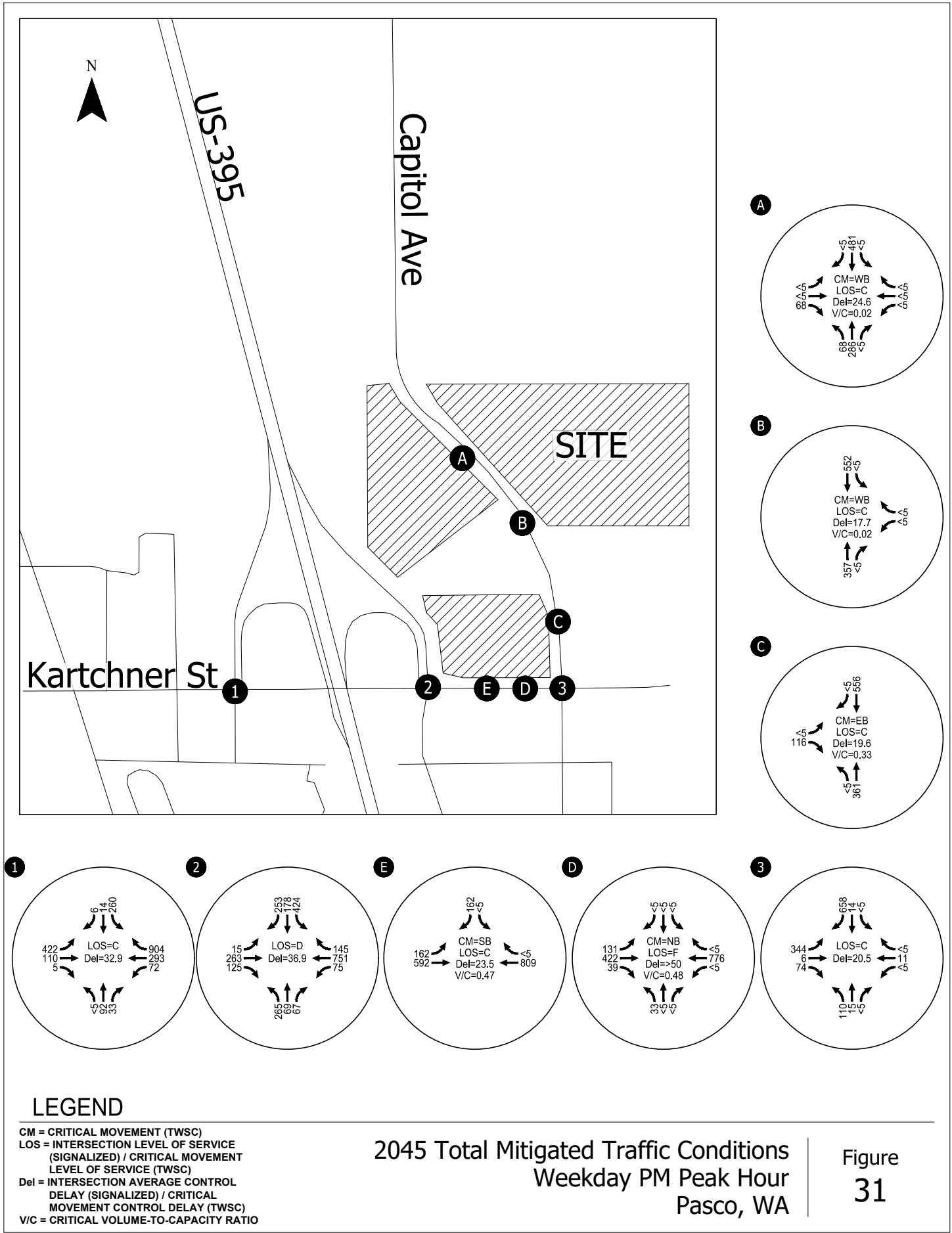
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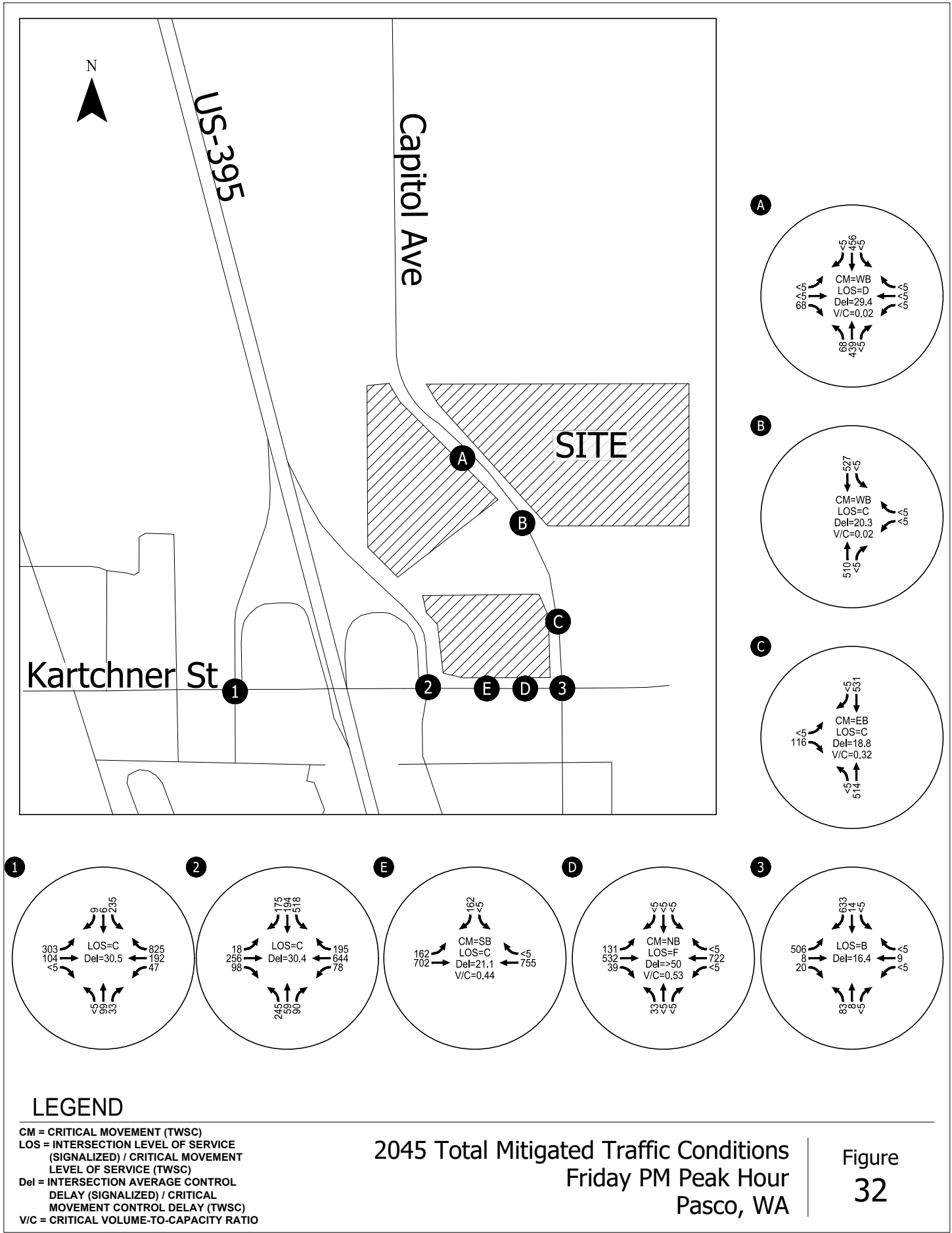
2045 Total Mitigated Traffic Conditions
 Weekday AM Peak Hour
 Pasco, WA

Figure
 30

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As shown in Figure 26, Figure 27, and Figure 28, all driveways satisfy applicable performance requirements with the exception of Driveway D (Kartchner Street & Love's Truck Stop/Travel Plaza Driveway 2), where the northbound approach is projected to operate at LOS E during the weekday AM peak hour and LOS F during the weekday PM and Friday PM peak hours under total traffic conditions. Vehicles on the northbound approach are projected to experience up to 105.7 seconds of delay. The northbound approach is forecast to operate well under capacity, traffic volumes are not sufficient to warrant signalization (up to 35 vehicles on the approach over the course of the hour) and the major street turning and through movements operate at LOS B or better. Given these considerations, no capacity-based mitigation is recommended in conjunction with site development.

Queuing

Table 12 provides 95th percentile queue lengths for all study intersection movements during the weekday AM, PM, and Friday PM peak hours under horizon year 2045 mitigated total traffic conditions. Synchro 11 software reports queues based on number of vehicles for HCM 6th Edition. In Table 12, queue lengths are rounded up to the nearest 25 feet in cases when Synchro reports non-whole numbered vehicles.

Table 12. Summary of 95th Percentile Queues for the Study Intersections

Intersection	Movement	Available Queue Storage (feet)	2045 Total Mitigated Traffic Conditions				Queue Storage Adequate?
			95 th Percentile Queue (feet)			Friday PM Peak Hour	
			Weekday AM Peak Hour	Weekday PM Peak Hour	Friday PM Peak Hour		
1	US 395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street	EBL	175	75	250	150	No
		EBTR	475	50	75	50	Yes
		WBL	575	50	50	25	Yes
		WBT	1775	50	125	175	Yes
		WBR	550	25	325	400	Yes
		NBL	200	0	25	0	Yes
		NBTR	700	75	150	150	Yes
		SBL	1875 ¹	175	225	200	Yes
		SBTR	275	25	25	25	Yes
2	US 395 NB Ramp Terminal-Commercial Avenue / Kartchner Street	EBL	200	25	25	25	Yes
		EBTR	1775	275	375	350	Yes
		WBL	200 ²	25	50	50	Yes
		WBT	200 ²	100	200	200	Yes
		WBR	200 ³	25	25	25	Yes
		NBL	250	125	250	225	Yes
		NBTR	275 ²	75	100	100	Yes
		SBL	1350 ¹	725	300	450	Yes
		SBT	250	175	225	200	Yes
		SBR	100	175	100	50	Yes ⁴
3	N Capitol Avenue / Kartchner Street	EBL	225 ²	100	175	175	Yes
		EBTR	225 ²	25	25	25	Yes
		WBLTR	175	25	25	25	Yes
		NBLTR	150 ²	100	125	100	Yes
		SBLTR	200 ²	50	200	150	Yes

Where: EB = eastbound, WB = westbound, NB = northbound, SB = southbound, L = left-turn, T= through, R = right-turn

¹Off-ramp queue storage assumes a 570-foot stopping sight distance for a design speed of 60mph and level (less than 2% grade) per AASHTO (Reference 8), measured from US 395 gore.

²Measured as the distance to the nearest driveway (existing or proposed).

³This is the assumed length of the turn lane, actual queue length to be determined under design/construction.

⁴Although the weekday AM peak hour queue is not contained within the southbound right-turn lane, the cumulative queue for the SBL, SBT, and SBR fits within the total available ramp storage.

As shown in Table 12, all 95th percentile queues during horizon year 2045 mitigated total traffic conditions would be accommodated by available storage, except for the eastbound left at the US 395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street intersection during the weekday PM peak hour. The proposed site development does not add vehicles to this movement. The queue length increases by less than a vehicle length during the critical PM peak hour condition between horizon year 2045 mitigated

background and total traffic conditions. Given these considerations, no capacity-based mitigation is recommended in conjunction with site development.

Turn Lane Considerations

The need for turn lanes was evaluated at the proposed site access locations utilizing the turn lane guidelines presented in the *WSDOT Design Manual* (Reference 4). The turn lane warrant worksheets are provided in Appendix R.

The projected horizon year 2045 total traffic volumes do satisfy the minimum WSDOT volume threshold for providing left-turn lanes at Driveway A (Retail Driveway 1 & N Capitol Avenue). Provision of an exclusive northbound left-turn lane is recommended to accommodate projected site traffic under horizon year 2045 traffic conditions. Note that left-turn lane needs were only evaluated at Driveway A (Retail Driveway 1 & N Capitol Avenue), as Kartchner Street already has a two-way left-turn lane and no trips are assumed to make left turns at other driveways during peak hours.

The projected horizon year 2045 total traffic volumes do not satisfy the minimum WSDOT volume threshold for providing right-turn lanes at the proposed site driveways. Note that right-turn lane needs were only evaluated at Driveway B (Parking Driveway 2 & N Capitol Avenue), as no trips are assumed to make right turns at other driveways during peak hours.



Section 7 Findings and Recommendations

FINDINGS AND RECOMMENDATIONS

This study examined the transportation impacts associated with the proposed Colville Tribes Travel Plaza and Commercial project development. The study concludes that the proposed site development can be constructed while maintaining acceptable traffic operations at the study intersections, assuming provision of the recommended mitigation measures.

This study assessed traffic conditions under typical weekday AM and PM peak hour conditions as well as Friday PM peak hour conditions. Study intersection traffic operations were analyzed under current (existing) conditions as well as opening year 2025 conditions both without and with the proposed Colville Tribes Travel Plaza and Commercial project development. Horizon year 2045 study intersection operations were analyzed in an effort to confirm what other future changes may be needed at the study intersections to accommodate longer-term growth in the region. The year 2045 analysis was also performed to confirm that the proposed 2025 transportation mitigation measures do not preclude the ability to construct other future improvements that may be needed regardless of the proposed site development.

FINDINGS

YEAR 2022 EXISTING CONDITIONS

- Two of the three study intersections were found to exceed City of Pasco and Washington Department of Transportation (WSDOT) operational requirements under existing conditions:
 - US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street
 - The draft City of Pasco Transportation System Master Plan (TSMP, Reference 1) recommends a traffic signal at this location.
 - US-395 NB Ramp-Commercial Avenue / Kartchner Street
 - The draft City of Pasco TSMP recommends a traffic signal at this location.
- No safety-based mitigation needs were identified for the study intersections based on a review of the recent crash history.

OPENING YEAR 2025 BACKGROUND TRAFFIC CONDITIONS

- The two study intersections that do not satisfy applicable operating requirements under existing conditions experience additional delay with background growth:
 - US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street
 - US-395 NB Ramp-Commercial Avenue / Kartchner Street

PROPOSED DEVELOPMENT PLAN

- The proposed site development is estimated to generate approximately 9,094 daily trips, including 663 trips during the weekday AM peak hour, 721 trips during the weekday PM peak hour and 721 trips during the Friday PM peak hour.
- Two site access driveways are proposed along Kartchner Street and three site access driveways are proposed along N Capitol Avenue.

OPENING YEAR 2025 TOTAL TRAFFIC CONDITIONS

- The two study intersections that do not satisfy applicable operating requirements under existing conditions and opening year 2025 background traffic conditions experience additional delay with site development.

HORIZON YEAR 2045 BACKGROUND TRAFFIC CONDITONS

- The following intersections do not satisfy mobility targets under 2045 background traffic conditions:
 - US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street
 - US-395 NB Ramp-Commercial Avenue / Kartchner Street
 - N Capitol Avenue / Kartchner Street

HORIZON YEAR 2045 TOTAL TRAFFIC CONDITONS

- The three intersections that do not satisfy applicable operating requirements under horizon year 2045 background conditions experience additional delay with site development.

RECOMMENDATIONS

The following mitigation measures are recommended for implementation to accommodate opening year 2025 background traffic conditions, regardless of site development:

- US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street: Install a traffic signal
- US-395 NB Ramp-Commercial Avenue / Kartchner Street: Install a traffic signal

The following mitigation measures are recommended for implementation in conjunction with the proposed development and should be completed prior to site occupancy (subject to concurrence by the agency with jurisdiction over each of the respective study intersections):

- US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street: Pay a proportionate share contribution toward installation of a traffic signal
- US-395 NB Ramp Terminal-Commercial Avenue / Kartchner Street: Pay a proportionate share contribution toward installation of a traffic signal and construction of a westbound right-turn lane.
- Driveway C (N Capitol Avenue & Travel Plaza Driveway 1): Coordinate with City staff to establish an easement (or other similar mechanism) to preserve adequate sight distance to the north through the existing curve on N Capitol Avenue.

Regardless of the proposed development, the following intersections should continue to be monitored by the responsible agency and may require additional mitigation in future years based on horizon year 2045 traffic conditions. While these locations are projected to require additional mitigation in the future as a function of continued local and regional growth, the projected development site traffic has a negligible impact on intersection operations.

- US-395 SB Ramp Terminal-N Rainier Avenue / Kartchner Street: Install a traffic signal
- US-395 NB Ramp-Commercial Avenue / Kartchner Street: Install a traffic signal with an exclusive westbound right-turn lane
- N Capitol Avenue / Kartchner Street: Install a traffic signal

The following additional mitigation measures are needed to support the projected site traffic under horizon year 2045 total traffic conditions:

- Driveway A (Retail Driveway 1 & N Capitol Avenue): Install an exclusive northbound left-turn lane.

The mitigation measures recommended for implementation in conjunction with opening year 2025 site development do not preclude any of the above potential future intersection changes from occurring.



Section 8 References

REFERENCES

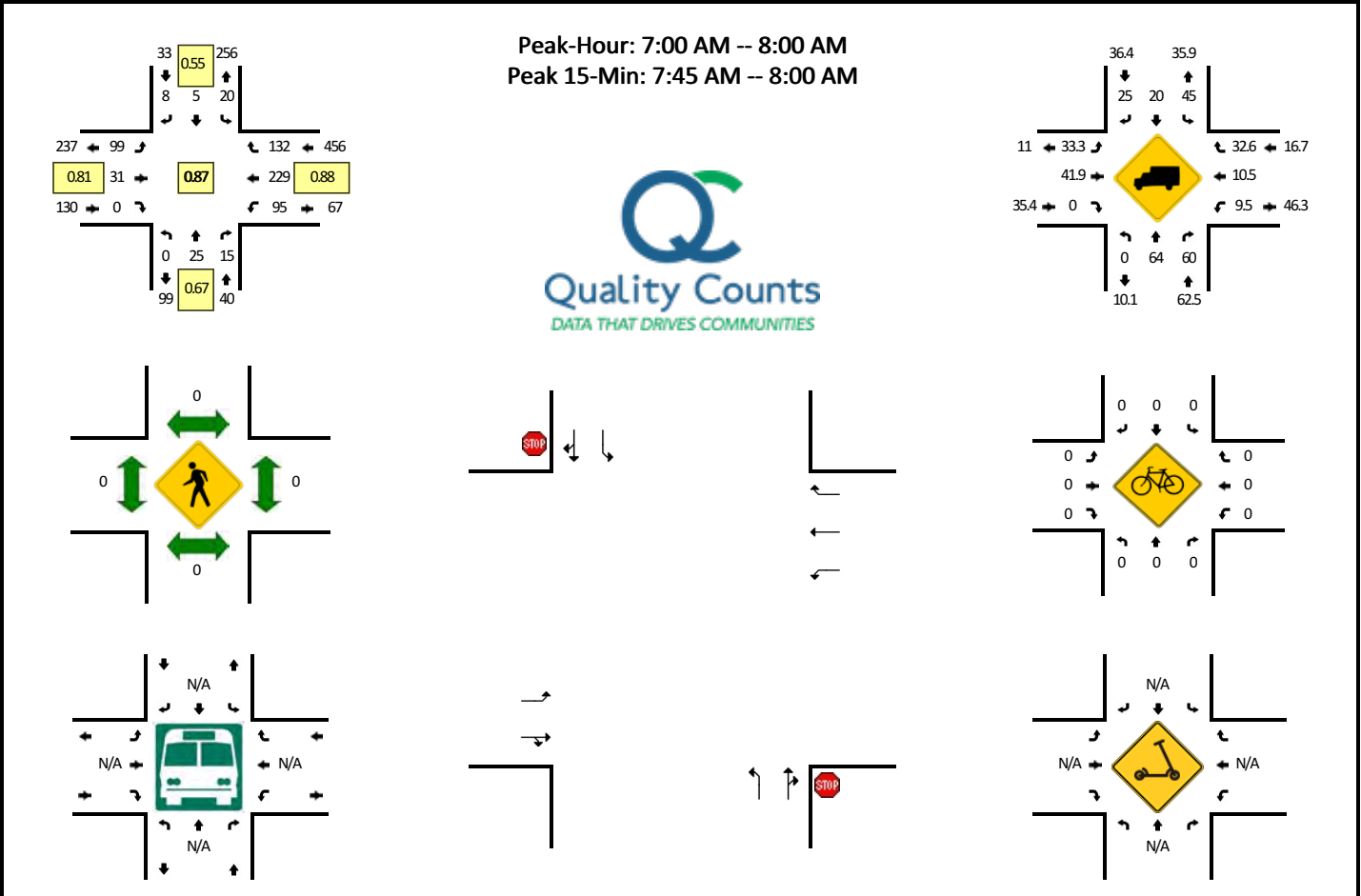
1. City of Pasco. *City of Pasco Transportation System Master Plan*. October 2021
2. Transportation Research Board. *Highway Capacity Manual 6th Edition*. 2016.
3. Federal Highway Administration. *Manual on Uniform Traffic Control Devices*. 2009
4. Washington State Department of Transportation. *Design Manual*. MM22-01.20. 2021.
5. City of Pasco. *City of Pasco Comprehensive Plan*. Adopted June 7, 2021.
6. City of Pasco. *City of Pasco Zoning*. July 15, 2021.
7. Institute of Transportation Engineers. *Trip Generation Manual 11th Edition*. September 2021.
8. American Association of State Highway and Transportation Officials. *A Policy on Geometric Design of Highways and Streets*, 7th Edition. 2018.



Appendix A: Turning Movement Counts

LOCATION: US 395 SB Ramps/N Rainier Ave -- Kartchner St
CITY/STATE: Pasco, WA

QC JOB #: 15691707
DATE: Thu, Feb 3 2022

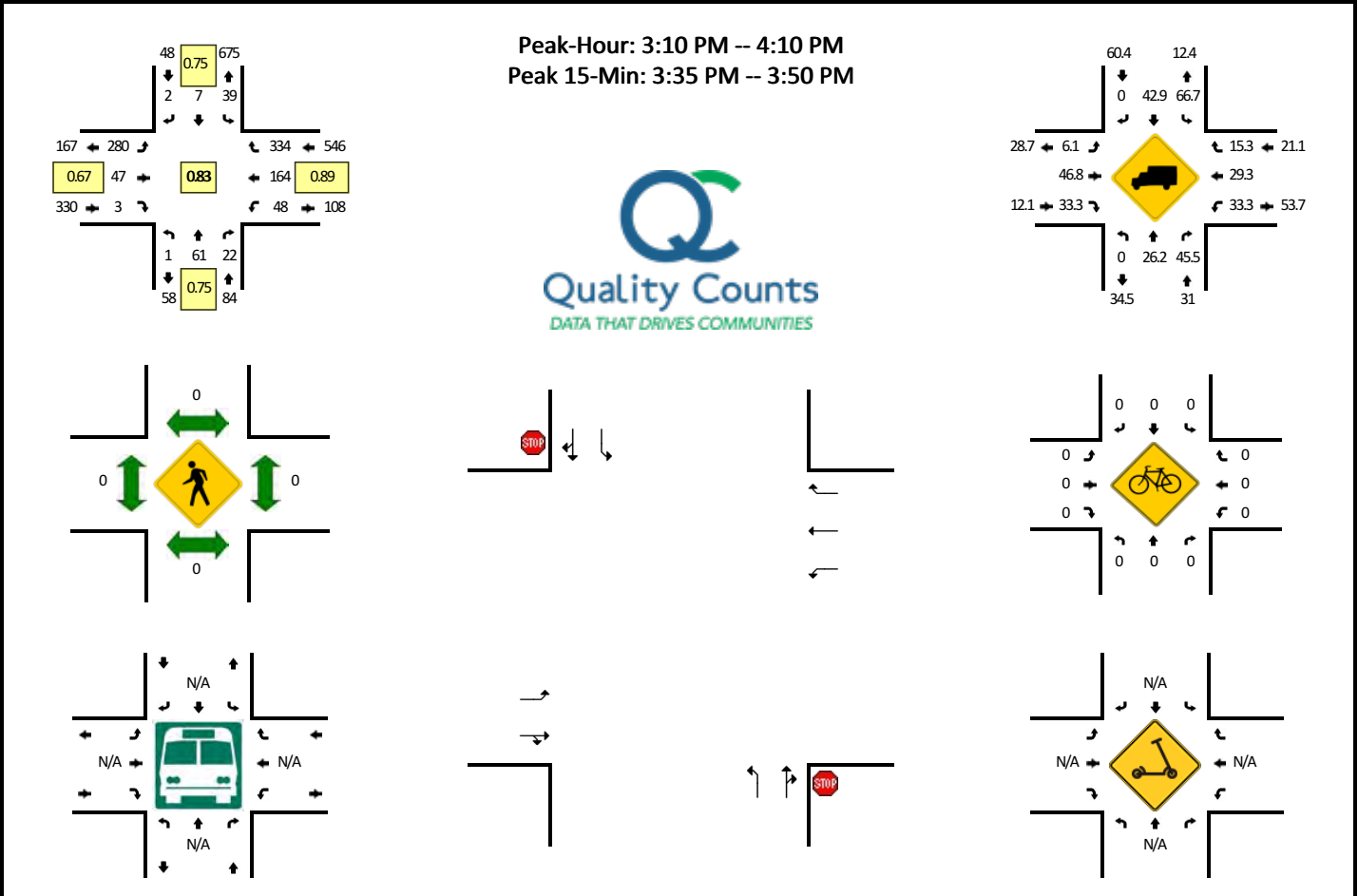


5-Min Count Period Beginning At	US 395 SB Ramps/N Rainier Ave (Northbound)				US 395 SB Ramps/N Rainier Ave (Southbound)				Kartchner St (Eastbound)				Kartchner St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	1	0	2	1	0	0	14	3	0	0	13	16	15	0	66	
7:05 AM	0	0	0	0	2	0	1	0	6	2	0	0	9	8	20	0	48	
7:10 AM	0	1	0	0	0	0	0	0	11	4	0	0	6	16	15	1	54	
7:15 AM	0	1	3	0	0	0	1	0	6	1	0	0	5	18	6	0	41	
7:20 AM	0	2	0	0	1	0	0	0	6	2	0	0	4	15	9	0	39	
7:25 AM	0	4	0	0	3	0	1	0	10	3	0	0	3	24	11	0	59	
7:30 AM	0	3	1	0	0	2	0	0	7	3	0	0	7	19	15	0	57	
7:35 AM	0	4	1	0	3	0	2	0	4	4	0	0	8	18	9	0	53	
7:40 AM	0	1	5	0	4	0	1	0	4	2	0	0	5	27	4	0	53	
7:45 AM	0	2	2	0	2	2	1	0	10	1	0	0	9	26	11	0	66	
7:50 AM	0	3	0	0	2	0	1	0	9	5	0	0	15	23	10	0	68	
7:55 AM	0	3	2	0	1	0	0	0	12	1	0	0	10	19	7	0	55	659
8:00 AM	0	6	1	0	2	0	0	0	10	3	0	0	7	19	6	0	54	647
8:05 AM	0	0	1	0	3	1	0	0	9	4	0	0	7	13	7	0	45	644
8:10 AM	0	2	1	0	1	2	1	0	12	4	0	0	2	5	8	0	38	628
8:15 AM	0	4	3	0	2	0	0	0	8	2	0	0	4	12	8	0	43	630
8:20 AM	0	3	4	0	0	0	1	0	7	4	0	0	6	12	7	0	44	635
8:25 AM	0	2	1	0	2	0	0	0	10	5	0	0	6	7	14	0	47	623
8:30 AM	0	3	2	0	3	1	0	0	9	11	0	0	8	4	8	0	49	615
8:35 AM	0	3	0	0	4	0	0	0	13	6	0	0	10	11	10	0	57	619
8:40 AM	0	6	3	0	1	0	0	0	6	2	0	0	6	11	11	0	46	612
8:45 AM	0	3	1	0	2	0	0	0	9	5	0	0	8	9	8	0	45	591
8:50 AM	0	6	1	0	1	1	0	0	6	2	0	0	4	7	7	0	35	558
8:55 AM	0	7	2	0	1	0	0	0	7	4	0	0	9	10	15	0	55	558
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	32	16	0	20	8	8	0	124	28	0	0	136	272	112	0	756	
Heavy Trucks	0	24	12		4	0	8		80	16	0		12	36	60		252	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

LOCATION: US 395 SB Ramps/N Rainier Ave -- Kartchner St
CITY/STATE: Pasco, WA

QC JOB #: 15691708
DATE: Thu, Feb 3 2022

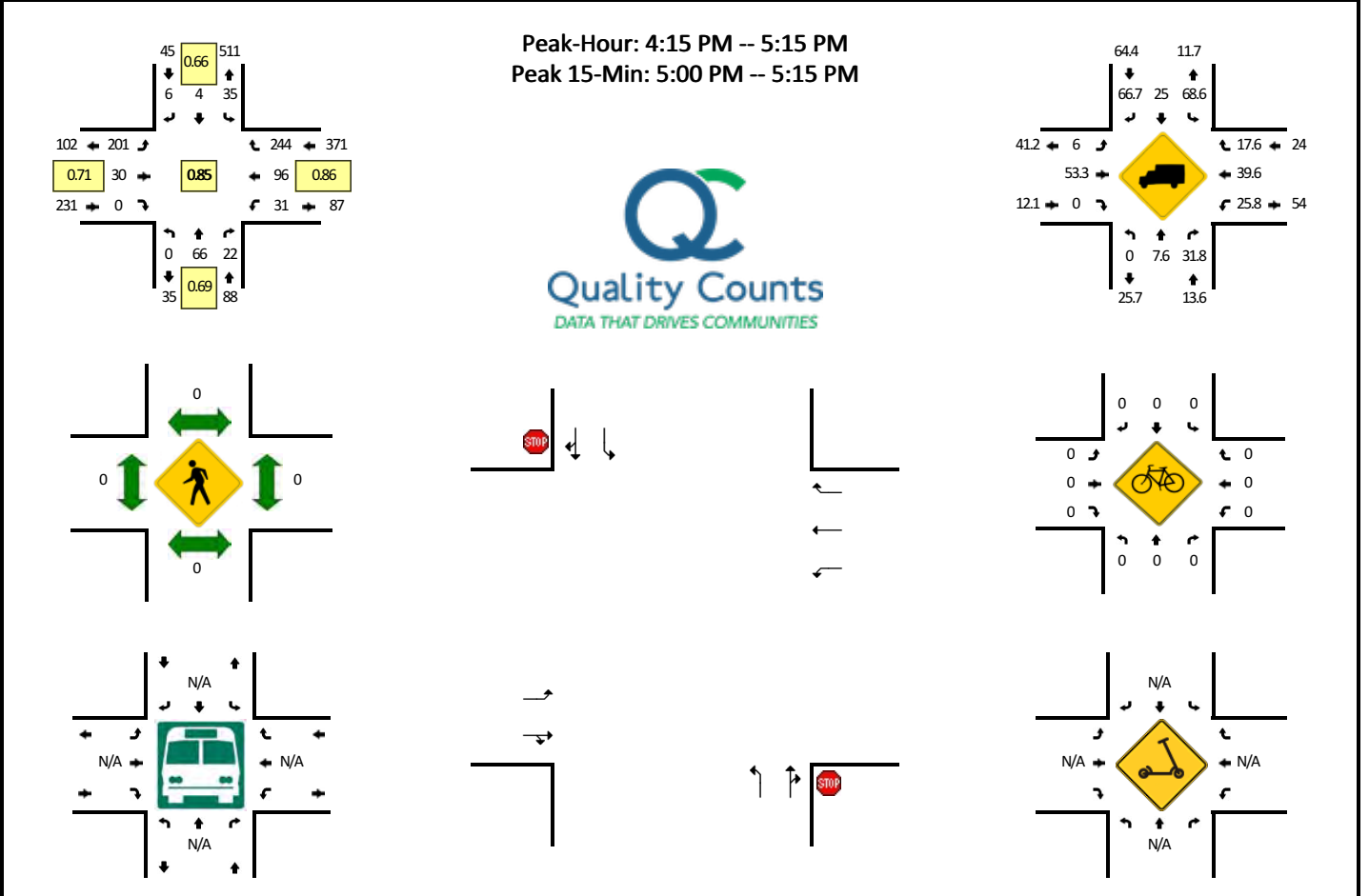


5-Min Count Period Beginning At	US 395 SB Ramps/N Rainier Ave (Northbound)				US 395 SB Ramps/N Rainier Ave (Southbound)				Kartchner St (Eastbound)				Kartchner St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	2	0	0	3	0	1	0	41	2	0	0	6	13	25	0	93	
3:05 PM	0	3	0	0	5	0	0	0	27	5	0	0	5	14	16	0	75	
3:10 PM	0	5	1	0	3	0	0	0	18	4	2	0	5	19	30	0	87	
3:15 PM	0	3	2	0	3	1	1	0	20	3	0	0	7	16	30	0	86	
3:20 PM	0	9	2	0	4	2	0	0	16	5	1	0	2	11	24	0	76	
3:25 PM	0	7	2	0	5	0	0	0	12	1	0	0	3	16	32	0	78	
3:30 PM	0	8	0	0	1	0	0	0	27	2	0	0	4	13	19	0	74	
3:35 PM	0	1	2	0	0	0	0	0	37	4	0	0	2	16	37	0	99	
3:40 PM	0	3	1	0	6	0	0	0	42	5	0	0	2	18	30	0	107	
3:45 PM	1	4	2	0	4	2	0	0	31	5	0	0	5	22	22	0	98	
3:50 PM	0	6	2	0	4	0	0	0	19	5	0	0	6	10	13	0	65	
3:55 PM	0	8	2	0	2	1	1	0	13	4	0	0	3	9	17	0	60	998
4:00 PM	0	2	3	0	5	1	0	0	22	4	0	0	3	6	48	0	94	999
4:05 PM	0	5	3	0	2	0	0	0	23	5	0	0	6	8	32	0	84	1008
4:10 PM	0	3	0	0	4	1	0	0	17	5	0	0	5	9	27	0	71	992
4:15 PM	0	3	2	0	6	1	2	0	12	2	0	0	1	13	20	0	62	968
4:20 PM	0	5	1	0	3	1	0	0	11	3	0	0	2	7	12	0	45	937
4:25 PM	0	2	4	0	3	0	1	0	12	1	0	0	6	14	20	0	63	922
4:30 PM	0	14	2	0	1	1	1	0	31	2	0	0	4	5	24	0	85	933
4:35 PM	0	8	2	0	3	0	0	0	29	4	0	0	5	7	27	0	85	919
4:40 PM	0	6	1	0	1	0	0	0	29	4	0	0	4	15	24	0	84	896
4:45 PM	0	4	1	0	8	1	0	0	15	2	0	0	3	6	14	0	54	852
4:50 PM	0	4	0	0	6	0	0	0	16	2	0	0	6	9	15	0	58	845
4:55 PM	0	6	1	0	7	0	0	0	8	4	0	0	3	7	18	0	54	839
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	32	20	0	40	8	0	0	440	56	0	0	36	224	356	0	1216	
Heavy Trucks	0	8	12		24	8	0		4	12	0		4	52	48		172	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																	0	

Comments:

LOCATION: US 395 SB Ramps/N Rainier Ave -- Kartchner St
CITY/STATE: Pasco, WA

QC JOB #: 15691709
DATE: Fri, Feb 4 2022

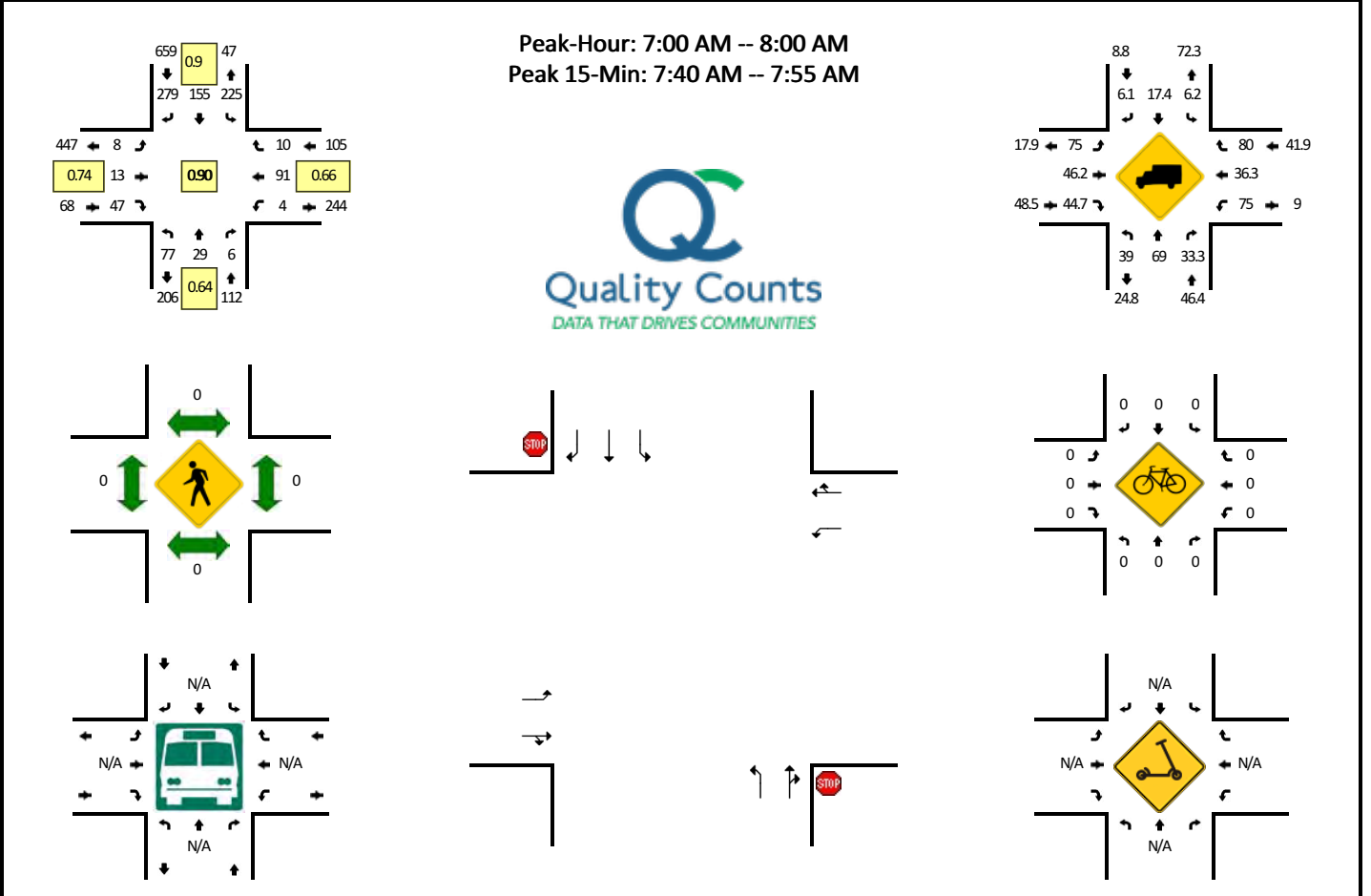


5-Min Count Period Beginning At	US 395 SB Ramps/N Rainier Ave (Northbound)				US 395 SB Ramps/N Rainier Ave (Southbound)				Kartchner St (Eastbound)				Kartchner St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	2	0	2	0	0	0	21	2	1	0	6	8	25	0	70	
4:05 PM	0	11	1	0	10	1	0	0	17	2	0	0	5	7	21	0	75	
4:10 PM	0	2	1	0	1	1	0	0	5	2	0	0	2	11	27	0	52	
4:15 PM	0	8	3	0	1	1	0	0	16	0	0	0	2	10	18	0	59	
4:20 PM	0	7	2	0	1	1	2	0	9	4	0	0	3	8	17	0	54	
4:25 PM	0	9	3	0	2	0	0	0	12	3	0	0	0	9	13	0	51	
4:30 PM	0	5	1	0	3	1	0	0	30	3	0	0	1	4	8	0	56	
4:35 PM	0	9	2	0	4	0	0	0	22	2	0	0	1	9	27	0	76	
4:40 PM	0	6	1	0	3	0	0	0	9	2	0	0	6	15	23	0	65	
4:45 PM	0	3	0	0	6	1	2	0	13	2	0	0	1	11	15	0	54	
4:50 PM	0	2	0	0	5	0	0	0	5	2	0	0	4	8	19	0	45	
4:55 PM	0	2	1	0	3	0	0	0	11	5	0	0	5	8	23	0	58	715
5:00 PM	0	5	1	0	1	0	1	0	16	0	0	0	2	7	28	0	61	706
5:05 PM	0	6	4	0	3	0	1	0	33	4	0	0	4	2	29	0	86	717
5:10 PM	0	4	4	0	3	0	0	0	25	3	0	0	2	5	24	0	70	735
5:15 PM	0	4	2	0	1	1	0	0	23	2	0	0	0	4	18	0	55	731
5:20 PM	0	0	0	0	2	0	0	0	9	3	0	0	3	7	23	0	47	724
5:25 PM	0	3	0	0	1	0	0	0	11	1	0	0	4	2	11	0	33	706
5:30 PM	0	1	1	0	3	0	0	0	14	0	0	0	2	1	15	0	37	687
5:35 PM	0	3	0	0	4	2	0	0	14	2	0	0	0	5	20	0	50	661
5:40 PM	0	3	0	0	0	0	0	0	9	0	0	0	0	4	26	0	42	638
5:45 PM	0	2	1	0	2	0	0	0	6	0	0	0	0	5	22	0	38	622
5:50 PM	0	2	1	0	3	0	0	0	6	2	0	0	0	4	9	0	27	604
5:55 PM	0	2	1	0	0	0	0	0	3	0	0	0	1	3	17	0	27	573
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	60	36	0	28	0	8	0	296	28	0	0	32	56	324	0	868	
Heavy Trucks	0	12	8	0	12	0	0	0	16	16	0	0	4	28	52	0	148	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: US 395 NB Ramps/Commercial Ave -- Kartchner St
CITY/STATE: Pasco, WA

QC JOB #: 15691710
DATE: Thu, Feb 3 2022

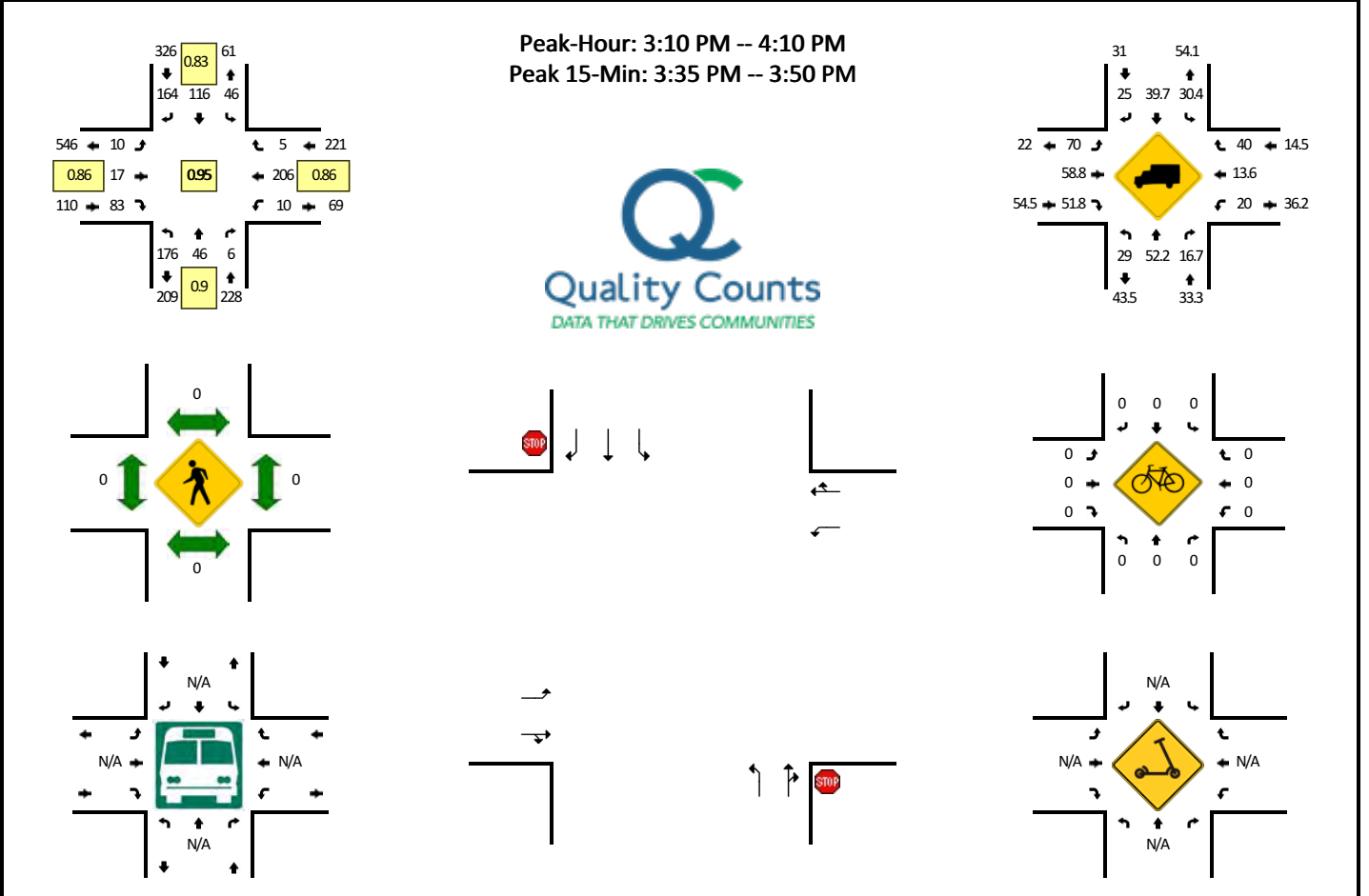


5-Min Count Period Beginning At	US 395 NB Ramps/Commercial Ave (Northbound)				US 395 NB Ramps/Commercial Ave (Southbound)				Kartchner St (Eastbound)				Kartchner St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	2	0	0	29	16	20	0	0	1	5	0	1	9	1	0	89	
7:05 AM	10	2	0	0	19	10	15	0	0	2	2	0	0	13	2	0	75	
7:10 AM	3	2	1	0	34	11	21	0	1	0	5	0	0	13	1	0	92	
7:15 AM	8	1	0	0	28	6	18	0	0	0	1	0	0	4	0	0	66	
7:20 AM	2	2	1	0	26	11	21	0	2	0	3	0	0	11	0	0	79	
7:25 AM	3	2	1	0	22	13	22	0	0	1	5	0	0	8	3	0	80	
7:30 AM	5	1	0	0	4	7	23	0	0	3	2	0	0	10	0	0	55	
7:35 AM	9	1	0	0	8	13	23	0	1	2	4	0	0	4	3	0	68	
7:40 AM	4	2	1	0	12	25	35	0	0	2	8	0	1	2	0	0	92	
7:45 AM	10	4	1	0	14	12	28	0	3	0	3	0	1	6	0	0	82	
7:50 AM	8	6	0	0	16	12	30	0	0	2	5	0	1	8	0	0	88	
7:55 AM	10	4	1	0	13	19	23	0	1	0	4	0	0	3	0	0	78	944
8:00 AM	8	4	2	0	10	15	19	0	0	1	4	0	0	4	0	0	67	922
8:05 AM	10	3	2	0	10	12	13	0	1	1	6	0	0	3	3	0	64	911
8:10 AM	6	4	1	0	5	8	5	0	1	0	4	0	0	2	0	0	36	855
8:15 AM	9	4	0	0	9	11	12	0	1	2	4	0	0	5	1	0	58	847
8:20 AM	10	5	0	0	6	13	14	0	2	2	4	0	0	2	0	0	58	826
8:25 AM	8	1	0	0	7	12	9	0	2	2	4	0	1	6	0	0	52	798
8:30 AM	7	3	1	0	5	7	11	0	1	6	6	0	0	2	0	0	49	792
8:35 AM	12	5	0	0	4	10	16	0	1	1	9	0	0	5	0	0	63	787
8:40 AM	12	1	1	0	3	8	11	0	1	1	6	0	1	6	1	0	52	747
8:45 AM	4	2	1	0	4	6	15	0	1	0	4	0	1	3	1	0	42	707
8:50 AM	5	2	0	0	3	10	12	0	1	1	5	0	0	5	2	0	46	665
8:55 AM	10	2	0	0	3	17	10	0	1	0	7	0	0	11	0	0	61	648
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	48	8	0	168	196	372	0	12	16	64	0	12	64	0	0	1048	
Heavy Trucks	36	36	4		16	28	16		12	8	24		8	44	0		232	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: US 395 NB Ramps/Commercial Ave -- Kartchner St
CITY/STATE: Pasco, WA

QC JOB #: 15691711
DATE: Thu, Feb 3 2022



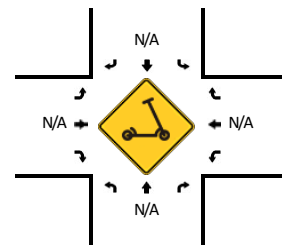
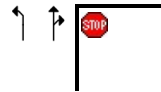
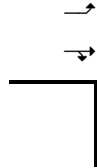
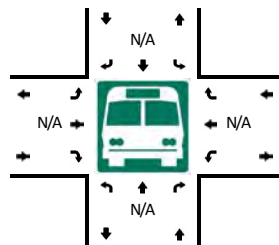
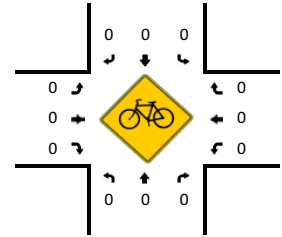
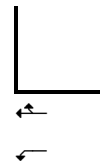
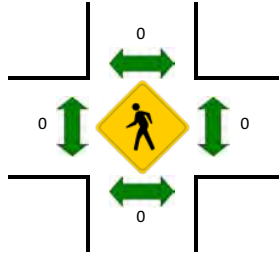
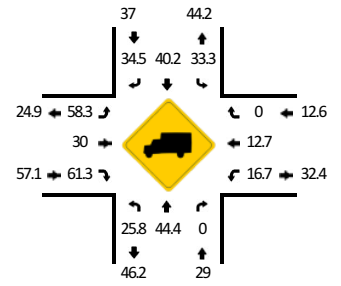
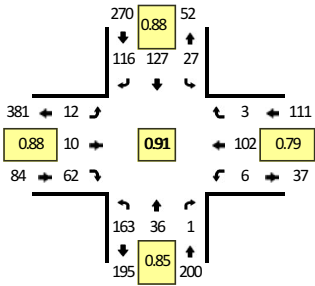
5-Min Count Period Beginning At	US 395 NB Ramps/Commercial Ave (Northbound)				US 395 NB Ramps/Commercial Ave (Southbound)				Kartchner St (Eastbound)				Kartchner St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	7	2	0	0	3	7	17	0	0	1	2	0	0	18	2	0	59	
3:05 PM	15	2	0	0	1	15	15	0	0	2	8	0	1	7	1	0	67	
3:10 PM	17	3	0	0	4	9	18	0	1	1	7	0	4	15	0	0	79	
3:15 PM	14	4	1	0	3	9	16	0	0	0	8	0	3	26	1	0	85	
3:20 PM	13	4	1	0	4	12	9	0	0	1	10	0	0	9	0	0	63	
3:25 PM	21	2	0	0	6	9	13	0	0	1	7	0	0	19	0	0	78	
3:30 PM	12	7	0	0	2	8	13	0	0	0	4	0	1	12	0	0	59	
3:35 PM	14	4	2	0	7	4	17	0	3	0	3	0	1	24	1	0	80	
3:40 PM	16	1	1	0	2	12	20	0	0	2	8	0	0	16	1	0	79	
3:45 PM	13	3	0	0	4	10	21	0	1	4	6	0	0	12	1	0	75	
3:50 PM	10	2	0	0	4	15	10	0	0	0	11	0	1	10	0	0	63	
3:55 PM	11	8	1	0	1	10	7	0	3	4	3	0	0	8	0	0	56	843
4:00 PM	18	4	0	0	5	8	6	0	1	3	7	0	0	37	1	0	90	874
4:05 PM	17	4	0	0	4	10	14	0	1	1	9	0	0	18	0	0	78	885
4:10 PM	11	2	0	0	2	7	8	0	1	2	4	0	1	14	0	0	52	858
4:15 PM	15	3	0	0	0	11	9	0	1	1	10	0	0	9	0	0	59	832
4:20 PM	9	2	0	0	2	9	10	0	0	1	6	0	2	6	0	0	47	816
4:25 PM	12	4	0	0	0	9	15	0	0	1	3	0	1	11	0	0	56	794
4:30 PM	8	3	0	0	3	6	9	0	2	1	4	0	0	17	2	0	55	790
4:35 PM	16	2	0	0	3	10	11	0	1	3	7	0	1	15	0	0	69	779
4:40 PM	19	2	2	0	4	6	12	0	0	0	5	0	0	7	0	0	57	757
4:45 PM	9	2	1	0	1	10	9	0	0	1	8	0	1	8	0	0	50	732
4:50 PM	7	7	1	0	3	8	14	0	0	1	7	0	0	9	0	0	57	726
4:55 PM	15	4	1	0	1	6	10	0	0	2	11	0	1	6	0	0	57	727
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	172	32	12	0	52	104	232	0	16	24	68	0	4	208	12	0	936	
Heavy Trucks	48	24	4		16	48	40		8	16	16		0	20	4		244	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

LOCATION: US 395 NB Ramps/Commercial Ave -- Kartchner St
CITY/STATE: Pasco, WA

QC JOB #: 15691712
DATE: Fri, Feb 4 2022

Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:05 PM -- 4:20 PM



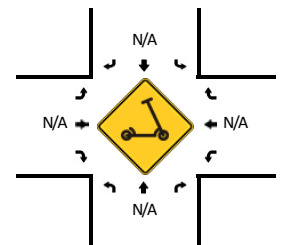
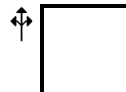
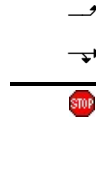
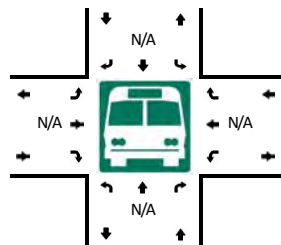
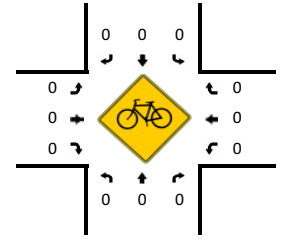
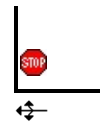
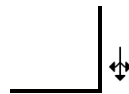
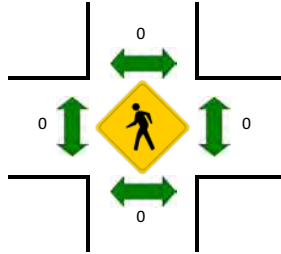
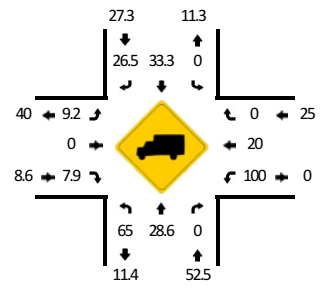
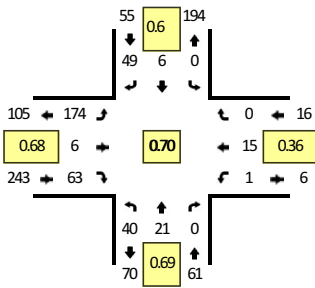
5-Min Count Period Beginning At	US 395 NB Ramps/Commercial Ave (Northbound)				US 395 NB Ramps/Commercial Ave (Southbound)				Kartchner St (Eastbound)				Kartchner St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	17	2	0	0	4	6	12	0	2	0	4	0	0	11	0	0	58	
4:05 PM	15	5	0	0	1	13	7	0	0	2	11	0	1	11	0	0	66	
4:10 PM	14	2	0	0	3	12	14	0	1	0	3	0	0	15	1	0	65	
4:15 PM	11	4	1	0	3	12	9	1	1	0	2	0	1	6	0	0	51	
4:20 PM	12	1	0	0	3	11	9	0	2	0	5	0	2	8	0	0	53	
4:25 PM	9	3	0	0	2	13	8	0	3	2	3	0	0	2	1	0	46	
4:30 PM	7	3	0	0	3	9	4	0	1	3	5	0	0	5	1	0	41	
4:35 PM	19	2	0	0	2	8	13	0	1	0	4	0	1	8	0	0	58	
4:40 PM	19	1	0	0	1	10	14	0	1	1	7	0	0	11	0	0	65	
4:45 PM	9	4	0	0	2	12	10	0	0	1	7	0	0	6	0	0	51	
4:50 PM	12	5	0	0	1	6	9	0	0	0	5	0	0	7	0	0	45	
4:55 PM	18	1	0	0	2	12	12	0	1	0	7	0	0	7	0	0	60	659
5:00 PM	18	5	0	0	3	9	7	0	1	1	3	0	1	16	0	0	64	665
5:05 PM	9	1	0	0	3	5	5	0	0	2	7	0	0	16	0	0	48	647
5:10 PM	16	3	0	0	0	11	5	0	2	1	8	0	0	12	0	0	58	640
5:15 PM	9	4	0	0	1	8	4	0	0	0	5	0	0	10	0	0	41	630
5:20 PM	14	8	0	0	4	4	7	0	0	1	4	0	0	10	1	0	53	630
5:25 PM	4	2	0	0	0	6	6	0	0	0	2	0	1	6	0	0	27	611
5:30 PM	6	3	0	0	1	6	1	0	1	0	3	0	1	10	0	0	32	602
5:35 PM	12	6	0	0	1	3	5	0	0	0	6	0	1	15	0	0	49	593
5:40 PM	8	2	0	0	2	5	2	0	0	0	1	0	1	16	1	0	38	566
5:45 PM	6	1	0	0	4	7	5	0	0	0	3	0	2	13	0	0	41	556
5:50 PM	5	2	0	0	0	4	4	0	0	0	6	0	0	4	0	0	25	536
5:55 PM	9	3	0	0	6	4	3	0	0	0	1	0	0	9	0	0	35	511
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	160	44	4	0	28	148	120	4	8	8	64	0	8	128	4	0	728	
Heavy Trucks	44	24	0		8	64	48		8	4	24		0	4	0		228	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

LOCATION: N Capitol Ave -- Kartchner St
CITY/STATE: Pasco, WA

QC JOB #: 15691713
DATE: Thu, Feb 3 2022

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:00 AM -- 7:15 AM



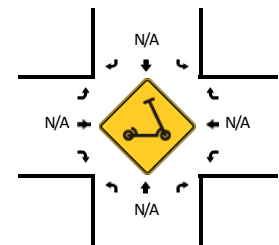
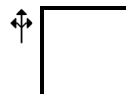
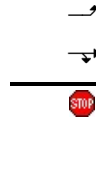
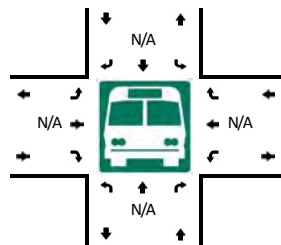
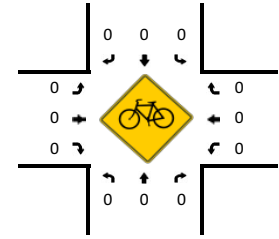
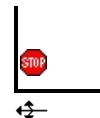
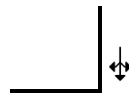
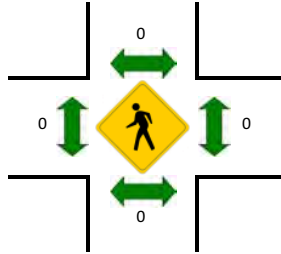
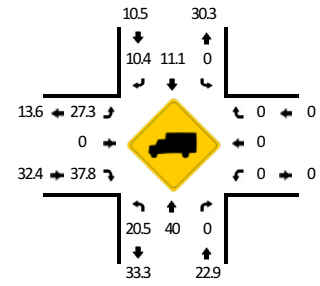
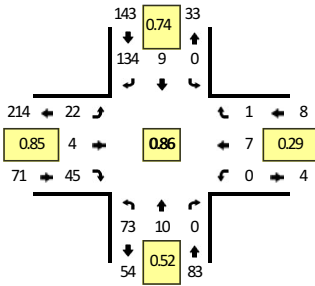
5-Min Count Period Beginning At	N Capitol Ave (Northbound)				N Capitol Ave (Southbound)				Kartchner St (Eastbound)				Kartchner St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	2	0	0	0	1	4	0	17	2	11	0	0	3	0	0	43	
7:05 AM	6	3	0	0	0	0	7	0	16	1	2	0	0	3	0	0	38	
7:10 AM	1	2	0	0	0	0	9	0	29	1	6	1	0	3	0	0	52	
7:15 AM	0	1	0	0	0	0	2	0	24	1	3	0	1	4	0	0	36	
7:20 AM	1	2	0	0	0	2	8	0	21	1	2	0	0	0	0	0	37	
7:25 AM	7	1	0	0	0	0	5	0	22	0	5	0	0	0	0	0	40	
7:30 AM	4	2	0	0	0	3	5	0	3	0	4	0	0	0	0	0	21	
7:35 AM	6	2	0	0	0	0	1	0	4	0	5	0	0	0	0	0	18	
7:40 AM	1	1	0	0	0	0	0	0	11	0	4	0	0	2	0	0	19	
7:45 AM	5	4	0	0	0	0	3	0	7	0	3	0	0	0	0	0	22	
7:50 AM	5	0	0	0	0	0	3	0	11	0	10	0	0	0	0	0	29	
7:55 AM	1	1	0	0	0	0	2	0	8	0	8	0	0	0	0	0	20	375
8:00 AM	4	2	0	0	0	1	0	0	7	0	5	0	0	0	0	0	19	351
8:05 AM	5	1	0	0	0	2	1	0	8	1	3	0	0	1	0	0	22	335
8:10 AM	1	1	1	0	0	1	0	0	4	0	3	0	0	1	0	0	12	295
8:15 AM	2	0	0	0	0	0	3	0	7	1	3	0	0	0	0	0	16	275
8:20 AM	0	1	0	0	0	0	2	0	3	0	5	0	0	0	0	0	11	249
8:25 AM	4	3	0	0	0	1	3	0	4	0	5	0	0	0	0	0	20	229
8:30 AM	1	0	0	0	0	0	1	0	2	1	7	0	0	0	0	0	12	220
8:35 AM	4	0	0	0	0	1	1	0	3	1	3	0	0	0	0	0	13	215
8:40 AM	5	0	0	0	0	0	2	0	2	1	2	0	0	1	0	0	13	209
8:45 AM	2	0	0	0	0	1	2	0	3	0	2	0	0	0	0	0	10	197
8:50 AM	5	1	0	0	0	0	2	0	0	1	3	0	0	0	0	0	12	180
8:55 AM	8	1	0	0	0	1	4	0	0	0	3	0	0	0	0	0	17	177
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	28	0	0	0	4	80	0	248	16	76	4	0	36	0	0	532	
Heavy Trucks	28	4	0	0	0	0	4	0	16	0	8	0	0	4	0	0	64	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

LOCATION: N Capitol Ave -- Kartchner St
CITY/STATE: Pasco, WA

QC JOB #: 15691714
DATE: Thu, Feb 3 2022

Peak-Hour: 3:10 PM -- 4:10 PM
Peak 15-Min: 3:55 PM -- 4:10 PM

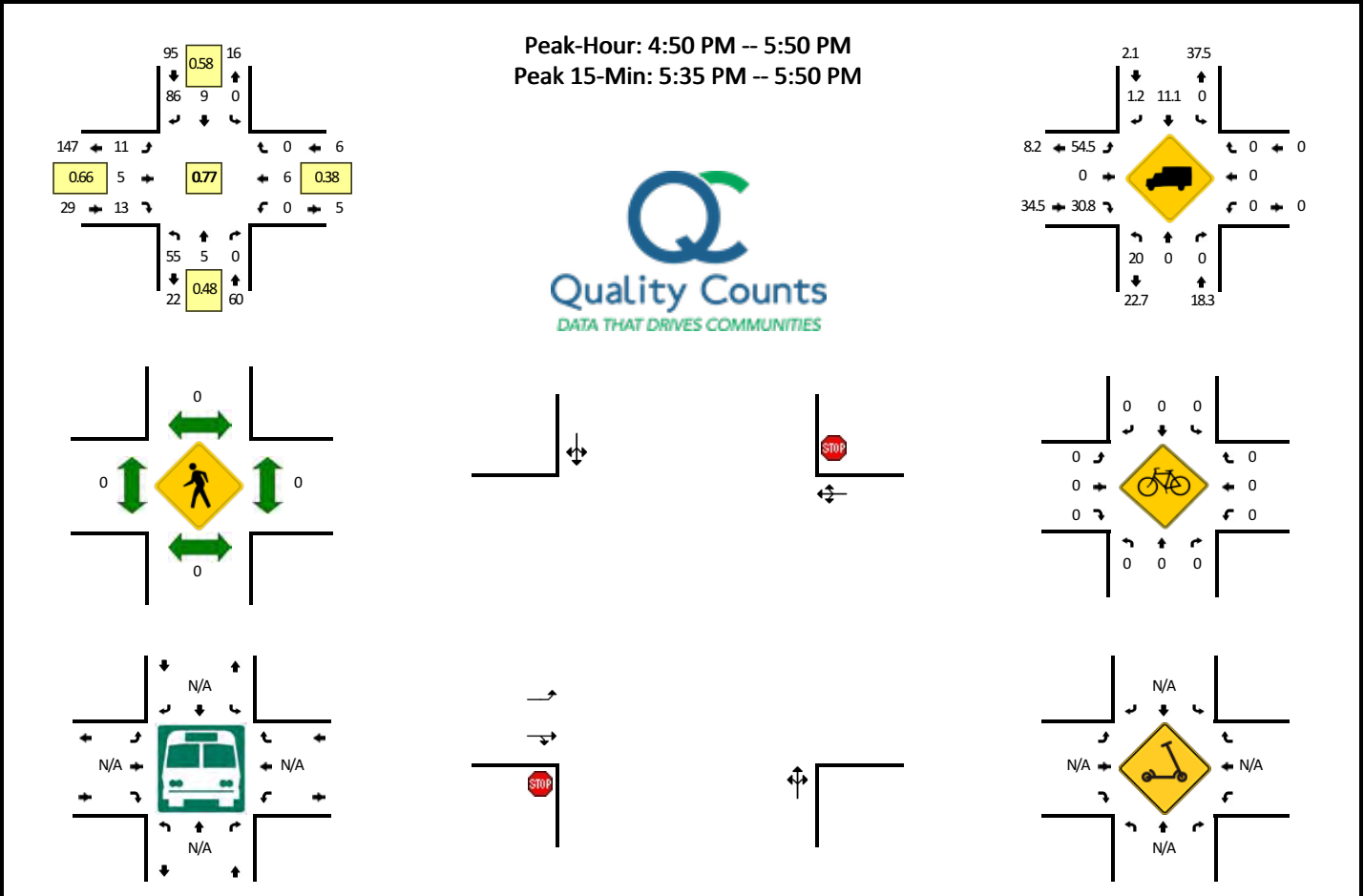


5-Min Count Period Beginning At	N Capitol Ave (Northbound)				N Capitol Ave (Southbound)				Kartchner St (Eastbound)				Kartchner St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	9	1	0	0	0	6	10	0	1	0	3	0	0	0	0	0	30	
3:05 PM	2	1	0	0	0	3	6	0	0	0	3	0	0	1	0	0	16	
3:10 PM	5	0	0	0	0	1	13	0	2	2	2	0	0	0	0	0	25	
3:15 PM	3	2	0	0	0	1	22	0	1	0	3	0	0	4	0	0	36	
3:20 PM	4	1	0	0	0	0	3	0	4	0	2	0	0	2	0	0	16	
3:25 PM	7	2	0	0	0	1	9	0	1	0	5	0	0	0	1	0	26	
3:30 PM	3	0	0	0	0	1	11	0	2	0	1	0	0	0	0	0	18	
3:35 PM	4	1	0	0	0	1	21	0	3	0	5	0	0	0	0	0	35	
3:40 PM	3	1	0	0	0	0	14	0	0	0	4	0	0	1	0	0	23	
3:45 PM	3	0	0	0	0	0	9	0	2	0	7	0	0	0	0	0	21	
3:50 PM	4	0	0	0	0	0	7	0	1	1	3	0	0	0	0	0	16	
3:55 PM	9	1	0	0	0	0	2	0	2	1	2	0	0	0	0	0	17	279
4:00 PM	21	1	0	0	0	2	14	0	2	0	8	0	0	0	0	0	48	297
4:05 PM	7	1	0	0	0	2	9	0	2	0	3	0	0	0	0	0	24	305
4:10 PM	9	1	0	0	0	0	5	0	1	0	2	0	1	1	0	0	20	300
4:15 PM	7	0	0	0	0	1	4	0	1	0	1	0	0	0	0	0	14	278
4:20 PM	5	0	0	0	0	1	5	0	1	0	1	0	0	0	0	0	13	275
4:25 PM	2	0	0	0	0	0	8	0	0	0	2	0	0	0	0	0	12	261
4:30 PM	9	1	0	0	0	7	11	0	2	0	2	0	0	0	0	0	32	275
4:35 PM	8	1	0	0	0	2	6	0	2	0	4	0	0	0	0	0	23	263
4:40 PM	4	0	0	0	0	1	3	0	3	0	3	0	0	0	0	0	14	254
4:45 PM	5	0	0	0	0	2	4	0	2	0	1	0	0	0	0	0	14	247
4:50 PM	4	0	0	0	0	0	4	0	2	0	1	0	0	1	0	0	12	243
4:55 PM	3	1	0	0	0	0	5	0	2	1	2	0	0	0	0	0	14	240
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	148	12	0	0	0	16	100	0	24	4	52	0	0	0	0	0	356	
Heavy Trucks	4	4	0		0	4	12		4	0	12		0	0	0		40	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: N Capitol Ave -- Kartchner St
CITY/STATE: Pasco, WA

QC JOB #: 15691715
DATE: Fri, Feb 4 2022



5-Min Count Period Beginning At	N Capitol Ave (Northbound)				N Capitol Ave (Southbound)				Kartchner St (Eastbound)				Kartchner St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	1	0	0	0	0	7	0	1	0	3	0	0	0	0	0	17	
4:05 PM	5	3	0	0	0	4	3	0	1	0	1	0	0	2	0	0	19	
4:10 PM	5	0	0	0	0	1	10	0	0	0	1	0	0	1	0	0	18	
4:15 PM	4	0	0	0	0	2	3	0	4	0	1	0	0	0	0	0	14	
4:20 PM	4	0	0	0	0	0	5	0	1	1	2	0	1	0	0	0	14	
4:25 PM	2	0	0	0	0	0	1	0	2	0	2	0	0	0	0	0	7	
4:30 PM	6	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	13	
4:35 PM	2	1	1	0	0	2	7	0	1	0	1	0	0	0	1	0	16	
4:40 PM	1	0	0	0	0	2	10	0	0	0	1	0	0	0	0	0	14	
4:45 PM	1	0	0	0	0	1	4	0	1	0	4	0	0	0	0	0	11	
4:50 PM	3	0	0	0	0	1	3	0	1	0	0	0	0	1	0	0	9	
4:55 PM	6	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	10	162
5:00 PM	8	1	0	0	0	0	8	0	1	0	4	0	0	0	0	0	22	167
5:05 PM	12	1	0	0	0	1	4	0	2	1	1	0	0	0	0	0	22	170
5:10 PM	6	3	0	0	0	1	6	0	0	0	1	0	0	0	0	0	17	169
5:15 PM	4	0	0	0	0	0	6	0	0	0	1	0	0	0	0	0	11	166
5:20 PM	3	0	0	0	0	1	7	0	2	1	2	0	0	0	0	0	16	168
5:25 PM	1	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	7	168
5:30 PM	4	0	0	0	0	2	7	0	1	0	0	0	0	0	0	0	14	169
5:35 PM	3	0	0	0	0	0	14	0	1	0	1	0	0	2	0	0	21	174
5:40 PM	3	0	0	0	0	1	11	0	0	2	1	0	0	1	0	0	19	179
5:45 PM	2	0	0	0	0	2	13	0	2	0	2	0	0	1	0	0	22	190
5:50 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	184
5:55 PM	2	0	0	0	0	1	5	0	0	1	5	0	0	2	0	0	16	190
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	0	0	0	0	12	152	0	12	8	16	0	0	16	0	0	248	
Heavy Trucks	12	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	28	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:



Appendix B. Year 2022 Existing Conditions Operations Sheets

HCM 6th TWSC
1: N Rainier Avenue/US-395 & Kartchner Street

04/18/2022

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↷		↶	↷	
Traffic Vol, veh/h	102	31	0	95	229	132	0	26	15	22	5	8
Future Vol, veh/h	102	31	0	95	229	132	0	26	15	22	5	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	42	0	9	10	33	0	64	60	45	20	25
Mvmt Flow	117	36	0	109	263	152	0	30	17	25	6	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	415	0	0	36	0	0	835	903	36	775	751	263
Stage 1	-	-	-	-	-	-	270	270	-	481	481	-
Stage 2	-	-	-	-	-	-	565	633	-	294	270	-
Critical Hdwy	4.43	-	-	4.19	-	-	7.1	7.14	6.8	7.55	6.7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.14	-	6.55	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.14	-	6.55	5.7	-
Follow-up Hdwy	2.497	-	-	2.281	-	-	3.5	4.576	3.84	3.905	4.18	3.525
Pot Cap-1 Maneuver	996	-	-	1531	-	-	289	221	893	268	319	723
Stage 1	-	-	-	-	-	-	740	586	-	493	525	-
Stage 2	-	-	-	-	-	-	513	389	-	631	654	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	996	-	-	1531	-	-	242	181	893	199	262	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	181	-	199	262	-
Stage 1	-	-	-	-	-	-	653	517	-	435	488	-
Stage 2	-	-	-	-	-	-	465	361	-	515	577	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	7			1.6			22.2			21.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	256	996	-	-	1531	-	-	199	431
HCM Lane V/C Ratio	-	0.184	0.118	-	-	0.071	-	-	0.127	0.035
HCM Control Delay (s)	0	22.2	9.1	-	-	7.5	-	-	25.7	13.7
HCM Lane LOS		A	C	A	-	A	-	-	D	B
HCM 95th %tile Q(veh)	-	0.7	0.4	-	-	0.2	-	-	0.4	0.1

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

04/18/2022

Intersection												
Int Delay, s/veh	10.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	↶
Traffic Vol, veh/h	8	13	47	4	91	10	77	29	6	225	155	288
Future Vol, veh/h	8	13	47	4	91	10	77	29	6	225	155	288
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	75	46	45	75	36	80	39	69	33	6	17	6
Mvmt Flow	9	14	52	4	101	11	86	32	7	250	172	320

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	112	0	0	66	0	0	419	178	40	193	199	107
Stage 1	-	-	-	-	-	-	58	58	-	115	115	-
Stage 2	-	-	-	-	-	-	361	120	-	78	84	-
Critical Hdwy	4.85	-	-	4.85	-	-	7.49	7.19	6.53	7.16	6.67	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.49	6.19	-	6.16	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.49	6.19	-	6.16	5.67	-
Follow-up Hdwy	2.875	-	-	2.875	-	-	3.851	4.621	3.597	3.554	4.153	3.354
Pot Cap-1 Maneuver	1126	-	-	1176	-	-	485	611	950	758	671	936
Stage 1	-	-	-	-	-	-	868	732	-	880	772	-
Stage 2	-	-	-	-	-	-	588	684	-	921	797	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1126	-	-	1176	-	-	253	604	950	716	664	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	604	-	716	664	-
Stage 1	-	-	-	-	-	-	861	726	-	873	770	-
Stage 2	-	-	-	-	-	-	299	682	-	867	791	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1		0.3		21.5		11.8	
HCM LOS					C		B	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	253	644	1126	-	-	1176	-	-	716	664	936
HCM Lane V/C Ratio	0.338	0.06	0.008	-	-	0.004	-	-	0.349	0.259	0.342
HCM Control Delay (s)	26.3	10.9	8.2	-	-	8.1	-	-	12.7	12.3	10.8
HCM Lane LOS	D	B	A	-	-	A	-	-	B	B	B
HCM 95th %tile Q(veh)	1.4	0.2	0	-	-	0	-	-	1.6	1	1.5

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

04/18/2022

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	6	63	1	15	0	40	21	0	0	6	50
Future Vol, veh/h	175	6	63	1	15	0	40	21	0	0	6	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	9	0	8	100	20	0	65	29	0	0	33	27
Mvmt Flow	250	9	90	1	21	0	57	30	0	0	9	71

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	200	189	45	238	224	30	80	0	0	30	0	0
Stage 1	45	45	-	144	144	-	-	-	-	-	-	-
Stage 2	155	144	-	94	80	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.5	6.28	8.1	6.7	6.2	4.75	-	-	4.1	-	-
Critical Hdwy Stg 1	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.372	4.4	4.18	3.3	2.785	-	-	2.2	-	-
Pot Cap-1 Maneuver	744	709	1008	552	645	1050	1200	-	-	1596	-	-
Stage 1	951	861	-	672	745	-	-	-	-	-	-	-
Stage 2	831	782	-	720	795	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	698	675	1008	480	614	1050	1200	-	-	1596	-	-
Mov Cap-2 Maneuver	698	675	-	480	614	-	-	-	-	-	-	-
Stage 1	905	861	-	640	709	-	-	-	-	-	-	-
Stage 2	767	744	-	649	795	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.9		11.2		5.3		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	698	967	603	1596	-	-
HCM Lane V/C Ratio	0.048	-	-	0.358	0.102	0.038	-	-	-
HCM Control Delay (s)	8.2	0	-	13	9.1	11.2	0	-	-
HCM Lane LOS	A	A	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.3	0.1	0	-	-

HCM 6th TWSC
1: N Rainier Avenue/US-395 & Kartchner Street

04/18/2022

Intersection												
Int Delay, s/veh	18.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	280	47	3	48	168	334	1	61	22	43	9	4
Future Vol, veh/h	280	47	3	48	168	334	1	61	22	43	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	6	47	33	33	29	15	0	26	45	67	43	0
Mvmt Flow	337	57	4	58	202	402	1	73	27	52	11	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	604	0	0	61	0	0	1260	1453	59	1101	1053	202
Stage 1	-	-	-	-	-	-	733	733	-	318	318	-
Stage 2	-	-	-	-	-	-	527	720	-	783	735	-
Critical Hdwy	4.16	-	-	4.43	-	-	7.1	6.76	6.65	7.77	6.93	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.76	-	6.77	5.93	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.76	-	6.77	5.93	-
Follow-up Hdwy	2.254	-	-	2.497	-	-	3.5	4.234	3.705	4.103	4.387	3.3
Pot Cap-1 Maneuver	954	-	-	1366	-	-	149	116	898	143	192	844
Stage 1	-	-	-	-	-	-	415	393	-	575	586	-
Stage 2	-	-	-	-	-	-	538	398	-	304	370	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	954	-	-	1366	-	-	97	~ 72	898	-	119	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	~ 72	-	-	119	-
Stage 1	-	-	-	-	-	-	269	254	-	372	561	-
Stage 2	-	-	-	-	-	-	502	381	-	136	239	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0.7	187.5	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	97	95	954	-	-	1366	-	-	-	162
HCM Lane V/C Ratio	0.012	1.053	0.354	-	-	0.042	-	-	-	0.097
HCM Control Delay (s)	42.6	189.2	10.8	-	-	7.8	-	-	-	29.6
HCM Lane LOS	E	F	B	-	-	A	-	-	-	D
HCM 95th %tile Q(veh)	0	6.4	1.6	-	-	0.1	-	-	-	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

04/18/2022

Intersection												
Int Delay, s/veh	13.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	↶
Traffic Vol, veh/h	10	19	83	10	206	5	176	46	6	50	118	168
Future Vol, veh/h	10	19	83	10	206	5	176	46	6	50	118	168
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	70	59	52	20	14	40	29	52	17	30	40	25
Mvmt Flow	11	20	87	11	217	5	185	48	6	53	124	177

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	222	0	0	107	0	0	478	330	64	355	371	220
Stage 1	-	-	-	-	-	-	86	86	-	242	242	-
Stage 2	-	-	-	-	-	-	392	244	-	113	129	-
Critical Hdwy	4.8	-	-	4.3	-	-	7.39	7.02	6.37	7.4	6.9	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.39	6.02	-	6.4	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.39	6.02	-	6.4	5.9	-
Follow-up Hdwy	2.83	-	-	2.38	-	-	3.761	4.468	3.453	3.77	4.36	3.525
Pot Cap-1 Maneuver	1031	-	-	1379	-	-	456	516	960	551	503	765
Stage 1	-	-	-	-	-	-	859	736	-	703	641	-
Stage 2	-	-	-	-	-	-	582	621	-	828	722	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1031	-	-	1379	-	-	279	506	960	500	493	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	506	-	500	493	-
Stage 1	-	-	-	-	-	-	850	728	-	695	636	-
Stage 2	-	-	-	-	-	-	357	616	-	760	714	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.3			33.8			12.6		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	279	535	1031	-	-	1379	-	-	500	493	765
HCM Lane V/C Ratio	0.664	0.102	0.01	-	-	0.008	-	-	0.105	0.252	0.231
HCM Control Delay (s)	40.1	12.5	8.5	-	-	7.6	-	-	13	14.7	11.1
HCM Lane LOS	E	B	A	-	-	A	-	-	B	B	B
HCM 95th %tile Q(veh)	4.3	0.3	0	-	-	0	-	-	0.4	1	0.9

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

04/18/2022

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	4	49	0	7	1	73	10	0	0	9	141
Future Vol, veh/h	22	4	49	0	7	1	73	10	0	0	9	141
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	27	0	38	0	0	0	21	40	0	0	11	10
Mvmt Flow	26	5	57	0	8	1	85	12	0	0	10	164

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	279	274	92	305	356	12	174	0	0	12	0	0
Stage 1	92	92	-	182	182	-	-	-	-	-	-	-
Stage 2	187	182	-	123	174	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.58	7.1	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.642	3.5	4	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	626	637	875	651	573	1074	1296	-	-	1620	-	-
Stage 1	857	823	-	824	753	-	-	-	-	-	-	-
Stage 2	760	753	-	886	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	587	595	875	574	535	1074	1296	-	-	1620	-	-
Mov Cap-2 Maneuver	587	595	-	574	535	-	-	-	-	-	-	-
Stage 1	800	823	-	770	703	-	-	-	-	-	-	-
Stage 2	701	703	-	824	759	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		11.4		7		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1296	-	-	587	845	571	1620	-	-
HCM Lane V/C Ratio	0.065	-	-	0.044	0.073	0.016	-	-	-
HCM Control Delay (s)	8	0	-	11.4	9.6	11.4	0	-	-
HCM Lane LOS	A	A	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.2	0.1	0	-	-

HCM 6th TWSC
1: N Rainier Avenue/US-395 & Kartchner Street

04/18/2022

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↷		↶	↷	
Traffic Vol, veh/h	201	30	0	31	96	254	0	66	22	35	4	6
Future Vol, veh/h	201	30	0	31	96	254	0	66	22	35	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	6	53	0	26	40	18	0	8	32	69	25	67
Mvmt Flow	236	35	0	36	113	299	0	78	26	41	5	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	0	35	0	0	848	991	35	744	692	113
Stage 1	-	-	-	-	-	-	507	507	-	185	185	-
Stage 2	-	-	-	-	-	-	341	484	-	559	507	-
Critical Hdwy	4.16	-	-	4.36	-	-	7.1	6.58	6.52	7.79	6.75	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.58	-	6.79	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.58	-	6.79	5.75	-
Follow-up Hdwy	2.254	-	-	2.434	-	-	3.5	4.072	3.588	4.121	4.225	3.903
Pot Cap-1 Maneuver	1126	-	-	1435	-	-	284	240	958	259	340	790
Stage 1	-	-	-	-	-	-	552	529	-	684	705	-
Stage 2	-	-	-	-	-	-	678	542	-	412	503	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1126	-	-	1435	-	-	229	185	958	142	262	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	185	-	142	262	-
Stage 1	-	-	-	-	-	-	436	418	-	540	687	-
Stage 2	-	-	-	-	-	-	651	528	-	258	397	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	7.9			0.6			32.5			34.4		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	232	1126	-	-	1435	-	-	142	437
HCM Lane V/C Ratio	-	0.446	0.21	-	-	0.025	-	-	0.29	0.027
HCM Control Delay (s)	-	0	32.5	9	-	7.6	-	-	40.4	13.5
HCM Lane LOS	-	A	D	A	-	A	-	-	E	B
HCM 95th %tile Q(veh)	-	2.1	0.8	-	-	0.1	-	-	1.1	0.1

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

04/18/2022

Intersection												
Int Delay, s/veh	10.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	↶
Traffic Vol, veh/h	12	10	65	6	102	3	163	39	1	27	129	116
Future Vol, veh/h	12	10	65	6	102	3	163	39	1	27	129	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	58	30	61	17	13	0	26	44	0	33	40	34
Mvmt Flow	13	11	71	7	112	3	179	43	1	30	142	127

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	82	0	0	335	202	47	223	236	114
Stage 1	-	-	-	-	-	-	73	73	-	128	128	-
Stage 2	-	-	-	-	-	-	262	129	-	95	108	-
Critical Hdwy	4.68	-	-	4.27	-	-	7.36	6.94	6.2	7.43	6.9	6.54
Critical Hdwy Stg 1	-	-	-	-	-	-	6.36	5.94	-	6.43	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.36	5.94	-	6.43	5.9	-
Follow-up Hdwy	2.722	-	-	2.353	-	-	3.734	4.396	3.3	3.797	4.36	3.606
Pot Cap-1 Maneuver	1189	-	-	1426	-	-	575	626	1028	672	604	859
Stage 1	-	-	-	-	-	-	880	759	-	806	723	-
Stage 2	-	-	-	-	-	-	693	715	-	841	738	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1189	-	-	1426	-	-	395	616	1028	628	594	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	616	-	628	594	-
Stage 1	-	-	-	-	-	-	870	751	-	797	719	-
Stage 2	-	-	-	-	-	-	471	711	-	783	730	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.4			19.5			11.5		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	395	622	1189	-	-	1426	-	-	628	594	859
HCM Lane V/C Ratio	0.453	0.071	0.011	-	-	0.005	-	-	0.047	0.239	0.148
HCM Control Delay (s)	21.5	11.2	8.1	-	-	7.5	-	-	11	13	9.9
HCM Lane LOS	C	B	A	-	-	A	-	-	B	B	A
HCM 95th %tile Q(veh)	2.3	0.2	0	-	-	0	-	-	0.1	0.9	0.5

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

04/18/2022

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	5	13	0	6	0	55	5	0	0	9	86
Future Vol, veh/h	11	5	13	0	6	0	55	5	0	0	9	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	55	0	31	0	0	0	20	0	0	0	11	1
Mvmt Flow	14	6	17	0	8	0	71	6	0	0	12	112

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	220	216	68	228	272	6	124	0	0	6	0	0
Stage 1	68	68	-	148	148	-	-	-	-	-	-	-
Stage 2	152	148	-	80	124	-	-	-	-	-	-	-
Critical Hdwy	7.65	6.5	6.51	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.995	4	3.579	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	636	685	920	731	638	1083	1359	-	-	1628	-	-
Stage 1	825	842	-	859	779	-	-	-	-	-	-	-
Stage 2	740	779	-	934	797	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	605	649	920	684	605	1083	1359	-	-	1628	-	-
Mov Cap-2 Maneuver	605	649	-	684	605	-	-	-	-	-	-	-
Stage 1	782	842	-	814	738	-	-	-	-	-	-	-
Stage 2	694	738	-	910	797	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		11		7.1		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1359	-	-	605	824	605	1628	-	-
HCM Lane V/C Ratio	0.053	-	-	0.024	0.028	0.013	-	-	-
HCM Control Delay (s)	7.8	0	-	11.1	9.5	11	0	-	-
HCM Lane LOS	A	A	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.1	0	0	-	-

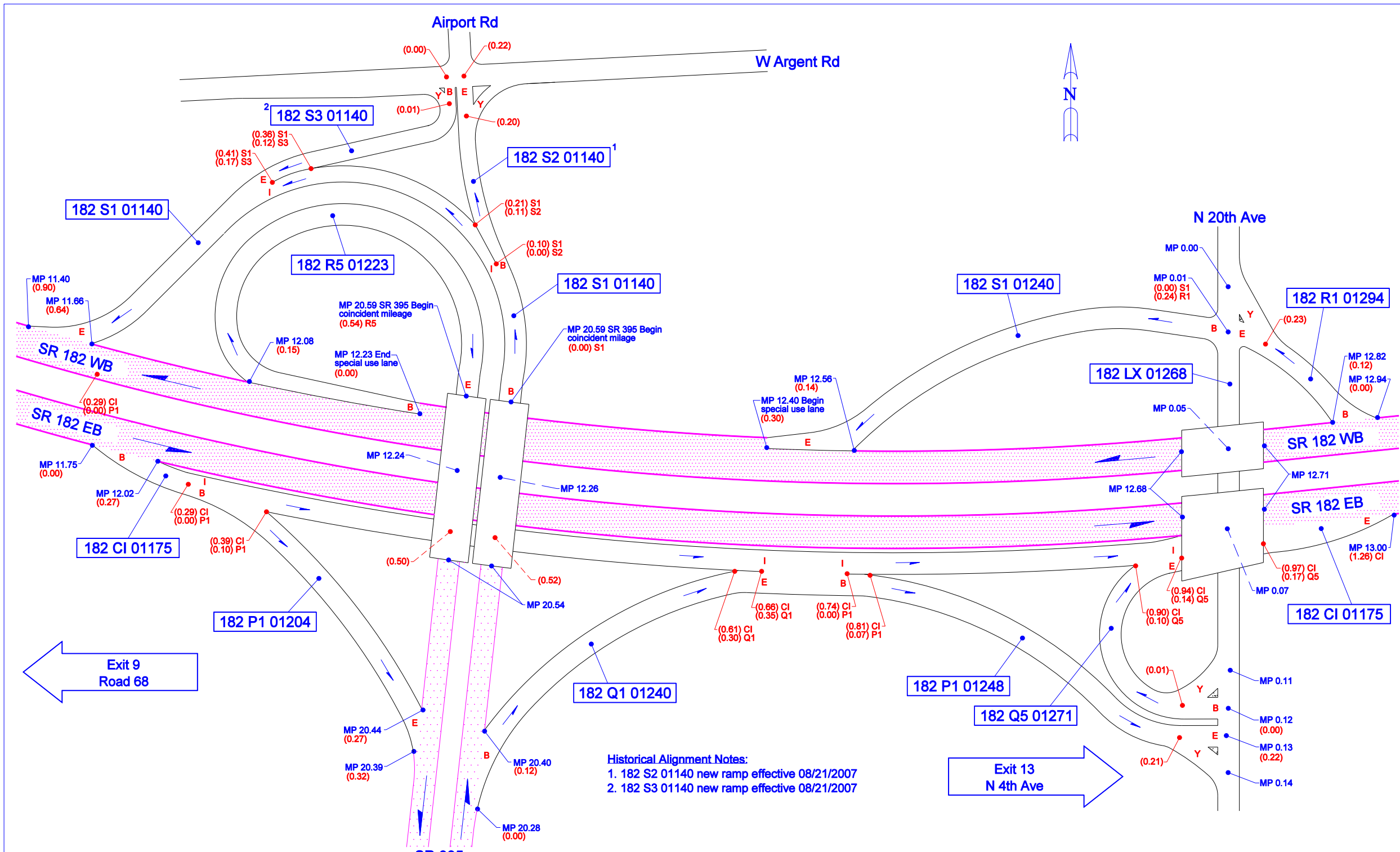


Appendix C. WSDOT Crash Data

OFFICE REPORTS CHANGES THAT OCCURRED BETWEEN THREE INTERCHANGES & 3 INTERCHANGES IN WYOMING COUNTY

FOR THE YEAR 2022 FOR THE 12 MONTH PERIOD FROM 03/01/2022 TO 02/29/2023
 THIS LIST IS A SUMMARY OF ALL CHANGES THAT OCCURRED DURING THE PERIOD LISTED ABOVE. IT IS NOT INTENDED TO BE USED FOR THE PURPOSE OF IDENTIFYING VIOLATIONS OR PROVIDING THE VEHICLE IDENTIFICATION INFORMATION. IT IS INTENDED TO BE USED FOR THE PURPOSE OF IDENTIFYING CHANGES THAT OCCURRED DURING THE PERIOD LISTED ABOVE. IT IS NOT INTENDED TO BE USED FOR THE PURPOSE OF IDENTIFYING VIOLATIONS OR PROVIDING THE VEHICLE IDENTIFICATION INFORMATION.

OFFICE REPORT NUMBER	DATE	LOCATION	VEHICLE TYPE	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR	VEHICLE IDENTIFICATION NUMBER	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR	VEHICLE IDENTIFICATION NUMBER	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR	VEHICLE IDENTIFICATION NUMBER	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR	VEHICLE IDENTIFICATION NUMBER	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR	VEHICLE IDENTIFICATION NUMBER	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR	VEHICLE IDENTIFICATION NUMBER	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR	VEHICLE IDENTIFICATION NUMBER	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR	VEHICLE IDENTIFICATION NUMBER	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR	VEHICLE IDENTIFICATION NUMBER								
32101001	03/01/2022	32101001	2012	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000	BUICK	ENCINO	SILVER	5YFUR56454120200000000
32101002	03/02/2022	32101002	2015	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000	FORD	F-150	WHITE	1FTFW1E9K1E00100000000
32101003	03/03/2022	32101003	2018	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000	CHEVROLET	CORSA	BLACK	1G1ZC3S081C00000000000



Not To Scale

10/15/2008

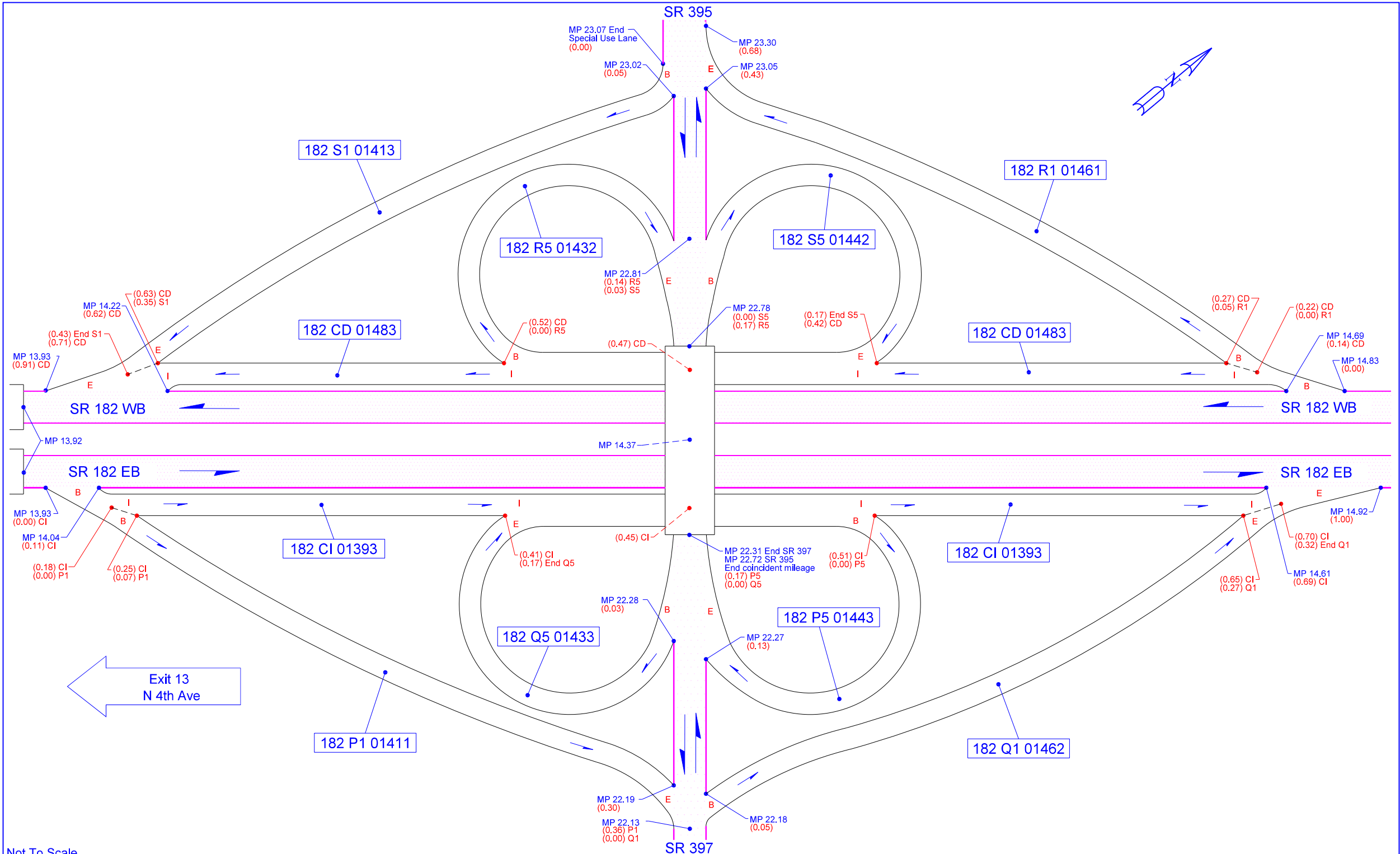
KLK

WSDOT SOUTH CENTRAL REGION

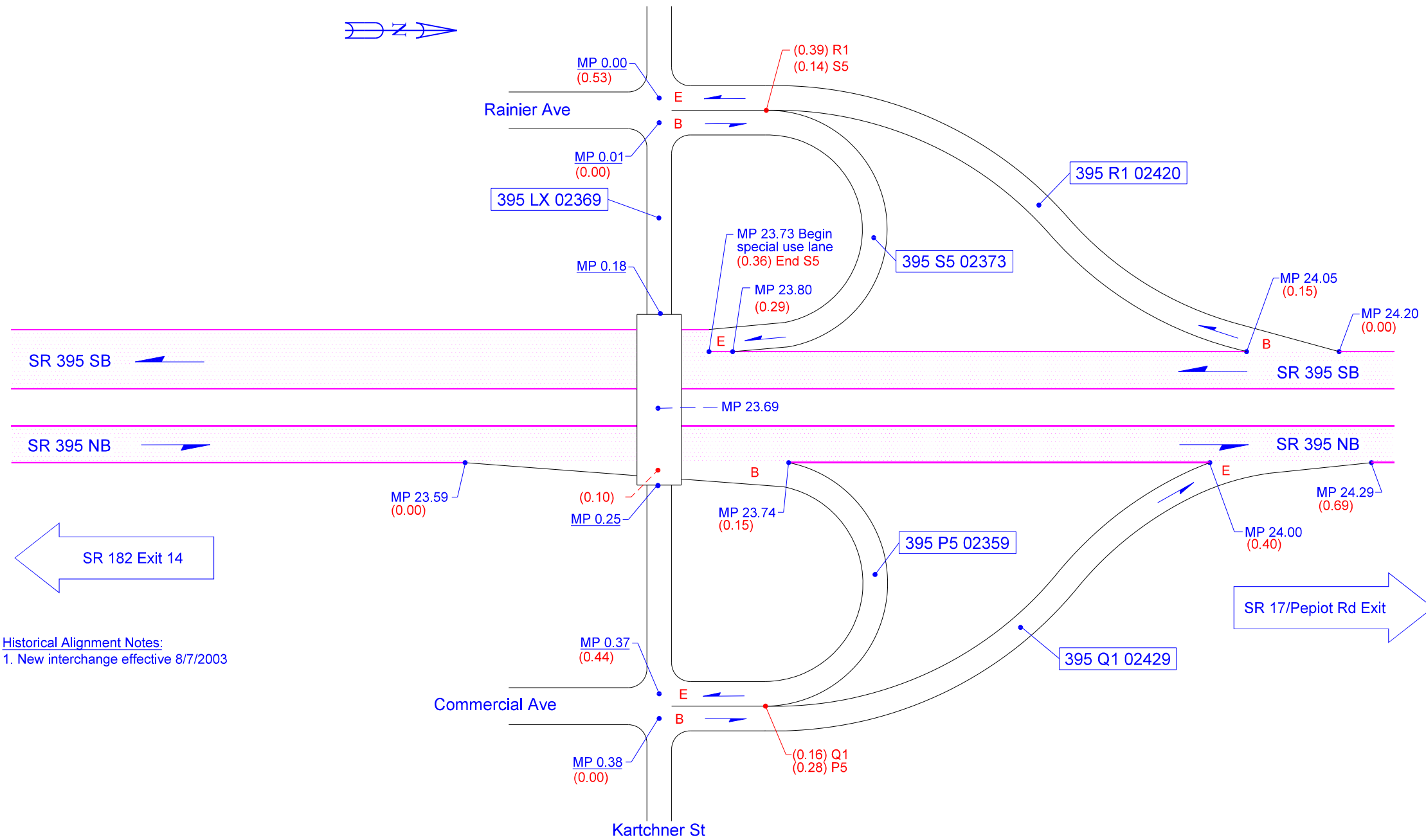
PASCO, FRANKLIN COUNTY

JUNCTION SR 395/N 20TH AVE

SR 182 - EXIT 12



Not To Scale

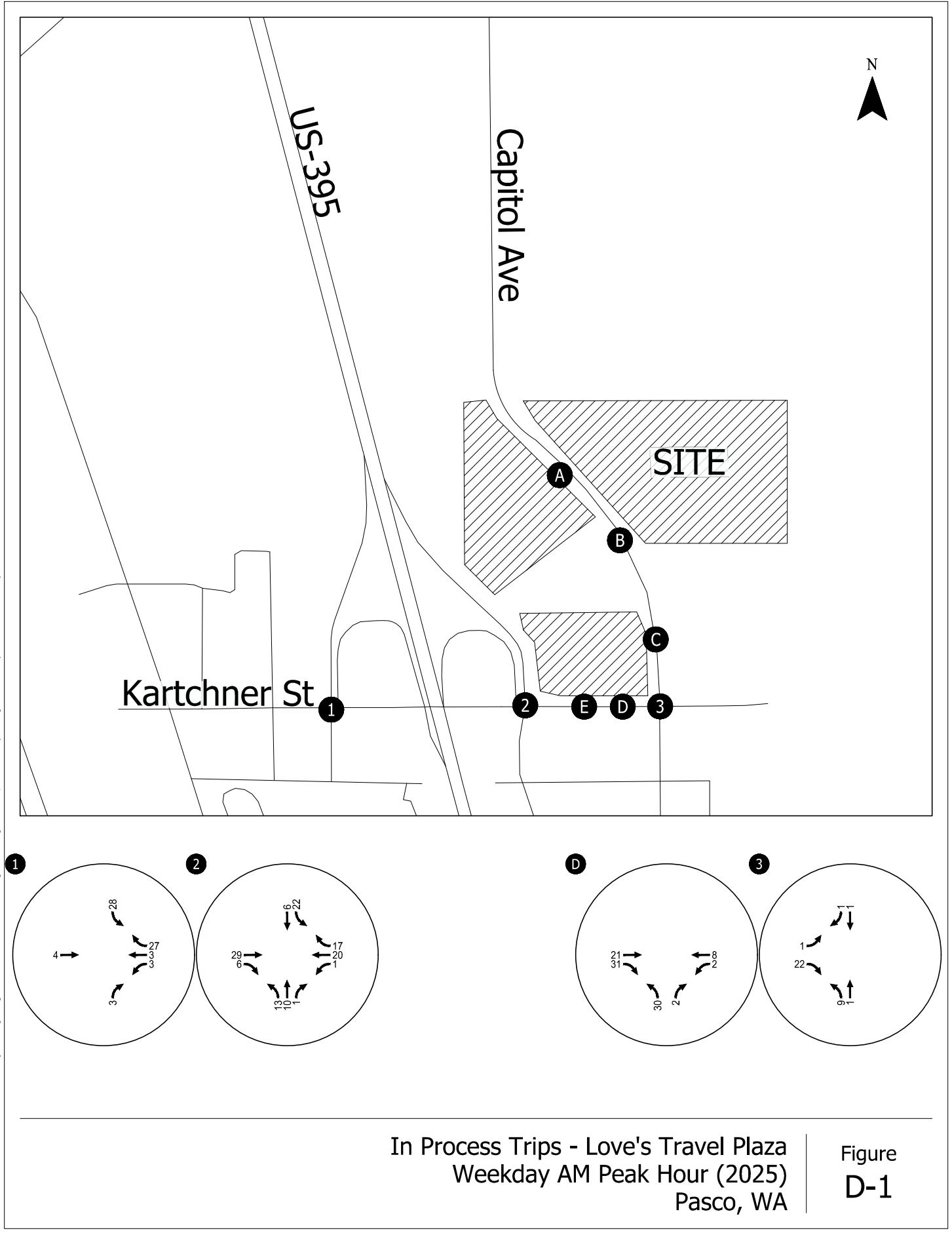


Historical Alignment Notes:
 1. New interchange effective 8/7/2003



Appendix D. Love's Travel Plaza Trip Generation and Assignment

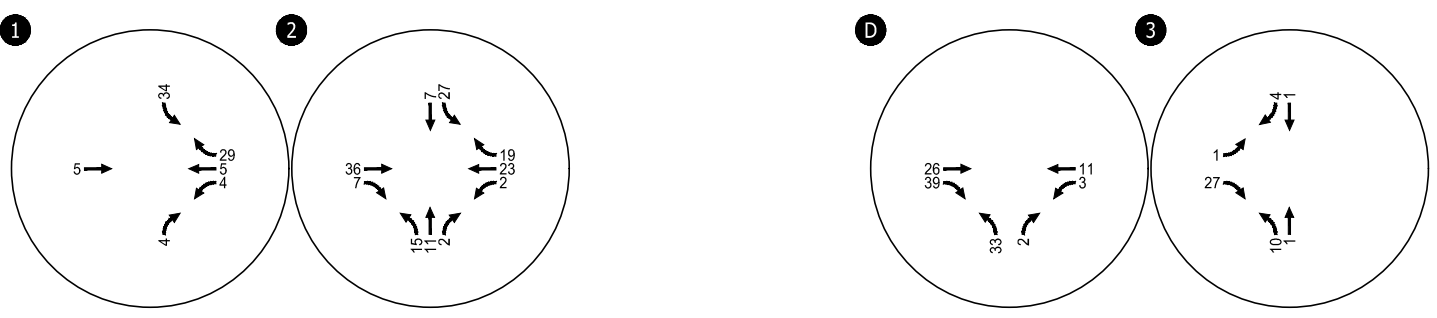
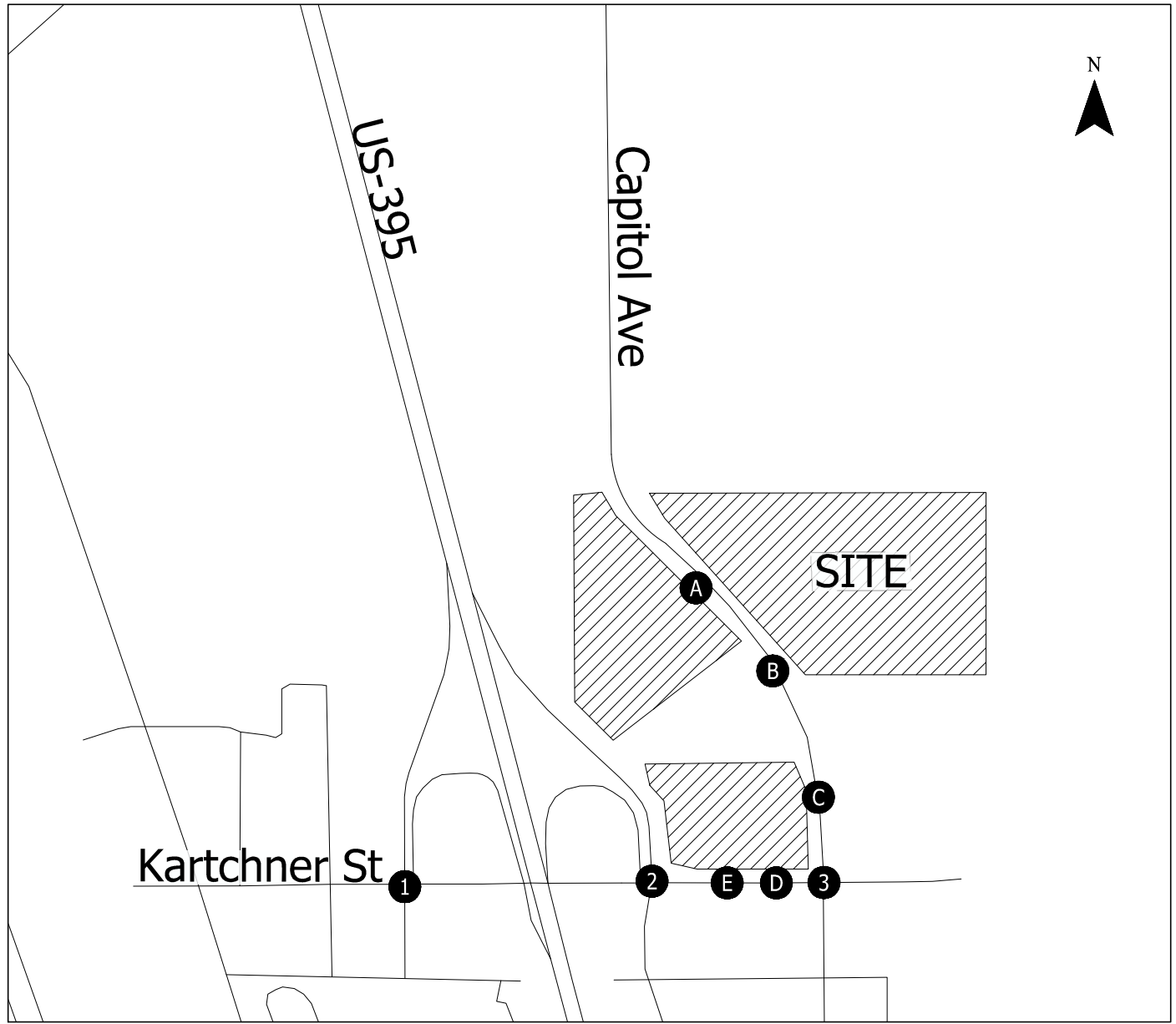
H:\26\26835 - Colville Tribes Confidential Project\design - figure exhibits\Exhibits\26835 - Figures_2.dwg Jul 15, 2022 - 5:19pm - agriffiths Layout Tab: IP WeekdayAM_2025



In Process Trips - Love's Travel Plaza
Weekday AM Peak Hour (2025)
Pasco, WA

Figure
D-1

H:\26\26835 - Colville Tribes Confidential Project\design - figure exhibits\Exhibits\26835 - Figures_2.dwg Jul 15, 2022 - 5:19pm - agriffiths Layout Tab: IP WeekdayPM_2025



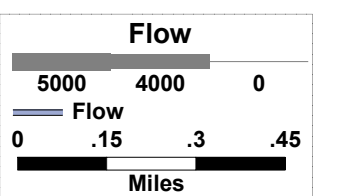
In Process Trips - Love's Travel Plaza
Weekday/Friday PM Peak Hour (2025)
Pasco, WA

Figure
D-2

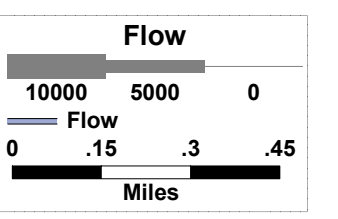
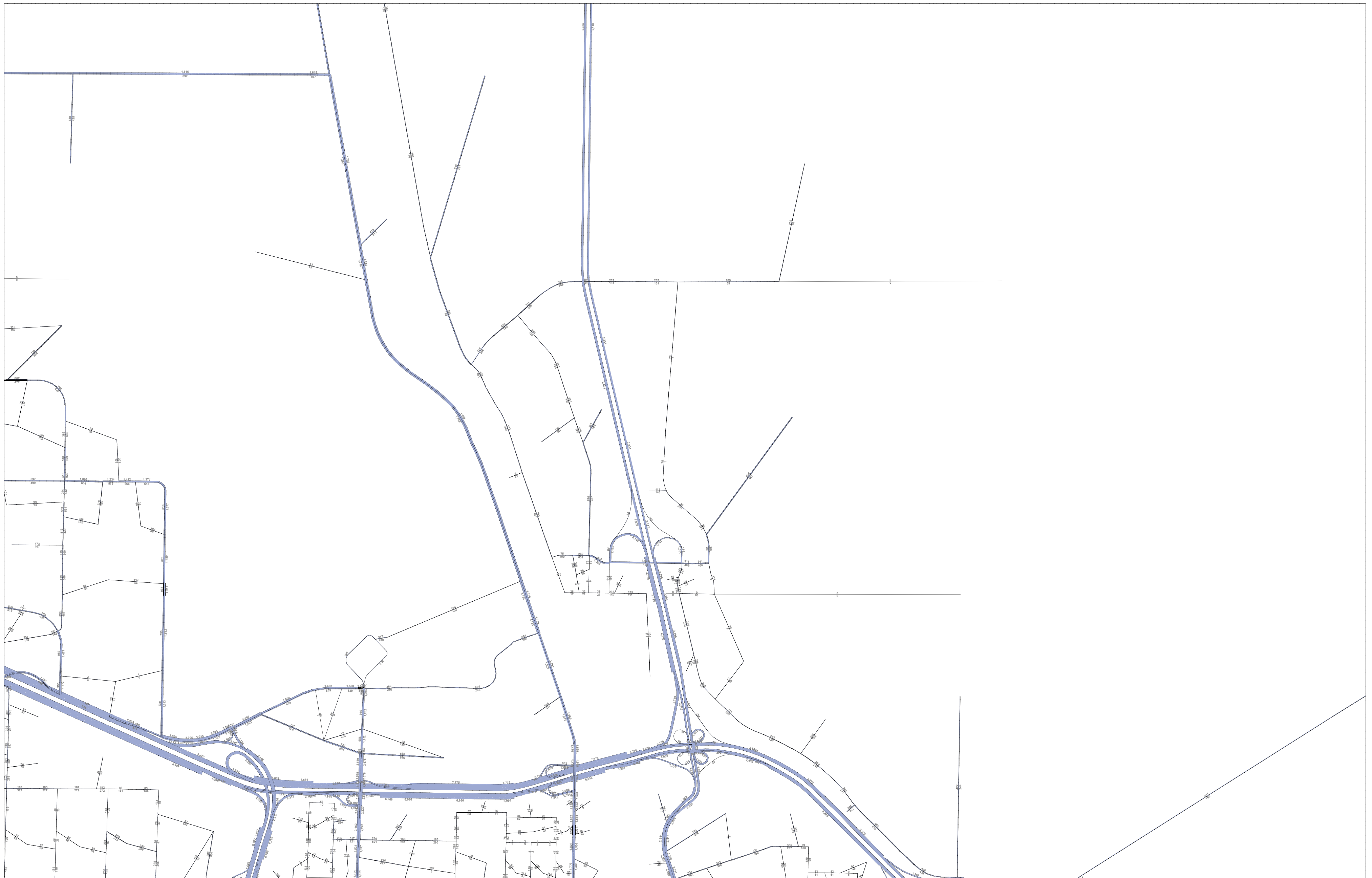


Appendix E. BFCOG Travel Model

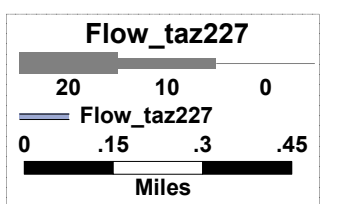
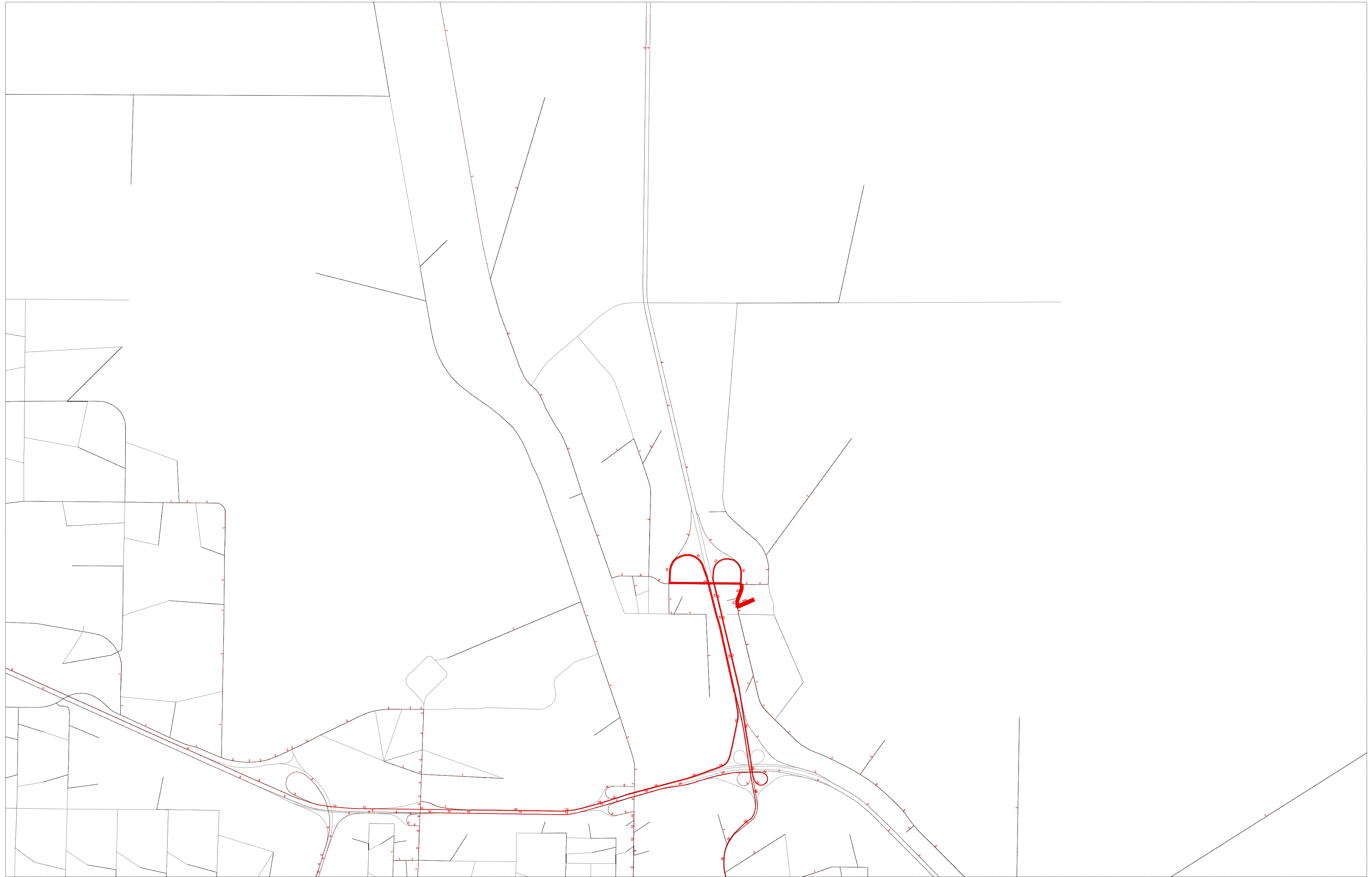
2025 Baseline Model PM Peak 2hr Period (4-6pm)
Total Volumes



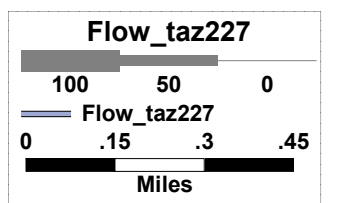
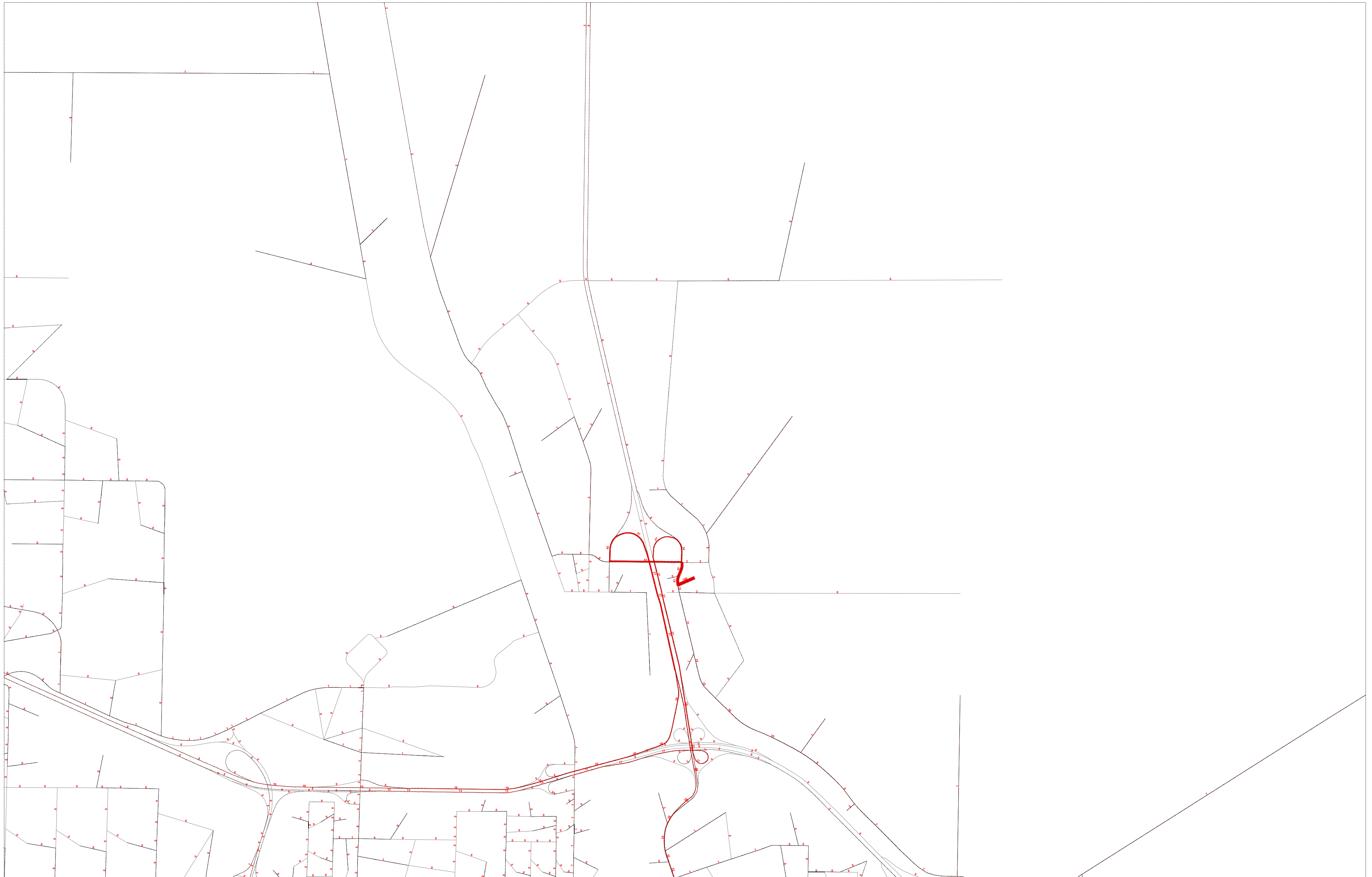
2045 Build Model PM Peak 2hr Period (4-6pm)
Total Volumes



2025 Baseline Model PM Peak 2hr Period (4-6pm)
Select Zone Percentage



2045 Build Model PM Peak 2hr Period (4-6pm)
Select Zone Percentage





Appendix F. Opening Year 2025 Background Conditions Operations Sheets

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	113	38	0	108	256	173	0	29	20	53	6	9
Future Vol, veh/h	113	38	0	108	256	173	0	29	20	53	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	42	0	9	10	33	0	64	60	45	20	25
Mvmt Flow	130	44	0	124	294	199	0	33	23	61	7	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	493	0	0	44	0	0	954	1045	44	874	846	294
Stage 1	-	-	-	-	-	-	304	304	-	542	542	-
Stage 2	-	-	-	-	-	-	650	741	-	332	304	-
Critical Hdwy	4.43	-	-	4.19	-	-	7.1	7.14	6.8	7.55	6.7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.14	-	6.55	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.14	-	6.55	5.7	-
Follow-up Hdwy	2.497	-	-	2.281	-	-	3.5	4.576	3.84	3.905	4.18	3.525
Pot Cap-1 Maneuver	928	-	-	1520	-	-	240	179	883	228	280	694
Stage 1	-	-	-	-	-	-	710	565	-	455	492	-
Stage 2	-	-	-	-	-	-	461	343	-	600	632	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	928	-	-	1520	-	-	194	141	883	153	221	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	141	-	153	221	-
Stage 1	-	-	-	-	-	-	611	486	-	391	452	-
Stage 2	-	-	-	-	-	-	411	315	-	468	544	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	7.1			1.5			27.6			37.1		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	215	928	-	-	1520	-	-	153	374
HCM Lane V/C Ratio	-	0.262	0.14	-	-	0.082	-	-	0.398	0.046
HCM Control Delay (s)	0	27.6	9.5	-	-	7.6	-	-	43.3	15.1
HCM Lane LOS	A	D	A	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	-	1	0.5	-	-	0.3	-	-	1.7	0.1

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

04/18/2022

Intersection												
Int Delay, s/veh	14.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	9	44	58	5	121	28	98	44	8	271	177	318
Future Vol, veh/h	9	44	58	5	121	28	98	44	8	271	177	318
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	75	46	45	75	36	80	39	69	33	6	17	6
Mvmt Flow	10	49	64	6	134	31	109	49	9	301	197	353

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	113	0	0	538	278	81	292	295	150
Stage 1	-	-	-	-	-	-	101	101	-	162	162	-
Stage 2	-	-	-	-	-	-	437	177	-	130	133	-
Critical Hdwy	4.85	-	-	4.85	-	-	7.49	7.19	6.53	7.16	6.67	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.49	6.19	-	6.16	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.49	6.19	-	6.16	5.67	-
Follow-up Hdwy	2.875	-	-	2.875	-	-	3.851	4.621	3.597	3.554	4.153	3.354
Pot Cap-1 Maneuver	1070	-	-	1125	-	-	401	532	900	652	592	886
Stage 1	-	-	-	-	-	-	822	698	-	831	736	-
Stage 2	-	-	-	-	-	-	532	642	-	864	758	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1070	-	-	1125	-	-	176	525	900	593	584	886
Mov Cap-2 Maneuver	-	-	-	-	-	-	176	525	-	593	584	-
Stage 1	-	-	-	-	-	-	815	692	-	824	732	-
Stage 2	-	-	-	-	-	-	233	639	-	788	751	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			39.4			14.2		
HCM LOS							E			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	176	561	1070	-	-	1125	-	-	593	584	886
HCM Lane V/C Ratio	0.619	0.103	0.009	-	-	0.005	-	-	0.508	0.337	0.399
HCM Control Delay (s)	53.9	12.2	8.4	-	-	8.2	-	-	17.2	14.3	11.7
HCM Lane LOS	F	B	A	-	-	A	-	-	C	B	B
HCM 95th %tile Q(veh)	3.4	0.3	0	-	-	0	-	-	2.9	1.5	1.9

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

04/18/2022

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	195	7	92	1	17	0	53	24	0	0	8	56
Future Vol, veh/h	195	7	92	1	17	0	53	24	0	0	8	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	9	0	8	100	20	0	65	29	0	0	33	27
Mvmt Flow	279	10	131	1	24	0	76	34	0	0	11	80

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	249	237	51	308	277	34	91	0	0	34	0	0
Stage 1	51	51	-	186	186	-	-	-	-	-	-	-
Stage 2	198	186	-	122	91	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.5	6.28	8.1	6.7	6.2	4.75	-	-	4.1	-	-
Critical Hdwy Stg 1	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.372	4.4	4.18	3.3	2.785	-	-	2.2	-	-
Pot Cap-1 Maneuver	690	667	1000	491	601	1045	1187	-	-	1591	-	-
Stage 1	944	856	-	634	713	-	-	-	-	-	-	-
Stage 2	788	750	-	692	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	634	624	1000	400	562	1045	1187	-	-	1591	-	-
Mov Cap-2 Maneuver	634	624	-	400	562	-	-	-	-	-	-	-
Stage 1	883	856	-	593	667	-	-	-	-	-	-	-
Stage 2	710	701	-	594	786	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	11.9	5.7	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1187	-	-	634	959	550	1591	-	-
HCM Lane V/C Ratio	0.064	-	-	0.439	0.147	0.047	-	-	-
HCM Control Delay (s)	8.2	0	-	15.1	9.4	11.9	0	-	-
HCM Lane LOS	A	A	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.2	0.5	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	292	31	2	124	30	2
Future Vol, veh/h	292	31	2	124	30	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	9	0	0	37	0	0
Mvmt Flow	417	44	3	177	43	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	461	0	622
Stage 1	-	-	-	-	439
Stage 2	-	-	-	-	183
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1111	-	454
Stage 1	-	-	-	-	654
Stage 2	-	-	-	-	853
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1111	-	453
Mov Cap-2 Maneuver	-	-	-	-	535
Stage 1	-	-	-	-	654
Stage 2	-	-	-	-	850

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	540	-	-	1111	-
HCM Lane V/C Ratio	0.085	-	-	0.003	-
HCM Control Delay (s)	12.3	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection												
Int Delay, s/veh	43											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	309	57	3	54	191	401	1	67	28	84	10	4
Future Vol, veh/h	309	57	3	54	191	401	1	67	28	84	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	6	47	33	33	29	15	0	26	45	67	43	0
Mvmt Flow	372	69	4	65	230	483	1	81	34	101	12	5

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	713	0	0	73	0	0	1425	1658	71	1233	1177	230
Stage 1	-	-	-	-	-	-	815	815	-	360	360	-
Stage 2	-	-	-	-	-	-	610	843	-	873	817	-
Critical Hdwy	4.16	-	-	4.43	-	-	7.1	6.76	6.65	7.77	6.93	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.76	-	6.77	5.93	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.76	-	6.77	5.93	-
Follow-up Hdwy	2.254	-	-	2.497	-	-	3.5	4.234	3.705	4.103	4.387	3.3
Pot Cap-1 Maneuver	869	-	-	1352	-	-	114	86	884	114	160	814
Stage 1	-	-	-	-	-	-	374	359	-	544	560	-
Stage 2	-	-	-	-	-	-	485	348	-	268	337	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	869	-	-	1352	-	-	66	~ 47	884	-	87	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	~ 47	-	-	87	-
Stage 1	-	-	-	-	-	-	214	205	-	311	533	-
Stage 2	-	-	-	-	-	-	449	331	-	~ 89	193	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	0.7	\$ 497.5	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	66	65	869	-	-	1352	-	-	-	117
HCM Lane V/C Ratio	0.018	1.761	0.428	-	-	0.048	-	-	-	0.144
HCM Control Delay (s)	60.6	\$ 502.1	12.2	-	-	7.8	-	-	-	40.9
HCM Lane LOS	F	F	B	-	-	A	-	-	-	E
HCM 95th %tile Q(veh)	0.1	10.3	2.2	-	-	0.2	-	-	-	0.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

04/18/2022

Intersection												
Int Delay, s/veh	36.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	13	57	99	13	251	25	209	62	9	82	137	186
Future Vol, veh/h	13	57	99	13	251	25	209	62	9	82	137	186
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	70	59	52	20	14	40	29	52	17	30	40	25
Mvmt Flow	14	60	104	14	264	26	220	65	9	86	144	196

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	164	0	0	615	458	112	482	497	277
Stage 1	-	-	-	-	-	-	140	140	-	305	305	-
Stage 2	-	-	-	-	-	-	475	318	-	177	192	-
Critical Hdwy	4.8	-	-	4.3	-	-	7.39	7.02	6.37	7.4	6.9	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.39	6.02	-	6.4	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.39	6.02	-	6.4	5.9	-
Follow-up Hdwy	2.83	-	-	2.38	-	-	3.761	4.468	3.453	3.77	4.36	3.525
Pot Cap-1 Maneuver	966	-	-	1312	-	-	367	432	902	452	424	710
Stage 1	-	-	-	-	-	-	803	695	-	649	599	-
Stage 2	-	-	-	-	-	-	523	573	-	764	676	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	966	-	-	1312	-	-	~ 190	421	902	387	413	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 190	421	-	387	413	-
Stage 1	-	-	-	-	-	-	792	685	-	640	592	-
Stage 2	-	-	-	-	-	-	283	567	-	674	667	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			126.8			15.1		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	190	452	966	-	-	1312	-	-	387	413	710
HCM Lane V/C Ratio	1.158	0.165	0.014	-	-	0.01	-	-	0.223	0.349	0.276
HCM Control Delay (s)	165	14.5	8.8	-	-	7.8	-	-	17	18.3	12
HCM Lane LOS	F	B	A	-	-	A	-	-	C	C	B
HCM 95th %tile Q(veh)	11.1	0.6	0	-	-	0	-	-	0.8	1.5	1.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 3: Kartchner Street & N Capitol Avenue

04/18/2022

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	4	82	0	8	1	91	12	0	0	11	160
Future Vol, veh/h	25	4	82	0	8	1	91	12	0	0	11	160
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	27	0	38	0	0	0	21	40	0	0	11	10
Mvmt Flow	29	5	95	0	9	1	106	14	0	0	13	186

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	337	332	106	382	425	14	199	0	0	14	0	0
Stage 1	106	106	-	226	226	-	-	-	-	-	-	-
Stage 2	231	226	-	156	199	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.58	7.1	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.642	3.5	4	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	572	591	859	580	524	1072	1268	-	-	1617	-	-
Stage 1	842	811	-	781	721	-	-	-	-	-	-	-
Stage 2	719	721	-	851	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	527	541	859	479	480	1072	1268	-	-	1617	-	-
Mov Cap-2 Maneuver	527	541	-	479	480	-	-	-	-	-	-	-
Stage 1	771	811	-	715	660	-	-	-	-	-	-	-
Stage 2	649	660	-	752	740	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		12.2		7.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1268	-	-	527	836	511	1617	-	-
HCM Lane V/C Ratio	0.083	-	-	0.055	0.12	0.02	-	-	-
HCM Control Delay (s)	8.1	0	-	12.2	9.9	12.2	0	-	-
HCM Lane LOS	A	A	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	0.4	0.1	0	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

04/18/2022

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	109	39	3	256	33	2
Future Vol, veh/h	109	39	3	256	33	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	34	0	0	14	0	0
Mvmt Flow	127	45	3	298	38	2
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	172	0	454	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	304	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1417	-	568	902
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1417	-	567	902
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	751	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.1	11.1			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	635	-	-	1417	-	
HCM Lane V/C Ratio	0.064	-	-	0.002	-	
HCM Control Delay (s)	11.1	-	-	7.5	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection												
Int Delay, s/veh	28.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	222	38	0	40	121	334	0	73	28	75	4	7
Future Vol, veh/h	222	38	0	40	121	334	0	73	28	75	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	6	53	0	26	40	18	0	8	32	69	25	67
Mvmt Flow	261	45	0	47	142	393	0	86	33	88	5	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	535	0	0	45	0	0	1006	1196	45	863	803	142
Stage 1	-	-	-	-	-	-	567	567	-	236	236	-
Stage 2	-	-	-	-	-	-	439	629	-	627	567	-
Critical Hdwy	4.16	-	-	4.36	-	-	7.1	6.58	6.52	7.79	6.75	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.58	-	6.79	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.58	-	6.79	5.75	-
Follow-up Hdwy	2.254	-	-	2.434	-	-	3.5	4.072	3.588	4.121	4.225	3.903
Pot Cap-1 Maneuver	1013	-	-	1422	-	-	222	181	946	212	292	759
Stage 1	-	-	-	-	-	-	512	497	-	639	669	-
Stage 2	-	-	-	-	-	-	601	466	-	375	472	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1013	-	-	1422	-	-	169	130	946	~ 78	210	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	130	-	~ 78	210	-
Stage 1	-	-	-	-	-	-	380	369	-	474	647	-
Stage 2	-	-	-	-	-	-	571	451	-	206	350	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	8.4			0.6			63.7			208.4		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	171	1013	-	-	1422	-	-	78	389
HCM Lane V/C Ratio	-	0.695	0.258	-	-	0.033	-	-	1.131	0.033
HCM Control Delay (s)	0	63.7	9.8	-	-	7.6	-	-	236.8	14.6
HCM Lane LOS	A	F	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	-	4.2	1	-	-	0.1	-	-	6.4	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

04/18/2022

Intersection												
Int Delay, s/veh	19.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	15	47	79	12	172	23	195	54	3	57	150	128
Future Vol, veh/h	15	47	79	12	172	23	195	54	3	57	150	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	58	30	61	17	13	0	26	44	0	33	40	34
Mvmt Flow	16	52	87	13	189	25	214	59	3	63	165	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	139	0	0	509	368	96	387	399	202
Stage 1	-	-	-	-	-	-	128	128	-	228	228	-
Stage 2	-	-	-	-	-	-	381	240	-	159	171	-
Critical Hdwy	4.68	-	-	4.27	-	-	7.36	6.94	6.2	7.43	6.9	6.54
Critical Hdwy Stg 1	-	-	-	-	-	-	6.36	5.94	-	6.43	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.36	5.94	-	6.43	5.9	-
Follow-up Hdwy	2.722	-	-	2.353	-	-	3.734	4.396	3.3	3.797	4.36	3.606
Pot Cap-1 Maneuver	1085	-	-	1357	-	-	438	500	966	520	485	764
Stage 1	-	-	-	-	-	-	821	716	-	710	650	-
Stage 2	-	-	-	-	-	-	595	636	-	775	691	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1085	-	-	1357	-	-	256	488	966	461	473	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	256	488	-	461	473	-
Stage 1	-	-	-	-	-	-	809	705	-	699	644	-
Stage 2	-	-	-	-	-	-	358	630	-	697	681	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.4			52.4			13.9		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	256	501	1085	-	-	1357	-	-	461	473	764
HCM Lane V/C Ratio	0.837	0.125	0.015	-	-	0.01	-	-	0.136	0.348	0.184
HCM Control Delay (s)	63.9	13.2	8.4	-	-	7.7	-	-	14	16.6	10.8
HCM Lane LOS	F	B	A	-	-	A	-	-	B	C	B
HCM 95th %tile Q(veh)	6.7	0.4	0	-	-	0	-	-	0.5	1.5	0.7

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

04/18/2022

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	8	45	0	7	0	71	7	0	0	11	99
Future Vol, veh/h	17	8	45	0	7	0	71	7	0	0	11	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	55	0	31	0	0	0	20	0	0	0	11	1
Mvmt Flow	22	10	58	0	9	0	92	9	0	0	14	129

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	277	272	79	306	336	9	143	0	0	9	0	0
Stage 1	79	79	-	193	193	-	-	-	-	-	-	-
Stage 2	198	193	-	113	143	-	-	-	-	-	-	-
Critical Hdwy	7.65	6.5	6.51	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.995	4	3.579	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	581	638	907	650	588	1079	1336	-	-	1624	-	-
Stage 1	813	833	-	813	745	-	-	-	-	-	-	-
Stage 2	696	745	-	897	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	543	594	907	569	547	1079	1336	-	-	1624	-	-
Mov Cap-2 Maneuver	543	594	-	569	547	-	-	-	-	-	-	-
Stage 1	757	833	-	757	694	-	-	-	-	-	-	-
Stage 2	639	694	-	829	782	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	10.2		11.7			7.2		0		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	543	840	547	1624	-	-
HCM Lane V/C Ratio	0.069	-	-	0.041	0.082	0.017	-	-	-
HCM Control Delay (s)	7.9	0	-	11.9	9.7	11.7	0	-	-
HCM Lane LOS	A	A	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.3	0.1	0	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

04/18/2022

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	39	3	174	33	2
Future Vol, veh/h	68	39	3	174	33	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	33	0	0	9	0	0
Mvmt Flow	88	51	4	226	43	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	139	0	348
Stage 1	-	-	-	-	114
Stage 2	-	-	-	-	234
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1457	-	653
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	810
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1457	-	651
Mov Cap-2 Maneuver	-	-	-	-	684
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	808

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	695	-	-	1457	-
HCM Lane V/C Ratio	0.065	-	-	0.003	-
HCM Control Delay (s)	10.5	-	-	7.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Appendix G. Signal Warrants (Background 2025)



KITTELSON & ASSOCIATES, INC.
 851 SW 6th Avenue, Suite 600
 Portland, Oregon 97204
 (503) 228-5230

Project #: 26835
Project Name: Colville Tribes Development
Analyst: KAI
Date: 5/5/2022
File: H:\26\26835 - Colville Tribes Confidential
 Project\Analysis\Signal and Turn Lane Warrants\26835-
 Signal-Warrant-
Intersection: US 395 SB Ramps / Kartchner Street
Scenario: 2025 Background Weekday PM

Analysis Traffic Volumes

Hour	Major Street		Minor Street			
	Begin	End	EB	WB	NB	SB
3:10 PM	4:10 PM		369	646	78	94
2nd Highest Hour			349	612	75	91
3rd Highest Hour			344	603	67	80
4th Highest Hour			330	577	63	76
5th Highest Hour			325	568	59	71
6th Highest Hour			325	568	50	61
7th Highest Hour			310	543	49	60
8th Highest Hour			305	534	46	55
9th Highest Hour			295	517	42	51
10th Highest Hour			276	482	39	47
11th Highest Hour			266	465	39	47
12th Highest Hour			261	457	36	44
13th Highest Hour			251	439	35	42
14th Highest Hour			216	379	32	39
15th Highest Hour			172	301	32	39
16th Highest Hour			162	284	32	39
17th Highest Hour			113	198	25	30
18th Highest Hour			93	164	22	26
19th Highest Hour			49	86	16	20
20th Highest Hour			34	60	9	10
21st Highest Hour			30	52	6	7
22nd Highest Hour			20	34	5	6
23rd Highest Hour			10	17	3	4
24th Highest Hour			10	17	3	4

Warrant Summary

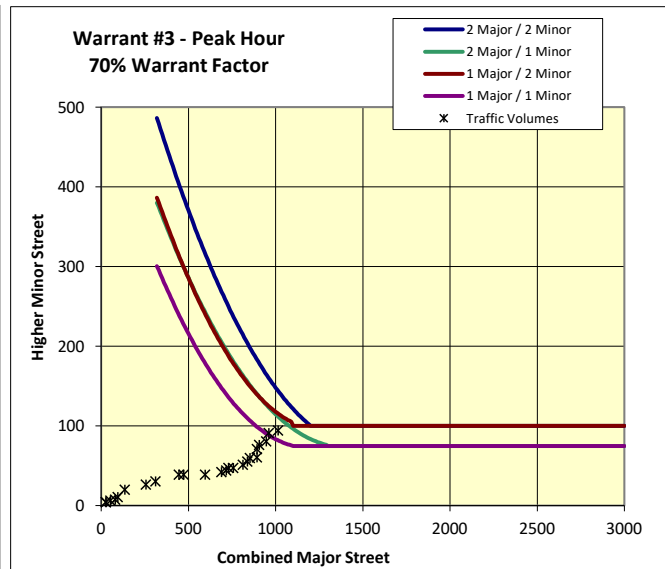
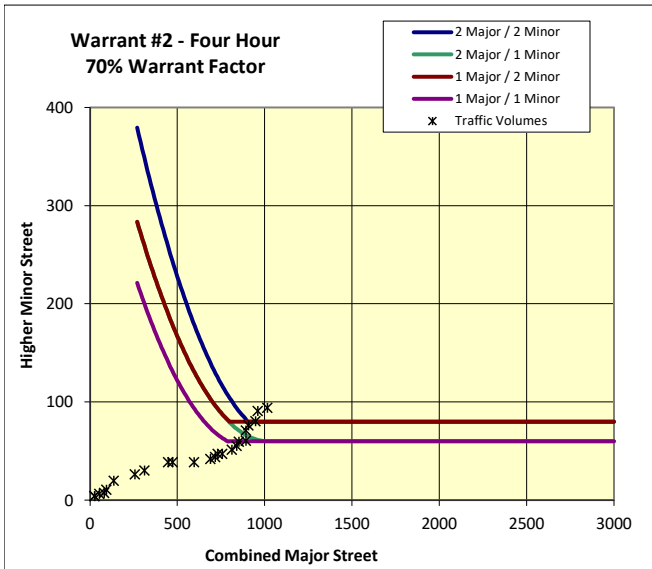
Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	81%
Minor Street: 8th-Highest Hour / Peak Hour	59%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	4	No	No
80%	A	400	120	0	No	No
	B	600	60	7	No	No
70%	A	350	105	0	No	Yes
	B	525	53	8	Yes	Yes
56%	A	280	84	2	No	Yes
	B	420	42	13	Yes	Yes





KITTELSON & ASSOCIATES, INC.
 851 SW 6th Avenue, Suite 600
 Portland, Oregon 97204
 (503) 228-5230

Project #: 26835
Project Name: Colville Tribes Development
Analyst: KAI
Date: 5/5/2022
File: H:\26\26835 - Colville Tribes Confidential
 Project\Analysis\Signal and Turn Lane Warrants\26835-Signal-Warrant-
Intersection: US 395 NB Ramps / Kartchner Street
Scenario: 2025 Background Weekday PM

Analysis Traffic Volumes

Hour	Major Street		Minor Street			
	Begin	End	EB	WB	NB	SB
3:10 PM	4:10 PM		169	289	275	243
2nd Highest Hour			160	274	266	235
3rd Highest Hour			158	270	235	208
4th Highest Hour			151	258	223	197
5th Highest Hour			149	254	208	184
6th Highest Hour			149	254	177	157
7th Highest Hour			142	243	174	154
8th Highest Hour			140	239	162	143
9th Highest Hour			135	231	150	132
10th Highest Hour			126	216	138	122
11th Highest Hour			122	208	138	122
12th Highest Hour			119	204	128	113
13th Highest Hour			115	197	122	108
14th Highest Hour			99	170	113	100
15th Highest Hour			79	135	113	100
16th Highest Hour			74	127	113	100
17th Highest Hour			52	89	89	78
18th Highest Hour			43	73	76	68
19th Highest Hour			23	39	58	51
20th Highest Hour			16	27	31	27
21st Highest Hour			14	23	21	19
22nd Highest Hour			9	15	18	16
23rd Highest Hour			5	8	12	11
24th Highest Hour			5	8	12	11

Warrant Summary

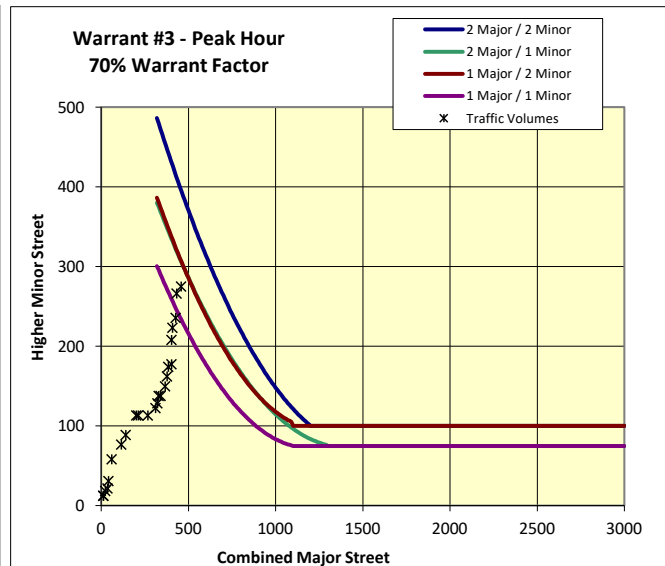
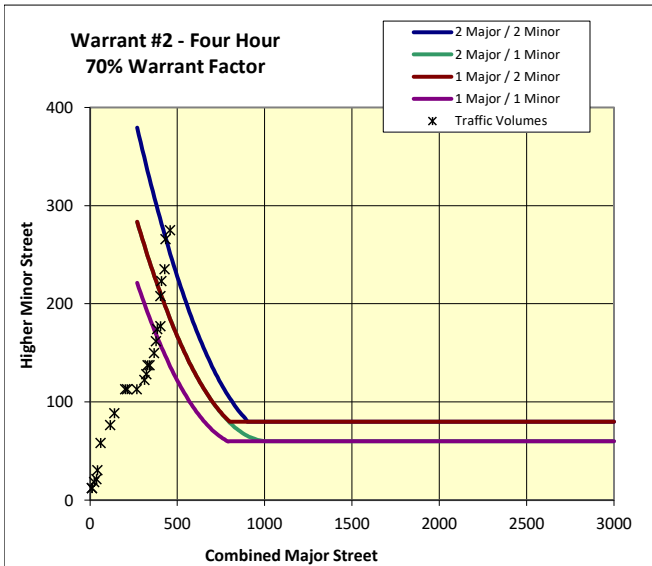
Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	81%
Minor Street: 8th-Highest Hour / Peak Hour	59%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	0	No	No
	B	750	75	0	No	
80%	A	400	120	6	No	No
	B	600	60	0	No	
70%	A	350	105	9	Yes	Yes
	B	525	53	0	No	
56%	A	280	84	13	Yes	Yes
	B	420	42	3	No	





Appendix H. Opening Year 2025
Background Conditions Operations Sheets
Under Mitigated Conditions

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

04/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	38	0	108	256	173	0	29	20	53	6	9
Future Volume (veh/h)	113	38	0	108	256	173	0	29	20	53	6	9
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	1278	1900	1767	1752	1411	1900	952	1011	1233	1604	1530
Adj Flow Rate, veh/h	130	44	0	124	294	105	0	33	0	61	7	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	33	42	0	9	10	33	0	64	60	45	20	25
Cap, veh/h	638	835	0	994	1145	849	135	35	0	148	197	28
Arrive On Green	0.05	0.65	0.00	0.09	1.00	1.00	0.00	0.04	0.00	0.06	0.14	0.14
Sat Flow, veh/h	1344	1278	0	1682	1752	1196	1810	952	0	1174	1372	196
Grp Volume(v), veh/h	130	44	0	124	294	105	0	33	0	61	0	8
Grp Sat Flow(s),veh/h/ln	1344	1278	0	1682	1752	1196	1810	952	0	1174	0	1568
Q Serve(g_s), s	2.8	1.1	0.0	2.1	0.0	0.0	0.0	3.1	0.0	4.4	0.0	0.4
Cycle Q Clear(g_c), s	2.8	1.1	0.0	2.1	0.0	0.0	0.0	3.1	0.0	4.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	638	835	0	994	1145	849	135	35	0	148	0	225
V/C Ratio(X)	0.20	0.05	0.00	0.12	0.26	0.12	0.00	0.94	0.00	0.41	0.00	0.04
Avail Cap(c_a), veh/h	640	835	0	999	1145	849	233	190	0	487	0	767
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	0.87	0.87	0.87	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.3	5.6	0.0	4.0	0.0	0.0	0.0	43.2	0.0	37.3	0.0	33.2
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	0.5	0.3	0.0	56.3	0.0	1.8	0.0	0.1
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	1.0	0.5	0.0	0.9	0.3	0.1	0.0	2.3	0.0	2.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	5.7	0.0	4.1	0.5	0.3	0.0	99.5	0.0	39.1	0.0	33.3
LnGrp LOS	A	A	A	A	A	A	A	F	A	D	A	C
Approach Vol, veh/h		174			523			33				69
Approach Delay, s/veh		4.8			1.3			99.5				38.4
Approach LOS		A			A			F				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	7.8	9.3	63.3	0.0	17.4	9.3	63.3				
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	31.0	18.0	5.0	18.0	5.0	44.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	6.4	5.1	4.1	3.1	0.0	2.4	4.8	2.0				
Green Ext Time (p_c), s	0.1	0.1	0.0	0.1	0.0	0.0	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

04/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	9	44	58	5	121	28	98	44	8	271	177	318
Future Volume (veh/h)	9	44	58	5	121	28	98	44	8	271	177	318
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		No		No
Adj Sat Flow, veh/h/ln	788	1218	1233	788	1366	714	1322	877	1411	1811	1648	1811
Adj Flow Rate, veh/h	10	49	27	6	134	24	109	49	0	301	197	40
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	75	46	45	75	36	80	39	69	33	6	17	6
Cap, veh/h	356	393	217	364	666	119	241	68	0	425	272	254
Arrive On Green	0.53	0.53	0.53	0.01	0.59	0.59	0.09	0.08	0.00	0.18	0.17	0.17
Sat Flow, veh/h	518	738	407	751	1128	202	1259	877	0	1725	1648	1535
Grp Volume(v), veh/h	10	0	76	6	0	158	109	49	0	301	197	40
Grp Sat Flow(s),veh/h/ln	518	0	1145	751	0	1330	1259	877	0	1725	1648	1535
Q Serve(g_s), s	0.8	0.0	3.0	0.3	0.0	5.0	7.1	4.9	0.0	13.7	10.2	2.0
Cycle Q Clear(g_c), s	0.8	0.0	3.0	0.3	0.0	5.0	7.1	4.9	0.0	13.7	10.2	2.0
Prop In Lane	1.00		0.36	1.00		0.15	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	0	610	364	0	785	241	68	0	425	272	254
V/C Ratio(X)	0.03	0.00	0.12	0.02	0.00	0.20	0.45	0.72	0.00	0.71	0.72	0.16
Avail Cap(c_a), veh/h	356	0	610	400	0	785	283	175	0	705	687	640
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)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	10.5	8.8	0.0	8.6	33.8	40.5	0.0	28.4	35.6	32.2
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.6	1.3	13.0	0.0	2.2	3.6	0.3
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	0.2	0.0	1.3	0.1	0.0	2.4	3.9	2.3	0.0	9.1	7.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	11.0	8.8	0.0	9.2	35.1	53.6	0.0	30.6	39.2	32.5
LnGrp LOS	B	A	B	A	A	A	D	D	A	C	D	C
Approach Vol, veh/h		86			164			158			538	
Approach Delay, s/veh		10.9			9.1			40.8			33.9	
Approach LOS		B			A			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	20.9	11.5	5.2	52.4	13.0	19.4	57.6					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	11.0	18.0	5.0	18.0	11.5	37.5	27.5					
Max Q Clear Time (g_c+11.0), s	11.0	6.9	2.3	5.0	9.1	12.2	7.0					
Green Ext Time (p_c), s	0.7	0.1	0.0	0.3	0.1	1.0	0.7					

Intersection Summary

HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th TWSC
3: N Capitol Ave & Kartchner St

04/29/2022

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	195	7	92	1	17	0	53	24	0	0	8	56
Future Vol, veh/h	195	7	92	1	17	0	53	24	0	0	8	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	9	0	8	100	20	0	65	29	0	0	33	27
Mvmt Flow	279	10	131	1	24	0	76	34	0	0	11	80

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	249	237	51	308	277	34	91	0	0	34	0	0
Stage 1	51	51	-	186	186	-	-	-	-	-	-	-
Stage 2	198	186	-	122	91	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.5	6.28	8.1	6.7	6.2	4.75	-	-	4.1	-	-
Critical Hdwy Stg 1	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.372	4.4	4.18	3.3	2.785	-	-	2.2	-	-
Pot Cap-1 Maneuver	690	667	1000	491	601	1045	1187	-	-	1591	-	-
Stage 1	944	856	-	634	713	-	-	-	-	-	-	-
Stage 2	788	750	-	692	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	634	624	1000	400	562	1045	1187	-	-	1591	-	-
Mov Cap-2 Maneuver	634	624	-	400	562	-	-	-	-	-	-	-
Stage 1	883	856	-	593	667	-	-	-	-	-	-	-
Stage 2	710	701	-	594	786	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	13.2		11.9			5.7			0		
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1187	-	-	634	959	550	1591	-	-
HCM Lane V/C Ratio	0.064	-	-	0.439	0.147	0.047	-	-	-
HCM Control Delay (s)	8.2	0	-	15.1	9.4	11.9	0	-	-
HCM Lane LOS	A	A	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.2	0.5	0.1	0	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

04/29/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	0	292	31	2	124	0	30	0	2	0	0	0
Future Vol, veh/h	0	292	31	2	124	0	30	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	9	0	0	37	0	0	0	0	0	0	0
Mvmt Flow	0	417	44	3	177	0	43	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	461	0	0	622	622	439	624	644	177
Stage 1	-	-	-	-	-	-	439	439	-	183	183	-
Stage 2	-	-	-	-	-	-	183	183	-	441	461	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1411	-	-	1111	-	-	402	405	622	401	394	871
Stage 1	-	-	-	-	-	-	601	582	-	823	752	-
Stage 2	-	-	-	-	-	-	823	752	-	599	569	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1411	-	-	1111	-	-	401	404	622	398	393	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	404	-	398	393	-
Stage 1	-	-	-	-	-	-	601	582	-	823	750	-
Stage 2	-	-	-	-	-	-	821	750	-	596	569	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			14.9			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	1411	-	-	1111	-	-	-
HCM Lane V/C Ratio	0.111	-	-	-	0.003	-	-	-
HCM Control Delay (s)	14.9	0	-	-	8.2	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

04/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	57	3	54	191	401	1	67	28	84	10	4
Future Volume (veh/h)	309	57	3	54	191	401	1	67	28	84	10	4
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	1811	1203	1411	1411	1470	1678	1900	1515	1233	907	1263	1900
Adj Flow Rate, veh/h	372	69	2	65	230	179	1	81	12	101	12	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	47	33	33	29	15	0	26	45	67	43	0
Cap, veh/h	712	650	19	610	689	831	197	104	15	192	246	0
Arrive On Green	0.13	0.56	0.56	0.07	0.78	0.78	0.00	0.08	0.08	0.12	0.20	0.00
Sat Flow, veh/h	1725	1164	34	1344	1470	1422	1810	1289	191	864	1263	0
Grp Volume(v), veh/h	372	0	71	65	230	179	1	0	93	101	12	0
Grp Sat Flow(s),veh/h/ln	1725	0	1197	1344	1470	1422	1810	0	1480	864	1263	0
Q Serve(g_s), s	9.3	0.0	2.5	2.2	4.1	2.4	0.0	0.0	5.5	9.3	0.7	0.0
Cycle Q Clear(g_c), s	9.3	0.0	2.5	2.2	4.1	2.4	0.0	0.0	5.5	9.3	0.7	0.0
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	712	0	669	610	689	831	197	0	119	192	246	0
V/C Ratio(X)	0.52	0.00	0.11	0.11	0.33	0.22	0.01	0.00	0.78	0.53	0.05	0.00
Avail Cap(c_a), veh/h	920	0	669	625	689	831	295	0	296	217	365	0
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.4	0.0	9.3	10.9	5.6	3.4	37.9	0.0	40.6	31.5	29.4	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.3	0.1	1.2	0.5	0.0	0.0	10.5	2.2	0.1	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.0	1.1	1.0	2.2	1.2	0.0	0.0	4.2	3.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	9.6	10.9	6.8	3.9	38.0	0.0	51.0	33.7	29.5	0.0
LnGrp LOS	A	A	A	B	A	A	D	A	D	C	C	A
Approach Vol, veh/h		443			474			94			113	
Approach Delay, s/veh		9.1			6.3			50.9			33.3	
Approach LOS		A			A			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	11.8	8.5	54.8	4.6	22.1	16.6	46.7				
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	13.0	18.0	5.0	36.0	5.0	26.0	23.0	18.0				
Max Q Clear Time (g_c+I1), s	11.3	7.5	4.2	4.5	2.0	2.7	11.3	6.1				
Green Ext Time (p_c), s	0.0	0.3	0.0	0.3	0.0	0.0	0.9	1.4				

Intersection Summary

HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

2: US 395 NB Ramps/Commercial Ave & Kartchner St

04/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	57	99	13	251	25	209	62	9	82	137	186
Future Volume (veh/h)	13	57	99	13	251	25	209	62	9	82	137	186
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		No		No
Adj Sat Flow, veh/h/ln	863	1026	1129	1604	1693	1307	1470	1129	1648	1455	1307	1530
Adj Flow Rate, veh/h	14	60	44	14	264	23	220	65	4	86	144	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	70	59	52	20	14	40	29	52	17	30	40	25
Cap, veh/h	317	273	200	585	863	75	320	232	14	314	177	175
Arrive On Green	0.50	0.50	0.50	0.02	0.56	0.56	0.15	0.22	0.22	0.07	0.14	0.14
Sat Flow, veh/h	504	550	403	1527	1535	134	1400	1053	65	1386	1307	1296
Grp Volume(v), veh/h	14	0	104	14	0	287	220	0	69	86	144	25
Grp Sat Flow(s),veh/h/ln	504	0	953	1527	0	1668	1400	0	1118	1386	1307	1296
Q Serve(g_s), s	1.4	0.0	5.6	0.4	0.0	8.2	11.6	0.0	4.6	4.7	9.6	1.5
Cycle Q Clear(g_c), s	3.6	0.0	5.6	0.4	0.0	8.2	11.6	0.0	4.6	4.7	9.6	1.5
Prop In Lane	1.00		0.42	1.00		0.08	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	317	0	473	585	0	938	320	0	246	314	177	175
V/C Ratio(X)	0.04	0.00	0.22	0.02	0.00	0.31	0.69	0.00	0.28	0.27	0.81	0.14
Avail Cap(c_a), veh/h	317	0	473	645	0	938	371	0	246	582	356	353
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(l)	0.96	0.00	0.96	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	12.8	10.2	0.0	10.4	26.4	0.0	29.2	30.5	37.8	34.3
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.0	0.0	0.8	4.3	0.0	0.6	0.5	8.8	0.4
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	0.3	0.0	2.1	0.2	0.0	5.0	7.3	0.0	2.2	2.7	5.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	0.0	13.9	10.2	0.0	11.3	30.7	0.0	29.8	30.9	46.6	34.7
LnGrp LOS	B	A	B	B	A	B	C	A	C	C	D	C
Approach Vol, veh/h		118		301		289		255				
Approach Delay, s/veh		13.8		11.2		30.5		40.1				
Approach LOS		B		B		C		D				
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	10.6	24.3	6.0	49.1	18.2	16.7	55.1					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	23.5	18.0	5.0	25.5	17.0	24.5	35.0					
Max Q Clear Time (g_c+1/3), s	10.7	6.6	2.4	7.6	13.6	11.6	10.2					
Green Ext Time (p_c), s	0.2	0.2	0.0	0.6	0.2	0.5	1.5					

Intersection Summary

HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	4	82	0	8	1	91	12	0	0	11	160
Future Vol, veh/h	25	4	82	0	8	1	91	12	0	0	11	160
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	27	0	38	0	0	0	21	40	0	0	11	10
Mvmt Flow	29	5	95	0	9	1	106	14	0	0	13	186

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	337	332	106	382	425	14	199	0	0	14	0	0
Stage 1	106	106	-	226	226	-	-	-	-	-	-	-
Stage 2	231	226	-	156	199	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.58	7.1	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.642	3.5	4	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	572	591	859	580	524	1072	1268	-	-	1617	-	-
Stage 1	842	811	-	781	721	-	-	-	-	-	-	-
Stage 2	719	721	-	851	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	527	541	859	479	480	1072	1268	-	-	1617	-	-
Mov Cap-2 Maneuver	527	541	-	479	480	-	-	-	-	-	-	-
Stage 1	771	811	-	715	660	-	-	-	-	-	-	-
Stage 2	649	660	-	752	740	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	10.4		12.2			7.2			0		
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1268	-	-	527	836	511	1617	-	-
HCM Lane V/C Ratio	0.083	-	-	0.055	0.12	0.02	-	-	-
HCM Control Delay (s)	8.1	0	-	12.2	9.9	12.2	0	-	-
HCM Lane LOS	A	A	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	0.4	0.1	0	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

04/29/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	0	109	39	3	256	0	33	0	2	0	0	0
Future Vol, veh/h	0	109	39	3	256	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	34	0	0	14	0	0	0	0	0	0	0
Mvmt Flow	0	127	45	3	298	0	38	0	2	0	0	0

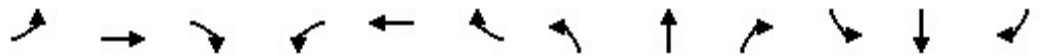
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	298	0	0	172	0	0	454	454	150	455	476	298
Stage 1	-	-	-	-	-	-	150	150	-	304	304	-
Stage 2	-	-	-	-	-	-	304	304	-	151	172	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1275	-	-	1417	-	-	520	505	902	519	491	746
Stage 1	-	-	-	-	-	-	857	777	-	710	667	-
Stage 2	-	-	-	-	-	-	710	667	-	856	760	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1275	-	-	1417	-	-	519	504	902	517	490	746
Mov Cap-2 Maneuver	-	-	-	-	-	-	519	504	-	517	490	-
Stage 1	-	-	-	-	-	-	857	777	-	710	666	-
Stage 2	-	-	-	-	-	-	708	666	-	854	760	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12.3			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	532	1275	-	-	1417	-	-	-
HCM Lane V/C Ratio	0.076	-	-	-	0.002	-	-	-
HCM Control Delay (s)	12.3	0	-	-	7.5	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

04/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	38	0	40	121	334	0	73	28	75	4	7
Future Volume (veh/h)	222	38	0	40	121	334	0	73	28	75	4	7
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	1811	1115	1900	1515	1307	1633	1900	1781	1426	877	1530	907
Adj Flow Rate, veh/h	261	45	0	47	142	185	0	86	13	88	5	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	6	53	0	26	40	18	0	8	32	69	25	67
Cap, veh/h	826	710	0	787	773	887	279	114	17	121	68	14
Arrive On Green	0.08	0.64	0.00	0.06	0.99	0.99	0.00	0.08	0.08	0.05	0.06	0.06
Sat Flow, veh/h	1725	1115	0	1443	1307	1384	1810	1512	229	836	1237	247
Grp Volume(v), veh/h	261	45	0	47	142	185	0	0	99	88	0	6
Grp Sat Flow(s),veh/h/ln	1725	1115	0	1443	1307	1384	1810	0	1740	836	0	1485
Q Serve(g_s), s	4.9	1.4	0.0	1.1	0.1	0.1	0.0	0.0	5.0	0.4	0.0	0.3
Cycle Q Clear(g_c), s	4.9	1.4	0.0	1.1	0.1	0.1	0.0	0.0	5.0	0.4	0.0	0.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.13	1.00		0.17
Lane Grp Cap(c), veh/h	826	710	0	787	773	887	279	0	131	121	0	82
V/C Ratio(X)	0.32	0.06	0.00	0.06	0.18	0.21	0.00	0.00	0.76	0.73	0.00	0.07
Avail Cap(c_a), veh/h	1122	710	0	812	773	887	279	0	348	201	0	429
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	0.92	0.92	0.92	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.0	6.2	0.0	6.2	0.2	0.0	0.0	0.0	40.8	40.7	0.0	40.3
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.5	0.5	0.0	0.0	8.5	8.0	0.0	0.4
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	2.3	0.5	0.0	0.5	0.2	0.2	0.0	0.0	4.3	3.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.2	6.4	0.0	6.2	0.7	0.5	0.0	0.0	49.3	48.6	0.0	40.7
LnGrp LOS	A	A	A	A	A	A	A	A	D	D	A	D
Approach Vol, veh/h		306			374			99				94
Approach Delay, s/veh		5.4			1.3			49.3				48.1
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	11.3	8.0	61.8	10.8	9.5	12.1	57.7				
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	13.0	18.0	5.0	36.0	5.0	26.0	23.0	18.0				
Max Q Clear Time (g_c+I1), s	2.4	7.0	3.1	3.4	0.0	2.3	6.9	2.1				
Green Ext Time (p_c), s	0.1	0.3	0.0	0.2	0.0	0.0	0.6	1.2				

Intersection Summary

HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

2: US 395 NB Ramps/Commercial Ave & Kartchner St

04/29/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	47	79	12	172	23	195	54	3	57	150	128
Future Volume (veh/h)	15	47	79	12	172	23	195	54	3	57	150	128
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	1040	1455	996	1648	1707	1900	1515	1248	1900	1411	1307	1396
Adj Flow Rate, veh/h	16	52	30	13	189	21	214	59	1	63	165	17
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	58	30	61	17	13	0	26	44	0	33	40	34
Cap, veh/h	399	424	244	634	837	93	316	301	5	301	199	180
Arrive On Green	0.49	0.49	0.49	0.02	0.55	0.55	0.14	0.25	0.25	0.05	0.15	0.15
Sat Flow, veh/h	652	866	500	1570	1509	168	1443	1223	21	1344	1307	1183
Grp Volume(v), veh/h	16	0	82	13	0	210	214	0	60	63	165	17
Grp Sat Flow(s),veh/h/ln	652	0	1365	1570	0	1677	1443	0	1244	1344	1307	1183
Q Serve(g_s), s	1.2	0.0	2.9	0.4	0.0	5.7	10.7	0.0	3.4	3.5	11.0	1.1
Cycle Q Clear(g_c), s	1.2	0.0	2.9	0.4	0.0	5.7	10.7	0.0	3.4	3.5	11.0	1.1
Prop In Lane	1.00		0.37	1.00		0.10	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	399	0	668	634	0	930	316	0	306	301	199	180
V/C Ratio(X)	0.04	0.00	0.12	0.02	0.00	0.23	0.68	0.00	0.20	0.21	0.83	0.09
Avail Cap(c_a), veh/h	399	0	668	697	0	930	389	0	306	667	428	388
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)	0.96	0.00	0.96	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	12.5	10.3	0.0	10.2	25.8	0.0	26.9	30.1	37.0	32.8
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.0	0.6	3.4	0.0	0.3	0.3	8.5	0.2
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	0.3	0.0	1.6	0.2	0.0	3.5	6.8	0.0	1.8	1.9	6.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	0.0	12.9	10.3	0.0	10.8	29.2	0.0	27.2	30.4	45.6	33.0
LnGrp LOS	B	A	B	B	A	B	C	A	C	C	D	C
Approach Vol, veh/h		98			223			274			245	
Approach Delay, s/veh		12.8			10.7			28.8			40.8	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	9.0	26.6	5.9	48.5	17.4	18.2	54.4					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	29.0	18.0	5.0	20.0	17.5	29.5	29.5					
Max Q Clear Time (g_c+1.5), s	15.5	5.4	2.4	4.9	12.7	13.0	7.7					
Green Ext Time (p_c), s	0.1	0.2	0.0	0.4	0.3	0.7	1.0					

Intersection Summary

HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	8	45	0	7	0	71	7	0	0	11	99
Future Vol, veh/h	17	8	45	0	7	0	71	7	0	0	11	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	55	0	31	0	0	0	20	0	0	0	11	1
Mvmt Flow	22	10	58	0	9	0	92	9	0	0	14	129

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	277	272	79	306	336	9	143	0	0	9	0	0
Stage 1	79	79	-	193	193	-	-	-	-	-	-	-
Stage 2	198	193	-	113	143	-	-	-	-	-	-	-
Critical Hdwy	7.65	6.5	6.51	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.995	4	3.579	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	581	638	907	650	588	1079	1336	-	-	1624	-	-
Stage 1	813	833	-	813	745	-	-	-	-	-	-	-
Stage 2	696	745	-	897	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	543	594	907	569	547	1079	1336	-	-	1624	-	-
Mov Cap-2 Maneuver	543	594	-	569	547	-	-	-	-	-	-	-
Stage 1	757	833	-	757	694	-	-	-	-	-	-	-
Stage 2	639	694	-	829	782	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	10.2		11.7			7.2		0		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	543	840	547	1624	-	-
HCM Lane V/C Ratio	0.069	-	-	0.041	0.082	0.017	-	-	-
HCM Control Delay (s)	7.9	0	-	11.9	9.7	11.7	0	-	-
HCM Lane LOS	A	A	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.3	0.1	0	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

04/29/2022

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	0	68	39	3	174	0	33	0	2	0	0	0
Future Vol, veh/h	0	68	39	3	174	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	33	0	0	9	0	0	0	0	0	0	0
Mvmt Flow	0	88	51	4	226	0	43	0	3	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	226	0	0	139	0	0	348	348	114	349	373	226
Stage 1	-	-	-	-	-	-	114	114	-	234	234	-
Stage 2	-	-	-	-	-	-	234	234	-	115	139	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1354	-	-	1457	-	-	610	579	944	609	561	818
Stage 1	-	-	-	-	-	-	896	805	-	774	715	-
Stage 2	-	-	-	-	-	-	774	715	-	895	785	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1354	-	-	1457	-	-	609	577	944	606	559	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	609	577	-	606	559	-
Stage 1	-	-	-	-	-	-	896	805	-	774	713	-
Stage 2	-	-	-	-	-	-	772	713	-	893	785	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.1		11.2		0	
HCM LOS					B		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	622	1354	-	-	1457	-	-	-
HCM Lane V/C Ratio	0.073	-	-	-	0.003	-	-	-
HCM Control Delay (s)	11.2	0	-	-	7.5	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-



Appendix I. Opening Year 2025
Total Conditions Operations Sheets

Intersection												
Int Delay, s/veh	44.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	113	47	0	108	265	326	0	29	20	160	6	9
Future Vol, veh/h	113	47	0	108	265	326	0	29	20	160	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	33	42	0	9	10	33	0	64	60	45	20	25
Mvmt Flow	130	54	0	124	305	375	0	33	23	184	7	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	0	54	0	0	1063	1242	54	895	867	305
Stage 1	-	-	-	-	-	-	314	314	-	553	553	-
Stage 2	-	-	-	-	-	-	749	928	-	342	314	-
Critical Hdwy	4.43	-	-	4.19	-	-	7.1	7.14	6.8	7.55	6.7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.14	-	6.55	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.14	-	6.55	5.7	-
Follow-up Hdwy	2.497	-	-	2.281	-	-	3.5	4.576	3.84	3.905	4.18	3.525
Pot Cap-1 Maneuver	783	-	-	1508	-	-	203	133	871	220	272	684
Stage 1	-	-	-	-	-	-	701	559	-	448	486	-
Stage 2	-	-	-	-	-	-	407	275	-	592	625	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	783	-	-	1508	-	-	160	102	871	~ 133	208	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	102	-	~ 133	208	-
Stage 1	-	-	-	-	-	-	585	466	-	374	446	-
Stage 2	-	-	-	-	-	-	362	252	-	446	521	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.4	1.2	39.6	251.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	159	783	-	-	1508	-	-	133	357
HCM Lane V/C Ratio	-	0.354	0.166	-	-	0.082	-	-	1.383	0.048
HCM Control Delay (s)	0	39.6	10.5	-	-	7.6	-	-	273.9	15.6
HCM Lane LOS		A	E	B	-	A	-	-	F	C
HCM 95th %tile Q(veh)	-	1.5	0.6	-	-	0.3	-	-	12.1	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

05/10/2022

Intersection												
Int Delay, s/veh	174.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	↶
Traffic Vol, veh/h	9	160	58	18	283	181	98	44	23	475	177	318
Future Vol, veh/h	9	160	58	18	283	181	98	44	23	475	177	318
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	75	46	45	75	36	80	39	69	33	6	17	6
Mvmt Flow	10	178	64	20	314	201	109	49	26	528	197	353

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	515	0	0	242	0	0	960	785	210	723	717	415
Stage 1	-	-	-	-	-	-	230	230	-	455	455	-
Stage 2	-	-	-	-	-	-	730	555	-	268	262	-
Critical Hdwy	4.85	-	-	4.85	-	-	7.49	7.19	6.53	7.16	6.67	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.49	6.19	-	6.16	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.49	6.19	-	6.16	5.67	-
Follow-up Hdwy	2.875	-	-	2.875	-	-	3.851	4.621	3.597	3.554	4.153	3.354
Pot Cap-1 Maneuver	763	-	-	994	-	-	203	258	758	~ 336	338	629
Stage 1	-	-	-	-	-	-	697	606	-	577	544	-
Stage 2	-	-	-	-	-	-	361	419	-	729	665	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	763	-	-	994	-	-	~ 45	249	758	~ 269	327	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 45	249	-	~ 269	327	-
Stage 1	-	-	-	-	-	-	688	598	-	569	533	-
Stage 2	-	-	-	-	-	-	~ 98	411	-	638	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.3	\$ 506.4	245.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	45	324	763	-	-	994	-	-	269	327	629
HCM Lane V/C Ratio	2.42	0.23	0.013	-	-	0.02	-	-	1.962	0.601	0.562
HCM Control Delay (s)	\$ 839.4	19.4	9.8	-	-	8.7	-	-	\$ 477	31.3	17.8
HCM Lane LOS	F	C	A	-	-	A	-	-	F	D	C
HCM 95th %tile Q(veh)	11.5	0.9	0	-	-	0.1	-	-	37.6	3.7	3.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

05/10/2022

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	230	7	92	1	17	0	53	24	0	0	8	194
Future Vol, veh/h	230	7	92	1	17	0	53	24	0	0	8	194
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	9	0	8	100	20	0	65	29	0	0	33	62
Mvmt Flow	329	10	131	1	24	0	76	34	0	0	11	277

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	348	336	150	406	474	34	288	0	0	34	0	0
Stage 1	150	150	-	186	186	-	-	-	-	-	-	-
Stage 2	198	186	-	220	288	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.5	6.28	8.1	6.7	6.2	4.75	-	-	4.1	-	-
Critical Hdwy Stg 1	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.372	4.4	4.18	3.3	2.785	-	-	2.2	-	-
Pot Cap-1 Maneuver	594	588	881	416	463	1045	986	-	-	1591	-	-
Stage 1	836	777	-	634	713	-	-	-	-	-	-	-
Stage 2	788	750	-	605	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	534	542	881	328	426	1045	986	-	-	1591	-	-
Mov Cap-2 Maneuver	534	542	-	328	426	-	-	-	-	-	-	-
Stage 1	770	777	-	584	657	-	-	-	-	-	-	-
Stage 2	699	691	-	508	642	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.3		14.2		6.2		0	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	986	-	-	534	844	419	1591	-	-
HCM Lane V/C Ratio	0.077	-	-	0.615	0.168	0.061	-	-	-
HCM Control Delay (s)	9	0	-	21.9	10.1	14.2	0	-	-
HCM Lane LOS	A	A	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4.1	0.6	0.2	0	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	22	0	0	0	32	219	1	0	64	0
Future Vol, veh/h	0	0	22	0	0	0	32	219	1	0	64	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	11	0	0	28	0
Mvmt Flow	0	0	31	0	0	0	46	313	1	0	91	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	497	497	91	513	497	314	91	0	0	314	0	0
Stage 1	91	91	-	406	406	-	-	-	-	-	-	-
Stage 2	406	406	-	107	91	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	487	477	972	475	477	731	1517	-	-	1258	-	-
Stage 1	921	823	-	626	601	-	-	-	-	-	-	-
Stage 2	626	601	-	903	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	473	459	972	447	459	731	1517	-	-	1258	-	-
Mov Cap-2 Maneuver	473	459	-	447	459	-	-	-	-	-	-	-
Stage 1	887	823	-	603	579	-	-	-	-	-	-	-
Stage 2	603	579	-	874	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	0	0.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	972	-	1258	-
HCM Lane V/C Ratio	0.03	-	-	0.032	-	-	-
HCM Control Delay (s)	7.4	0	-	8.8	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-

HCM 6th TWSC
5: N Capitol Avenue & Parking Driveway 2

05/10/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	2	0	252	2	0	86
Future Vol, veh/h	2	0	252	2	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	11	0	0	28
Mvmt Flow	3	0	360	3	0	123

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	485	362	0	0	363	0
Stage 1	362	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	545	687	-	-	1207	-
Stage 1	709	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	545	687	-	-	1207	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	545	1207
HCM Lane V/C Ratio	-	-	0.005	-
HCM Control Delay (s)	-	-	11.6	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
6: N Capitol Avenue & Travel Plaza Driveway 1

05/10/2022

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	114	0	254	88	0
Future Vol, veh/h	0	114	0	254	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	100	100	0	11	28	0
Mvmt Flow	0	163	0	363	126	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	489	126	126	0	0
Stage 1	126	-	-	-	-
Stage 2	363	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-
Pot Cap-1 Maneuver	398	716	1473	-	-
Stage 1	706	-	-	-	-
Stage 2	531	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	398	716	1473	-	-
Mov Cap-2 Maneuver	398	-	-	-	-
Stage 1	706	-	-	-	-
Stage 2	531	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	716	-	-
HCM Lane V/C Ratio	-	-	0.227	-	-
HCM Control Delay (s)	0	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	110	327	31	2	262	0	30	0	2	0	0	0
Future Vol, veh/h	110	327	31	2	262	0	30	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	100	9	0	0	62	100	0	0	0	0	0	0
Mvmt Flow	157	467	44	3	374	0	43	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	511	0	0	1183	1183	489	1185	1205	374
Stage 1	-	-	-	-	-	-	803	803	-	380	380	-
Stage 2	-	-	-	-	-	-	380	380	-	805	825	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	800	-	-	1065	-	-	168	191	583	167	185	677
Stage 1	-	-	-	-	-	-	380	399	-	646	617	-
Stage 2	-	-	-	-	-	-	646	617	-	379	390	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	800	-	-	1065	-	-	142	153	583	141	148	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	153	-	141	148	-
Stage 1	-	-	-	-	-	-	306	321	-	519	615	-
Stage 2	-	-	-	-	-	-	644	615	-	303	314	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.1			39.5			0		
HCM LOS							E			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	149	800	-	-	1065	-	-	-
HCM Lane V/C Ratio	0.307	0.196	-	-	0.003	-	-	-
HCM Control Delay (s)	39.5	10.6	-	-	8.4	-	-	0
HCM Lane LOS	E	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.2	0.7	-	-	0	-	-	-

HCM 6th TWSC
8: Travel Plaza Driveway 3

05/10/2022

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	190	468	292	0	0	190
Future Vol, veh/h	190	468	292	0	0	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	25	62	0	0	0
Mvmt Flow	271	669	417	0	0	271

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	417	0	-	0	1628
Stage 1	-	-	-	-	417
Stage 2	-	-	-	-	1211
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1153	-	-	-	113
Stage 1	-	-	-	-	669
Stage 2	-	-	-	-	285
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1153	-	-	-	86
Mov Cap-2 Maneuver	-	-	-	-	202
Stage 1	-	-	-	-	512
Stage 2	-	-	-	-	285

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1153	-	-	-	640
HCM Lane V/C Ratio	0.235	-	-	-	0.424
HCM Control Delay (s)	9.1	-	-	-	14.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	2.1

HCM 6th TWSC
1: N Rainier Avenue/US-395 & Kartchner Street

05/10/2022

Intersection												
Int Delay, s/veh	80.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	309	70	3	54	203	618	1	67	28	242	10	4
Future Vol, veh/h	309	70	3	54	203	618	1	67	28	242	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	6	47	33	33	29	15	0	26	45	67	43	0
Mvmt Flow	372	84	4	65	245	745	1	81	34	292	12	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	990	0	0	88	0	0	1586	1950	86	1263	1207	245
Stage 1	-	-	-	-	-	-	830	830	-	375	375	-
Stage 2	-	-	-	-	-	-	756	1120	-	888	832	-
Critical Hdwy	4.16	-	-	4.43	-	-	7.1	6.76	6.65	7.77	6.93	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.76	-	6.77	5.93	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.76	-	6.77	5.93	-
Follow-up Hdwy	2.254	-	-	2.497	-	-	3.5	4.234	3.705	4.103	4.387	3.3
Pot Cap-1 Maneuver	683	-	-	1334	-	-	88	~ 56	866	~ 108	153	799
Stage 1	-	-	-	-	-	-	367	353	-	533	551	-
Stage 2	-	-	-	-	-	-	403	255	-	~ 263	332	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	683	-	-	1334	-	-	42	~ 24	866	-	66	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	~ 24	-	-	66	-
Stage 1	-	-	-	-	-	-	167	161	-	~ 243	524	-
Stage 2	-	-	-	-	-	-	372	243	-	~ 57	151	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.3			0.5			\$ 1296.9					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	42	34	683	-	-	1334	-	-	-	89
HCM Lane V/C Ratio	0.029	3.366	0.545	-	-	0.049	-	-	-	0.19
HCM Control Delay (s)	93.9	1309.6	16.4	-	-	7.8	-	-	-	54.7
HCM Lane LOS	F	F	C	-	-	A	-	-	-	F
HCM 95th %tile Q(veh)	0.1	13.3	3.3	-	-	0.2	-	-	-	0.7

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

05/10/2022

Intersection												
Int Delay, s/veh	362.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	13	228	99	30	480	132	209	62	28	260	137	186
Future Vol, veh/h	13	228	99	30	480	132	209	62	28	260	137	186
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	70	59	52	20	14	40	29	52	17	30	40	25
Mvmt Flow	14	240	104	32	505	139	220	65	29	274	144	196

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	644	0	0	344	0	0	1129	1028	292	1006	1011	575
Stage 1	-	-	-	-	-	-	320	320	-	639	639	-
Stage 2	-	-	-	-	-	-	809	708	-	367	372	-
Critical Hdwy	4.8	-	-	4.3	-	-	7.39	7.02	6.37	7.4	6.9	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.39	6.02	-	6.4	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.39	6.02	-	6.4	5.9	-
Follow-up Hdwy	2.83	-	-	2.38	-	-	3.761	4.468	3.453	3.77	4.36	3.525
Pot Cap-1 Maneuver	687	-	-	1121	-	-	~ 161	192	713	~ 195	206	477
Stage 1	-	-	-	-	-	-	638	572	-	421	416	-
Stage 2	-	-	-	-	-	-	337	371	-	599	557	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	687	-	-	1121	-	-	~ 37	183	713	~ 130	196	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 37	183	-	~ 130	196	-
Stage 1	-	-	-	-	-	-	625	561	-	413	404	-
Stage 2	-	-	-	-	-	-	~ 124	360	-	497	546	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	\$ 1714.1	278.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	37	238	687	-	-	1121	-	-	130	196	477
HCM Lane V/C Ratio	5.946	0.398	0.02	-	-	0.028	-	-	2.105	0.736	0.41
HCM Control Delay (s)	\$ 2439.4	29.8	10.3	-	-	8.3	-	-	\$ 578.2	62	17.7
HCM Lane LOS	F	D	B	-	-	A	-	-	F	F	C
HCM 95th %tile Q(veh)	26	1.8	0.1	-	-	0.1	-	-	22.5	4.8	2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

05/10/2022

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	4	82	0	8	1	91	12	0	0	11	351
Future Vol, veh/h	100	4	82	0	8	1	91	12	0	0	11	351
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	27	0	38	0	0	0	21	40	0	0	11	33
Mvmt Flow	116	5	95	0	9	1	106	14	0	0	13	408

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	448	443	217	493	647	14	421	0	0	14	0	0
Stage 1	217	217	-	226	226	-	-	-	-	-	-	-
Stage 2	231	226	-	267	421	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.58	7.1	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.642	3.5	4	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	481	512	740	490	392	1072	1043	-	-	1617	-	-
Stage 1	732	727	-	781	721	-	-	-	-	-	-	-
Stage 2	719	721	-	743	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	434	460	740	391	352	1072	1043	-	-	1617	-	-
Mov Cap-2 Maneuver	434	460	-	391	352	-	-	-	-	-	-	-
Stage 1	657	727	-	701	647	-	-	-	-	-	-	-
Stage 2	636	647	-	643	592	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	13.8		14.7			7.8			0		
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	434	720	380	1617	-	-
HCM Lane V/C Ratio	0.101	-	-	0.268	0.139	0.028	-	-	-
HCM Control Delay (s)	8.8	0	-	16.3	10.8	14.7	0	-	-
HCM Lane LOS	A	A	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	0.5	0.1	0	-	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	68	3	0	0	68	38	3	0	171	0
Future Vol, veh/h	0	0	68	3	0	0	68	38	3	0	171	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	30	0	0	10	0
Mvmt Flow	0	0	79	3	0	0	79	44	3	0	199	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	403	404	199	443	403	46	199	0	0	47	0	0
Stage 1	199	199	-	204	204	-	-	-	-	-	-	-
Stage 2	204	205	-	239	199	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	562	539	847	528	539	1029	1385	-	-	1573	-	-
Stage 1	807	740	-	803	737	-	-	-	-	-	-	-
Stage 2	803	736	-	769	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	537	507	847	457	507	1029	1385	-	-	1573	-	-
Mov Cap-2 Maneuver	537	507	-	457	507	-	-	-	-	-	-	-
Stage 1	759	740	-	756	694	-	-	-	-	-	-	-
Stage 2	756	693	-	697	740	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	12.9	4.8	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	847	457	1573	-
HCM Lane V/C Ratio	0.057	-	-	0.093	0.008	-	-
HCM Control Delay (s)	7.8	0	-	9.7	12.9	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	0	-

HCM 6th TWSC
5: N Capitol Avenue & Parking Driveway 2

05/10/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	4	0	109	4	0	242
Future Vol, veh/h	4	0	109	4	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	30	0	0	10
Mvmt Flow	5	0	127	5	0	281

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	411	130	0	0	132	0
Stage 1	130	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	601	925	-	-	1466	-
Stage 1	901	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	601	925	-	-	1466	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	601	1466
HCM Lane V/C Ratio	-	-	0.008	-
HCM Control Delay (s)	-	-	11	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	120	0	113	246	0
Future Vol, veh/h	0	120	0	113	246	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	100	100	0	30	10	0
Mvmt Flow	0	140	0	131	286	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	417	286	286	0	-	0
Stage 1	286	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	443	569	1288	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	443	569	1288	-	-	-
Mov Cap-2 Maneuver	443	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	569	-	-
HCM Lane V/C Ratio	-	-	0.245	-	-
HCM Control Delay (s)	0	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

HCM 6th TWSC
7: Loves Truck Stop/Travel Plaza Driveway 2

05/10/2022

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	131	184	39	3	447	0	33	0	2	0	0	0
Future Vol, veh/h	131	184	39	3	447	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	100	33	0	0	30	100	0	0	0	0	0	0
Mvmt Flow	152	214	45	3	520	0	38	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	520	0	0	259	0	0	1067	1067	237	1068	1089	520
Stage 1	-	-	-	-	-	-	541	541	-	526	526	-
Stage 2	-	-	-	-	-	-	526	526	-	542	563	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	690	-	-	1317	-	-	202	224	807	201	217	560
Stage 1	-	-	-	-	-	-	529	524	-	539	532	-
Stage 2	-	-	-	-	-	-	539	532	-	528	512	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	690	-	-	1317	-	-	167	174	807	166	169	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	174	-	166	169	-
Stage 1	-	-	-	-	-	-	413	409	-	420	531	-
Stage 2	-	-	-	-	-	-	538	531	-	411	399	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.3			0.1			31.7			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	175	690	-	-	1317	-	-	-
HCM Lane V/C Ratio	0.233	0.221	-	-	0.003	-	-	-
HCM Control Delay (s)	31.7	11.7	-	-	7.7	-	-	0
HCM Lane LOS	D	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0.8	-	-	0	-	-	-

HCM 6th TWSC
8: Travel Plaza Driveway 3

05/10/2022

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↘	
Traffic Vol, veh/h	162	354	480	0	0	162
Future Vol, veh/h	162	354	480	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	53	30	0	0	0
Mvmt Flow	188	412	558	0	0	188

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	558	0	-	0	1346 558
Stage 1	-	-	-	-	558 -
Stage 2	-	-	-	-	788 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1023	-	-	-	169 533
Stage 1	-	-	-	-	577 -
Stage 2	-	-	-	-	452 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1023	-	-	-	138 533
Mov Cap-2 Maneuver	-	-	-	-	273 -
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	452 -

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1023	-	-	-	533
HCM Lane V/C Ratio	0.184	-	-	-	0.353
HCM Control Delay (s)	9.3	-	-	-	15.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	1.6

HCM 6th TWSC
1: N Rainier Avenue/US-395 & Kartchner Street

05/10/2022

Intersection												
Int Delay, s/veh	16.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	222	51	0	40	133	551	0	73	28	233	4	7
Future Vol, veh/h	222	51	0	40	133	551	0	73	28	233	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	6	53	0	26	40	18	0	8	32	69	25	67
Mvmt Flow	261	60	0	47	156	648	0	86	33	274	5	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	804	0	0	60	0	0	1163	1480	60	892	832	156
Stage 1	-	-	-	-	-	-	582	582	-	250	250	-
Stage 2	-	-	-	-	-	-	581	898	-	642	582	-
Critical Hdwy	4.16	-	-	4.36	-	-	7.1	6.58	6.52	7.79	6.75	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.58	-	6.79	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.58	-	6.79	5.75	-
Follow-up Hdwy	2.254	-	-	2.434	-	-	3.5	4.072	3.588	4.121	4.225	3.903
Pot Cap-1 Maneuver	803	-	-	1403	-	-	173	122	927	~ 202	280	744
Stage 1	-	-	-	-	-	-	502	490	-	627	659	-
Stage 2	-	-	-	-	-	-	503	350	-	368	464	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	803	-	-	1403	-	-	123	~ 80	927	-	183	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	~ 80	-	-	183	-
Stage 1	-	-	-	-	-	-	339	331	-	423	637	-
Stage 2	-	-	-	-	-	-	477	338	-	~ 177	313	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.5			0.4			195.5					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	107	803	-	-	1403	-	-	-	352
HCM Lane V/C Ratio	-	1.111	0.325	-	-	0.034	-	-	-	0.037
HCM Control Delay (s)	0	195.5	11.6	-	-	7.7	-	-	-	15.6
HCM Lane LOS	A	F	B	-	-	A	-	-	-	C
HCM 95th %tile Q(veh)	-	7.5	1.4	-	-	0.1	-	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

05/10/2022

Intersection												
Int Delay, s/veh	253											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	15	218	79	29	401	130	195	54	22	235	150	128
Future Vol, veh/h	15	218	79	29	401	130	195	54	22	235	150	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	58	30	61	17	13	0	26	44	0	33	40	34
Mvmt Flow	16	240	87	32	441	143	214	59	24	258	165	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	327	0	0	1046	964	284	934	936	513
Stage 1	-	-	-	-	-	-	316	316	-	577	577	-
Stage 2	-	-	-	-	-	-	730	648	-	357	359	-
Critical Hdwy	4.68	-	-	4.27	-	-	7.36	6.94	6.2	7.43	6.9	6.54
Critical Hdwy Stg 1	-	-	-	-	-	-	6.36	5.94	-	6.43	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.36	5.94	-	6.43	5.9	-
Follow-up Hdwy	2.722	-	-	2.353	-	-	3.734	4.396	3.3	3.797	4.36	3.606
Pot Cap-1 Maneuver	766	-	-	1153	-	-	~ 186	217	760	~ 217	230	503
Stage 1	-	-	-	-	-	-	647	586	-	452	446	-
Stage 2	-	-	-	-	-	-	379	407	-	601	565	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	766	-	-	1153	-	-	~ 50	207	760	~ 158	219	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 50	207	-	~ 158	219	-
Stage 1	-	-	-	-	-	-	633	574	-	443	434	-
Stage 2	-	-	-	-	-	-	~ 165	396	-	511	553	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.4			\$ 1190.1			187.3		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	50	262	766	-	-	1153	-	-	158	219	503
HCM Lane V/C Ratio	4.286	0.319	0.022	-	-	0.028	-	-	1.634	0.753	0.28
HCM Control Delay (s)	\$ 1644.2	25	9.8	-	-	8.2	-	-	\$ 363.2	58.9	14.9
HCM Lane LOS	F	D	A	-	-	A	-	-	F	F	B
HCM 95th %tile Q(veh)	23.9	1.3	0.1	-	-	0.1	-	-	17.9	5.2	1.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

05/10/2022

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	8	45	0	7	0	71	7	0	0	11	290
Future Vol, veh/h	92	8	45	0	7	0	71	7	0	0	11	290
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	55	0	31	0	0	0	20	0	0	0	11	45
Mvmt Flow	119	10	58	0	9	0	92	9	0	0	14	377

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	401	396	203	430	584	9	391	0	0	9	0	0
Stage 1	203	203	-	193	193	-	-	-	-	-	-	-
Stage 2	198	193	-	237	391	-	-	-	-	-	-	-
Critical Hdwy	7.65	6.5	6.51	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.995	4	3.579	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	476	544	769	539	426	1079	1076	-	-	1624	-	-
Stage 1	692	737	-	813	745	-	-	-	-	-	-	-
Stage 2	696	745	-	771	611	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	437	497	769	458	389	1079	1076	-	-	1624	-	-
Mov Cap-2 Maneuver	437	497	-	458	389	-	-	-	-	-	-	-
Stage 1	632	737	-	743	681	-	-	-	-	-	-	-
Stage 2	628	681	-	702	611	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.2		14.5		7.9		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1076	-	-	437	710	389	1624	-	-
HCM Lane V/C Ratio	0.086	-	-	0.273	0.097	0.023	-	-	-
HCM Control Delay (s)	8.7	0	-	16.3	10.6	14.5	0	-	-
HCM Lane LOS	A	A	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	0.3	0.1	0	-	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	68	3	0	0	68	24	3	0	110	0
Future Vol, veh/h	0	0	68	3	0	0	68	24	3	0	110	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	38	0	0	19	0
Mvmt Flow	0	0	88	4	0	0	88	31	4	0	143	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	352	354	143	396	352	33	143	0	0	35	0	0
Stage 1	143	143	-	209	209	-	-	-	-	-	-	-
Stage 2	209	211	-	187	143	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	607	574	910	568	576	1046	1452	-	-	1589	-	-
Stage 1	865	782	-	798	733	-	-	-	-	-	-	-
Stage 2	798	731	-	819	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	578	538	910	488	540	1046	1452	-	-	1589	-	-
Mov Cap-2 Maneuver	578	538	-	488	540	-	-	-	-	-	-	-
Stage 1	811	782	-	749	688	-	-	-	-	-	-	-
Stage 2	749	686	-	740	782	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.4		12.4			5.5			0			
HCM LOS	A		B									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1452	-	-	910	488	1589	-	-
HCM Lane V/C Ratio	0.061	-	-	0.097	0.008	-	-	-
HCM Control Delay (s)	7.6	0	-	9.4	12.4	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	0	-	-

HCM 6th TWSC
5: N Capitol Avenue & Parking Driveway 2

05/10/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	4	0	95	4	0	181
Future Vol, veh/h	4	0	95	4	0	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	38	0	0	19
Mvmt Flow	5	0	123	5	0	235

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	361	126	0	0	128	0
Stage 1	126	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	642	930	-	-	1470	-
Stage 1	905	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	642	930	-	-	1470	-
Mov Cap-2 Maneuver	642	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	642	1470
HCM Lane V/C Ratio	-	-	0.008	-
HCM Control Delay (s)	-	-	10.7	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
6: N Capitol Avenue & Travel Plaza Driveway 1

05/10/2022

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	116	0	99	185	0
Future Vol, veh/h	0	116	0	99	185	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	100	100	0	38	19	0
Mvmt Flow	0	151	0	129	240	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	369	240	240	0	-	0
Stage 1	240	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	476	608	1339	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	476	608	1339	-	-	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1339	-	608	-	-
HCM Lane V/C Ratio	-	-	0.248	-	-
HCM Control Delay (s)	0	-	12.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

HCM 6th TWSC
7: Loves Truck Stop/Travel Plaza Driveway 2

05/10/2022

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	131	143	39	3	365	0	33	0	2	0	0	0
Future Vol, veh/h	131	143	39	3	365	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	100	35	0	0	38	100	0	0	0	0	0	0
Mvmt Flow	170	186	51	4	474	0	43	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	474	0	0	237	0	0	1034	1034	212	1035	1059	474
Stage 1	-	-	-	-	-	-	552	552	-	482	482	-
Stage 2	-	-	-	-	-	-	482	482	-	553	577	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	723	-	-	1342	-	-	212	234	833	212	226	595
Stage 1	-	-	-	-	-	-	522	518	-	569	557	-
Stage 2	-	-	-	-	-	-	569	557	-	521	505	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	723	-	-	1342	-	-	173	179	833	173	172	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	179	-	173	172	-
Stage 1	-	-	-	-	-	-	399	396	-	435	555	-
Stage 2	-	-	-	-	-	-	567	555	-	397	386	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.8			0.1			31.4			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	181	723	-	-	1342	-	-	-
HCM Lane V/C Ratio	0.251	0.235	-	-	0.003	-	-	-
HCM Control Delay (s)	31.4	11.5	-	-	7.7	-	-	0
HCM Lane LOS	D	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1	0.9	-	-	0	-	-	-

HCM 6th TWSC
8: Travel Plaza Driveway 3

05/10/2022

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	313	398	0	0	162
Future Vol, veh/h	162	313	398	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	68	38	0	0	0
Mvmt Flow	210	406	517	0	0	210

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	517	0	-	0	1343 517
Stage 1	-	-	-	-	517 -
Stage 2	-	-	-	-	826 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1059	-	-	-	169 562
Stage 1	-	-	-	-	603 -
Stage 2	-	-	-	-	433 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1059	-	-	-	136 562
Mov Cap-2 Maneuver	-	-	-	-	270 -
Stage 1	-	-	-	-	484 -
Stage 2	-	-	-	-	433 -

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1059	-	-	-	562
HCM Lane V/C Ratio	0.199	-	-	-	0.374
HCM Control Delay (s)	9.2	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	1.7



Appendix J. Opening Year 2025
Total Conditions Operations Sheets
Under Mitigated Conditions

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

05/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	113	47	0	108	265	326	0	29	20	160	6	9
Future Volume (veh/h)	113	47	0	108	265	326	0	29	20	160	6	9
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	1278	1900	1767	1752	1411	1900	952	1011	1233	1604	1530
Adj Flow Rate, veh/h	130	54	0	124	305	196	0	33	0	184	7	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	33	42	0	9	10	33	0	64	60	45	20	25
Cap, veh/h	502	691	0	833	943	845	135	36	0	281	307	88
Arrive On Green	0.06	0.54	0.00	0.09	0.90	0.90	0.00	0.04	0.00	0.17	0.26	0.26
Sat Flow, veh/h	1344	1278	0	1682	1752	1196	1810	952	0	1174	1199	343
Grp Volume(v), veh/h	130	54	0	124	305	196	0	33	0	184	0	9
Grp Sat Flow(s),veh/h/ln	1344	1278	0	1682	1752	1196	1810	952	0	1174	0	1542
Q Serve(g_s), s	3.9	1.8	0.0	3.0	2.2	1.3	0.0	3.1	0.0	12.9	0.0	0.4
Cycle Q Clear(g_c), s	3.9	1.8	0.0	3.0	2.2	1.3	0.0	3.1	0.0	12.9	0.0	0.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.22
Lane Grp Cap(c), veh/h	502	691	0	833	943	845	135	36	0	281	0	395
V/C Ratio(X)	0.26	0.08	0.00	0.15	0.32	0.23	0.00	0.93	0.00	0.66	0.00	0.02
Avail Cap(c_a), veh/h	502	691	0	837	943	845	234	190	0	487	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.86	0.86	0.86	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	9.9	0.0	7.8	2.2	0.9	0.0	43.2	0.0	31.9	0.0	25.1
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.1	0.8	0.6	0.0	53.2	0.0	2.6	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	0.9	0.0	1.6	1.4	0.5	0.0	2.2	0.0	6.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	10.1	0.0	7.9	3.0	1.4	0.0	96.4	0.0	34.5	0.0	25.1
LnGrp LOS	A	B	A	A	A	A	A	F	A	C	A	C
Approach Vol, veh/h		184			625			33				193
Approach Delay, s/veh		9.0			3.5			96.4				34.1
Approach LOS		A			A			F				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.7	7.9	9.3	53.2	0.0	27.5	9.5	53.0				
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	31.0	18.0	5.0	18.0	5.0	44.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	14.9	5.1	5.0	3.8	0.0	2.4	5.9	4.2				
Green Ext Time (p_c), s	0.4	0.1	0.0	0.1	0.0	0.0	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

05/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	160	58	18	283	181	98	44	23	475	177	318
Future Volume (veh/h)	9	160	58	18	283	181	98	44	23	475	177	318
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	788	1218	1233	788	1366	714	1322	877	1411	1811	1648	1811
Adj Flow Rate, veh/h	10	178	52	20	314	147	109	49	0	528	197	82
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	75	46	45	75	36	80	39	69	33	6	17	6
Cap, veh/h	206	366	107	204	651	467	260	68	0	621	460	428
Arrive On Green	0.13	0.13	0.13	0.02	0.48	0.48	0.09	0.08	0.00	0.30	0.28	0.28
Sat Flow, veh/h	392	906	265	751	1366	605	1259	877	0	1725	1648	1535
Grp Volume(v), veh/h	10	0	230	20	314	147	109	49	0	528	197	82
Grp Sat Flow(s),veh/h/ln	392	0	1171	751	1366	605	1259	877	0	1725	1648	1535
Q Serve(g_s), s	2.1	0.0	16.4	1.4	14.1	6.6	7.1	4.9	0.0	24.0	8.8	3.7
Cycle Q Clear(g_c), s	9.7	0.0	16.4	1.4	14.1	6.6	7.1	4.9	0.0	24.0	8.8	3.7
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	0	473	204	651	467	260	68	0	621	460	428
V/C Ratio(X)	0.05	0.00	0.49	0.10	0.48	0.31	0.42	0.72	0.00	0.85	0.43	0.19
Avail Cap(c_a), veh/h	206	0	473	230	651	467	301	175	0	676	659	614
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.00	0.87	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	30.3	16.0	16.0	3.1	33.7	40.5	0.0	24.1	26.6	24.7
Incr Delay (d2), s/veh	0.4	0.0	3.1	0.2	2.6	1.8	1.1	13.0	0.0	9.5	0.6	0.2
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	0.4	0.0	9.0	0.4	7.8	1.2	3.9	2.3	0.0	15.2	5.8	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	33.4	16.2	18.6	4.8	34.8	53.6	0.0	33.5	27.2	24.9
LnGrp LOS	C	A	C	B	B	A	C	D	A	C	C	C
Approach Vol, veh/h	240			481			158			807		
Approach Delay, s/veh	33.3			14.3			40.6			31.1		
Approach LOS	C			B			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	11.1	11.5	6.5	40.9	13.0	29.6	47.4					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	18.0	18.0	5.0	19.5	11.5	36.0	29.0					
Max Q Clear Time (g_c+Y), s	6.9	6.9	3.4	18.4	9.1	10.8	16.1					
Green Ext Time (p_c), s	0.6	0.1	0.0	0.1	0.1	1.2	1.9					

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th TWSC
3: N Capitol Ave & Kartchner St

05/25/2022

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	230	7	92	1	17	0	53	24	0	0	8	194
Future Vol, veh/h	230	7	92	1	17	0	53	24	0	0	8	194
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	9	0	8	100	20	0	65	29	0	0	33	62
Mvmt Flow	329	10	131	1	24	0	76	34	0	0	11	277

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	348	336	150	406	474	34	288	0	0	34	0	0
Stage 1	150	150	-	186	186	-	-	-	-	-	-	-
Stage 2	198	186	-	220	288	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.5	6.28	8.1	6.7	6.2	4.75	-	-	4.1	-	-
Critical Hdwy Stg 1	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4	3.372	4.4	4.18	3.3	2.785	-	-	2.2	-	-
Pot Cap-1 Maneuver	594	588	881	416	463	1045	986	-	-	1591	-	-
Stage 1	836	777	-	634	713	-	-	-	-	-	-	-
Stage 2	788	750	-	605	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	534	542	881	328	426	1045	986	-	-	1591	-	-
Mov Cap-2 Maneuver	534	542	-	328	426	-	-	-	-	-	-	-
Stage 1	770	777	-	584	657	-	-	-	-	-	-	-
Stage 2	699	691	-	508	642	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	18.3		14.2			6.2		0		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	986	-	-	534	844	419	1591	-	-
HCM Lane V/C Ratio	0.077	-	-	0.615	0.168	0.061	-	-	-
HCM Control Delay (s)	9	0	-	21.9	10.1	14.2	0	-	-
HCM Lane LOS	A	A	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4.1	0.6	0.2	0	-	-

HCM 6th TWSC
4: Retail Driveway 1 & Kartchner St

05/25/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	22	0	0	0	32	219	1	0	64	0
Future Vol, veh/h	0	0	22	0	0	0	32	219	1	0	64	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	11	0	0	28	0
Mvmt Flow	0	0	31	0	0	0	46	313	1	0	91	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	497	497	91	513	497	314	91	0	0	314	0	0
Stage 1	91	91	-	406	406	-	-	-	-	-	-	-
Stage 2	406	406	-	107	91	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	487	477	972	475	477	731	1517	-	-	1258	-	-
Stage 1	921	823	-	626	601	-	-	-	-	-	-	-
Stage 2	626	601	-	903	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	473	459	972	447	459	731	1517	-	-	1258	-	-
Mov Cap-2 Maneuver	473	459	-	447	459	-	-	-	-	-	-	-
Stage 1	887	823	-	603	579	-	-	-	-	-	-	-
Stage 2	603	579	-	874	823	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		0		0.9		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	972	-	1258	-
HCM Lane V/C Ratio	0.03	-	-	0.032	-	-	-
HCM Control Delay (s)	7.4	0	-	8.8	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-

HCM 6th TWSC
5: Parking Driveway 2 & Kartchner St

05/25/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	2	0	252	2	0	86
Future Vol, veh/h	2	0	252	2	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	11	0	0	28
Mvmt Flow	3	0	360	3	0	123

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	485	362	0	0	363	0
Stage 1	362	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	545	687	-	-	1207	-
Stage 1	709	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	545	687	-	-	1207	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	545	1207
HCM Lane V/C Ratio	-	-	0.005	-
HCM Control Delay (s)	-	-	11.6	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
6: Travel Plaza Driveway 1 & Kartchner St

05/25/2022

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	114	0	254	88	0
Future Vol, veh/h	0	114	0	254	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	100	100	0	11	28	0
Mvmt Flow	0	163	0	363	126	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	489	126	126	0	0
Stage 1	126	-	-	-	-
Stage 2	363	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-
Pot Cap-1 Maneuver	398	716	1473	-	-
Stage 1	706	-	-	-	-
Stage 2	531	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	398	716	1473	-	-
Mov Cap-2 Maneuver	398	-	-	-	-
Stage 1	706	-	-	-	-
Stage 2	531	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	716	-	-
HCM Lane V/C Ratio	-	-	0.227	-	-
HCM Control Delay (s)	0	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

05/25/2022

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	110	327	31	2	262	0	30	0	2	0	0	0
Future Vol, veh/h	110	327	31	2	262	0	30	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	100	9	0	0	62	100	0	0	0	0	0	0
Mvmt Flow	157	467	44	3	374	0	43	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	511	0	0	1183	1183	489	1185	1205	374
Stage 1	-	-	-	-	-	-	803	803	-	380	380	-
Stage 2	-	-	-	-	-	-	380	380	-	805	825	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	800	-	-	1065	-	-	168	191	583	167	185	677
Stage 1	-	-	-	-	-	-	380	399	-	646	617	-
Stage 2	-	-	-	-	-	-	646	617	-	379	390	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	800	-	-	1065	-	-	142	153	583	141	148	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	153	-	141	148	-
Stage 1	-	-	-	-	-	-	306	321	-	519	615	-
Stage 2	-	-	-	-	-	-	644	615	-	303	314	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.1			39.5			0		
HCM LOS							E			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	149	800	-	-	1065	-	-	-
HCM Lane V/C Ratio	0.307	0.196	-	-	0.003	-	-	-
HCM Control Delay (s)	39.5	10.6	-	-	8.4	-	-	0
HCM Lane LOS	E	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.2	0.7	-	-	0	-	-	-

HCM 6th TWSC
8: Kartchner St & Travel Plaza Driveway 3

05/25/2022

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	190	468	292	0	0	190
Future Vol, veh/h	190	468	292	0	0	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	25	62	0	0	0
Mvmt Flow	271	669	417	0	0	271

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	417	0	-	0	1628 417
Stage 1	-	-	-	-	417 -
Stage 2	-	-	-	-	1211 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1153	-	-	-	113 640
Stage 1	-	-	-	-	669 -
Stage 2	-	-	-	-	285 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1153	-	-	-	86 640
Mov Cap-2 Maneuver	-	-	-	-	202 -
Stage 1	-	-	-	-	512 -
Stage 2	-	-	-	-	285 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1153	-	-	-	640
HCM Lane V/C Ratio	0.235	-	-	-	0.424
HCM Control Delay (s)	9.1	-	-	-	14.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	2.1

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

05/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	70	3	54	203	618	1	67	28	242	10	4
Future Volume (veh/h)	309	70	3	54	203	618	1	67	28	242	10	4
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	1811	1203	1411	1411	1470	1678	1900	1515	1233	907	1263	1900
Adj Flow Rate, veh/h	372	84	2	65	245	440	1	81	12	292	12	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	47	33	33	29	15	0	26	45	67	43	0
Cap, veh/h	517	517	12	464	481	797	197	104	15	294	359	30
Arrive On Green	0.16	0.44	0.44	0.07	0.55	0.55	0.00	0.08	0.08	0.23	0.31	0.31
Sat Flow, veh/h	1725	1171	28	1344	1470	1422	1810	1289	191	864	1150	96
Grp Volume(v), veh/h	372	0	86	65	245	440	1	0	93	292	0	13
Grp Sat Flow(s),veh/h/ln	1725	0	1198	1344	1470	1422	1810	0	1480	864	0	1245
Q Serve(g_s), s	12.2	0.0	3.9	2.9	9.4	17.1	0.0	0.0	5.5	21.0	0.0	0.7
Cycle Q Clear(g_c), s	12.2	0.0	3.9	2.9	9.4	17.1	0.0	0.0	5.5	21.0	0.0	0.7
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.13	1.00		0.08
Lane Grp Cap(c), veh/h	517	0	529	464	481	797	197	0	119	294	0	389
V/C Ratio(X)	0.72	0.00	0.16	0.14	0.51	0.55	0.01	0.00	0.78	0.99	0.00	0.03
Avail Cap(c_a), veh/h	531	0	529	478	481	797	295	0	296	294	0	471
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	15.1	18.1	15.9	8.4	37.9	0.0	40.6	31.3	0.0	21.5
Incr Delay (d2), s/veh	4.6	0.0	0.7	0.1	3.0	2.2	0.0	0.0	10.4	50.9	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	1.9	1.5	5.2	5.9	0.0	0.0	4.2	9.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	15.8	18.2	18.9	10.6	37.9	0.0	50.9	82.2	0.0	21.5
LnGrp LOS	B	A	B	B	B	B	D	A	D	F	A	C
Approach Vol, veh/h		458			750			94				305
Approach Delay, s/veh		19.2			13.9			50.8				79.7
Approach LOS		B			B			D				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.5	11.8	8.5	44.2	4.6	32.6	18.8	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	21.0	18.0	5.0	28.0	5.0	34.0	15.0	18.0				
Max Q Clear Time (g_c+I1), s	23.0	7.5	4.9	5.9	2.0	2.7	14.2	19.1				
Green Ext Time (p_c), s	0.0	0.3	0.0	0.3	0.0	0.0	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

05/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	228	99	30	480	132	209	62	28	260	137	186
Future Volume (veh/h)	13	228	99	30	480	132	209	62	28	260	137	186
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	863	1026	1129	1604	1693	1307	1470	1129	1648	1455	1307	1530
Adj Flow Rate, veh/h	14	240	85	32	505	99	220	65	9	274	144	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	70	59	52	20	14	40	29	52	17	30	40	25
Cap, veh/h	260	400	142	351	1072	794	221	129	18	269	174	173
Arrive On Green	0.18	0.18	0.18	0.03	0.63	0.63	0.08	0.13	0.13	0.08	0.13	0.13
Sat Flow, veh/h	376	723	256	1527	1693	1108	1400	971	134	1386	1307	1296
Grp Volume(v), veh/h	14	0	325	32	505	99	220	0	74	274	144	25
Grp Sat Flow(s),veh/h/ln	376	0	980	1527	1693	1108	1400	0	1105	1386	1307	1296
Q Serve(g_s), s	2.9	0.0	27.4	0.8	14.0	2.5	7.5	0.0	5.6	7.5	9.7	1.5
Cycle Q Clear(g_c), s	9.6	0.0	27.4	0.8	14.0	2.5	7.5	0.0	5.6	7.5	9.7	1.5
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	260	0	542	351	1072	794	221	0	147	269	174	173
V/C Ratio(X)	0.05	0.00	0.60	0.09	0.47	0.12	0.99	0.00	0.50	1.02	0.83	0.14
Avail Cap(c_a), veh/h	260	0	542	389	1072	794	221	0	221	269	261	259
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.00	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	27.7	12.1	8.6	4.0	36.5	0.0	36.2	37.4	38.0	34.5
Incr Delay (d2), s/veh	0.2	0.0	3.1	0.1	1.5	0.3	58.5	0.0	2.6	60.0	12.6	0.4
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	0.5	0.0	11.1	0.4	7.9	0.8	9.3	0.0	2.8	11.7	6.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	0.0	30.7	12.2	10.1	4.3	95.0	0.0	38.9	97.4	50.6	34.9
LnGrp LOS	C	A	C	B	B	A	F	A	D	F	D	C
Approach Vol, veh/h	339			636			294			443		
Approach Delay, s/veh	30.4			9.3			80.9			78.6		
Approach LOS	C			A			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	2.0	16.5	7.3	54.3	12.0	16.5	61.5					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	7.5	18.0	5.0	41.5	7.5	18.0	51.0					
Max Q Clear Time (g_c+19), s	7.5	7.6	2.8	29.4	9.5	11.7	16.0					
Green Ext Time (p_c), s	0.0	0.2	0.0	1.6	0.0	0.3	3.5					

Intersection Summary

HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	4	82	0	8	1	91	12	0	0	11	351
Future Vol, veh/h	100	4	82	0	8	1	91	12	0	0	11	351
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	27	0	38	0	0	0	21	40	0	0	11	33
Mvmt Flow	116	5	95	0	9	1	106	14	0	0	13	408

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	448	443	217	493	647	14	421	0	0	14	0	0
Stage 1	217	217	-	226	226	-	-	-	-	-	-	-
Stage 2	231	226	-	267	421	-	-	-	-	-	-	-
Critical Hdwy	7.37	6.5	6.58	7.1	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.37	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.743	4	3.642	3.5	4	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	481	512	740	490	392	1072	1043	-	-	1617	-	-
Stage 1	732	727	-	781	721	-	-	-	-	-	-	-
Stage 2	719	721	-	743	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	434	460	740	391	352	1072	1043	-	-	1617	-	-
Mov Cap-2 Maneuver	434	460	-	391	352	-	-	-	-	-	-	-
Stage 1	657	727	-	701	647	-	-	-	-	-	-	-
Stage 2	636	647	-	643	592	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	13.8		14.7			7.8			0		
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	434	720	380	1617	-	-
HCM Lane V/C Ratio	0.101	-	-	0.268	0.139	0.028	-	-	-
HCM Control Delay (s)	8.8	0	-	16.3	10.8	14.7	0	-	-
HCM Lane LOS	A	A	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	0.5	0.1	0	-	-

HCM 6th TWSC
4: Retail Driveway 1 & Kartchner St

05/31/2022

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	68	3	0	0	68	38	3	0	171	0
Future Vol, veh/h	0	0	68	3	0	0	68	38	3	0	171	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	30	0	0	10	0
Mvmt Flow	0	0	79	3	0	0	79	44	3	0	199	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	403	404	199	443	403	46	199	0	0	47	0	0
Stage 1	199	199	-	204	204	-	-	-	-	-	-	-
Stage 2	204	205	-	239	199	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	562	539	847	528	539	1029	1385	-	-	1573	-	-
Stage 1	807	740	-	803	737	-	-	-	-	-	-	-
Stage 2	803	736	-	769	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	537	507	847	457	507	1029	1385	-	-	1573	-	-
Mov Cap-2 Maneuver	537	507	-	457	507	-	-	-	-	-	-	-
Stage 1	759	740	-	756	694	-	-	-	-	-	-	-
Stage 2	756	693	-	697	740	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	9.7		12.9		4.8			0		
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1385	-	-	847	457	1573	-	-
HCM Lane V/C Ratio	0.057	-	-	0.093	0.008	-	-	-
HCM Control Delay (s)	7.8	0	-	9.7	12.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	0	-	-

HCM 6th TWSC
5: Parking Driveway 2 & Kartchner St

05/31/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	4	0	109	4	0	242
Future Vol, veh/h	4	0	109	4	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	30	0	0	10
Mvmt Flow	5	0	127	5	0	281

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	411	130	0	0	132	0
Stage 1	130	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	601	925	-	-	1466	-
Stage 1	901	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	601	925	-	-	1466	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	601	1466
HCM Lane V/C Ratio	-	-	0.008	-
HCM Control Delay (s)	-	-	11	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
6: Travel Plaza Driveway 1 & Kartchner St

05/31/2022

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	120	0	113	246	0
Future Vol, veh/h	0	120	0	113	246	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	100	100	0	30	10	0
Mvmt Flow	0	140	0	131	286	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	417	286	286	0	-	0
Stage 1	286	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	443	569	1288	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	443	569	1288	-	-	-
Mov Cap-2 Maneuver	443	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	569	-	-
HCM Lane V/C Ratio	-	-	0.245	-	-
HCM Control Delay (s)	0	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

05/31/2022

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	131	184	39	3	447	0	33	0	2	0	0	0
Future Vol, veh/h	131	184	39	3	447	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	100	33	0	0	30	100	0	0	0	0	0	0
Mvmt Flow	152	214	45	3	520	0	38	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	520	0	0	259	0	0	1067	1067	237	1068	1089	520
Stage 1	-	-	-	-	-	-	541	541	-	526	526	-
Stage 2	-	-	-	-	-	-	526	526	-	542	563	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	690	-	-	1317	-	-	202	224	807	201	217	560
Stage 1	-	-	-	-	-	-	529	524	-	539	532	-
Stage 2	-	-	-	-	-	-	539	532	-	528	512	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	690	-	-	1317	-	-	167	174	807	166	169	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	174	-	166	169	-
Stage 1	-	-	-	-	-	-	413	409	-	420	531	-
Stage 2	-	-	-	-	-	-	538	531	-	411	399	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.3			0.1			31.7			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	175	690	-	-	1317	-	-	-
HCM Lane V/C Ratio	0.233	0.221	-	-	0.003	-	-	-
HCM Control Delay (s)	31.7	11.7	-	-	7.7	-	-	0
HCM Lane LOS	D	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0.8	-	-	0	-	-	-

HCM 6th TWSC
 8: Kartchner St & Travel Plaza Driveway 3

05/31/2022

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	354	480	0	0	162
Future Vol, veh/h	162	354	480	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	53	30	0	0	0
Mvmt Flow	188	412	558	0	0	188

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	558	0	-	0	1346 558
Stage 1	-	-	-	-	558 -
Stage 2	-	-	-	-	788 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1023	-	-	-	169 533
Stage 1	-	-	-	-	577 -
Stage 2	-	-	-	-	452 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1023	-	-	-	138 533
Mov Cap-2 Maneuver	-	-	-	-	273 -
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	452 -

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1023	-	-	-	533
HCM Lane V/C Ratio	0.184	-	-	-	0.353
HCM Control Delay (s)	9.3	-	-	-	15.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	1.6

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

05/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Volume (veh/h)	222	51	0	40	133	551	0	73	28	233	4	7
Future Volume (veh/h)	222	51	0	40	133	551	0	73	28	233	4	7
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	1811	1115	1900	1515	1307	1633	1900	1781	1426	877	1530	907
Adj Flow Rate, veh/h	261	60	0	47	156	350	0	86	13	274	5	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	6	53	0	26	40	18	0	8	32	69	25	67
Cap, veh/h	571	523	0	568	520	850	190	114	17	273	355	142
Arrive On Green	0.11	0.47	0.00	0.06	0.66	0.66	0.00	0.08	0.08	0.22	0.34	0.34
Sat Flow, veh/h	1725	1115	0	1443	1307	1384	1810	1512	229	836	1039	416
Grp Volume(v), veh/h	261	60	0	47	156	350	0	0	99	274	0	7
Grp Sat Flow(s),veh/h/ln	1725	1115	0	1443	1307	1384	1810	0	1740	836	0	1455
Q Serve(g_s), s	7.5	2.7	0.0	1.7	4.5	8.5	0.0	0.0	5.0	19.5	0.0	0.3
Cycle Q Clear(g_c), s	7.5	2.7	0.0	1.7	4.5	8.5	0.0	0.0	5.0	19.5	0.0	0.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.13	1.00		0.29
Lane Grp Cap(c), veh/h	571	523	0	568	520	850	190	0	131	273	0	498
V/C Ratio(X)	0.46	0.11	0.00	0.08	0.30	0.41	0.00	0.00	0.75	1.00	0.00	0.01
Avail Cap(c_a), veh/h	697	523	0	592	520	850	288	0	348	273	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.82	0.82	0.82	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	13.4	0.0	14.4	9.9	4.7	0.0	0.0	40.8	32.7	0.0	19.6
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.1	1.2	1.2	0.0	0.0	8.5	55.4	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	1.2	0.0	0.9	2.2	3.0	0.0	0.0	4.3	9.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	13.8	0.0	14.5	11.1	5.9	0.0	0.0	49.3	88.1	0.0	19.6
LnGrp LOS	B	B	A	B	B	A	A	A	D	F	A	B
Approach Vol, veh/h		321			553			99				281
Approach Delay, s/veh		12.8			8.1			49.3				86.4
Approach LOS		B			A			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	11.3	8.0	46.8	0.0	35.3	14.4	40.3				
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	19.5	18.0	5.0	29.5	5.0	32.5	16.5	18.0				
Max Q Clear Time (g_c+I1), s	21.5	7.0	3.7	4.7	0.0	2.3	9.5	10.5				
Green Ext Time (p_c), s	0.0	0.3	0.0	0.2	0.0	0.0	0.4	1.3				

Intersection Summary

HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

2: US 395 NB Ramps/Commercial Ave & Kartchner St

05/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	218	79	29	401	130	195	54	22	235	150	128
Future Volume (veh/h)	15	218	79	29	401	130	195	54	22	235	150	128
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		No		No
Adj Sat Flow, veh/h/ln	1040	1455	996	1648	1707	1900	1515	1248	1900	1411	1307	1396
Adj Flow Rate, veh/h	16	240	73	32	441	102	214	59	4	258	165	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	58	30	61	17	13	0	26	44	0	33	40	34
Cap, veh/h	293	543	165	415	1003	1250	232	85	6	358	271	245
Arrive On Green	0.17	0.17	0.17	0.03	0.59	0.59	0.06	0.07	0.07	0.19	0.21	0.21
Sat Flow, veh/h	480	1071	326	1570	1707	1610	1443	1155	78	1344	1307	1183
Grp Volume(v), veh/h	16	0	313	32	441	102	214	0	63	258	165	18
Grp Sat Flow(s),veh/h/ln	480	0	1397	1570	1707	1610	1443	0	1234	1344	1307	1183
Q Serve(g_s), s	2.6	0.0	18.1	0.8	12.9	1.4	5.0	0.0	4.5	15.3	10.3	1.1
Cycle Q Clear(g_c), s	8.3	0.0	18.1	0.8	12.9	1.4	5.0	0.0	4.5	15.3	10.3	1.1
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	293	0	708	415	1003	1250	232	0	91	358	271	245
V/C Ratio(X)	0.05	0.00	0.44	0.08	0.44	0.08	0.92	0.00	0.69	0.72	0.61	0.07
Avail Cap(c_a), veh/h	293	0	708	454	1003	1250	232	0	247	358	436	394
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.00	0.64	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	26.0	11.2	10.3	2.4	40.5	0.0	40.7	28.8	32.4	28.7
Incr Delay (d2), s/veh	0.2	0.0	1.3	0.1	1.4	0.1	38.6	0.0	9.0	6.9	2.2	0.1
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	0.6	0.0	10.3	0.5	7.8	0.5	8.9	0.0	2.8	8.8	5.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	27.3	11.3	11.7	2.5	79.1	0.0	49.7	35.7	34.6	28.9
LnGrp LOS	C	A	C	B	B	A	E	A	D	D	C	C
Approach Vol, veh/h		329			575			277			441	
Approach Delay, s/veh		27.2			10.1			72.4			35.0	
Approach LOS		C			B			E			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	11.1	7.3	50.1	9.5	23.1		57.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	18.0	5.0	32.0	5.0	30.0		41.5				
Max Q Clear Time (g_c+I1), s	6.5	6.5	2.8	20.1	7.0	12.3		14.9				
Green Ext Time (p_c), s	0.0	0.2	0.0	1.5	0.0	0.7		2.9				

Intersection Summary

HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th TWSC
3: N Capitol Ave & Kartchner St

05/25/2022

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	8	45	0	7	0	71	7	0	0	11	290
Future Vol, veh/h	92	8	45	0	7	0	71	7	0	0	11	290
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	55	0	31	0	0	0	20	0	0	0	11	45
Mvmt Flow	119	10	58	0	9	0	92	9	0	0	14	377

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	401	396	203	430	584	9	391	0	0	9	0	0
Stage 1	203	203	-	193	193	-	-	-	-	-	-	-
Stage 2	198	193	-	237	391	-	-	-	-	-	-	-
Critical Hdwy	7.65	6.5	6.51	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.65	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.995	4	3.579	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	476	544	769	539	426	1079	1076	-	-	1624	-	-
Stage 1	692	737	-	813	745	-	-	-	-	-	-	-
Stage 2	696	745	-	771	611	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	437	497	769	458	389	1079	1076	-	-	1624	-	-
Mov Cap-2 Maneuver	437	497	-	458	389	-	-	-	-	-	-	-
Stage 1	632	737	-	743	681	-	-	-	-	-	-	-
Stage 2	628	681	-	702	611	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	14.2		14.5			7.9			0		
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1076	-	-	437	710	389	1624	-	-
HCM Lane V/C Ratio	0.086	-	-	0.273	0.097	0.023	-	-	-
HCM Control Delay (s)	8.7	0	-	16.3	10.6	14.5	0	-	-
HCM Lane LOS	A	A	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	0.3	0.1	0	-	-

HCM 6th TWSC
4: Retail Driveway 1 & Kartchner St

05/25/2022

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	68	3	0	0	68	24	3	0	110	0
Future Vol, veh/h	0	0	68	3	0	0	68	24	3	0	110	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	38	0	0	19	0
Mvmt Flow	0	0	88	4	0	0	88	31	4	0	143	0

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	352	354	143	396	352	33	143	0	0	35	0	0
Stage 1	143	143	-	209	209	-	-	-	-	-	-	-
Stage 2	209	211	-	187	143	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	607	574	910	568	576	1046	1452	-	-	1589	-	-
Stage 1	865	782	-	798	733	-	-	-	-	-	-	-
Stage 2	798	731	-	819	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	578	538	910	488	540	1046	1452	-	-	1589	-	-
Mov Cap-2 Maneuver	578	538	-	488	540	-	-	-	-	-	-	-
Stage 1	811	782	-	749	688	-	-	-	-	-	-	-
Stage 2	749	686	-	740	782	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	9.4		12.4			5.5		0		
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1452	-	-	910	488	1589	-	-
HCM Lane V/C Ratio	0.061	-	-	0.097	0.008	-	-	-
HCM Control Delay (s)	7.6	0	-	9.4	12.4	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	0	-	-

HCM 6th TWSC
5: Parking Driveway 2 & Kartchner St

05/25/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	4	0	95	4	0	181
Future Vol, veh/h	4	0	95	4	0	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	38	0	0	19
Mvmt Flow	5	0	123	5	0	235

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	361	126	0	0	128
Stage 1	126	-	-	-	-
Stage 2	235	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	642	930	-	-	1470
Stage 1	905	-	-	-	-
Stage 2	809	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	642	930	-	-	1470
Mov Cap-2 Maneuver	642	-	-	-	-
Stage 1	905	-	-	-	-
Stage 2	809	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	642	1470
HCM Lane V/C Ratio	-	-	0.008	-
HCM Control Delay (s)	-	-	10.7	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
6: Travel Plaza Driveway 1 & Kartchner St

05/25/2022

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	116	0	99	185	0
Future Vol, veh/h	0	116	0	99	185	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	100	100	0	38	19	0
Mvmt Flow	0	151	0	129	240	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	369	240	240	0	0
Stage 1	240	-	-	-	-
Stage 2	129	-	-	-	-
Critical Hdwy	7.4	7.2	4.1	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.2	-	-
Pot Cap-1 Maneuver	476	608	1339	-	-
Stage 1	616	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	476	608	1339	-	-
Mov Cap-2 Maneuver	476	-	-	-	-
Stage 1	616	-	-	-	-
Stage 2	703	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1339	-	608	-	-
HCM Lane V/C Ratio	-	-	0.248	-	-
HCM Control Delay (s)	0	-	12.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

05/25/2022

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	131	143	39	3	365	0	33	0	2	0	0	0
Future Vol, veh/h	131	143	39	3	365	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	100	35	0	0	38	100	0	0	0	0	0	0
Mvmt Flow	170	186	51	4	474	0	43	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	474	0	0	237	0	0	1034	1034	212	1035	1059	474
Stage 1	-	-	-	-	-	-	552	552	-	482	482	-
Stage 2	-	-	-	-	-	-	482	482	-	553	577	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	723	-	-	1342	-	-	212	234	833	212	226	595
Stage 1	-	-	-	-	-	-	522	518	-	569	557	-
Stage 2	-	-	-	-	-	-	569	557	-	521	505	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	723	-	-	1342	-	-	173	179	833	173	172	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	179	-	173	172	-
Stage 1	-	-	-	-	-	-	399	396	-	435	555	-
Stage 2	-	-	-	-	-	-	567	555	-	397	386	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.8			0.1			31.4			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	181	723	-	-	1342	-	-	-
HCM Lane V/C Ratio	0.251	0.235	-	-	0.003	-	-	-
HCM Control Delay (s)	31.4	11.5	-	-	7.7	-	-	0
HCM Lane LOS	D	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1	0.9	-	-	0	-	-	-

HCM 6th TWSC
8: Kartchner St & Travel Plaza Driveway 3

05/25/2022

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	162	313	398	0	0	162
Future Vol, veh/h	162	313	398	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	68	38	0	0	0
Mvmt Flow	210	406	517	0	0	210

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	517	0	-	0	1343 517
Stage 1	-	-	-	-	517 -
Stage 2	-	-	-	-	826 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1059	-	-	-	169 562
Stage 1	-	-	-	-	603 -
Stage 2	-	-	-	-	433 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1059	-	-	-	136 562
Mov Cap-2 Maneuver	-	-	-	-	270 -
Stage 1	-	-	-	-	484 -
Stage 2	-	-	-	-	433 -

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	15.2
HCM LOS			C

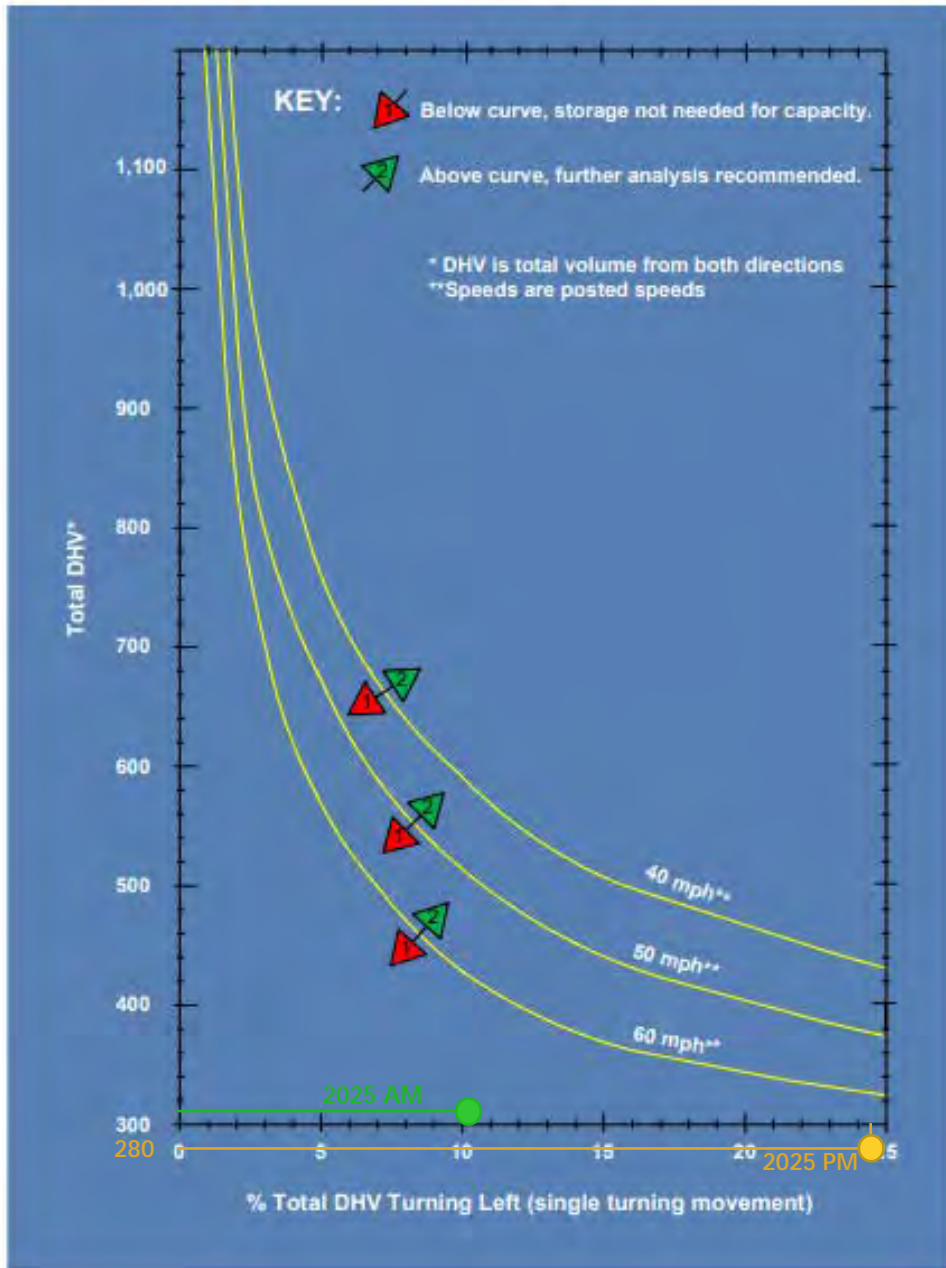
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1059	-	-	-	562
HCM Lane V/C Ratio	0.199	-	-	-	0.374
HCM Control Delay (s)	9.2	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	1.7



Appendix K. Turn Lane Warrants (2025)

Driveway A (Retail Driveway 1 & N Capitol Avenue) Turn Lane Warrants

Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

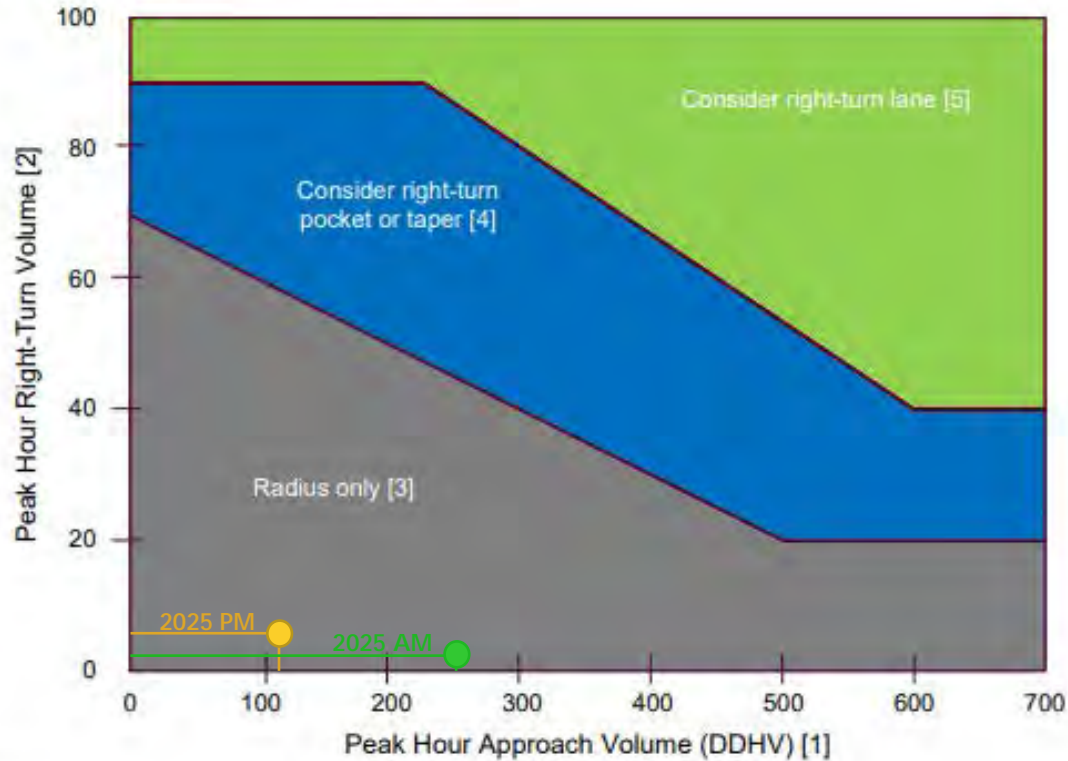


Driveway B (Parking Driveway 2 & N Capitol Avenue) Turn Lane Warrants

Chapter 1310

Intersections

Exhibit 1310-19 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 1310-20.
- [5] For right-turn lane design, see Exhibit 1310-21.



Appendix L. Proposed Casino Trip Generation and Assignment

CASINO TRIP GENERATION ASSESSMENT

INTRODUCTION

This appendix documents the trip generation assumptions for the proposed Colville Tribes Casino Development to be located in Pasco, Washington. The assessment includes the directional split of trips to and from the site, as well as an analysis of trip type. The remainder of this appendix describes the proposed development, the trip assessment methodology, the recommended peak hour analysis periods and the corresponding trip rates.

PROPOSED COLVILLE TRIBES DEVELOPMENT ASSUMPTIONS

The proposed Colville Tribes Casino will be located northeast of the US 395/Kartchner Street interchange in Pasco, WA, as shown in Exhibit L- 1.

At full build-out the development is expected to include a 156,000 square-foot (SF) casino with up to 2,180 gaming positions (2,000 slots and 30 tables with 6 gaming positions per table). The proposed casino includes ancillary uses, including restaurants, bars, a hotel, and an 8,750 SF event center. These ancillary uses are included in the proposed casino trip generation rates proposed in this memorandum.

Exhibit L- 1: Proposed Casino Project Site Location



METHODOLOGY

Typically, the City of Pasco, the Washington Department of Transportation (WSDOT), and Franklin County require analysis of weekday morning (7:00 – 9:00 AM) and evening (4:00 – 6:00 PM) peak commuter conditions. Other analysis periods may be identified on an as-needed basis. With the agency requirements in mind, preliminary trip generation estimates were developed for the site through a series of steps that included:

- Conducting a literature review of available resources to identify analysis periods and available data;
- Synthesizing trip data collected at similar casino facilities;
- Collecting data at three comparable casino facilities in the Northwest;
- Identifying recommended peak hour analysis periods based on the data collected; and
- Identifying recommended trips rates and volumes by analysis period.

LITERATURE REVIEW

Several sources of data were reviewed to determine the appropriate approach for identifying the time periods to analyze the traffic impacts of the proposed Colville Tribes Casino development and anticipated trip generation of the development. Consistent with industry practice, weekday AM and PM peak trip data were first sought through the Institute of Transportation Engineers (ITE) *Trip Generation*.

Review of ITE *Trip Generation, 11th Edition* identified limited data available for casino-related uses. Specifically, the most comparable land use was found to be ITE Land Use Code 473: Casino. *Trip Generation* indicates the Land Use Code 473 database is limited primarily to weekday PM peak hour data, which has few data points and only for facilities up to 50,000 square feet. Based on this information and the proposed development assumptions, additional trip data were sought.

Consistent with *Trip Generation's* recommendation to obtain additional data as needed, a literature review of available trip generation studies was conducted. The literature review offered insights as to information needed to develop a reasonable trip rate for the proposed development while also offering several insights that included:

- Gaming positions correlate well with site trip generation and serve as a recommended independent variable.
- The presence of bingo facilities can increase the trip generation potential of a casino; they can also create more pronounced peaking characteristics.
- An entertainment venue in which concerts are held can also increase the trip generation potential of a casino.
- Casino/resort facilities located in Las Vegas and Reno are not indicative of trip generation potential for sites similar to the proposed development due to the sheer magnitude in size difference and the area in which they are located.
- Ancillary uses at a casino (i.e., restaurants, retail space) are encompassed in the casino's overall trip generation rate.
- The presence of an on-site hotel may reduce the casino's peak trip generation rate relative to sites without on-site housing.

DATA SOURCES

Trip data were collected as part of this study at three comparable casinos in the Northwest. Data were collected in February – March 2019, prior to the ongoing COVID-19 pandemic. Table L-1 presents a summary of the sites considered in developing the final trip rates as well as the key characteristics of each.

Table L-1: Summary of Casino Data Used to Develop Site Trip Estimates

Casino	Location		Ancillary Uses	Gaming Positions (at time of data collection)*	Gaming Floor Size	Data Collected
Ilani	La Center, WA	25 miles north of Portland, OR	Restaurants, Entertainment Venue	3,175	100,000 square feet	Four Day Driveway Counts (March 2019)
Spirit Mountain	Grand Ronde, OR	35 miles northwest of Salem, OR	Restaurants, Bingo, Entertainment Venue, Hotel	2,192	67,579 square feet	Four Day Driveway Counts (February 2019)
Seven Feathers	Canyonville, OR	25 miles south of Roseburg, OR	Restaurants, Bingo, Hotel, Entertainment Venue, Hotel	1,171	68,000 square feet	Four Day Driveway Counts (Feb, March & April 2019)

*Table games estimated to have 9 positions on average.

TRIP GENERATION ANALYSIS

The trip data were reviewed in steps: first to identify analysis periods that would represent peak conditions; second to derive trip rates within each of the analysis periods; third to determine the directional split of trips to and from the site; and fourth to assess trip type, including any diverted or pass-by trips. This process is described below.

ANALYSIS STUDY PERIODS

In addition to typical weekday AM and PM commuter peak hour periods, the trip generation profile of casinos was reviewed over Fridays and weekends recognizing casino trip generation typically peaks during the weekend. Traffic volumes in the site vicinity were reviewed to better understand weekend traffic conditions and peaking characteristics in the area.

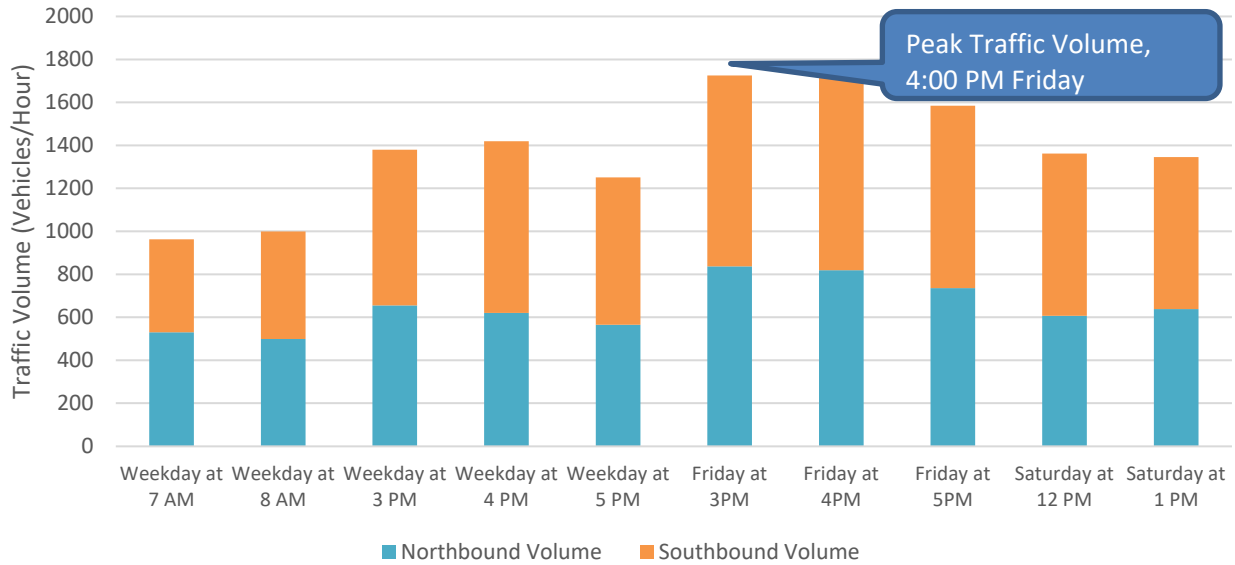
System Volume Profile

Traffic volume profiles on US 395 in the site vicinity were reviewed to better understand the peaking characteristics of the traffic system in the study area.⁶

Exhibit L- 2 illustrates the hourly sum of traffic volumes on the US 395 during the weekday, Friday, and Saturday peak periods by direction of travel.

⁶ Data along N Capitol Avenue south of Foster Wells Road was gathered from Benton-Franklin Council of Government’s April 2016 and May 2018 traffic counts. Data along SR 395 (Site ID: B03) was gathered from WSDOT’s PTR sites data download for January 1, 2019 to December 31, 2019.

Exhibit L- 2: US 395 Volume Profile

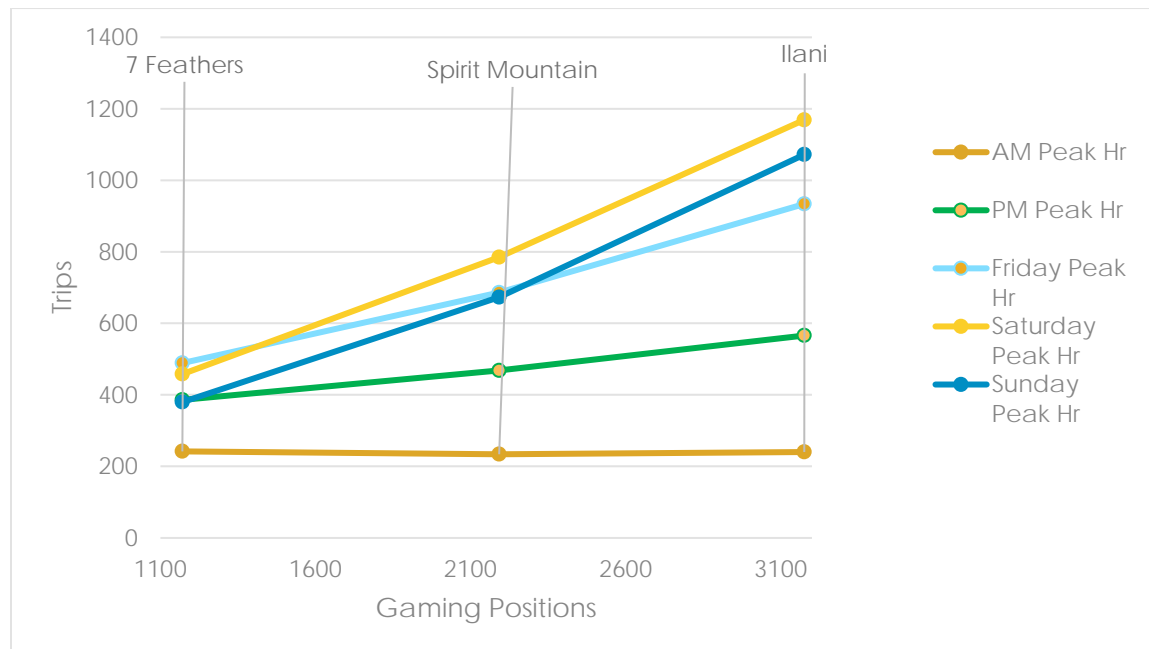


Based on this volume profile, traffic volumes on US 395 peak during the 4:00 – 5:00 PM hour on Friday afternoon. The directional split on US 395 is roughly evenly split (within 5%) between northbound and southbound traffic.

Casino Volume Profile

The peak-hour trips (sum of inbound and outbound) to each casino site were compared based on their relationships to both gaming positions and gaming square-footage. Exhibit L- 3 and Exhibit L- 4 below illustrate these relationships.

Exhibit L- 3. Peak Hour Trips per Gaming Position



As shown in Exhibit L- 3, the relationship between peak-hour trips and gaming positions is mostly linear. The more gaming positions, the higher the volume of trips to the site.

Exhibit L- 4. Peak Hour Trips per Gaming Square-Footage

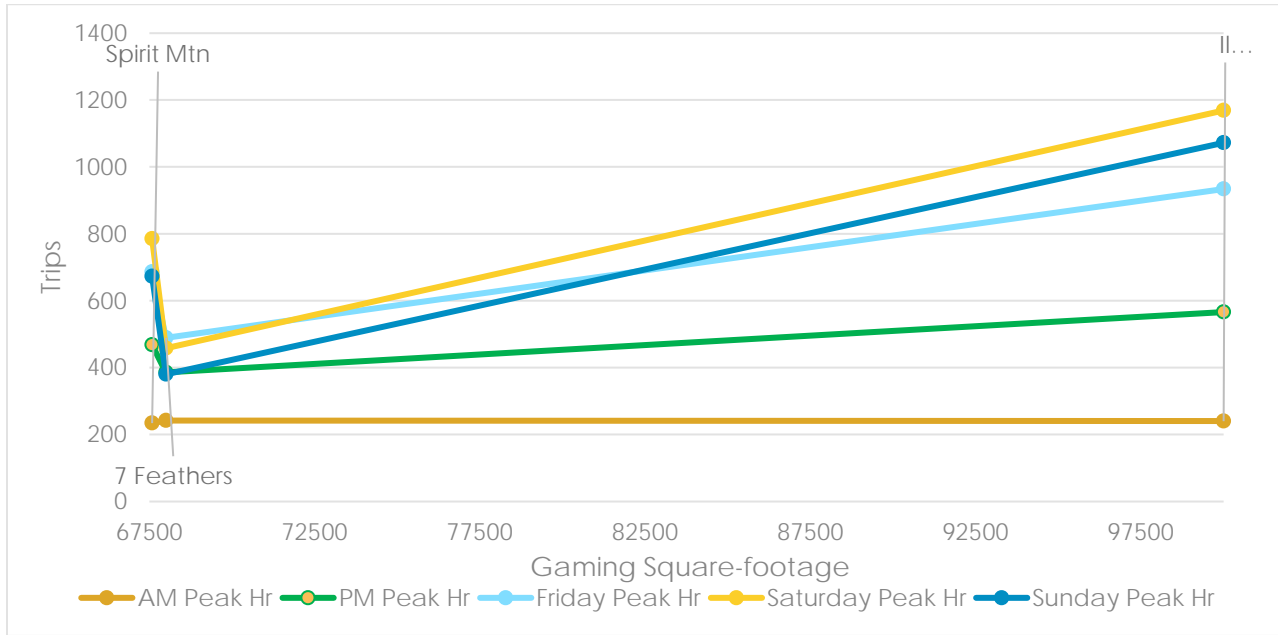


Exhibit L- 4 does not show a linear relationship between peak-hour trips and gaming square-footage. Trip generation for the 68,000 square-foot 7 Feathers casino is significantly lower than trip generation for both the smaller 67,579 square-foot Spirit Mountain Casino and larger 100,000 square-foot Ilani casino. Due to these findings and the insights from the literature review, a trip rate per gaming position methodology was selected for analysis.

Exhibit L-5 on the following page shows the hourly volume profile of each of the three comparison casino sites over the four days of data collection. Table L-2 identifies the day and time when peak trip generation was experienced at each of the casino sites.

Table L-2: Casino Weekend Peak Periods

Casino	Peak Day	Peak Hour
Ilani	Saturday	6:00-7:00 PM
Spirit Mountain	Saturday	3:00-4:00 PM
Seven Feathers	Friday	5:00-6:00 PM

As summarized in Table L-2, the individual casinos peak at different times and days. The time periods in Table L-2 represent the peak hour of generator (when casino trips are highest), but do not necessarily represent the peak hour of traffic volumes on the adjacent street. Therefore, the system volume profile and casino volume profile were considered in conjunction to determine when the highest combined traffic volumes are expected to occur.

Combined Roadway System and Casino Weekend Volumes

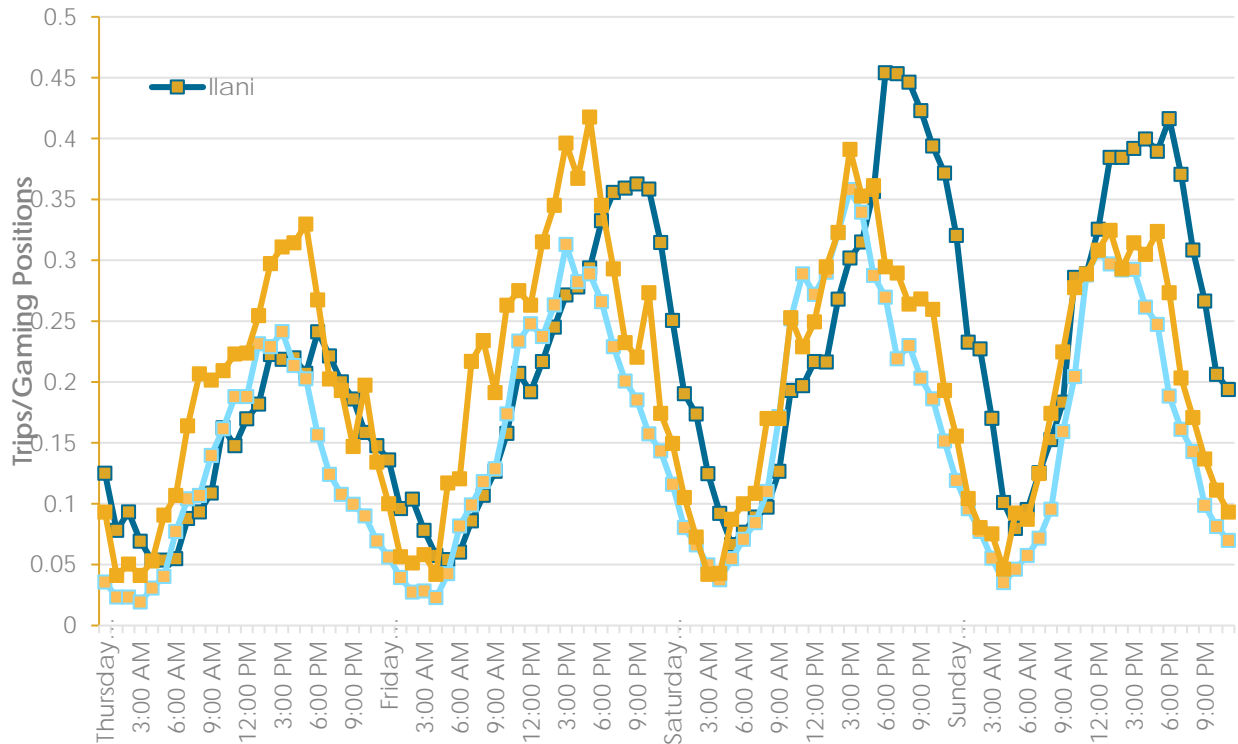
The combination of existing roadway network traffic volumes on the system near the Colville site and the measured casino generated traffic at other sites were both considered to determine the most appropriate weekend peak period to study. Traffic along US 395 peaks between 4:00 and 5:00 PM on Friday afternoon (peak hour of adjacent street network), while the comparative casinos show a large range of peaking

characteristics (peak hour of generator). Although some of the casinos show weekend peaks on Saturday, existing traffic volumes on the area roadway system are notably lower on Saturday, as seen in Exhibit L-2.

The directionality of existing traffic and expected trips to the site was also considered to ensure a time period was not selected when traffic on the system and traffic to the site will be traveling in opposite directions. The directionality of traffic on US 395 Friday afternoon is approximately evenly split between northbound and southbound traffic, as shown in Exhibit L- 2.

Based on this review, it is recommended that Friday from 4:00 to 5:00 PM be used as the weekend peak analysis period.

Exhibit L- 5. Casino Trip Rate Profiles



TRIP GENERATION RATE

After selecting Friday from 4:00 to 5:00 PM as the weekend analysis study period, the available trip data for the three sites described in Table L-1 was further analyzed to determine the appropriate casino trip generation rate. The peak hour of generator rate was identified and calculated at each site between the hours of 3:00 and 8:00 PM on a Friday using the trip rate data for each site. Though the adjacent streets peak between 4:00 and 5:00 PM, this longer time period was reviewed to produce a conservative analysis, recognizing that customer travel distance to each site varies and likely influences peak period timing. Table L-3 summarizes the corresponding average Friday peak hour trip rates.

Table L-3: Casino Trip Generation Rates between 3:00 – 8:00 PM on Friday

Casino	Peak Time	Trip Rate (trips/gaming position)
Ilani	7:00-8:00 PM	0.36
Spirit Mountain	3:00-4:00 PM	0.31
Seven Feathers	5:00-6:00 PM	0.42
	Range	0.31-0.42
	Average	0.37

Based on this review, the average peak hour of the generator rate of 0.37 trips/gaming position was selected for assessing Friday 4:00 – 5:00 PM peak hour conditions. By combining the peak hour of generator trip generation rate and peak hour of adjacent street traffic volumes, the most conservative scenario in which these two periods coincide is assessed, even though the actual peak hour of generator may occur outside of the more critical adjacent street system peak hour.

This conservative assumption is supported by the literature review, which indicates a higher average rate of 0.45 trips/gaming position over the past 20 years, but a decreasing trend in trip generation rates over time related to an overall increase in supply of casinos.

The weekday AM and PM peak trip generation rates were also derived by averaging the peak hour of the generator rates from all three sites, as shown in Table L-4. Table L-4 also includes weekday daily rates for each site.

Table L-4: Casino Weekday Peak Trip Generation Rates

Casino	AM		PM		Daily Trip Rate (trips/gaming position)
	AM Peak Time	Trip Rate (trips/gaming position)	PM Peak Time	Trip Rate (trips/gaming position)	
Ilani	8:00 – 9:00 AM	0.09	4:00 – 5:00 PM	0.22	2.84
Spirit Mountain	8:00 – 9:00 AM	0.11	5:00 – 6:00 PM	0.21	2.90
Seven Feathers	8:00 – 9:00 AM	0.21	4:00 – 5:00 PM	0.33	4.35
	<i>Average</i>	<i>0.14</i>	<i>Average</i>	<i>0.25</i>	<i>3.36</i>

DIRECTIONAL SPLIT OF TRIPS TO/FROM SITE

After identifying trip generation rates for each time period, the directional split of trips to and from the site during each time period was analyzed using the data collected from the three casinos. The split of trips in and out of each site during the three analysis periods is provided in Table L-5.

Table L-5: Casino Weekday Trip Generation Rates

Casino	Time Period					
	Weekend Peak		Weekday AM		Weekday PM	
	In	Out	In	Out	In	Out
Ilani	59%	41%	62%	38%	47%	53%
Spirit Mountain	49%	51%	63%	37%	42%	58%
Seven Feathers	64%	36%	51%	49%	56%	44%
<i>Minimum</i>	49%	36%	51%	37%	42%	44%
<i>Maximum</i>	64%	51%	63%	49%	56%	58%
<i>Average</i>	57%	43%	59%	41%	48%	52%

As seen in the table, the proportion of trips in and out of each casino varies notably from site to site. The average directional split was selected for the proposed development and is shown in Table L-6.

Table L-6: Proposed Colville Tribes Development Casino Trip Directional Splits

Time Period	Directional Split	
	In	Out
Weekend Peak Period (Friday at 5:00 PM)	57%	43%
Weekday AM Peak Period	59%	41%
Weekday PM Peak Period	48%	52%

TRIP TYPE

Lastly, the trip type was considered for the proposed development. Typically, a portion of trips to a commercial development will be pass-by or diverted trips. Pass-by trips represent patrons (and trips) that are currently traveling on the surrounding roadway network for some other primary purpose (such as a trip from work to home) and stop into the site enroute during their normal travel. As such, pass-by trips do not result in a net increase in traffic on the surrounding transportation system and, typically, their only effect occurs at the immediate intersections and site driveways where they become turning movements. Diverted trips represent patrons (and trips) that are currently traveling on the roadway network in the site’s vicinity but must change their travel pattern to access the site. Therefore, diverted trips are not net new trips on the roadway network, but rather altered trips already on the network. All other trips to the site are considered net new trips because they would not be present on the roadway network without the proposed development.

Traffic volumes and patterns in the vicinity of the site were reviewed to inform the assessment of trip type. Due to the relatively low volumes on Capitol Avenue, which is immediately adjacent to the site, a small portion of trips generated by the proposed Colville Tribes Development casino are likely to be pass-by trips. A more significant portion of trips may be diverted from US 395 and use the interchanges at Kartchner Street and I-182 to access the site. These trips, although diverted, are still new trips to the local roadway network in the vicinity of the site.

In order to provide a conservative analysis, all trips to and from the site are proposed to be classified as net new trips. No adjustments will be made for pass-by or diverted trips.

CONCLUSIONS

Peak hour of the generator casino trip generation rates for use in the proposed Colville Tribes Development traffic analysis were conservatively derived based on a review of existing literature pertaining to casino trip

generation and data collected at three comparable casinos in the Northwest. The proposed trip rates and directional splits to be used for the three identified peak hour time periods in the transportation impact analysis are summarized in Table L-7.

Table L-7: Colville Tribes Development Casino Proposed Trip Generation Rates and Directional Split

Time Period	Trip Rate (trips/gaming position)	Directional Split	
		In	Out
Weekend Peak Period (Friday at 4:00 PM)	0.37	57%	43%
Weekday AM Peak Period	0.14	59%	41%
Weekday PM Peak Period	0.25	48%	52%
Weekday Daily	3.36	50%	50%

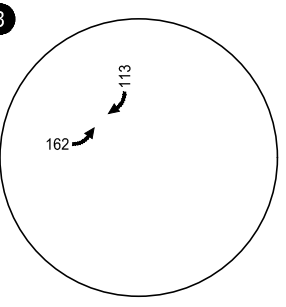
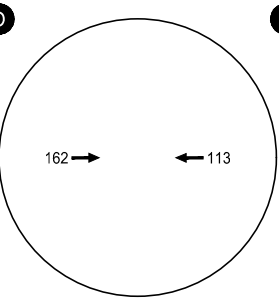
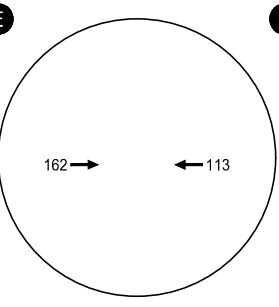
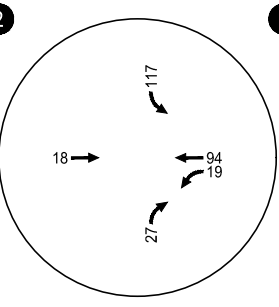
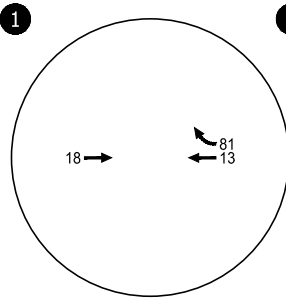
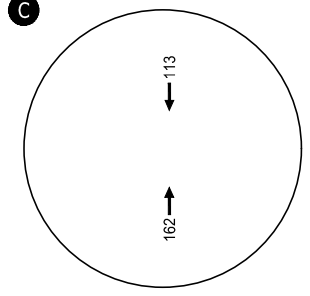
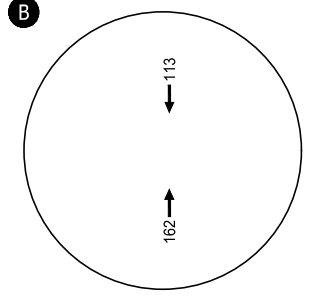
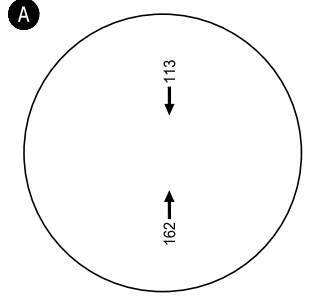
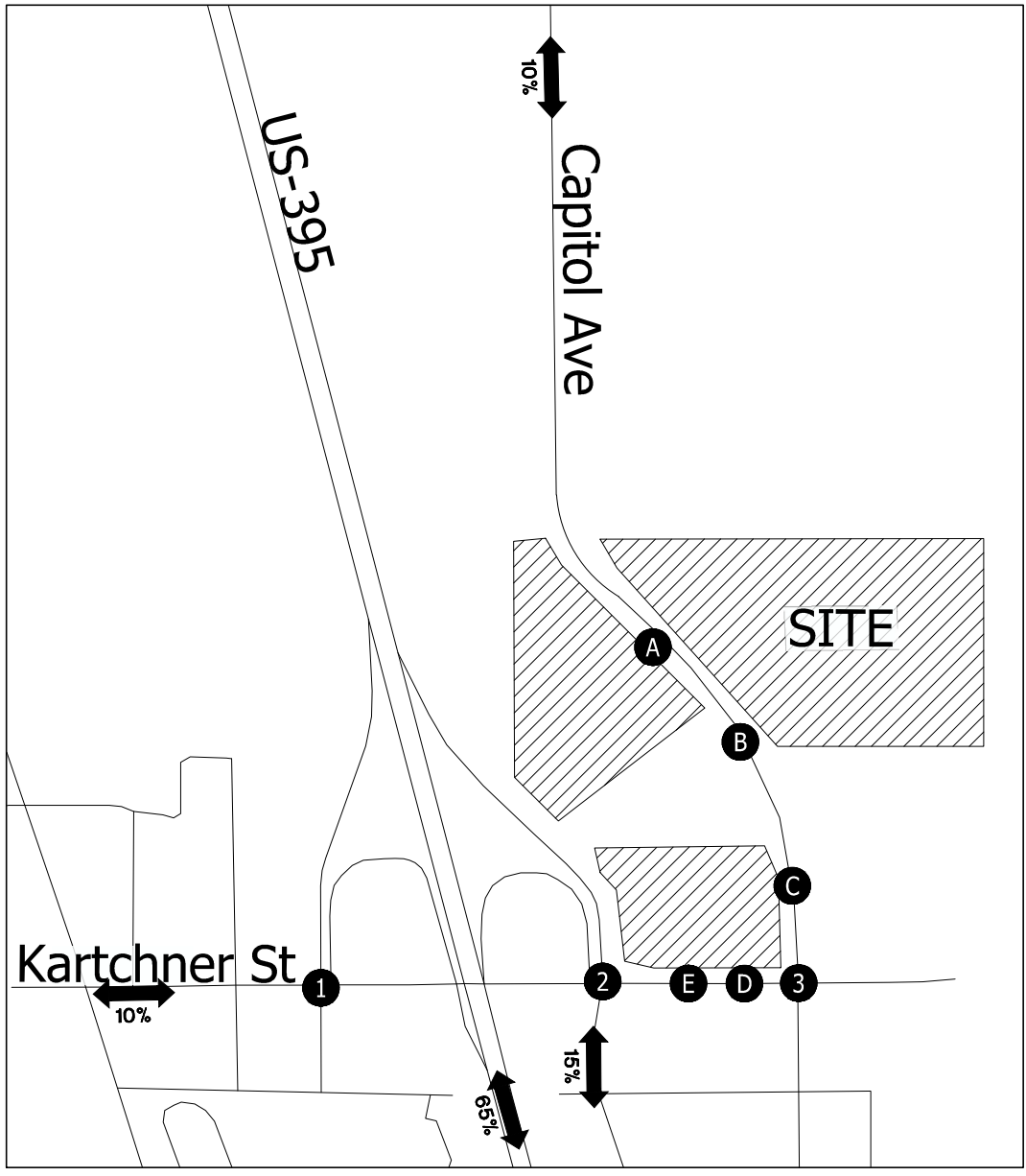
Table L-8 shows the preliminary trip generation rates and directional split based on the rates in Table L-7. This trip generation assumes a 156,000 square-foot (SF) casino with up to 2,180 gaming positions (2,000 slots and 30 tables with 6 gaming positions per table).

Table L-8: Preliminary Colville Tribes Development Casino Trip Generation Rates and Directional Split

Land Use Category	Size	Weekday Daily	Weekday AM Peak Hour of Adjacent Street			Weekday PM Peak Hour of Adjacent Street			Friday Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Casino/Hotel	2,180 gaming positions	7,325	306	180	126	545	262	283	807	460	347

The trip distribution pattern and corresponding peak hour trip assignments for the Weekday AM, Weekday PM, and Friday PM Peak Hours are shown in Figure L-1, Figure L-2, and Figure L-3, respectively.

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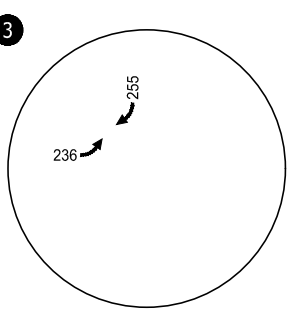
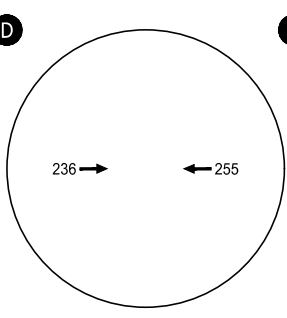
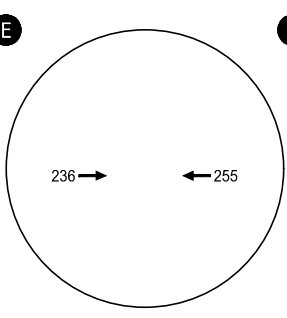
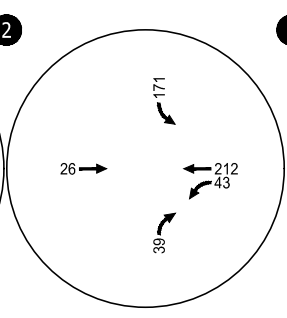
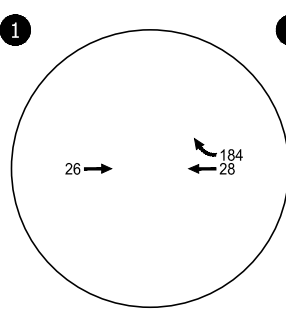
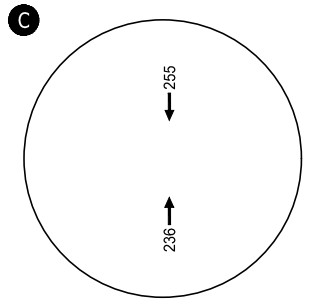
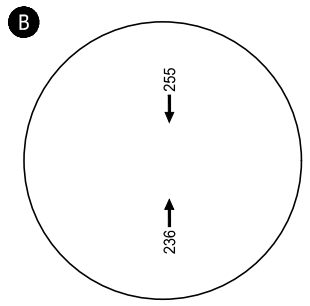
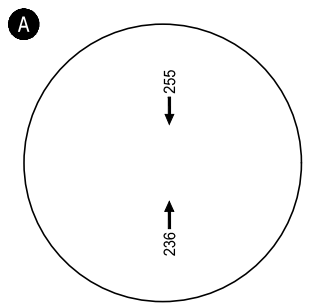
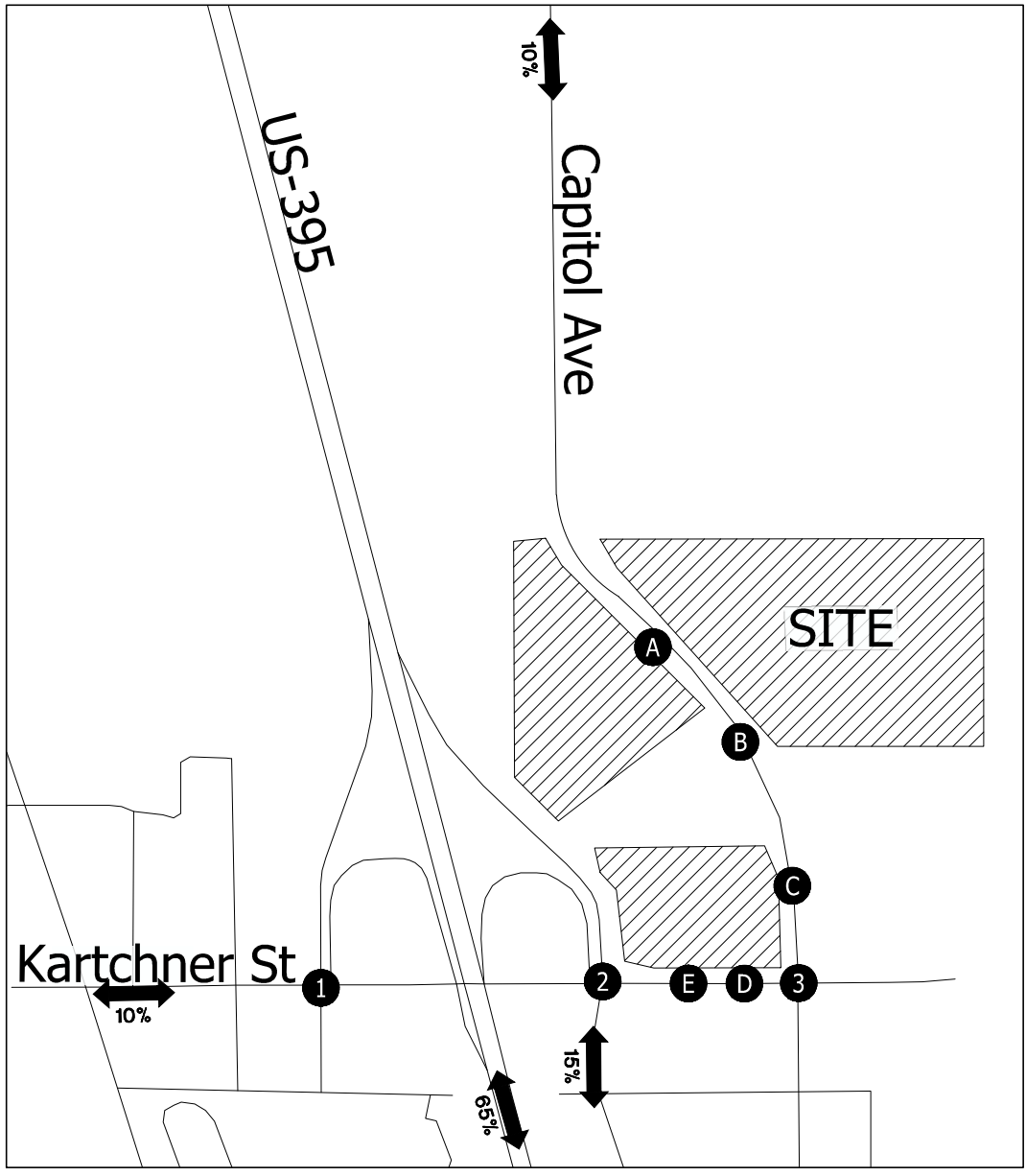
LEGEND

XX% - TRIP DISTRIBUTION PERCENTAGE

In Process Trips - Casino
Weekday AM Peak Hour
Pasco, WA

Figure
L-1

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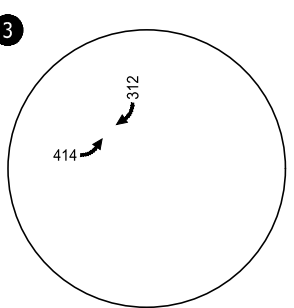
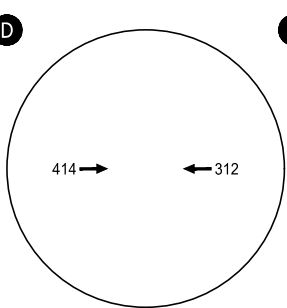
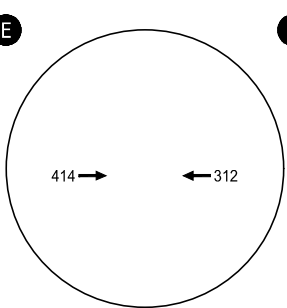
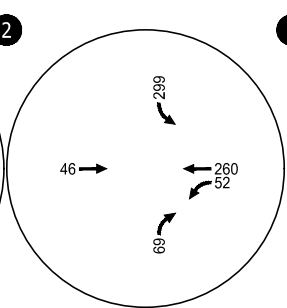
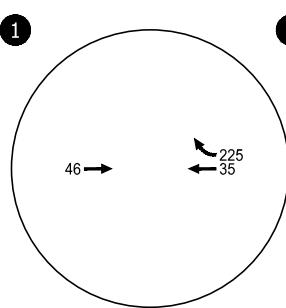
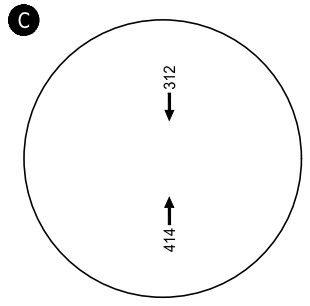
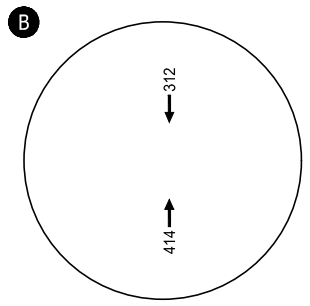
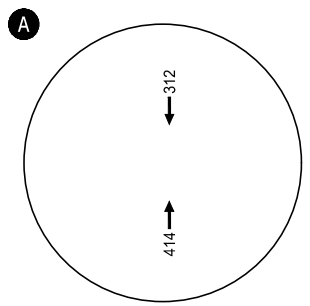
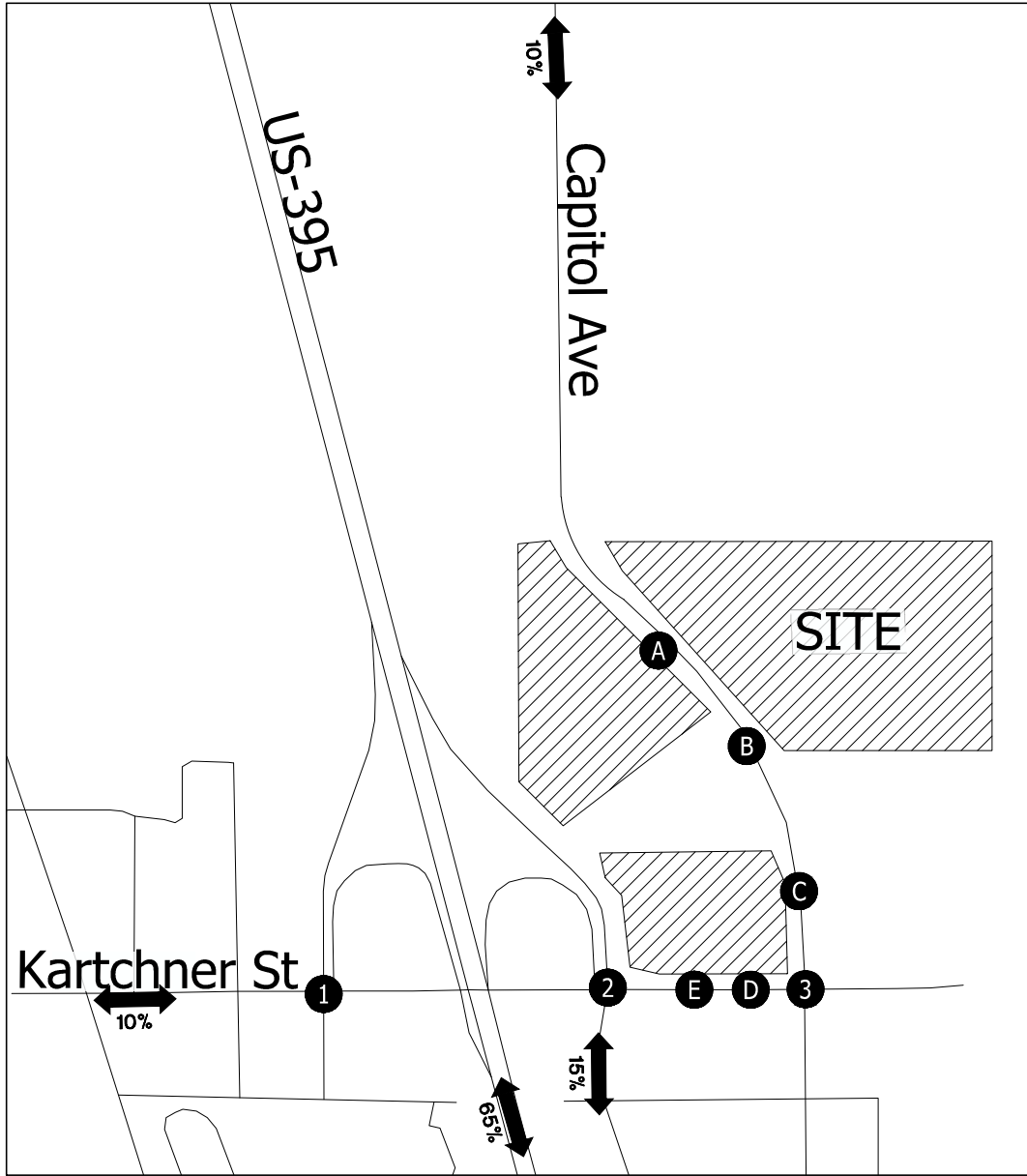
LEGEND

XX% - TRIP DISTRIBUTION PERCENTAGE

In Process Trips - Casino
Weekday PM Peak Hour
Pasco, WA

Figure
L-2

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LEGEND

XX% - TRIP DISTRIBUTION PERCENTAGE

In Process Trips - Casino
Friday PM Peak Hour
Pasco, WA

Figure
L-3



Appendix M. Horizon Year 2045 Background Conditions Operations Sheets

Intersection												
Int Delay, s/veh	26.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	154	82	0	143	360	295	0	39	23	79	8	12
Future Vol, veh/h	154	82	0	143	360	295	0	39	23	79	8	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	33	33	0	9	10	24	0	64	60	45	20	25
Mvmt Flow	162	86	0	151	379	311	0	41	24	83	8	13

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	690	0	0	86	0	0	1257	1402	86	1124	1091	379
Stage 1	-	-	-	-	-	-	410	410	-	681	681	-
Stage 2	-	-	-	-	-	-	847	992	-	443	410	-
Critical Hdwy	4.43	-	-	4.19	-	-	7.1	7.14	6.8	7.55	6.7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.14	-	6.55	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.14	-	6.55	5.7	-
Follow-up Hdwy	2.497	-	-	2.281	-	-	3.5	4.576	3.84	3.905	4.18	3.525
Pot Cap-1 Maneuver	776	-	-	1467	-	-	149	105	834	151	199	620
Stage 1	-	-	-	-	-	-	623	502	-	378	424	-
Stage 2	-	-	-	-	-	-	359	255	-	519	566	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	776	-	-	1467	-	-	108	75	834	~ 66	141	620
Mov Cap-2 Maneuver	-	-	-	-	-	-	108	75	-	~ 66	141	-
Stage 1	-	-	-	-	-	-	493	397	-	299	380	-
Stage 2	-	-	-	-	-	-	308	229	-	357	448	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.1	1.4	73.4	246.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	113	776	-	-	1467	-	-	66	263
HCM Lane V/C Ratio	-	0.578	0.209	-	-	0.103	-	-	1.26	0.08
HCM Control Delay (s)	0	73.4	10.9	-	-	7.7	-	-	303.4	19.9
HCM Lane LOS		A	F	B	-	A	-	-	F	C
HCM 95th %tile Q(veh)	-	2.8	0.8	-	-	0.3	-	-	6.8	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

07/15/2022

Intersection												
Int Delay, s/veh	167.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	12	101	71	29	248	45	116	44	61	563	233	434
Future Vol, veh/h	12	101	71	29	248	45	116	44	61	563	233	434
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	75	38	45	26	23	80	39	69	19	5	17	6
Mvmt Flow	13	106	75	31	261	47	122	46	64	593	245	457

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	308	0	0	181	0	0	868	540	144	572	554	285
Stage 1	-	-	-	-	-	-	170	170	-	347	347	-
Stage 2	-	-	-	-	-	-	698	370	-	225	207	-
Critical Hdwy	4.85	-	-	4.36	-	-	7.49	7.19	6.39	7.15	6.67	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.49	6.19	-	6.15	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.49	6.19	-	6.15	5.67	-
Follow-up Hdwy	2.875	-	-	2.434	-	-	3.851	4.621	3.471	3.545	4.153	3.354
Pot Cap-1 Maneuver	933	-	-	1262	-	-	236	367	860	~426	420	745
Stage 1	-	-	-	-	-	-	753	647	-	663	609	-
Stage 2	-	-	-	-	-	-	377	518	-	771	703	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	933	-	-	1262	-	-	~46	353	860	~345	404	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	~46	353	-	~345	404	-
Stage 1	-	-	-	-	-	-	742	638	-	654	594	-
Stage 2	-	-	-	-	-	-	~84	505	-	652	693	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.7			\$ 498.3			176.7		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	46	537	933	-	-	1262	-	-	345	404	745
HCM Lane V/C Ratio	2.654	0.206	0.014	-	-	0.024	-	-	1.718	0.607	0.613
HCM Control Delay (s)	\$ 937.2	13.4	8.9	-	-	7.9	-	-	\$ 361.7	26.7	17.2
HCM Lane LOS	F	B	A	-	-	A	-	-	F	D	C
HCM 95th %tile Q(veh)	13	0.8	0	-	-	0.1	-	-	37	3.9	4.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

07/15/2022

Intersection												
Int Delay, s/veh	45.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	592	9	95	2	23	0	60	32	0	0	9	211
Future Vol, veh/h	592	9	95	2	23	0	60	32	0	0	9	211
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	0	8	100	20	0	65	29	0	0	33	13
Mvmt Flow	623	9	100	2	24	0	63	34	0	0	9	222

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	292	280	120	335	391	34	231	0	0	34	0	0
Stage 1	120	120	-	160	160	-	-	-	-	-	-	-
Stage 2	172	160	-	175	231	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.5	6.28	8.1	6.7	6.2	4.75	-	-	4.1	-	-
Critical Hdwy Stg 1	6.17	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.372	4.4	4.18	3.3	2.785	-	-	2.2	-	-
Pot Cap-1 Maneuver	650	632	916	469	518	1045	1041	-	-	1591	-	-
Stage 1	872	800	-	657	733	-	-	-	-	-	-	-
Stage 2	818	769	-	644	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 596	593	916	393	486	1045	1041	-	-	1591	-	-
Mov Cap-2 Maneuver	~ 596	593	-	393	486	-	-	-	-	-	-	-
Stage 1	818	800	-	616	688	-	-	-	-	-	-	-
Stage 2	740	721	-	567	681	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	65.8		13		5.7		0	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1041	-	-	596	875	477	1591	-	-
HCM Lane V/C Ratio	0.061	-	-	1.046	0.125	0.055	-	-	-
HCM Control Delay (s)	8.7	0	-	75.6	9.7	13	0	-	-
HCM Lane LOS	A	A	-	F	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	17.1	0.4	0.2	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner Street

07/15/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	694	31	2	292	30	2
Future Vol, veh/h	694	31	2	292	30	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	0	0	24	0	0
Mvmt Flow	731	33	2	307	32	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	764	0	1059
Stage 1	-	-	-	-	748
Stage 2	-	-	-	-	311
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	858	-	251
Stage 1	-	-	-	-	471
Stage 2	-	-	-	-	748
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	858	-	250
Mov Cap-2 Maneuver	-	-	-	-	368
Stage 1	-	-	-	-	471
Stage 2	-	-	-	-	747

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	-	-	858	-
HCM Lane V/C Ratio	0.091	-	-	0.002	-
HCM Control Delay (s)	15.7	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
1: N Rainier Avenue/US-395 & Kartchner Street

07/15/2022

Intersection												
Int Delay, s/veh	370.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	422	99	5	72	295	780	2	92	33	104	14	6
Future Vol, veh/h	422	99	5	72	295	780	2	92	33	104	14	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	35	33	33	27	12	0	26	45	67	43	0
Mvmt Flow	444	104	5	76	311	821	2	97	35	109	15	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1132	0	0	109	0	0	1879	2279	107	1524	1460	311
Stage 1	-	-	-	-	-	-	995	995	-	463	463	-
Stage 2	-	-	-	-	-	-	884	1284	-	1061	997	-
Critical Hdwy	4.16	-	-	4.43	-	-	7.1	6.76	6.65	7.77	6.93	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.76	-	6.77	5.93	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.76	-	6.77	5.93	-
Follow-up Hdwy	2.254	-	-	2.497	-	-	3.5	4.234	3.705	4.103	4.387	3.3
Pot Cap-1 Maneuver	603	-	-	1309	-	-	55	~ 34	842	~ 69	106	734
Stage 1	-	-	-	-	-	-	297	294	-	473	501	-
Stage 2	-	-	-	-	-	-	343	211	-	206	274	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	603	-	-	1309	-	-	13	~ 8	842	-	26	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	~ 8	-	-	26	-
Stage 1	-	-	-	-	-	-	78	~ 78	-	125	472	-
Stage 2	-	-	-	-	-	-	310	199	-	-	72	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	20.7			0.5			\$ 5516.5					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	13	11	603	-	-	1309	-	-	-	37
HCM Lane V/C Ratio	0.162	11.962	0.737	-	-	0.058	-	-	-	0.569
HCM Control Delay (s)	\$ 329	\$ 5599.5	25.8	-	-	7.9	-	-	-	190.6
HCM Lane LOS	F	F	D	-	-	A	-	-	-	F
HCM 95th %tile Q(veh)	0.4	17.8	6.4	-	-	0.2	-	-	-	2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

07/15/2022

Intersection												
Int Delay, s/veh	129.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	15	96	125	80	629	52	265	69	52	261	178	253
Future Vol, veh/h	15	96	125	80	629	52	265	69	52	261	178	253
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	70	44	52	10	10	40	29	52	5	11	40	25
Mvmt Flow	16	101	132	84	662	55	279	73	55	275	187	266

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	717	0	0	233	0	0	1283	1084	167	1121	1123	690
Stage 1	-	-	-	-	-	-	199	199	-	858	858	-
Stage 2	-	-	-	-	-	-	1084	885	-	263	265	-
Critical Hdwy	4.8	-	-	4.2	-	-	7.39	7.02	6.25	7.21	6.9	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.39	6.02	-	6.21	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.39	6.02	-	6.21	5.9	-
Follow-up Hdwy	2.83	-	-	2.29	-	-	3.761	4.468	3.345	3.599	4.36	3.525
Pot Cap-1 Maneuver	640	-	-	1289	-	-	~ 125	177	869	~ 176	~ 176	408
Stage 1	-	-	-	-	-	-	745	652	-	339	325	-
Stage 2	-	-	-	-	-	-	~ 234	302	-	723	625	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	640	-	-	1289	-	-	-	161	869	~ 100	~ 161	408
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	161	-	~ 100	~ 161	-
Stage 1	-	-	-	-	-	-	726	636	-	331	304	-
Stage 2	-	-	-	-	-	-	~ 29	282	-	585	609	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.8		\$ 388.5
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	248	640	-	-	1289	-	-	100	161	408
HCM Lane V/C Ratio	-	0.514	0.025	-	-	0.065	-	-	2.747	1.164	0.653
HCM Control Delay (s)	-	33.9	10.8	-	-	8	-	-	\$ 880.3	178.5	28.9
HCM Lane LOS	-	D	B	-	-	A	-	-	F	F	D
HCM 95th %tile Q(veh)	-	2.7	0.1	-	-	0.2	-	-	25.8	10.2	4.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: Kartchner Street & N Capitol Avenue

07/15/2022

Intersection												
Int Delay, s/veh	16.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	292	6	74	0	11	2	110	15	0	0	14	610
Future Vol, veh/h	292	6	74	0	11	2	110	15	0	0	14	610
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	0	38	0	0	0	21	40	0	0	11	6
Mvmt Flow	307	6	78	0	12	2	116	16	0	0	15	642

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	591	584	336	626	905	16	657	0	0	16	0	0
Stage 1	336	336	-	248	248	-	-	-	-	-	-	-
Stage 2	255	248	-	378	657	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.58	7.1	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.642	3.5	4	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	413	426	631	400	278	1069	847	-	-	1615	-	-
Stage 1	670	645	-	760	705	-	-	-	-	-	-	-
Stage 2	741	705	-	648	465	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	355	367	631	310	240	1069	847	-	-	1615	-	-
Mov Cap-2 Maneuver	355	367	-	310	240	-	-	-	-	-	-	-
Stage 1	578	645	-	655	608	-	-	-	-	-	-	-
Stage 2	625	608	-	562	465	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	45.5		18.9			8.7			0		
HCM LOS	E		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	355	599	273	1615	-	-
HCM Lane V/C Ratio	0.137	-	-	0.866	0.141	0.05	-	-	-
HCM Control Delay (s)	9.9	0	-	54.7	12	18.9	0	-	-
HCM Lane LOS	A	A	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	8.2	0.5	0.2	0	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	370	39	3	728	33	2
Future Vol, veh/h	370	39	3	728	33	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	12	0	0	8	0	0
Mvmt Flow	389	41	3	766	35	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	430	0	1182
Stage 1	-	-	-	-	410
Stage 2	-	-	-	-	772
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1140	-	212
Stage 1	-	-	-	-	674
Stage 2	-	-	-	-	459
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1140	-	211
Mov Cap-2 Maneuver	-	-	-	-	340
Stage 1	-	-	-	-	674
Stage 2	-	-	-	-	458

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	1140	-
HCM Lane V/C Ratio	0.106	-	-	0.003	-
HCM Control Delay (s)	16.5	-	-	8.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 6th TWSC
1: N Rainier Avenue/US-395 & Kartchner Street

07/15/2022

Intersection												
Int Delay, s/veh	73											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	303	93	0	47	194	701	0	99	33	79	6	9
Future Vol, veh/h	303	93	0	47	194	701	0	99	33	79	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	27	0	26	33	13	0	8	32	69	25	67
Mvmt Flow	319	98	0	49	204	738	0	104	35	83	6	9

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	942	0	0	98	0	0	1415	1776	98	1108	1038	204
Stage 1	-	-	-	-	-	-	736	736	-	302	302	-
Stage 2	-	-	-	-	-	-	679	1040	-	806	736	-
Critical Hdwy	4.16	-	-	4.36	-	-	7.1	6.58	6.52	7.79	6.75	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.58	-	6.79	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.58	-	6.79	5.75	-
Follow-up Hdwy	2.254	-	-	2.434	-	-	3.5	4.072	3.588	4.121	4.225	3.903
Pot Cap-1 Maneuver	712	-	-	1358	-	-	116	~ 80	882	140	210	697
Stage 1	-	-	-	-	-	-	414	416	-	585	625	-
Stage 2	-	-	-	-	-	-	445	300	-	293	393	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	712	-	-	1358	-	-	70	~ 43	882	-	112	697
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	~ 43	-	-	112	-
Stage 1	-	-	-	-	-	-	229	230	-	323	603	-
Stage 2	-	-	-	-	-	-	419	289	-	85	217	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	0.4	\$ 830.2	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	56	712	-	-	1358	-	-	-	226
HCM Lane V/C Ratio	-	2.481	0.448	-	-	0.036	-	-	-	0.07
HCM Control Delay (s)		\$ 830.2	14.1	-	-	7.8	-	-	-	22.1
HCM Lane LOS		A	F	B	-	A	-	-	-	C
HCM 95th %tile Q(veh)		-	14.1	2.3	-	0.1	-	-	-	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
2: N Commercial Avenue/US-395 & Kartchner Street

07/15/2022

Intersection												
Int Delay, s/veh	175.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	18	89	98	83	522	102	245	59	75	355	194	175
Future Vol, veh/h	18	89	98	83	522	102	245	59	75	355	194	175
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	200	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	58	15	61	7	7	0	26	44	0	6	40	34
Mvmt Flow	19	94	103	87	549	107	258	62	79	374	204	184

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	656	0	0	197	0	0	1155	1014	146	1031	1012	603
Stage 1	-	-	-	-	-	-	184	184	-	777	777	-
Stage 2	-	-	-	-	-	-	971	830	-	254	235	-
Critical Hdwy	4.68	-	-	4.17	-	-	7.36	6.94	6.2	7.16	6.9	6.54
Critical Hdwy Stg 1	-	-	-	-	-	-	6.36	5.94	-	6.16	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.36	5.94	-	6.16	5.9	-
Follow-up Hdwy	2.722	-	-	2.263	-	-	3.734	4.396	3.3	3.554	4.36	3.606
Pot Cap-1 Maneuver	715	-	-	1346	-	-	~ 156	202	906	~ 208	206	445
Stage 1	-	-	-	-	-	-	765	675	-	384	357	-
Stage 2	-	-	-	-	-	-	275	331	-	742	645	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	715	-	-	1346	-	-	-	184	906	~ 131	~ 187	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	184	-	~ 131	~ 187	-
Stage 1	-	-	-	-	-	-	744	657	-	374	334	-
Stage 2	-	-	-	-	-	-	~ 59	309	-	597	628	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.9		\$ 487.7
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	332	715	-	-	1346	-	-	131	187	445
HCM Lane V/C Ratio	-	0.425	0.026	-	-	0.065	-	-	2.853	1.092	0.414
HCM Control Delay (s)	-	23.6	10.2	-	-	7.9	-	-	\$ 906.5	144.4	18.7
HCM Lane LOS	-	C	B	-	-	A	-	-	F	F	C
HCM 95th %tile Q(veh)	-	2	0.1	-	-	0.2	-	-	34.4	9.9	2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 3: Kartchner Street & N Capitol Avenue

07/15/2022

Intersection												
Int Delay, s/veh	45.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	454	8	20	0	9	0	83	8	0	0	14	585
Future Vol, veh/h	454	8	20	0	9	0	83	8	0	0	14	585
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	0	31	0	0	0	20	0	0	0	11	1
Mvmt Flow	478	8	21	0	9	0	87	8	0	0	15	616

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	510	505	323	520	813	8	631	0	0	8	0	0
Stage 1	323	323	-	182	182	-	-	-	-	-	-	-
Stage 2	187	182	-	338	631	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.51	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.579	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 469	473	656	470	315	1080	871	-	-	1625	-	-
Stage 1	683	654	-	824	753	-	-	-	-	-	-	-
Stage 2	808	753	-	681	477	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 422	426	656	414	284	1080	871	-	-	1625	-	-
Mov Cap-2 Maneuver	~ 422	426	-	414	284	-	-	-	-	-	-	-
Stage 1	615	654	-	742	678	-	-	-	-	-	-	-
Stage 2	717	678	-	651	477	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	109.7		18.1			8.7			0		
HCM LOS	F		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	871	-	-	422	568	284	1625	-	-
HCM Lane V/C Ratio	0.1	-	-	1.132	0.052	0.033	-	-	-
HCM Control Delay (s)	9.6	0	-	115.7	11.7	18.1	0	-	-
HCM Lane LOS	A	A	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	17.3	0.2	0.1	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	480	39	3	674	33	2
Future Vol, veh/h	480	39	3	674	33	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	0	3	0	0
Mvmt Flow	505	41	3	709	35	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	546	0	1241
Stage 1	-	-	-	-	526
Stage 2	-	-	-	-	715
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1033	-	195
Stage 1	-	-	-	-	597
Stage 2	-	-	-	-	488
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1033	-	194
Mov Cap-2 Maneuver	-	-	-	-	332
Stage 1	-	-	-	-	597
Stage 2	-	-	-	-	487

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	1033	-
HCM Lane V/C Ratio	0.108	-	-	0.003	-
HCM Control Delay (s)	16.9	-	-	8.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-



Appendix N. Signal Warrants (Background 2045)



KITTELSON & ASSOCIATES, INC.
 851 SW 6th Avenue, Suite 600
 Portland, Oregon 97204
 (503) 228-5230

Project #: 26835
Project Name: Colville Tribes Development
Analyst: KAI
Date: 4/22/2022
File: H:\26\26835 - Colville Tribes Confidential
 Project\Analysis\Signal and Turn Lane Warrants\26835-
 Signal-Warrant-Analysis 3 395 Kartchner.xlsm\Warrant
Intersection: N Capitol Avenue / Kartchner Street
Scenario: 2045 Background Weekday PM

Analysis Traffic Volumes

Hour	Major Street		Minor Street			
	Begin	End	NB	SB	EB	WB
3:10 PM	4:10 PM		125	624	323	12
2nd Highest Hour			118	591	306	11
3rd Highest Hour			117	582	301	11
4th Highest Hour			112	557	289	11
5th Highest Hour			110	549	284	11
6th Highest Hour			110	549	284	11
7th Highest Hour			105	524	271	10
8th Highest Hour			103	516	267	10
9th Highest Hour			100	499	258	10
10th Highest Hour			93	466	241	9
11th Highest Hour			90	449	233	9
12th Highest Hour			88	441	228	8
13th Highest Hour			85	424	220	8
14th Highest Hour			73	366	189	7
15th Highest Hour			58	291	151	6
16th Highest Hour			55	275	142	5
17th Highest Hour			38	191	99	4
18th Highest Hour			32	158	82	3
19th Highest Hour			17	83	43	2
20th Highest Hour			12	58	30	1
21st Highest Hour			10	50	26	1
22nd Highest Hour			7	33	17	1
23rd Highest Hour			3	17	9	0
24th Highest Hour			3	17	9	0

Warrant Summary

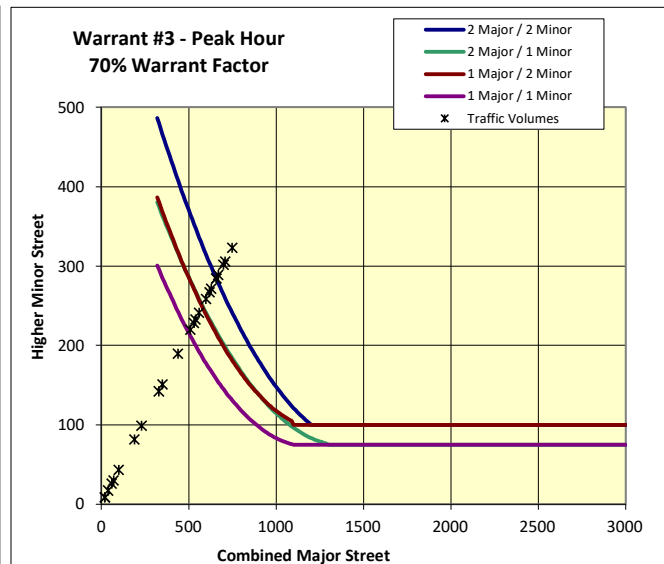
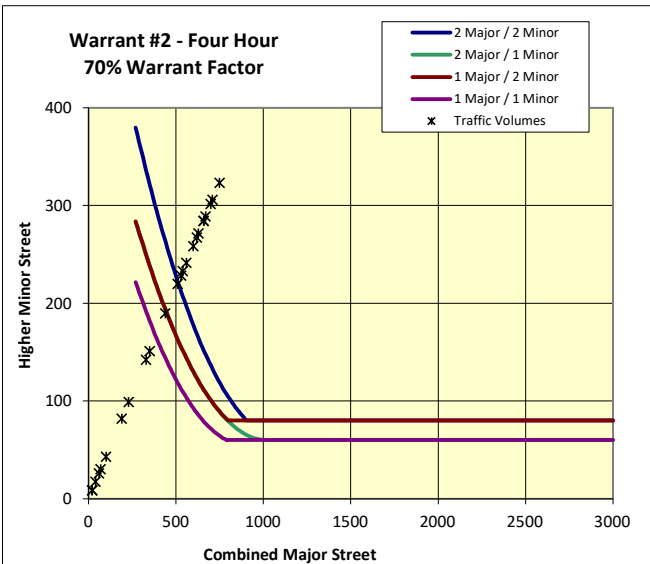
Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Major
East-West Approach =	Minor
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	89%
Major Street: 8th-Highest Hour / Peak Hour	83%
Minor Street: 4th-Highest Hour / Peak Hour	89%
Minor Street: 8th-Highest Hour / Peak Hour	83%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	13	Yes	Yes
	B	750	75	0	No	
80%	A	400	120	14	Yes	Yes
	B	600	60	9	Yes	
70%	A	350	105	15	Yes	Yes
	B	525	53	12	Yes	
56%	A	280	84	16	Yes	Yes
	B	420	42	14	Yes	





Appendix O. Horizon Year 2045 Background Conditions Operations Under Mitigated Conditions

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	82	0	143	360	295	0	39	23	79	8	12
Future Volume (veh/h)	154	82	0	143	360	295	0	39	23	79	8	12
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	1411	1900	1767	1752	1544	1900	952	1011	1233	1604	1530
Adj Flow Rate, veh/h	162	86	0	151	379	157	0	41	1	83	8	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	33	33	0	9	10	24	0	64	60	45	20	25
Cap, veh/h	559	873	0	907	1082	910	152	45	1	176	219	55
Arrive On Green	0.06	0.62	0.00	0.09	1.00	1.00	0.00	0.05	0.05	0.08	0.18	0.18
Sat Flow, veh/h	1344	1411	0	1682	1752	1309	1810	925	23	1174	1238	310
Grp Volume(v), veh/h	162	86	0	151	379	157	0	0	42	83	0	10
Grp Sat Flow(s),veh/h/ln	1344	1411	0	1682	1752	1309	1810	0	947	1174	0	1548
Q Serve(g_s), s	4.0	2.2	0.0	3.0	0.0	0.0	0.0	0.0	4.0	5.8	0.0	0.5
Cycle Q Clear(g_c), s	4.0	2.2	0.0	3.0	0.0	0.0	0.0	0.0	4.0	5.8	0.0	0.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.02	1.00		0.20
Lane Grp Cap(c), veh/h	559	873	0	907	1082	910	152	0	46	176	0	274
V/C Ratio(X)	0.29	0.10	0.00	0.17	0.35	0.17	0.00	0.00	0.91	0.47	0.00	0.04
Avail Cap(c_a), veh/h	559	873	0	910	1082	910	250	0	189	489	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.84	0.84	0.84	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	7.0	0.0	5.2	0.0	0.0	0.0	0.0	42.6	35.3	0.0	30.7
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.1	0.8	0.3	0.0	0.0	40.8	2.0	0.0	0.1
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	1.6	1.1	0.0	1.4	0.4	0.2	0.0	0.0	2.6	2.9	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	7.2	0.0	5.2	0.8	0.3	0.0	0.0	83.4	37.3	0.0	30.8
LnGrp LOS	A	A	A	A	A	A	A	A	F	D	A	C
Approach Vol, veh/h		248			687			42				93
Approach Delay, s/veh		6.2			1.6			83.4				36.6
Approach LOS		A			A			F				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	8.9	9.4	60.2	0.0	20.4	9.5	60.1				
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	31.0	18.0	5.0	18.0	5.0	44.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	7.8	6.0	5.0	4.2	0.0	2.5	6.0	2.0				
Green Ext Time (p_c), s	0.2	0.1	0.0	0.3	0.0	0.0	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	101	71	29	248	45	116	44	61	563	233	434
Future Volume (veh/h)	12	101	71	29	248	45	116	44	61	563	233	434
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		No		No
Adj Sat Flow, veh/h/ln	788	1337	1233	1515	1559	714	1322	877	1618	1826	1648	1811
Adj Flow Rate, veh/h	13	106	50	31	261	35	122	46	3	593	245	142
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	75	38	45	26	23	80	39	69	19	5	17	6
Cap, veh/h	247	315	148	376	696	467	268	64	4	676	492	458
Arrive On Green	0.12	0.12	0.12	0.06	0.89	0.89	0.11	0.08	0.08	0.33	0.30	0.30
Sat Flow, veh/h	457	859	405	1443	1559	605	1259	815	53	1739	1648	1535
Grp Volume(v), veh/h	13	0	156	31	261	35	122	0	49	593	245	142
Grp Sat Flow(s),veh/h/ln	457	0	1264	1443	1559	605	1259	0	868	1739	1648	1535
Q Serve(g_s), s	2.3	0.0	10.2	1.1	2.4	0.3	7.9	0.0	5.0	26.7	11.0	6.4
Cycle Q Clear(g_c), s	2.3	0.0	10.2	1.1	2.4	0.3	7.9	0.0	5.0	26.7	11.0	6.4
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	247	0	463	376	696	467	268	0	68	676	492	458
V/C Ratio(X)	0.05	0.00	0.34	0.08	0.38	0.07	0.46	0.00	0.72	0.88	0.50	0.31
Avail Cap(c_a), veh/h	247	0	463	413	696	467	296	0	174	710	687	640
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	29.5	15.9	2.8	0.5	33.2	0.0	40.5	22.9	26.0	24.4
Incr Delay (d2), s/veh	0.4	0.0	1.9	0.1	1.5	0.3	1.2	0.0	13.2	11.6	0.8	0.4
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	0.5	0.0	6.2	0.6	1.5	0.1	4.4	0.0	2.3	17.0	7.2	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	31.5	16.0	4.3	0.8	34.4	0.0	53.7	34.5	26.8	24.8
LnGrp LOS	C	A	C	B	A	A	C	A	D	C	C	C
Approach Vol, veh/h		169			327			171			980	
Approach Delay, s/veh		31.1			5.1			39.9			31.2	
Approach LOS		C			A			D			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	33.8	11.6	7.2	37.5	14.0	31.4		44.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	31.0	18.0	5.0	18.0	11.5	37.5		27.5				
Max Q Clear Time (g_c+Q), s	20.7	7.0	3.1	12.2	9.9	13.0		4.4				
Green Ext Time (p_c), s	0.5	0.1	0.0	0.4	0.0	1.6		1.5				

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

3: N Capitol Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	9	95	2	23	0	60	32	0	0	9	211
Future Volume (veh/h)	592	9	95	2	23	0	60	32	0	0	9	211
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	1796	1900	1781	418	1604	1900	937	1470	1900	1900	1411	1707
Adj Flow Rate, veh/h	623	9	72	2	24	0	63	34	0	0	9	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	8	100	20	0	65	29	0	0	33	13
Cap, veh/h	1128	143	1144	107	1169	0	134	54	0	0	36	107
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.00	0.11	0.11	0.00	0.00	0.11	0.11
Sat Flow, veh/h	1332	182	1456	81	1488	0	595	474	0	0	311	932
Grp Volume(v), veh/h	623	0	81	26	0	0	97	0	0	0	0	36
Grp Sat Flow(s),veh/h/ln	1332	0	1638	1569	0	0	1069	0	0	0	0	1243
Q Serve(g_s), s	16.5	0.0	1.0	0.0	0.0	0.0	5.8	0.0	0.0	0.0	0.0	2.4
Cycle Q Clear(g_c), s	16.8	0.0	1.0	0.3	0.0	0.0	8.2	0.0	0.0	0.0	0.0	2.4
Prop In Lane	1.00		0.89	0.08		0.00	0.65		0.00	0.00		0.75
Lane Grp Cap(c), veh/h	1128	0	1287	1276	0	0	188	0	0	0	0	142
V/C Ratio(X)	0.55	0.00	0.06	0.02	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.25
Avail Cap(c_a), veh/h	1128	0	1287	1276	0	0	654	0	0	0	0	628
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(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	3.9	0.0	2.2	2.1	0.0	0.0	39.2	0.0	0.0	0.0	0.0	36.3
Incr Delay (d2), s/veh	2.0	0.0	0.1	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.9
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	4.9	0.0	0.3	0.1	0.0	0.0	3.8	0.0	0.0	0.0	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.8	0.0	2.3	2.1	0.0	0.0	41.4	0.0	0.0	0.0	0.0	37.3
LnGrp LOS	A	A	A	A	A	A	D	A	A	A	A	D
Approach Vol, veh/h	704			26			97			36		
Approach Delay, s/veh	5.4			2.1			41.4			37.3		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	14.8		75.2		14.8		75.2					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	45.5		35.5		45.5		35.5					
Max Q Clear Time (g_c+I1), s	10.2		18.8		4.4		2.3					
Green Ext Time (p_c), s	0.5		2.5		0.2		0.1					
Intersection Summary												
HCM 6th Ctrl Delay	10.7											
HCM 6th LOS	B											

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	694	31	2	292	0	30	0	2	0	0	0
Future Vol, veh/h	0	694	31	2	292	0	30	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	100	7	0	0	24	0	0	0	0	0	0	0
Mvmt Flow	0	731	33	2	307	0	32	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	307	0	0	764	0	0	1059	1059	748	1060	1075	307
Stage 1	-	-	-	-	-	-	748	748	-	311	311	-
Stage 2	-	-	-	-	-	-	311	311	-	749	764	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	855	-	-	858	-	-	204	226	416	204	221	738
Stage 1	-	-	-	-	-	-	408	423	-	704	662	-
Stage 2	-	-	-	-	-	-	704	662	-	407	416	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	855	-	-	858	-	-	204	226	416	203	221	738
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	226	-	203	221	-
Stage 1	-	-	-	-	-	-	408	423	-	704	661	-
Stage 2	-	-	-	-	-	-	702	661	-	405	416	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			25.3			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	211	855	-	-	858	-	-	-
HCM Lane V/C Ratio	0.16	-	-	-	0.002	-	-	-
HCM Control Delay (s)	25.3	0	-	-	9.2	-	-	0
HCM Lane LOS	D	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	-

HCM 6th TWSC
 8: Kartchner St & Travel Plaza Driveway 3

07/15/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	725	322	0	0	0
Future Vol, veh/h	0	725	322	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	24	0	0	0
Mvmt Flow	0	763	339	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	339	0	-	0	1102 339
Stage 1	-	-	-	-	339 -
Stage 2	-	-	-	-	763 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1231	-	-	-	236 708
Stage 1	-	-	-	-	726 -
Stage 2	-	-	-	-	464 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1231	-	-	-	236 708
Mov Cap-2 Maneuver	-	-	-	-	357 -
Stage 1	-	-	-	-	726 -
Stage 2	-	-	-	-	464 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1231	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	422	99	5	72	295	780	2	92	33	104	14	6
Future Volume (veh/h)	422	99	5	72	295	780	2	92	33	104	14	6
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	1811	1381	1411	1411	1500	1722	1900	1515	1233	907	1263	1900
Adj Flow Rate, veh/h	444	104	3	76	311	576	2	97	19	109	15	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	35	33	33	27	12	0	26	45	67	43	0
Cap, veh/h	560	709	20	538	609	772	226	122	24	200	240	32
Arrive On Green	0.17	0.53	0.53	0.08	0.68	0.68	0.00	0.10	0.10	0.12	0.22	0.22
Sat Flow, veh/h	1725	1336	39	1344	1500	1459	1810	1230	241	864	1091	145
Grp Volume(v), veh/h	444	0	107	76	311	576	2	0	116	109	0	17
Grp Sat Flow(s),veh/h/ln	1725	0	1374	1344	1500	1459	1810	0	1471	864	0	1237
Q Serve(g_s), s	12.5	0.0	3.6	3.0	9.2	26.6	0.1	0.0	6.9	9.8	0.0	1.0
Cycle Q Clear(g_c), s	12.5	0.0	3.6	3.0	9.2	26.6	0.1	0.0	6.9	9.8	0.0	1.0
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.16	1.00		0.12
Lane Grp Cap(c), veh/h	560	0	729	538	609	772	226	0	146	200	0	272
V/C Ratio(X)	0.79	0.00	0.15	0.14	0.51	0.75	0.01	0.00	0.79	0.55	0.00	0.06
Avail Cap(c_a), veh/h	705	0	729	549	609	772	321	0	294	219	0	357
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.58	0.58	0.58	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	10.8	13.8	10.1	8.8	36.3	0.0	39.6	29.9	0.0	27.8
Incr Delay (d2), s/veh	4.9	0.0	0.4	0.1	1.8	3.8	0.0	0.0	9.3	2.3	0.0	0.1
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	8.1	0.0	1.9	1.4	4.4	6.6	0.1	0.0	5.1	3.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	11.2	13.8	11.8	12.6	36.3	0.0	49.0	32.2	0.0	27.9
LnGrp LOS	B	A	B	B	B	B	D	A	D	C	A	C
Approach Vol, veh/h		551			963			118				126
Approach Delay, s/veh		16.0			12.5			48.7				31.6
Approach LOS		B			B			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	13.4	8.8	52.2	4.7	24.3	19.9	41.1				
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	13.0	18.0	5.0	36.0	5.0	26.0	23.0	18.0				
Max Q Clear Time (g_c+I1), s	11.8	8.9	5.0	5.6	2.1	3.0	14.5	28.6				
Green Ext Time (p_c), s	0.0	0.3	0.0	0.5	0.0	0.0	0.9	0.0				

Intersection Summary

HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	96	125	80	629	52	265	69	52	261	178	253
Future Volume (veh/h)	15	96	125	80	629	52	265	69	52	261	178	253
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		No		No
Adj Sat Flow, veh/h/ln	863	1248	1129	1752	1752	1307	1470	1129	1826	1737	1307	1530
Adj Flow Rate, veh/h	16	101	77	84	662	33	279	73	20	275	187	90
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	70	44	52	10	10	40	29	52	5	11	40	25
Cap, veh/h	220	267	203	461	884	620	355	247	68	372	217	215
Arrive On Green	0.13	0.13	0.13	0.10	1.00	1.00	0.18	0.29	0.29	0.06	0.17	0.17
Sat Flow, veh/h	346	657	501	1668	1752	1108	1400	853	234	1654	1307	1296
Grp Volume(v), veh/h	16	0	178	84	662	33	279	0	93	275	187	90
Grp Sat Flow(s),veh/h/ln	346	0	1158	1668	1752	1108	1400	0	1087	1654	1307	1296
Q Serve(g_s), s	3.7	0.0	12.6	2.5	0.0	0.0	14.2	0.0	6.0	5.0	12.5	5.6
Cycle Q Clear(g_c), s	3.7	0.0	12.6	2.5	0.0	0.0	14.2	0.0	6.0	5.0	12.5	5.6
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	220	0	470	461	884	620	355	0	315	372	217	215
V/C Ratio(X)	0.07	0.00	0.38	0.18	0.75	0.05	0.79	0.00	0.30	0.74	0.86	0.42
Avail Cap(c_a), veh/h	220	0	470	482	884	620	360	0	356	372	261	259
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	28.6	13.5	0.0	0.0	24.0	0.0	24.8	33.8	36.6	33.7
Incr Delay (d2), s/veh	0.6	0.0	2.2	0.2	5.8	0.2	10.9	0.0	0.5	7.6	21.5	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	0.6	0.0	7.3	1.5	2.6	0.1	9.3	0.0	2.8	6.9	8.6	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	30.9	13.7	5.8	0.2	34.9	0.0	25.3	41.4	58.1	35.0
LnGrp LOS	C	A	C	B	A	A	C	A	C	D	E	C
Approach Vol, veh/h		194			779			372			552	
Approach Delay, s/veh		30.4			6.4			32.5			46.0	
Approach LOS		C			A			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	9.5	30.6	8.9	41.0	20.7	19.4	49.9					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	30.0	29.5	5.5	32.0	16.5	18.0	42.0					
Max Q Clear Time (g_c+11), s	8.0	8.0	4.5	14.6	16.2	14.5	2.0					
Green Ext Time (p_c), s	0.0	0.4	0.0	1.1	0.0	0.4	4.8					

Intersection Summary

HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

3: N Capitol Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	6	74	0	11	2	110	15	0	0	14	610
Future Volume (veh/h)	292	6	74	0	11	2	110	15	0	0	14	610
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	1811	1900	1337	1900	1900	1900	1589	1307	1900	1900	1737	1811
Adj Flow Rate, veh/h	307	6	41	0	12	1	116	16	0	0	15	200
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	0	38	0	0	0	21	40	0	0	11	6
Cap, veh/h	898	127	868	0	1048	87	206	22	0	0	31	407
Arrive On Green	0.61	0.61	0.61	0.00	0.61	0.61	0.29	0.29	0.00	0.00	0.29	0.29
Sat Flow, veh/h	1357	210	1433	0	1730	144	446	75	0	0	104	1384
Grp Volume(v), veh/h	307	0	47	0	0	13	132	0	0	0	0	215
Grp Sat Flow(s),veh/h/ln	1357	0	1642	0	0	1874	521	0	0	0	0	1488
Q Serve(g_s), s	10.4	0.0	1.0	0.0	0.0	0.2	13.1	0.0	0.0	0.0	0.0	10.7
Cycle Q Clear(g_c), s	10.7	0.0	1.0	0.0	0.0	0.2	23.8	0.0	0.0	0.0	0.0	10.7
Prop In Lane	1.00		0.87	0.00		0.08	0.88		0.00	0.00		0.93
Lane Grp Cap(c), veh/h	898	0	995	0	0	1136	229	0	0	0	0	438
V/C Ratio(X)	0.34	0.00	0.05	0.00	0.00	0.01	0.58	0.00	0.00	0.00	0.00	0.49
Avail Cap(c_a), veh/h	898	0	995	0	0	1136	409	0	0	0	0	752
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(l)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.2	0.0	7.2	0.0	0.0	7.0	35.5	0.0	0.0	0.0	0.0	26.2
Incr Delay (d2), s/veh	1.0	0.0	0.1	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.9
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	6.0	0.0	0.6	0.0	0.0	0.2	5.0	0.0	0.0	0.0	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	7.3	0.0	0.0	7.1	37.8	0.0	0.0	0.0	0.0	27.1
LnGrp LOS	B	A	A	A	A	A	D	A	A	A	A	C
Approach Vol, veh/h		354			13			132				215
Approach Delay, s/veh		9.8			7.1			37.8				27.1
Approach LOS		A			A			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		59.0		31.0		59.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		45.5		35.5		45.5		35.5				
Max Q Clear Time (g_c+I1), s		25.8		12.7		12.7		2.2				
Green Ext Time (p_c), s		0.7		1.1		1.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					20.1							
HCM 6th LOS					C							

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	370	39	3	728	0	33	0	2	0	0	0
Future Vol, veh/h	0	370	39	3	728	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	100	12	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	389	41	3	766	0	35	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	766	0	0	430	0	0	1182	1182	410	1183	1202	766
Stage 1	-	-	-	-	-	-	410	410	-	772	772	-
Stage 2	-	-	-	-	-	-	772	772	-	411	430	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	536	-	-	1140	-	-	168	191	646	168	186	406
Stage 1	-	-	-	-	-	-	623	599	-	395	412	-
Stage 2	-	-	-	-	-	-	395	412	-	622	587	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	536	-	-	1140	-	-	168	190	646	167	185	406
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	190	-	167	185	-
Stage 1	-	-	-	-	-	-	623	599	-	395	411	-
Stage 2	-	-	-	-	-	-	394	411	-	620	587	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			31			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	175	536	-	-	1140	-	-	-
HCM Lane V/C Ratio	0.211	-	-	-	0.003	-	-	-
HCM Control Delay (s)	31	0	-	-	8.2	-	-	0
HCM Lane LOS	D	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-

HCM 6th TWSC
 8: Kartchner St & Travel Plaza Driveway 3

07/15/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	
Traffic Vol, veh/h	0	409	761	0	0	0
Future Vol, veh/h	0	409	761	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	12	8	0	0	0
Mvmt Flow	0	431	801	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	801	0	-	0	1232 801
Stage 1	-	-	-	-	801 -
Stage 2	-	-	-	-	431 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	831	-	-	-	197 388
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	660 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	831	-	-	-	197 388
Mov Cap-2 Maneuver	-	-	-	-	327 -
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	660 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	831	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	93	0	47	194	701	0	99	33	79	6	9
Future Volume (veh/h)	303	93	0	47	194	701	0	99	33	79	6	9
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	1811	1500	1900	1515	1411	1707	1900	1781	1426	877	1530	907
Adj Flow Rate, veh/h	319	98	0	49	204	490	0	104	19	83	6	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	27	0	26	33	13	0	8	32	69	25	67
Cap, veh/h	652	930	0	721	785	875	292	135	25	121	53	27
Arrive On Green	0.10	0.62	0.00	0.07	0.93	0.93	0.00	0.09	0.09	0.05	0.06	0.06
Sat Flow, veh/h	1725	1500	0	1443	1411	1447	1810	1466	268	836	962	481
Grp Volume(v), veh/h	319	98	0	49	204	490	0	0	123	83	0	9
Grp Sat Flow(s),veh/h/ln	1725	1500	0	1443	1411	1447	1810	0	1733	836	0	1443
Q Serve(g_s), s	6.5	2.4	0.0	1.3	1.2	1.7	0.0	0.0	6.2	0.0	0.0	0.5
Cycle Q Clear(g_c), s	6.5	2.4	0.0	1.3	1.2	1.7	0.0	0.0	6.2	0.0	0.0	0.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.15	1.00		0.33
Lane Grp Cap(c), veh/h	652	930	0	721	785	875	292	0	159	121	0	80
V/C Ratio(X)	0.49	0.11	0.00	0.07	0.26	0.56	0.00	0.00	0.77	0.69	0.00	0.11
Avail Cap(c_a), veh/h	915	930	0	745	785	875	292	0	347	201	0	417
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.75	0.75	0.75	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	6.9	0.0	7.4	1.5	0.3	0.0	0.0	39.9	40.7	0.0	40.4
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.6	1.9	0.0	0.0	7.7	6.8	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(95%),veh/ln	3.3	1.2	0.0	0.6	0.7	1.2	0.0	0.0	5.3	3.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	7.2	0.0	7.4	2.1	2.3	0.0	0.0	47.6	47.5	0.0	41.0
LnGrp LOS	A	A	A	A	A	A	A	A	D	D	A	D
Approach Vol, veh/h		417			743			123				92
Approach Delay, s/veh		6.5			2.6			47.6				46.9
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	12.8	8.0	60.3	12.2	9.5	13.8	54.6				
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	13.0	18.0	5.0	36.0	5.0	26.0	23.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	8.2	3.3	4.4	0.0	2.5	8.5	3.7				
Green Ext Time (p_c), s	0.1	0.4	0.0	0.5	0.0	0.0	0.8	2.6				

Intersection Summary

HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	89	98	83	522	102	245	59	75	355	194	175
Future Volume (veh/h)	18	89	98	83	522	102	245	59	75	355	194	175
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		No		No
Adj Sat Flow, veh/h/ln	1040	1678	996	1796	1796	1900	1515	1248	1900	1811	1307	1396
Adj Flow Rate, veh/h	19	94	64	87	549	71	258	62	23	374	204	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	58	15	61	7	7	0	26	44	0	6	40	34
Cap, veh/h	257	368	251	524	889	1132	358	128	47	542	239	216
Arrive On Green	0.13	0.13	0.13	0.10	0.99	0.99	0.17	0.15	0.15	0.21	0.18	0.18
Sat Flow, veh/h	447	930	633	1711	1796	1610	1443	868	322	1725	1307	1183
Grp Volume(v), veh/h	19	0	158	87	549	71	258	0	85	374	204	31
Grp Sat Flow(s),veh/h/ln	447	0	1564	1711	1796	1610	1443	0	1190	1725	1307	1183
Q Serve(g_s), s	3.4	0.0	8.2	2.6	0.7	0.0	13.3	0.0	5.9	15.9	13.6	2.0
Cycle Q Clear(g_c), s	3.4	0.0	8.2	2.6	0.7	0.0	13.3	0.0	5.9	15.9	13.6	2.0
Prop In Lane	1.00		0.41	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	257	0	619	524	889	1132	358	0	175	542	239	216
V/C Ratio(X)	0.07	0.00	0.26	0.17	0.62	0.06	0.72	0.00	0.49	0.69	0.85	0.14
Avail Cap(c_a), veh/h	257	0	619	535	889	1132	390	0	238	739	428	388
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	27.2	13.3	0.2	0.1	26.2	0.0	35.3	23.7	35.6	30.9
Incr Delay (d2), s/veh	0.6	0.0	1.0	0.1	3.2	0.1	5.8	0.0	2.1	1.6	8.4	0.3
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	0.7	0.0	5.8	1.6	1.6	0.1	8.6	0.0	3.2	9.9	8.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	28.2	13.5	3.4	0.2	32.0	0.0	37.3	25.3	44.0	31.2
LnGrp LOS	C	A	C	B	A	A	C	A	D	C	D	C
Approach Vol, veh/h		177			707			343			609	
Approach Delay, s/veh		27.9			4.3			33.4			31.9	
Approach LOS		C			A			C			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	33.2	17.7	8.9	40.1	20.0	21.0		49.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	29.0	18.0	5.0	20.0	17.5	29.5		29.5				
Max Q Clear Time (g_c+I1), s	11.5	7.9	4.6	10.2	15.3	15.6		2.7				
Green Ext Time (p_c), s	0.8	0.2	0.0	0.7	0.2	0.9		3.6				

Intersection Summary

HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

3: N Capitol Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	454	8	20	0	9	0	83	8	0	0	14	585
Future Volume (veh/h)	454	8	20	0	9	0	83	8	0	0	14	585
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	1826	1900	1441	1900	1900	1900	1604	1900	1900	1900	1737	1885
Adj Flow Rate, veh/h	478	8	14	0	9	0	87	8	0	0	15	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	0	31	0	0	0	20	0	0	0	11	1
Cap, veh/h	1078	452	790	0	1384	0	190	14	0	0	30	227
Arrive On Green	0.73	0.73	0.73	0.00	0.73	0.00	0.17	0.17	0.00	0.00	0.17	0.17
Sat Flow, veh/h	1373	620	1085	0	1900	0	662	84	0	0	176	1323
Grp Volume(v), veh/h	478	0	22	0	9	0	95	0	0	0	0	128
Grp Sat Flow(s),veh/h/ln	1373	0	1705	0	1900	0	746	0	0	0	0	1499
Q Serve(g_s), s	13.1	0.0	0.3	0.0	0.1	0.0	6.0	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s	13.2	0.0	0.3	0.0	0.1	0.0	13.0	0.0	0.0	0.0	0.0	7.0
Prop In Lane	1.00		0.64	0.00		0.00	0.92		0.00	0.00		0.88
Lane Grp Cap(c), veh/h	1078	0	1242	0	1384	0	204	0	0	0	0	257
V/C Ratio(X)	0.44	0.00	0.02	0.00	0.01	0.00	0.46	0.00	0.00	0.00	0.00	0.50
Avail Cap(c_a), veh/h	1078	0	1242	0	1384	0	645	0	0	0	0	758
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	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.1	0.0	3.4	0.0	3.3	0.0	39.3	0.0	0.0	0.0	0.0	33.8
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	1.5
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	6.0	0.0	0.1	0.0	0.1	0.0	3.7	0.0	0.0	0.0	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.0	3.4	0.0	3.3	0.0	40.9	0.0	0.0	0.0	0.0	35.3
LnGrp LOS	A	A	A	A	A	A	D	A	A	A	A	D
Approach Vol, veh/h		500			9			95				128
Approach Delay, s/veh		6.3			3.3			40.9				35.3
Approach LOS		A			A			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.9		70.1		19.9		70.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		45.5		35.5		45.5		35.5				
Max Q Clear Time (g_c+I1), s		15.0		15.2		9.0		2.1				
Green Ext Time (p_c), s		0.5		1.6		0.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay												15.8
HCM 6th LOS												B

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	480	39	3	674	0	33	0	2	0	0	0
Future Vol, veh/h	0	480	39	3	674	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	100	6	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	505	41	3	709	0	35	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	709	0	0	546	0	0	1241	1241	526	1242	1261	709
Stage 1	-	-	-	-	-	-	526	526	-	715	715	-
Stage 2	-	-	-	-	-	-	715	715	-	527	546	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	568	-	-	1033	-	-	153	176	556	153	172	438
Stage 1	-	-	-	-	-	-	539	532	-	425	438	-
Stage 2	-	-	-	-	-	-	425	438	-	538	521	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	568	-	-	1033	-	-	153	175	556	152	171	438
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	175	-	152	171	-
Stage 1	-	-	-	-	-	-	539	532	-	425	437	-
Stage 2	-	-	-	-	-	-	424	437	-	536	521	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	34.1	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	568	-	-	1033	-	-	-
HCM Lane V/C Ratio	0.23	-	-	-	0.003	-	-	-
HCM Control Delay (s)	34.1	0	-	-	8.5	-	-	0
HCM Lane LOS	D	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-

HCM 6th TWSC
 8: Kartchner St & Travel Plaza Driveway 3

07/15/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	519	707	0	0	0
Future Vol, veh/h	0	519	707	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	3	0	0	0
Mvmt Flow	0	546	744	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	744	0	-	0	1290 744
Stage 1	-	-	-	-	744 -
Stage 2	-	-	-	-	546 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	873	-	-	-	182 418
Stage 1	-	-	-	-	473 -
Stage 2	-	-	-	-	584 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	873	-	-	-	182 418
Mov Cap-2 Maneuver	-	-	-	-	320 -
Stage 1	-	-	-	-	473 -
Stage 2	-	-	-	-	584 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	873	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Appendix P. Horizon Year 2045
Total Conditions Operations Sheets

Intersection

Int Delay, s/veh 168.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	154	74	0	143	367	433	0	39	23	169	8	12
Future Vol, veh/h	154	74	0	143	367	433	0	39	23	169	8	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	33	30	0	9	11	28	0	64	60	39	20	25
Mvmt Flow	162	78	0	151	386	456	0	41	24	178	8	13

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	842	0	0	78
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.43	-	-	4.19
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.497	-	-	2.281
Pot Cap-1 Maneuver	675	-	-	1477
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	675	-	-	1477
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.1	1.2	121	\$ 1214.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	87	675	-	-	1477	-	-	49	255
HCM Lane V/C Ratio	-	0.75	0.24	-	-	0.102	-	-	3.631	0.083
HCM Control Delay (s)	0	121	12	-	-	7.7	-	-	\$ 1356.1	20.4
HCM Lane LOS	A	F	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	-	3.8	0.9	-	-	0.3	-	-	19.5	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	1840											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	12	183	71	38	393	196	116	44	51	660	233	434
Future Vol, veh/h	12	183	71	38	393	196	116	44	51	660	233	434
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	300	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	75	34	45	23	27	46	39	69	14	14	17	6
Mvmt Flow	13	193	75	40	414	206	122	46	54	695	245	457

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	620	0	0	268	0	0	1205	957	231	904	891	517
Stage 1	-	-	-	-	-	-	257	257	-	597	597	-
Stage 2	-	-	-	-	-	-	948	700	-	307	294	-
Critical Hdwy	4.85	-	-	4.33	-	-	7.49	7.19	6.34	7.24	6.67	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.49	6.19	-	6.24	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.49	6.19	-	6.24	5.67	-
Follow-up Hdwy	2.875	-	-	2.407	-	-	3.851	4.621	3.426	3.626	4.153	3.354
Pot Cap-1 Maneuver	689	-	-	1183	-	-	136	200	779	~ 246	266	550
Stage 1	-	-	-	-	-	-	673	588	-	~ 469	468	-
Stage 2	-	-	-	-	-	-	269	354	-	~ 678	643	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	689	-	-	1183	-	-	~ 2	190	779	~ 179	252	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	190	-	~ 179	252	-
Stage 1	-	-	-	-	-	-	660	577	-	~ 460	452	-
Stage 2	-	-	-	-	-	-	~ 20	342	-	~ 570	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	\$ 16804.4	\$ 698.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	2	320	689	-	-	1183	-	-	179	252	550
HCM Lane V/C Ratio	61.053	0.313	0.018	-	-	0.034	-	-	3.881	0.973	0.831
HCM Control Delay (s)	\$ 30549.1	21.3	10.3	-	-	8.2	-	-	\$ 1348.2	92.6	35.9
HCM Lane LOS	F	C	B	-	-	A	-	-	F	F	E
HCM 95th %tile Q(veh)	17.6	1.3	0.1	-	-	0.1	-	-	68.3	9.2	8.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	22.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	461	9	95	2	23	0	60	32	0	0	9	326
Future Vol, veh/h	461	9	95	2	23	0	60	32	0	0	9	326
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	0	8	100	20	0	65	29	0	0	33	42
Mvmt Flow	485	9	100	2	24	0	63	34	0	0	9	343

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	353	341	181	395	512	34	352	0	0	34	0	0
Stage 1	181	181	-	160	160	-	-	-	-	-	-	-
Stage 2	172	160	-	235	352	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.28	8.1	6.7	6.2	4.75	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	7.1	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.372	4.4	4.18	3.3	2.785	-	-	2.2	-	-
Pot Cap-1 Maneuver	595	584	846	424	441	1045	928	-	-	1591	-	-
Stage 1	812	754	-	657	733	-	-	-	-	-	-	-
Stage 2	821	769	-	592	601	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	538	544	846	349	411	1045	928	-	-	1591	-	-
Mov Cap-2 Maneuver	538	544	-	349	411	-	-	-	-	-	-	-
Stage 1	756	754	-	612	682	-	-	-	-	-	-	-
Stage 2	737	716	-	515	601	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	39.6		14.5		6		0	
HCM LOS	E		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	928	-	-	538	807	405	1591	-	-
HCM Lane V/C Ratio	0.068	-	-	0.902	0.136	0.065	-	-	-
HCM Control Delay (s)	9.2	0	-	46.2	10.2	14.5	0	-	-
HCM Lane LOS	A	A	-	E	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	10.6	0.5	0.2	0	-	-

HCM 6th TWSC
4: Retail Driveway 1 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	22	0	0	0	32	457	1	0	197	0
Future Vol, veh/h	0	0	22	0	0	0	32	457	1	0	197	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	12	0
Mvmt Flow	0	0	23	0	0	0	34	481	1	0	207	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	757	757	207	769	757	482	207	0	0	482	0	0
Stage 1	207	207	-	550	550	-	-	-	-	-	-	-
Stage 2	550	550	-	219	207	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	327	339	839	321	339	588	1376	-	-	1091	-	-
Stage 1	800	734	-	523	519	-	-	-	-	-	-	-
Stage 2	523	519	-	788	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	318	327	839	304	327	588	1376	-	-	1091	-	-
Mov Cap-2 Maneuver	318	327	-	304	327	-	-	-	-	-	-	-
Stage 1	773	734	-	505	501	-	-	-	-	-	-	-
Stage 2	505	501	-	766	734	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		0		0.5		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1376	-	-	839	-	1091	-	-
HCM Lane V/C Ratio	0.024	-	-	0.028	-	-	-	-
HCM Control Delay (s)	7.7	0	-	9.4	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-	-

HCM 6th TWSC
5: Parking Driveway 2 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	490	2	0	219
Future Vol, veh/h	2	0	490	2	0	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	12
Mvmt Flow	2	0	516	2	0	231

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	748	517	0	0	518
Stage 1	517	-	-	-	-
Stage 2	231	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	383	562	-	-	1058
Stage 1	603	-	-	-	-
Stage 2	812	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	383	562	-	-	1058
Mov Cap-2 Maneuver	383	-	-	-	-
Stage 1	603	-	-	-	-
Stage 2	812	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	383	1058
HCM Lane V/C Ratio	-	-	0.005	-
HCM Control Delay (s)	-	-	14.5	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
6: Travel Plaza Driveway 1 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	114	0	492	221	0
Future Vol, veh/h	0	114	0	492	221	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	100	0	7	12	0
Mvmt Flow	0	120	0	518	233	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	751	233	233	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	381	614	1346	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	614	1346	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	614	-	-
HCM Lane V/C Ratio	-	-	0.195	-	-
HCM Control Delay (s)	0	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	110	563	31	2	407	0	30	0	2	0	0	0
Future Vol, veh/h	110	563	31	2	407	0	30	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	100	6	0	0	44	0	0	0	0	0	0	0
Mvmt Flow	116	593	33	2	428	0	32	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	428	0	0	626	0	0	1274	1274	610	1275	1290	428
Stage 1	-	-	-	-	-	-	842	842	-	432	432	-
Stage 2	-	-	-	-	-	-	432	432	-	843	858	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	757	-	-	965	-	-	145	169	498	145	165	631
Stage 1	-	-	-	-	-	-	362	383	-	606	586	-
Stage 2	-	-	-	-	-	-	606	586	-	361	376	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	757	-	-	965	-	-	128	143	498	127	139	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	143	-	127	139	-
Stage 1	-	-	-	-	-	-	307	324	-	513	585	-
Stage 2	-	-	-	-	-	-	605	585	-	304	318	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	40.7	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	757	-	-	965	-	-	-
HCM Lane V/C Ratio	0.251	0.153	-	-	0.002	-	-	-
HCM Control Delay (s)	40.7	10.6	-	-	8.7	-	-	0
HCM Lane LOS	E	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0.5	-	-	0	-	-	-

HCM 6th TWSC
8: Kartchner St & Travel Plaza Driveway 3

07/15/2022

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	190	704	437	0	0	190
Future Vol, veh/h	190	704	437	0	0	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	20	44	0	0	0
Mvmt Flow	200	741	460	0	0	200

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	460	0	-	0	1601 460
Stage 1	-	-	-	-	460 -
Stage 2	-	-	-	-	1141 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1112	-	-	-	118 605
Stage 1	-	-	-	-	640 -
Stage 2	-	-	-	-	307 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1112	-	-	-	97 605
Mov Cap-2 Maneuver	-	-	-	-	217 -
Stage 1	-	-	-	-	525 -
Stage 2	-	-	-	-	307 -

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1112	-	-	-	605
HCM Lane V/C Ratio	0.18	-	-	-	0.331
HCM Control Delay (s)	8.9	-	-	-	13.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1.4

Intersection

Int Delay, s/veh 732.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	422	110	5	72	293	904	2	92	33	260	14	6
Future Vol, veh/h	422	110	5	72	293	904	2	92	33	260	14	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	34	33	33	27	15	0	26	45	49	43	0
Mvmt Flow	444	116	5	76	308	952	2	97	35	274	15	6

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1260	0	0	121
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.16	-	-	4.43
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.254	-	-	2.497
Pot Cap-1 Maneuver	538	-	-	1295
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	538	-	-	1295
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.2	0.5	\$ 12635.5	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	5	5	538	-	-	1295	-	-	-	24
HCM Lane V/C Ratio	0.421	26.316	0.826	-	-	0.059	-	-	-	0.877
HCM Control Delay (s)	\$ 986.4	2821.9	35.9	-	-	8	-	-	-	\$ 372.3
HCM Lane LOS	F	F	E	-	-	A	-	-	-	F
HCM 95th %tile Q(veh)	0.7	18.5	8.3	-	-	0.2	-	-	-	2.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	1313.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	15	263	125	75	751	145	265	69	67	424	178	253
Future Vol, veh/h	15	263	125	75	751	145	265	69	67	424	178	253
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	300	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	70	39	52	10	14	38	29	52	12	20	40	25
Mvmt Flow	16	277	132	79	791	153	279	73	71	446	187	266

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	944	0	0	409	0	0	1627	1477	343	1473	1467	868
Stage 1	-	-	-	-	-	-	375	375	-	1026	1026	-
Stage 2	-	-	-	-	-	-	1252	1102	-	447	441	-
Critical Hdwy	4.8	-	-	4.2	-	-	7.39	7.02	6.32	7.3	6.9	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.39	6.02	-	6.3	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.39	6.02	-	6.3	5.9	-
Follow-up Hdwy	2.83	-	-	2.29	-	-	3.761	4.468	3.408	3.68	4.36	3.525
Pot Cap-1 Maneuver	512	-	-	1108	-	-	~71	99	677	~95	~106	320
Stage 1	-	-	-	-	-	-	595	538	-	~262	268	-
Stage 2	-	-	-	-	-	-	~186	234	-	557	517	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	512	-	-	1108	-	-	-	89	677	~25	~95	320
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	89	-	~25	~95	-
Stage 1	-	-	-	-	-	-	577	521	-	~254	249	-
Stage 2	-	-	-	-	-	-	~7	217	-	~416	501	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.7		\$ 4038.6
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	156	512	-	-	1108	-	-	25	95	320
HCM Lane V/C Ratio	-	0.918	0.031	-	-	0.071	-	-	17.853	1.972	0.832
HCM Control Delay (s)	-	108.9	12.3	-	-	8.5	-	-	\$ 7882.3	\$ 547.1	53.6
HCM Lane LOS	-	F	B	-	-	A	-	-	F	F	F
HCM 95th %tile Q(veh)	-	6.6	0.1	-	-	0.2	-	-	55.7	16	7.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: N Capitol Ave & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	30											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	344	6	74	0	11	2	110	15	0	0	14	658
Future Vol, veh/h	344	6	74	0	11	2	110	15	0	0	14	658
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	0	38	0	0	0	21	40	0	0	11	21
Mvmt Flow	362	6	78	0	12	2	116	16	0	0	15	693

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	617	610	362	652	956	16	708	0	0	16	0	0
Stage 1	362	362	-	248	248	-	-	-	-	-	-	-
Stage 2	255	248	-	404	708	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.5	6.58	7.1	6.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.642	3.5	4	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	401	412	609	384	260	1069	809	-	-	1615	-	-
Stage 1	655	629	-	760	705	-	-	-	-	-	-	-
Stage 2	747	705	-	627	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 342	352	609	294	222	1069	809	-	-	1615	-	-
Mov Cap-2 Maneuver	~ 342	352	-	294	222	-	-	-	-	-	-	-
Stage 1	560	629	-	650	603	-	-	-	-	-	-	-
Stage 2	625	603	-	541	441	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	84.1		20		9		0	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	809	-	-	342	577	253	1615	-	-
HCM Lane V/C Ratio	0.143	-	-	1.059	0.146	0.054	-	-	-
HCM Control Delay (s)	10.2	0	-	100.8	12.3	20	0	-	-
HCM Lane LOS	B	A	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	13	0.5	0.2	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Retail Driveway 1 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	68	3	0	0	68	286	3	0	481	0
Future Vol, veh/h	0	0	68	3	0	0	68	286	3	0	481	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	4	0
Mvmt Flow	0	0	72	3	0	0	72	301	3	0	506	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	953	954	506	989	953	303	506	0	0	304	0	0
Stage 1	506	506	-	447	447	-	-	-	-	-	-	-
Stage 2	447	448	-	542	506	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	241	261	570	228	261	741	1069	-	-	1268	-	-
Stage 1	552	543	-	595	577	-	-	-	-	-	-	-
Stage 2	595	576	-	528	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	226	240	570	187	240	741	1069	-	-	1268	-	-
Mov Cap-2 Maneuver	226	240	-	187	240	-	-	-	-	-	-	-
Stage 1	507	543	-	547	530	-	-	-	-	-	-	-
Stage 2	547	529	-	462	543	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.2		24.6		1.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1069	-	-	570	187	1268	-	-
HCM Lane V/C Ratio	0.067	-	-	0.126	0.017	-	-	-
HCM Control Delay (s)	8.6	0	-	12.2	24.6	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.1	0	-	-

HCM 6th TWSC
5: Parking Driveway 2 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	4	0	357	4	0	552
Future Vol, veh/h	4	0	357	4	0	552
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	5	0	0	4
Mvmt Flow	4	0	376	4	0	581

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	959	378	0	0	380	0
Stage 1	378	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	288	673	-	-	1190	-
Stage 1	697	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	288	673	-	-	1190	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	1190
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	17.7	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
6: Travel Plaza Driveway 1 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	116	0	361	556	0
Future Vol, veh/h	0	116	0	361	556	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	100	0	5	4	0
Mvmt Flow	0	122	0	380	585	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	965	585	585	0	-	0
Stage 1	585	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	285	367	1000	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	367	1000	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1000	-	367	-	-
HCM Lane V/C Ratio	-	-	0.333	-	-
HCM Control Delay (s)	0	-	19.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	131	422	39	3	776	0	33	0	2	0	0	0
Future Vol, veh/h	131	422	39	3	776	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	100	9	0	0	21	0	0	0	0	0	0	0
Mvmt Flow	138	444	41	3	817	0	35	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	817	0	0	485	0	0	1564	1564	465	1565	1584	817
Stage 1	-	-	-	-	-	-	741	741	-	823	823	-
Stage 2	-	-	-	-	-	-	823	823	-	742	761	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	508	-	-	1088	-	-	92	113	602	91	110	380
Stage 1	-	-	-	-	-	-	411	426	-	371	391	-
Stage 2	-	-	-	-	-	-	371	391	-	411	417	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	508	-	-	1088	-	-	73	82	602	72	80	380
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	82	-	72	80	-
Stage 1	-	-	-	-	-	-	299	310	-	270	390	-
Stage 2	-	-	-	-	-	-	370	390	-	298	304	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.3	0	88.8	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	77	508	-	-	1088	-	-	-
HCM Lane V/C Ratio	0.478	0.271	-	-	0.003	-	-	-
HCM Control Delay (s)	88.8	14.7	-	-	8.3	-	-	0
HCM Lane LOS	F	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	2	1.1	-	-	0	-	-	-

HCM 6th TWSC
8: Kartchner St & Travel Plaza Driveway 3

07/15/2022

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	592	809	0	0	162
Future Vol, veh/h	162	592	809	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	29	21	0	0	0
Mvmt Flow	171	623	852	0	0	171

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	852	0	-	0	1817 852
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	965 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	795	-	-	-	87 362
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	373 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	795	-	-	-	68 362
Mov Cap-2 Maneuver	-	-	-	-	191 -
Stage 1	-	-	-	-	330 -
Stage 2	-	-	-	-	373 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	795	-	-	-	362
HCM Lane V/C Ratio	0.214	-	-	-	0.471
HCM Control Delay (s)	10.8	-	-	-	23.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	2.4

Intersection												
Int Delay, s/veh	94.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Vol, veh/h	303	104	0	47	192	825	0	99	33	235	6	9
Future Vol, veh/h	303	104	0	47	192	825	0	99	33	235	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	500	-	500	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	27	0	26	32	17	0	8	32	48	25	67
Mvmt Flow	319	109	0	49	202	868	0	104	35	247	6	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1070	0	0	109	0	0	1489	1915	109	1117	1047	202
Stage 1	-	-	-	-	-	-	747	747	-	300	300	-
Stage 2	-	-	-	-	-	-	742	1168	-	817	747	-
Critical Hdwy	4.16	-	-	4.36	-	-	7.1	6.58	6.52	7.58	6.75	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.58	-	6.58	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.58	-	6.58	5.75	-
Follow-up Hdwy	2.254	-	-	2.434	-	-	3.5	4.072	3.588	3.932	4.225	3.903
Pot Cap-1 Maneuver	636	-	-	1344	-	-	103	~ 65	869	~ 151	208	699
Stage 1	-	-	-	-	-	-	408	411	-	621	626	-
Stage 2	-	-	-	-	-	-	411	261	-	311	388	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	636	-	-	1344	-	-	57	~ 31	869	-	100	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	~ 31	-	-	100	-
Stage 1	-	-	-	-	-	-	203	205	-	309	603	-
Stage 2	-	-	-	-	-	-	387	252	-	~ 73	193	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	0.3	\$ 1280.6	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	41	636	-	-	1344	-	-	-	206
HCM Lane V/C Ratio	-	3.389	0.501	-	-	0.037	-	-	-	0.077
HCM Control Delay (s)		\$ 1280.6	16.2	-	-	7.8	-	-	-	23.9
HCM Lane LOS		A	F	C	-	A	-	-	-	C
HCM 95th %tile Q(veh)		-	15.6	2.8	-	0.1	-	-	-	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

07/15/2022

Intersection

Int Delay, s/veh 1032.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Vol, veh/h	18	256	98	78	644	195	245	59	90	518	194	175
Future Vol, veh/h	18	256	98	78	644	195	245	59	90	518	194	175
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	300	-	-	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	58	30	61	8	13	20	26	44	7	15	40	34
Mvmt Flow	19	269	103	82	678	205	258	62	95	545	204	184

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	883	0	0	372
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.68	-	-	4.18
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.722	-	-	2.272
Pot Cap-1 Maneuver	575	-	-	1154
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	575	-	-	1154
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.7		\$ 2989.5
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	211	575	-	-	1154	-	-	47	112	348
HCM Lane V/C Ratio	-	0.743	0.033	-	-	0.071	-	-	11.601	1.823	0.529
HCM Control Delay (s)	-	59.4	11.5	-	-	8.4	-	-	\$ 4934.6	\$ 468.7	26.4
HCM Lane LOS	-	F	B	-	-	A	-	-	F	F	D
HCM 95th %tile Q(veh)	-	5	0.1	-	-	0.2	-	-	65.4	16.2	2.9

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: N Capitol Ave & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	73											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	506	8	20	0	9	0	83	8	0	0	14	633
Future Vol, veh/h	506	8	20	0	9	0	83	8	0	0	14	633
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	31	0	0	0	20	0	0	0	11	19
Mvmt Flow	533	8	21	0	9	0	87	8	0	0	15	666

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	535	530	348	545	863	8	681	0	0	8	0	0
Stage 1	348	348	-	182	182	-	-	-	-	-	-	-
Stage 2	187	182	-	363	681	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.51	7.1	6.5	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.579	3.5	4	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 456	457	634	452	295	1080	833	-	-	1625	-	-
Stage 1	668	638	-	824	753	-	-	-	-	-	-	-
Stage 2	815	753	-	660	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 408	409	634	396	264	1080	833	-	-	1625	-	-
Mov Cap-2 Maneuver	~ 408	409	-	396	264	-	-	-	-	-	-	-
Stage 1	598	638	-	737	674	-	-	-	-	-	-	-
Stage 2	719	674	-	630	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	173.2	19.1	9	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	408	548	264	1625	-	-
HCM Lane V/C Ratio	0.105	-	-	1.305	0.054	0.036	-	-	-
HCM Control Delay (s)	9.8	0	-	182.1	11.9	19.1	0	-	-
HCM Lane LOS	A	A	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	23.9	0.2	0.1	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Retail Driveway 1 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	68	3	0	0	68	439	3	0	456	0
Future Vol, veh/h	0	0	68	3	0	0	68	439	3	0	456	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	0	0	72	3	0	0	72	462	3	0	480	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1088	1089	480	1124	1088	464	480	0	0	465	0	0
Stage 1	480	480	-	608	608	-	-	-	-	-	-	-
Stage 2	608	609	-	516	480	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	195	217	590	184	218	602	1093	-	-	1107	-	-
Stage 1	571	558	-	486	489	-	-	-	-	-	-	-
Stage 2	486	488	-	546	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	182	198	590	151	199	602	1093	-	-	1107	-	-
Mov Cap-2 Maneuver	182	198	-	151	199	-	-	-	-	-	-	-
Stage 1	520	558	-	443	445	-	-	-	-	-	-	-
Stage 2	443	445	-	480	558	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.9		29.4		1.1		0	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1093	-	-	590	151	1107	-	-
HCM Lane V/C Ratio	0.065	-	-	0.121	0.021	-	-	-
HCM Control Delay (s)	8.5	0	-	11.9	29.4	0	-	-
HCM Lane LOS	A	A	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.1	0	-	-

HCM 6th TWSC
5: Parking Driveway 2 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	4	0	510	4	0	527
Future Vol, veh/h	4	0	510	4	0	527
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	4	0	537	4	0	555

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1094	539	0	0	541	0
Stage 1	539	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	239	546	-	-	1038	-
Stage 1	589	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	239	546	-	-	1038	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	239	1038
HCM Lane V/C Ratio	-	-	0.018	-
HCM Control Delay (s)	-	-	20.3	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
6: Travel Plaza Driveway 1 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	116	0	514	531	0
Future Vol, veh/h	0	116	0	514	531	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	100	0	2	1	0
Mvmt Flow	0	122	0	541	559	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1100	559	559	0	-	0
Stage 1	559	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	237	381	1022	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	381	1022	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1022	-	381	-	-
HCM Lane V/C Ratio	-	-	0.32	-	-
HCM Control Delay (s)	0	-	18.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	131	532	39	3	722	0	33	0	2	0	0	0
Future Vol, veh/h	131	532	39	3	722	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	100	3	0	0	19	0	0	0	0	0	0	0
Mvmt Flow	138	560	41	3	760	0	35	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	760	0	0	601	0	0	1623	1623	581	1624	1643	760
Stage 1	-	-	-	-	-	-	857	857	-	766	766	-
Stage 2	-	-	-	-	-	-	766	766	-	858	877	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	539	-	-	986	-	-	83	104	517	83	101	409
Stage 1	-	-	-	-	-	-	355	377	-	398	415	-
Stage 2	-	-	-	-	-	-	398	415	-	354	369	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	539	-	-	986	-	-	66	77	517	66	75	409
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	77	-	66	75	-
Stage 1	-	-	-	-	-	-	264	280	-	296	414	-
Stage 2	-	-	-	-	-	-	397	414	-	262	275	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0			105.7			0		
HCM LOS							F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	69	539	-	-	986	-	-	-
HCM Lane V/C Ratio	0.534	0.256	-	-	0.003	-	-	-
HCM Control Delay (s)	105.7	14	-	-	8.7	-	-	0
HCM Lane LOS	F	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	2.2	1	-	-	0	-	-	-

HCM 6th TWSC
8: Kartchner St & Travel Plaza Driveway 3

07/15/2022

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	702	755	0	0	162
Future Vol, veh/h	162	702	755	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	21	19	0	0	0
Mvmt Flow	171	739	795	0	0	171

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	795	0	-	0	1876 795
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	1081 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	835	-	-	-	80 391
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	328 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	835	-	-	-	64 391
Mov Cap-2 Maneuver	-	-	-	-	185 -
Stage 1	-	-	-	-	356 -
Stage 2	-	-	-	-	328 -

Approach	EB	WB	SB
HCM Control Delay, s	2	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	835	-	-	-	391
HCM Lane V/C Ratio	0.204	-	-	-	0.436
HCM Control Delay (s)	10.4	-	-	-	21.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	2.2



Appendix Q. Horizon Year 2045
Total Conditions Operations Sheets Under
Mitigated Conditions

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	74	0	143	367	433	0	39	23	169	8	12
Future Volume (veh/h)	154	74	0	143	367	433	0	39	23	169	8	12
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	1455	1900	1767	1737	1485	1900	952	1011	1322	1604	1530
Adj Flow Rate, veh/h	162	78	0	151	386	227	0	41	1	178	8	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	33	30	0	9	11	28	0	64	60	39	20	25
Cap, veh/h	465	789	0	817	941	874	153	46	1	278	255	127
Arrive On Green	0.06	0.54	0.00	0.09	0.90	0.90	0.00	0.05	0.05	0.15	0.25	0.25
Sat Flow, veh/h	1344	1455	0	1682	1737	1259	1810	925	23	1259	1009	504
Grp Volume(v), veh/h	162	78	0	151	386	227	0	0	42	178	0	12
Grp Sat Flow(s),veh/h/ln	1344	1455	0	1682	1737	1259	1810	0	947	1259	0	1513
Q Serve(g_s), s	5.0	2.3	0.0	3.7	3.0	1.5	0.0	0.0	4.0	11.5	0.0	0.5
Cycle Q Clear(g_c), s	5.0	2.3	0.0	3.7	3.0	1.5	0.0	0.0	4.0	11.5	0.0	0.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.02	1.00		0.33
Lane Grp Cap(c), veh/h	465	789	0	817	941	874	153	0	47	278	0	382
V/C Ratio(X)	0.35	0.10	0.00	0.18	0.41	0.26	0.00	0.00	0.89	0.64	0.00	0.03
Avail Cap(c_a), veh/h	465	789	0	817	941	874	252	0	189	519	0	740
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.72	0.72	0.72	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	10.0	0.0	7.7	2.1	0.9	0.0	0.0	42.5	31.7	0.0	25.3
Incr Delay (d2), s/veh	0.4	0.3	0.0	0.1	1.0	0.5	0.0	0.0	37.7	2.5	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	1.3	0.0	1.9	1.6	0.6	0.0	0.0	2.5	6.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	10.2	0.0	7.8	3.1	1.4	0.0	0.0	80.2	34.2	0.0	25.4
LnGrp LOS	A	B	A	A	A	A	A	A	F	C	A	C
Approach Vol, veh/h		240			764			42				190
Approach Delay, s/veh		9.3			3.5			80.2				33.6
Approach LOS		A			A			F				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	9.0	9.5	53.3	0.0	27.2	9.5	53.3				
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	31.0	18.0	5.0	18.0	5.0	44.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	13.5	6.0	5.7	4.3	0.0	2.5	7.0	5.0				
Green Ext Time (p_c), s	0.4	0.1	0.0	0.2	0.0	0.0	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

2: US 395 NB Ramps/Commercial Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	183	71	38	393	196	116	44	51	660	233	434
Future Volume (veh/h)	12	183	71	38	393	196	116	44	51	660	233	434
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		No		No
Adj Sat Flow, veh/h/ln	788	1396	1233	1559	1500	1218	1322	877	1693	1693	1648	1811
Adj Flow Rate, veh/h	13	193	61	40	414	153	122	46	2	695	245	232
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	75	34	45	23	27	46	39	69	14	14	17	6
Cap, veh/h	201	349	110	286	642	798	263	64	3	664	522	486
Arrive On Green	0.11	0.11	0.11	0.07	0.86	0.86	0.11	0.08	0.08	0.34	0.32	0.32
Sat Flow, veh/h	356	1017	321	1485	1500	1032	1259	835	36	1612	1648	1535
Grp Volume(v), veh/h	13	0	254	40	414	153	122	0	48	695	245	232
Grp Sat Flow(s),veh/h/ln	356	0	1338	1485	1500	1032	1259	0	871	1612	1648	1535
Q Serve(g_s), s	3.0	0.0	16.2	1.5	7.9	1.1	7.9	0.0	4.8	31.0	10.7	11.0
Cycle Q Clear(g_c), s	3.2	0.0	16.2	1.5	7.9	1.1	7.9	0.0	4.8	31.0	10.7	11.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	201	0	459	286	642	798	263	0	67	664	522	486
V/C Ratio(X)	0.06	0.00	0.55	0.14	0.64	0.19	0.46	0.00	0.71	1.05	0.47	0.48
Avail Cap(c_a), veh/h	201	0	459	316	642	798	291	0	174	664	687	640
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.90	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	33.4	17.8	4.3	0.6	33.3	0.0	40.6	24.5	24.7	24.8
Incr Delay (d2), s/veh	0.6	0.0	4.3	0.2	4.9	0.5	1.3	0.0	13.1	47.8	0.7	0.7
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	0.5	0.0	10.1	0.8	3.7	0.4	4.4	0.0	2.3	28.2	6.9	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	37.6	18.1	9.2	1.1	34.6	0.0	53.7	72.3	25.4	25.5
LnGrp LOS	C	A	D	B	A	A	C	A	D	F	C	C
Approach Vol, veh/h		267			607			170			1172	
Approach Delay, s/veh		37.2			7.7			40.0			53.2	
Approach LOS		D			A			D			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	35.5	11.4	7.7	35.4	14.0	33.0		43.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.0	18.0	5.0	18.0	11.5	37.5		27.5				
Max Q Clear Time (g_c+Q), s	33.0	6.8	3.5	18.2	9.9	13.0		9.9				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	1.9		2.7				

Intersection Summary

HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

3: N Capitol Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	461	9	95	2	23	0	60	32	0	0	9	326
Future Volume (veh/h)	461	9	95	2	23	0	60	32	0	0	9	326
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	1811	1900	1781	418	1604	1900	937	1470	1900	1900	1411	1278
Adj Flow Rate, veh/h	485	9	71	2	24	0	63	34	0	0	9	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	0	8	100	20	0	65	29	0	0	33	42
Cap, veh/h	1116	142	1120	105	1147	0	135	55	0	0	27	133
Arrive On Green	0.77	0.77	0.77	0.77	0.77	0.00	0.13	0.13	0.00	0.00	0.13	0.13
Sat Flow, veh/h	1343	184	1454	81	1489	0	528	421	0	0	204	1022
Grp Volume(v), veh/h	485	0	80	26	0	0	97	0	0	0	0	54
Grp Sat Flow(s),veh/h/ln	1343	0	1638	1570	0	0	949	0	0	0	0	1227
Q Serve(g_s), s	11.2	0.0	1.1	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	3.6
Cycle Q Clear(g_c), s	11.5	0.0	1.1	0.3	0.0	0.0	9.5	0.0	0.0	0.0	0.0	3.6
Prop In Lane	1.00		0.89	0.08		0.00	0.65		0.00	0.00		0.83
Lane Grp Cap(c), veh/h	1116	0	1261	1252	0	0	189	0	0	0	0	160
V/C Ratio(X)	0.43	0.00	0.06	0.02	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.34
Avail Cap(c_a), veh/h	1116	0	1261	1252	0	0	631	0	0	0	0	620
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	3.7	0.0	2.5	2.4	0.0	0.0	38.9	0.0	0.0	0.0	0.0	35.6
Incr Delay (d2), s/veh	1.2	0.0	0.1	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	1.2
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	3.7	0.0	0.4	0.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	0.0	2.6	2.5	0.0	0.0	41.0	0.0	0.0	0.0	0.0	36.9
LnGrp LOS	A	A	A	A	A	A	D	A	A	A	A	D
Approach Vol, veh/h		565			26			97				54
Approach Delay, s/veh		4.6			2.5			41.0				36.9
Approach LOS		A			A			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.2		73.8		16.2		73.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		45.5		35.5		45.5		35.5				
Max Q Clear Time (g_c+I1), s		11.5		13.5		5.6		2.3				
Green Ext Time (p_c), s		0.5		2.0		0.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay					11.6							
HCM 6th LOS					B							

HCM 6th TWSC
4: Retail Driveway 1 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	0	0	22	0	0	0	32	457	1	0	197	0
Future Vol, veh/h	0	0	22	0	0	0	32	457	1	0	197	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	12	0
Mvmt Flow	0	0	23	0	0	0	34	481	1	0	207	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	757	757	207	769	757	482	207	0	0	482	0	0
Stage 1	207	207	-	550	550	-	-	-	-	-	-	-
Stage 2	550	550	-	219	207	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	327	339	839	321	339	588	1376	-	-	1091	-	-
Stage 1	800	734	-	523	519	-	-	-	-	-	-	-
Stage 2	523	519	-	788	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	321	331	839	306	331	588	1376	-	-	1091	-	-
Mov Cap-2 Maneuver	321	331	-	306	331	-	-	-	-	-	-	-
Stage 1	780	734	-	510	506	-	-	-	-	-	-	-
Stage 2	510	506	-	766	734	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		0		0.5		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1376	-	-	839	-	1091	-
HCM Lane V/C Ratio	0.024	-	-	0.028	-	-	-
HCM Control Delay (s)	7.7	-	-	9.4	0	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-

HCM 6th TWSC
5: Parking Driveway 2 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	2	0	490	2	0	219
Future Vol, veh/h	2	0	490	2	0	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	12
Mvmt Flow	2	0	516	2	0	231

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	748	517	0	0	518	0
Stage 1	517	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	383	562	-	-	1058	-
Stage 1	603	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	383	562	-	-	1058	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	383	1058
HCM Lane V/C Ratio	-	-	0.005	-
HCM Control Delay (s)	-	-	14.5	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
6: Travel Plaza Driveway 1 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	114	0	492	221	0
Future Vol, veh/h	0	114	0	492	221	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	100	0	7	12	0
Mvmt Flow	0	120	0	518	233	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	751	233	233	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	381	614	1346	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	614	1346	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	614	-	-
HCM Lane V/C Ratio	-	-	0.195	-	-
HCM Control Delay (s)	0	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	110	563	31	2	407	0	30	0	2	0	0	0
Future Vol, veh/h	110	563	31	2	407	0	30	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	100	6	0	0	44	0	0	0	0	0	0	0
Mvmt Flow	116	593	33	2	428	0	32	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	428	0	0	626	0	0	1274	1274	610	1275	1290	428
Stage 1	-	-	-	-	-	-	842	842	-	432	432	-
Stage 2	-	-	-	-	-	-	432	432	-	843	858	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	757	-	-	965	-	-	145	169	498	145	165	631
Stage 1	-	-	-	-	-	-	362	383	-	606	586	-
Stage 2	-	-	-	-	-	-	606	586	-	361	376	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	757	-	-	965	-	-	128	143	498	127	139	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	143	-	127	139	-
Stage 1	-	-	-	-	-	-	307	324	-	513	585	-
Stage 2	-	-	-	-	-	-	605	585	-	304	318	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	40.7	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	757	-	-	965	-	-	-
HCM Lane V/C Ratio	0.251	0.153	-	-	0.002	-	-	-
HCM Control Delay (s)	40.7	10.6	-	-	8.7	-	-	0
HCM Lane LOS	E	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0.5	-	-	0	-	-	-

HCM 6th TWSC
 8: Kartchner St & Travel Plaza Driveway 3

07/15/2022

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	190	704	437	0	0	190
Future Vol, veh/h	190	704	437	0	0	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	20	44	0	0	0
Mvmt Flow	200	741	460	0	0	200

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	460	0	-	0	1601
Stage 1	-	-	-	-	460
Stage 2	-	-	-	-	1141
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1112	-	-	-	118
Stage 1	-	-	-	-	640
Stage 2	-	-	-	-	307
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1112	-	-	-	97
Mov Cap-2 Maneuver	-	-	-	-	217
Stage 1	-	-	-	-	525
Stage 2	-	-	-	-	307

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1112	-	-	-	605
HCM Lane V/C Ratio	0.18	-	-	-	0.331
HCM Control Delay (s)	8.9	-	-	-	13.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1.4

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Traffic Volume (veh/h)	422	110	5	72	293	904	2	92	33	260	14	6
Future Volume (veh/h)	422	110	5	72	293	904	2	92	33	260	14	6
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	1811	1396	1411	1411	1500	1678	1900	1515	1233	1174	1263	1900
Adj Flow Rate, veh/h	444	116	3	76	308	708	2	97	19	274	15	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	34	33	33	27	15	0	26	45	49	43	0
Cap, veh/h	519	664	17	489	536	737	226	122	24	278	281	37
Arrive On Green	0.18	0.49	0.49	0.08	0.60	0.60	0.00	0.10	0.10	0.16	0.26	0.26
Sat Flow, veh/h	1725	1355	35	1344	1500	1422	1810	1230	241	1118	1091	145
Grp Volume(v), veh/h	444	0	119	76	308	708	2	0	116	274	0	17
Grp Sat Flow(s),veh/h/ln	1725	0	1390	1344	1500	1422	1810	0	1471	1118	0	1237
Q Serve(g_s), s	13.7	0.0	4.3	3.2	11.4	32.1	0.1	0.0	6.9	14.5	0.0	0.9
Cycle Q Clear(g_c), s	13.7	0.0	4.3	3.2	11.4	32.1	0.1	0.0	6.9	14.5	0.0	0.9
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.16	1.00		0.12
Lane Grp Cap(c), veh/h	519	0	681	489	536	737	226	0	146	278	0	319
V/C Ratio(X)	0.86	0.00	0.17	0.16	0.58	0.96	0.01	0.00	0.79	0.99	0.00	0.05
Avail Cap(c_a), veh/h	616	0	681	498	536	737	321	0	294	278	0	378
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.38	0.38	0.38	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	12.8	16.2	14.0	15.4	36.3	0.0	39.6	33.0	0.0	25.1
Incr Delay (d2), s/veh	10.0	0.0	0.6	0.1	1.7	13.1	0.0	0.0	9.3	50.0	0.0	0.1
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	9.8	0.0	2.3	1.6	4.8	12.6	0.1	0.0	5.1	8.8	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	0.0	13.3	16.3	15.7	28.5	36.3	0.0	49.0	82.9	0.0	25.2
LnGrp LOS	C	A	B	B	B	C	D	A	D	F	A	C
Approach Vol, veh/h		563			1092			118				291
Approach Delay, s/veh		22.7			24.0			48.7				79.6
Approach LOS		C			C			D				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	13.4	8.9	48.6	4.7	27.7	20.9	36.6				
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	14.5	18.0	5.0	34.5	5.0	27.5	21.5	18.0				
Max Q Clear Time (g_c+I1), s	16.5	8.9	5.2	6.3	2.1	2.9	15.7	34.1				
Green Ext Time (p_c), s	0.0	0.3	0.0	0.6	0.0	0.0	0.8	0.0				

Intersection Summary

HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

2: US 395 NB Ramps/Commercial Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	263	125	75	751	145	265	69	67	424	178	253
Future Volume (veh/h)	15	263	125	75	751	145	265	69	67	424	178	253
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	863	1322	1129	1752	1693	1337	1470	1129	1722	1604	1307	1530
Adj Flow Rate, veh/h	16	277	113	79	791	102	279	73	28	446	187	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	70	39	52	10	14	38	29	52	12	20	40	25
Cap, veh/h	195	358	146	254	845	779	362	126	48	452	217	215
Arrive On Green	0.13	0.13	0.13	0.10	1.00	1.00	0.18	0.16	0.16	0.19	0.17	0.17
Sat Flow, veh/h	287	892	364	1668	1693	1133	1400	777	298	1527	1307	1296
Grp Volume(v), veh/h	16	0	390	79	791	102	279	0	101	446	187	111
Grp Sat Flow(s),veh/h/ln	287	0	1256	1668	1693	1133	1400	0	1076	1527	1307	1296
Q Serve(g_s), s	4.4	0.0	27.0	2.4	1.2	0.0	14.6	0.0	7.8	17.0	12.5	7.0
Cycle Q Clear(g_c), s	4.4	0.0	27.0	2.4	1.2	0.0	14.6	0.0	7.8	17.0	12.5	7.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	195	0	504	254	845	779	362	0	174	452	217	215
V/C Ratio(X)	0.08	0.00	0.77	0.31	0.94	0.13	0.77	0.00	0.58	0.99	0.86	0.52
Avail Cap(c_a), veh/h	195	0	504	267	845	779	367	0	215	452	261	259
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.00	0.69	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	35.1	17.4	0.0	0.0	25.0	0.0	34.9	29.4	36.5	34.2
Incr Delay (d2), s/veh	0.6	0.0	7.8	0.7	18.9	0.3	9.6	0.0	3.0	38.8	21.3	1.9
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	0.6	0.0	14.3	1.4	7.9	0.1	9.4	0.0	3.8	11.4	8.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	42.9	18.1	18.9	0.4	34.6	0.0	37.9	68.2	57.9	36.1
LnGrp LOS	C	A	D	B	B	A	C	A	D	E	E	D
Approach Vol, veh/h	406			972			380			744		
Approach Delay, s/veh	42.2			16.9			35.5			60.8		
Approach LOS	D			B			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	19.1	8.8	40.6	21.1	19.4	49.4						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	18.0	5.0	32.0	17.0	18.0	41.5						
Max Q Clear Time (g_c+I1), s	9.8	4.4	29.0	16.6	14.5	3.2						
Green Ext Time (p_c), s	0.0	0.3	0.0	0.7	0.0	6.6						

Intersection Summary

HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

3: N Capitol Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	6	74	0	11	2	110	15	0	0	14	658
Future Volume (veh/h)	344	6	74	0	11	2	110	15	0	0	14	658
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	1856	1900	1337	1900	1900	1900	1589	1307	1900	1900	1737	1589
Adj Flow Rate, veh/h	362	6	39	0	12	1	116	16	0	0	15	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	38	0	0	0	21	40	0	0	11	21
Cap, veh/h	883	127	827	0	1005	84	206	22	0	0	28	446
Arrive On Green	0.58	0.58	0.58	0.00	0.58	0.58	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h	1390	219	1424	0	1730	144	409	69	0	0	88	1397
Grp Volume(v), veh/h	362	0	45	0	0	13	132	0	0	0	0	253
Grp Sat Flow(s),veh/h/ln	1390	0	1644	0	0	1874	478	0	0	0	0	1485
Q Serve(g_s), s	13.4	0.0	1.1	0.0	0.0	0.3	13.5	0.0	0.0	0.0	0.0	12.6
Cycle Q Clear(g_c), s	13.6	0.0	1.1	0.0	0.0	0.3	26.1	0.0	0.0	0.0	0.0	12.6
Prop In Lane	1.00		0.87	0.00		0.08	0.88		0.00	0.00		0.94
Lane Grp Cap(c), veh/h	883	0	955	0	0	1089	228	0	0	0	0	474
V/C Ratio(X)	0.41	0.00	0.05	0.00	0.00	0.01	0.58	0.00	0.00	0.00	0.00	0.53
Avail Cap(c_a), veh/h	883	0	955	0	0	1089	382	0	0	0	0	751
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	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	8.1	0.0	0.0	8.0	35.3	0.0	0.0	0.0	0.0	25.1
Incr Delay (d2), s/veh	1.4	0.0	0.1	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.9
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	6.8	0.0	0.6	0.0	0.0	0.2	5.0	0.0	0.0	0.0	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	0.0	8.2	0.0	0.0	8.0	37.6	0.0	0.0	0.0	0.0	26.1
LnGrp LOS	B	A	A	A	A	A	D	A	A	A	A	C
Approach Vol, veh/h		407			13			132			253	
Approach Delay, s/veh		11.8			8.0			37.6			26.1	
Approach LOS		B			A			D			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.2		56.8		33.2		56.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		45.5		35.5		45.5		35.5				
Max Q Clear Time (g_c+I1), s		28.1		15.6		14.6		2.3				
Green Ext Time (p_c), s		0.6		1.2		1.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay											20.5	
HCM 6th LOS											C	

HCM 6th TWSC
4: Retail Driveway 1 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	0	0	68	3	0	0	68	286	3	0	481	0
Future Vol, veh/h	0	0	68	3	0	0	68	286	3	0	481	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	4	0
Mvmt Flow	0	0	72	3	0	0	72	301	3	0	506	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	953	954	506	989	953	303	506	0	0	304	0	0
Stage 1	506	506	-	447	447	-	-	-	-	-	-	-
Stage 2	447	448	-	542	506	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	241	261	570	228	261	741	1069	-	-	1268	-	-
Stage 1	552	543	-	595	577	-	-	-	-	-	-	-
Stage 2	595	576	-	528	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	229	244	570	189	244	741	1069	-	-	1268	-	-
Mov Cap-2 Maneuver	229	244	-	189	244	-	-	-	-	-	-	-
Stage 1	515	543	-	555	538	-	-	-	-	-	-	-
Stage 2	555	537	-	462	543	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.2		24.4		1.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1069	-	-	570	189	1268	-	-
HCM Lane V/C Ratio	0.067	-	-	0.126	0.017	-	-	-
HCM Control Delay (s)	8.6	-	-	12.2	24.4	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.1	0	-	-

HCM 6th TWSC
5: Parking Driveway 2 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	0	357	4	0	552
Future Vol, veh/h	4	0	357	4	0	552
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	5	0	0	4
Mvmt Flow	4	0	376	4	0	581

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	959	378	0	0	380	0
Stage 1	378	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	288	673	-	-	1190	-
Stage 1	697	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	288	673	-	-	1190	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	1190
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	17.7	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
6: Travel Plaza Driveway 1 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	116	0	361	556	0
Future Vol, veh/h	0	116	0	361	556	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	100	0	5	4	0
Mvmt Flow	0	122	0	380	585	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	965	585	585	0	-	0
Stage 1	585	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	285	367	1000	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	367	1000	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1000	-	367	-	-
HCM Lane V/C Ratio	-	-	0.333	-	-
HCM Control Delay (s)	0	-	19.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	131	422	39	3	776	0	33	0	2	0	0	0
Future Vol, veh/h	131	422	39	3	776	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	100	9	0	0	21	0	0	0	0	0	0	0
Mvmt Flow	138	444	41	3	817	0	35	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	817	0	0	485	0	0	1564	1564	465	1565	1584	817
Stage 1	-	-	-	-	-	-	741	741	-	823	823	-
Stage 2	-	-	-	-	-	-	823	823	-	742	761	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	508	-	-	1088	-	-	92	113	602	91	110	380
Stage 1	-	-	-	-	-	-	411	426	-	371	391	-
Stage 2	-	-	-	-	-	-	371	391	-	411	417	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	508	-	-	1088	-	-	73	82	602	72	80	380
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	82	-	72	80	-
Stage 1	-	-	-	-	-	-	299	310	-	270	390	-
Stage 2	-	-	-	-	-	-	370	390	-	298	304	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.3	0	88.8	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	77	508	-	-	1088	-	-	-
HCM Lane V/C Ratio	0.478	0.271	-	-	0.003	-	-	-
HCM Control Delay (s)	88.8	14.7	-	-	8.3	-	-	0
HCM Lane LOS	F	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	2	1.1	-	-	0	-	-	-

HCM 6th TWSC
 8: Kartchner St & Travel Plaza Driveway 3

07/15/2022

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	162	592	809	0	0	162
Future Vol, veh/h	162	592	809	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	29	21	0	0	0
Mvmt Flow	171	623	852	0	0	171

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	852	0	-	0	1817 852
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	965 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	795	-	-	-	87 362
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	373 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	795	-	-	-	68 362
Mov Cap-2 Maneuver	-	-	-	-	191 -
Stage 1	-	-	-	-	330 -
Stage 2	-	-	-	-	373 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	795	-	-	-	362
HCM Lane V/C Ratio	0.214	-	-	-	0.471
HCM Control Delay (s)	10.8	-	-	-	23.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	2.4

HCM 6th Signalized Intersection Summary
 1: US 395 SB Ramps/N Rainier Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	104	0	47	192	825	0	99	33	235	6	9
Future Volume (veh/h)	303	104	0	47	192	825	0	99	33	235	6	9
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	1811	1500	1900	1515	1426	1648	1900	1781	1426	1189	1530	907
Adj Flow Rate, veh/h	319	109	0	49	202	621	0	104	19	247	6	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	27	0	26	32	17	0	8	32	48	25	67
Cap, veh/h	496	786	0	593	626	815	213	135	25	262	276	138
Arrive On Green	0.12	0.52	0.00	0.01	0.14	0.14	0.00	0.09	0.09	0.14	0.29	0.29
Sat Flow, veh/h	1725	1500	0	1443	1426	1397	1810	1466	268	1132	962	481
Grp Volume(v), veh/h	319	109	0	49	202	621	0	0	123	247	0	9
Grp Sat Flow(s),veh/h/ln	1725	1500	0	1443	1426	1397	1810	0	1733	1132	0	1443
Q Serve(g_s), s	8.5	3.4	0.0	1.7	11.4	29.8	0.0	0.0	6.2	13.0	0.0	0.4
Cycle Q Clear(g_c), s	8.5	3.4	0.0	1.7	11.4	29.8	0.0	0.0	6.2	13.0	0.0	0.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.15	1.00		0.33
Lane Grp Cap(c), veh/h	496	786	0	593	626	815	213	0	159	262	0	413
V/C Ratio(X)	0.64	0.14	0.00	0.08	0.32	0.76	0.00	0.00	0.77	0.94	0.00	0.02
Avail Cap(c_a), veh/h	722	786	0	617	626	815	312	0	347	262	0	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.50	0.50	0.50	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.5	11.0	0.0	13.0	26.5	21.3	0.0	0.0	39.9	33.8	0.0	23.1
Incr Delay (d2), s/veh	1.4	0.4	0.0	0.0	0.7	3.4	0.0	0.0	7.7	40.5	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	1.9	0.0	0.9	6.6	15.4	0.0	0.0	5.3	7.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	11.3	0.0	13.1	27.2	24.8	0.0	0.0	47.6	74.3	0.0	23.1
LnGrp LOS	B	B	A	B	C	C	A	A	D	E	A	C
Approach Vol, veh/h		428			872			123			256	
Approach Delay, s/veh		12.5			24.7			47.6			72.5	
Approach LOS		B			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	12.8	8.0	51.7	0.0	30.3	15.7	44.0				
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	13.0	18.0	5.0	36.0	5.0	26.0	23.0	18.0				
Max Q Clear Time (g_c+I1), s	15.0	8.2	3.7	5.4	0.0	2.4	10.5	31.8				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.5	0.0	0.0	0.7	0.0				

Intersection Summary

HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 2: US 395 NB Ramps/Commercial Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	256	98	78	644	195	245	59	90	518	194	175
Future Volume (veh/h)	18	256	98	78	644	195	245	59	90	518	194	175
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		No		No
Adj Sat Flow, veh/h/ln	1040	1455	996	1781	1707	1604	1515	1248	1796	1678	1307	1396
Adj Flow Rate, veh/h	19	269	88	82	678	146	258	62	23	545	204	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	58	30	61	8	13	20	26	44	7	15	40	34
Cap, veh/h	185	375	123	270	778	1027	404	82	30	588	279	252
Arrive On Green	0.12	0.12	0.12	0.10	0.91	0.91	0.18	0.09	0.09	0.30	0.21	0.21
Sat Flow, veh/h	370	1050	344	1697	1707	1359	1443	868	322	1598	1307	1183
Grp Volume(v), veh/h	19	0	357	82	678	146	258	0	85	545	204	39
Grp Sat Flow(s),veh/h/ln	370	0	1394	1697	1707	1359	1443	0	1190	1598	1307	1183
Q Serve(g_s), s	4.3	0.0	22.2	2.6	15.4	0.5	14.2	0.0	6.3	27.0	13.1	2.4
Cycle Q Clear(g_c), s	10.8	0.0	22.2	2.6	15.4	0.5	14.2	0.0	6.3	27.0	13.1	2.4
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	185	0	498	270	778	1027	404	0	112	588	279	252
V/C Ratio(X)	0.10	0.00	0.72	0.30	0.87	0.14	0.64	0.00	0.76	0.93	0.73	0.15
Avail Cap(c_a), veh/h	185	0	498	291	778	1027	423	0	238	588	399	362
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.00	0.78	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	35.3	18.0	2.9	0.4	28.8	0.0	39.7	23.8	33.0	28.8
Incr Delay (d2), s/veh	0.9	0.0	6.8	0.6	12.8	0.3	3.0	0.0	9.9	20.9	4.0	0.3
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	0.8	0.0	13.5	1.7	7.1	0.3	8.7	0.0	3.8	17.8	7.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	42.1	18.7	15.7	0.7	31.8	0.0	49.7	44.7	37.0	29.1
LnGrp LOS	C	A	D	B	B	A	C	A	D	D	D	C
Approach Vol, veh/h		376			906			343			788	
Approach Delay, s/veh		41.7			13.6			36.3			41.9	
Approach LOS		D			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	13.0	8.9	36.7	20.8	23.7		45.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	18.0	5.5	21.5	17.5	27.5		31.5				
Max Q Clear Time (g_c+Q), s	8.3	8.3	4.6	24.2	16.2	15.1		17.4				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.1	0.8		4.1				
Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

3: N Capitol Ave & Kartchner St

07/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	506	8	20	0	9	0	83	8	0	0	14	633
Future Volume (veh/h)	506	8	20	0	9	0	83	8	0	0	14	633
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	1900	1441	1900	1900	1900	1604	1900	1900	1900	1737	1618
Adj Flow Rate, veh/h	533	8	14	0	9	0	87	8	0	0	15	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	31	0	0	0	20	0	0	0	11	19
Cap, veh/h	1082	442	774	0	1356	0	190	14	0	0	28	251
Arrive On Green	0.71	0.71	0.71	0.00	0.71	0.00	0.19	0.19	0.00	0.00	0.19	0.19
Sat Flow, veh/h	1406	620	1085	0	1900	0	607	77	0	0	149	1345
Grp Volume(v), veh/h	533	0	22	0	9	0	95	0	0	0	0	150
Grp Sat Flow(s),veh/h/ln	1406	0	1705	0	1900	0	684	0	0	0	0	1495
Q Serve(g_s), s	15.8	0.0	0.3	0.0	0.1	0.0	6.2	0.0	0.0	0.0	0.0	8.2
Cycle Q Clear(g_c), s	15.9	0.0	0.3	0.0	0.1	0.0	14.3	0.0	0.0	0.0	0.0	8.2
Prop In Lane	1.00		0.64	0.00		0.00	0.92		0.00	0.00		0.90
Lane Grp Cap(c), veh/h	1082	0	1217	0	1356	0	204	0	0	0	0	278
V/C Ratio(X)	0.49	0.00	0.02	0.00	0.01	0.00	0.47	0.00	0.00	0.00	0.00	0.54
Avail Cap(c_a), veh/h	1082	0	1217	0	1356	0	617	0	0	0	0	756
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	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.0	0.0	3.7	0.0	3.7	0.0	39.1	0.0	0.0	0.0	0.0	33.1
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	1.6
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	6.5	0.0	0.2	0.0	0.1	0.0	3.7	0.0	0.0	0.0	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	0.0	3.8	0.0	3.7	0.0	40.8	0.0	0.0	0.0	0.0	34.7
LnGrp LOS	A	A	A	A	A	A	D	A	A	A	A	C
Approach Vol, veh/h	555		9				95			150		
Approach Delay, s/veh	7.4		3.7				40.8			34.7		
Approach LOS	A		A				D			C		
Timer - Assigned Phs	2		4				6			8		
Phs Duration (G+Y+Rc), s	21.3		68.7				21.3			68.7		
Change Period (Y+Rc), s	4.5		4.5				4.5			4.5		
Max Green Setting (Gmax), s	45.5		35.5				45.5			35.5		
Max Q Clear Time (g_c+I1), s	16.3		17.9				10.2			2.1		
Green Ext Time (p_c), s	0.5		1.6				0.9			0.0		
Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			B									

HCM 6th TWSC
4: Retail Driveway 1 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	0	0	68	3	0	0	68	439	3	0	456	0
Future Vol, veh/h	0	0	68	3	0	0	68	439	3	0	456	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	0	0	72	3	0	0	72	462	3	0	480	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1088	1089	480	1124	1088	464	480	0	0	465	0	0
Stage 1	480	480	-	608	608	-	-	-	-	-	-	-
Stage 2	608	609	-	516	480	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	195	217	590	184	218	602	1093	-	-	1107	-	-
Stage 1	571	558	-	486	489	-	-	-	-	-	-	-
Stage 2	486	488	-	546	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	185	203	590	153	204	602	1093	-	-	1107	-	-
Mov Cap-2 Maneuver	185	203	-	153	204	-	-	-	-	-	-	-
Stage 1	533	558	-	454	457	-	-	-	-	-	-	-
Stage 2	454	456	-	480	558	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.9		29		1.1		0	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1093	-	-	590	153	1107	-
HCM Lane V/C Ratio	0.065	-	-	0.121	0.021	-	-
HCM Control Delay (s)	8.5	-	-	11.9	29	0	-
HCM Lane LOS	A	-	-	B	D	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.1	0	-

HCM 6th TWSC
5: Parking Driveway 2 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	0	510	4	0	527
Future Vol, veh/h	4	0	510	4	0	527
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	4	0	537	4	0	555

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1094	539	0	0	541	0
Stage 1	539	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	239	546	-	-	1038	-
Stage 1	589	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	239	546	-	-	1038	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	239	1038
HCM Lane V/C Ratio	-	-	0.018	-
HCM Control Delay (s)	-	-	20.3	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
6: Travel Plaza Driveway 1 & Kartchner St

07/15/2022

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	116	0	514	531	0
Future Vol, veh/h	0	116	0	514	531	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	100	0	2	1	0
Mvmt Flow	0	122	0	541	559	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1100	559	559	0	-	0
Stage 1	559	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	237	381	1022	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	381	1022	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1022	-	381	-	-
HCM Lane V/C Ratio	-	-	0.32	-	-
HCM Control Delay (s)	0	-	18.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

HCM 6th TWSC
7: Travel Plaza Driveway 2 & Kartchner St

07/15/2022

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	131	532	39	3	722	0	33	0	2	0	0	0
Future Vol, veh/h	131	532	39	3	722	0	33	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	100	3	0	0	19	0	0	0	0	0	0	0
Mvmt Flow	138	560	41	3	760	0	35	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	760	0	0	601	0	0	1623	1623	581	1624	1643	760
Stage 1	-	-	-	-	-	-	857	857	-	766	766	-
Stage 2	-	-	-	-	-	-	766	766	-	858	877	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	539	-	-	986	-	-	83	104	517	83	101	409
Stage 1	-	-	-	-	-	-	355	377	-	398	415	-
Stage 2	-	-	-	-	-	-	398	415	-	354	369	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	539	-	-	986	-	-	66	77	517	66	75	409
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	77	-	66	75	-
Stage 1	-	-	-	-	-	-	264	280	-	296	414	-
Stage 2	-	-	-	-	-	-	397	414	-	262	275	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0			105.7			0		
HCM LOS							F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	69	539	-	-	986	-	-	-
HCM Lane V/C Ratio	0.534	0.256	-	-	0.003	-	-	-
HCM Control Delay (s)	105.7	14	-	-	8.7	-	-	0
HCM Lane LOS	F	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	2.2	1	-	-	0	-	-	-

HCM 6th TWSC
8: Kartchner St & Travel Plaza Driveway 3

07/15/2022

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	702	755	0	0	162
Future Vol, veh/h	162	702	755	0	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	21	19	0	0	0
Mvmt Flow	171	739	795	0	0	171

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	795	0	-	0	1876 795
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	1081 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	835	-	-	-	80 391
Stage 1	-	-	-	-	448 -
Stage 2	-	-	-	-	328 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	835	-	-	-	64 391
Mov Cap-2 Maneuver	-	-	-	-	185 -
Stage 1	-	-	-	-	356 -
Stage 2	-	-	-	-	328 -

Approach	EB	WB	SB
HCM Control Delay, s	2	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	835	-	-	-	391
HCM Lane V/C Ratio	0.204	-	-	-	0.436
HCM Control Delay (s)	10.4	-	-	-	21.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	2.2



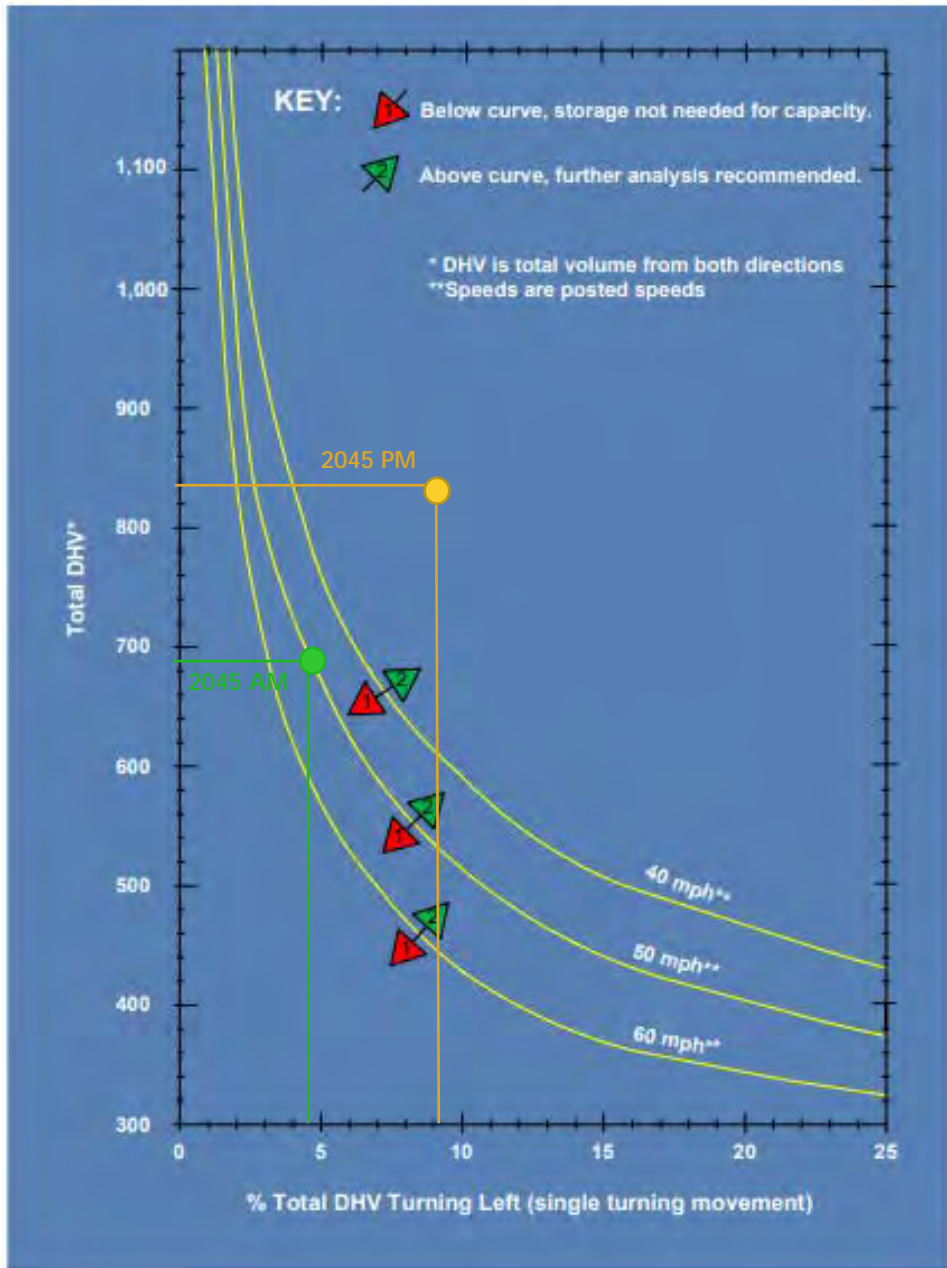
Appendix R. Turn Lane Warrants (2045)

Driveway A (Retail Driveway 1 & N Capitol Avenue) Turn Lane Warrants

Chapter 1310

Intersections

Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

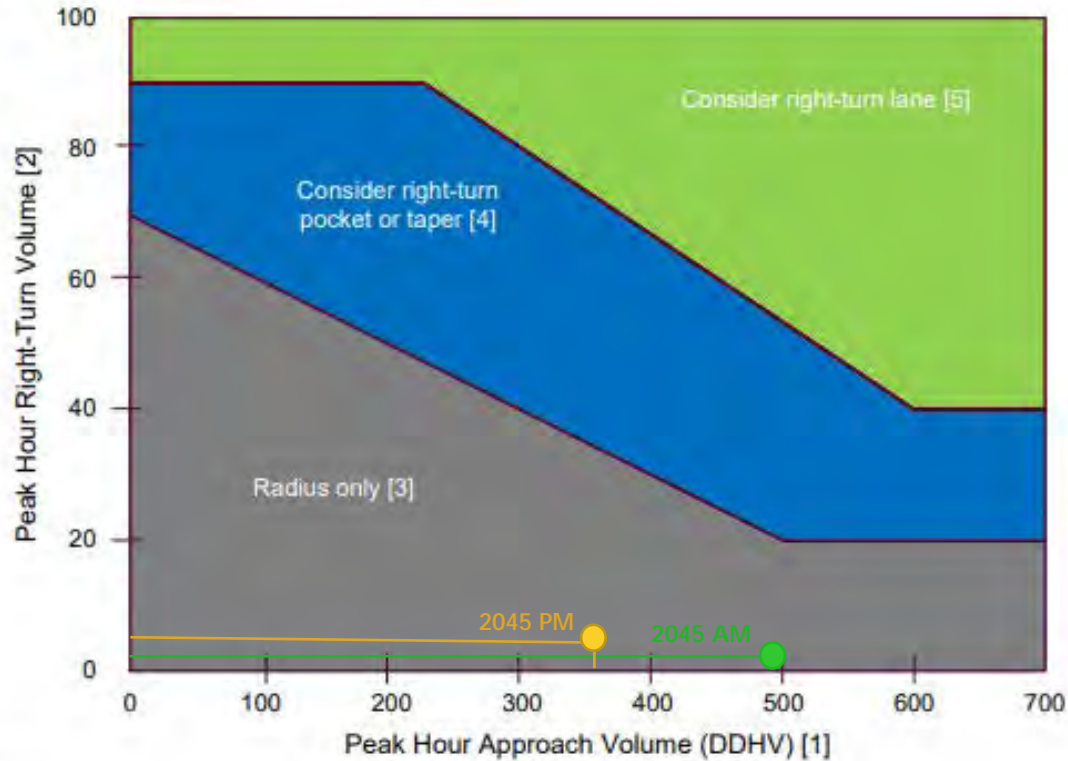


Driveway B (Parking Driveway 2 & N Capitol Avenue) Turn Lane Warrants

Chapter 1310

Intersections

Exhibit 1310-19 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 1310-20.
- [5] For right-turn lane design, see Exhibit 1310-21.

APPENDIX CONSULT

AGREEMENTS AND CONSULTATION



AGREEMENT IN PRINCIPLE

CONFEDERATED TRIBES OF THE COLVILLE RESERVATION CITY OF PASCO, WASHINGTON



This AGREEMENT is by and between the Confederated Tribes of the Colville Reservation (“Tribes” or “Colville”), with headquarters in Nespelem, Washington, and the City of Pasco, Washington (“City”) (collectively, the “Parties”) regarding future cooperation and collaboration between the Tribes and the City on a variety projects, including but not limited to educational, cultural, and economic development projects related to the use of Tribally-owned property in the City of Pasco in Washington State.

Recitals

- A. Whereas, the Confederated Tribes of the Colville Reservation is a federally-recognized Indian Tribe possessing all government authorities and powers accorded to a sovereign Indian Nation; and
- B. Whereas, the Colville Business Council (“CBC”), the elected governing body of the Tribes, possesses the authority under Art. V (a) of the *Colville Tribal Constitution* to protect and preserve the Tribal property, wildlife and natural resources of the Confederated Tribes, to cultivate Indian arts, crafts, and culture; to administer charity, to protect the health, security, and general welfare of the Confederated Tribes; and in addition possesses authorities and powers accorded to the CBC as set out elsewhere in the Tribes’ *Constitution* and in the *Colville Tribal Code*; and
- C. Whereas, the City of Pasco operates under the "Council-Manager" plan of government, per the *Revised Code of Washington* Chapter 35.18. Citizens of Pasco elect individuals to serve on the City Council, the only representative body for the City of Pasco. Pursuant to RCW 35.18 the City Council appoints a City Manager; this position has certain management and supervisory authority as described in the §§ 2.10.010- 2.10.020 of the *Pasco Municipal Code*; and
- D. Whereas, the City Council has declared by its Resolution 3820 that “Pasco is a welcoming and inclusive City, where laws apply equally to all who live here, and where individuals, families and businesses are welcome”; and
- E. Whereas the Colville Tribes’ Confederation includes the Palus Tribe, whose members since time immemorial lived in the region which now includes, but is not limited to, a

significant portion of the area comprising of the City of Pasco; and

- F. Whereas the Tribes recently purchased certain real property within the City limits as part of an effort to bring the Palus Band of the Confederated Tribes, as well as other Tribal members, back to their homeland; and
- G. Whereas, the CBC and the City desire to establish a framework for future collaboration and cooperation between the Tribes and the City, and to provide support for the Tribes' efforts to develop and enhance this property for the mutual benefit of the Tribes, Tribal members, the City of Pasco and its residents and business community;

NOW THEREFORE,

The Confederated Tribes of the Colville Reservation and the City of Pasco agree to the following:

1.0 Purpose

The purpose of this Agreement is to begin constructing processes and procedures for the effective and efficient cooperation and collaboration between the Tribes and the City on a number of proposed joint efforts, which are set out in more detail below.

2.0 Scope

The scope of this Agreement shall include engagement in cooperative efforts regarding, but not limited to, the following:

2.1 Fee-to-Trust Process

The Parties agree to conduct discussions on the "Fee-to-Trust" process and the roles of the Parties in forwarding this process, with the goal of developing a Memoranda of Agreement between them, for the provision of assistance, financial and otherwise, by the Tribes to the City to offset potential increased needs for City law enforcement and fire services, among others, that may occur as a result of the development of Tribal properties in trust status within the City, as well as providing other evidence of the City's support for this effort such as a Council resolution on this matter, and other efforts to be identified that may be helpful in securing trust status for the properties.

2.2 Educational and Cultural Awareness Efforts

The Parties agree to conduct discussions on potential joint efforts affording the Tribes with opportunities to provide educational and cultural awareness presentations, workshops, exhibits, etc., on or within City-owned properties in the Pasco area, subject to specific Memoranda of Agreement on the locations, timing, and content of these presentations/workshops/exhibits. To that end, the Parties embrace the opportunity to share information to the other about public events occurring in their respective areas which may be of interest, particularly with regards to opportunities for public outreach/education regarding the Colville Tribes, the Palus Tribe, and the history and cultures of the Confederated Tribes of

the Colville Reservation.

2.3 Tourism

The Parties agree to conduct discussions on how they can work cooperatively to promote tourism to the Pasco area, including partnerships with area tourism bureaus, and to enter into Memoranda of Agreement as needed to implement plans for these efforts.

2.4 Media Outreach

The Parties agree to conduct discussions on working cooperatively to provide news releases, fact sheets, brochures and other materials as part of a regional media outreach effort, including but not limited to joint meetings with local media interview boards, drafting of “op-eds” for release as may be needed, and identifying each Party’s media outreach point of contact to assure efficient and effective communications between them on matters related to media outreach and response. The Parties will each identify their respective spokespersons on these matters.

3.0 Communications Framework

3.1 The Parties agree to designate an individual and alternate who will be the “point person” for communications between them on the matters described herein. The Parties will each make available to each other the name and contact information for these persons.

3.2 The Parties agree to collaborate to develop a plan for regular meetings and communications, for the purpose of discussing matters of mutual interest related to the subject matter of this Agreement. Each Party agrees to provide to the other requested public information (laws, ordinances, resolutions, etc.), which shall not constitute a public records request, for the benefit of increased awareness and understanding of their respective governmental operations, particularly regarding the required processes of their respective governments for the signing of agreements, passing of resolutions, etc.

3.3 The Parties agree that they will timely share all news releases issued by them related to the subject matter of this Agreement, sending the releases to the contact persons described in 3.1 above.

3.4 The Parties agree that from time to time they may wish to issue joint media releases, and will provide an opportunity for their respective public relations staff to develop such releases in a cooperative manner.

3.5 The Parties agree to request their respective state and federal lobbyists to establish open lines of communication to assure that information related to the subject matter of this Agreement derived from state and federal legislation, policies, rulemaking, etc. is shared between them as needed for the Parties’ mutual benefit.

3.6 The Parties agree to promptly contact one another if situations arise which require timely discussion to clarify matters of concern.

4.0 Term

This Agreement shall take effect upon its signing by the representatives authorized of the Parties, and shall continue until either Party notifies the other in writing (email communication is sufficient) that the Agreement is terminated.

5.0 Sovereign Immunity

Nothing herein may be construed to in any way limit or restrict the inherent sovereign immunity of the Colville Tribes; provided that any future agreement between the Parties shall require a limited waiver of sovereign immunity by the Tribes, at that time as a condition for the City to enter into said agreement.

6.0 Nonbinding

Neither this document, nor anything contained herein, shall be construed as an actual agreement or contract. This Agreement in Principle is not intended to have a legally binding effect but is an expression of intent of the parties.

SIGNED BY THE AUTHORIZED OFFICIALS OF THE PARTIES BELOW:

For the Confederated Tribes of the Colville Reservation:

Rodney Cawston, Chairman:



Date:

11/20/19

For the City of Pasco:

Matt Watkins, Mayor:



Date:

11/20/2019

RESOLUTION

WHEREAS, it is the recommendation of the Tribal Government to approve the attached Cooperation Agreement with the Port of Pasco. Chairman or designee to sign all pertinent documents.

THEREFORE, BE IT RESOLVED, that we, the Colville Business Council, meeting in a **SPECIAL SESSION** this **9th day of June, 2022** acting for and in behalf of the Colville Confederated Tribes, Nespelem Washington, do hereby approve the above recommendation of the Tribal Government Committee.

The foregoing was duly enacted by the Colville Business Council by a vote of **11 FOR 0 AGAINST 0 ABSTAINED**, under authority contained in Article V, Section 1(a) of the Constitution of the Confederated Tribes of the Colville Reservation, ratified by the Colville Indians February 26, 1938, and approved by the Commissioner of Indian Affairs on April 19, 1938.

ATTEST:



**Andrew Joseph Jr., Chairman
Colville Business Council**

cc: Alison Ball, Committee Chair
Deanna James Committee Secretary
Cody Desautel, Interim Executive Director
William Nicholson II, Chief Financial Officer
Dept. or Program: Cody Desautel - Administration



Confederated Tribes of the Colville Reservation
Nespelem, Washington

TO: COLVILLE BUSINESS COUNCIL DATE: May 24, 2022





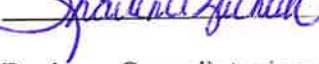
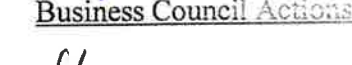
FROM: Tribal Government Committee

SUBJECT: Approval of Port of Pasco Cooperation Agreement

Initiated By: Cody Desautels

Program: Administration

Committee Recommendations: It is the recommendation of the Tribal Government Committee to approve the attached Cooperation Agreement with the Port of Pasco. Chairman or designee to sign all pertinent documents.

<u>COMMITTEE MEMBERS</u>	<u>VOTE CAST</u> (YES) (NO)	<u>COMMITTEE MEMBERS</u>	<u>VOTE CAST</u> (YES) (NO)
	X		
	X		
	X		
	X		
	X		
	X		

Business Council Actions:

Seconded by: DS

11 FOR _____

Signed: 
Committee Chairperson

0 NAY _____

Signed: 
CBC Chairperson

0 ABSTAINED _____

Date Enacted: 6/9/22

Amendments: _____

Emergency (10 Affirmative Signatures) Rationale: _____



Confederated Tribes of the Colville Reservation
Colville Business Council
AGENDA APPLICATION



COMMITTEE

Committee? Tribal Government Committee

TOPIC

Agenda Topic Port of Pasco Cooperation Agreement

Estimated Time 30
Hour(s) Min(s)

CONTACT

Name Cody Desautel
Title Interim Executive Director
Program/Entity Confederated Tribes of the Colville Reservation
Work Phone (509) 634-4117
Email Address cody.desautel@colvilletribes.com

Q&A

QUESTION	YES	NO	N/A
Discussion only?		X	
Recommendation sheet?	X		
Powerpoint presentation?		X	
Supporting documentation?	X		
Administrative review completed?			X
Chairman's signature necessary? (signature tabs required)	X		
Original documents submitted?	X		

SIGNATURE

PROGRAM MANAGER OR DIVISION DIRECTOR DATE

[Signature] 5/24/22
DIVISION OR EXECUTIVE DIRECTOR DATE

COMMENTS

Added to SmartSheet: AAL No. 1293, initially came in as Chairmans Mail, needs signature as original per Neeka S. DMJ
* Port of Pasco representatives offered to attend

MAY 24 2022
#228 Jm

Cooperation Agreement
Confederated Tribes of the Colville Reservation
Port of Pasco

This Cooperation Agreement is by and between the Confederated Tribes of the Colville Reservation (“the Tribes” or “Colville Tribes”), PO Box 150, Nespelem, WA, and the Port of Pasco, Washington (“Port”) 1110 Osprey Pointe Ave., Pasco, WA 99301.

Recitals

Whereas, the Confederated Tribes of the Colville Reservation is a federally-recognized Indian Tribe, possessing inherent sovereignty and operating its government under the authority of the Colville Business Council; and

Whereas, the Colville Confederation is made up of 12 Tribes, including the Palus Tribe, whose traditional territory includes but is not limited to the area now identified as the “Tri-Cities” region containing the cities of Pasco, Kennewick, and Richland in Washington State; and

Whereas, the Port of Pasco is a Washington Municipal Corporation, a political subdivision created in 1940 by the voters of Franklin County whose jurisdictional boundaries include approximately two-thirds of Franklin County; and

Whereas, the Port operates under Washington State law including Title 53 RCW (“Port Districts”) and other applicable statutes including Chapter 39.34 RCW (“Interlocal Cooperation Act”), which authorizes the Port to enter into agreements with other entities for their mutual benefit; and

Whereas, it is part of the stated mission of the Port of Pasco to “attract and support sustainable jobs and a healthy tax base in greater Franklin County”; and

Whereas, the Colville Tribes has purchased certain Property within the boundaries of the Franklin County, Washington to bring the Palus People back to their homeland and to create various enterprises on the Tribal Property as part of the Tribes’ “Pasco Economic Development Project” (the “Project”); and

Whereas, the Parties agree that the Project will enhance the economy of Franklin County, creating jobs and helping to attract new businesses and increase tourism to the area; and

Whereas, the Colville Tribes will submit application(s) (“Fee to Trust Application(s)”) to the United States Department of the Interior requesting that the United States take title to the Tribal Property in order that it is held in trust for the benefit of the Colville Tribes; and

*COOPERATION AGREEMENT
CONFEDRATED TRIBES OF THE COLVILLE RESERVATION/
PORT OF PASCO, WASHINGTON*

Whereas, the Port of Pasco wishes to support the Tribes' Fee to Trust Application(s) for the Tribal Property;

NOW THEREFORE, the Parties hereby agree as follows:

1.0 Ongoing Communication and Consultation

- 1.1 The Parties agree to designate an individual and an alternate who will be "point persons" for each of them on the matters described herein. The Parties will each make available to the other the name and contact information for these individuals. This provision is not intended to in any way restrict communications regarding the Project between any Port official or employee and any Tribal official or employee, as such communications can help to promote more effective collaboration and cooperation between the Parties.
- 1.2 The Parties agree to develop a plan for regular meetings and communications between them regarding the progress of the Project and shall meet at least quarterly and more often if needed.
- 1.3 Each Party agrees to provide requested public information to the other (applicable laws, policies, resolutions, etc.) for the benefit of increased awareness and understanding of their respective governmental operations.
- 1.4 Upon request of the Port, the Tribes will provide the Port with presentations regarding the operation of the Tribal government, the historical connections of the Palus People to the area that includes Franklin County, and/or the traditions and culture of the Palus People/Colville Tribes.
- 1.5 Upon request of the Tribes, the Port will consider a possible future agreement or agreements for the use of its public spaces at the Pasco Airport and other appropriate buildings for the display of educational materials such as photographs, maps, and Tribally-approved depictions of various aspects of the Palus culture, and to provide free printed information such as brochures and fact sheets about the Tribes and this Project to the public.
- 1.6 The Parties agree that they will timely share all news releases issued by them with regard to the Project.
- 1.7 The Parties agree that from time to time they may wish to issue joint media releases regarding the Project and will provide an opportunity for their respective public relations staffs to develop such releases in a cooperative manner.

2.0 Fee-to-Trust Process Updates

The Tribes agrees to regularly brief Port officials on the progress of the

“Fee-to-Trust” process for the Tribes’ Property in Franklin County, and to provide Port officials with information on how they might help assist the Tribes by, for example, providing testimony at public hearings, appearing in videos produced by the Tribe regarding the Project, etc.

3.0 Support of Fee-to-Trust Application(s)

The Port of Pasco agrees to provide written support for the Colville Tribes’ fee-to-trust application(s). Such support will be in the form of official correspondence signed by authorized officials of the Port of Pasco, and provided to the Tribes for submission to the Department of the Interior with the Tribes’ fee-to-trust application(s).

4.0 Cooperative Efforts to Promote Tourism and Business Expansion

The Parties agree to conduct discussions on how they can work cooperatively to promote tourism and attract new Project-related businesses to the region after/if the Tribal Property is transferred into trust status and Project development begins.

5.0 Impact Mitigation

After/if Tribal property in Pasco is taken into trust status for gaming purposes, the Colville Tribes agrees, pursuant to Section XIV(D) of its Washington State Class III Tribal Gaming Compact (“the Compact”), to “be available to meet and discuss with neighboring communities any concerns regarding the impact of the Class III gaming operation upon neighboring communities.” Further, after/if Tribal property in Pasco is taken into trust status for gaming purposes and pursuant to Section XIV(C) of the Compact, the Tribes agrees to work with adjacent “local communities’ law enforcement, emergency services, and/or service agencies” regarding disbursement of funding to those agencies impacted by the Tribes’ Class III gaming activities in Pasco, subject to the limitations and processes described in Section XIV(C) the Compact.

6.0 Follow-up Agreement

After/if the Tribal Property is transferred into to trust status, the two Parties agree to meet to discuss a follow-up Agreement regarding reimbursement to the Port for its reasonable costs for providing services to the Tribal property and/or the Tribes, and to provide additional available funding opportunities as they may become available to the Port for expanding its efforts to enhance the local economy and increase tourism to the Tri-Cities area..

7.0 Severability

If any provision of this Cooperation Agreement is held to be illegal, invalid or unenforceable under applicable law in effect at the time of its execution, the provision shall be fully severable. This Agreement shall be construed and

enforced as if such illegal, invalid, or unenforceable provision had never comprised a part of this Agreement, and the remaining provisions of this Agreement shall remain in full force and effect.

8.0 Scope

This Cooperation Agreement is intended to apply to and shall be construed to apply solely to the Colville Tribal Property in Franklin County for which fee-to-trust applications are to be submitted to the United States Department of the Interior. This Agreement shall not be construed to apply to any other property owned by the Tribes.

9.0 Termination

Should the Colville Tribes officially withdraw all of its fee-to-trust applications for the Tribal Property herein described, and notifies the Port of Pasco of such withdrawal, either Party may terminate this Agreement with ninety (90) days' written notice to the other.

10.0 Effective Date

This Agreement shall take effect upon its signing by the authorized representatives of both Parties.

The persons signing below are authorized by applicable law to enter into this Cooperation Agreement on behalf of the Colville Tribes and the Port of Pasco:

For the Confederated Tribes of the Colville Reservation:



Andrew C. Joseph, Jr., Chairman

6/13/22
Date

For the Port of Pasco



Vicki Gordon, President

5-12-2022
Date

COOPERATION AGREEMENT
CONFEDRATED TRIBES OF THE COLVILLE RESERVATION/
PORT OF PASCO, WASHINGTON



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 P.O. Box 769
 Pasco, Washington U.S.A. 99301



Confederated Tribes of the Colville
 Reservation
 C/O Neeka Somday
 PO Box 150
 Nespelem, WA 99155



Confederated Tribes of the Colville Reservation
Colville Business Council
AGENDA APPLICATION



COMMITTEE

Committee? Tribal Government Committee

TOPIC

Agenda Topic Port of Pasco Cooperation Agreement

Estimated Time Hour(s) 30
Min(s)

CONTACT INFORMATION

Name Cody Desautel
Title Interim Executive Director
Program/Entity Confederated Tribes of the Colville Reservation
Work Phone (509) 634-2117
Email Address cody.desautel@colvilletribes.com

Q&A

QUESTION	YES	NO	N/A
Discussion only?		X	
Recommendation sheet?	X		
Powerpoint presentation?		X	
Supporting documentation?	X		
Administrative review completed?			X
Chairman's signature necessary? (signature tabs required)	X		
Original documents submitted?	X		

SIGNATURE

PROGRAM MANAGER OR DIVISION DIRECTOR DATE

[Signature] 5/24/22
DIVISION OR EXECUTIVE DIRECTOR DATE

COMMENTS

Added to Smart Sheet: AAL No. 1293, initially came in as Chairmans Mail, needs signature as original per Heeka S. DMJ
* Port of Pasco Representatives offered to attend



The Confederated Tribes of the Colville Reservation
P.O. Box 150, Nespelem, WA 99155

(509) 634-2200
FAX: (509) 634-4116



Wednesday, November 18, 2020

Rodney Cawston
Chairman, Colville Business Council
Confederated Tribes of the Colville Reservation
PO Box 150
Nespelem, Washington 99155

Franklin County Public Utility District Board of Commissioners
PO Box 2407
1411 W. Clark St.
Pasco, WA 99301

RE: Letter of Intent/Confederated Tribes of the Colville Reservation and Franklin County
Public Utility District

Dear Commissioners:

The Confederated Tribes of the Colville Reservation (“Tribes”) and the Franklin County Public Utility District (“PUD”), (collectively, the “Parties”) have agreed to work collaboratively to provide improved electrical utility service to the Tribes’ economic development Project(s) on its property in Pasco, as well as to other PUD customers in the area. This cooperative effort will result in significant economic benefits for both the Tribes and the PUD and enhance the quality of life of area residents. The Tribes is very appreciative of the PUD’s willingness address this important matter, and looks forward to working closely with the PUD in the future.

This Letter of Intent (LOI) sets forth the intent of the Tribes and the PUD to enter into a future lease agreement (the “Lease”) for a portion of certain property owned by the Tribes in Pasco. The Lease would provide a location for a PUD electric utility substation on the Tribes’ property.

This is a non-binding LOI intended to provide guidance in the preparation of a future Lease between the Tribes and the PUD. This LOI may not be construed to impose any obligation on either Party to execute a Lease in the future, but serves as evidence of the Parties’ intent to continue to work cooperatively to reach an agreement to achieve the mutually-beneficial goal of constructing and operating a PUD substation on the property. The Tribes will maintain regular communications with authorized representatives of the PUD regarding this matter.

The provisions of the Lease may include, but are not limited to, the following:

Confederated Tribes of the Colville Reservation
Letter of Intent
Franklin County Public Utility District
Page 1 of 3

1. The Tribes will lease to the PUD approximately 5-7 acres of its tribal property, the exact size and location to be determined by the Parties, for a mutually-agreeable rent for the purpose that the PUD may construct an electric utility substation on the property. The duration of the Lease will be for up to 99 years and shall include provisions for extensions to its term to be negotiated and agreed upon by the Parties.
2. The PUD will provide electric utility services to customers on the Tribes' land in Pasco as it would for any other person or entity and in compliance with applicable laws, policies, and protocols governing the delivery and maintenance of electricity to its customers.
3. The PUD will construct the substation at its own expense. The PUD will determine the design and construction of the substation, including its specific location on the leased property, and type of roads for ingress and egress, signage, lighting, etc. The PUD will regularly communicate with the Tribes on these matters to assure that the Tribe is kept apprised of the progress of the development of the substation, and insofar as reasonably possible will address any issues that the Tribes may have with regard to the design/ construction of the substation.
4. The persons responsible for the operation and maintenance of the substation will be employees/contractors/representatives of the PUD and subject solely to its control and supervision. The employees/contractors/representatives of the Tribes at any Tribal enterprise or program on the Tribes' property will be under the control and supervision of the Tribes except as to safety and operational efficiency matters related to construction/operation of the substation. The Parties each will be responsible only for the actions of its employees/ contractors/representatives. The Parties will each agree to mutually indemnify the other for claims brought against one Party due to the actions of the other Party or its employees/ contractors/representatives.
5. The PUD will maintain appropriate and reasonable insurance coverage for the substation, PUD vehicles and equipment, employees and contractors, as well as for its parking areas and roads for egress and ingress.
6. Authorized representatives of the Parties will meet at least quarterly, and more often if necessary, to address any issues which may arise between them related to the construction, staffing and operation of the substation on the Tribes' property.
7. To be effective the Lease must be properly approved by the Board of Commissioners of the PUD and the Colville Business Council and executed by the authorized representatives of both Parties. Lease approval will be consistent with pertinent Bureau of Indian Affairs requirements in 25 CFR 162, or approved HEARTH Act Business Lease Ordinance.

8. The terms and provisions of any future Lease Agreement entered into by the Parties will supersede this LOI and control in the event of any conflict.

If the foregoing expresses the Franklin County Public Utility District's understanding with respect to this matter, please have this Letter of Intent signed by the authorized representative(s) of the PUD in the spaces provided below and return one executed copy to me. Thank you very much for your consideration of this LOI and for the PUD's ongoing cooperation with the Colville Tribes.

FOR THE CONFEDERATED TRIBES
OF THE COLVILLE RESERVATION:




Rodney Cawston, Chairman
Colville Business Council

11-23-20

Date

FOR THE FRANKLIN COUNTY
PUBLIC UTILITY DISTRICT:



Scott Rhees, General Manager

11-18-2020

Date



The Confederated Tribes of the Colville Reservation
P.O. Box 150, Nespelem, WA 99155

(509) 634-2200
FAX: (509) 634-4116



Wednesday, November 18, 2020

Rodney Cawston
Chairman, Colville Business Council
Confederated Tribes of the Colville Reservation
PO Box 150
Nespelem, Washington 99155

Franklin County Public Utility District Board of Commissioners
PO Box 2407
1411 W. Clark St.
Pasco, WA 99301

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This Letter of Intent (LOI) sets forth the intent of the Tribes and the PUD to enter into a future lease agreement (the “Lease”) for a portion of certain property owned by the Tribes in Pasco. The Lease would provide a location for a PUD electric utility substation on the Tribes’ property.

This is a non-binding LOI intended to provide guidance in the preparation of a future Lease between the Tribes and the PUD. This LOI may not be construed to impose any obligation on either Party to execute a Lease in the future, but serves as evidence of the Parties’ intent to continue to work cooperatively to reach an agreement to achieve the mutually-beneficial goal of constructing and operating a PUD substation on the property. The Tribes will maintain regular communications with authorized representatives of the PUD regarding this matter.

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Confederated Tribes of the Colville Reservation
Letter of Intent
Franklin County Public Utility District
Page 1 of 3

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2. The PUD will provide electric utility services to customers on the Tribes' land in Pasco as it would for any other person or entity and in compliance with applicable laws, policies, and protocols governing the delivery and maintenance of electricity to its customers.
3. The PUD will construct the substation at its own expense. The PUD will determine the design and construction of the substation, including its specific location on the leased property, and type of roads for ingress and egress, signage, lighting, etc. The PUD will regularly communicate with the Tribes on these matters to assure that the Tribe is kept apprised of the progress of the development of the substation, and insofar as reasonably possible will address any issues that the Tribes may have with regard to the design/ construction of the substation.
4. The persons responsible for the operation and maintenance of the substation will be employees/contractors/representatives of the PUD and subject solely to its control and supervision. The employees/contractors/representatives of the Tribes at any Tribal enterprise or program on the Tribes' property will be under the control and supervision of the Tribes except as to safety and operational efficiency matters related to construction/operation of the substation. The Parties each will be responsible only for the actions of its employees/ contractors/representatives. The Parties will each agree to mutually indemnify the other for claims brought against one Party due to the actions of the other Party or its employees/ contractors/representatives.
5. The PUD will maintain appropriate and reasonable insurance coverage for the substation, PUD vehicles and equipment, employees and contractors, as well as for its parking areas and roads for egress and ingress.
6. Authorized representatives of the Parties will meet at least quarterly, and more often if necessary, to address any issues which may arise between them related to the construction, staffing and operation of the substation on the Tribes' property.
7. To be effective the Lease must be properly approved by the Board of Commissioners of the PUD and the Colville Business Council and executed by the authorized representatives of both Parties. Lease approval will be consistent with pertinent Bureau of Indian Affairs requirements in 25 CFR 162, or approved HEARTH Act Business Lease Ordinance.

8. The terms and provisions of any future Lease Agreement entered into by the Parties will supersede this LOI and control in the event of any conflict.

If the foregoing expresses the Franklin County Public Utility District's understanding with respect to this matter, please have this Letter of Intent signed by the authorized representative(s) of the PUD in the spaces provided below and return one executed copy to me.
Thank you very much for your consideration of this LOI and for the PUD's ongoing cooperation with the Colville Tribes.

FOR THE CONFEDERATED TRIBES
OF THE COLVILLE RESERVATION:

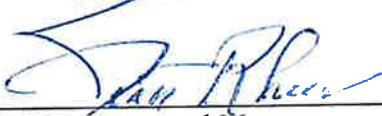


Rodney Cawston, Chairman
Colville Business Council

11-23-20

Date

FOR THE FRANKLIN COUNTY
PUBLIC UTILITY DISTRICT:



Scott Rhees, General Manager

11-18-2020

Date



J. D. Raymond
Franklin County Sheriff

1016 N. 4th Ave D-201

Pasco, WA 99301

(509) 545-3560 * FAX (509) 546-5802

August 2, 2021

Andrew C. Joseph, Jr.
Chairman, Colville Business Council
Confederated Tribes of the Colville Reservation
PO Box 150
Nespelem, WA 99155

Dear Chairman Joseph:

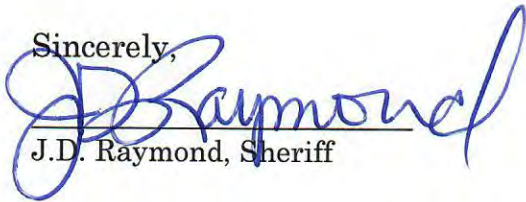
Please accept this letter expressing my support for approval of the fee-to-trust transfers of property owned by the Confederated Tribes of the Colville Reservation located in Franklin County, Washington.

I am aware that the Colville Tribe hopes to develop this property for the benefit, of not only the Colville tribal membership, but for all the citizens of this region as well. The positive economic impacts of projects to be located on the property once it is taken into trust status will be substantial, creating new employment opportunities, enhancing tourism and other new businesses in this area, and providing a basis for sustainable and steady growth.

I know that the Colville Tribes will continue to build upon its current partnerships with the Franklin County Sheriff's Office and other governmental entities and organizations in the Pasco area. I look forward to a new era of economic progress and prosperity here, thanks in no small part to these efforts of the Confederated Tribes of the Colville Reservation.

Thank you for your consideration of this letter.

Sincerely,


J.D. Raymond, Sheriff

**INDIANS—TRIBAL/STATE COMPACT—FIRE PROTECTION/FIRE CODE—
Provision Of Fire And Emergency Services To Persons And Property Within The
Reservation Of A Federally Recognized Indian Tribe**

1. **A fire protection district may not refuse to provide fire and emergency services to persons or property within the reservation of a federally recognized Indian tribe.**
2. **The fees charged by a fire protection district for providing services relating to untaxed property within the reservation of a federally recognized Indian tribe may be negotiated between the tribe and the fire protection district.**
3. **Fire protection districts lack the authority to unilaterally impose fees upon tribes, but incentives exist for both sides to reach agreement.**
4. **Where property within reservation boundaries is divided between or among more than one fire protection district, fire and emergency services may be provided by a single fire protection district by mutual agreement.**

July 8, 2021

The Honorable Debra Lekanoff
State Representative, District 40
PO Box 40600
Olympia, WA 98504-0600

Cite As:
AGO 2021 No. 3

Dear Representative Lekanoff:

By letter previously acknowledged, you have requested our opinion on four questions, which we paraphrase as follows:

1. **May a fire protection district refuse to provide fire and emergency services to persons or property within the reservation of a federally recognized Indian tribe within Washington State?**
2. **Are the fees that a fire protection district may charge a federally recognized Indian tribe for fire and emergency services on a reservation within Washington State subject to any financial limits or reasonableness standards?**
3. **What recourse, if any, does a federally recognized Indian tribe have if it believes that a fee for fire and emergency services charged by a fire protection district is unreasonable or punitive?**

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4. **If two fire protection districts' service areas include the reservation of a federally recognized Indian tribe in Washington State, may the tribe and fire protection districts agree that only one of the fire protection districts will provide fire and emergency services for the entire reservation?**

BRIEF ANSWERS

1. No. Under current law, including RCW 52.02.020(1), once a fire protection district establishes its boundaries, it must provide fire and emergency services to persons and property within those boundaries. This is the case regardless of whether the persons benefitted are residents within the district or visitors, and regardless of whether the property is within the borders of a federally recognized tribe's reservation.

2. No. The legislature has not established financial limits or a reasonableness standard for fees paid for fire and emergency services. While there are no statutory limitations or standards, incentives exist for fire protection districts and tribes to reach agreement as to the compensation amount. In the absence of agreement on payment, fire protection districts must still provide services to all persons and property within the district service area, even to tax exempt properties, but may also withdraw territory from the district service area.

3. Fire protection districts do not have the authority to unilaterally impose a fee for fire and emergency services on a tribe. Instead, tribes and fire protection districts negotiate the fees charged for fire and emergency services. Tribes have no obligation to enter an agreement on terms they deem unreasonable. The individual agreements entered into by fire protection districts and tribes may provide recourse for resolving disputes, including providing for withdrawal from the agreement.

4. Yes, if both fire protection districts agree. Under current law, fire protection districts can provide services within another district by a number of methods, which generally require the agreement of both districts. For example, tribes may participate in the creation of a regional fire protection service authority with both districts under RCW 52.26 or contract with both fire protection districts. In addition, one of the fire protection districts may annex the reservation area or withdraw from the area, in which case services could be provided by other methods such as forming a regional fire protection service authority or annexing into the other district.

BACKGROUND

In Washington, a number of different entities provide fire and emergency services. The questions posed to us focus on fire protection districts formed under RCW Title 52. We recognize that municipalities provide fire protection services within incorporated areas unless an arrangement is in place for another entity to provide the service. *See* RCW 52.08.025, .021. In addition, counties can provide fire protection services. RCW 36.32.470. Tribes may also provide

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fire protection services. Because the questions here focus on the duties and structures of fire protection districts, we limit our response to those entities.

Fire protection districts are municipal corporations. RCW 52.12.011. RCW 52.02 sets forth the process to establish fire protection districts. These districts exist to provide “fire prevention services, fire suppression services, emergency medical services, and for the protection of life and property[.]” RCW 52.02.020(1). In this opinion, we use the phrase “fire and emergency services” to cover these services provided by a fire protection district. A district generally provides services within the unincorporated areas within its boundaries. *See* RCW 52.08.025, .021.

Your letter describes situations where tribes may not have established financial arrangements with local governments that define how much the tribe pays for fire and emergency services. Gaming compacts between a tribe and the state often address fire protection costs and relationships with fire protection districts by negotiating payment of impact fees to local governments. But tribes that do not engage in gaming may not have contractual arrangements that address fire protection costs. You have asked about the duties of fire protection districts with respect to such tribes and the extent of any limitations on fees for fire protection services within a tribe’s reservation.

We also recognize that land ownership within the boundaries of most reservations is varied. Land and structures may be owned by tribal members as well as non-members. The tribe itself may own land in fee and land may be held in trust for the tribe. The tribe may be engaging in a variety of governmental, service, conservation, economic development, and business functions on the tribe’s trust and fee lands. We do not address questions of the specific ownership, use, or taxability of individual properties within a reservation in this opinion.

ANALYSIS

1. May a fire protection district refuse to provide fire and emergency services to persons or property within the reservation of a federally recognized Indian tribe within Washington State?

Fire protection districts are formed specifically to provide fire and emergency services within the prescribed boundaries of the district. RCW 52.02.020(1). Fire protection “constitutes one of the oldest functions of American local government,” and “[i]t not only is within the power, but it is the duty of municipalities to adopt proper and reasonable regulations for the protection of the lives and safety of persons, as well as the protection of property, against the danger of . . . fire.” 7A Eugene McQuillin, *The Law of Municipal Corporations* § 24:457, Westlaw (3d ed. & Suppl. Aug. 2020). The boundaries of fire protection districts are established under RCW 52.02 and may include areas within the reservation of a federally recognized Indian tribe. Once a county legislative authority approves the creation of a fire protection district and establishes its boundaries, state law prohibits the fire protection district from excluding land within those boundaries from the district. RCW 52.02.060. Such boundaries cannot be changed without following a statutory process such as annexation of additional territory (RCW 52.04), merger with

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another district (RCW 52.06), withdrawal of territory from the district (RCW 52.08; RCW 52.04), or dissolution of the district (RCW 52.10).

While the level of service provided is a matter of policy of each jurisdiction, districts may not refuse to provide service to persons or properties located in the district. We have previously opined that a fire protection district has the statutory duty to serve persons and properties within its boundaries. AGO 55-57 No. 180, at. 2; *see also* RCW 52.02.060. As we concluded in an informal opinion, fire protection districts have no “implied power to exclude certain buildings or structures from general fire prevention and suppression services.” Letter from Charles Zalesky, Assistant Attorney General, State of Washington, to Bruce Chandler & David Taylor, Washington State Representatives (Sept. 14, 2015), at 3 (copy attached). The legislature did not provide that fire protection districts can withhold services as a remedy for an individual owner’s failure to pay property tax levies, nor may districts withhold services from properties exempt from taxation. When tax-exempt tribal property is located within a fire protection district, the district is authorized to enter into an agreement with the tribe to address fire protection services funding. RCW 52.30.080. That statute makes no reference to declining services as an alternative. RCW 52.30.080. Additionally, RCW 52.30.020 provides that state agencies and municipal corporations must contract with a fire protection district for needed fire and emergency services, but does not explicitly authorize the district to simply refuse to provide services.

Without that authorization to refuse to provide services, we conclude that fire protection districts have the responsibility to provide services to all land within their boundaries. Thus, we answer your question in the negative. When district boundaries include the reservation of a federally recognized Indian tribe, fire protection districts cannot refuse to provide services to persons or property within the reservation.

2. Are the fees that a fire protection district may charge a federally recognized Indian tribe for fire and emergency services on a reservation within Washington State subject to any financial limits or reasonableness standards?

While no statute specifically requires tribes to reimburse fire protection districts for fire and emergency services, fire protection districts have statutory authority to enter into contracts with tribes to compensate districts for providing fire protection services. RCW 52.30.080. The statute provides:

When exempt tribal property is located within the boundaries of a fire protection district or a regional fire protection service authority, the fire protection district or authority is authorized to contract with the tribe for compensation for providing fire protection services in an amount and under such terms as are mutually agreed upon by the fire protection district or authority and the tribe.

RCW 52.30.080(1).

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This statute applies with respect to certain tribal property exempt from property taxes and located within the boundaries of a fire protection district or a regional fire protection service authority. All property belonging exclusively to any federally recognized Indian tribe is exempt from property taxes under RCW 84.36.010(1) if: “(a) the tribe is located in the state, and (b) the property is used exclusively for essential government services[.]” “Essential government services” means “services such as tribal administration, public facilities, fire, police, public health, education, sewer, water, environmental and land use, transportation, utility services, and economic development.” RCW 84.36.010(2)(b). “Economic development” means “commercial activities, including those that facilitate the creation or retention of business or jobs, or that improve the standard of living or economic health of tribal communities.” RCW 84.36.010(2)(c).

In authorizing contracts for fire and emergency services, the legislature provided that the compensation amount and terms would be “mutually agreed upon by the fire protection district or authority and the tribe.” RCW 52.30.080(1). Thus, the legislature did not establish financial limits or a reasonableness standard beyond those upon which the parties can reach agreement. In addition, fire protection districts also have authority to contract with tribes pursuant to the Interlocal Cooperation Act, RCW 39.34, to “consolidate, provide, or cooperate for fire prevention protection, fire suppression, investigation, and emergency medical purposes.” RCW 52.12.031(4). That statute likewise does not establish financial limitations or a reasonableness standard with respect to the terms of such agreements.

While the legislature included no specific statutory limitations or standards, incentives exist for fire protection districts and tribes to reach agreement as to the compensation amount. An incentive for fire protection districts stems from the conclusion above that they are obligated to provide fire protection and suppression services with respect to buildings and other structures located within their districts regardless of whether the property is subject to property taxes. An incentive for tribes to agree comes from the fire protection districts’ authority to withdraw territory from their service areas by following the procedures established in RCW 52.04.056 or RCW 52.08.011. Another incentive may be simply that by entering into such an agreement, a tribe may contract for a specific quality or nature of services. In short, when tribes and fire protection districts reach agreements on compensation, tribes gain certainty on services and fire protection districts gain certainty on funding for those services.

3. What recourse, if any, does a federally recognized Indian tribe have if it believes that a fee for fire and emergency services charged by a fire protection district is unreasonable or punitive?

Fire protection districts do not have the authority to unilaterally impose a fee for fire and emergency services on a tribe. Instead, the two parties typically negotiate an agreement for provision of services. Tribes have no obligation to enter an agreement on terms they deem unreasonable. As described above, both parties have incentives to agree on terms that they believe are fair and reasonable. Those agreed-upon terms control the recourse available to each party.

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In addition, pursuant to RCW 52.08.011, the territory could be withdrawn from the fire protection district, and the tribe could enter into an agreement with another fire protection district or establish its own fire protection services.

4. **If two fire protection districts' service areas include the reservation of a federally recognized Indian tribe in Washington State, may the tribe and fire protection districts agree that only one of the fire protection districts will provide fire and emergency services for the entire reservation?**

You ask about a situation in which different parts of a reservation are served by two different fire protection districts. There are a number of ways for a single district to serve the entire reservation in this scenario, if this is the objective. We recognize that tribes are sovereign nations and do not need the permission or authorization of the state or entities created under state law to provide services to their members and within their reservations. We assume for this analysis that the tribe wishes to have a fire protection district provide fire and emergency services on the reservation rather than establishing its own independent service. Thus, the methods we list below assume that a fire protection district formed under state law will provide the fire and emergency services. We also recognize that this is not an exhaustive list and there are likely other ways to accomplish this goal.

Under current law, fire protection districts can provide services within another district, but generally this must happen with the agreement of both existing fire protection districts. The most straightforward way that a fire protection district can provide services within the boundaries of another fire protection district is for both districts to enter into a contract for that purpose. RCW 52.12.031(4) provides that districts may "contract with any governmental entity under RCW 39.34 or private person or entity to consolidate, provide, or cooperate for fire prevention protection, fire suppression, investigation, and emergency medical purposes." We have previously opined that districts have wide latitude to contract to provide fire and emergency services, but when the contract includes services within the boundaries of a different established fire protection district, the contract must be made between the two districts. AGO 55-57 No. 180, at. 2. A tribe may also be a party to the contract and/or involved in the negotiations of the contract between the two districts. That contract can address the funding mechanisms for fire and emergency services. Reservations typically include a mix of land ownership. Some properties will be tax exempt as described above and others may be subject to existing property tax levies assessed to fund the fire protection districts. Similar to the impact fees negotiated for fire and emergency services in the context of gaming compacts, a contract between fire districts and tribes can address whether the tribe will provide additional funding for service to the reservation, subject to the mutual incentives described in response to your second question, above.

Tribes may negotiate with fire protection districts not only for fire and emergency services generally within the boundaries of the reservation but also specifically with respect to tax-exempt tribal property. As discussed above, under RCW 52.30.080(1), fire protection districts and regional authorities may contract with tribes for compensation when exempt tribal property is located within the boundaries of a fire protection district or a regional fire protection service authority.

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This provision provides authority for a district to enter such a contract but does not require a district to do so. Further, the provision explicitly states that the terms of such a contract must be mutually agreeable. The questions asked of us assume a broader focus than the tribe's tax-exempt property, but we raise this provision as an option for consideration.

Formation of a regional fire protection service authority is another option that allows fire and emergency services to be provided across district boundaries. A regional fire protection service authority is defined as "a municipal corporation . . . whose boundaries are coextensive with two or more fire protection jurisdictions located within reasonable proximity and that has been created by a vote of the people under this chapter to implement a regional fire protection service authority plan." RCW 52.26.020(6). The fire protection jurisdictions allowed to form a regional authority include fire districts, regional fire protection service authorities, cities, towns, port districts, municipal airports, and tribes. RCW 52.26.020(3). Thus, in the scenario presented here, the tribe and one or both of the fire protection districts serving the tribe's reservation may form the regional authority. RCW 52.26 provides details and procedures for forming such an authority, determining the scope of services provided, and funding the authority.

In addition to these options, fire protection districts may change their boundaries in various ways. Fire protection districts are not static. Districts can annex or withdraw areas from the districts. Districts can merge or dissolve. Other entities, such as a municipal fire department, can assume the duties of the fire protection district. RCW 52.06.090 provides that one district can transfer part of its district to another district. "A part of one district may be transferred and merged with a district located within reasonable proximity if the area can be better served by the merged district." RCW 52.06.090. This option would provide for the permanent service of the merged area by a new fire protection district. In addition, areas can be withdrawn from a fire protection district (RCW 52.08.011) or a district can be dissolved (RCW 52.10.010). Once no longer within a district's boundaries, another fire protection district can provide services to the area by contract (RCW 52.12.031(4); *see also* AGO 55-57 No. 180, at 2; AGO 1989 No. 6, at 7-8) or the area can be annexed into another district (RCW 52.26.300).

We trust that the foregoing will be useful to you.



ROBERT W. FERGUSON

Attorney General

s/ Kristin Mitchell

KRISTEN MITCHELL

Deputy Attorney General

s/ Jessica Fogel

JESSICA FOGEL

Assistant Attorney General

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APPENDIX REG

APPLICABLE FEDERAL, STATE, AND
LOCAL LAWS AND REGULATIONS

APPENDIX REG

APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS

This section summarizes the framework of laws, regulations, and agreements pertaining to the sites and actions outlined throughout the Environmental Assessment (EA). The relevant legislation is organized by resource category, and while most regulations discussed within the document are described here, this list is not comprehensive and is limited to the primary regulations relevant to the analysis within the EA.

LAND RESOURCES – SECTION 3.2 OF THE EA

FEDERAL

Clean Water Act

The State Water Resources Control Board (SWRCB) requires a Construction General Permit if a project will disturb one or more acres of soil. A site-specific Storm Water Pollution Prevention Plan is required under this permit.

STATE AND LOCAL

Washington State Building Code

The Washington State Building Code is constituted by several different codes, including the Building Code, Residential Code, and Mechanical Code. The Washington State Building Code establishes minimum building requirements to protect public health, safety, and general welfare. The requirements regulate construction, alterations, occupancy, location, maintenance, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout Washington State (Washington State Building Code Council, 2021).

Growth Management Act

The Growth Management Act (GMA) was adopted in 1990 to address rapid population and development growth. The GMA sets State policy and gives Cities and Counties the tools to effectively manage growth. Cities and Counties with a population of over 50,000 and/or a rate of growth exceeding the state guidelines are required to plan under the GMA. Cities and Counties with a population of under 50,000 and having a growth rate under the state guidelines may also choose to opt into the Washington State Growth Management program. Implementation of the GMA has resulted in local governments developing and adopting Comprehensive Plans. Comprehensive plans must identify critical areas and adopt regulations to protect critical areas and resource lands; designate planning policies and urban growth areas; adopt development regulations and necessary steps for Plan implementation; and update the Comprehensive Plan on an ongoing basis (Futurewise, 2022). The GMA is primarily codified under Chapter 36.70A of the Revised Code of Washington (RCW), although it has been amended and added to in several other parts of the RCW.

City of Pasco Comprehensive Plan

The City of Pasco Comprehensive Plan (Plan) is a statement of goals and policies that outlines the community's vision for the future. The Plan contains land use polices which are intended to protect critical areas that contain significant natural resources. Policies also maintain and improve air and water quality, and land resources. For more information, see **Land Use** below.

WATER RESOURCES – SECTION 3.3 OF THE EA

FEDERAL

Executive Order 11988

Executive Order (EO) 11988 requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. Specifically, EO 11988 states that agencies shall first determine whether the proposed action will occur in a floodplain. EO 11988 defines a floodplain as an area that has a one percent or greater chance of flooding in any given year. Second, if an agency proposes to allow an action to be located in a floodplain, “the agency shall consider alternatives to avoid adverse effects and incompatible development in the floodplains.” If the only practicable alternative action requires siting in a floodplain, the agency shall “minimize potential harm to or within the floodplain,” (FEMA, 2015).

Federal Emergency Management Agency

The Disaster Relief Act of 1974, as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, created the Federal Emergency Management Agency (FEMA), which is responsible for determining flood elevations and floodplain boundaries based on U.S. Army Corps of Engineers (USACE) studies. FEMA is also responsible for distributing Flood Insurance Rate Maps, which are used in the National Flood Insurance Program. These maps identify the locations of special flood hazard areas, including 100-year floodplains (FEMA, 1977).

Clean Water Act (CWA)

The federal CWA, 33 U.S. Code (USC) Section 1251(a)(2), sets forth national goals that waters shall be “fishable, swimmable” waters (CWA Section 101 [a][2]). The CWA addresses both point and non-point sources of pollution (Sections 402 and 319, respectively), both of which are controlled through the National Pollution Discharge Elimination System (NPDES). An NPDES permit must be obtained in order to discharge policy pollutants into “Waters of the U.S.” In some states, the U.S. Environmental Protection Agency (USEPA) has delegated permitting authority to the regional water quality agency. This agency, as specified under RCW 90.48.261, is the Washington State Department of Ecology. However, the USEPA retains authority to regulate discharges to waters on tribal land. Section 303(d) of the CWA requires states to periodically prepare a list of all surface waters in their respective jurisdictions for which beneficial uses of the water – such as for drinking, recreation, aquatic habitat, and industrial use – are impaired by pollutants. These include water bodies that do not meet state surface water quality standards and are not expected to improve within the next two years.

States establish a priority ranking of these impaired waters for purposes of developing water quality control plans that include Total Maximum Daily Loads (TMDL). A TMDL is a calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards, and includes an allocation for each of the pollutant's sources. These water quality control plans describe how an impaired water body will meet water quality standards through the use of TMDLs.

Anti-Degradation Policy

Federal policy (Code of Federal Regulations [CFR], Title 40, Part 131.6) specifies that each state must develop, adopt, and retain an anti-degradation policy to protect the minimum level of surface water quality necessary to support existing uses. Each anti-degradation policy must include implementation methods consistent with provisions outlined in 40 CFR §131.12. On trust land, such issues are addressed by the USEPA.

Safe Drinking Water Act

Under the mandate of the Safe Drinking Water Act (SDWA), the USEPA sets legally enforceable National Primary Drinking Water Regulations (primary standards) that apply to public water systems. These standards are established to protect human health by limiting the levels of contaminants in drinking water. The USEPA does not oversee the construction and permitting of groundwater wells, but requires that public health standards, such as an effectively installed sanitary seal, are in place. The most direct oversight of water systems is conducted by state drinking water programs if the State has been granted "primacy" from the USEPA, the authority to implement SDWA within their jurisdictions. The USEPA will also primarily establish monitoring and operational requirements, which will typically be specific to the project area.

The USEPA also defines National Secondary Drinking Water Regulations (secondary standards) for contaminants that cause cosmetic and aesthetic effects, but not for health effects. The USEPA recommends that these secondary standards be met but does not require systems to comply with them. Both primary and secondary drinking water standards are expressed as either Maximum Contaminant Levels (MCL), which define the highest level of a contaminant allowed in drinking water, or Maximum Contaminant Level Goals, which define the level of a contaminant below which there is no known or expected risk to health.

STATE AND LOCAL

Municipal Water Supply – Efficiency Requirements Act

The Municipal Water Supply-Efficiency Requirements Act provides the basis for water use efficiency for all municipal water suppliers and is intended to reduce the demand that growing communities, agriculture, and industry have placed on water resources. Water system plans require that municipal water suppliers collect data, forecast demand, evaluate leakage, evaluate rate structures that encourage water use efficiency, and implement water use efficiency measures. To minimize water loss, municipal water suppliers must meet a state distribution system leakage standard. Municipal water suppliers must set water use efficiency goals through a public process and submit annual reports (WSDH, 2007).

Chapter 173-201A WAC - Water Quality Standards for Surface Waters of the State

Surface water quality standards are codified under Chapter 173-201A of the Washington administrative code (WAC). Surface water quality standards implement portions of the federal Clean Water Act through designated uses, and water quality criteria are set to protect those designated uses. Water quality criteria are numeric and narrative for marine and freshwater. The State's antidegradation policy follows federal guidelines to prevent the degradation of water quality, especially in pristine waters.

Wastewater Treatment Facility Plan

The City's Wastewater Treatment Facility Plan identifies existing wastewater treatment facilities within the City and provides a capacity analysis. The plan also projects future conditions for wastewater treatment demands within the City's service area. The future conditions analysis discusses anticipated growth, potential service deficiencies, alternative wastewater treatment options, and preferred alternative selection analysis.

Comprehensive Water System Plan

The City's Comprehensive Water System Plan provides a detailed description of the City's existing water system infrastructure and defines the City's existing and planned service area. The Plan provides information on the existing population, water demand, design standards, water use categories, and water sources. The Plan projects future population levels and water demands and provides capital improvement planning for anticipated future demands.

Comprehensive Sewer System Plan

The City's Comprehensive Sewer System Plan provides for the sewer utility through the year 2033. The plan was completed in 2014, but was updated with an addendum in 2020 with updated population projections and flow/load analysis. The Plan provides a capacity assessment based on existing infrastructure, planned infrastructure improvements, and anticipated growth within the City's service area.

AIR QUALITY – SECTION 3.4 OF THE EIS

FEDERAL

Clean Air Act of 1970

The Federal Clean Air Act (CAA) was enacted in 1970 and last amended in 1990 (42 USC §7401 et seq.) for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. The CAA establishes a framework for national, state, and local air pollution control efforts. Basic components of the CAA and amendments include national ambient air quality standards (NAAQS) for criteria air pollutants, requirements for state implementation plans (SIPs) to meet the NAAQS, motor vehicle emissions standards, stationary source emissions standards and permits, and enforcement provisions. The USEPA is the federal agency responsible for establishing the NAAQS, overseeing state air programs as they relate to the CAA, approving SIPs, and setting emissions standards for mobile sources under federal jurisdiction.

National Ambient Air Quality Standards

The USEPA, under authority of the CAA, developed primary and secondary NAAQS in 1971. The primary NAAQS protect the public health with an adequate margin of safety and the secondary standards protect the public welfare from known or anticipated adverse effects to aesthetics, crops, or architecture (42 USC §7409[b]). The USEPA designated six pollutants of primary concern as criteria air pollutants (CAPs): carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), ozone, lead (Pb), and particulate matter (PM). The NAAQS are time-averaged maximum ambient air concentrations. For various CAPs, more than one time-averaged maximum concentration has been established by the USEPA in order to address the typical exposures to the population from natural and anthropogenic sources in the environment. Concentrations above these time-averaged maximum concentrations are anticipated to cause adverse health effects to sensitive receptors. The violation criteria established by the USEPA are based upon these time-averaged maximum concentrations specific to each CAP. For example, the NAAQS for ozone must be exceeded on more than three days in three consecutive years in order to constitute a violation. On the other hand, if the NAAQS for CO are exceeded on more than one day in any given year, a violation has occurred. **Table 1** presents the violation criteria for the various averaging times of the NAAQS for each CAP. The USEPA allows states the option to develop independent standards only if the standards are more stringent than the NAAQS. The State of Washington has selected to designate independent ambient air quality standards. These standards are not applicable to federal trust land.

TABLE 1: NAAQS AND ASSOCIATED VIOLATION CRITERIA

Pollutants	Times	Primary		Violation Criteria
		ppm	µg/m ³	
Ozone	8 hours	0.75	157	The 3-year average of the annual 4 th highest daily 8-hour maximum is not to be above 0.075 µg/m ³
Carbon Monoxide	8 hours	9	10,000	If exceeded on more than 1 day per year
	1 hour	35	40,000	If exceeded on more than 1 day per year
Nitrogen Dioxide	Annual average	0.053	-	Not to be above 0.053 ppm in a calendar year.
	1 hour	0.100	-	The 3-year average of the 98 th percentile of the daily maximum 1-hour average at each monitor is not above 0.100 ppm.
Sulfur Dioxide	Annual average	0.03	-	Not to be above 0.03 ppm in a calendar year.
	24 hours	0.14	-	If exceeded on more than 1 day per year
PM ₁₀	24 hours	-	150	Not to be above 150 µg/m ³ on more than three days over three years with daily sampling
PM _{2.5}	Annual arithmetic mean	N-	15	The 3-year average from a community-oriented monitor is not above 15 µg/m ³ .
	24 hours	-	35	The 3-year average of the 98 th percentile for each population-oriented monitor within an area is not above 35 µg/m ³ .
Lead	Rolling –Month Average	-	0.15	Not to be above 0.15 µg/m ³ .
	Quarterly Average	-	1.5	-
SOURCE: USEPA, 2011				

Attainment Status

To determine conformance with the NAAQS, states are responsible for providing ambient air monitoring data to the USEPA. The USEPA then determines, using the violation criteria, if the results of the monitoring data indicate compliance with the NAAQS. The USEPA classifies areas in compliance with the NAAQS as being in "attainment". Areas that do not meet the NAAQS are classified as being in "nonattainment" by the USEPA.

Federal Conformity

The federal General Conformity Rule implements Section 176(c) of the CAA, and establishes minimum thresholds for reactive organic compounds (ROGs) and nitrogen oxides (NOx) (ozone precursors), particulate matter (PM), and other regulated constituents for non-attainment and maintenance areas. Under the General Conformity Rule, the lead agency with respect to a federal action is required to demonstrate that the proposed federal action conforms to the applicable SIP before the action is taken. There are two phases to a demonstration of general conformity:

1. The Conformity Review process, which entails an initial review of the federal action to assess whether a full conformity determination is necessary, and
2. The Conformity Determination process, which requires that a proposed federal action be demonstrated to conform to the applicable SIP.

The Conformity Review requires the lead agency to compare estimated emissions to the applicable general conformity *de minimis* threshold(s). If the emission estimates from step one is below the applicable threshold(s), then a general conformity determination is not necessary and the full Conformity Determination is not required. If emission estimates are greater than *de minimis* levels, the lead agency must conduct a formal Conformity Determination. The Northwest Clean Air Agency (NWCAA) is in attainment or unclassifiable for all national ambient air quality standards.

The SIP for Washington, entitled *A Plan for the Implementation, Maintenance and Enforcement of National Ambient Air Quality Standards in the State of Washington*, consists of a number of documents that set forth the State's strategies for achieving federal air quality standards. The Code of Federal Regulations (CFR Title 40, Part 52, Subpart WW Section 52.2479) lists all of the items that are included in the Washington SIP. Ecology is the air quality management agency for a geographic region of the state. In the case of northwest Washington, the NWCAA is responsible for enforcing federal, state, and local air pollution standards, as well as governing air pollutant emissions from new and existing sources. Ecology's role is to establish statewide standards and rules that the NWCAA must meet. Local agencies may adopt more stringent standards and rules if the local air quality requires such action. The NWCAA has the responsibility for regulating all outdoor air pollution sources within its jurisdiction, with the exception of automobiles, chemical paper and pulp mills, and aluminum reduction plants. Local air authorities prepare the SIP and submit them to Ecology for approval and forwarding to the USEPA.

Tribal New Source Review

The Tribal Minor New Source Review (NSR) permitting program was established by the USEPA under the CAA. The minor NSR program applies to both new minor sources and minor modifications to both major and minor projects in attainment and nonattainment areas. NSR programs must comply with the standards and control strategies of the Tribal Implementation Plan (TIP) or SIP. If there is not an applicable SIP or TIP, the USEPA issues permits and implements the program. A General Permit under the minor NSR program would be required on tribal trust land if stationary source allowable emissions of regulated pollutants would exceed the thresholds presented in 40 CFR 49.153, Table 1 (**Table 2**). This General Permit serves as a preconstruction permit containing limitations and other restrictions specifying the construction, modification, and operation of a minor source. The applicability of Tribal NSR is made on a source's potential to emit (PTE). For emergency generators, the USEPA has determined that 500 hours per year should be assumed as a reasonable and realistic "worst-case" estimate on a PTE basis.

Climate Change

EO 13990 directs agencies to consider all available tools and resources in assessing GHG emissions and climate change effects of their proposed actions, including the 2016 *Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews*. To assess impacts, the 2016 GHG Guidance states that federal agencies should quantify direct and indirect emissions of the project alternatives with the level of effort being proportionate to the scale of the emissions relevant to the NEPA review.

TABLE 2: TRIBAL MINOR NEW SOURCE REVIEW THRESHOLDS

Pollutant	Emissions Thresholds for Nonattainment Areas (tpy)	Emissions Thresholds for Attainment Areas (tpy)
NO _x	5	10
VOC	2	5
PM	5	10
PM ₁₀	1	5
PM _{2.5}	0.6	3
CO	5	10
SO ₂	5	10
Pb	0.1	0.1

Source: 40 CFR 49.153

The CEQ guidance advises federal lead agencies to consider the following:

1. The potential effects of a proposed action on climate change as indicated by assessing GHG emissions.
2. The effects of climate change on a proposed action and its environmental impacts.

On February 19, 2021, Secretary of the Interior Deb Haaland issued Secretarial Order (SO) 3399 to prioritize action on climate change throughout the Department and to restore transparency and integrity in the Department's decision-making processes. SO 3399 specifies that when considering the impact of GHG emissions from a proposed action, Bureaus/Offices should use appropriate tools, methodologies, and resources available to quantify GHG emissions and compare GHG quantities across alternatives. SO 3399 acknowledges that identifying the interactions between climate change and the environmental impacts of a proposed action in NEPA documents can help decision makers identify opportunities to reduce GHG emissions, improve environmental outcomes, and contribute to protecting communities from the climate crisis.

STATE AND LOCAL

State Agency Climate Leadership Act

In 2020, the Legislature and Governor of Washington updated the State Agency Climate Leadership Act codified in RCW 70A.45. The Act directs state agencies, including universities, colleges, and community and technical colleges to lead by example in reducing their greenhouse gas (GHG) emissions to:

- 15% below 2005 baseline by 2020
- 45% below 2005 by 2030
- 75% below 2005 by 2040
- 95% below 2005 by 2050, achieve net zero

Climate Commitment Act

In 2021, the Washington Legislature passed the Climate Commitment Act (or CCA) which establishes a comprehensive program to reduce carbon pollution and achieve the greenhouse gas limits set in state law. The CCA establishes a "cap and invest" program that sets a limit on the amount of greenhouse gases that can be emitted in Washington (the cap) and then auctions off allowances for companies and facilities that emit greenhouse gases until that cap is reached. Over time, the cap will be reduced, allowing total emissions to fall to match the greenhouse gas emission limits set in state law.

BIOLOGICAL RESOURCES – SECTION 3.5 OF THE EA

FEDERAL

Federal Endangered Species Act

The U.S. Fish & Wildlife Service (USFWS) enforces the provisions of the federal Endangered Species Act (FESA) for all terrestrial species. Section 9 (§ 1538) prohibits the "take" of a listed species by anyone, including private individuals and state and local agencies. Threatened and endangered species on the federal list (50 CFR Sections 17.11 and 17.12) are protected from take, which is defined as direct or indirect harm. If "take" of a listed species is incidental to an otherwise lawful activity, this triggers the need for consultation under Section 7 of the FESA for federal agencies, including tribes.

Pursuant to the requirements of the FESA, a federal agency reviewing a project within its jurisdiction must determine whether any federally listed species may be present on a project site and whether the project will have a potentially significant impact upon such species. A discussion of regionally listed species is provided in consideration of potential impacts associated with project implementation. Under the FESA, habitat loss is considered to be an impact to the species.

In addition, the agency is required to determine whether the project is likely to jeopardize the continued existence of any species that is proposed for listing under the FESA or to result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 USC Section 1536[3], [4]). Critical habitat is defined as specific geographic areas within a listed species range that contain features considered essential for the conservation of the listed species. Therefore, project-related impacts to these species, or their habitats, would be considered significant.

Migratory Bird Treaty Act

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered take under federal law. As such, project-related disturbances must be reduced or eliminated during the nesting season. The general nesting season extends from February 15 to September 15.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act was originally enacted in 1940 to protect bald eagles and was later amended to include golden eagles (16 USC Subsection 668-668). This act prohibits take, possession, and commerce of bald and golden eagles and associated parts, feathers, nests, or eggs with limited exceptions. The definition of take is the same as the definition under the FESA. The USFWS established five recovery programs in the mid-1970s based on geographical distribution of the species, with Washington located in the Pacific Region. Habitat conservation efforts in the Pacific Recovery Region, including laws and management practices at federal, state, and community levels, have helped facilitate bald eagle population increases. Critical habitat for bald and golden eagles was not designated as part of the Pacific Recovery Plan created under FESA. Likewise, critical habitat was not designated by regulation under FESA. In 1995, the USFWS reclassified the bald eagle from endangered to threatened under FESA in the contiguous 48 states, excluding Michigan, Minnesota, Wisconsin, Oregon, and Washington where it had already been listed as threatened. In 2007, the bald eagle was federally delisted under FESA. However, the provisions of the act remain in place for protection of bald and golden eagles.

CWA – 404 and 401 Wetlands and Waters of the U.S.

Any project that involves discharge of dredged or fill material in navigable Waters of the U.S. must first obtain authorization from the USACE, under Section 404 of the CWA. Projects requiring a 404 permit under the CWA also require a Section 401 certification from either USEPA for trust land, or the RWQCB for non-trust land. These two agencies also administer the NPDES general permits for construction activities disturbing one acre or more.

The term “Waters of the United States” is defined as:

- all waters currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters subject to the flow of the tide;
- all interstate waters including interstate wetlands; or
- all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, where the use or degradation of which could affect interstate or foreign commerce including any such waters.

The term “Wetlands” is defined as:

- waters of the U.S. that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands that meet these criteria during only a portion of the growing season are classified as seasonal wetlands.

STATE AND LOCAL

Washington Administrative Code 220-610-110

Chapter 22-610, section 110 of the WAC identifies and classifies native wildlife species to be managed and/or protected to ensure a long-term, self-sustaining populations. This section provides the framework for listing/de-listing criteria, species status reviews, and the recovery and management of listed species. Species may be listed as endangered, threatened, or sensitive when populations are in danger of failing, declining, or are vulnerable due to factors such as limited numbers, disease, predation, exploitation, or habitat loss and/or modification.

City of Pasco Comprehensive Plan

The City’s Comprehensive Plan is a statement of goals and policies that outlines the community’s vision for the future. The Plan contains land use polices which are intended to protect critical areas that contain significant natural resources, addressed in the Land Use Element of the Plan. The Land Use Element specifically considers the general distribution and location of land uses, and the appropriate intensity and density of land uses given development trends; provides policy guidance for residential, commercial, industrial, and public uses; addresses pre-existing non-conforming uses; and establishes land division policies for new lots (Franklin County, 2021). The Land Use Element contains provisions related to protection of biological resources, summarized in **Table 3**.

TABLE 3: COMPREHENSIVE PLAN APPLICABLE GOALS AND POLICIES

Goal/Policy	Description
LU-7 Goal	Safeguard and Protect Shorelands and Critical Lands within the Urban Area
LU-7-A Policy	Maintain regulatory processes to preserve wetlands, wildlife habitats, and other critical lands within the urban growth area.
LU-7-B Policy	Land uses should be permitted subject to adopted standards designed to mitigate land use impacts on adjacent, less intensive uses, while preserving constitutionally protected forms of expression
LU-7-C Policy	Ensure the implementation of the requirements of the Washington State Shoreline Management Act (RCW 90.58).
Source: City of Pasco, 2021c	

CULTURAL RESOURCES – SECTION 3.6 OF THE EA

FEDERAL

Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations found in 36 CFR Part 800 require federal agencies to identify cultural resources that may be affected by actions involving federal lands, funds, or permitting. The Bureau of Indian Affairs must comply with Section 106 for the proposed trust acquisition. The significance of the resources must be evaluated using established criteria outlined in 36 CFR 60.4, as described below.

If a resource is determined to be a historic property, Section 106 of the NHPA requires that effects of the federal undertaking on the resource be determined. A historic property is defined as: ...any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in the National Register of Historic Places, including artifacts, records, and material remains related to such a property... (NHPA Sec. 301[5]).

Section 106 of the NHPA prescribes specific criteria for determining whether a project would adversely affect a historic property, as defined in 36 CFR 800.5. An impact is considered adverse when prehistoric or historic archaeological sites, structures, or objects that are listed on or eligible for listing in the National Register of Historic Places (NRHP) are subjected to the following.

- physical destruction of or damage to all or part of the property
- alteration of a property
- removal of the property from its historic location
- change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance
- introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features
- neglect of a property that causes its deterioration

- transfer, lease, or sale of the property out of federal control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

If the historic property will be adversely affected by the undertaking, then prudent and feasible measures to resolve impacts must be taken. The State Historic Preservation Office must be provided an opportunity to review and comment on these measures prior to project implementation.

National Register of Historic Places

The eligibility of a resource for listing in the NRHP is determined by evaluating the resource using criteria defined in 36 CFR § 60.4 as follows. The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, association, and;

1. that are associated with events that have made a significant contribution to the broad patterns of our history;
2. that are associated with the lives of persons significant in our past;
3. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
or
4. that have yielded, or may be likely to yield, information important to prehistory or history.

Sites younger than 50 years, unless of exceptional importance, are not eligible for listing in the NRHP. In addition to meeting at least one of the criteria listed above, the property must also retain enough integrity to enable it to convey its historic significance. The NRHP recognizes seven aspects or qualities that, in various combinations, define integrity. These seven elements of integrity are location, design, setting, materials, workmanship, feeling, and association. To retain integrity a property will always possess several, and usually most, of these aspects.

While most historic buildings and many historic archaeological properties are significant because of their association with important events, people, or styles (Criteria A, B, and C), the significance of most prehistoric and some historic-period archaeological properties is usually assessed under Criterion D. Criterion D stresses the importance of the information contained in an archaeological site rather than its intrinsic value as a surviving example of a type or its historical association with an important person or event. It places importance not on physical appearance but rather on information potential.

Archaeological Resources Protection Act of 1979

The Archaeological Resources Protection Act of 1979 (ARPA; Public Law 96-95; 16 USC 470aa-mm) provides for the protection of archaeological resources and sites that are on public and Indian lands, and fosters increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals having collections of archaeological resources and data that were obtained before October 31, 1979. ARPA also provides for penalties for noncompliance and illegal trafficking.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA), 25 USC 3001 et seq., provides a process for museums and federal agencies to return Native American cultural items – human remains, funerary objects, sacred objects, or objects of cultural patrimony – to lineal descendants, and culturally affiliated Indian tribes and Native Hawaiian organizations. NAGPRA includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and Tribal lands, and penalties for noncompliance and illegal trafficking.

Paleontological Resources Preservation Act

Paleontological resources are defined as the traces or remains of prehistoric plants and animals. Such remains often appear as fossilized or petrified skeletal matter, imprints, or endocasts, and reside in sedimentary rock layers. Paleontological resources are considered important for their scientific and educational value. Fossil remains of vertebrates are considered significant. Invertebrate fossils are considered significant if they function as index fossils. Index fossils are those that appear in the fossil record for a relatively short and known period of time. This allows geologists to interpret the age range of the geological formations in which they are found. The Paleontological Resources Preservation subtitle of the Omnibus Public Land Management Act, 16 USC 470aaa to aaa-11 requires the U.S. Department of Agriculture (USDA) and the U.S. Department of the Interior to issue implementation regulations to provide for the preservation, management, and protection of paleontological resources on federal lands and ensure that these resources are available for current and future generations to enjoy as part of America's national heritage.

STATE AND LOCAL

City of Pasco Comprehensive Plan

The City's Comprehensive Plan Policy LU-8-D states that the City policy is to “preserve significant historic structures and cultural resources that are unique to the City, and consistent with state and federal laws.” In addition to protecting existing cultural and historic resources, the Plan goals include an expansion of existing cultural resources, such as a cultural center and cultural educational facilities.

SOCIOECONOMIC CONDITIONS – SECTION 3.7 OF THE EIS

FEDERAL

Executive Order 12898

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, as amended, directs federal agencies to develop an Environmental Justice Strategy that identifies and addresses disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. The CEQ has oversight responsibility of the federal government’s compliance with EO 12898 and NEPA. The CEQ, in consultation with the USEPA and other agencies, has developed guidance to assist federal agencies with their NEPA procedures so that environmental justice concerns are effectively identified and addressed. The document *Final Guidance for Incorporating Environmental Justice Concerns in EPA’s NEPA Compliance Analyses* provides the following direction on how to analyze the impacts of actions on low-income and minority populations:

Under National Environmental Policy Act (NEPA), the identification of a disproportionately high and adverse human health or environmental effect on a low-income population, minority population, or Indian tribe does not preclude a proposed agency action from going forward, nor does it necessarily compel a conclusion that a proposed action is environmentally unsatisfactory. Rather, the identification of such an effect should heighten agency attention to alternatives (including alternative sites), mitigation strategies, monitoring needs, and preferences expressed by the affected community or population (USEPA, 1998). According to guidance from the CEQ (1997) and USEPA (1998), agencies should consider the composition of the affected area, to determine whether minority populations, low-income populations, or Indian tribes are present in the area affected by a proposed action and, if so, whether there may be disproportionately high and adverse environmental effects to those populations. Communities may be considered “minority” under the executive order if one of the following characteristics apply:

- The cumulative percentage of minorities within a census tract is greater than 50 percent (primary method of analysis).
- The cumulative percentage of minorities within a census tract is less than 50 percent, but the percentage of minorities is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis (secondary method of analysis).

According to USEPA, either the county or the state can be used when considering the scope of the “general population.” A definition of “meaningfully greater” is not given by the CEQ or USEPA, although the latter has noted that any affected area that has a percentage of minorities above the state’s percentage is a potential minority community and any affected area with a minority percentage double that of the state’s is a definite minority community under EO 12898. Communities may be considered “low-income” under the EO if one of the following characteristics applies:

- The median household income for a census tract is below the poverty line (primary method of analysis).
- Other indications are present that indicate a low-income community is present within the census tract (secondary method of analysis).

In most cases, the primary method of analysis will suffice to determine whether a low-income community exists in the affected environment. However, when a census tract income may be just over the poverty line or where a low-income pocket within the tract appears likely, the secondary method of analysis may be warranted. Other indications of a low-income community under the secondary method of analysis include limited access to health care, overburdened or aged infrastructure, and dependence on subsistence living.

TRANSPORTATION AND CIRCULATION – SECTION 3.8 OF THE EA

FEDERAL

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is a plan for the implementation of the long-range Regional Transportation Plan. The FTIP presents manageable components to federal funding agencies for the funding of long-term plans and establishes a systematic approach to programming capital improvement projects over a five-year term, and is subject to continual modifications.

Washington Department of Transportation

The Washington State Department of Transportation (WSDOT) is a governmental agency that constructs, maintains, and regulates the use of transportation infrastructure in the state of Washington. WSDOT was founded as the Washington State Highway Board and the Washington State Highways Department on March 13, 1905. On June 29, 1956, President Dwight Eisenhower signed the Federal Aid Highway Act of 1956, which started the Interstate Highway System. Originally, two Interstates entered Washington most work was not completed until the 1970s. In 1964, the Highways Department was renamed to WSDOT and the state highways were renumbered to the current system. Metro Transit was created in 1972 and work on highways rapidly continued.

County of Kings General Plan

The Transportation Element intends to ensure the transportation system is preserved and enhanced to meet the needs of the community. The Transportation Element considers all modes of transportation, including walking and aviation. The Washington State Growth Management Act requires the Transportation Element to consider existing inventories of services and facilities, LOS, system deficiencies, regional coordination, land use patterns, and goals and policies, among other items.

LAND USE – SECTION 3.9 OF THE EA

FEDERAL

Farmland Protection Policy Act

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that federal programs are administered in a matter that is compatible with state and local units of government, and private programs and policies to protect farmland (7 U.S.C. § 4201).

The Natural Resource Conservation Service (NRCS) is responsible for the implementation of the FPPA and categorizes farmland in a number of ways. These categories include: prime farmland, farmland of statewide importance, and unique farmland. Prime farmland is considered to have the best possible features to sustain long-term productivity. Farmland of statewide importance includes farmland similar to prime farmland, but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Unique farmland is characterized by inferior soils and, depending on climate, generally needs irrigation.

The NRCS fulfills the directives of the Soil and Water Conservation Act (16 USC § 2001-2009) by identifying significant areas of concern for the protection of national resources. NRCS uses a land evaluation and site assessment (LESA) system to establish a Farmland Conversion Impact Rating (FCIR) score. The FCIR is completed on form AD-1006. The FCIR form has two components: land evaluation, which rates soil quality up to 100 points, and the site assessment, which measures other factors that affect the property's viability up to 160 points.

The total FCIR score is used as an indicator for the lead agency to consider alternative sites if the potential adverse impacts on the farmland exceed the allowable level; however, the FPPA does not require federal agencies to alter projects to avoid or minimize farmland conversion. Sites receiving a combined score of less than 160 (out of 260 possible points) do not require further evaluation. For sites with a combined score greater than 160 points, at least two other alternatives are required to be considered and the alternative with the lowest number of points selected unless there are other overriding considerations.

STATE AND LOCAL

Washington Growth Management Act

The Washington Legislature enacted the Growth Management Act (GMA) to address rapid population and development growth. The GMA sets State policy and gives cities and counties the tools to effectively manage growth. Cities and counties with a population of over 50,000 and/or a rate of growth exceeding the state guidelines are required to plan under the GMA. Cities and Counties with a population of under 50,000 and having a growth rate under the state guidelines may also choose to opt into the Washington State Growth Management program. Implementation of the GMA has resulted in local governments developing and adopting Comprehensive Plans.

Comprehensive plans must identify critical areas and adopt regulations to protect critical areas and resource lands; designate county-wide planning policies and urban growth areas; adopt development regulations and necessary steps for Plan implementation; and update the Comprehensive Plan on an ongoing basis (Futurewise, 2022). The GMA is primarily codified under Chapter 36.70A of the Revised Code of Washington (RCW), although it has been amended and added to in several other parts of the RCW.

Tri-Cities Airport PSC Master Plan 2020

The Tri-Cities Airport PSC Master Plan is a comprehensive study which evaluates the short-, medium-, and long-term improvement needs of air traffic infrastructure and facilities. It documents the development of airport facilities, services, and equipment needs, providing the basis for improvement projects. The Plan first and foremost follows FAA and Washington Department of Transportation (WSDOT) policies in providing for an airport that is 1) safe and efficient, in accordance with FAA design standards; 2) economically viable and supported in a financially sustainable manner; and 3) aligned with broad local, regional, state, and national planning goals. The Airport Overlay District (AOD) regulates compatible land uses, densities, and reducing hazards to property, the public, and aviation users. The AOD is codified in Chapter 25.190 of the City of Pasco Municipal Code, and in the Chapter 17.76 of the Franklin County code of ordinances.

City of Pasco Comprehensive Plan 2018-2038

The City of Pasco Comprehensive Plan (Plan) is a statement of goals and policies that outlines the community’s vision for the future. The Plan contains land use polices which are intended to protect critical areas that contain significant natural resources, addressed in the Land Use Element of the Plan. The Land Use Element specifically considers the general distribution and location of land uses, and the appropriate intensity and density of land uses given development trends; provides policy guidance for residential, commercial, industrial, and public uses; addresses pre-existing non-conforming uses; and establishes land division policies for creating new lots (Franklin County, 2021). The Land Use Element contains provisions related to land uses and development (**Table 4**).

TABLE 4: CITY OF PASCO COMPREHENSIVE PLAN APPLICABLE GOALS AND POLICIES

Goal/Policy	Description
LU-1 Goal	Take Deliberate, consistent, and continuous actions to improve the community’s quality of life
LU-1-B Policy	Enhance the physical appearance of development within the community through land use regulations, design guidelines, and performance and maintenance standards including landscaping, screening, building facades, color, signs, and parking lot design and appearance.
LU-1-C Policy	Encourage conservation design with cluster commercial development and discourage strip commercial development.
LU-1-D Policy	Land uses should be permitted subject to adopted standards designed to mitigate land use impacts on adjacent, less intensive uses, while preserving constitutionally protected forms of expression.
LU-2 Goal	Plan for a variety of compatible land uses within the UGA.
LU-2-B Policy	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.

Goal/Policy	Description
LU-2-E Policy	Discourage the siting of incompatible uses adjacent to Pasco (Tri-Cities) Airport and other essential public facilities.
LU-3 Goal	Maintain established neighborhoods and ensure new neighborhoods are safe and enjoyable places to live.
LU-3-D Policy	Encourage the use of irrigation (non-potable) water for landscape maintenance, and consistent with state and federal laws.
LU-4 Goal	Increase Community Accessibility Through Proper Land Use Planning
LU-4-B Policy	Encourage infill and higher density uses within proximity to major travel corridors and public transportation service areas.
LU-4-E Policy	Encourage the orderly development of land by emphasizing connectivity and efficiency of the transportation network.
LU-4-F Policy	Support mixed use, smart growth, infill, and compact developments with transit and pedestrian amenities that promote a healthy community.
LU-6 Goal	Encourage Distinctive Quality Community and Regional Commercial and Industrial Developments that Support the City's Overall Development Goals.
LU-6-A Policy	Encourage commercial and higher density residential uses along major corridors and leverage infrastructure availability.
LU-6-C Policy	Ensure attractive hubs for activity by maintaining and applying design standards and guidelines that will enhance the built environment of each community.
Source: City of Pasco, 2021b	

City of Pasco Municipal Code

The City of Pasco Municipal Code (Title 25) establishes basic regulations for the development of land and uses within incorporated areas, including urban growth areas. Regulatory components include allowable uses, building setback requirements, and development standards. Chapter 25.115 and Chapter 25.100 permits the use of service stations.

PUBLIC SERVICES – SECTION 3.10 OF THE EA

STATE AND LOCAL

Municipal Water Law

The Municipal Water Supply-Efficiency Requirements Act provides the basis for water use efficiency for all municipal water suppliers, and is intended to reduce the demand that growing communities, agriculture, and industry have placed on water resources. Water system plans require that municipal water supplier collect data, forecast demand, evaluate leakage, evaluate rate structures that encourage water use efficiency, and implement water use efficiency measures. To minimize water loss, municipal water suppliers must meet a state distribution system leakage standard. Municipal water suppliers must set water use efficiency goals through a public process and submit annual reports (WSDH, 2022).

City of Pasco Comprehensive Plan

The Utilities Element of the Plan specifically considers those policies or portions pertaining to utilities and community facilities and contains provisions related to utility development and providence, as summarized in **Table 5**.

TABLE 5: CITY OF PASCO COMPREHENSIVE PLAN APPLICABLE GOALS AND POLICIES

Goal/Policy	Description
UT-1 Goal	Provide adequate utility services to the UGA to assure that the anticipated 20-year growth is accommodated.
UT-1-A Policy	Ensure that public water and sewer services are available concurrently with development in the urban growth area.
UT-1-C Policy	Coordinate utility providers' functional plans and the City's land use and utility comprehensive plans to ensure long term service availability.
UT-2 Goal	Ensure that adequate placement of utility facilities is addressed in development plans.
UT-3 Goal	Assure the provision of adequate and efficient storm water management.
Source: City of Pasco, 2021c	

NOISE – SECTION 3.11 OF THE EIS

FEDERAL

FHWA Construction Noise Thresholds

The Federal Highway Administration (FHWA) provides construction noise level thresholds in its Construction Noise Handbook, 2006. These are provided in **Table 6**.

TABLE 6: FEDERAL CONSTRUCTION NOISE THRESHOLDS

Noise Receptor Locations and Land Uses	Daytime (7 am - 6 pm)	Evening (6 pm - 10 pm)	Nighttime (10 pm - 7 am)
	dBA, Leq ¹		
Commercial Areas (businesses, offices, stores, etc.)	77 or Baseline + 5	None	None
Industrial Areas (factories, plants, etc.)	82 or Baseline + 5	None	None
Notes: ¹ Leq thresholds were empirically determined (FHWA, 2006).			
Source: FHWA, 2006.			

The FHWA establishes Noise Abatement Criteria (NAC) for various land uses that have been categorized based upon activity. Land uses are categorized on the basis of their sensitivity to noise as indicated in **Table 7**. The FHWA NAC is based on peak traffic hour noise levels.

TABLE 7: FEDERAL NOISE ABATEMENT CRITERIA HOURLY A-WEIGHTED SOUND LEVEL DECIBELS¹

Activity Category	Activity Criteria Leq (h), dBA	Evaluation Location	Activity Category Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, schools, and television studios.
E ¹	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, shipyards, utilities (water resources, water treatment, electricity), and warehousing.
G	--	--	Undeveloped lands that are not permitted.
Notes: ¹ Includes undeveloped lands permitted for this activity category. Source: FHWA, 2010.			

Vibration Standards

The effects of groundborne vibrations typically cause only a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although groundborne vibration can be felt outdoors, it is typically an annoyance only indoors, where the associated effects of the building shaking can be notable. Groundborne noise is an effect of groundborne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may consist of the rattling of windows or dishes on shelves.

Peak particle velocity (PPV) is often used to measure vibration. PPV is the maximum instantaneous peak (inches per second) of the vibration signal. The PPV levels are used to estimate L_v or VdB levels (vibration decibels with a reference velocity of one micro-inch per second). Scientific studies have shown that human responses to vibration vary by the source of vibration, which is either continuous or transient. Continuous sources of vibration include construction while transient sources include truck movements. Generally, the thresholds of perception and annoyance are higher for transient sources than for continuous sources. FTA guidelines have set vibration damage criteria for structures at 0.5 PPV and 0.1 PPV for annoyance of people.

Table 8 summarizes the Federal Transportation Administration’s (FTA) guideline vibration damage criteria for various structural categories. As shown therein, buildings extremely susceptible to vibration damage could be damaged if vibration levels exceed 90 VdB. Additionally, although humans have a perceptibility threshold of 65 VdB, human response to vibration is not usually significant unless the vibration exceeds 70 VdB (FTA, 2006). Background vibration velocity in residential areas is usually 50 VdB or lower.

TABLE 8: CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	Approximate PPV (in/sec)	Approximate Lv (VdB)
Reinforced-concrete, steel, or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster)	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA, 2006

STATE AND LOCAL

City of Pasco Municipal Code Chapter 9.130

Intends to minimize the exposure of citizens to the harmful effects of excessive noise. The City strives to control the level of noise in a manner that promotes commerce; the use, value, and enjoyment of property; sleep and repose; and the quality of the environment [Ord. 2665 § 1, 1987; Code 1970 § 9.61.005]. Public disturbance noises include any sound made by the construction, excavation, repair, demolition, destruction, or alteration of any building or property or on any building site between the hours of 10:00 PM and 7:00 AM.

HAZARDOUS MATERIALS – SECTION 3.12 OF THE EA

FEDERAL

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) regulates the land disposal of hazardous materials from cradle-to-grave. This means establishing a regulatory framework for the generation, transport, treatment, storage and disposal of hazardous waste. Specifically, Subtitle D of RCRA pertains to non-hazardous solid waste and Subtitle C focuses on hazardous solid waste. Additionally, the USEPA has developed regulations to set minimum national technical standards for how disposal facilities should be designed and operated. States issue permits to ensure compliance with USEPA and state regulations. The regulated community is comprised of a diverse group that must comprehend and adhere to RCRA regulations. These groups can consist of hazardous waste generators, government agencies, small businesses, and gas stations with underground petroleum tanks.

Food, Drug, and Cosmetic Act

Under the federal Food, Drug, and Cosmetic Act, the USEPA sets maximum residue limits, or tolerances, for pesticides residues on food. When the USEPA sets a tolerance level for a food, this is the level deemed safe. In defining safe, this means that, “reasonable certainty that no harm will result from aggregate exposure to the pesticide residue.” When determining a safety finding for a tolerance level, the USEPA considers the toxicity of the pesticide and its break-down products, aggregate exposure to the pesticide in foods and from other sources of exposure if applicable, and any special risks specific to infants and children. If a tolerance is not set for a pesticide residue, a food containing that pesticide residue will be subject to government seizure if deemed appropriate. However, once a tolerance has been established for a pesticide residue, then residue levels below the tolerance will not trigger enforcement actions. If the residue level is detected above that tolerance, then the commodity will be subject to seizure. Some pesticides do not have a set tolerance level as the USEPA may grant exemptions in the cases where the pesticide residue does not pose, under foreseeable situations, a significant dietary risk.

Hazard Communication Standard

The hazard communications standard requires that chemical manufacturers evaluate the potential risks that may be posed by use of such chemicals. In turn, employers utilizing such chemicals must inform employees of the chemical analysis and associated risks of use. The Occupational Health and Safety Administration is the governing body in charge of defining the Hazard Communication Standards.

Federal Hazardous Substances Act

The Consumer Product Safety Commission has a limited role in regulating hazardous substances; it primarily deals with the labeling of consumer products through the federal Hazardous Substances Act (FHSA). FHSA only requires products that may at some point be in the presence of people’s dwellings to be labeled, including during purchase, storage, or use. These labels must alert consumers of the potential hazards that the product may pose.

However, in order for a product to be required for labelling, the product must be toxic, corrosive, flammable/combustible, an irritant, a strong sensitizer, or have the ability to generate pressure through decomposition, heat, or other means. Furthermore, the product must possess the ability to cause severe personal injury or substantial illness during or as a result of any customary or reasonably predictable handling or use, including reasonably foreseeable ingestion by children.

Federal Insecticide, Fungicide, and Rodenticide Act

The federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) addresses the sale, distribution, and labeling of pesticides, as well as the certification and training of pesticide applicators. FIFRA establishes recordkeeping and reporting requirements on certified applicators of restricted use pesticides. Furthermore, FIFRA imposes storage, disposal, and transportation requirements on registrants and applicants for the registration of pesticides. Pesticide use is regulated through requirements to apply pesticides in a manner consistent with the label.

The labeling requirement includes directions for use, warnings, and cautions along with the uses for which the pesticide is registered (e.g., pests and appropriate applications). This includes the specific conditions for the application, mixture, and storage of the pesticide. Additionally, the label must specify a time period for re-entry into an area after the pesticide has been applied, and when crops may be harvested after the application of the pesticide. If a pesticide is used in a manner contrary to specifics on its label, then the use constitutes a violation of the FIFRA.

Toxic Substances Control Act

The federal Toxic Substances Control Act (TSCA), as amended by the Frank R. Lautenberg Chemical Safety for the 21st Century Act, permits the USEPA to evaluate the potential risk from novel and existing chemicals and address unacceptable risks chemicals may have on human health and the environment. The USEPA oversees the production, importation, use, and disposal of certain chemicals. This includes the USEPA having the authority to require record keeping, reporting, and test requirements and restrictions associated with certain chemical substances and/or mixtures. However, certain groups of chemicals are excluded from TSCA consideration, including—but not limited to—food, drugs, cosmetics and pesticides. Examples of chemicals included in TSCA consideration are lead paint, asbestos, mercury, formaldehyde, and polychlorinated biphenyls.

Emergency Planning and Community Right-to-Know Act

The federal Emergency Planning and Community Right-to-Know Act (EPCRA) is designed to assist local communities protect public health, safety, and the environment from chemical hazards. The Community Right-to-Know provisions help increase the public's knowledge and access to information on chemicals at individual facilities, their uses, and releases into the environment. The EPCRA also requires industry to report on the storage, usage, and releases of hazardous substances to federal, state, and local governments, and states and communities can use the information gained to improve chemical safety and protect public health and the environment.

CFR Title 40, Chapter I, Subchapter I, Part 280

CFR Title 40, Chapter I, Subchapter I, Part 280 is a federal regulation that sets technical standards and corrective action requirements for owners and operators of USTs. These standards apply to the following topics: UST system design, construction, installation and notification; general operation requirements; release detection; release reporting, investigation, and confirmation; release response and corrective actions for USTs containing petroleum or hazardous substances; out of service UST systems and closure; financial responsibility; lender liability; operator training; and UST systems with field-constructed tanks and airport hydrant fuel distribution systems.

VISUAL RESOURCES – SECTION 3.13 OF THE EA

FEDERAL

National Scenic Byway Program

The National Scenic Byway Program was established by Congress in 1991 as the Intermodal Surface Transportation Efficiency Act. The Program is administered by the Federal Highway Administration and was established to preserve scenic but less-traveled roadways.

A national scenic byway is a road recognized by the U.S. Department of Transportation for one or more of six intrinsic qualities. Intrinsic qualities include archeological, cultural, historic, natural, recreational, and scenic. National scenic byways must already be designated as state scenic byways or must possess all six intrinsic qualities to be nominated.

STATE AND LOCAL

City of Pasco Comprehensive Plan 2018-2038

The Plan outlines goals and policies pertaining to the preservation and encourages the uses of natural features and open-spaces as part of a community-wide park, greenway, recreation, and trail system. The comprehensive plan also identifies goals to minimize artificial light and glare through policies such as use of low-glare lighting to minimize nighttime glare.

Pasco Zoning Code

The Pasco Urban Area Zoning Ordinance, codified under Title 25 of the municipal code, establishes development regulations consistent with the Plan. The zoning ordinance facilitates growth and development within the urban area. Further, this ordinance outlines details and regulations pertaining to new construction such as maximum building height and specifications pertaining to lighting and limiting glare.

APPENDIX AIR

AIR QUALITY TABLES

Table 1a
Proposed Project - Percent Distribution, Patrons, and Vehicle Miles Travels per Year

Routes ¹	Market and Destination Areas	Trip Distribution ¹	Average Distance (miles) ²	Proposed Project	
				Trips/Day	VMT/Year
North on US-395	Eltopia	10%	20	275	2,007,500
South on US-395	Pasco/Kennewick	90%	5	2,475	4,516,875
Total		100%		2,750	6,524,375

¹ Trip distribution, Traffic Impact Study 2022, **AppendixTIS**.

² Average distance between destination and source.

Source: Kittelson TIS, 2022; AES, 2022.

Table 2a
Proposed Project - 2025 Mobile Operations Criteria Pollutant and GHG Emissions

	Proposed Project
	Freeway, Arterial, and Local
Speed (mph)	
vmt/yr	6,524,375
Criteria Pollutant Emissions (tpy)	
NO _x	2.37
VOC	0.22
SO ₂	0.02
CO	11.51
PM _{2.5}	0.14
PM ₁₀	0.36
Greenhouse Gas	
CO ₂	2,840.80

Criteria pollutant emissions were calculated using half summer/half winter emission factors.
 Source: MOVES3, 2022; AES, 2022.

Table 2b
2045 Mobile Operations Criteria Pollutant and GHG Emissions

Alternatives	Proposed Project
	Freeway, Arterial, and Local
Speed (mph)	
vmt/yr	6,524,375
Criteria Pollutant Emissions (tpy)	
NO _x	0.93
VOC	0.07
SO ₂	0.01
CO	4.96
PM _{2.5}	0.07
PM ₁₀	0.29
Greenhouse Gas	
CO ₂	2,172.0

Criteria pollutant emissions were calculated using half summer/half winter emission factors.
 Source: MOVES3, 2022; AES, 2022.

Tables 3 a and b - Mobile Emission Factors

Table 3a

2025 Operational Mobile Annual Average Emission Factors

Criteria Pollutant	grams per mile
NO _x	0.33
VOC	0.03
SO ₂	0.003
CO	1.6
PM _{2.5}	0.02
PM ₁₀	0.05
Greenhouse Gas	
CO ₂	395

Source: MOVES3, 2022; AES, 2022.

Table 3b

2045 Operational Mobile Annual Average Emission Factors

Criteria Pollutant	grams per mile
NO _x	0.13
VOC	0.01
SO ₂	0.002
CO	0.69
PM _{2.5}	0.01
PM ₁₀	0.04
Greenhouse Gas	
CO ₂	302

Source: MOVES3, 2022; AES, 2022.

Table 4 - Fugitive Dust Emissions

Table 4
Fugitive Dust Emissions from Construction

Alternatives	Proposed Project
Area to be Graded (acres)	34.00
Grading Duration (day)	30
PM ₁₀ Emission Factor (tons PM ₁₀ /acre-day)	0.0191
PM₁₀ Emissions (tons/year)	0.022
PM _{2.5} Emission Factor (tons PM ₁₀ /acre/day)	0.005
PM_{2.5} Emissions (tons/year)1	0.006

Source: MOVES3, 2022.

		Table 5 Construction Emissions															
Pieces of Equipment	Construction Equipment ¹	Horsepower ²	Load Factor ²	Hours in Use ² (hours/day)	Emission Factors (g/bhp/hr) ⁵						Emission (tons/year)						
					CO	VOC	NO ₂	SO ₂	PM ₁₀	PM _{2.5}	CO	VOC	NO ₂	SO ₂	PM ₁₀	PM _{2.5}	
Year 2024 Site Preparation and Grading																	
1	Bulldozer	247	0.4	8	1.78	0.39	4.09	0.01	0.18	0.17	0.40	0.09	0.93	0.00	0.04	0.04	
1	Excavator	158	0.38	8	3.08	0.18	1.46	0.01	0.07	0.07	0.43	0.02	0.20	0.00	0.01	0.01	
1	Scraper	367	0.48	8	1.96	0.25	2.67	0.01	0.11	0.10	0.79	0.10	1.08	0.00	0.05	0.04	
1	Grader	187	0.41	8	1.25	0.28	3.44	0.01	0.11	0.10	0.22	0.05	0.61	0.00	0.02	0.02	
3	Tractors/Loaders/Backhoes	97	0.37	8	3.56	0.24	2.43	0.01	0.12	0.11	0.88	0.06	0.60	0.00	0.03	0.03	
	Employee Trips (miles) ³		375		17.946	0.735	1.156	0.0078	0.0371	0.0215	0.01	0.00	0.00	0.00	0.00	0.00	
	Fugitive Dust (34 Acres)														0.022	0.006	
Site Preparation and Grading Emissions											2.74	0.32	3.42	0.01	0.17	0.14	
Year 2024 Construction																	
1	Crane	231	0.29	8	1.56	0.23	3.23	0.01	0.14	0.12	0.24	0.04	0.50	0.00	0.02	0.02	
2	Rough Terrain Forklift	100	0.4	8	3.24	0.15	1.98	0.01	0.06	0.06	0.60	0.03	0.36	0.00	0.01	0.01	
3	Tractors/Loader/Backhoe	97	0.37	8	3.56	0.24	2.43	0.01	0.12	0.11	0.88	0.06	0.60	0.00	0.03	0.03	
1	Welder	46	0.45	8	4.60	0.70	3.89	0.010	0.15	0.15	0.22	0.03	0.19	0.00	0.01	0.01	
1	Generator Set	84	0.74	8	3.38	0.28	2.48	0.01	0.12	0.12	0.48	0.04	0.35	0.00	0.02	0.02	
Paving																	
1	Paver	130	0.42	8	2.99	0.2	1.96	0.01	0.09	0.09	0.53	0.04	0.34	0.00	0.02	0.02	
1	Paving Equipment	132	0.36	8	3.05	0.2	1.91	0.01	0.09	0.09	0.47	0.03	0.29	0.00	0.01	0.01	
1	Rollers	80	0.28	8	3.45	0.3	3	0.01	0.17	0.15	0.50	0.04	0.43	0.00	0.02	0.02	
Architectural Coating																	
1	Air Compressor	78	0.48	8	3.660	0.390	2.630	0.010	0.14	0.14	0.88	0.09	0.63	0.00	0.03	0.03	
	Fugitive VOC from Coatings ⁶		439		0.0115							0.00					
	Employee Trips (miles) ⁴		750		17.946	0.735	1.156	0.0078	0.0371	0.0215	0.01	0.00	0.00	0.00	0.00	0.00	
Construction Emissions											4.79	0.40	3.71	0.01	0.17	0.17	
Total Construction Emissions											7.53	0.72	7.13	0.02	0.34	0.31	

¹ Construction equipment list from MOVES3, 2022.

² Default load factors and hours per normal work day from MOVES3. Based on the weighted average horsepower (by equipment population), load factors, and hours per normal work day from MOVES3.

³ Based on 15 mile trip length, 25 trips per day, and MOVES3 emission factors (grams/mile).

⁴ Based on 15 mile trip length, 50 trips per day, and MOVES3 emission factors (grams/mile).

⁵ Emission factors provided by MOVES3, based on equipment age distribution in the U.S. in g/bhp/hr = grams per brake horsepower per hour

⁶ Based on 38,155 sqft and 0.0115 pounds per sqft (CalEEMod, 2020).

Source: MOVES3, 2022; AES, 2022.

Table 6 - GHG Construction Emissions

Table 6 Alternatives A - Construction GHG Emissions						
Number of Pieces	Construction Equipment ¹	Horsepower	Load Factor	Hours in Use ² (hours/day)	Emission Factors (g/bhp/hr)	Emission (tons/year)
					CO ₂	CO ₂
Site Grading						
1	Bulldozer	247	0.40	8	474.60	107.92
1	Excavator	158	0.38	8	472.28	65.26
1	Scraper	367	0.48	8	473.18	191.85
1	Grader	187	0.41	8	473.93	83.63
3	Tractors/Loaders/Backhoes	97	0.37	8	476.43	118.07
	Employee Trips		375		552.80	0.21
Construction						
1	Crane	231	0.29	8	472.97	72.93
2	Rough Terrain Forklift	100	0.40	8	473.16	87.12
3	Tractors/Loader/Backhoe	97	0.37	8	476.43	118.07
1	Welder	46	0.45	8	568.30	27.08
1	Generator Set	84	0.74	8	568.30	81.31
Paving						
1	Paver	130	0.42	8	472.72	59.41
1	Paving Equipment	132	0.36	8	470.66	51.48
1	Rollers	80	0.28	8	473.94	24.43
Architectural Coating						
1	Air Compressor	78	0.48	8	568.30	48.97
	Employee Trips		750		552.80	0.41
Total GHG Construction Emissions						1,138.15

Source: MOVES3, 2022; AES, 2022.

¹ Construction equipment list from MOVES3.² Hours per normal work day.

Table 7
Proposed Project Alternative

Pollutant/GHG	MMscf/year	Emission Factors (lb/MMscf)	Conversion factor (lb/tons)	Emissions (tons)
VOC	0.1	5.50	0.0005	0.00
NOx	0.1	0.64	0.0005	0.00
CO	0.1	11.00	0.0005	0.00
SO ₂	0.1	0.60	0.0005	0.00
PM ₁₀	0.1	5.70	0.0005	0.00
PM _{2.5}	0.1	1.90	0.0005	0.00
Greenhouse Gas			lb/MT	MT
CO ₂	0.1	120,000	0.00045	5.40

Stationary Sources include stoves, heating units, and other equipment.

Source: EPA, AP 42, 1997; AES, 2019.

Table 8					
Energy GHG Emissions					
Sources	Emission Factors			Use	Emissions
	CO ₂	CH ₄	N ₂ O		(MT of CO ₂ e)
	lbs of/MWh			MWh	
Electricity	921.1	0.022	0.014	130	54.50
	MT of CO ₂ /MT of Solid Waste			MT of Solid Waste	
Solid Waste	0.459			75.00	34.43
Water/Wastewater	Indoors		Outdoor		
	MWh/million Gallons			Million Gallons	
	0.57	0.63 %	0.33	0.37 %	9.87
Total					93

Sources: Electricity based on 966 kW load for similar land use project, 2019; Solid Waste CalRecycle, 2016; Water/Wastewater PDG, 2019.

Potential To Emit Calculator for Gasoline Dispensing Facilities - Inputs

3/23/2015

This workbook is designed to calculate the potential to emit of your gasoline dispensing facility.

The gasoline dispensing facility (GDF) owner/operator shall provide two pieces of information. These include whether or not the GDF is in a designated ozone nonattainment area and the number of vehicle refueling positions at the GDF for both gasoline and diesel vehicles. Ozone attainment/nonattainment designation status can be found at

Directions - Enter the facility's information in the yellow-highlighted boxes below.

The facility wide emissions will be displayed on the "Output" sheet.

Facility Profile - User Inputs

What is the number of gasoline only refueling positions at your dispensing facility?

12

A vehicle refueling position is a single gasoline dispensing machine and its associated nozzle(s). The total number of vehicle refueling positions at your GDF is the number of gasoline-fueled vehicles that can be refueled simultaneously.

What is the number of automotive/ nonroad diesel only refueling positions at your facility?

0

A vehicle refueling position is a single diesel fuel dispenser and its associated nozzle(s). The total number of automotive/nonroad only diesel refueling positions at your facility is the number of automotive-type vehicles (passenger car, light truck) or nonroad equipment that can be refueled simultaneously. This count would include free standing aboveground tanks used to refuel nonroad equipment.

What is the number of dispensers capable of refueling with either gasoline or diesel?

0

These are normally multi-grade dispensers with separate gasoline and diesel fuel nozzles on the same dispenser. These are used primarily to refuel automotive and light truck type vehicles.

What is the number of heavy-duty (HD) truck diesel refueling positions at your facility?

16

A HD truck (e.g., over the road) refueling position is a single diesel fuel dispenser and its associated nozzle(s). The total number of HD truck refueling positions at your facility is the number of HD trucks that can be refueled simultaneously.

Ozone designation status can be found at <http://www.epa.gov/oar/oaqps/greenbk/hindex.html> or **attainment**

Enter either **attainment** or **nonattainment**.

What is the current year?

2022

Enter the current year (a number between 2013 and 2030).

Potential To Emit Calculator for Gasoline Dispensing Facilities - Outputs

3/23/2015

Potential to Emit (tons VOC/year)

5.263

This facility is located in a ozone attainment area.

Potential To Emit Calculator for Gasoline Dispensing Facilities

3/23/2015

This sheet calculates the maximum fuel throughput, based on the number of vehicle refueling positions at your GDF. The calculations use fixed values for hours of operation, the time required for each refueling event, and the average amount of fuel dispensed per refueling event.

The sheet then calculates the emissions of VOC from your GDF, based on emissions factors and the attainment status of your location. Note that while this calculator is designed primarily to address emissions of gasoline vapor, it includes algorithms to account for diesel fuel vapor as well and could even be used if the sole fuel dispensed was diesel.

HD truck diesel refueling positions	16			
Automotive dispensers with gasoline or diesel	0			
Automotive/Nonroad Diesel Refueling Positions	0			
Gasoline Vehicle Refueling Positions	12			
Location - Ozone Attainment Status	Attainment Area			
Max. Gasoline Throughput If No Automotive/nonroad Diesel	4,625,280	gallons/year	Max. Automotive/Nonroad Diesel Throughput	0 gallons/year
Max. Combined Automotive plus HD Truck Diesel Throughput	46,720,000	gallons/year	Max. HD Truck Diesel	46,720,000 gallons/year

Internally fixed values in calculation -- gasoline and automotive/nonroad diesel

Average time between start of refueling events	0.25	hours
Number of hours of GDF operation per day	24	hours/day
Number of days per year open for business	365	days/year
Number of gallons per refueling event	11	gal/refueling event
Percent of refueling events which use automotive diesel dispensers	5	%/year

Internally fixed values -- HD truck diesel

Average time between start of refueling events	
Number of hours of GDF operation per day	
Number of days per year open for business	
Number of gallons per refueling event	

Gasoline VOC Emissions -- apply these values to GDFs using USTs or ASTs⁷

Description ⁴	VOC Emission factor (lb/1,000 gal)	Potential to Emit VOC (tons/yr)
Add'l Emissions for Small Volume GDFs ⁶	12.0	0.000
Storage Tank Filling ¹	0.30	0.694
Storage Tank Breathing Losses ²	0.25	0.578
Dispensing ³	0.64	1.480
Totals	1.190	2.752

Diesel VOC Emissions -- apply these values to GDFs using USTs or ASTs

Description ⁴	VOC Emission factor ⁵
	(lb/1,000 gal)
Storage Tank Filling	0.040
Storage Tank Breathing Losses	0.028
Dispensing	0.040
Totals	0.108

Methodology

Maximum Throughput (gal/yr) = vehicle refueling positions / refueling event time (hrs) x hours of operation (hr/yr) x fuel dispensed (gal/refueling event)
 Potential to Emit of VOC (tons/yr) = Maximum Throughput (gal/yr) x VOC Emission Factor (lb/1,000 gal) x 1 ton/2,000 lbs

Notes:

Emission factors are from AP 42, Chapter 5.2, Transportation and Marketing of Petroleum Liquids, Table 5.2-7, (June 2008), except where noted.

¹ Assume Stage 1 controls are in place. 40 CFR 63, Subpart CCCCCC requires that new or modified gasoline dispensing facilities with a monthly throughput greater than 100,000 gallons per month install Stage 1 vapor balance system that achieves a 90% emissions reduction.

² 40 CFR 63, Subpart CCCCCC requires that new or modified gasoline dispensing facilities with a monthly throughput greater than 100,000 gallons per month install pressure/vacuum (PV) vent valves on the storage tank vent pipes. This model uses a 75 percent efficiency for PV valves in reducing breathing losses.

³ The displacement VOC emission rate in lbs/1000 gallons depends on the gasoline Reid Vapor Pressure, the dispensed fuel temperature, and the difference between the temperature of the fuel in the tank and the dispensed fuel. For these purposes EPA calculated the uncontrolled displacement VOC emission rate in lbs/1000 gallons. EPA has used 10 psi RVP and national average summer-time temperatures for ozone attainment areas. This yields a value of about 10.8 lbs/1000 gallons. EPA has used 7 psi RVP and temperatures representative of the summer-time western US for ozone non-attainment areas. This yields a value of about 7.5 lbs/1000 gallons. In 76 FR 41723, EPA determined that 80% of the vehicle fleet will have ORVR installed as of 2014, and widespread use will be achieved on a national basis on June 30, 2013. Therefore, this value has been reduced by 80% for 2014 and increases each year subsequent to 2014 as fleet turnover occurs.

See memorandum to Public Docket EPA-HQ-OAR-2010-1076, Updated Data for ORVR Widespread Use Assessment, Glenn Passavant, OTAQ, 2012 and U.S.EPA, Guidance on Removing Stage II Gasoline Vapor Control Programs from State Implementation Plans and Assessing Comparable Measures, EPA-457/B-12-001, August 7, 2012.

⁴ Even though spillage is a specific category of emissions related to fuel dispensing in AP-42, it is considered a fugitive emission for purposes of NSR permits and thus is not included here.

APPENDIX HAZ

PHASE I ENVIRONMENTAL SITE ASSESSMENT



PHASE I
ENVIRONMENTAL SITE ASSESSMENT
34-ACRE PROPERTY
CONFEDERATED TRIBES OF THE COLVILLE RESERVATION

SEPTEMBER 2021

PREPARED FOR:

Confederated Tribes of the Colville Reservation
21 Colville St
Nespelem, WA 99155
(509) 634-2200
www.colvilletribes.com



PREPARED BY:

Analytical Environmental Services
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PHASE I
ENVIRONMENTAL SITE ASSESSMENT
34-ACRE PROPERTY
CONFEDERATED TRIBES OF THE COLVILLE RESERVATION

SEPTEMBER 2021

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www.analyticalcorp.com



SUMMARY

This Phase I Environmental Site Assessment (ESA) assesses potential hazardous materials issues on approximately 34 acres of land in the City of Pasco, Franklin County, Washington (Subject Property). It was prepared on behalf of the Confederated Tribes of the Colville Reservation (Colville Tribes) to support an application to the Bureau of Indian Affairs (BIA) to acquire the Subject Property into federal trust pursuant to 25 Code of Federal Regulations (CFR) Part 151 for the benefit of the Colville Tribes. The Phase I ESA includes a database search, a field survey, and an interview with Natural Resource Director of the Colville Tribes, Cody Desautel. After multiple attempts, no adjacent property owner could be reached prior to the completion of this report.

The Subject Property consists of 3 parcels of land (Assessor's Parcel Numbers 113-220-073, 113-220-077, and 113-220-079) and is located east of U.S. Highway 395 with access to the property provided off of Kartchner Street and North Capitol Avenue in Franklin County, Washington.

Current Use of Subject Property

The Subject Property is currently undeveloped.

Site Features of Concern

Site reconnaissance identified several debris piles and wind-blown debris including broken concrete chunks, lumber, PVC pipe, dirt, brush, hay bales, logs, wood chips, tar paper, branches, leaves, pallets, wire, insulation, tires, Masonite sheets, stumps, an irrigation stand pipe, a collapsed sign, areas where a cement truck dumped mixed concrete, concrete blocks, a steel choke chain, sheets of fiberglass, and a rusted 55-gallon drum with no signs of surrounding soil or vegetation decolorization. None of these constitutes a Recognized Environmental Condition (REC).

Limiting Conditions and Data Gaps

The Subject Property is unmapped in the Sanborn Library; thus, no records were available for review.

Activity and Use Limitations

A review of "activity and use limitations" was not within the scope of this ESA but may be obtained through a title search.

Findings

The Phase I ESA of the Subject Property was prepared in conformance with BIA Guidelines (602 DM Chapter 2) and the scope and limitations of American Society for Testing and Materials (ASTM) Practice E 1527-13. The purpose of this ESA was to gather information to identify RECs as that term is defined in

the ASTM E 1527-13 Standard. A REC is defined as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.” No RECs, Controlled Recognized Environmental Conditions (CREC), or Historical Recognized Environmental Conditions (HREC) were found that would limit the use of the Subject Property.

Recommendations

Based on conditions observed during the site reconnaissance, all solid waste and wind-blown debris including the broken concrete chunks, lumber, polyvinyl chloride (PVC) pipe, dirt, brush, hay bales, logs, wood chips, tar paper, branches, leaves, pallets, wire, insulation, tires, Masonite sheets, stumps, irrigation stand pipe, collapsed sign, areas where a cement truck dumped mixed concrete, concrete blocks, steel choke chain, sheets of fiberglass, and rusted 55-gallon drum should be removed and properly disposed of.

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1. INTRODUCTION

1.1 PURPOSE

The Confederated Tribes of the Colville Reservation (Colville Tribes) is requesting that the Bureau of Indian Affairs (BIA) acquire approximately 34-acres of land in the City of Pasco, Franklin County, Washington (Subject Property) into federal trust for the benefit of the Colville Tribes pursuant to 25 Code of Federal Regulations (CFR) Part 151. This Phase I Environmental Site Assessment (ESA) was completed as part of the BIA's process for transferring the Subject Property into trust. The purpose of this assessment is to identify Recognized Environmental Conditions (REC) that may affect future uses of the Subject Property.

The term REC refers to the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with relevant laws. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Additionally, the term Historical Recognized Environmental Conditions (HREC) refers to environmental conditions associated with the Subject Property, including a past release of any hazardous substance or petroleum product that has since been remediated, which would have been considered a REC in the past. This ESA also includes the analysis of the presence of Controlled Recognized Environmental Conditions (CREC) for hazardous substance releases that have been partially addressed through remediation, but where some contamination remains in place under certain risk-based restrictions or conditions. An analysis of HRECs and CRECs are included in this ESA (American Society for Testing and Materials [ASTM], 2013).

1.2 SCOPE OF SERVICES

Analytical Environmental Services (AES) was contracted by the Colville Tribes to conduct an ESA in conformance with BIA Guidelines (602 DM Chapter 2) and ASTM Standard Practice E 1527-13. As scoped, this Phase I ESA includes the approximately 34-acre Subject Property and surrounding known sources of contamination, up to a 1.0-mile radius from the Subject Property. The scope of work performed by AES included:

1. Review of relevant database listings of hazardous material sites, waste generators, and underground storage tanks (UST),
2. Review of historical topographic maps and aerial photographs of the Subject Property,
3. Interviews with owners, operators, occupants, and/or local government officials.

Physical testing of soil or groundwater is not within the scope of this Phase I ESA. Neither testing for asbestos-containing building materials nor lead-based paint surveys are included as part of this assessment.

1.3 LIMITATIONS AND EXCEPTIONS

No Phase I ESA can completely eliminate uncertainty regarding the potential for RECs in connection with a property. Conformance of this assessment to ASTM Standard Practice E 1527-13 will reduce, but not eliminate, uncertainty regarding the potential for RECs in connection with the Subject Property. While every effort has been made to discover and interpret available historical and current information on the Subject Property within the time available, the possibility of undiscovered contamination remains. This report is a best effort collection and interpretation of available information consistent with industry standards for the completion of Phase I ESAs.

1.4 METHODOLOGY

The following data sources were included in this Phase I ESA:

- Previous land uses and the history of the Subject Property were researched in an effort to identify RECs, HRECs, and CRECs at or near the Subject Property.
- Historical aerial photographs (**Appendix A**) and historic topographic maps (**Appendix B**) from different decades were examined for the presence of aboveground storage tanks (AST), industrial buildings, gas station canopies and/or pump islands, as well as other indications of bulk hazardous material storage within the study area.
- Sanborn Fire Insurance Maps document historical property use through abbreviations and map symbols that identify commercial, residential, industrial, residential, and other land uses; because of the rural location, the Subject Property is not included on Sanborn maps (**Appendix C**).
- The City Directory Image Report may also indicate previous land uses of the Subject Property (**Appendix D**).

1.4.1 DATABASE SEARCHES

A database search was conducted utilizing the online search company that provides a Radius Map Report of the results of an Environmental Database Report (EDR). The Radius Map Report (**Appendix E**) provides graphical and tabulated results of the EDR search that includes records of known storage tank sites and known sites of hazardous materials generation, storage, and/or release compiled by federal, state, and local agencies. These compiled records consist of: (a) known or potential hazardous waste sites and landfills; (b) sites currently under investigation for environmental violations; (c) sites that manufacture, generate, use, store, and/or dispose of hazardous materials or hazardous wastes; (d) sites that have USTs and/or ASTs; and (e) sites with recorded violations of regulations concerning USTs and hazardous materials/hazardous wastes. The database search is intended to identify facilities that may have the potential to impact surface and subsurface conditions on the Subject Property.

1.4.2 SITE RECONNAISSANCE

A site reconnaissance inspection was conducted from June 21 through June 23, 2021 to visually examine the Subject Property for obvious physical indications of improper hazardous substance or petrochemical disposal, such as stained soil or asphalt, stressed vegetation, sumps, partially buried drums, bulk USTs and ASTs for fuel, and other obvious signs of hazardous materials involvement.

1.4.3 QUESTIONNAIRES

A questionnaire was issued and completed by the Colville Tribes' Natural Resource Director, Cody Desautel, who represents the proposed property user. This questionnaire was then supplemented with interviews of relevant government agencies to elicit specialized knowledge of the property. No adjacent property owner could be reached prior to the completion of this report.

1.5 DEVIATIONS AND DATA GAPS

ASTM Standard E 1527-13 requires any significant data gaps, deviations, and deletions from the ASTM Standard to be identified and addressed in the ESA. A significant data gap would be one that affected the ability to identify a REC on the Subject Property or adjacent properties.

Due to the location of the Subject Property, Sanborn Fire Insurance Maps were not available (**Appendix C**). However, historical aerial photographs (**Appendix A**) and historic topographic maps (**Appendix B**) were available for review of past uses of the Subject Property. Therefore, the lack of Sanborn Fire Insurance Maps is not considered a significant data gap for this ESA.

Interviews were completed with the proposed property user. Due to the knowledge provided by local agencies and the property owner and a relative lack of database listings for the Subject Property or adjacent properties, this missing interview of an adjacent land owner is not considered a significant data gap.

2. SITE DESCRIPTION AND RECONNAISSANCE

2.1 LOCATION AND LEGAL DESCRIPTION

The Subject Property is located to the east of U.S. Highway 395, in the City of Pasco in Franklin County, Washington (**Figures 1, 2, and 3**). The Subject Property encompasses 34-acres of vacant land on three individual parcels and is associated with Assessor's Parcel Numbers (APN) 113-220-073, 113-220-077, and 113-220-079. The Subject Property is located within Section 17 of Township 9 North, Range 30 East as depicted on the Glade U.S. Geological Survey (USGS) 7.5' quadrangle maps.

2.2 SITE AND VICINITY GENERAL CHARACTERISTICS

The Subject Property is comprised of approximately 34-acres that is undeveloped. The topography is a gently rolling landscape. Elevations across the Subject Property range from approximately 417 feet to 425 above mean sea level. At the time of the survey, the Subject Property had ruderal vegetation consisting of weeds and grasses with no development onsite.

Regional access is provided by U.S. Highway 395 located west of the Subject Property, which runs in a north-south direction. Local access from U.S. Highway 395 to the Subject Property is provided by Kartchner Street and North Capitol Avenue located just east of U.S. Highway 395.

2.3 CURRENT USES OF THE SUBJECT PROPERTY

The Subject Property is unoccupied and undeveloped with low-growing ruderal vegetation consisting of weeds and grasses.

2.4 CURRENT USES OF ADJOINING PROPERTIES

The current adjoining property uses are:

North: Land used for agriculture and rural residential.

South: Commercial and light industrial. Lad Irrigation Company is located approximately 0.10 miles east of the Subject Property and an Auto Zone distribution center is located approximately 0.10 miles to the southeast of the Subject Property.

East: Limited commercial development and agriculture.

West: U.S. Highway 395 with Industrial Way and commercial and light industrial development beyond that.

2.5 HISTORIC USES OF THE SUBJECT PROPERTY

2.5.1 AERIAL PHOTOGRAPHS

Historical aerial photographs (**Appendix A**) were reviewed for information regarding past uses of the Subject Property and surrounding areas. Aerial photographs from 1948, 1952, 1964, 1973, 1977, 1982, 1988, 1991, 1996, 2006, 2009, and 2017 were reviewed; all photographs were at a one-inch equals 500 feet (1" = 500') scale and of varying clarity. Historical aerial images offer detailed review of previous land uses on the Subject Property and adjacent properties. In the 1948 through 1973 photographs, there was no development present on the Subject Property or in the vicinity. U.S. Highway 395 is visible in the 1973 aerial image. In 1977, the Subject Property was primarily developed with agriculture. Limited commercial development is also visible south and west of the Subject Property. Development surrounding the Subject Property increases from the 1982 aerial image to the 1996 aerial image, and agricultural use gradually diminishes. In 2006, Capitol Avenue and Kartchner Street appear and by 2017, the land is no longer used for agriculture and the large AutoZone distribution center can be seen to the southeast of the subject property.

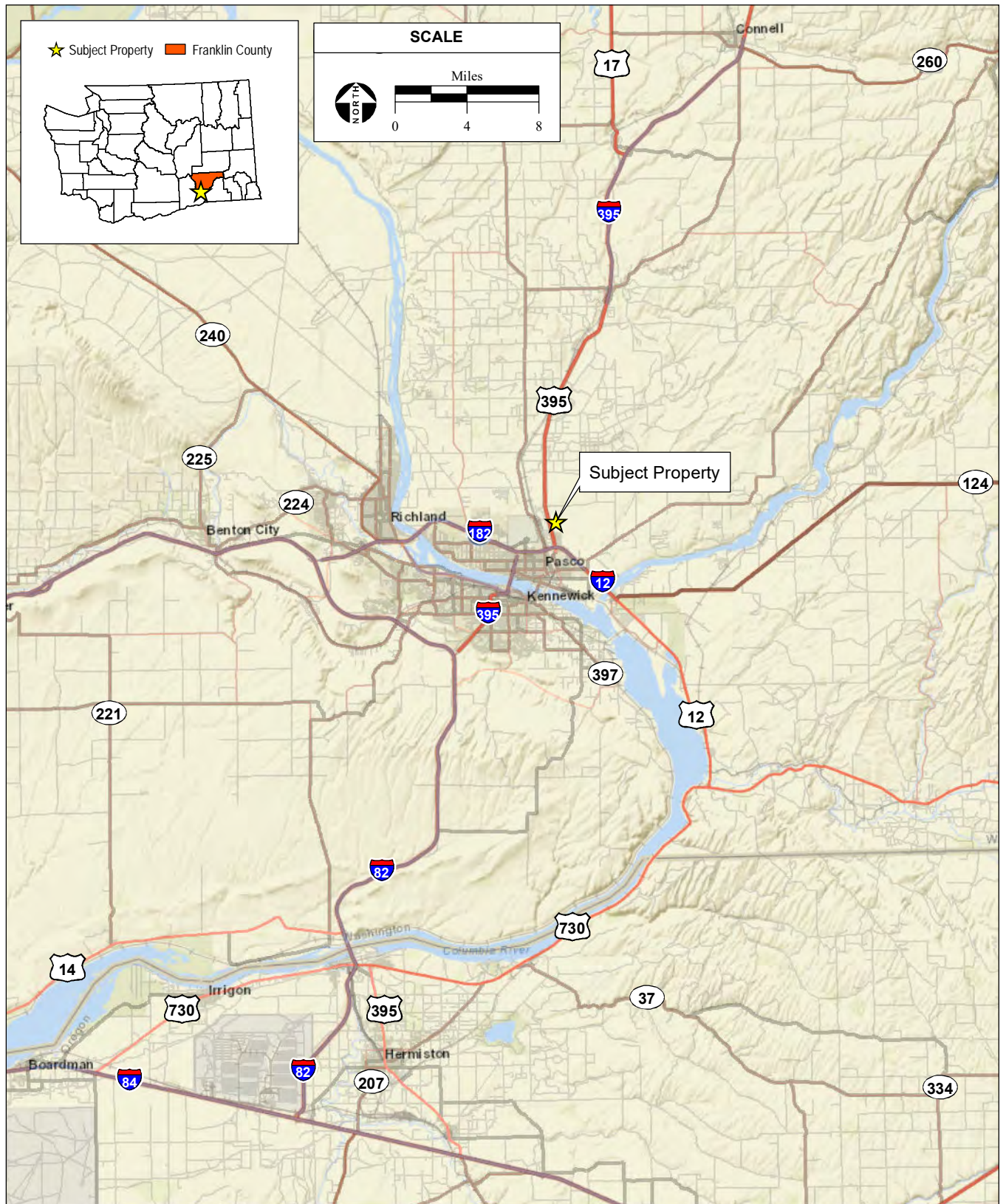
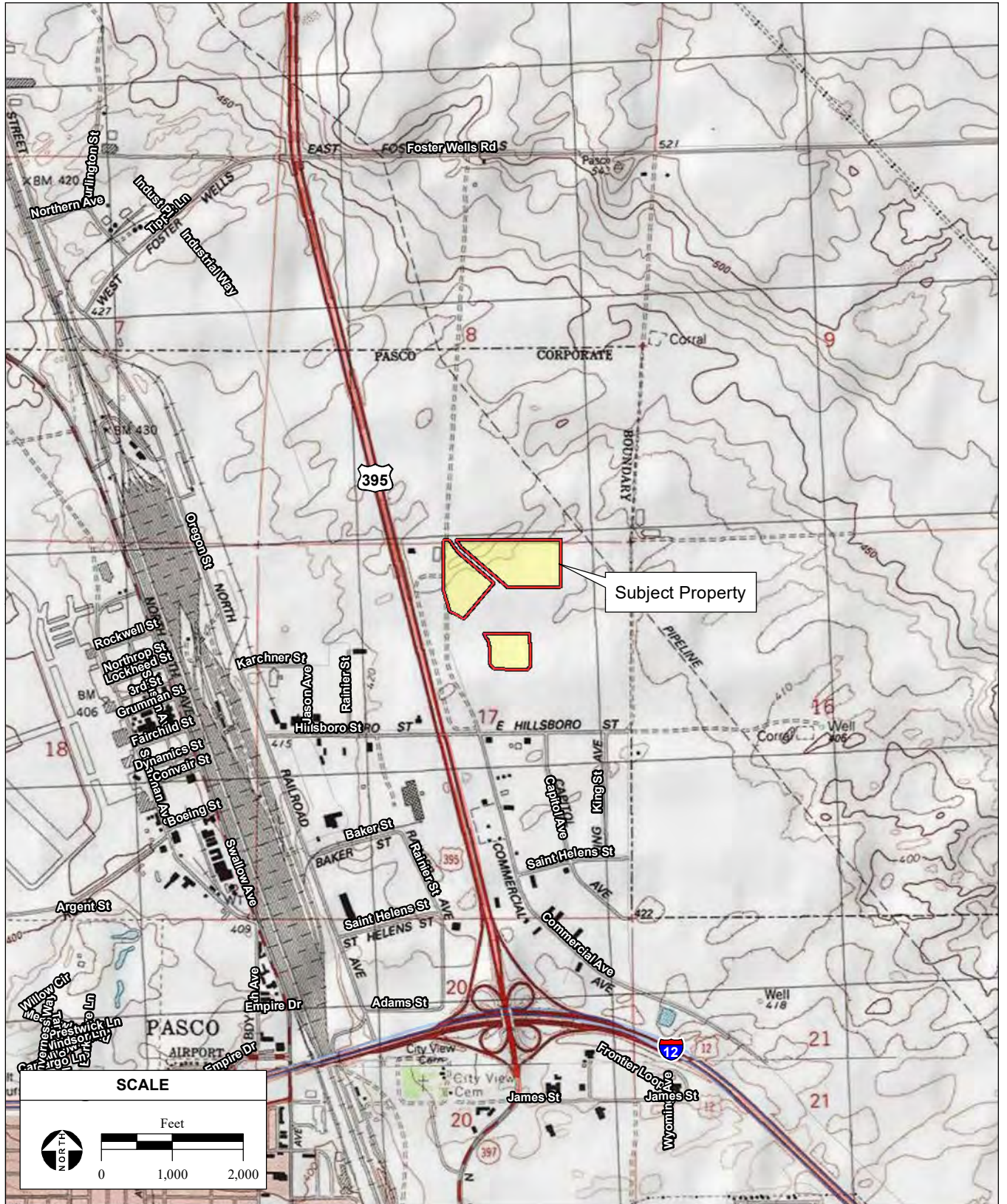


Figure 1
Regional Location



SOURCE: "Glade, WA" USGS 7.5 Minute Topographic Quadrangle, T9N R30E, Sections 17, Willamette Meridian Baseline & Meridian; ESRI, 2021; AES, 8/26/2021

Colville 34-acre Property Phase I ESA / 221541 ■

Figure 2
Site and Vicinity



SOURCE: Franklin County Parcels, 2021; Benton County aerial photograph, 2/27/2020; ESRI, 2021; AES, 8/26/2021

Colville 34-acre Property Phase I ESA / 221541 ■

Figure 3
Aerial Photograph

2.5.2 HISTORIC TOPOGRAPHIC MAPS

Historic USGS Topographic Maps (**Appendix B**) were reviewed for information regarding past uses of the Subject Property. These include topographic maps from 1917, 1951, 1964/1965, 1979, 1992, and 2014. A light duty road is visible on the Subject Property in 1917. U.S. Highway 395 is visible to the west on the 1964/1965 topographic map and an unimproved road is visible along the western edge of the Subject Property on the 1992 map.

2.5.3 SANBORN FIRE INSURANCE MAPS

The Subject Property is unmapped by Sanborn Fire Insurance Maps (**Appendix C**).

2.5.4 THE CITY DIRECTORY IMAGE REPORT

The City Directory may also indicate previous land uses of the Subject Property (**Appendix D**). Images are unavailable prior to 1983, and none of the images available indicate ownership of the Subject Property.

2.6 PHYSICAL FEATURES

2.6.1 HYDROLOGY AND GEOLOGY

Due to the nature of the topography, surface water within the Subject Property drains primarily via existing drainages located around the Subject Property. The Columbia River is located approximately four miles south of the Subject Property. The dominant soil on the Subject Property is Quincy loamy fine sand. This is part of the hydrologic Class A group. This group has high infiltration rates and well drained to excessively drained sands and gravel (**Appendix E**).

The rock stratigraphic unit at the Subject Property is of the Cenozoic era, Quaternary system, and Quaternary series (**Appendix E**). The Rattlesnake Hills structure fault system lies approximately 8.5 miles southwest of the Subject Property (USGS, 2021).

2.6.2 FLOODPLAIN MAP

The Federal Emergency Management Agency (FEMA) designates flood risk areas based on a parcel's location with respect to 100-year and 500-year floodplains. A 100-year flood is the flood elevation that has a 1 percent chance of being equaled or exceeded each year and a 500-year flood is the flood elevation that has a 0.2 percent chance of being equaled or exceeded each year (FEMA, 2020). FEMA prepares Flood Insurance Rate Maps (FIRM) that show the flood risk designations of lands throughout the United States.

A FIRM has not been prepared for the Subject Property since 1976. In this map, the Subject Property was designated "Zone C," an area of minimal flood hazard. The Washington State Department of Ecology reports no flood designation for the Subject Property (2021). A copy of the FIRM regional floodplain map is included in **Appendix F**.

2.6.3 WETLANDS MAP

No lake, riverine, or wetland habitats have been mapped on the Subject Property by the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory Wetlands Mapper (USFWS, 2021, **Appendix G**).

2.6.4 ROADWAYS

Regional access is provided by U.S. Highway 395 located west of the Subject Property, which runs in a north-south direction. Local access from U.S. Highway 395 to the Subject Property is provided by Kartchner Street and North Capitol Avenue located just east of U.S. Highway 395.

2.7 SITE RECONNAISSANCE OBSERVATIONS

The objective of the site reconnaissance was to identify current or historic hazardous materials involvement or signature environmental conditions on the Subject Property to substantiate or build upon research of available documentation or resources addressing features of the Subject Property. Hazardous materials involvement or signature environmental conditions include the presence or likely presence of any hazardous materials or petroleum products that indicate an existing release, past release, or a threat of release into structures, soil, or groundwater on the Subject Property. Signs of hazardous materials could include ASTs or USTs; on-site wastewater treatment systems; monitoring wells; stained soils and/or unusual odors; indications of any excavation or removal of soils; patched asphalt; large debris piles; or other obvious signs of hazardous materials involvement. A summary of the conditions of each parcel at the time of the site visit is provided below. A map of the survey finds can be seen in **Figure 4**.

The site reconnaissance was performed by Charlane Gross, of AES from June 21 through June 23, 2021. At the time of the survey, the Subject Property was undeveloped and untilled with vegetation consisting of grass and weeds. Wind-blown debris was scattered throughout the Subject Property. Pipeline installation along North Capitol Avenue was occurring adjacent to the Subject Property.

On the day of the site reconnaissance, APN 113-220-079 was covered with volunteer vegetation consisting of mixed weeds and low sticker plants. Several debris piles were observed (**Figure 4**). The debris piles and isolated deposits included a real estate sign, asphalt, polyvinyl chloride (PVC) pipe, lumber, a tire, a wood pallet, hay bales, branches, and gravel. Concrete blocks and an irrigation stand pipe were located along the eastern border where a fence separated the parcel from the adjacent business, Lad Irrigation Company. A concrete pile was located along the western border and a steel choke chain was found near the northeastern corner of the parcel. Streetlights were located along North Capital Avenue, including one on the Subject Property. Powerlines were located underground; therefore, no transformers were observed.

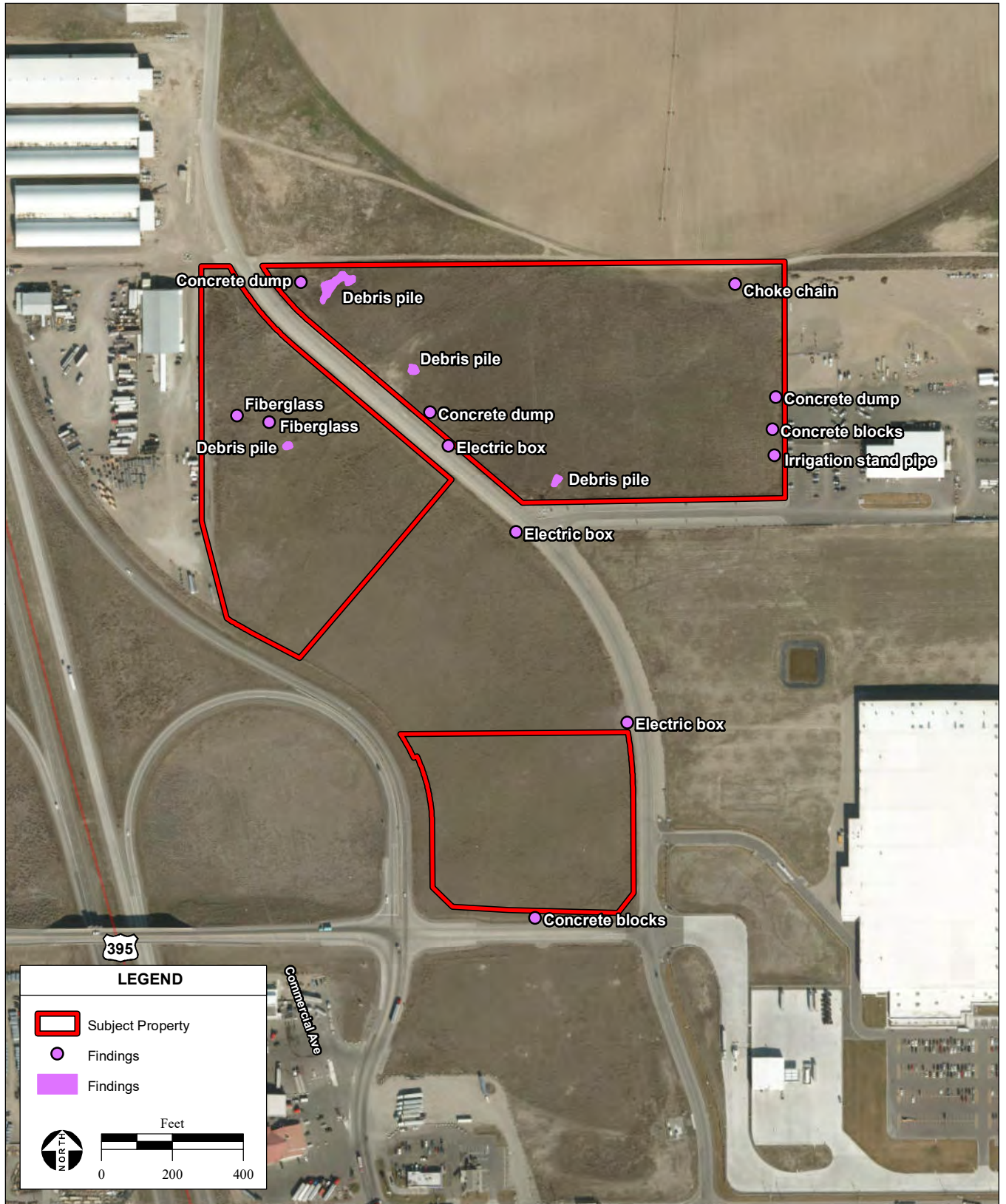
APN 113-220-077 was generally flat with the exception of a slight slope between the southern portion and northern portion. A debris pile was observed on the north-central area of the parcel consisting of rusted metal, rocks, and an empty rusted 55-gallon drum with no bottom or top and no visible label. Two sheets of fiberglass were located slightly north and northwest of this debris pile. Another debris pile that included plastic, lumber, insulation, and Masonite was located closer to North Capitol Avenue.

APN 113-220-073 has a flat landscape that is covered with grass and weeds. There is an underground cable onsite that runs along North Capitol Avenue and an electric junction box is on the northeastern corner of the parcel. On the southern end of the parcel there were four concrete road barriers.

Site observations are summarized in **Table 1**.

TABLE 1: SUMMARY OF SITE OBSERVATIONS.

SITE SETTING	OBSERVATIONS
Current Uses of Property	The Subject Property is undeveloped.
Past Uses of Property	The Subject Property was previously used for agriculture.
Current Uses of Adjoining Property	North: Agriculture.
	South: Commercial and light industrial.
	East: Limited commercial development and agriculture.
	West: U.S. Highway 395 with Industrial Way and commercial and light industrial development.
Current or Past Uses in the Surrounding Area	The area has been used for agriculture.
Geologic, Hydrogeologic, Hydrologic, and Topographic Conditions	Topography consists of a gently rolling landscape.
General Description of Structures	No structures were observed onsite.
Roads	North Capitol Avenue bisects the Subject Property with APNs 113-220-073 and 113-220-077 on the west and APN 113-220-077 on the east. Kartchner Street borders the Subject Property on the south and U.S. Highway 395 is located to the west.
Potable Water Supply	There are no known wells present on the Subject Property. Numerous State and USGS wells have been identified within a 1.0-mile radius (Appendix E).
Sewage Disposal System	No sewage disposal systems were observed.
Waste Removal Services	There is no waste removal service at the Subject Property.
Possible Hazardous Substances and Petroleum Products in Connection with Identified Uses	No obvious signs were observed.
Storage Tanks and Associated Piping	No storage tanks were observed.
Odors	No strong, pungent, or noxious odors were observed.
Pools of Liquid	No pools of liquid were observed.
Drums (5 gal to 55 gal containers should be described)	One empty rusted 55-gallon drum with no top, bottom, or labels.
Potential Hazardous Substances and Petroleum Products Containers	No containers or obvious signs of hazardous substances were observed.
Unidentified Substance Containers	One empty rusted 55-gallon drum with no top, bottom, or labels.
Polychlorinated Biphenyls (PCB)	No transformers or other signs of PCBs were observed.
Pits, Ponds, or Lagoons	No pits, ponds, or lagoons were observed on the Subject Property.
Stained Soil or Pavement	No stained soil or pavement was observed.
Stressed Vegetation	No stressed vegetation was observed.
Solid Waste	Several debris piles and wind-blown debris were observed throughout the Subject Property.
Waste Water	No wastewater discharge or standing pools were observed.
Wells	There are no known wells present on the Subject Property.
Septic System	No septic systems were observed.



SOURCE: Franklin County Parcels, 2021; Benton County aerial photography, 2/27/2020; ESRI, 2021; AES, 8/26/2021

Colville 34-acre Property Phase I ESA / 221541 ■

Figure 4
Survey Finds

2.8 SITE PHOTOGRAPHS

Figures 5 and 6 provide photographs that show the site conditions of the Subject Property at the time of the site visit.

- Debris pile with real estate sign (**Figure 5, Photo 1**)
- Debris pile with lumber, plastic, insulation, and Masonite (**Figure 5, Photo 2**)
- Debris pile with dirt and wood debris (**Figure 5, Photo 3**)
- Rusted 55-gallon drum with a rock and rusted metal debris pile (**Figure 5, Photo 4**)
- Underground cable warning post (**Figure 6, Photo 5**)
- Concrete road blocks (**Figure 6, Photo 6**)
- Weedy vegetation with scattered trash (**Figure 6, Photo 7**)



PHOTO 1: Debris pile with a fallen real estate sign



PHOTO 2: Debris pile with lumber, plastic, insulation, and Masonite



PHOTO 3: Debris pile with dirt and wood debris



PHOTO 4: Rusted 55-gallon drum with a rock and rusted metal debris pile



PHOTO 5: Underground cable warning post



PHOTO 6: Concrete road blocks



PHOTO 7: Weedy vegetation with scattered trash

3. INTERVIEWS AND USER-PROVIDED INFORMATION

3.1 LOCAL ENVIRONMENTAL RECORDS SOURCES

3.1.1 LOCAL ENVIRONMENTAL AGENCY

The EDR Report and the Washington State Department of Ecology provided searches of the available Franklin County hazardous materials data. No documentation was found that indicates current or past use of hazardous materials on the Subject Property that would result in limitation of use.

3.1.2 DEPARTMENT OF PLANNING AND ZONING

Zoning designations on the Subject Property were reviewed through information provided by the City of Pasco (Franklin County, 2021). The Subject Property is zoned I-1 (Light Industrial). Current land use on the Subject Property is consistent with this zoning designation.

3.1.3 ELECTRICAL UTILITY AND NATURAL GAS COMPANIES

Franklin PUD provides electrical service to developed properties in the vicinity of the Subject Property. There are underground powerlines that provide electricity to the light posts observed along North Capitol Avenue.

3.2 INTERVIEWS AND QUESTIONNAIRES

Standard land owner and adjacent property questionnaires were distributed by AES and are included in **Appendix H**.

3.2.1 OWNER/USER QUESTIONNAIRE AND OWNER PROVIDED INFORMATION

The Owner/User questionnaire was completed by the Colville Tribes' Natural Resource Director, Cody Desautel, on August 17, 2021. In his responses, Mr. Desautel indicated no specific knowledge of hazardous materials or conditions on the Subject Property.

3.2.1.1 Reason for Performing the ESA

This Phase I ESA was performed by AES at the request of the Colville Tribes to support a fee-to-trust application for the Subject Property and future development for commercial use.

3.2.1.2 Title Records

No title company or professional was engaged by the client to review recorded land title records and lien records. Likewise, documentation regarding property valuation was not provided nor reviewed.

3.2.1.3 Commonly Known or Reasonably Ascertainable Information, and Actual Knowledge of the User

The Owner/User Questionnaire asks if the owner is aware of “commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases of hazardous materials.” Mr. Desautel checked the “no” box. However, elsewhere in the questionnaire, Mr. Desautel clearly indicated commonly known and reasonably ascertainable information and actual knowledge of the Subject Property.

3.2.1.4 Environmental Liens, Activity and Use Limitations, and Valuation Reductions

On the Owner/User Questionnaire, Mr. Desautel indicated that he was not sure of any environmental liens or activity and use limitations, but had no knowledge of any reasons that the property value would be reduced due to hazardous materials contamination on the Subject Property.

3.2.1.5 Degree of Obviousness

Mr. Desautel confirmed that, based on his knowledge and experience related to the property, there are no obvious indicators that point to the presence or likely presence of hazardous materials products or petroleum product releases at the Subject Property.

3.2.1.6 Specialized Knowledge

Question 3 of the Owner/User Questionnaire states that Mr. Desautel does not have specialized knowledge or experience related to the Subject Property or nearby properties; however, he does have general knowledge of the Subject Property.

3.2.2 ADJACENT PROPERTY OWNER AND AGENCY INTERVIEWS

After multiple attempts, no adjacent property owner could be reached for an interview. Based on the record search for the Subject Properties, information provided by the property owner, and a relative lack of database listings for the Subject Property or adjacent properties, this missing interview is not considered a significant data gap.

4. RECORDS REVIEW

4.1 DATABASE SEARCH

Database searches were conducted for records of known storage tank sites and known sites of hazardous materials generation, storage, and/or contamination within 1.0 mile from the boundary of the Subject Property. The environmental database review was accomplished by using the services of a computerized search firm, EDR. EDR uses a geographic information system to plot locations of past or current hazardous materials involvement. The EDR Report was reviewed to determine if the Subject Property and adjacent sites are listed on regulatory agency databases. Although a site may be listed within a regulatory agency database, the listed site may not currently be contaminated or affect the environmental quality of the Subject Property and, therefore, may not be considered a REC. The regulatory agency database search is only as accurate as the data and date the data was entered into the regulatory agency-maintained database. If not reported to the appropriate regulatory agency, installation of USTs or hazardous materials releases would not be listed on the regulatory agency databases that were searched for this ESA.

The purpose of the database search is to determine if the Subject Property or adjacent sites contain RECs that would impact surface and/or subsurface conditions on the Subject Property. The EDR Report includes a list of known and “unmapped” or orphan sites. The complete list of reviewed databases is provided in the EDR Report, included in **Appendix E**, and is summarized in **Table 2**.

TABLE 2: ENVIRONMENTAL DATA RESOURCES (EDR) SUMMARY OF AGENCY DATABASES.

REGULATORY AGENCY DATABASE*	MINIMUM SEARCH DISTANCE	SUBJECT PROPERTY LISTED	DATABASE LISTINGS
Resource Conservation and Recovery Act – Small Quantity Generator (RCRA-SQG)	0.25 miles	No	1
Hazardous Site List (HSL)	1.00 miles	No	2
Reported Spills (SPILLS)	0.001 miles	No	2**
Hazardous Waste Manifest Data (MANIFEST)	0.25 miles	No	5**
Confirmed and Suspected Contaminated Sites List (CSCSL)	1.00 miles	No	2
Facility Index System/Facility Registry System (FINDS)	0.001 miles	No	10**
Enforcement and Compliance History Information (ECHO)	0.001 miles	No	5**
Water Quality Permit System Data (NPDES)	0.001 miles	No	1**
Leaking Underground Storage Tank List (LUST)	0.50 miles	No	1
Underground Injection Wells Listing (UIC)	0.001 miles	No	3**
Integrated Compliance Information System (ICIS)	0.001 miles	No	1**
Underground Storage Tank database (UST)	0.25 miles	No	2
Facility/Site Identification System Listing (ALLSITES)	0.50 miles	No	28
Confirmed and Suspected Contaminated Sites List - No Further Action (CSCSL NFA)	0.50 miles	No	1
Resource Conservation and Recovery Act Non-Generators/No Longer Regulated (RCRA NonGen/NLR)	0.25 miles	No	1
TOTAL			65
* Sites may be listed in more than one database.			
** These sites are outside the approximate minimum search distance but are included in our research of adjacent properties.			
SOURCE: EDR, 2021 (APPENDIX E).			

4.2 RECORDED HAZARDOUS MATERIALS

Hazardous materials involvement within the Subject Property and adjacent properties identified as a result of either previously conducted ESAs or listings within the EDR Report are discussed below.

4.2.1 SUBJECT PROPERTY

The Subject Property was not listed on any of the databases searched by EDR (**Appendix E**).

4.2.2 ADJACENT PROPERTIES

The EDR Report revealed 65 database listings that appeared on 16 databases in connection with 28 sites within 1.0 mile of the Subject Property (**Appendix E**). The listing of a site in a database does not necessarily mean that the site is considered a REC as many listings are merely registrations with regulatory agencies. Of the 28 sites, 20 appeared in databases associated with general hazardous materials issues such as registering as a hazardous waste generator, and were not necessarily associated with a hazardous release. The remaining eight sites appeared on databases pertaining to active or inactive USTs, ASTs, LUSTs, or have been associated with a hazardous release and warranted additional scrutiny. Those eight sites are discussed below.

4.2.2.1 Broadway Truck Stop

This site is located at 2216 E Hillsboro Rd, 0.52 miles south and downgradient from the Subject Property. The site is listed on the HSL, CSCSL, LUST, UST, and ALLSITES databases. This site is under an ongoing investigation due to the discovery of elevated levels of diesel fuel found in soil from a leaking fuel line. On August 21, 2009, PETCO collected two samples from 6 feet below ground surface (bgs) that were analyzed for Total Diesel and Heavy Oil range petroleum. High levels of diesel were detected in both samples (16,600 and 29,000 milligrams per kilogram [mg/kg]). In December 2009, Aspect Consulting (Aspect) drilled seven direct-push bore holes to investigate the lateral and vertical extent of the soil contamination. DP-01 through DP-05 and DP-07 had diesel range hydrocarbons exceeding the Model Toxic Control Act (MTCA) Method A, Soil Cleanup Levels for Unrestricted Land Uses. Aspect returned to the site on February 25, 2010 to further characterize the vertical and lateral extent of the soil contamination. Six more bore holes (DP-08 through DP-13) were installed to depths of 20-30 feet bgs. DP-10 was located above the source of the leak and was drilled to a depth of 30 feet to determine the vertical extent of the contamination. The other bores were used to define the lateral extent of the spill. Soil samples were collected at depths ranging from 14.5 to 30 feet bgs. Two soil samples were taken from bore hole DP-10 (25 feet and 30 feet bgs). Neither sample was above cleanup levels, which indicate that the vertical extent of contamination below the leak is approximately 22-25 feet bgs. Two bore holes (DP-12 and DP-13) exceeded cleanup levels for diesel, benzene, naphthalene, and xylene (DP-12 only). These samples were located east and west of the leak and indicate that the contamination may extend beyond these bore holes. None of the other bore holes had contamination above cleanup levels. The volume of contaminated soil was estimated to be 1,401 cubic feet. No groundwater was encountered during the boring activities. Well driller reports were reviewed for three wells located within 0.5 miles of the site and static water levels ranged from 54 to 75 feet below the top of the well. No additional monitoring or cleanup activities have been conducted at the site since February 2010. Due to the distance and downgradient location from the Subject Property and the fact that no groundwater was impacted, this site is not considered a REC.

4.2.2.2 Cox Farm Lease 12 A60251

Cox Farm Lease 12 A60251 (Cox Farm) is located one mile east of U.S 395 and Hillsboro street and is listed on the ALLSITES and CSCSL NFA databases. Cox Farm is located 0.20 miles south and downgradient from the Subject Property. According to the Washington Department of Ecology, remediation activities took place at Cox Farm due to petroleum products found in the soil. No groundwater contamination was encountered during remediation activities. Cox Farm received a No Further Action (NFA) determination on September 18, 1997. This site is not considered a HREC as the contamination was localized in the soil and did not have the potential to impact the use of the Subject Property.

4.2.2.3 CHS INC.

This facility is located at 2525 North Ranier and is listed on the HSL, CSCSL, ALLSITES, and the RCRA NonGen/NLR databases. This site is 0.73 miles south and downgradient from the Subject Property. According to the State of Washington Department of Ecology, this site is undergoing cleanup activities for metals, priority pollutants found in soil, and groundwater and petroleum products found in soil. There are no current institutional controls in effect for this site. This facility has been given a ranking of 3 (moderate risk) on the Washington Area Ranking Method (WARM). Cleaning activities at this site are ongoing; however, due to the distance from the Subject Property and the fact that it is downgradient, it is highly unlikely that this site has impacted the Subject Property. This site is not considered a REC.

4.2.2.4 Green Giant Pillsbury Co

This facility is located at Block 17 unit 15 in Pasco, Washington, 0.26 miles southwest and downgradient of the Subject Property. This facility appeared on the UST and ALLSITES databases. According to the Washington Department of Ecology's Underground Storage Tank System Summary, this facility had two tanks removed that contained diesel and gasoline fuel. There are no longer any active tanks at this facility and no spills were found in connection with the removal of the USTs. This facility is not considered a REC.

4.2.2.5 King City Truck Stop

This facility is located at 2100 East Hillboro Street and is 0.19 miles south and downgradient from the Subject Property. This facility appeared on the RCRA NonGen/NLR, ALLSITES, and UST databases. According to the Washington Department of Ecology's Underground Storage Tank System Summary, this site has seven active USTs that contain diesel and unleaded gasoline fuel. The tanks range in size from 8, 000-gallons to 10,000-gallons, and all of the USTs are active and no spills or releases were found in connection with the USTs. This site is not considered a REC.

4.2.2.6 Valmont Northwest Inc

This facility is located at 1619 East Hillboro Street and is 0.27 miles south/southwest and downgradient from the Subject Property. This facility appeared in the UST and ALLSITES databases. According to the Washington Department of Ecology's Underground Storage Tank System Summary, this facility had a removed UST that stored leaded gasoline fuel. The tank was installed in 1976 and no removal date was given. No spills or leaks were found in association with the UST. This site is not considered a REC.

4.2.2.7 A1 Quality Services

This facility is located at 3802 North Commercial Avenue and is 0.11 miles south and upgradient of the Subject Property. This facility appears on the ALLSITES, SPILLS, FINDS, and ECHO databases. This site is outside of the ASTM E 1527 approximate minimum search distance. After research of the appropriate databases, very little information could be found on this site. According to the EDR report, this site was inhabited by AAA Truck Wash and was the site of a spill. The medium and material description is listed as wastewater. Accordingly, based on the type of material released (wastewater), the site does not constitute a REC.

4.2.2.8 Columbia Basin Blends

This site is located at 3330 Travel Plaza Way and is 0.36 miles and downgradient from the Subject Project. This site is listed on the ALLSITES and SPILLS database. After research of all available databases, no information could be found on this site. According to the EDR report, this site was inhabited by Tate Trucking and was the site of a 5-gallon spill of petroleum-diesel fuel. Due to the distance from the Subject Property, the small quantity spilled, and being downgradient from the Subject Property, this site is not considered a REC.

4.2.3 UNMAPPED OR ORPHAN SITES

One orphan site was listed in the EDR report. Columbia East Commercial Park is located approximately 1.25 miles south of the Subject Property. Due to poor or inadequate address information, this site was unmapped. This site is listed on the Voluntary Cleanup Program Sites database. This site was associated with or near an abandoned solid waste landfill. The site was investigated for volatile and semi-volatile organic carbons and lead. After investigation it was determined that the site meets the criteria for MTCA Method C industrial soil cleanup levels. The site was given an NFA letter on March 7, 2001 but requires conditions that comply with MTCA Method C industrial soil cleanup levels (Toxics Cleanup Program, 2015). Due to the distance from the Subject Property and no groundwater encountered, this is not considered a CREC.

4.2.4 PREVIOUS ENVIRONMENTAL STUDIES

No previous environmental studies were found in connection with the Subject Property.

5. FINDINGS AND CONCLUSIONS

This ESA was performed in conformance with the scope and limitations of ASTM Standard Practice E 1527-13 and BIA Guidelines (602 DM Chapter 2). Any exceptions to, or deletions from, this practice are described in **Section 1.0** of this report. Based on information gathered while conducting this ESA, the following environmental conditions were observed:

- The 34-acre Subject Property is undeveloped vacant land.
- Review of historical topographic maps and historical aerial photographs revealed that the Subject Property has been undeveloped land or land used for agriculture since at least 1917.
- Several debris piles and wind-blown debris was observed throughout the Subject Property. None of the debris observed indicated the presence of contamination, such as stained soil, stressed vegetation, or strong odors.
- An empty rusted 55-gallon drum with no top, bottom, or label was observed on the Subject Property. No stained soils, stressed vegetation, or petroleum odors were observed near the 55-gallon drum.
- No RECs, CRECs, or HRECs were found that would limit the use of the Subject Property.

Based on the findings and conclusions of this Phase I ESA, AES makes the following recommendations:

- All solid waste including the broken concrete chunks, lumber, PVC pipe, dirt, brush, hay bales, logs, wood chips, tar paper, branches, leaves, pallets, wire, insulation, tires, Masonite sheets, stumps, irrigation stand pipe, collapsed sign, dumped concrete, concrete blocks, steel choke chain, sheets of fiberglass, and rusted 55-gallon drum should be removed from the property and properly disposed of.

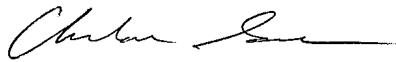
6. REPORT PREPARERES

The undersigned declare to the best of their professional opinion that they meet the definition of Environmental Professional (EP) as defined in Section 312.10 of 40 CFR 312. Charlane Gross, performed the site reconnaissance and Kristen Miner prepared this report under the professional supervision of Trenton Wilson, who qualifies as an EP as defined in ASTM Standard E 1527-13, and has the specific qualifications based on education, training, and experience to assess a property of the nature, and setting of the Subject Property. Resumes for the report contributors are included in **Appendix I**.

6.1 REPORT PREPARATION

Analytical Environmental Services
1801 7th Street, Suite 100
Sacramento, CA 95811

Site Assessor:
Charlane Gross



Date: September 9, 2021

Report Preparer:
Kristen Miner



Date: September 9, 2021

Senior Reviewer:
Trenton Wilson



Date: September 9, 2021

7. REFERENCES

- American Society for Testing and Materials (ASTM), 2013. Practice E 1527-13: “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment.”
- Environmental Data Resources, Inc. (EDR), 2021 Radius Map Report with GeoCheck, Colville 34-Acre Property, Inquiry No. 6580753.2s, dated July 16, 2021.
- Federal Emergency Management Agency (FEMA), 2021. Flood Zones. Updated July 8, 2020. Available online at: <https://www.fema.gov/glossary/flood-zones>. Accessed July 2021.
- Franklin County, 2021. Franklin County Planning. Available online at: <https://gisportal.franklin.co.franklin.wa.us/arcgisportal/apps/webappviewer/index.html?id=cda111ac97064578bdd8d7a11d395b39>. Accessed July 2021.
- U.S. Fish & Wildlife Service (USFWS), 2021. National Wetlands Inventory Wetlands Mapper. Available online at: <http://www.fws.gov/wetlands/Data/Mapper.html>. Accessed July 2021
- United States Geological Survey (USGS), 2021. U.S. Quaternary Faults. Available online at: <https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf>. Accessed July 2021.
- Washington State Department of Ecology, 2021. Flood Hazard Areas. Available online at: <https://apps.ecology.wa.gov/coastalatlas/tools/FloodMap.aspx>. Accessed July 2021. Accessed July 2021

APPENDICES

APPENDIX A

HISTORICAL AERIAL PHOTOGRAPHS



Colville

Not Reported

Pasco, WA 99301

Inquiry Number: 6580729.8

July 20, 2021

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

07/20/21

Site Name:

Colville
Not Reported
Pasco, WA 99301
EDR Inquiry # 6580729.8

Client Name:

ANALYTICAL ENVIRONMENTAL SERV
1801 7th Street
Sacramento, CA 95811
Contact: Kevin Geregthy



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
2017	1"=500'	Flight Year: 2017	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1996	1"=500'	Flight Date: July 05, 1996	USGS
1991	1"=500'	Flight Date: September 29, 1991	USGS
1988	1"=500'	Flight Date: July 08, 1988	USGS
1982	1"=500'	Flight Date: August 01, 1982	USDA
1977	1"=500'	Flight Date: July 01, 1977	USGS
1973	1"=500'	Flight Date: July 01, 1973	USGS
1964	1"=500'	Flight Date: November 02, 1964	USGS
1952	1"=500'	Flight Date: October 17, 1952	USGS
1948	1"=500'	Flight Date: June 02, 1948	USGS

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INQUIRY #: 6580729.8

YEAR: 2017

— = 500'





INQUIRY #: 6580729.8

YEAR: 2009

— = 500'





INQUIRY #: 6580729.8

YEAR: 2006

— = 500'





INQUIRY #: 6580729.8

YEAR: 1996

— = 500'





INQUIRY #: 6580729.8

YEAR: 1991

— = 500'





INQUIRY #: 6580729.8

YEAR: 1988

— = 500'



Subject boundary not shown because it exceeds image extent or image is not georeferenced.

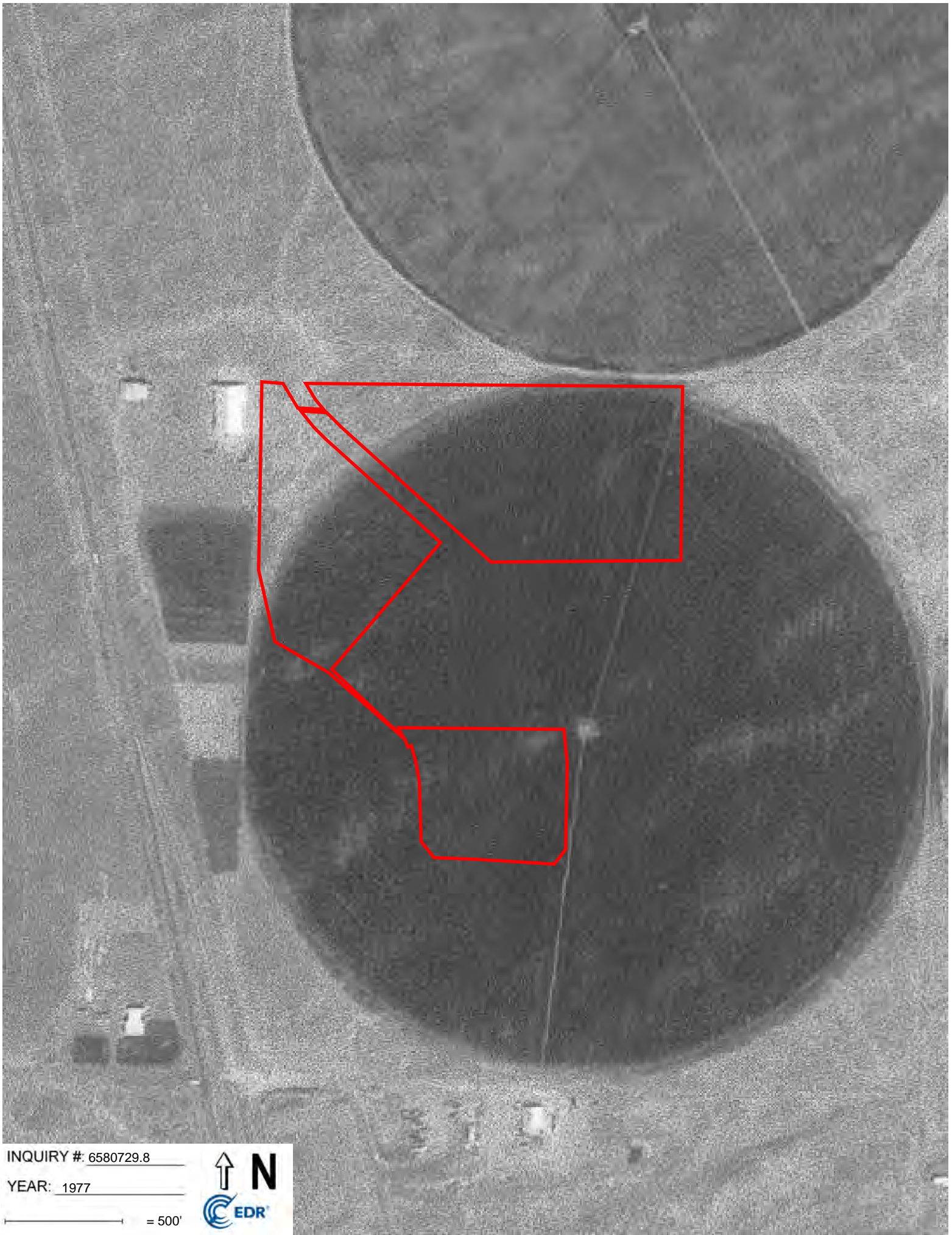


INQUIRY #: 6580729.8

YEAR: 1982

— = 500'



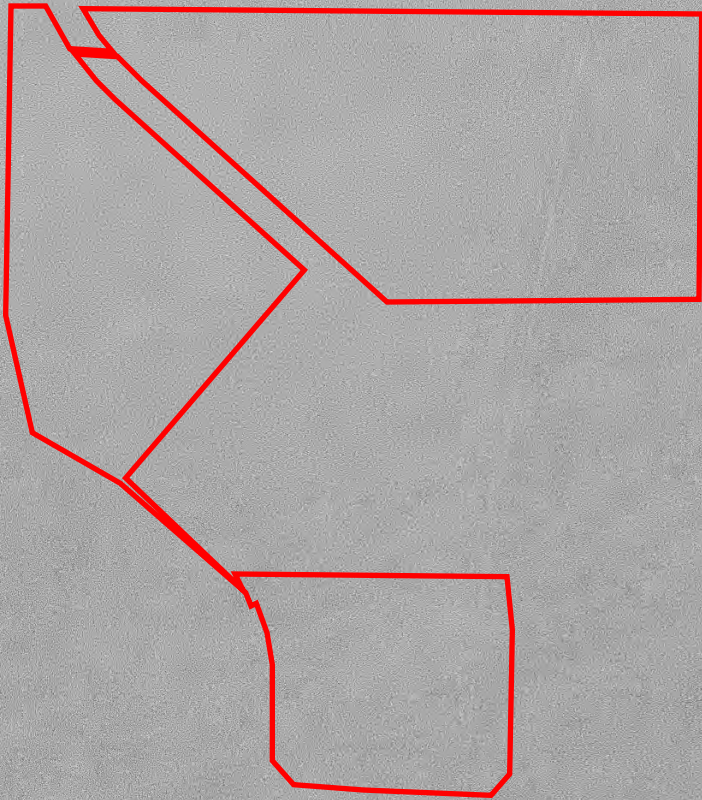


INQUIRY #: 6580729.8

YEAR: 1977

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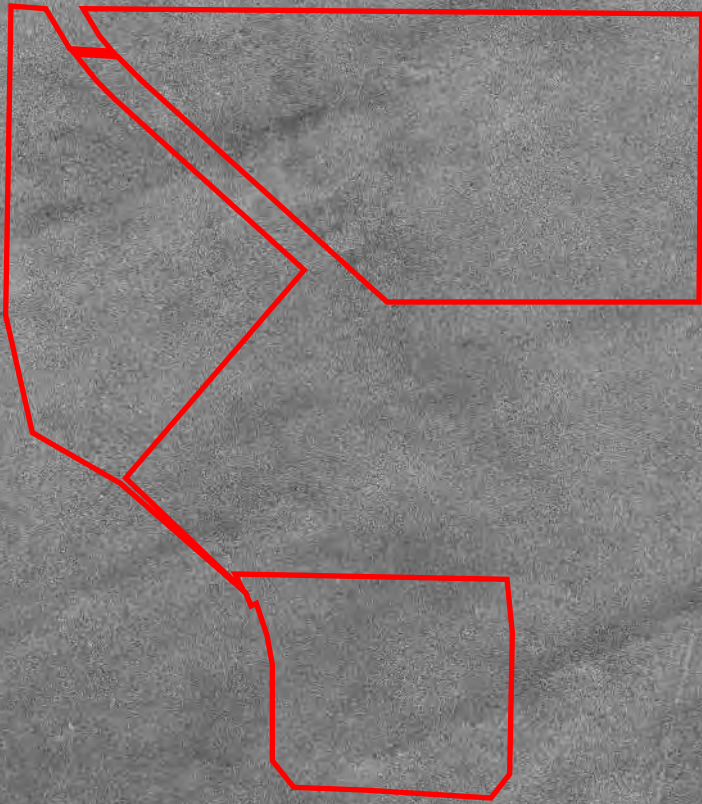


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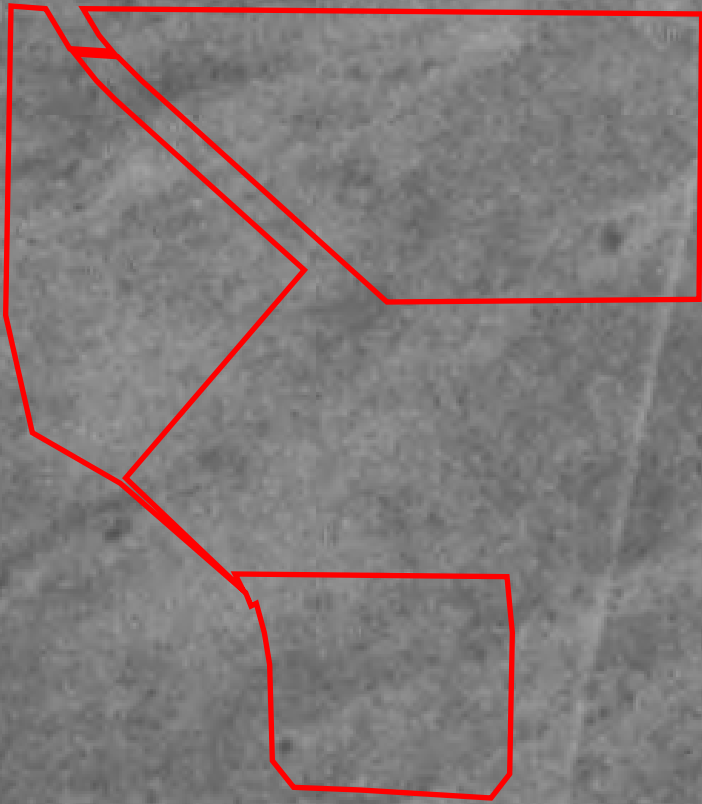


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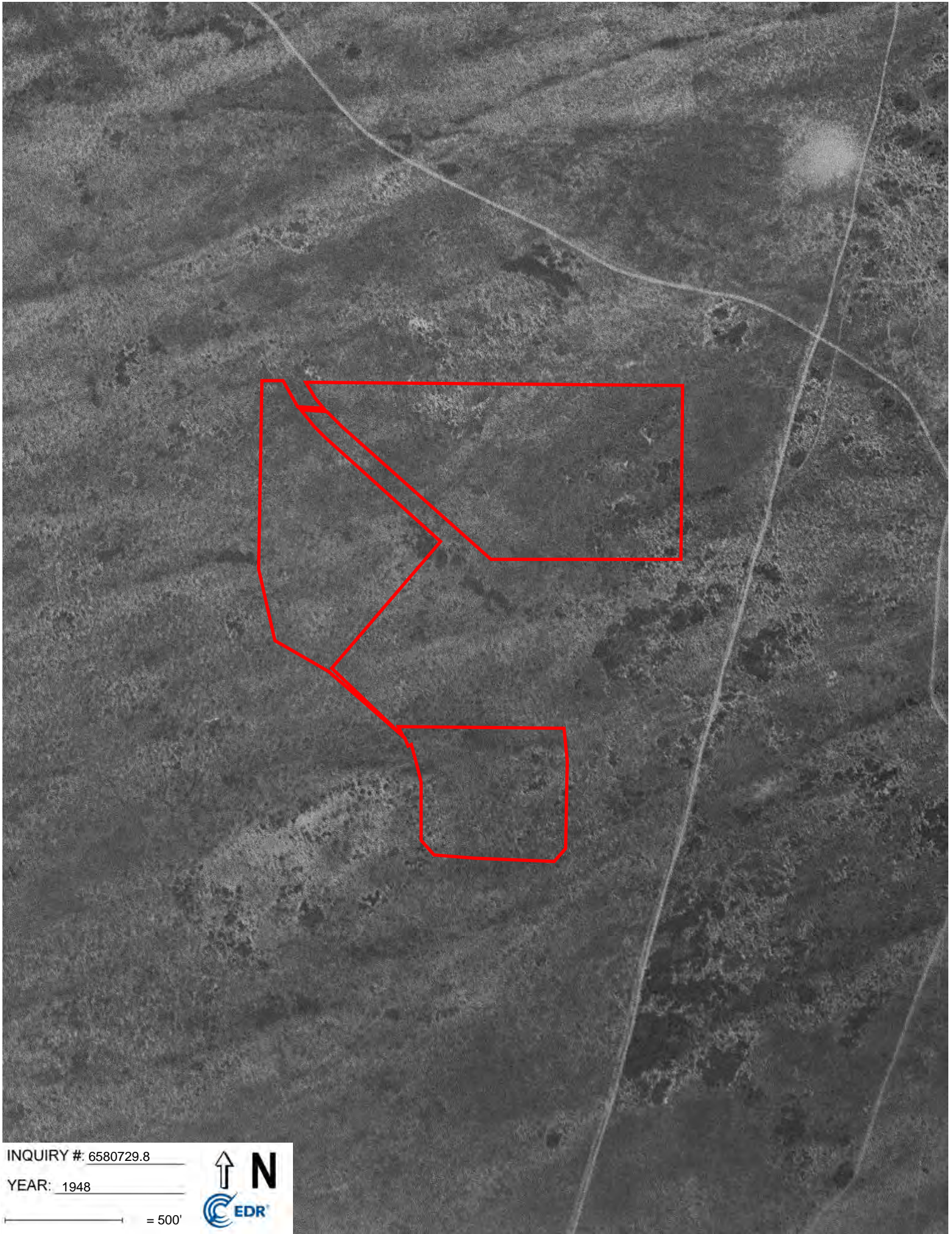


INQUIRY #: 6580729.8

YEAR: 1952

— = 500'





INQUIRY #: 6580729.8

YEAR: 1948

— = 500'



APPENDIX B

HISTORICAL TOPOGRAPHIC MAPS

Colville

Not Reported

Pasco, WA 99301

Inquiry Number: 6580729.4

July 16, 2021

EDR Historical Topo Map Report

with QuadMatch™



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

07/16/21

Site Name:

Colville
Not Reported
Pasco, WA 99301
EDR Inquiry # 6580729.4

Client Name:

ANALYTICAL ENVIRONMENTAL SERVI
1801 7th Street
Sacramento, CA 95811
Contact: Kevin Gereghy



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by ANALYTICAL ENVIRONMENTAL SERVICES were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDR's Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:**Coordinates:**

P.O.#	221541	Latitude:	46.268508 46° 16' 7" North
Project:	Colville	Longitude:	-119.084715 -119° 5' 5" West
		UTM Zone:	Zone 11 North
		UTM X Meters:	339359.83
		UTM Y Meters:	5125993.47
		Elevation:	433.00' above sea level

Maps Provided:

2014
1992
1979
1964, 1965
1951
1917

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2014 Source Sheets

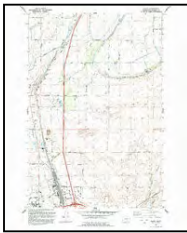


Pasco
2014
7.5-minute, 24000

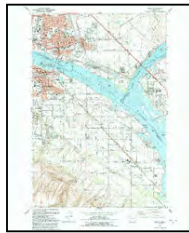


Glade
2014
7.5-minute, 24000

1992 Source Sheets



Glade
1992
7.5-minute, 24000
Aerial Photo Revised 1988



Pasco
1992
7.5-minute, 24000
Aerial Photo Revised 1988

1979 Source Sheets

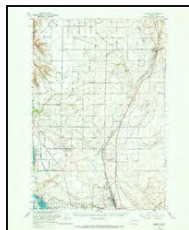


Glade
1979
7.5-minute, 24000
Aerial Photo Revised 1973

1964, 1965 Source Sheets



Pasco
1964
15-minute, 62500
Aerial Photo Revised 1959



Eltopia
1965
15-minute, 62500
Aerial Photo Revised 1964

Topo Sheet Key

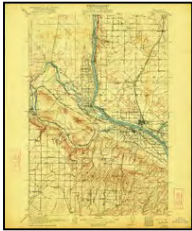
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1951 Source Sheets

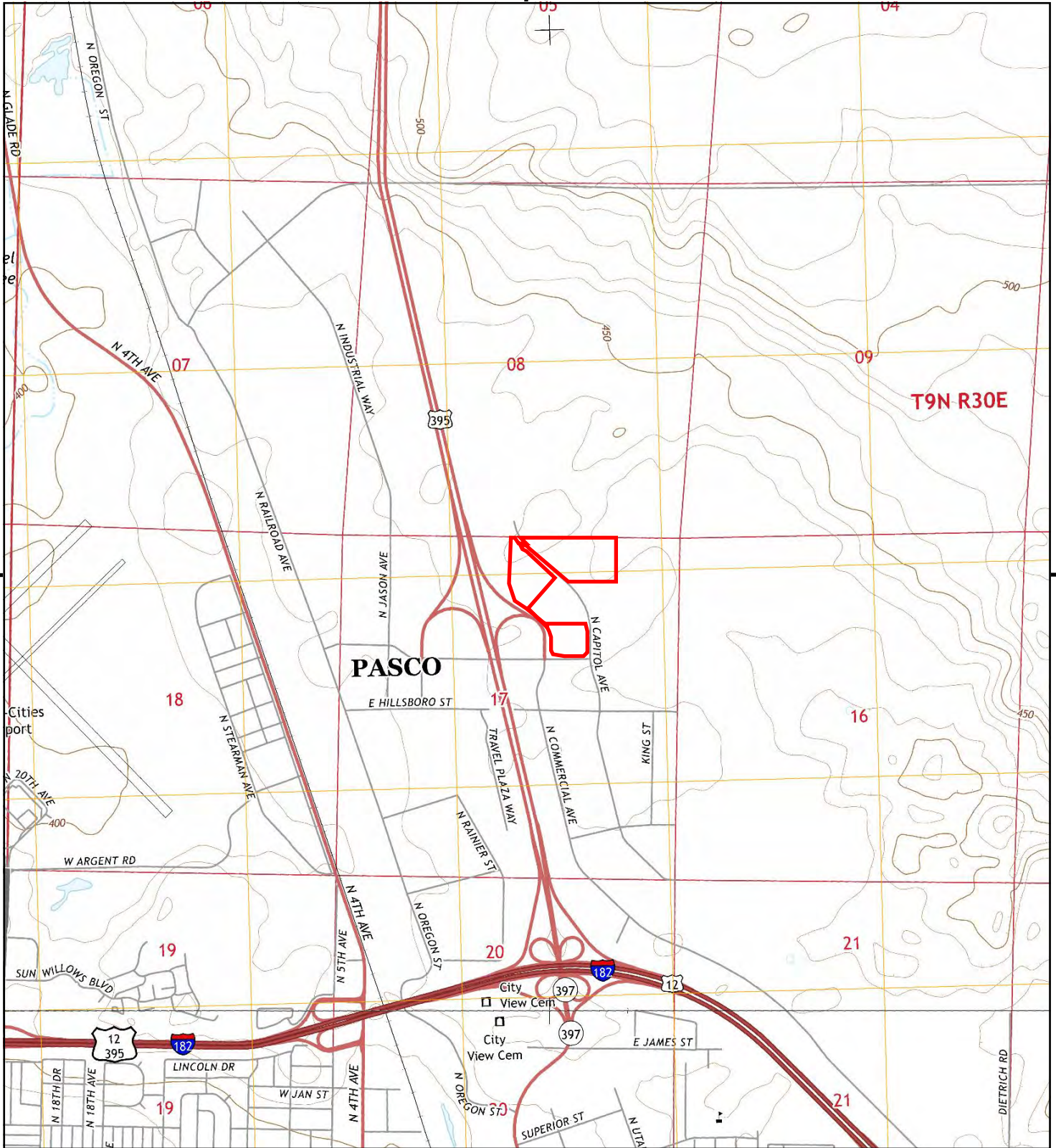


ELTOPIA
1951
15-minute, 62500

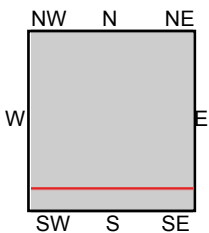
1917 Source Sheets



Pasco
1917
30-minute, 125000



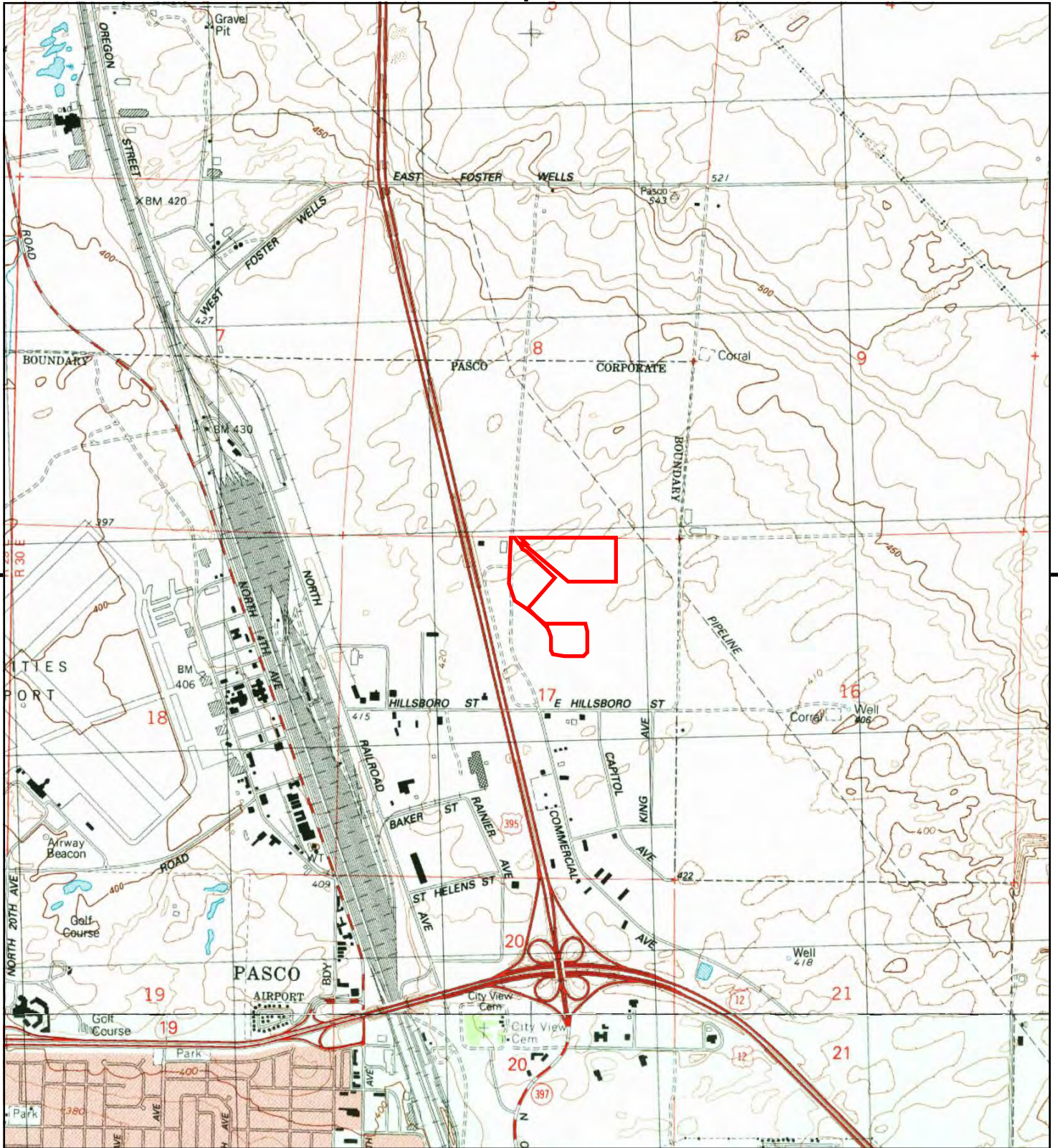
This report includes information from the following map sheet(s).



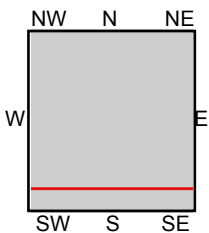
TP, Glade, 2014, 7.5-minute
S, Pasco, 2014, 7.5-minute

SITE NAME: Colville
ADDRESS: Not Reported
Pasco, WA 99301
CLIENT: ANALYTICAL ENVIRONMENTAL SERVI





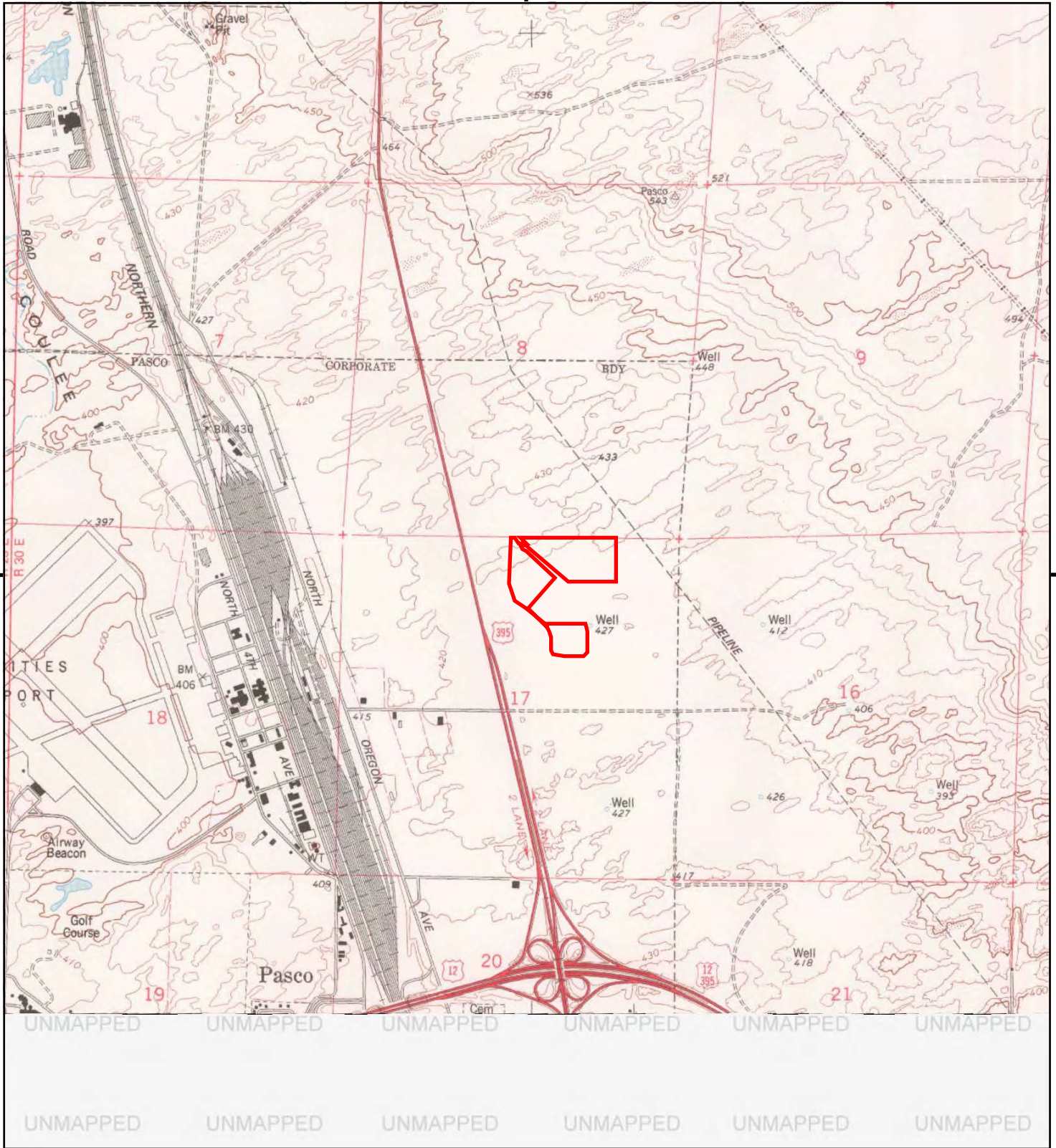
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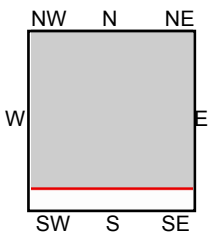
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S, Pasco, 1992, 7.5-minute

SITE NAME: Colville
 ADDRESS: Not Reported
 Pasco, WA 99301
 CLIENT: ANALYTICAL ENVIRONMENTAL SERVI





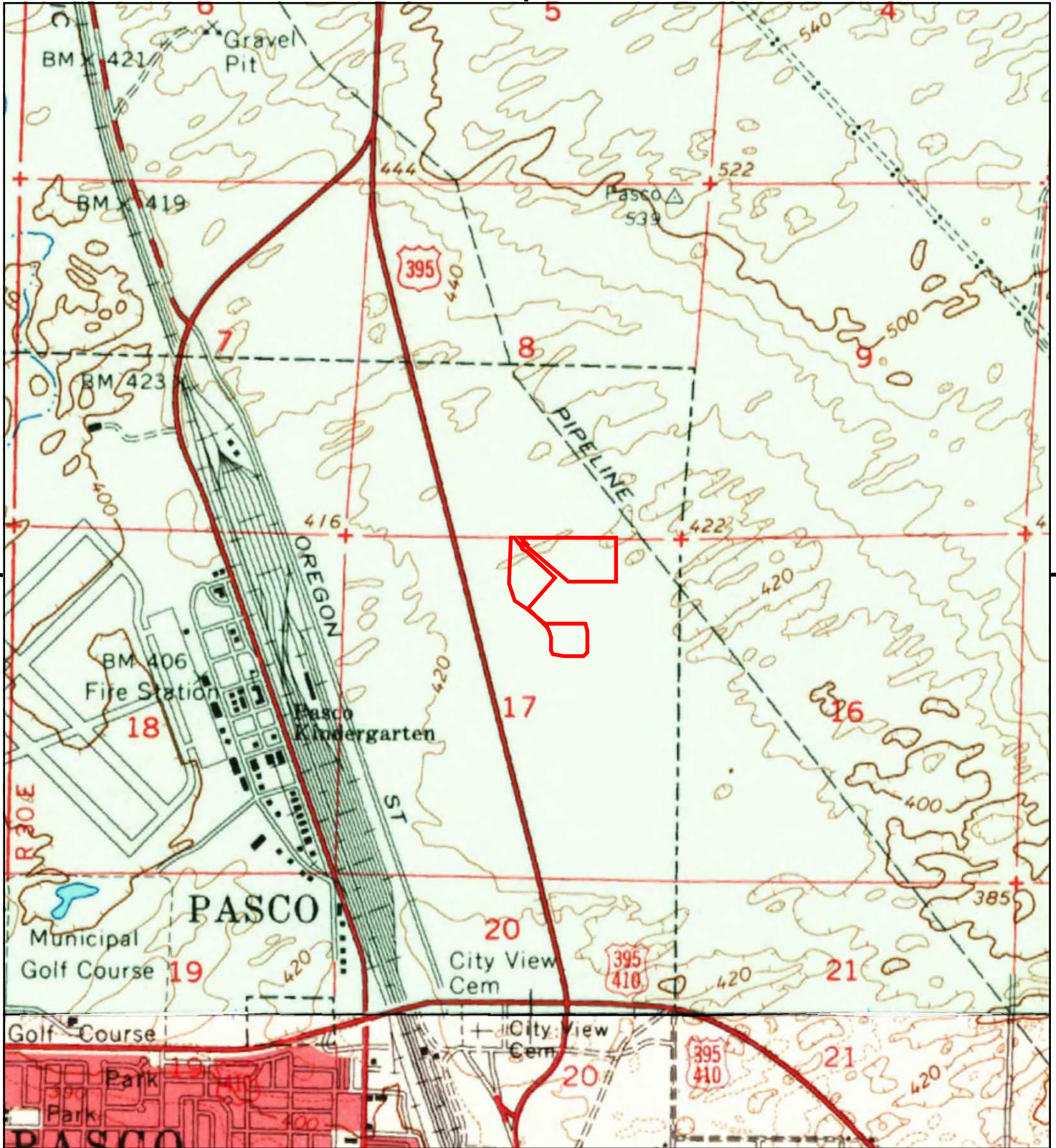
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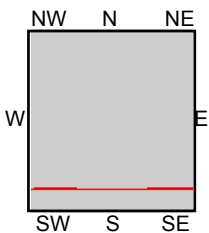
TP, Glade, 1979, 7.5-minute

SITE NAME: Colville
ADDRESS: Not Reported
 Pasco, WA 99301
CLIENT: ANALYTICAL ENVIRONMENTAL SERVI





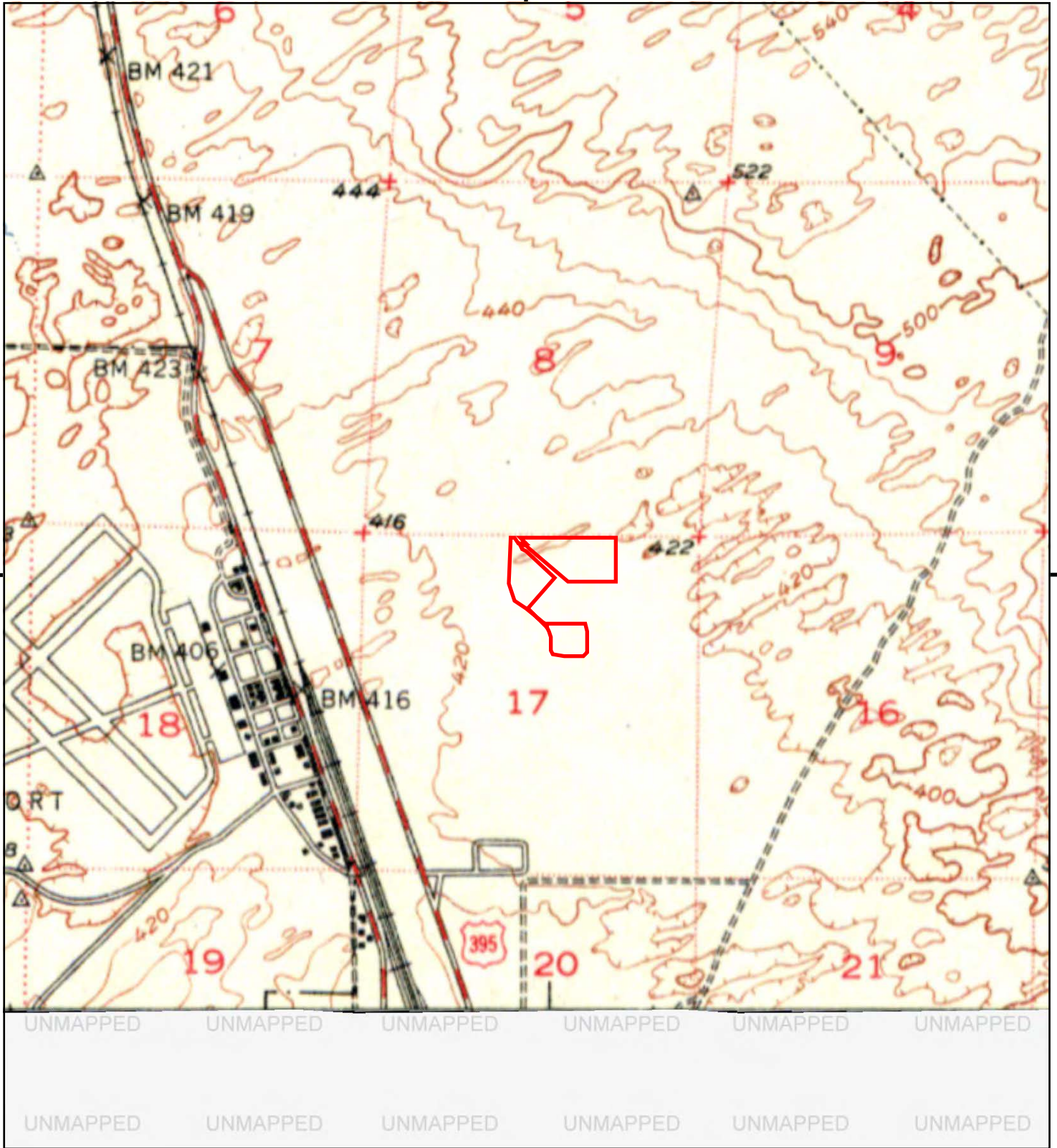
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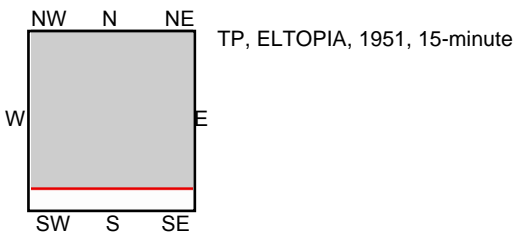
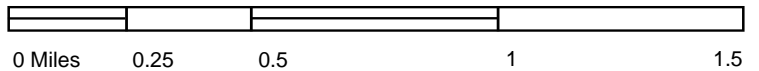
TP, Eltopia, 1965, 15-minute
S, Pasco, 1964, 15-minute

SITE NAME: Colville
ADDRESS: Not Reported
Pasco, WA 99301
CLIENT: ANALYTICAL ENVIRONMENTAL SERVI



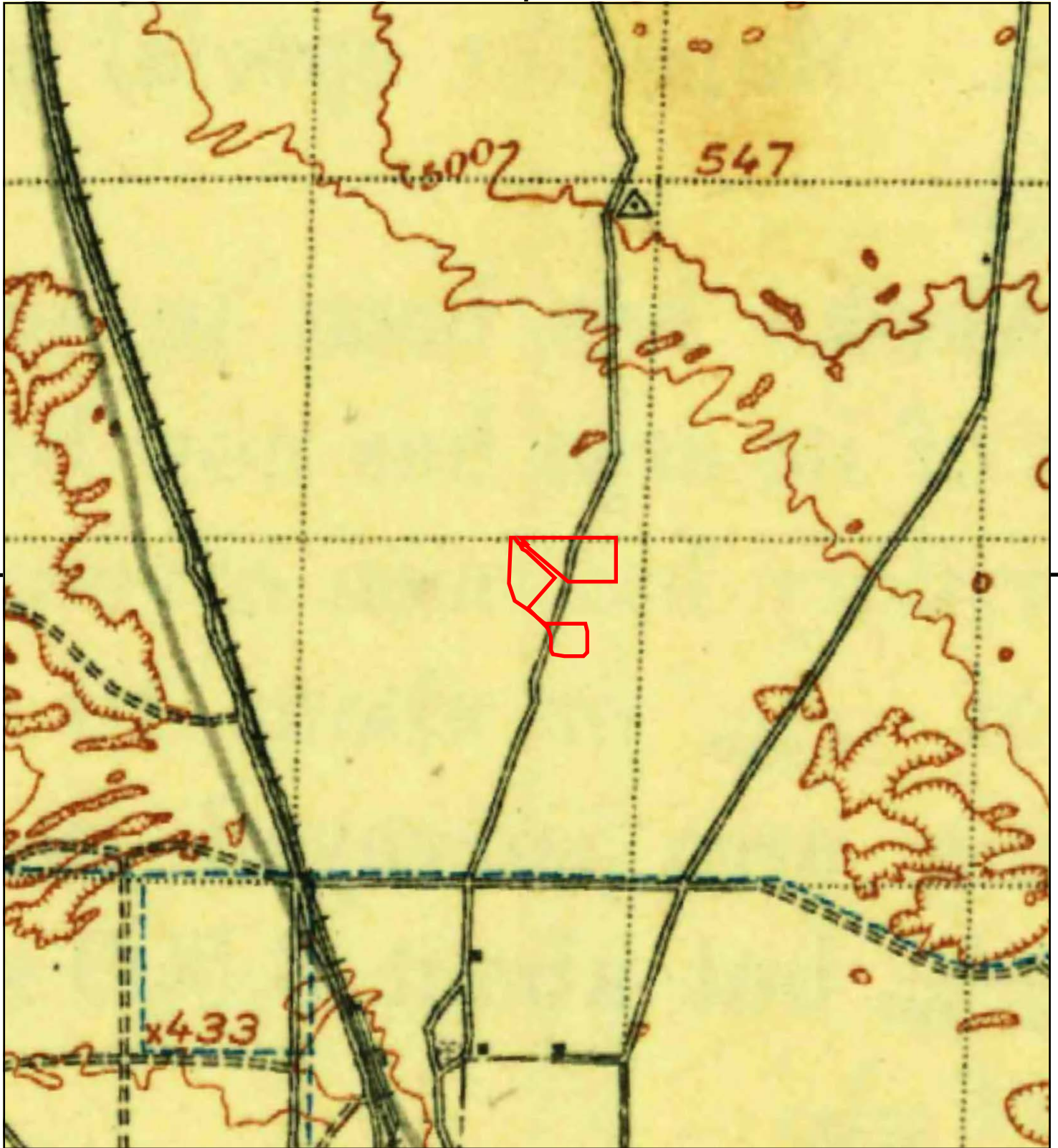


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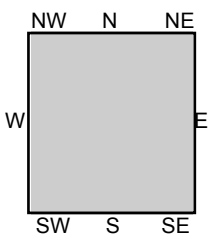


SITE NAME: Colville
 ADDRESS: Not Reported
 Pasco, WA 99301
 CLIENT: ANALYTICAL ENVIRONMENTAL SERVI





This report includes information from the following map sheet(s).



TP, Pasco, 1917, 30-minute

SITE NAME: Colville
ADDRESS: Not Reported
Pasco, WA 99301
CLIENT: ANALYTICAL ENVIRONMENTAL SERVI



APPENDIX C

SANBORN NO COVERAGE DOCUMENT



Colville

Not Reported

Pasco, WA 99301

Inquiry Number: 6580729.3

July 16, 2021

Certified Sanborn® Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

07/16/21

Site Name:

Colville
Not Reported
Pasco, WA 99301
EDR Inquiry # 6580729.3

Client Name:

ANALYTICAL ENVIRONMENTAL SERVICES
1801 7th Street
Sacramento, CA 95811
Contact: Kevin Gereghy



The Sanborn Library has been searched by EDR and maps covering the target property location as provided by ANALYTICAL ENVIRONMENTAL SERVICES were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 5EDD-45D4-88C6

PO # 221541

Project Colville

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.



Sanborn® Library search results

Certification #: 5EDD-45D4-88C6

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

The Sanborn Library LLC Since 1866™

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APPENDIX D

CITY DIRECTORY IMAGE REPORT

Colville

Not Reported
Pasco, WA 99301

Inquiry Number: 6580729.5
July 21, 2021

The EDR-City Directory Image Report

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Executive Summary

Findings

City Directory Images

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	<u>Cross Street</u>	<u>Source</u>
2017	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2005	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2000	<input type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1995	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1992	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1988	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1983	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1979	<input type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1974	<input type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1969	<input type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory
1964	<input type="checkbox"/>	<input type="checkbox"/>	Polk's City Directory

FINDINGS

TARGET PROPERTY STREET

Not Reported
Pasco, WA 99301

<u>Year</u>	<u>CD Image</u>	<u>Source</u>
-------------	-----------------	---------------

CAPITOL N

1992	pg A6	EDR Digital Archive
------	-------	---------------------

N CAPITOL AVE

2017	pg A1	EDR Digital Archive	
2014	pg A2	EDR Digital Archive	
2010	pg A3	EDR Digital Archive	
2005	pg A4	EDR Digital Archive	
2000	-	EDR Digital Archive	Street not listed in Source
1995	pg A5	EDR Digital Archive	
1992	-	EDR Digital Archive	Street not listed in Source
1988	pg A7	Polk's City Directory	
1983	pg A8	Polk's City Directory	
1979	-	Polk's City Directory	Street not listed in Source
1974	-	Polk's City Directory	Street not listed in Source
1969	-	Polk's City Directory	Street not listed in Source
1964	-	Polk's City Directory	Street not listed in Source

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

N CAPITOL AVE 2017

2305	PREFERRED PUMP
2601	FRANKLIN COUNTY MOSQUITO CONTROL DIS
3003	BLUE MOUNTAIN PRODUCE
3111	MOBILE WRENCH
3220	GONZOLES TRANSPORT
3415	PREMIUM PROTEINS
4712	FRONTIER TRADING LLC

N CAPITOL AVE 2014

2305	PREFERRED PUMP
2601	FRANKLIN COUNTY MOSQUITO CONTROL DIS
3003	BLUE MOUNTAIN PRODUCE
3411	TRUCKING A
3415	PREMIUM FOOD SERVICES
3417	GENERIC TOWING
4712	FRONTIER TRADING LLC



-

N CAPITOL AVE 2010

2305	PREFERRED PUMP & EQUIPMENT
2601	FRANKLIN COUNTY MOSQUITO CNTRL
4712	FRONTIER TRADING

N CAPITOL AVE

2005

2305 CRESCENT HOMES INC
HORIZON DRYWALL SYSTEMS INC
3003 COUNTRY ESTATES HMWNRASSOC
3415 FRONTIER FINE FOODS INC



-

N CAPITOL AVE

1995

3003 VAN WATERS & ROGERS

CAPITOL N 1992

3003 VANWATERS&ROGERS

N CAPITOL AVE 1988

330 Sawyer Wm H © 627-3758

336 Polzin Ray W © 627-0725

400 Habberman John H © 627-0753

403 Girards Albert R © 627-1156

19

CAPITOL AV N (PASCO)-

ZIP CODE 99301

3003 Van Waters & Rogers Inc 545-8401

ST HELENS ST INTERSECTS

E HILLBORO ST INTERSECTS

106

CARMICHAEL DR W (KENNEWICK)

FROM KENNEWICK ST SOUTHEAST 7

WEST OF S WASHINGTON ST

ZIP CODE 99336

6 Bateman Chas W © 586-1871

N CAPITOL AVE 1983

OH WAY

TEL. (509) 946-4121

W. CLEARWATER

139

19

CAPITAL AV N (PASCO)—

ZIP CODE 99301
3003 Western Paper Co 547-1633

106

CARMICHAEL DR W (KENNEWICK)
FROM KENNEWICK ST SOUTHEAST 7
WEST OF S WASHINGTON ST

APPENDIX E

ENVIRONMENTAL DATA RESOURCES (EDR) REPORT

Colville

Not Reported

Pasco, WA 99301

Inquiry Number: 6580729.2s

July 16, 2021

The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

NOT REPORTED
PASCO, WA 99301

COORDINATES

Latitude (North): 46.2685080 - 46° 16' 6.62"
Longitude (West): 119.0847150 - 119° 5' 4.97"
Universal Transverse Mercator: Zone 11
UTM X (Meters): 339354.9
UTM Y (Meters): 5125775.5
Elevation: 433 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 6004537 GLADE, WA
Version Date: 2014

South Map: 6004519 PASCO, WA
Version Date: 2014

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20150625
Source: USDA

MAPPED SITES SUMMARY

Target Property Address:
 NOT REPORTED
 PASCO, WA 99301

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	AUTOZONE DISTRIBUTIO	3733 CAPITAL AVE	ALLSITES	Lower	423, 0.080, SSE
A2	AUTOZONE DISTRIBUTIO	3733 CAPITAL AVE	RCRA-SQG	Lower	423, 0.080, SSE
A3	AUTOZONE DISTRIBUTIO	3733 CAPITAL AVE	MANIFEST	Lower	423, 0.080, SSE
4	A1 QUALITY SERVICES	3802 N COMMERCIAL AV	ALLSITES, SPILLS, FINDS, ECHO	Higher	596, 0.113, South
5	PROJECT SUNRISE		ALLSITES	Lower	721, 0.137, ESE
6	BROADWAY TRUCK STOP/	2216 E HILLSBORO RD	HSL, CSCSL, LUST, UST, ALLSITES, Financial...	Lower	928, 0.176, SSE
7	LOVES PASCO	3602 N CAPITOL AVENU	ALLSITES, UIC	Lower	930, 0.176, SSE
B8	KING CITY TRUCK STOP	2100 E HILLSBORO	RCRA NonGen / NLR, ICIS, FINDS, ECHO	Lower	1018, 0.193, South
B9	KING CITY TRUCK STOP	2100 E HILLSBORO ST	UST	Lower	1018, 0.193, South
B10	KING CITY TRUCK STOP	2100 E HILLSBORO	ALLSITES	Lower	1018, 0.193, South
B11	COX FARM LEASE 12 A6	1 MI E US 395 & HILL	ALLSITES, CSCSL NFA	Lower	1049, 0.199, South
C12	MATLACK INC PASCO HI	1701 E HILLSBORO	ALLSITES, RCRA NonGen / NLR, FINDS, ECHO	Lower	1336, 0.253, SSW
13	WEST CENTRAL DISTRIB	3405 N COMMERCIAL AV	ALLSITES	Lower	1350, 0.256, SSE
14	GREEN GIANT PILLSBUR	BLOCK 17 UNIT 15	UST, ALLSITES	Lower	1392, 0.264, SW
C15	VALMONT NORTHWEST IN	1619 E HILLBORO	UST, ALLSITES, FINDS	Lower	1416, 0.268, SSW
C16	FARMERS UNION CENTRA	1620 E HILLSBORO	ALLSITES, RCRA NonGen / NLR, FINDS, ECHO	Lower	1426, 0.270, SSW
D17	SAFEWAY SERVICES	1523 E HILLSBORO ST	ALLSITES	Lower	1602, 0.303, SSW
D18	SUNBELT RENTALS PASC	1519 E HILLSBORO ST	ALLSITES	Lower	1618, 0.306, SSW
19	SMITH SYSTEMS TRANSP	3425 KING AVE	ALLSITES	Higher	1648, 0.312, SE
20	THE PILLSBURY CO BRU	4015 W RAINIER	ALLSITES, FINDS	Lower	1732, 0.328, SW
21	WESTERN PETERBILT	1435 E HILLSBORO RD	ALLSITES, MANIFEST, UIC	Lower	1812, 0.343, SSW
22	EASTERDAY FARMS PROD	5235 N INDUSTRIAL WA	ALLSITES	Higher	1844, 0.349, WNW
23	WILBUR ELLIS CO NW S	3205 N COMMERCIAL AV	ALLSITES, FINDS	Lower	1846, 0.350, South
24	CONWAY WESTERN EXPRE	5220 INDUSTRIAL WAY	ALLSITES, FINDS, MANIFEST, NPDES	Lower	1893, 0.359, WNW
25	COLUMBIA BASIN BLEND	3330 TRAVEL PLAZA WA	ALLSITES, SPILLS	Lower	1894, 0.359, SSW
26	DOUBLE A PLUMBING	3221 KING AVE	ALLSITES, UIC	Lower	2097, 0.397, SSE
27	RESER FINE FOODS	5310 INDUSTRIAL WAY	ALLSITES	Lower	2137, 0.405, WNW
28	HELENA CHEMICAL CO	1330 E KARTCHNER ST	ALLSITES	Lower	2212, 0.419, WSW
29	BURLINGTON ENVIRONME	3725 JASON AVE	ALLSITES, MANIFEST	Lower	2375, 0.450, SW
30	HELENA CHEMICAL COMP	1010 E KARTCHNER RD	ALLSITES	Lower	2470, 0.468, WSW
31	WEST COAST WAREHOUSE	2715 TRAVEL PLAZA WA	ALLSITES	Lower	2513, 0.476, South
32	COLUMBIA RIVER FOODS	3003 N CAPITOL AVE	ALLSITES, RCRA NonGen / NLR, FINDS, ECHO	Lower	2580, 0.489, SSE
33	CHS INC.	2525 N RAINIER	HSL, CSCSL, ALLSITES, RCRA NonGen / NLR, FINDS,...	Lower	3860, 0.731, South

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL..... National Priority List
Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY..... Federal Facility Site Information listing
SEMS..... Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE..... Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG..... RCRA - Large Quantity Generators
RCRA-VSQG..... RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS..... Land Use Control Information System
US ENG CONTROLS..... Engineering Controls Sites List

EXECUTIVE SUMMARY

US INST CONTROLS..... Institutional Controls Sites List

Federal ERNS list

ERNS..... Emergency Response Notification System

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Solid Waste Facility Database

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST..... Underground Storage Tank Listing

AST..... Aboveground Storage Tank Locations

INDIAN UST..... Underground Storage Tanks on Indian Land

State and tribal institutional control / engineering control registries

INST CONTROL..... Institutional Control Site List

State and tribal voluntary cleanup sites

ICR..... Independent Cleanup Reports

VCP..... Voluntary Cleanup Program Sites

INDIAN VCP..... Voluntary Cleanup Priority Listing

PTAP..... PTAP Site Listing

State and tribal Brownfields sites

BROWNFIELDS..... Brownfields Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SWTIRE..... Solid Waste Tire Facilities

SWRCY..... Recycling Facility List

INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

ODI..... Open Dump Inventory

DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations

IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register

CDL..... Clandestine Drug Lab Contaminated Site List

EXECUTIVE SUMMARY

HIST CDL.....	List of Sites Contaminated by Clandestine Drug Labs
US CDL.....	National Clandestine Laboratory Register
AQUEOUS FOAM.....	Firefighting Foam Incidents
PFAS.....	PFAS Contamination Site Location Listing

Local Land Records

LIENS 2.....	CERCLA Lien Information
--------------	-------------------------

Records of Emergency Release Reports

HMIRS.....	Hazardous Materials Information Reporting System
SPILLS.....	Reported Spills
SPILLS 90.....	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS.....	Formerly Used Defense Sites
DOD.....	Department of Defense Sites
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR.....	Financial Assurance Information
EPA WATCH LIST.....	EPA WATCH LIST
2020 COR ACTION.....	2020 Corrective Action Program List
TSCA.....	Toxic Substances Control Act
TRIS.....	Toxic Chemical Release Inventory System
SSTS.....	Section 7 Tracking Systems
ROD.....	Records Of Decision
RMP.....	Risk Management Plans
RAATS.....	RCRA Administrative Action Tracking System
PRP.....	Potentially Responsible Parties
PADS.....	PCB Activity Database System
ICIS.....	Integrated Compliance Information System
FTTS.....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS.....	Material Licensing Tracking System
COAL ASH DOE.....	Steam-Electric Plant Operation Data
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER.....	PCB Transformer Registration Database
RADINFO.....	Radiation Information Database
HIST FTTS.....	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS.....	Incident and Accident Data
CONSENT.....	Superfund (CERCLA) Consent Decrees
INDIAN RESERV.....	Indian Reservations
FUSRAP.....	Formerly Utilized Sites Remedial Action Program
UMTRA.....	Uranium Mill Tailings Sites
LEAD SMELTERS.....	Lead Smelter Sites
US AIRS.....	Aerometric Information Retrieval System Facility Subsystem
US MINES.....	Mines Master Index File
ABANDONED MINES.....	Abandoned Mines
FINDS.....	Facility Index System/Facility Registry System
ECHO.....	Enforcement & Compliance History Information
DOCKET HWC.....	Hazardous Waste Compliance Docket Listing
UXO.....	Unexploded Ordnance Sites
FUELS PROGRAM.....	EPA Fuels Program Registered Listing
AIRS.....	Washington Emissions Data System

EXECUTIVE SUMMARY

ASBESTOS.....	ASBESTOS
COAL ASH.....	Coal Ash Disposal Site Listing
DRYCLEANERS.....	Drycleaner List
Financial Assurance.....	Financial Assurance Information Listing
Inactive Drycleaners.....	Inactive Drycleaners
NPDES.....	Water Quality Permit System Data
UIC.....	Underground Injection Wells Listing
MINES MRDS.....	Mineral Resources Data System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP.....	EDR Proprietary Manufactured Gas Plants
EDR Hist Auto.....	EDR Exclusive Historical Auto Stations
EDR Hist Cleaner.....	EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS.....	Recovered Government Archive State Hazardous Waste Facilities List
RGA LF.....	Recovered Government Archive Solid Waste Facilities List
RGA LUST.....	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/22/2021 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the target property.

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
AUTOZONE DISTRIBUTIO EPA ID:: WAH000052652	3733 CAPITAL AVE	SSE 0 - 1/8 (0.080 mi.)	A2	9

State- and tribal - equivalent NPL

HSL: The Hazardous Sites List is a subset of the CSCSL Report. It includes sites which have been assessed and ranked using the Washington Ranking Method (WARM).

A review of the HSL list, as provided by EDR, and dated 02/24/2021 has revealed that there are 2 HSL sites within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>BROADWAY TRUCK STOP/</i> Facility Type: Hazardous Sites List FSID Number: 64881623 Facility Status: Awaiting Cleanup	<i>2216 E HILLSBORO RD</i>	<i>SSE 1/8 - 1/4 (0.176 mi.)</i>	<i>6</i>	<i>31</i>
<i>CHS INC.</i> Facility Type: Hazardous Sites List FSID Number: 86588161 Facility Status: Cleanup Started	<i>2525 N RAINIER</i>	<i>S 1/2 - 1 (0.731 mi.)</i>	<i>33</i>	<i>124</i>

State- and tribal - equivalent CERCLIS

CSCSL: The State Hazardous Waste Sites records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. The data come from the Department of Ecology's Confirmed & Suspected Contaminated Sites List.

A review of the CSCSL list, as provided by EDR, and dated 04/12/2021 has revealed that there are 2 CSCSL sites within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>BROADWAY TRUCK STOP/</i> Site Status: Awaiting Cleanup Clean Up Siteid: 4225 Facility ID: 64881623 Soil: Confirmed Above Cleanup Levels Contaminant Name: Petroleum-Diesel	<i>2216 E HILLSBORO RD</i>	<i>SSE 1/8 - 1/4 (0.176 mi.)</i>	<i>6</i>	<i>31</i>
<i>CHS INC.</i> Site Status: Cleanup Started Clean Up Siteid: 2894 Facility ID: 86588161 Soil: Confirmed Above Cleanup Levels Ground Water: Confirmed Above Cleanup Levels Contaminant Name: Metals Priority Pollutants	<i>2525 N RAINIER</i>	<i>S 1/2 - 1 (0.731 mi.)</i>	<i>33</i>	<i>124</i>

EXECUTIVE SUMMARY

Contaminant Name: Petroleum Products-Unspecified

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Ecology's Leaking Underground Storage Tanks Site List.

A review of the LUST list, as provided by EDR, has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BROADWAY TRUCK STOP/	2216 E HILLSBORO RD	SSE 1/8 - 1/4 (0.176 mi.)	6	31
Database: LUST, Date of Government Version: 02/09/2021 Release Date: 08/24/2009 Release Date: 04/28/2013 LUST Date: 08/24/2009 LUST Date: 04/28/2013 Facility Status: LUST - Awaiting Cleanup Cleanup Site ID: 4225 Soil: Confirmed Above Cleanup Levels Facility ID: 64881623				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Ecology's Statewide UST Site/Tank Report.

A review of the UST list, as provided by EDR, and dated 02/09/2021 has revealed that there are 2 UST sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BROADWAY TRUCK STOP/	2216 E HILLSBORO RD	SSE 1/8 - 1/4 (0.176 mi.)	6	31
Facility ID: 64881623 Tank Status: Operational Tank Status: Exempt - Closed in Place Site Id: 97687				
KING CITY TRUCK STOP	2100 E HILLSBORO ST	S 1/8 - 1/4 (0.193 mi.)	B9	57
Facility ID: 74998276 Tank Status: Operational Site Id: 100604				

EXECUTIVE SUMMARY

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

ALLSITES: Information on facilities and sites of interest to the Department of Ecology.

A review of the ALLSITES list, as provided by EDR, and dated 02/03/2021 has revealed that there are 28 ALLSITES sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
A1 QUALITY SERVICES Facility Id: 7919287	3802 N COMMERCIAL AV	S 0 - 1/8 (0.113 mi.)	4	28
SMITH SYSTEMS TRANSP Facility Id: 12098	3425 KING AVE	SE 1/4 - 1/2 (0.312 mi.)	19	77
EASTERDAY FARMS PROD Facility Id: 12233	5235 N INDUSTRIAL WA	WNW 1/4 - 1/2 (0.349 mi.)	22	81
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
AUTOZONE DISTRIBUTIO Facility Id: 17198	3733 CAPITAL AVE	SSE 0 - 1/8 (0.080 mi.)	A1	8
PROJECT SUNRISE Facility Id: 20532		ESE 1/8 - 1/4 (0.137 mi.)	5	30
BROADWAY TRUCK STOP/ Facility Id: 14692 Facility Id: 64881623	2216 E HILLSBORO RD	SSE 1/8 - 1/4 (0.176 mi.)	6	31
LOVES PASCO Facility Id: 52957	3602 N CAPITOL AVENU	SSE 1/8 - 1/4 (0.176 mi.)	7	38
KING CITY TRUCK STOP Facility Id: 74998276	2100 E HILLSBORO	S 1/8 - 1/4 (0.193 mi.)	B10	61
COX FARM LEASE 12 A6 Facility Id: 24866878	1 MI E US 395 & HILL	S 1/8 - 1/4 (0.199 mi.)	B11	62
MATLACK INC PASCO HI Facility Id: 81463885	1701 E HILLSBORO	SSW 1/4 - 1/2 (0.253 mi.)	C12	63
WEST CENTRAL DISTRIB Facility Id: 95264	3405 N COMMERCIAL AV	SSE 1/4 - 1/2 (0.256 mi.)	13	67
GREEN GIANT PILLSBUR Facility Id: 99584329	BLOCK 17 UNIT 15	SW 1/4 - 1/2 (0.264 mi.)	14	67
VALMONT NORTHWEST IN Facility Id: 32963949	1619 E HILLBORO	SSW 1/4 - 1/2 (0.268 mi.)	C15	69
FARMERS UNION CENTRA Facility Id: 35588558	1620 E HILLSBORO	SSW 1/4 - 1/2 (0.270 mi.)	C16	70
SAFEWAY SERVICES Facility Id: 16509	1523 E HILLSBORO ST	SSW 1/4 - 1/2 (0.303 mi.)	D17	76
SUNBELT RENTALS PASC Facility Id: 13940	1519 E HILLSBORO ST	SSW 1/4 - 1/2 (0.306 mi.)	D18	76
THE PILLSBURY CO BRU	4015 W RAINIER	SW 1/4 - 1/2 (0.328 mi.)	20	77

EXECUTIVE SUMMARY

Facility Id: 29728127				
WESTERN PETERBILT	1435 E HILLSBORO RD	SSW 1/4 - 1/2 (0.343 mi.)	21	78
Facility Id: 12748				
WILBUR ELLIS CO NW S	3205 N COMMERCIAL AV	S 1/4 - 1/2 (0.350 mi.)	23	81
Facility Id: 9583417				
CONWAY WESTERN EXPRE	5220 INDUSTRIAL WAY	WNW 1/4 - 1/2 (0.359 mi.)	24	82
Facility Id: 9505259				
COLUMBIA BASIN BLEND	3330 TRAVEL PLAZA WA	SSW 1/4 - 1/2 (0.359 mi.)	25	98
Facility Id: 69518				
DOUBLE A PLUMBING	3221 KING AVE	SSE 1/4 - 1/2 (0.397 mi.)	26	99
Facility Id: 27944				
RESER FINE FOODS	5310 INDUSTRIAL WAY	WNW 1/4 - 1/2 (0.405 mi.)	27	99
Facility Id: 22722				
HELENA CHEMICAL CO	1330 E KARTCHNER ST	WSW 1/4 - 1/2 (0.419 mi.)	28	100
Facility Id: 14240				
BURLINGTON ENVIRONME	3725 JASON AVE	SW 1/4 - 1/2 (0.450 mi.)	29	100
Facility Id: 4576374				
HELENA CHEMICAL COMP	1010 E KARTCHNER RD	WSW 1/4 - 1/2 (0.468 mi.)	30	116
Facility Id: 66643518				
WEST COAST WAREHOUSE	2715 TRAVEL PLAZA WA	S 1/4 - 1/2 (0.476 mi.)	31	118
Facility Id: 94291				
COLUMBIA RIVER FOODS	3003 N CAPITOL AVE	SSE 1/4 - 1/2 (0.489 mi.)	32	118
Facility Id: 73965321				

CSCSL NFA: The data set contains information about sites previously on the Confirmed and Suspected Contaminated Sites list that have received a No Further Action (NFA) determination. Because it is necessary to maintain historical records of sites that have been investigated and cleaned up, sites are not deleted from the database when cleanup activities are completed. Instead a No Further Action code is entered based upon the type of NFA determination the site received.

A review of the CSCSL NFA list, as provided by EDR, and dated 04/12/2021 has revealed that there is 1 CSCSL NFA site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
COX FARM LEASE 12 A6	1 MI E US 395 & HILL	S 1/8 - 1/4 (0.199 mi.)	B11	62
CS Id: 1695				
Facility/Site Id: 24866878				
Soil: Remediated				
NFA Date: 09/18/1997				
Contaminant Name: Petroleum Products-Unspecified				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA)

EXECUTIVE SUMMARY

of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/22/2021 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
KING CITY TRUCK STOP EPA ID:: WAD988512778	2100 E HILLSBORO	S 1/8 - 1/4 (0.193 mi.)	B8	40

MANIFEST: Hazardous waste manifest information.

A review of the MANIFEST list, as provided by EDR, and dated 12/31/2019 has revealed that there is 1 MANIFEST site within approximately 0.25 miles of the target property.

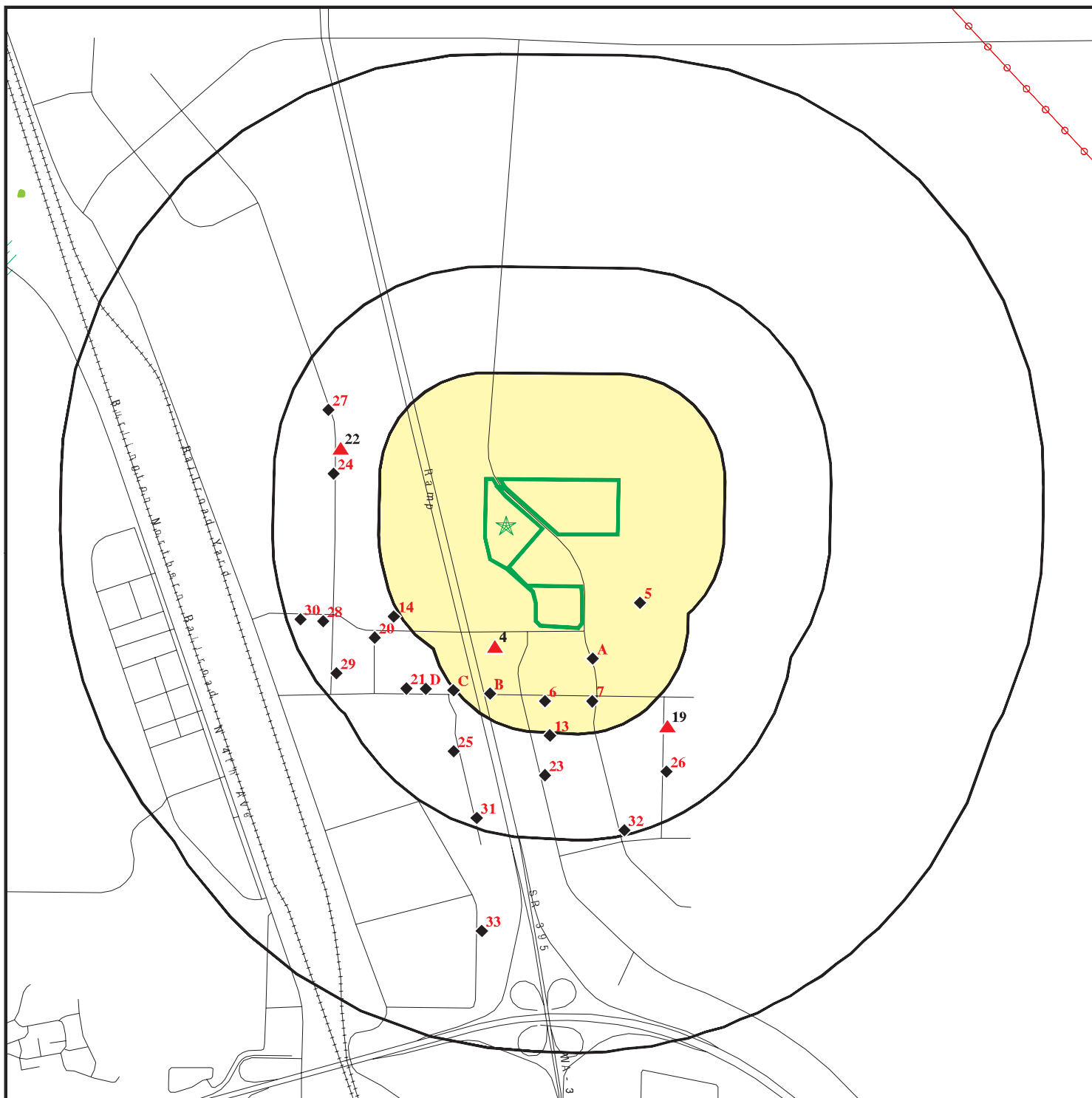
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
AUTOZONE DISTRIBUTIO Facility Site ID Number: 17198 Gen Status CD: MQG EPA ID: WAH000052652	3733 CAPITAL AVE	SSE 0 - 1/8 (0.080 mi.)	A3	16

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

<u>Site Name</u>	<u>Database(s)</u>
COLUMBIA EAST COMMERCIAL PARK	VCP

OVERVIEW MAP - 6580729.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

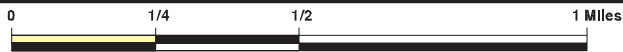
Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

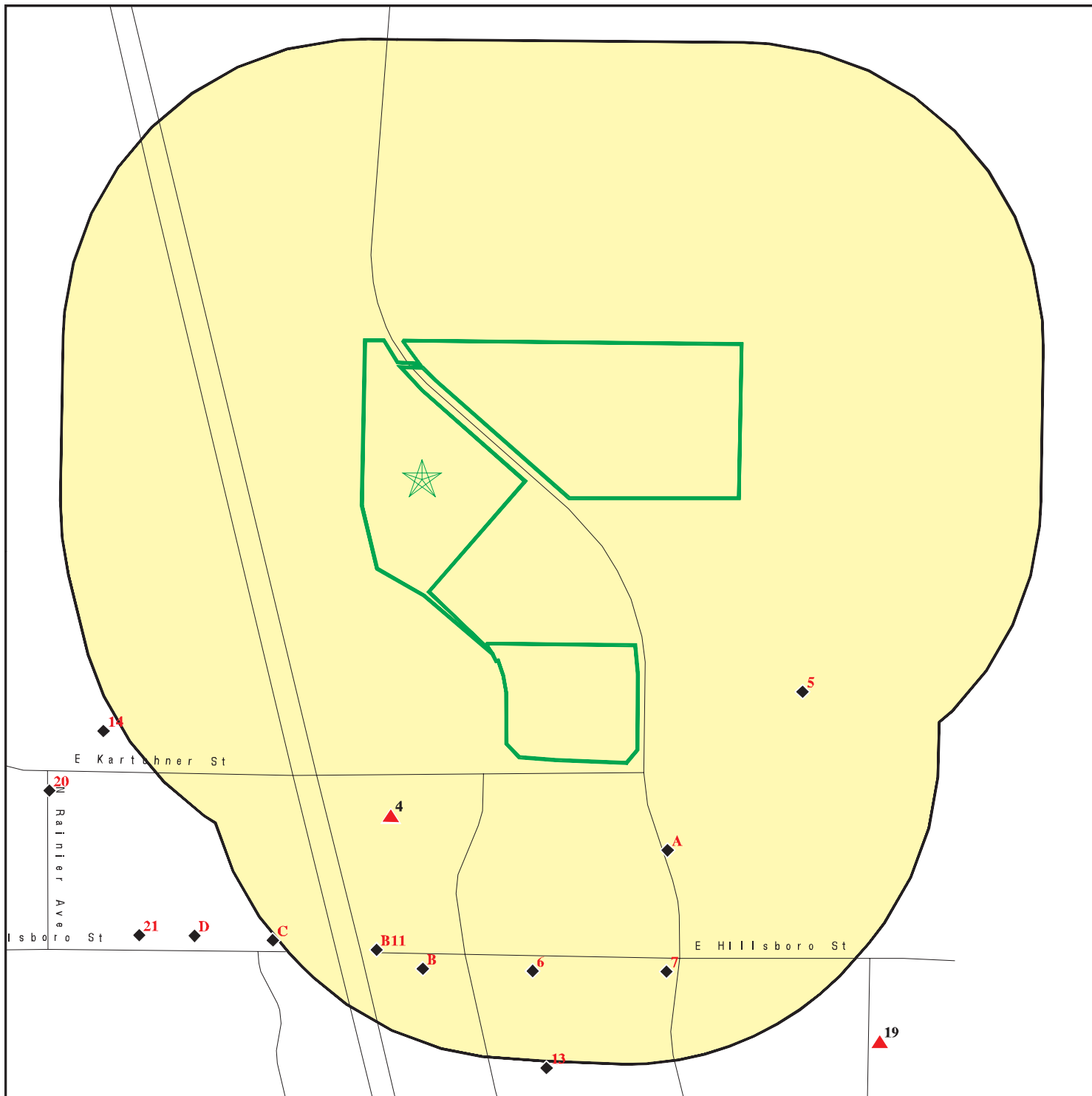









This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.




SITE NAME: Colville
 ADDRESS: Not Reported
 Pasco WA 99301
 LAT/LONG: 46.268508 / 119.084715

CLIENT: ANALYTICAL ENVIRONMENTAL SERVICES
 CONTACT: Kevin Geregthy
 INQUIRY #: 6580729.2s
 DATE: July 16, 2021 4:14 pm

DETAIL MAP - 6580729.2S



-  Target Property
-  Sites at elevations higher than or equal to the target property
-  Sites at elevations lower than the target property
-  Manufactured Gas Plants
-  Sensitive Receptors
-  National Priority List Sites
-  Dept. Defense Sites

-  Indian Reservations BIA
-  Special Flood Hazard Area (1%)
-  0.2% Annual Chance Flood Hazard

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Colville
 ADDRESS: Not Reported
 Pasco WA 99301
 LAT/LONG: 46.268508 / 119.084715

CLIENT: ANALYTICAL ENVIRONMENTAL SERVICES
 CONTACT: Kevin Geregthy
 INQUIRY #: 6580729.2s
 DATE: July 16, 2021 4:15 pm

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
<i>Federal NPL site list</i>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
<i>Federal Delisted NPL site list</i>								
Delisted NPL	1.000		0	0	0	0	NR	0
<i>Federal CERCLIS list</i>								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
<i>Federal CERCLIS NFRAP site list</i>								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
<i>Federal RCRA CORRACTS facilities list</i>								
CORRACTS	1.000		0	0	0	0	NR	0
<i>Federal RCRA non-CORRACTS TSD facilities list</i>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<i>Federal RCRA generators list</i>								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		1	0	NR	NR	NR	1
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
<i>Federal institutional controls / engineering controls registries</i>								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
<i>Federal ERNS list</i>								
ERNS	0.001		0	NR	NR	NR	NR	0
<i>State- and tribal - equivalent NPL</i>								
HSL	1.000		0	1	0	1	NR	2
<i>State- and tribal - equivalent CERCLIS</i>								
CSCSL	1.000		0	1	0	1	NR	2
<i>State and tribal landfill and/or solid waste disposal site lists</i>								
SWF/LF	0.500		0	0	0	NR	NR	0
<i>State and tribal leaking storage tank lists</i>								
LUST	0.500		0	1	0	NR	NR	1

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	2	NR	NR	NR	2
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
INST CONTROL	0.500		0	0	0	NR	NR	0
State and tribal voluntary cleanup sites								
ICR	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
PTAP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
<u>ADDITIONAL ENVIRONMENTAL RECORDS</u>								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
SWTIRE	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
ALLSITES	0.500		2	5	21	NR	NR	28
CDL	0.001		0	NR	NR	NR	NR	0
HIST CDL	0.001		0	NR	NR	NR	NR	0
CSCSL NFA	0.500		0	1	0	NR	NR	1
US CDL	0.001		0	NR	NR	NR	NR	0
AQUEOUS FOAM	0.500		0	0	0	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Land Records								
LIENS 2	0.001		0	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SPILLS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	1	NR	NR	NR	1
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
AIRS	0.001		0	NR	NR	NR	NR	0
ASBESTOS	0.001		0	NR	NR	NR	NR	0
COAL ASH	0.500		0	0	0	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
Inactive Drycleaners	0.250		0	0	NR	NR	NR	0
MANIFEST	0.250		1	0	NR	NR	NR	1
NPDES	0.001		0	NR	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
MINES MRDS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Search Distance (Miles)</u>	<u>Target Property</u>	<u>< 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>> 1</u>	<u>Total Plotted</u>
<u>EDR HIGH RISK HISTORICAL RECORDS</u>								
<i>EDR Exclusive Records</i>								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
<u>EDR RECOVERED GOVERNMENT ARCHIVES</u>								
<i>Exclusive Recovered Govt. Archives</i>								
RGA HWS	0.001		0	NR	NR	NR	NR	0
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	4	12	21	2	0	39

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s) EDR ID Number
 EPA ID Number

A1 **AUTOZONE DISTRIBUTION CENTER 9788**
SSE **3733 CAPITAL AVE**
< 1/8 **PASCO, WA 99301**
0.080 mi.
423 ft. **Site 1 of 3 in cluster A**

ALLSITES **S120066217**
N/A

Relative:
Lower
Actual:
430 ft.

ALLSITES:
 Name: AUTOZONE DISTRIBUTION CENTER 9788
 Facility Id: 17198

Interaction: 125047
 Interaction 1: A
 Interaction 2: TIER2
 Ecology Program: HAZWASTE
 Program Data: EPCRA
 Facility Alt.: AutoZone Distribution Center 9788
 Program ID: WAH000052652
 Date Interaction: 2018-02-12 00:00:00
 Date Interaction 3: Emergency/Haz Chem Rpt TI
 Latitude: 46.265205238999997
 Longitude: -119.08061391699999

Interaction: 121809
 Interaction 1: A
 Interaction 2: HWG
 Ecology Program: HAZWASTE
 Program Data: TURBOWASTE
 Facility Alt.: AutoZone Distribution Center 9788
 Program ID: WAH000052652
 Date Interaction: 2017-04-07 00:00:00
 Date Interaction 3: Hazardous Waste Generator
 Latitude: 46.265205238999997
 Longitude: -119.08061391699999

Interaction: 131801
 Interaction 1: A
 Interaction 2: RSVP
 Ecology Program: HAZWASTE
 Program Data: RSVP
 Facility Alt.: AutoZone Distribution Center
 Program ID: Not reported
 Date Interaction: 2019-05-23 00:00:00
 Date Interaction 3: Revised Site Visit Progra
 Latitude: 46.265205238999997
 Longitude: -119.08061391699999

Interaction: 131263
 Interaction 1: A
 Interaction 2: HWP
 Ecology Program: HAZWASTE
 Program Data: HWPPRT
 Facility Alt.: AutoZone Distribution Center 9788
 Program ID: WAH000052652
 Date Interaction: 2019-05-10 00:00:00
 Date Interaction 3: Hazardous Waste Planner
 Latitude: 46.265205238999997

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S120066217

Longitude: -119.08061391699999

A2
SSE
 < 1/8
 0.080 mi.
 423 ft.

AUTOZONE DISTRIBUTION CENTER 9788
3733 CAPITAL AVE
PASCO, WA 99301
Site 2 of 3 in cluster A

RCRA-SQG 1023680974
WAH000052652

Relative:
Lower
Actual:
430 ft.

RCRA-SQG:
 Date Form Received by Agency: 2020-04-09 00:00:00.0
 Handler Name: AUTOZONE DISTRIBUTION CENTER 9788
 Handler Address: 3733 CAPITAL AVE
 Handler City,State,Zip: PASCO, WA 99301
 EPA ID: WAH000052652
 Contact Name: BRYAN BLAIR
 Contact Address: 123 S FRONT ST
 Contact City,State,Zip: MEMPHIS, TN 38103
 Contact Telephone: 901-495-7217
 Contact Fax: Not reported
 Contact Email: BRYAN.BLAIR@AUTOZONE.COM
 Contact Title: Not reported
 EPA Region: 10
 Land Type: Private
 Federal Waste Generator Description: Small Quantity Generator
 Non-Notifier: Not reported
 Biennial Report Cycle: Not reported
 Accessibility: Not reported
 Active Site Indicator: Handler Activities
 State District Owner: WA
 State District: ERO
 Mailing Address: DEPT 8190
 Mailing City,State,Zip: MEMPHIS, TN 38103
 Owner Name: AUTOZONE INC
 Owner Type: Private
 Operator Name: ALLEN, MALCOM
 Operator Type: Private
 Short-Term Generator Activity: No
 Importer Activity: No
 Mixed Waste Generator: No
 Transporter Activity: No
 Transfer Facility Activity: No
 Recycler Activity with Storage: No
 Small Quantity On-Site Burner Exemption: No
 Smelting Melting and Refining Furnace Exemption: No
 Underground Injection Control: No
 Off-Site Waste Receipt: No
 Universal Waste Indicator: No
 Universal Waste Destination Facility: No
 Federal Universal Waste: No
 Active Site Fed-Reg Treatment Storage and Disposal Facility: Not reported
 Active Site Converter Treatment storage and Disposal Facility: Not reported
 Active Site State-Reg Treatment Storage and Disposal Facility: Not reported
 Active Site State-Reg Handler: ---
 Federal Facility Indicator: Not reported
 Hazardous Secondary Material Indicator: N
 Sub-Part K Indicator: Not reported
 Commercial TSD Indicator: No

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MAP FINDINGS

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EDR ID Number
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AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

1023680974

Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	2020-07-22 12:24:14.0
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	D001
Waste Description:	IGNITABLE WASTE
Waste Code:	D002
Waste Description:	CORROSIVE WASTE
Waste Code:	D003
Waste Description:	REACTIVE WASTE
Waste Code:	D005
Waste Description:	BARIUM
Waste Code:	D006
Waste Description:	CADMIUM
Waste Code:	D007
Waste Description:	CHROMIUM
Waste Code:	D008
Waste Description:	LEAD

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AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

1023680974

Waste Code:	D012
Waste Description:	ENDRIN (1,2,3,4,10,10-HEXACHLORO-1,7-EPOXY-1,4,4A,5,6,7,8,8A-OCTAHYDRO-1,4-EN DO, ENDO-5,8-DIMETH-ANO-NAPHTHALENE)
Waste Code:	D013
Waste Description:	LINDANE (1,2,3,4,5,6-HEXA-CHLOROCYCLOHEXANE, GAMMA ISOMER)
Waste Code:	D014
Waste Description:	METHOXYCHLOR (1,1,1-TRICHLORO-2,2-BIS [P-METHOXYPHENYL] ETHANE)
Waste Code:	D015
Waste Description:	TOXAPHENE (C10 H10 CL8, TECHNICAL CHLORINATED CAMPHENE, 67-69 PERCENT CHLORINE)
Waste Code:	D016
Waste Description:	2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)
Waste Code:	D017
Waste Description:	2,4,5-TP SILVEX (2,4,5-TRICHLOROPHENOXYPROPIONIC ACID)
Waste Code:	D018
Waste Description:	BENZENE
Waste Code:	D019
Waste Description:	CARBON TETRACHLORIDE
Waste Code:	D020
Waste Description:	CHLORDANE
Waste Code:	D021
Waste Description:	CHLOROBENZENE
Waste Code:	D035
Waste Description:	METHYL ETHYL KETONE
Waste Code:	D039
Waste Description:	TETRACHLOROETHYLENE
Waste Code:	D040
Waste Description:	TRICHLORETHYLENE
Waste Code:	F002
Waste Description:	THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Waste Code:	F003
Waste Description:	THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT

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AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

1023680974

MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste Code: F005
Waste Description: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:

Owner/Operator Indicator: Owner
Owner/Operator Name: AUTOZONE INC
Legal Status: Private
Date Became Current: 2017-12-31 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 123 S FRONT ST
Owner/Operator City,State,Zip: MEMPHIS, TN 38103
Owner/Operator Telephone: 901-495-7217
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ALLEN, MALCOM
Legal Status: Private
Date Became Current: 2016-01-01 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 3733 CAPITAL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 731-415-4870
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: AUTOZONE INC
Legal Status: Private
Date Became Current: 2017-12-31 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 123 S FRONT ST
Owner/Operator City,State,Zip: MEMPHIS, TN 38103
Owner/Operator Telephone: 901-495-7217
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: AUTOZONE DISTRIBUTION CENTER 9788
Legal Status: Private

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EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

1023680974

Date Became Current: 2016-01-01 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 123 S FRONT ST
Owner/Operator City,State,Zip: MEMPHIS, TN 38103
Owner/Operator Telephone: 901-495-7217
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: AUTOZONE INC
Legal Status: Private
Date Became Current: 2016-01-01 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 123 S FRONT ST
Owner/Operator City,State,Zip: MEMPHIS, TN 38103
Owner/Operator Telephone: 901-495-7217
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: AUTOZONE INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 123 S FRONT ST
Owner/Operator City,State,Zip: MEMPHIS, TN 38103
Owner/Operator Telephone: 901-495-7217
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: AUTOZONE INC
Legal Status: Private
Date Became Current: 2016-01-01 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 123 S FRONT ST
Owner/Operator City,State,Zip: MEMPHIS, TN 38103
Owner/Operator Telephone: 901-495-7217
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: AUTOZONE INC
Legal Status: Private
Date Became Current: 2017-12-31 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 123 S FRONT ST
Owner/Operator City,State,Zip: MEMPHIS, TN 38103
Owner/Operator Telephone: 901-495-7217
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

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Site

Database(s)

EDR ID Number
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AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

1023680974

Owner/Operator Indicator:	Operator
Owner/Operator Name:	ALLEN, MALCOM
Legal Status:	Private
Date Became Current:	2016-01-01 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	3733 CAPITAL AVE
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	731-415-4870
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	AUTOZONE INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	123 S FRONT ST
Owner/Operator City,State,Zip:	MEMPHIS, TN 38103
Owner/Operator Telephone:	901-495-7217
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	AUTOZONE INC
Legal Status:	Private
Date Became Current:	2016-01-01 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	123 S FRONT ST
Owner/Operator City,State,Zip:	MEMPHIS, TN 38103
Owner/Operator Telephone:	901-495-7217
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	AUTOZONE DISTRIBUTION CENTER 9788
Legal Status:	Private
Date Became Current:	2016-01-01 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	123 S FRONT ST
Owner/Operator City,State,Zip:	MEMPHIS, TN 38103
Owner/Operator Telephone:	901-495-7217
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	ALLEN, MALCOM
Legal Status:	Private
Date Became Current:	2016-01-01 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	3733 CAPITAL AVE
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	731-415-4870
Owner/Operator Telephone Ext:	Not reported

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AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

1023680974

Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 2017-04-07 00:00:00.0
Handler Name: AUTOZONE DISTRIBUTION CENTER 9788
Federal Waste Generator Description: Conditionally Exempt Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2018-02-20 00:00:00.0
Handler Name: AUTOZONE DISTRIBUTION CENTER 9788
Federal Waste Generator Description: Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2019-02-21 00:00:00.0
Handler Name: AUTOZONE DISTRIBUTION CENTER 9788
Federal Waste Generator Description: Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2020-02-19 00:00:00.0
Handler Name: AUTOZONE DISTRIBUTION CENTER 9788
Federal Waste Generator Description: Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2020-04-09 00:00:00.0

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 EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

1023680974

Handler Name: AUTOZONE DISTRIBUTION CENTER 9788
 Federal Waste Generator Description: Small Quantity Generator
 State District Owner: WA
 Large Quantity Handler of Universal Waste: No
 Recognized Trader Importer: No
 Recognized Trader Exporter: No
 Spent Lead Acid Battery Importer: No
 Spent Lead Acid Battery Exporter: No
 Current Record: Yes
 Non Storage Recycler Activity: Not reported
 Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 441310
 NAICS Description: AUTOMOTIVE PARTS AND ACCESSORIES STORES

Facility Has Received Notices of Violations:

Violations: No Violations Found

Evaluation Action Summary:

Evaluations: No Evaluations Found

A3
SSE
< 1/8
0.080 mi.
423 ft.

AUTOZONE DISTRIBUTION CENTER 9788
3733 CAPITAL AVE
PASCO, WA 99301
Site 3 of 3 in cluster A

MANIFEST S121931318
N/A

Relative:
Lower
Actual:
430 ft.

WA MANIFEST:
 Name: AUTOZONE DISTRIBUTION CENTER 9788
 Address: 3733 CAPITAL AVE
 City, State, Zip: PASCO, WA 99301
 Facility Address 2: Not reported
 Facility ID: Not reported
 EPA ID: Not reported
 NAICS: 441310
 State Waste Code Desc: Not reported
 Federal Waste Code Desc: Not reported
 Form Comm: Not reported
 Data Year: 2019
 Permit by Rule: Not reported
 Mailing Address 2: Not reported
 Treatment by Generator: Not reported
 Mixed Radioactive Waste: Not reported
 Importer of Hazardous Waste: Not reported
 Immediate Recycler: Not reported
 Treatment/Storage/Disposal/Recycling Facility: Not reported
 Generator of Dangerous Fuel Waste: Not reported
 Generator Marketing to Burner: Not reported
 Other Marketers (i.e., blender, distributor, etc.): Not reported
 Utility Boiler Burner: Not reported
 Industry Boiler Burner: Not reported
 Industrial Furnace: Not reported
 Smelter Defferal: Not reported
 Universal Waste: Not reported

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MAP FINDINGS

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Database(s)

EDR ID Number
EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	Not reported
Mailing Address:	Not reported
Mailing City,State,Zip:	Not reported
Legal Organization Name:	Not reported
Legal Organization Type:	Not reported
Legal Contact:	Not reported
Legal Address:	Not reported
Legal Address 2:	Not reported
Legal City,State,Zip:	Not reported
Legal Phone Number:	Not reported
Legal Effective Date:	Not reported
Land Organization Name:	Not reported
Land Organization Type:	Not reported
Land Contact:	Not reported
Land Address:	Not reported
Land City,State,Zip:	Not reported
Land Phone Number:	Not reported
Operator Organization Name:	Not reported
Operator Organization Type:	Not reported
Operator:	BRUCE LOFLIN (DC MANAGER)
Operator Address:	Not reported
Operator Address 2:	Not reported
Operator City,State,Zip:	Not reported
Operator Phone Number:	5094126210
Operator Effective Date:	Not reported
Site Contact:	Not reported
Site Contact Address:	Not reported
Contact City,State,Zip:	Not reported
Site Contact Phone Number:	Not reported
Site Contact Email:	Not reported
Gen Status Code:	Not reported
Monthly Generation:	Not reported
Batch Generation:	Not reported
One Time Generation:	Not reported
Transport Own Waste:	Not reported
Tranports Other Waste:	Not reported
Recycler Onsite:	Not reported
Transfer Facility:	Not reported
Other Exemption:	Not reported
UW Battery Gen:	Not reported
Used Oil Transporter:	Not reported
Used Oil Transfer Facility:	Not reported
Used Oil Processor:	Not reported
Used Oil Refiner:	Not reported
Used Oil Fuel Marketer Directs Shipments:	Not reported
Used Oil Fuel Marketer Meets Specs:	Not reported
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	WAH000052652
Active:	1
CAS Number:	007439-92-1
Chemical Name:	LEAD
EHS:	0

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Database(s)

EDR ID Number
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AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	AUTOZONE DISTRIBUTION CENTER 9788
Address:	3733 CAPITAL AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Not reported
Facility ID:	Not reported
EPA ID:	Not reported
NAICS:	441310
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2019
Permit by Rule:	Not reported
Mailing Address 2:	Not reported
Treatment by Generator:	Not reported
Mixed Radioactive Waste:	Not reported
Importer of Hazardous Waste:	Not reported
Immediate Recycler:	Not reported
Treatment/Storage/Disposal/Recycling Facility:	Not reported
Generator of Dangerous Fuel Waste:	Not reported
Generator Marketing to Burner:	Not reported
Other Marketers (i.e., blender, distributor, etc.):	Not reported
Utility Boiler Burner:	Not reported
Industry Boiler Burner:	Not reported
Industrial Furnace:	Not reported
Smelter Defferal:	Not reported
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	Not reported
Mailing Address:	Not reported
Mailing City,State,Zip:	Not reported
Legal Organization Name:	Not reported
Legal Organization Type:	Not reported
Legal Contact:	Not reported
Legal Address:	Not reported
Legal Address 2:	Not reported
Legal City,State,Zip:	Not reported
Legal Phone Number:	Not reported
Legal Effective Date:	Not reported
Land Organization Name:	Not reported
Land Organization Type:	Not reported
Land Contact:	Not reported
Land Address:	Not reported
Land City,State,Zip:	Not reported
Land Phone Number:	Not reported
Operator Organization Name:	Not reported
Operator Organization Type:	Not reported
Operator:	BRUCE LOFLIN (DC MANAGER)
Operator Address:	Not reported
Operator Address 2:	Not reported
Operator City,State,Zip:	Not reported
Operator Phone Number:	5094126210

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Database(s)

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EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

Operator Effective Date:	Not reported
Site Contact:	Not reported
Site Contact Address:	Not reported
Contact City,State,Zip:	Not reported
Site Contact Phone Number:	Not reported
Site Contact Email:	Not reported
Gen Status Code:	Not reported
Monthly Generation:	Not reported
Batch Generation:	Not reported
One Time Generation:	Not reported
Transport Own Waste:	Not reported
Tranports Other Waste:	Not reported
Recycler Onsite:	Not reported
Transfer Facility:	Not reported
Other Exemption:	Not reported
UW Battery Gen:	Not reported
Used Oil Transporter:	Not reported
Used Oil Transfer Facility:	Not reported
Used Oil Processor:	Not reported
Used Oil Refiner:	Not reported
Used Oil Fuel Marketer Directs Shipments:	Not reported
Used Oil Fuel Marketer Meets Specs:	Not reported
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	WAH000052652
Active:	1
CAS Number:	064741-88-4
Chemical Name:	HYDRAULIC OIL
EHS:	0
EHS CAS Number:	64742887
EHS Name:	HYDRAULIC OIL
Name:	AUTOZONE DISTRIBUTION CENTER 9788
Address:	3733 CAPITAL AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Not reported
Facility ID:	Not reported
EPA ID:	Not reported
NAICS:	441310
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2019
Permit by Rule:	Not reported
Mailing Address 2:	Not reported
Treatment by Generator:	Not reported
Mixed Radioactive Waste:	Not reported
Importer of Hazardous Waste:	Not reported
Immediate Recycler:	Not reported
Treatment/Storage/Disposal/Recycling Facility:	Not reported
Generator of Dangerous Fuel Waste:	Not reported
Generator Marketing to Burner:	Not reported
Other Marketers (i.e., blender, distributor, etc.):	Not reported
Utility Boiler Burner:	Not reported
Industry Boiler Burner:	Not reported
Industrial Furnace:	Not reported
Smelter Defferal:	Not reported

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Database(s)

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AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	Not reported
Mailing Address:	Not reported
Mailing City,State,Zip:	Not reported
Legal Organization Name:	Not reported
Legal Organization Type:	Not reported
Legal Contact:	Not reported
Legal Address:	Not reported
Legal Address 2:	Not reported
Legal City,State,Zip:	Not reported
Legal Phone Number:	Not reported
Legal Effective Date:	Not reported
Land Organization Name:	Not reported
Land Organization Type:	Not reported
Land Contact:	Not reported
Land Address:	Not reported
Land City,State,Zip:	Not reported
Land Phone Number:	Not reported
Operator Organization Name:	Not reported
Operator Organization Type:	Not reported
Operator:	BRUCE LOFLIN (DC MANAGER)
Operator Address:	Not reported
Operator Address 2:	Not reported
Operator City,State,Zip:	Not reported
Operator Phone Number:	5094126210
Operator Effective Date:	Not reported
Site Contact:	Not reported
Site Contact Address:	Not reported
Contact City,State,Zip:	Not reported
Site Contact Phone Number:	Not reported
Site Contact Email:	Not reported
Gen Status Code:	Not reported
Monthly Generation:	Not reported
Batch Generation:	Not reported
One Time Generation:	Not reported
Transport Own Waste:	Not reported
Tranports Other Waste:	Not reported
Recycler Onsite:	Not reported
Transfer Facility:	Not reported
Other Exemption:	Not reported
UW Battery Gen:	Not reported
Used Oil Transporter:	Not reported
Used Oil Transfer Facility:	Not reported
Used Oil Processor:	Not reported
Used Oil Refiner:	Not reported
Used Oil Fuel Marketer Directs Shipments:	Not reported
Used Oil Fuel Marketer Meets Specs:	Not reported
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	WAH000052652
Active:	1
CAS Number:	068476-34-6
Chemical Name:	DIESEL FUEL NO 2

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Database(s)

EDR ID Number
EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

EHS:	0
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	AUTOZONE DISTRIBUTION CENTER 9788
Address:	3733 CAPITAL AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Not reported
Facility ID:	Not reported
EPA ID:	Not reported
NAICS:	441310
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2019
Permit by Rule:	Not reported
Mailing Address 2:	Not reported
Treatment by Generator:	Not reported
Mixed Radioactive Waste:	Not reported
Importer of Hazardous Waste:	Not reported
Immediate Recycler:	Not reported
Treatment/Storage/Disposal/Recycling Facility:	Not reported
Generator of Dangerous Fuel Waste:	Not reported
Generator Marketing to Burner:	Not reported
Other Marketers (i.e., blender, distributor, etc.):	Not reported
Utility Boiler Burner:	Not reported
Industry Boiler Burner:	Not reported
Industrial Furnace:	Not reported
Smelter Defferal:	Not reported
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	Not reported
Mailing Address:	Not reported
Mailing City,State,Zip:	Not reported
Legal Organization Name:	Not reported
Legal Organization Type:	Not reported
Legal Contact:	Not reported
Legal Address:	Not reported
Legal Address 2:	Not reported
Legal City,State,Zip:	Not reported
Legal Phone Number:	Not reported
Legal Effective Date:	Not reported
Land Organization Name:	Not reported
Land Organization Type:	Not reported
Land Contact:	Not reported
Land Address:	Not reported
Land City,State,Zip:	Not reported
Land Phone Number:	Not reported
Operator Organization Name:	Not reported
Operator Organization Type:	Not reported
Operator:	BRUCE LOFLIN (DC MANAGER)
Operator Address:	Not reported
Operator Address 2:	Not reported
Operator City,State,Zip:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

Operator Phone Number:	5094126210
Operator Effective Date:	Not reported
Site Contact:	Not reported
Site Contact Address:	Not reported
Contact City,State,Zip:	Not reported
Site Contact Phone Number:	Not reported
Site Contact Email:	Not reported
Gen Status Code:	Not reported
Monthly Generation:	Not reported
Batch Generation:	Not reported
One Time Generation:	Not reported
Transport Own Waste:	Not reported
Tranports Other Waste:	Not reported
Recycler Onsite:	Not reported
Transfer Facility:	Not reported
Other Exemption:	Not reported
UW Battery Gen:	Not reported
Used Oil Transporter:	Not reported
Used Oil Transfer Facility:	Not reported
Used Oil Processor:	Not reported
Used Oil Refiner:	Not reported
Used Oil Fuel Marketer Directs Shipments:	Not reported
Used Oil Fuel Marketer Meets Specs:	Not reported
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	WAH000052652
Active:	1
CAS Number:	007664-93-9
Chemical Name:	SULFURIC ACID
EHS:	1
EHS CAS Number:	007664-93-9
EHS Name:	SULFURIC ACID
Name:	AUTOZONE DISTRIBUTION CENTER 9788
Address:	3733 CAPITAL AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Not reported
Facility ID:	17198
EPA ID:	WAH000052652
NAICS:	441310
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	F002,F003,F005,D001,D018,D035
Form Comm:	Not reported
Data Year:	2017
Permit by Rule:	False
Mailing Address 2:	123 S Front St
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	603425013
Business Type:	Distribution Center
Mail Name:	AutoZone Inc
Mailing Address:	Dept 8190
Mailing City,State,Zip:	Memphis, TN 38103
Legal Organization Name:	AutoZone Inc
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	123 S Front St
Legal Address 2:	Not reported
Legal City,State,Zip:	Memphis, TN 38103
Legal Phone Number:	901-495-7217
Legal Effective Date:	01/01/2016
Land Organization Name:	AutoZone Inc
Land Organization Type:	Private
Land Contact:	Not reported
Land Address:	123 S Front St
Land City,State,Zip:	Memphis, TN 38103
Land Phone Number:	901-495-7217
Operator Organization Name:	Not reported
Operator Organization Type:	Private
Operator:	Malcom Allen
Operator Address:	3733 Capital Ave
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	731-415-4870
Operator Effective Date:	01/01/2016
Site Contact:	Malcom Allen
Site Contact Address:	3733 Capital Ave
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	731-415-4870
Site Contact Email:	Not reported
Gen Status Code:	MQG
Monthly Generation:	False
Batch Generation:	True
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Waste Stream Generated:	
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	1
WCDE On Site Code:	Not reported
WCDB Code:	W119
Description:	Waste Flammable Liquid
CORB Sequence Number:	165505
Sequence Number:	3496839
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	800
Quantity Unit:	LB
Kilograms Quantity:	362.880006
Density Number:	0
Density Quantity:	Not reported
Shipments Sent:	
CORB Waste Sequence Number:	165505
Waste Sequence Number:	3496839
Sequence Number:	2104035
Shipment Date:	2017-10-30 00:00:00
Mainfest Document ID:	006148207SKS
Reported Quantity:	800
Unit of Measure:	LB
Kilograms Quantity:	362.880006
Receiving EPAID:	NED981723513
Waste Stream Off Site Mgmt:	
Waste CORB Sequence Number:	165505
Waste Sequence Number:	3496839
Sequence Number:	959802
Received EPAID:	NED981723513
Managed Quantity:	800
Kilogram Quantity:	362.880006
Recycled Percentage:	0
Waste Management System Code:	H040
Waste Stream Comments:	
CORB Waste Sequence Number:	165505
Comments:	In the waste there are fuel injector cleaners, rain x washer fluid, spray paints etc.
Waste Sequence Number:	3496839
Sequence Number:	1

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

Waste Stream EPA Code:

CORB Waste Sequence Number: 165505
Waste Sequence Number: 3496839
Sequence Number: 8238875
WCDA Code: D001

Waste Sequence Number: 3496839
Sequence Number: 8238879
WCDA Code: D003

Waste Sequence Number: 3496839
Sequence Number: 8238876
WCDA Code: D018

Waste Sequence Number: 3496839
Sequence Number: 8238877
WCDA Code: D035

Waste Sequence Number: 3496839
Sequence Number: 8238878
WCDA Code: F002

Waste Sequence Number: 3496839
Sequence Number: 8238880
WCDA Code: F005

Waste Stream Source Code:

CORB Waste Sequence Number: 165505
Waste Sequence Number: 3496839
Sequence Number: 1
WCDD Code: G11

Name: AUTOZONE DISTRIBUTION CENTER 9788
Address: 3733 CAPITAL AVE
City,State,Zip: PASCO, WA 99301
Facility Address 2: Not reported
Facility ID: 17198
EPA ID: WAH000052652
NAICS: 441310
State Waste Code Desc: Not reported
Federal Waste Code Desc: D001,D002,D005,D006,D007,D008,D018,D035,D039,D040,F002,F003,F005
Form Comm: Not reported
Data Year: 2017
Permit by Rule: False
Mailing Address 2: 123 S Front St
Treatment by Generator: False
Mixed Radioactive Waste: False
Importer of Hazardous Waste: False
Immediate Recycler: False
Treatment/Storage/Disposal/Recycling Facility: False
Generator of Dangerous Fuel Waste: False
Generator Marketing to Burner: False
Other Marketers (i.e., blender, distributor, etc.): False
Utility Boiler Burner: False
Industry Boiler Burner: False

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	603425013
Business Type:	Not reported
Mail Name:	Not reported
Mailing Address:	Dept 8190
Mailing City,State,Zip:	Memphis, TN 38103
Legal Organization Name:	AutoZone Inc
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	123 S Front St
Legal Address 2:	Not reported
Legal City,State,Zip:	Memphis, TN 38103
Legal Phone Number:	(901)495-7217
Legal Effective Date:	01/01/2016
Land Organization Name:	AutoZone Inc
Land Organization Type:	Private
Land Contact:	Not reported
Land Address:	123 S Front St
Land City,State,Zip:	Memphis, TN 38103
Land Phone Number:	(901)495-7217
Operator Organization Name:	Allen, Malcom
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	3733 Capital Ave
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(731)415-4870
Operator Effective Date:	01/01/2016
Site Contact:	Not reported
Site Contact Address:	Not reported
Contact City,State,Zip:	Not reported
Site Contact Phone Number:	Not reported
Site Contact Email:	Not reported
Gen Status Code:	MQG
Monthly Generation:	False
Batch Generation:	True
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Waste Stream Generated:	
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	1
WCDE On Site Code:	Not reported
WCDB Code:	W119
Description:	Waste Flammable Liquid
CORB Sequence Number:	165505
Sequence Number:	3496839
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	800
Quantity Unit:	LB
Kilograms Quantity:	362.880006
Density Number:	0
Density Quantity:	Not reported
Shipments Sent:	
CORB Waste Sequence Number:	165505
Waste Sequence Number:	3496839
Sequence Number:	2104035
Shipment Date:	2017-10-30 00:00:00
Mainfest Document ID:	006148207SKS
Reported Quantity:	800
Unit of Measure:	LB
Kilograms Quantity:	362.880006
Receiving EPAID:	NED981723513
Waste Stream Off Site Mgmt:	
Waste CORB Sequence Number:	165505
Waste Sequence Number:	3496839
Sequence Number:	959802
Received EPAID:	NED981723513
Managed Quantity:	800
Kilogram Quantity:	362.880006
Recycled Percentage:	0
Waste Management System Code:	H040
Waste Stream Comments:	
CORB Waste Sequence Number:	165505
Comments:	In the waste there are fuel injector cleaners, rain x washer fluid, spray paints etc.
Waste Sequence Number:	3496839
Sequence Number:	1

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

AUTOZONE DISTRIBUTION CENTER 9788 (Continued)

S121931318

Waste Stream EPA Code:
 CORB Waste Sequence Number: 165505
 Waste Sequence Number: 3496839
 Sequence Number: 8238875
 WCDA Code: D001

Waste Sequence Number: 3496839
 Sequence Number: 8238879
 WCDA Code: D003

Waste Sequence Number: 3496839
 Sequence Number: 8238876
 WCDA Code: D018

Waste Sequence Number: 3496839
 Sequence Number: 8238877
 WCDA Code: D035

Waste Sequence Number: 3496839
 Sequence Number: 8238878
 WCDA Code: F002

Waste Sequence Number: 3496839
 Sequence Number: 8238880
 WCDA Code: F005

Waste Stream Source Code:
 CORB Waste Sequence Number: 165505
 Waste Sequence Number: 3496839
 Sequence Number: 1
 WCDD Code: G11

4
South
< 1/8
0.113 mi.
596 ft.

A1 QUALITY SERVICES
3802 N COMMERCIAL AVE
PASCO, WA 99301

ALLSITES 1007677370
SPILLS N/A
FINDS
ECHO

Relative:
Higher
Actual:
433 ft.

ALLSITES:
 Name: A1 QUALITY SERVICES
 Facility Id: 7919287

Interaction: 21697
 Interaction 1: A
 Interaction 2: RSVP
 Ecology Program: HAZWASTE
 Program Data: RSVP
 Facility Alt.: G & S Truck Wash
 Program ID: Not reported
 Date Interaction: 2004-09-13 00:00:00
 Date Interaction 3: Revised Site Visit Progra
 Latitude: 46.261408660000001
 Longitude: -119.08353297799999

Interaction: 21696

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

A1 QUALITY SERVICES (Continued)

1007677370

Interaction 1: A
Interaction 2: ENFORFNL
Ecology Program: WATQUAL
Program Data: DMS
Facility Alt.: Not reported
Program ID: Not reported
Date Interaction: 2004-10-19 00:00:00
Date Interaction 3: Enforcement Final
Latitude: 46.261408660000001
Longitude: -119.08353297799999

Interaction: 81921
Interaction 1: I
Interaction 2: IND2POTWPRIVSWDP
Ecology Program: WATQUAL
Program Data: PARIS
Facility Alt.: A1 QUALITY SERVICES
Program ID: ST0008090
Date Interaction: 2004-06-01 00:00:00
Date Interaction 3: Industrial to POTW/Privat
Latitude: 46.261408660000001
Longitude: -119.08353297799999

SPILLS:

Name: AAA TRUCK WASH
Address: 3802 N COMMERCIAL AVE
City,State,Zip: PASCO, WA
Facility ID: 656735
Medium: WASTEWATER TREATMENT FACILITY
Material Desc: WASTE WATER
Material Qty: Not reported
Material Units: Not reported
Date Received: 05/12/2015
Contact Name: Not reported
Incident Date: Not reported
Incident Category Type: Not reported
Incident Category: Not reported
Latitude: Not reported
Longitude: Not reported
Source Type: Not reported
Source: Not reported
Vessel Facility Name2: Not reported
Recovered Quantity: Not reported
Resp Party Contact: Not reported
Cause: Not reported
Cause Type: Not reported
Resp Party Name: Not reported
Medium Type: Not reported
Contributing Factors: Not reported

FINDS:

Registry ID: 110017940692

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

A1 QUALITY SERVICES (Continued)

1007677370

Click Here:

Environmental Interest/Information System:

Washington Facility / Site Identification System (WA-FSIS) provides a means to query and display data maintained by the Washington Department of Ecology. This system contains key information for each facility/site that is currently, or has been, of interest to the Air Quality, Dam Safety, Hazardous Waste, Toxics Cleanup, and Water Quality Programs.

US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1007677370
 Registry ID: 110017940692
 DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110017940692>
 Name: A1 QUALITY SERVICES
 Address: 3802 N COMMERCIAL AVE
 City,State,Zip: PASCO, WA 99301

5
ESE
1/8-1/4
0.137 mi.
721 ft.

PROJECT SUNRISE
PASCO, WA 99301

ALLSITES S118493898
N/A

Relative:
Lower
Actual:
431 ft.

ALLSITES:
 Name: PROJECT SUNRISE
 Facility Id: 20532
 Interaction: 116430
 Interaction 1: A
 Interaction 2: CONSTSWGP
 Ecology Program: WATQUAL
 Program Data: PARIS
 Facility Alt.: Project Sunrise
 Program ID: WAR303713
 Date Interaction: 2016-01-12 00:00:00
 Date Interaction 3: Construction SW GP
 Latitude: 46.265925387000003
 Longitude: -119.07810378400001

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

6
SSE
1/8-1/4
0.176 mi.
928 ft.

BROADWAY TRUCK STOP/SERVICE
2216 E HILLSBORO RD
PASCO, WA 99301

HSL U001127609
CSCSL N/A
LUST
UST
ALLSITES
Financial Assurance

Relative:
Lower

HSL:

Actual:
431 ft.

Name: BROADWAY TRUCK SERVICE PASCO
Address: Not reported
City,State,Zip: PASCO, WA
edr_fstat: WA
edr_fzip: Not reported
edr_fcnty: FRANKLIN
edr_zip: Not reported
Facility Type: Hazardous Sites List
Facility Status: Awaiting Cleanup
FSID Number: 64881623
Rank: 3
Region: EA
EDR Link ID: 64881623
Region Decode: EASTERN REGIONAL OFFICE

CSCSL:

Name: BROADWAY TRUCK SERVICE PASCO
Address: 2216 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
Facility ID: 64881623
Region: Eastern
Lat/Long: 46.262697 / -119.07898
Clean Up Siteid: 4225
Site Status: Awaiting Cleanup
Contaminant Name: Petroleum-Diesel
Alternate Site Names: BROADWAY TRUCK STOP/SERVICE
Site Rank: 3 - Moderate Risk
Has Institutional Control: Not reported
Past VCP: Not reported
Current VCP: Not reported
Ground Water: Not reported
Surface Water: Not reported
Soil: Confirmed Above Cleanup Levels
Sediment: Not reported
Air: Not reported
Bedrock: Not reported
Responsible Unit: Eastern

LUST:

Name: BROADWAY TRUCK SERVICE PASCO
Address: 2216 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
Facility ID: 64881623
Lust Status Type: LUST - Awaiting Cleanup
Cleanup Site ID: 4225
Cleanup Unit Type: Upland
Process Type: Independent Action
Cleanup Unit Name: BROADWAY TRUCK STOP/SERVICE
Response Section: Eastern
Release Date: 04/28/2013

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY TRUCK STOP/SERVICE (Continued)

U001127609

Lust Date: 04/28/2013
Region: Eastern
Lust ID: 6710
UST ID: 97687
Contaminant Name: Petroleum-Diesel
Ground Water: Not reported
Surface Water: Not reported
Soil: Confirmed Above Cleanup Levels
Sediment: Not reported
Air: Not reported
Bedrock: Not reported
Lat/Long: 46.262697 / -119.07898

Name: BROADWAY TRUCK SERVICE PASCO
Address: 2216 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
Facility ID: 64881623
Lust Status Type: LUST - Awaiting Cleanup
Cleanup Site ID: 4225
Cleanup Unit Type: Upland
Process Type: Independent Action
Cleanup Unit Name: BROADWAY TRUCK STOP/SERVICE
Response Section: Eastern
Release Date: 08/24/2009
Lust Date: 08/24/2009
Region: Eastern
Lust ID: 6438
UST ID: 97687
Contaminant Name: Petroleum-Diesel
Ground Water: Not reported
Surface Water: Not reported
Soil: Confirmed Above Cleanup Levels
Sediment: Not reported
Air: Not reported
Bedrock: Not reported
Lat/Long: 46.262697 / -119.07898

UST:

Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City: PASCO
Zip: 99301
Facility ID: 64881623
Site Id: 97687
UBI: Not reported
Phone Number: Not reported
Decimal Latitude: 46.262697
Decimal Longitude: -119.07898

Tank Name: DIESEL 1
Tag Number: A4156
Tank Status: Operational
Tank Status Date: 08/06/1996
Tank Install Date: 10/30/1976
Tank Closure Date: Not reported
Capacity Range: 10,000 to 19,999 Gallons
Tank Permit Expiration Date: 09/30/2021

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY TRUCK STOP/SERVICE (Continued)

U001127609

Tank Upgrade Date: 03/27/1998
Tank Spill Prevention: Spill Bucket/Spill Box
Tank Overfill Prevention: Automatic Shutoff (fill pipe)
Tank Material: Steel
Tank Construction: Single Wall Tank
Tank Tightness Test: Not reported
Tank Corrosion Protection: Impressed Current
Tank Manifold: Main
Tank Release Detection: Statistical Inventory Reconciliation
Tank SFC Type: Not reported
Pipe Material: Steel
Pipe Construction: Single Wall Pipe
Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Impressed Current
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispencer/Pump SFC Type: Not reported

Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City: PASCO
Zip: 99301

Tank Name: DIESEL 2
Tag Number: A4156
Tank Status: Operational
Tank Status Date: 08/06/1996
Tank Install Date: 10/30/1976
Tank Closure Date: Not reported
Capacity Range: 10,000 to 19,999 Gallons
Tank Permit Expiration Date: 09/30/2021
Tank Upgrade Date: 03/27/1998
Tank Spill Prevention: Spill Bucket/Spill Box
Tank Overfill Prevention: Automatic Shutoff (fill pipe)
Tank Material: Steel
Tank Construction: Single Wall Tank
Tank Tightness Test: Not reported
Tank Corrosion Protection: Impressed Current
Tank Manifold: Auxiliary
Tank Release Detection: Statistical Inventory Reconciliation
Tank SFC Type: Not reported
Pipe Material: Steel
Pipe Construction: Single Wall Pipe
Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Impressed Current
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispencer/Pump SFC Type: Not reported

Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City: PASCO
Zip: 99301

Tank Name: REGULAR

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY TRUCK STOP/SERVICE (Continued)

U001127609

Tag Number: A4156
Tank Status: Operational
Tank Status Date: 08/06/1996
Tank Install Date: 10/30/1976
Tank Closure Date: Not reported
Capacity Range: 5,000 to 9,999 Gallons
Tank Permit Expiration Date: 09/30/2021
Tank Upgrade Date: 03/27/1998
Tank Spill Prevention: Spill Bucket/Spill Box
Tank Overfill Prevention: Automatic Shutoff (fill pipe)
Tank Material: Steel
Tank Construction: Single Wall Tank
Tank Tightness Test: Not reported
Tank Corrosion Protection: Impressed Current
Tank Manifold: Not reported
Tank Release Detection: Statistical Inventory Reconciliation
Tank SFC Type: Not reported
Pipe Material: Steel
Pipe Construction: Single Wall Pipe
Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Impressed Current
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispenser/Pump SFC Type: Not reported

Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City: PASCO
Zip: 99301

Tank Name: STOVE
Tag Number: A4156
Tank Status: Exempt - Closed in Place
Tank Status Date: 08/06/1996
Tank Install Date: 12/31/1964
Tank Closure Date: Not reported
Capacity Range: 5,000 to 9,999 Gallons
Tank Permit Expiration Date: Not reported
Tank Upgrade Date: Not reported
Tank Spill Prevention: Not reported
Tank Overfill Prevention: Not reported
Tank Material: Not reported
Tank Construction: Not reported
Tank Tightness Test: Not reported
Tank Corrosion Protection: Not reported
Tank Manifold: Not reported
Tank Release Detection: Not reported
Tank SFC Type: Not reported
Pipe Material: Not reported
Pipe Construction: Not reported
Pipe Primary Release Detection: Not reported
Pipe Second Release Detection: Not reported
Pipe Corrosion Protection: Not reported
Pipe Pumping System: Not reported
Responsible Unit: Eastern
Dispenser/Pump SFC Type: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY TRUCK STOP/SERVICE (Continued)

U001127609

Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City: PASCO
Zip: 99301

Tank Name: UNLEAD
Tag Number: A4156
Tank Status: Operational
Tank Status Date: 08/06/1996
Tank Install Date: 10/30/1976
Tank Closure Date: Not reported
Capacity Range: 5,000 to 9,999 Gallons
Tank Permit Expiration Date: 09/30/2021
Tank Upgrade Date: 03/27/1998
Tank Spill Prevention: Spill Bucket/Spill Box
Tank Overfill Prevention: Automatic Shutoff (fill pipe)
Tank Material: Steel
Tank Construction: Single Wall Tank
Tank Tightness Test: Not reported
Tank Corrosion Protection: Impressed Current
Tank Manifold: Not reported
Tank Release Detection: Statistical Inventory Reconciliation
Tank SFC Type: Not reported
Pipe Material: Steel
Pipe Construction: Single Wall Pipe
Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Impressed Current
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispenser/Pump SFC Type: Not reported

ALLSITES:

Name: BROADWAY TRUCK SERVICE PASCO
Facility Id: 64881623

Interaction: 56859
Interaction 1: A
Interaction 2: UST
Ecology Program: TOXICS
Program Data: UST
Facility Alt.: Not reported
Program ID: 97687
Date Interaction: 2000-03-20 00:00:00
Date Interaction 3: Underground Storage Tank
Latitude: 46.26269111799999
Longitude: -119.07896595699999

Interaction: 109675
Interaction 1: A
Interaction 2: LUST
Ecology Program: TOXICS
Program Data: ISIS
Facility Alt.: BROADWAY TRUCK SERVICE PASCO
Program ID: Not reported
Date Interaction: 2009-08-24 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY TRUCK STOP/SERVICE (Continued)

U001127609

Date Interaction 3: LUST Facility
Latitude: 46.262691117999999
Longitude: -119.07896595699999

Interaction: 56858
Interaction 1: I
Interaction 2: TIER2
Ecology Program: HAZWASTE
Program Data: EPCRA
Facility Alt.: Not reported
Program ID: CRK000026060
Date Interaction: 1990-01-01 00:00:00
Date Interaction 3: Emergency/Haz Chem Rpt TI
Latitude: 46.262691117999999
Longitude: -119.07896595699999

Name: ALL STEEL TRAILERS LLC
Facility Id: 14692

Interaction: 111157
Interaction 1: A
Interaction 2: ENFORFNL
Ecology Program: AIRQUAL
Program Data: DMS
Facility Alt.: Not reported
Program ID: Not reported
Date Interaction: 2015-01-07 00:00:00
Date Interaction 3: Enforcement Final
Latitude: 46.262201152000003
Longitude: -119.08274815599999

Interaction: 130320
Interaction 1: A
Interaction 2: AQRS
Ecology Program: AIRQUAL
Program Data: SMS
Facility Alt.: ALL STEEL TRAILERS LLC
Program ID: A0210177
Date Interaction: 2019-04-09 00:00:00
Date Interaction 3: Air Quality Reg Source
Latitude: 46.262201152000003
Longitude: -119.08274815599999

WA Financial Assurance 1:

Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
DOE Site ID: 97687
Financial Resp Type: COLONY INSURANCE COMPANY
Inception Date: 05/29/2016
Expiration Date: 05/29/2017
Address 2: Not reported
Policy Number: WA641577-7

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY TRUCK STOP/SERVICE (Continued)

U001127609

Effective Date: 05/29/2016
Liability Limit Type: Not reported
Compliance Method: Not reported
Proof of Responsibility Document Flag: Not reported
Retroactive Date: Not reported
Latitude: 46.262697
Longitude: -119.07898

Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
DOE Site ID: 97687
Financial Resp Type: COLONY INSURANCE COMPANY
Inception Date: 05/23/2017
Expiration Date: 05/29/2018
Address 2: Not reported
Policy Number: WA641577-8
Effective Date: 05/23/2017
Liability Limit Type: Not reported
Compliance Method: Not reported
Proof of Responsibility Document Flag: Not reported
Retroactive Date: Not reported
Latitude: 46.262697
Longitude: -119.07898

Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
DOE Site ID: 97687
Financial Resp Type: COLONY INSURANCE COMPANY
Inception Date: 05/22/2018
Expiration Date: 05/29/2019
Address 2: Not reported
Policy Number: WA641577-9
Effective Date: 05/22/2018
Liability Limit Type: Not reported
Compliance Method: Not reported
Proof of Responsibility Document Flag: Not reported
Retroactive Date: Not reported
Latitude: 46.262697
Longitude: -119.07898

Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
DOE Site ID: 97687
Financial Resp Type: COLONY INSURANCE COMPANY
Inception Date: 05/29/2019
Expiration Date: 05/29/2020
Address 2: Not reported
Policy Number: WA641577-10
Effective Date: 05/29/2019
Liability Limit Type: Not reported
Compliance Method: Not reported
Proof of Responsibility Document Flag: Not reported
Retroactive Date: Not reported
Latitude: 46.262697

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY TRUCK STOP/SERVICE (Continued)

U001127609

Longitude: -119.07898
Name: BROADWAY TRUCK STOP/SERVICE
Address: 2216 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
DOE Site ID: 97687
Financial Resp Type: COLONY INSURANCE COMPANY
Inception Date: 05/21/2020
Expiration Date: 05/29/2021
Address 2: Not reported
Policy Number: WA641577-11
Effective Date: 05/21/2020
Liability Limit Type: Not reported
Compliance Method: Not reported
Proof of Responsibility Document Flag: Not reported
Retroactive Date: Not reported
Latitude: 46.262697
Longitude: -119.07898

7
SSE
1/8-1/4
0.176 mi.
930 ft.

LOVES PASCO
3602 N CAPITOL AVENUE
PASCO, WA 99301

ALLSITES **S126322492**
UIC **N/A**

Relative:
Lower
Actual:
431 ft.

ALLSITES:
Name: LOVES PASCO
Facility Id: 52957

UIC:
Name: LOVES PASCO
Address: 3602 N CAPITOL AVENUE
City,State,Zip: PASCO, WA 99301
Site Number: 35133
Owner Name: Loves Travel Stops & Country Stores
Well Status: Proposed
EPA Well Type: 5H1 - Stormwater
Latitude: 46.263564
Longitude: 119.08059
Well Name: SD1
Registration Type: Non-Municipal Stormwater
Construction Date: 08/17/2020
Construction Type: Drywell
Depth: 9

Name: LOVES PASCO
Address: 3602 N CAPITOL AVENUE
City,State,Zip: PASCO, WA 99301
Site Number: 35133
Owner Name: Loves Travel Stops & Country Stores
Well Status: Proposed
EPA Well Type: 5H1 - Stormwater
Latitude: 46.264631
Longitude: 119.08246
Well Name: GALLERY 4
Registration Type: Non-Municipal Stormwater
Construction Date: 08/17/2020

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LOVES PASCO (Continued)

S126322492

Construction Type: Infiltration trench with perforated pipe
Depth: 5

Name: LOVES PASCO
Address: 3602 N CAPITOL AVENUE
City,State,Zip: PASCO, WA 99301
Site Number: 35133
Owner Name: Loves Travel Stops & Country Stores
Well Status: Proposed
EPA Well Type: 5H1 - Stormwater
Latitude: 46.26452
Longitude: 119.08113
Well Name: GALLERY 3
Registration Type: Non-Municipal Stormwater
Construction Date: 08/17/2020
Construction Type: Infiltration trench with perforated pipe
Depth: 5

Name: LOVES PASCO
Address: 3602 N CAPITOL AVENUE
City,State,Zip: PASCO, WA 99301
Site Number: 35133
Owner Name: Loves Travel Stops & Country Stores
Well Status: Proposed
EPA Well Type: 5H1 - Stormwater
Latitude: 46.264319
Longitude: 119.08124
Well Name: GALLERY 2
Registration Type: Non-Municipal Stormwater
Construction Date: 08/17/2020
Construction Type: Infiltration trench with perforated pipe
Depth: 5

Name: LOVES PASCO
Address: 3602 N CAPITOL AVENUE
City,State,Zip: PASCO, WA 99301
Site Number: 35133
Owner Name: Loves Travel Stops & Country Stores
Well Status: Proposed
EPA Well Type: 5H1 - Stormwater
Latitude: 46.263592
Longitude: 119.08236
Well Name: GALLERY 1
Registration Type: Non-Municipal Stormwater
Construction Date: 08/17/2020
Construction Type: Infiltration trench with perforated pipe
Depth: 5

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

B8
South
1/8-1/4
0.193 mi.
1018 ft.

KING CITY TRUCK STOP
2100 E HILLSBORO
PASCO, WA 99301

Site 1 of 4 in cluster B

RCRA NonGen / NLR
ICIS
FINDS
ECHO

1000838491
WAD988512778

Relative:
Lower

Actual:
430 ft.

RCRA NonGen / NLR:		2005-03-03 00:00:00.0
Date Form Received by Agency:		
Handler Name:	KING CITY TRUCK STOP	
Handler Address:	2100 E HILLSBORO	
Handler City,State,Zip:	PASCO, WA 99301	
EPA ID:	WAD988512778	
Contact Name:	MARY APPEL	
Contact Address:	2100 E HILLSBORO ST	
Contact City,State,Zip:	PASCO, WA 99301	
Contact Telephone:	509-547-8511	
Contact Fax:	Not reported	
Contact Email:	MARYELLENA@PACKETINET.COM	
Contact Title:	Not reported	
EPA Region:	10	
Land Type:	Private	
Federal Waste Generator Description:	Not a generator, verified	
Non-Notifier:	Not reported	
Biennial Report Cycle:	Not reported	
Accessibility:	Not reported	
Active Site Indicator:	Not reported	
State District Owner:	WA	
State District:	ERO	
Mailing Address:	2100 E HILLSBORO ST	
Mailing City,State,Zip:	PASCO, WA 99301	
Owner Name:	KING CITY TRUCK STOP	
Owner Type:	Private	
Operator Name:	KING CITY TRUCK STOP	
Operator Type:	Private	
Short-Term Generator Activity:	No	
Importer Activity:	No	
Mixed Waste Generator:	No	
Transporter Activity:	No	
Transfer Facility Activity:	No	
Recycler Activity with Storage:	No	
Small Quantity On-Site Burner Exemption:	No	
Smelting Melting and Refining Furnace Exemption:	No	
Underground Injection Control:	No	
Off-Site Waste Receipt:	No	
Universal Waste Indicator:	No	
Universal Waste Destination Facility:	No	
Federal Universal Waste:	No	
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported	
Active Site Converter Treatment storage and Disposal Facility:	Not reported	
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported	
Active Site State-Reg Handler:	---	
Federal Facility Indicator:	Not reported	
Hazardous Secondary Material Indicator:	NN	
Sub-Part K Indicator:	Not reported	
Commercial TSD Indicator:	No	
Treatment Storage and Disposal Type:	Not reported	
2018 GPRA Permit Baseline:	Not on the Baseline	
2018 GPRA Renewals Baseline:	Not on the Baseline	
Permit Renewals Workload Universe:	Not reported	

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	2018-05-10 15:07:01.0
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Biennial: List of Years

Year: 2003

[Click Here for Biennial Reporting System Data:](#)

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	1996-09-20 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	SCHADEMAN, LOREN
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	SCHADEMAN, LOREN
Legal Status:	Private
Date Became Current:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	1996-09-20 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	1996-09-20 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Owner/Operator Name: KING CITY TRUCK STOP
Legal Status: Private
Date Became Current: 1996-09-20 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-547-8511
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: SCHADEMAN, LOREN
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-547-8511
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: KING CITY TRUCK STOP
Legal Status: Private
Date Became Current: 1996-09-20 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-547-8511
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: KING CITY TRUCK STOP
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301-9528
Owner/Operator Telephone: 509-547-8511
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: KING CITY TRUCK STOP
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301-9528
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	KING CITY TRUCK K
Legal Status:	Private
Date Became Current:	1996-09-20 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301-9528

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	1996-09-20 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	SCHADEMAN, LOREN
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	SCHADEMAN, LOREN
Legal Status:	Private
Date Became Current:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	GLENN M
Legal Status:	Private
Date Became Current:	1996-09-20 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301-9528
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	1996-09-20 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	SCHADEMAN, LOREN
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Owner/Operator Name: KING CITY TRUCK STOP
Legal Status: Private
Date Became Current: 1996-09-20 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-547-8511
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: KING CITY TRUCK STOP
Legal Status: Private
Date Became Current: 1996-09-20 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-547-8511
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: SCHADEMAN, LOREN
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-547-8511
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: LOREN SCHADEMAN
Legal Status: Private
Date Became Current: 1996-09-20 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301-9528
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: KING CITY TRUCK STOP
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2100 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-547-8511
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported

Map ID
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	1996-09-20 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301-9528
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	KING CITY TRUCK STOP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	JACK DIDDLEYS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2100 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-547-8511
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	2004-02-26 00:00:00.0
Handler Name:	KING CITY TRUCK STOP
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	2005-03-02 00:00:00.0
Handler Name:	KING CITY TRUCK STOP
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	2005-03-03 00:00:00.0
---------------	-----------------------

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Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Handler Name:	KING CITY TRUCK STOP	
Federal Waste Generator Description:		Not a generator, verified
State District Owner:		WA
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		Yes
Non Storage Recycler Activity:		Not reported
Electronic Manifest Broker:		Not reported
Receive Date:		1993-12-31 00:00:00.0
Handler Name:	KING CITY TRUCK STOP	
Federal Waste Generator Description:		Conditionally Exempt Small Quantity Generator
State District Owner:		WA
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		No
Non Storage Recycler Activity:		Not reported
Electronic Manifest Broker:		Not reported
Receive Date:		1995-01-01 00:00:00.0
Handler Name:	KING CITY TRUCK STOP	
Federal Waste Generator Description:		Not a generator, verified
State District Owner:		WA
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		No
Non Storage Recycler Activity:		Not reported
Electronic Manifest Broker:		Not reported
Receive Date:		1996-01-18 00:00:00.0
Handler Name:	KING CITY TRUCK STOP	
Federal Waste Generator Description:		Small Quantity Generator
State District Owner:		WA
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		No
Non Storage Recycler Activity:		Not reported
Electronic Manifest Broker:		Not reported
Receive Date:		1997-01-24 00:00:00.0
Handler Name:	KING CITY TRUCK STOP	
Federal Waste Generator Description:		Small Quantity Generator
State District Owner:		WA
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No

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KING CITY TRUCK STOP (Continued)

1000838491

Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	1998-01-15 00:00:00.0
Handler Name:	KING CITY TRUCK STOP
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	1999-01-19 00:00:00.0
Handler Name:	KING CITY TRUCK STOP
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	1999-12-27 00:00:00.0
Handler Name:	KING CITY TRUCK STOP
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2002-01-17 00:00:00.0
Handler Name:	KING CITY TRUCK STOP
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported

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Database(s)

EDR ID Number
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KING CITY TRUCK STOP (Continued)

1000838491

Electronic Manifest Broker: Not reported

Receive Date: 2003-01-13 00:00:00.0
Handler Name: KING CITY TRUCK STOP
Federal Waste Generator Description: Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2004-02-26 00:00:00.0
Handler Name: KING CITY TRUCK STOP
Federal Waste Generator Description: Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2005-03-02 00:00:00.0
Handler Name: KING CITY TRUCK STOP
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2003-12-31 00:00:00.0
Handler Name: KING CITY TRUCK STOP
Federal Waste Generator Description: Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 44711
NAICS Description: GASOLINE STATIONS WITH CONVENIENCE STORES

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KING CITY TRUCK STOP (Continued)

1000838491

Facility Has Received Notices of Violation:

Found Violation:	No
Agency Which Determined Violation:	Not reported
Violation Short Description:	Not reported
Date Violation was Determined:	Not reported
Actual Return to Compliance Date:	Not reported
Return to Compliance Qualifier:	Not reported
Violation Responsible Agency:	Not reported
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Found Violation:	No
Agency Which Determined Violation:	Not reported
Violation Short Description:	Not reported
Date Violation was Determined:	Not reported
Actual Return to Compliance Date:	Not reported
Return to Compliance Qualifier:	Not reported
Violation Responsible Agency:	Not reported
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported

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EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Evaluation Action Summary:

Evaluation Date: 2004-01-28 00:00:00.0
Evaluation Responsible Agency: State
Found Violation: No
Evaluation Type Description: FOLLOW-UP INSPECTION
Evaluation Responsible Person Identifier: WAGDF
Evaluation Responsible Sub-Organization: ER
Actual Return to Compliance Date: Not reported
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported
Former Citation: Not reported

Evaluation Date: 2003-06-17 00:00:00.0
Evaluation Responsible Agency: State
Found Violation: No
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Evaluation Responsible Person Identifier: WANCL
Evaluation Responsible Sub-Organization: ER
Actual Return to Compliance Date: Not reported
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported
Former Citation: Not reported

ICIS:

Enforcement Action ID: 10-2009-0037
FRS ID: 110005379900
Action Name: KING CITY TRUCK STOP
Facility Name: KING CITY TRUCK STOP
Facility Address: 2100 E HILLSBORO
PASCO, WA 99301-9528
Enforcement Action Type: RCRA 9006 AO For Comp And/Or Pen (UST) - UST Expedited Settlement Program

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EPA ID Number

KING CITY TRUCK STOP (Continued)

1000838491

Facility County: FRANKLIN
Program System Acronym: RCRAINFO
Enforcement Action Forum Desc: Administrative - Formal
EA Type Code: 9006E
Facility SIC Code: Not reported
Federal Facility ID: Not reported
Latitude in Decimal Degrees: 46.26281
Longitude in Decimal Degrees: -119.08467
Permit Type Desc: Not reported
Program System Acronym: WAD988512778
Facility NAICS Code: Not reported
Tribal Land Code: Not reported

Facility Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Facility Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Facility Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Facility Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

FINDS:

Registry ID: 110005379900

[Click Here:](#)

Environmental Interest/Information System:

Washington Facility / Site Identification System (WA-FSIS) provides a means to query and display data maintained by the Washington Department of Ecology. This system contains key information for each facility/site that is currently, or has been, of interest to the Air Quality, Dam Safety, Hazardous Waste, Toxics Cleanup, and Water Quality Programs.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

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MAP FINDINGS

Site

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KING CITY TRUCK STOP (Continued)

1000838491

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Registry ID: 110070735230

Click Here:

Environmental Interest/Information System:
 HAZARDOUS WASTE BIENNIAL REPORTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000838491
 Registry ID: 110005379900
 DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110005379900>
 Name: KING CITY TRUCK STOP
 Address: 2100 E HILLSBORO
 City,State,Zip: PASCO, WA 99301

B9
South
1/8-1/4
0.193 mi.
1018 ft.

KING CITY TRUCK STOP
2100 E HILLSBORO ST
PASCO, WA 99301

UST U003132496
N/A

Site 2 of 4 in cluster B

Relative:
Lower
Actual:
430 ft.

UST:
 Name: KING CITY TRUCK STOP
 Address: 2100 E HILLSBORO ST
 City: PASCO
 Zip: 99301
 Facility ID: 74998276
 Site Id: 100604
 UBI: Not reported
 Phone Number: Not reported
 Decimal Latitude: 46.2624107005634
 Decimal Longitude: -119.084574888882

Tank Name: 1
 Tag Number: A1214
 Tank Status: Operational
 Tank Status Date: 08/06/1996
 Tank Install Date: 05/01/1990
 Tank Closure Date: Not reported
 Capacity Range: 10,000 to 19,999 Gallons
 Tank Permit Expiration Date: 04/30/2020
 Tank Upgrade Date: 05/01/1990
 Tank Spill Prevention: Spill Bucket/Spill Box
 Tank Overfill Prevention: Overfill Alarm
 Tank Material: Dielectric Coated Steel
 Tank Construction: Single Wall Tank
 Tank Tightness Test: Part of Automatic Tank Gauging (ATG) System
 Tank Corrosion Protection: Sacrificial Anode and Interior Lining
 Tank Manifold: Non-Manifolded Tank
 Tank Release Detection: Automatic Tank Gauging
 Tank SFC Type: Sump
 Pipe Material: Flexible Piping
 Pipe Construction: Double Wall Pipe

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Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

U003132496

Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Corrosion Resistant
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispencer/Pump SFC Type: Sump

Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO ST
City: PASCO
Zip: 99301

Tank Name: 2
Tag Number: A1214
Tank Status: Operational
Tank Status Date: 08/06/1996
Tank Install Date: 05/01/1990
Tank Closure Date: Not reported
Capacity Range: 10,000 to 19,999 Gallons
Tank Permit Expiration Date: 04/30/2020
Tank Upgrade Date: 05/01/1990
Tank Spill Prevention: Spill Bucket/Spill Box
Tank Overfill Prevention: Overfill Alarm
Tank Material: Dielectric Coated Steel
Tank Construction: Single Wall Tank
Tank Tightness Test: Part of Automatic Tank Gauging (ATG) System
Tank Corrosion Protection: Sacrificial Anode and Interior Lining
Tank Manifold: Non-Manifolded Tank
Tank Release Detection: Automatic Tank Gauging
Tank SFC Type: Sump
Pipe Material: Flexible Piping
Pipe Construction: Double Wall Pipe
Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Corrosion Resistant
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispencer/Pump SFC Type: Sump

Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO ST
City: PASCO
Zip: 99301

Tank Name: 3
Tag Number: A1214
Tank Status: Operational
Tank Status Date: 08/06/1996
Tank Install Date: 05/01/1990
Tank Closure Date: Not reported
Capacity Range: 5,000 to 9,999 Gallons
Tank Permit Expiration Date: 04/30/2020
Tank Upgrade Date: 05/01/1990
Tank Spill Prevention: Spill Bucket/Spill Box
Tank Overfill Prevention: Overfill Alarm
Tank Material: Dielectric Coated Steel
Tank Construction: Single Wall Tank

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KING CITY TRUCK STOP (Continued)

U003132496

Tank Tightness Test: Part of Automatic Tank Gauging (ATG) System
Tank Corrosion Protection: Sacrificial Anode and Interior Lining
Tank Manifold: Non-Manifolded Tank
Tank Release Detection: Automatic Tank Gauging
Tank SFC Type: Sump
Pipe Material: Fiberglass
Pipe Construction: Single Wall Pipe
Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Corrosion Resistant
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispenser/Pump SFC Type: Sump

Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO ST
City: PASCO
Zip: 99301

Tank Name: 4
Tag Number: A1214
Tank Status: Operational
Tank Status Date: 08/06/1996
Tank Install Date: 05/01/1990
Tank Closure Date: Not reported
Capacity Range: 5,000 to 9,999 Gallons
Tank Permit Expiration Date: 04/30/2020
Tank Upgrade Date: 05/01/1990
Tank Spill Prevention: Spill Bucket/Spill Box
Tank Overfill Prevention: Overfill Alarm
Tank Material: Dielectric Coated Steel
Tank Construction: Single Wall Tank
Tank Tightness Test: Part of Automatic Tank Gauging (ATG) System
Tank Corrosion Protection: Sacrificial Anode and Interior Lining
Tank Manifold: Non-Manifolded Tank
Tank Release Detection: Automatic Tank Gauging
Tank SFC Type: Sump
Pipe Material: Fiberglass
Pipe Construction: Single Wall Pipe
Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Corrosion Resistant
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispenser/Pump SFC Type: Sump

Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO ST
City: PASCO
Zip: 99301

Tank Name: 5
Tag Number: A1214
Tank Status: Operational
Tank Status Date: 08/06/1996
Tank Install Date: 03/01/1989
Tank Closure Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KING CITY TRUCK STOP (Continued)

U003132496

Capacity Range: 10,000 to 19,999 Gallons
Tank Permit Expiration Date: 04/30/2020
Tank Upgrade Date: 03/01/1989
Tank Spill Prevention: Spill Bucket/Spill Box
Tank Overfill Prevention: Automatic Shutoff (fill pipe)
Tank Material: Dielectric Coated Steel
Tank Construction: Single Wall Tank
Tank Tightness Test: Part of Automatic Tank Gauging (ATG) System
Tank Corrosion Protection: Sacrificial Anode and Interior Lining
Tank Manifold: Non-Manifolded Tank
Tank Release Detection: Automatic Tank Gauging
Tank SFC Type: Galvanic Anode
Pipe Material: Fiberglass
Pipe Construction: Single Wall Pipe
Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Corrosion Resistant
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispenser/Pump SFC Type: Rubber Boot

Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO ST
City: PASCO
Zip: 99301

Tank Name: 6
Tag Number: A1214
Tank Status: Operational
Tank Status Date: 08/06/1996
Tank Install Date: 03/01/1989
Tank Closure Date: Not reported
Capacity Range: 10,000 to 19,999 Gallons
Tank Permit Expiration Date: 04/30/2020
Tank Upgrade Date: 03/01/1989
Tank Spill Prevention: Spill Bucket/Spill Box
Tank Overfill Prevention: Automatic Shutoff (fill pipe)
Tank Material: Dielectric Coated Steel
Tank Construction: Single Wall Tank
Tank Tightness Test: Part of Automatic Tank Gauging (ATG) System
Tank Corrosion Protection: Sacrificial Anode and Interior Lining
Tank Manifold: Non-Manifolded Tank
Tank Release Detection: Automatic Tank Gauging
Tank SFC Type: Galvanic Anode
Pipe Material: Fiberglass
Pipe Construction: Single Wall Pipe
Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
Pipe Second Release Detection: Annual Line Tightness Test (LTT)
Pipe Corrosion Protection: Corrosion Resistant
Pipe Pumping System: Pressurized System
Responsible Unit: Eastern
Dispenser/Pump SFC Type: Rubber Boot

Name: KING CITY TRUCK STOP
Address: 2100 E HILLSBORO ST
City: PASCO
Zip: 99301

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

KING CITY TRUCK STOP (Continued)

U003132496

Tank Name: 7
 Tag Number: A1214
 Tank Status: Operational
 Tank Status Date: 08/06/1996
 Tank Install Date: 03/01/1989
 Tank Closure Date: Not reported
 Capacity Range: 10,000 to 19,999 Gallons
 Tank Permit Expiration Date: 04/30/2020
 Tank Upgrade Date: 03/01/1989
 Tank Spill Prevention: Spill Bucket/Spill Box
 Tank Overfill Prevention: Automatic Shutoff (fill pipe)
 Tank Material: Dielectric Coated Steel
 Tank Construction: Single Wall Tank
 Tank Tightness Test: Part of Automatic Tank Gauging (ATG) System
 Tank Corrosion Protection: Sacrificial Anode and Interior Lining
 Tank Manifold: Non-Manifolded Tank
 Tank Release Detection: Automatic Tank Gauging
 Tank SFC Type: Galvanic Anode
 Pipe Material: Fiberglass
 Pipe Construction: Single Wall Pipe
 Pipe Primary Release Detection: Automatic Line Leak Detector (ALLD)
 Pipe Second Release Detection: Annual Line Tightness Test (LTT)
 Pipe Corrosion Protection: Corrosion Resistant
 Pipe Pumping System: Pressurized System
 Responsible Unit: Eastern
 Dispenser/Pump SFC Type: Rubber Boot

B10
South
1/8-1/4
0.193 mi.
1018 ft.

KING CITY TRUCK STOP
2100 E HILLSBORO
PASCO, WA 99301
Site 3 of 4 in cluster B

ALLSITES S108023352
N/A

Relative:
Lower
Actual:
430 ft.

ALLSITES:
 Name: KING CITY TRUCK STOP
 Facility Id: 74998276

Interaction: 62507
 Interaction 1: A
 Interaction 2: UST
 Ecology Program: TOXICS
 Program Data: UST
 Facility Alt.: Not reported
 Program ID: 100604
 Date Interaction: 1989-03-01 00:00:00
 Date Interaction 3: Underground Storage Tank
 Latitude: 46.262404764000003
 Longitude: -119.084561913

Interaction: 62508
 Interaction 1: I
 Interaction 2: TIER2
 Ecology Program: HAZWASTE
 Program Data: EPCRA
 Facility Alt.: Not reported
 Program ID: WAD988512778
 Date Interaction: 1991-01-01 00:00:00

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

KING CITY TRUCK STOP (Continued)

S108023352

Date Interaction 3: Emergency/Haz Chem Rpt TI
 Latitude: 46.262404764000003
 Longitude: -119.084561913

Interaction: 62509
 Interaction 1: I
 Interaction 2: HWG
 Ecology Program: HAZWASTE
 Program Data: TURBOWASTE
 Facility Alt.: Not reported
 Program ID: WAD988512778
 Date Interaction: 1992-10-19 00:00:00
 Date Interaction 3: Hazardous Waste Generator
 Latitude: 46.262404764000003
 Longitude: -119.084561913

B11
South
1/8-1/4
0.199 mi.
1049 ft.

COX FARM LEASE 12 A60251
1 MI E US 395 & HILLSBORO ST
PASCO, WA 99301

ALLSITES S104971492
CSCSL NFA N/A

Site 4 of 4 in cluster B

Relative:
Lower
Actual:
429 ft.

ALLSITES:
 Name: COX FARM LEASE 12 A60251
 Facility Id: 24866878
 Interaction: 34156
 Interaction 1: I
 Interaction 2: IRAP
 Ecology Program: TOXICS
 Program Data: ISIS
 Facility Alt.: Cox Farm Lease 12 A60251
 Program ID: Not reported
 Date Interaction: 1997-06-26 00:00:00
 Date Interaction 3: Independent Remedial Actn
 Latitude: 46.262904116000001
 Longitude: -119.056935962

CSCSL NFA:
 Name: COX FARM LEASE 12 A60251
 Address: 1 MI E US 395 & HILLSBORO ST
 City,State,Zip: PASCO, WA 99301
 Facility/Site Id: 24866878
 CS Id: 1695
 NFA Date: 09/18/1997
 Alternate Site Names: COX FARM
 NFA Reason: NFA-Independent Remedial Action Program Review
 Site Status: NFA
 Region: Eastern
 Contaminant Name: Petroleum Products-Unspecified
 Ground Water: Not reported
 Surface Water: Not reported
 Soil: Remediated
 Sediment: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

COX FARM LEASE 12 A60251 (Continued)

S104971492

Air: Not reported
 Bedrock: Not reported
 Latitude: 46.26291
 Longitude: -119.05695

C12
SSW
1/4-1/2
0.253 mi.
1336 ft.

MATLACK INC PASCO HILLSBORO
1701 E HILLSBORO
PASCO, WA 99301

ALLSITES **1000275902**
RCRA NonGen / NLR **WAD980977359**
FINDS
ECHO

Site 1 of 3 in cluster C

Relative:
Lower
Actual:
428 ft.

ALLSITES:
 Name: MATLACK INC PASCO HILLSBORO
 Facility Id: 81463885
 Interaction: 65864
 Interaction 1: I
 Interaction 2: HWG
 Ecology Program: HAZWASTE
 Program Data: TURBOWASTE
 Facility Alt.: Not reported
 Program ID: WAD980977359
 Date Interaction: 1985-05-20 00:00:00
 Date Interaction 3: Hazardous Waste Generator
 Latitude: 46.262744120000001
 Longitude: -119.096295954

RCRA NonGen / NLR:

Date Form Received by Agency: 1985-05-20 00:00:00.0
 Handler Name: MATLACK INC PASCO HILLSBORO
 Handler Address: 1701 E HILLSBORO
 Handler City,State,Zip: PASCO, WA 99301
 EPA ID: WAD980977359
 Contact Name: MATLACK INC MATLACK INC
 Contact Address: 4220 E BROADWAY AVE
 Contact City,State,Zip: SPOKANE, WA 99202-4533
 Contact Telephone: 000-000-0000
 Contact Fax: 000-000-0000
 Contact Email: Not reported
 Contact Title: Not reported
 EPA Region: 10
 Land Type: Private
 Federal Waste Generator Description: Not a generator, verified
 Non-Notifier: Not reported
 Biennial Report Cycle: Not reported
 Accessibility: Not reported
 Active Site Indicator: Not reported
 State District Owner: WA
 State District: ERO
 Mailing Address: 4220 E BROADWAY AVE
 Mailing City,State,Zip: SPOKANE, WA 99202-4533
 Owner Name: MATLACK INC M
 Owner Type: Private
 Operator Name: Not reported
 Operator Type: Not reported
 Short-Term Generator Activity: No

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

MATLACK INC PASCO HILLSBORO (Continued)

1000275902

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	2012-02-16 19:22:50.0
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MATLACK INC PASCO HILLSBORO (Continued)

1000275902

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: MATLACK INC PASCO HILLSBORO
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 1701 E HILLSBORO
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: MATLACK INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 1701 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301-9516
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: MATLACK INC M
Legal Status: Private
Date Became Current: 1996-05-02 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 1701 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301-9516
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: SEE PAPER COPY
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 1701 E HILLSBORO
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: MATLACK INC
Legal Status: Private
Date Became Current: 1996-05-02 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 1701 E HILLSBORO ST
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MATLACK INC PASCO HILLSBORO (Continued)

1000275902

Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: MATLACK INC PASCO HILLSBORO
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 1701 E HILLSBORO
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 1985-05-20 00:00:00.0
Handler Name: MATLACK INC PASCO HILLSBORO
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 1985-05-20 00:00:00.0
Handler Name: MATLACK INC PASCO HILLSBORO
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 1985-05-20 00:00:00.0
Handler Name: MATLACK INC PASCO HILLSBORO
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: Not reported
Recognized Trader Exporter: Not reported
Spent Lead Acid Battery Importer: Not reported
Spent Lead Acid Battery Exporter: Not reported
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site _____ Database(s) _____ EDR ID Number
 _____ EPA ID Number

MATLACK INC PASCO HILLSBORO (Continued)

1000275902

List of NAICS Codes and Descriptions:

NAICS Code: 48422
 NAICS Description: SPECIALIZED FREIGHT (EXCEPT USED GOODS) TRUCKING, LOCAL

Facility Has Received Notices of Violations:

Violations: No Violations Found

Evaluation Action Summary:

Evaluations: No Evaluations Found

FINDS:

Registry ID: 110005336243

Click Here:

Environmental Interest/Information System:

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000275902
 Registry ID: 110005336243
 DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110005336243>
 Name: MATLACK INC PASCO HILLSBORO
 Address: 1701 E HILLSBORO
 City,State,Zip: PASCO, WA 99301

13
 SSE
 1/4-1/2
 0.256 mi.
 1350 ft.

WEST CENTRAL DISTRIBUTION LLC PASCO
3405 N COMMERCIAL AVE
PASCO, WA 99301

ALLSITES S123790410
N/A

Relative:
 Lower
 Actual:
 431 ft.

ALLSITES:
 Name: WEST CENTRAL DISTRIBUTION LLC PASCO
 Facility Id: 95264

14
 SW
 1/4-1/2
 0.264 mi.
 1392 ft.

GREEN GIANT PILLSBURY CO
BLOCK 17 UNIT 15
PASCO, WA 99301

UST U003604554
ALLSITES N/A

Relative:
 Lower
 Actual:
 423 ft.

UST:
 Name: GREEN GIANT PILLSBURY CO
 Address: BLOCK 17 UNIT 15
 City: PASCO

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GREEN GIANT PILLSBURY CO (Continued)

U003604554

Zip: 99301
Facility ID: 99584329
Site Id: 441
UBI: Not reported
Phone Number: Not reported
Decimal Latitude: 46.277579
Decimal Longitude: -119.019617

Tank Name: 1
Tag Number: Not reported
Tank Status: Removed
Tank Status Date: 08/06/1996
Tank Install Date: 12/31/1964
Tank Closure Date: Not reported
Capacity Range: Not reported
Tank Permit Expiration Date: Not reported
Tank Upgrade Date: Not reported
Tank Spill Prevention: Not reported
Tank Overfill Prevention: Not reported
Tank Material: Steel
Tank Construction: Not reported
Tank Tightness Test: Not reported
Tank Corrosion Protection: Not reported
Tank Manifold: Not reported
Tank Release Detection: Not reported
Tank SFC Type: Not reported
Pipe Material: Steel
Pipe Construction: Not reported
Pipe Primary Release Detection: Not reported
Pipe Second Release Detection: Not reported
Pipe Corrosion Protection: Not reported
Pipe Pumping System: Not reported
Responsible Unit: Eastern
Dispenser/Pump SFC Type: Not reported

Name: GREEN GIANT PILLSBURY CO
Address: BLOCK 17 UNIT 15
City: PASCO
Zip: 99301

Tank Name: 2
Tag Number: Not reported
Tank Status: Removed
Tank Status Date: 06/06/1989
Tank Install Date: Not reported
Tank Closure Date: 11/06/1989
Capacity Range: 111 TO 1,100 Gallons
Tank Permit Expiration Date: Not reported
Tank Upgrade Date: Not reported
Tank Spill Prevention: Not reported
Tank Overfill Prevention: Not reported
Tank Material: Not reported
Tank Construction: Not reported
Tank Tightness Test: Not reported
Tank Corrosion Protection: Not reported
Tank Manifold: Not reported
Tank Release Detection: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GREEN GIANT PILLSBURY CO (Continued)

U003604554

Tank SFC Type: Not reported
Pipe Material: Not reported
Pipe Construction: Not reported
Pipe Primary Release Detection: Not reported
Pipe Second Release Detection: Not reported
Pipe Corrosion Protection: Not reported
Pipe Pumping System: Not reported
Responsible Unit: Eastern
Dispencer/Pump SFC Type: Not reported

ALLSITES:

Name: GREEN GIANT PILLSBURY PASCO
Facility Id: 99584329

Interaction: 76570
Interaction 1: I
Interaction 2: UST
Ecology Program: TOXICS
Program Data: UST
Facility Alt.: Not reported
Program ID: 441
Date Interaction: 1900-01-01 00:00:00
Date Interaction 3: Underground Storage Tank
Latitude: 46.277573111000002
Longitude: -119.019602965

C15
SSW
1/4-1/2
0.268 mi.
1416 ft.

VALMONT NORTHWEST INC
1619 E HILLBORO
PASCO, WA 99301

Site 2 of 3 in cluster C

UST 1007072571
ALLSITES N/A
FINDS

Relative:
Lower
Actual:
428 ft.

UST:
Name: VALMONT NORTHWEST INC
Address: 1619 E HILLBORO
City: PASCO
Zip: 99301
Facility ID: 32963949
Site Id: 11352
UBI: Not reported
Phone Number: Not reported
Decimal Latitude: 46.262607
Decimal Longitude: -119.08874

Tank Name: 1
Tag Number: Not reported
Tank Status: Removed
Tank Status Date: 08/06/1996
Tank Install Date: 12/15/1976
Tank Closure Date: Not reported
Capacity Range: 111 TO 1,100 Gallons
Tank Permit Expiration Date: Not reported
Tank Upgrade Date: Not reported
Tank Spill Prevention: None
Tank Overfill Prevention: None
Tank Material: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VALMONT NORTHWEST INC (Continued)

1007072571

Tank Construction: Other
Tank Tightness Test: Not reported
Tank Corrosion Protection: Other
Tank Manifold: Not reported
Tank Release Detection: Weekly Manual Gauging
Tank SFC Type: Not reported
Pipe Material: Other
Pipe Construction: Other
Pipe Primary Release Detection: Safe Suction (No Leak Detection)
Pipe Second Release Detection: Not reported
Pipe Corrosion Protection: None
Pipe Pumping System: Not reported
Responsible Unit: Eastern
Dispenser/Pump SFC Type: Not reported

ALLSITES:

Name: VALMONT NORTHWEST INC
Facility Id: 32963949

Interaction: 38270
Interaction 1: I
Interaction 2: UST
Ecology Program: TOXICS
Program Data: UST
Facility Alt.: Not reported
Program ID: 11352
Date Interaction: 1976-12-15 00:00:00
Date Interaction 3: Underground Storage Tank
Latitude: 46.262601119000003
Longitude: -119.088725956

FINDS:

Registry ID: 110015491984

Click Here:

Environmental Interest/Information System:

Washington Facility / Site Identification System (WA-FSIS) provides a means to query and display data maintained by the Washington Department of Ecology. This system contains key information for each facility/site that is currently, or has been, of interest to the Air Quality, Dam Safety, Hazardous Waste, Toxics Cleanup, and Water Quality Programs.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

C16
SSW
1/4-1/2
0.270 mi.
1426 ft.

FARMERS UNION CENTRAL EXCHANGE INC
1620 E HILLSBORO
PASCO, WA 99301
Site 3 of 3 in cluster C

ALLSITES 1000225829
RCRA NonGen / NLR WAD092280817
FINDS
ECHO

Relative:
Lower
Actual:
428 ft.

ALLSITES:
Name: FARMERS UNION CENTRAL EXCHANGE INC
Facility Id: 35588558

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

FARMERS UNION CENTRAL EXCHANGE INC (Continued)

1000225829

Interaction: 40050
 Interaction 1: I
 Interaction 2: HWG
 Ecology Program: HAZWASTE
 Program Data: TURBOWASTE
 Facility Alt.: Not reported
 Program ID: WAD092280817
 Date Interaction: 1980-11-19 00:00:00
 Date Interaction 3: Hazardous Waste Generator
 Latitude: 46.262601119000003
 Longitude: -119.088685955

RCRA NonGen / NLR:

Date Form Received by Agency: 1980-11-19 00:00:00.0
 Handler Name: FARMERS UNION CENTRAL EXCHANGE INC
 Handler Address: 1620 E HILLSBORO
 Handler City,State,Zip: PASCO, WA 99301-1308
 EPA ID: WAD092280817
 Contact Name: CENEX PASCO DIS CENEX PASCO DIS
 Contact Address: PO BOX 1308
 Contact City,State,Zip: PASCO, WA 99301-1308
 Contact Telephone: 000-000-0000
 Contact Fax: 000-000-0000
 Contact Email: Not reported
 Contact Title: Not reported
 EPA Region: 10
 Land Type: Private
 Federal Waste Generator Description: Not a generator, verified
 Non-Notifier: Not reported
 Biennial Report Cycle: Not reported
 Accessibility: Not reported
 Active Site Indicator: Not reported
 State District Owner: WA
 State District: ERO
 Mailing Address: PO BOX 1308
 Mailing City,State,Zip: PASCO, WA 99301-1308
 Owner Name: CENEX PASCO DIS C
 Owner Type: Private
 Operator Name: Not reported
 Operator Type: Not reported
 Short-Term Generator Activity: No
 Importer Activity: No
 Mixed Waste Generator: No
 Transporter Activity: No
 Transfer Facility Activity: No
 Recycler Activity with Storage: No
 Small Quantity On-Site Burner Exemption: No
 Smelting Melting and Refining Furnace Exemption: No
 Underground Injection Control: No
 Off-Site Waste Receipt: No
 Universal Waste Indicator: No
 Universal Waste Destination Facility: No
 Federal Universal Waste: No
 Active Site Fed-Reg Treatment Storage and Disposal Facility: Not reported
 Active Site Converter Treatment storage and Disposal Facility: Not reported
 Active Site State-Reg Treatment Storage and Disposal Facility: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

FARMERS UNION CENTRAL EXCHANGE INC (Continued)

1000225829

Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDs Where RCRA CA has Been Imposed Universe:	No
TSDs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	2012-02-16 19:22:18.0
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEE PAPER COPY
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1620 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301-1308
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	FARMERS UNION CENTRAL EXCHANGE INC
Legal Status:	Private

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FARMERS UNION CENTRAL EXCHANGE INC (Continued)

1000225829

Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1620 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX PASCO DIST CTR
Legal Status:	Private
Date Became Current:	1996-05-02 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	1620 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX PASCO DIS C
Legal Status:	Private
Date Became Current:	1996-05-02 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	1620 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301-9515
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	CENEX PASCO DIST CTR
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1620 E HILLSBORO ST
Owner/Operator City,State,Zip:	PASCO, WA 99301-9515
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	FARMERS UNION CENTRAL EXCHANGE INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1620 E HILLSBORO
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FARMERS UNION CENTRAL EXCHANGE INC (Continued)

1000225829

Historic Generators:

Receive Date: 1980-11-19 00:00:00.0
Handler Name: FARMERS UNION CENTRAL EXCHANGE INC
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 1980-11-19 00:00:00.0
Handler Name: FARMERS UNION CENTRAL EXCHANGE INC
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 1980-11-19 00:00:00.0
Handler Name: FARMERS UNION CENTRAL EXCHANGE INC
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: Not reported
Recognized Trader Exporter: Not reported
Spent Lead Acid Battery Importer: Not reported
Spent Lead Acid Battery Exporter: Not reported
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 44421
NAICS Description: OUTDOOR POWER EQUIPMENT STORES

Facility Has Received Notices of Violation:

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FARMERS UNION CENTRAL EXCHANGE INC (Continued)

1000225829

Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Evaluation Action Summary:

Evaluation Date: 1984-04-11 00:00:00.0
Evaluation Responsible Agency: State
Found Violation: No
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Evaluation Responsible Person Identifier: Not reported
Evaluation Responsible Sub-Organization: ER
Actual Return to Compliance Date: Not reported
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported
Former Citation: Not reported

FINDS:

Registry ID: 110005328591

Click Here:

Environmental Interest/Information System:

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

FARMERS UNION CENTRAL EXCHANGE INC (Continued)

1000225829

ECHO:

Envid: 1000225829
 Registry ID: 110005328591
 DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110005328591>
 Name: FARMERS UNION CENTRAL EXCHANGE INC
 Address: 1620 E HILLSBORO
 City,State,Zip: PASCO, WA 99301

D17
SSW
1/4-1/2
0.303 mi.
1602 ft.

SAFEWAY SERVICES
1523 E HILLSBORO ST
PASCO, WA 99301

ALLSITES S120845824
N/A

Site 1 of 2 in cluster D

Relative:
Lower
Actual:
426 ft.

ALLSITES:

Name: SAFEWAY SERVICES
 Facility Id: 16509
 Interaction: 122868
 Interaction 1: A
 Interaction 2: UIC
 Ecology Program: WATQUAL
 Program Data: UIC
 Facility Alt.: Safeway Services
 Program ID: 33630
 Date Interaction: 2016-09-15 00:00:00
 Date Interaction 3: Underground Injection Con
 Latitude: 46.264344524999998
 Longitude: -119.08969218599999

D18
SSW
1/4-1/2
0.306 mi.
1618 ft.

SUNBELT RENTALS PASCO
1519 E HILLSBORO ST
PASCO, WA 99301

ALLSITES S109824115
N/A

Site 2 of 2 in cluster D

Relative:
Lower
Actual:
426 ft.

ALLSITES:

Name: SUNBELT RENTALS PASCO
 Facility Id: 13940
 Interaction: 79180
 Interaction 1: A
 Interaction 2: RSVP
 Ecology Program: HAZWASTE
 Program Data: RSVP
 Facility Alt.: Sunbelt Rentals Pasco
 Program ID: Not reported
 Date Interaction: 2006-06-05 00:00:00
 Date Interaction 3: Revised Site Visit Progra
 Latitude: 46.262750119000003
 Longitude: -119.090378956

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

19
SE
1/4-1/2
0.312 mi.
1648 ft.

SMITH SYSTEMS TRANSPORTATIONS INC
3425 KING AVE
PASCO, WA 99301

ALLSITES S121304595
N/A

Relative:
Higher
Actual:
433 ft.

ALLSITES:
Name: SMITH SYSTEMS TRANSPORTATIONS INC
Facility Id: 12098

Interaction: 123816
Interaction 1: I
Interaction 2: HWTRNSFR
Ecology Program: HAZWASTE
Program Data: TURBOWASTE
Facility Alt.: Smith Systems Transportations Inc
Program ID: WAH000053699
Date Interaction: 2017-10-31 00:00:00
Date Interaction 3: Haz Waste Transfer Facili
Latitude: 46.262244000999999
Longitude: -119.076736344

Interaction: 123815
Interaction 1: I
Interaction 2: HWG
Ecology Program: HAZWASTE
Program Data: TURBOWASTE
Facility Alt.: Smith Systems Transportations Inc
Program ID: WAH000053699
Date Interaction: 2017-10-31 00:00:00
Date Interaction 3: Hazardous Waste Generator
Latitude: 46.262244000999999
Longitude: -119.076736344

Interaction: 125094
Interaction 1: A
Interaction 2: HWOTHER
Ecology Program: HAZWASTE
Program Data: TURBOWASTE
Facility Alt.: Smith Systems Transportations Inc
Program ID: WAH000053699
Date Interaction: 2017-12-31 00:00:00
Date Interaction 3: Haz Waste Management Acti
Latitude: 46.262244000999999
Longitude: -119.076736344

20
SW
1/4-1/2
0.328 mi.
1732 ft.

THE PILLSBURY CO BRUCE WA RECE
4015 W RAINIER
PASCO, WA 99301

ALLSITES 1007073031
FINDS N/A

Relative:
Lower
Actual:
422 ft.

ALLSITES:
Name: THE PILLSBURY CO BRUCE WA RECE
Facility Id: 29728127

Interaction: 36819

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

THE PILLSBURY CO BRUCE WA RECE (Continued)

1007073031

Interaction 1: I
 Interaction 2: TIER2
 Ecology Program: HAZWASTE
 Program Data: EPCRA
 Facility Alt.: Not reported
 Program ID: CRK000009800
 Date Interaction: 1989-01-01 00:00:00
 Date Interaction 3: Emergency/Haz Chem Rpt TI
 Latitude: 46.249994123
 Longitude: -119.11998795300001

FINDS:

Registry ID: 110015496612

Click Here:

Environmental Interest/Information System:

Washington Facility / Site Identification System (WA-FSIS) provides a means to query and display data maintained by the Washington Department of Ecology. This system contains key information for each facility/site that is currently, or has been, of interest to the Air Quality, Dam Safety, Hazardous Waste, Toxics Cleanup, and Water Quality Programs.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

21
 SSW
 1/4-1/2
 0.343 mi.
 1812 ft.

**WESTERN PETERBILT
 1435 E HILLSBORO RD
 PASCO, WA 99301**

**ALLSITES
 MANIFEST
 UIC**

**S116537115
 N/A**

**Relative:
 Lower
 Actual:
 425 ft.**

ALLSITES:
 Name: WESTERN PETERBILT INC WPI
 Facility Id: 12748

Interaction: 123945
 Interaction 1: A
 Interaction 2: UIC
 Ecology Program: WATQUAL
 Program Data: UIC
 Facility Alt.: Western Peterbilt Inc WPI
 Program ID: Not reported
 Date Interaction: 2006-01-01 00:00:00
 Date Interaction 3: Underground Injection Con
 Latitude: 46.263272354000001
 Longitude: -119.089047568

Interaction: 130489
 Interaction 1: A
 Interaction 2: AQRS
 Ecology Program: AIRQUAL
 Program Data: SMS
 Facility Alt.: Western Peterbilt Inc
 Program ID: A0210161
 Date Interaction: 2019-04-12 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WESTERN PETERBILT (Continued)

S116537115

Date Interaction 3: Air Quality Reg Source
Latitude: 46.263272354000001
Longitude: -119.089047568

Interaction: 131216
Interaction 1: A
Interaction 2: HWG
Ecology Program: HAZWASTE
Program Data: TURBOWASTE
Facility Alt.: Western Peterbilt
Program ID: WAH000056325
Date Interaction: 2019-03-06 00:00:00
Date Interaction 3: Hazardous Waste Generator
Latitude: 46.263272354000001
Longitude: -119.089047568

WA MANIFEST:

Name: WESTERN PETERBILT
Address: 1435 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
Facility Address 2: Not reported
Facility ID: 12748
EPA ID: WAH000056325
NAICS: 423110
State Waste Code Desc: Not reported
Federal Waste Code Desc: D006,D007,D008
Form Comm: Not reported
Data Year: 2017
Permit by Rule: False
Mailing Address 2: Not reported
Treatment by Generator: False
Mixed Radioactive Waste: False
Importer of Hazardous Waste: False
Immediate Recycler: False
Treatment/Storage/Disposal/Recycling Facility: False
Generator of Dangerous Fuel Waste: False
Generator Marketing to Burner: False
Other Marketers (i.e., blender, distributor, etc.): False
Utility Boiler Burner: False
Industry Boiler Burner: False
Industrial Furnace: False
Smelter Defferal: False
Universal Waste: Not reported
Off-Specification: Not reported
LN Address 2: Not reported
Tax Reg #: 600471845
Business Type: Not reported
Mail Name: Not reported
Mailing Address: 1435 E Hillsboro Rd
Mailing City,State,Zip: Pasco, WA 99301
Legal Organization Name: Dobbs Heavy Duty Holdings
Legal Organization Type: Private
Legal Contact: Not reported
Legal Address: 3801 Airport Way S
Legal Address 2: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WESTERN PETERBILT (Continued)

S116537115

Legal City,State,Zip: Seattle, WA 98108
Legal Phone Number: 206-402-7102
Legal Effective Date: 01/01/2014
Land Organization Name: Dale Kirtzley
Land Organization Type: Private
Land Contact: Not reported
Land Address: 2315 S Hartford
Land City,State,Zip: Kennewick, WA 99337
Land Phone Number: 206-402-7102
Operator Organization Name: Jeff Lane
Operator Organization Type: Private
Operator: Not reported
Operator Address: 1435 E Hillsboro Rd
Operator Address 2: Not reported
Operator City,State,Zip: Pasco, WA 99301
Operator Phone Number: 509-545-3700
Operator Effective Date: 01/02/2014
Site Contact: Not reported
Site Contact Address: Not reported
Contact City,State,Zip: Not reported
Site Contact Phone Number: Not reported
Site Contact Email: Not reported
Gen Status Code: SQG
Monthly Generation: False
Batch Generation: True
One Time Generation: False
Transport Own Waste: False
Tranports Other Waste: False
Recycler Onsite: False
Transfer Facility: False
Other Exemption: Not reported
UW Battery Gen: False
Used Oil Transporter: False
Used Oil Transfer Facility: False
Used Oil Processor: False
Used Oil Refiner: False
Used Oil Fuel Marketer Directs Shipments: False
Used Oil Fuel Marketer Meets Specs: False
Site Contact Address 2: Not reported
SIC Code: Not reported
CRK Number: Not reported
Active: Not reported
CAS Number: Not reported
Chemical Name: Not reported
EHS: Not reported
EHS CAS Number: Not reported
EHS Name: Not reported

UIC:

Name: WESTERN PETERBILT INC (WPI)
Address: 1435 E HILLSBORO RD
City,State,Zip: PASCO, WA 99301
Site Number: 32080
Owner Name: private party
Well Status: Active
EPA Well Type: 5H1 - Stormwater
Latitude: 46.263278

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WESTERN PETERBILT (Continued)

S116537115

Longitude: 119.089056
Well Name: WPI Pk Lot 1
Registration Type: Non-Municipal Stormwater
Construction Date: 01/01/2006
Construction Type: Drywell
Depth: 4

22
WNW
1/4-1/2
0.349 mi.
1844 ft.

EASTERDAY FARMS PRODUCE COMPANY
5235 N INDUSTRIAL WAY
PASCO, WA 99301

ALLSITES S110275843
N/A

Relative:
Higher
Actual:
433 ft.

ALLSITES:
Name: **EASTERDAY FARMS PRODUCE COMPANY**
Facility Id: **12233**

Interaction: 93228
Interaction 1: A
Interaction 2: ENFORFNL
Ecology Program: WATQUAL
Program Data: DMS
Facility Alt.: Not reported
Program ID: Not reported
Date Interaction: 2010-07-02 00:00:00
Date Interaction 3: Enforcement Final
Latitude: 46.268028651000002
Longitude: -119.092974231

Interaction: 91686
Interaction 1: I
Interaction 2: IND2POTWPRIVSWDP
Ecology Program: WATQUAL
Program Data: PARIS
Facility Alt.: Easterday Farms Produce Company
Program ID: ST0008123
Date Interaction: 2010-03-15 00:00:00
Date Interaction 3: Industrial to POTW/Privat
Latitude: 46.268028651000002
Longitude: -119.092974231

23
South
1/4-1/2
0.350 mi.
1846 ft.

WILBUR ELLIS CO NW SEED SALES
3205 N COMMERCIAL AVE
PASCO, WA 99301

ALLSITES 1007076411
FINDS N/A

Relative:
Lower
Actual:
430 ft.

ALLSITES:
Name: **WILBUR ELLIS CO NW SEED SALES**
Facility Id: **9583417**

Interaction: 24905
Interaction 1: I
Interaction 2: TIER2

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

WILBUR ELLIS CO NW SEED SALES (Continued)

1007076411

Ecology Program: HAZWASTE
 Program Data: EPCRA
 Facility Alt.: Not reported
 Program ID: CRK000018060
 Date Interaction: 1988-01-01 00:00:00
 Date Interaction 3: Emergency/Haz Chem Rpt TI
 Latitude: 46.258319368999999
 Longitude: -119.084724686

FINDS:

Registry ID: 110015530674

Click Here:

Environmental Interest/Information System:

Washington Facility / Site Identification System (WA-FSIS) provides a means to query and display data maintained by the Washington Department of Ecology. This system contains key information for each facility/site that is currently, or has been, of interest to the Air Quality, Dam Safety, Hazardous Waste, Toxics Cleanup, and Water Quality Programs.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

24
WNW
 1/4-1/2
 0.359 mi.
 1893 ft.

CONWAY WESTERN EXPRESS
5220 INDUSTRIAL WAY
PASCO, WA 99301

ALLSITES 1008001831
FINDS N/A
MANIFEST
NPDES

Relative:
Lower
Actual:
427 ft.

ALLSITES:
 Name: CONWAY WESTERN EXPRESS
 Facility Id: 9505259
 Interaction: 104666
 Interaction 1: A
 Interaction 2: INDSWGP
 Ecology Program: WATQUAL
 Program Data: PARIS
 Facility Alt.: Old Dominion Freight Lines Inc - Pasco
 Program ID: CNE126926
 Date Interaction: 2009-12-17 00:00:00
 Date Interaction 3: Industrial SW GP
 Latitude: 46.272216157999999
 Longitude: -119.094681283

Interaction: 94922
 Interaction 1: I
 Interaction 2: HWG
 Ecology Program: HAZWASTE
 Program Data: TURBOWASTE
 Facility Alt.: CONWAY FREIGHT UPW
 Program ID: WAH000037637
 Date Interaction: 2010-12-08 00:00:00
 Date Interaction 3: Hazardous Waste Generator
 Latitude: 46.272216157999999

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CONWAY WESTERN EXPRESS (Continued)

1008001831

Longitude: -119.094681283

Interaction: 24735
Interaction 1: A
Interaction 2: TIER2
Ecology Program: HAZWASTE
Program Data: EPCRA
Facility Alt.: Not reported
Program ID: CRK000061730
Date Interaction: 2004-07-21 00:00:00
Date Interaction 3: Emergency/Haz Chem Rpt TI
Latitude: 46.27221615799999
Longitude: -119.094681283

FINDS:

Registry ID: 110020767632

Click Here:

Environmental Interest/Information System:

Washington Facility / Site Identification System (WA-FSIS) provides a means to query and display data maintained by the Washington Department of Ecology. This system contains key information for each facility/site that is currently, or has been, of interest to the Air Quality, Dam Safety, Hazardous Waste, Toxics Cleanup, and Water Quality Programs.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

WA MANIFEST:

Name: CONWAY FREIGHT UPW
Address: 5220 INDUSTRIAL WAY
City,State,Zip: PASCO, WA 99301
Facility Address 2: Not reported
Facility ID: 9505259
EPA ID: WAH000037637
NAICS: 484122
State Waste Code Desc: WT02, WP01, WP02
Federal Waste Code Desc: D001, D002, D005, D006, D007, D035, U002
Form Comm: Not reported
Data Year: 2011
Permit by Rule: False
Mailing Address 2: Not reported
Treatment by Generator: False
Mixed Radioactive Waste: False
Importer of Hazardous Waste: False
Immediate Recycler: False
Treatment/Storage/Disposal/Recycling Facility: False
Generator of Dangerous Fuel Waste: False
Generator Marketing to Burner: False
Other Marketers (i.e., blender, distributor, etc.): False
Utility Boiler Burner: False
Industry Boiler Burner: False
Industrial Furnace: False
Smelter Defferal: False

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CONWAY WESTERN EXPRESS (Continued)

1008001831

Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	601746448
Business Type:	Shipping
Mail Name:	Conway Freight Inc
Mailing Address:	2211 Old Earhard Dr Ste 100
Mailing City,State,Zip:	Ann Arbor, MI 48105
Legal Organization Name:	Conway Freight Inc
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	2211 Old Earhard Dr Ste 100
Legal Address 2:	Not reported
Legal City,State,Zip:	Ann Arbor, MI 48105
Legal Phone Number:	734-757-1657
Legal Effective Date:	Not reported
Land Organization Name:	Pasco Truck Terminal LLC
Land Organization Type:	Private
Land Contact:	Not reported
Land Address:	2407 N Commercial Ave Ste A
Land City,State,Zip:	Pasco, WA 99301
Land Phone Number:	000-000-0000
Operator Organization Name:	Conway Freight UPW
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	5220 Industrial Way
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	509-546-0573
Operator Effective Date:	Not reported
Site Contact:	Dale Leikam
Site Contact Address:	5220 Industrial Way
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	509-546-0573
Site Contact Email:	leikam.dale@con-way.com
Gen Status Code:	LQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	True
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported

Map ID
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MAP FINDINGS

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Database(s)

EDR ID Number
 EPA ID Number

CONWAY WESTERN EXPRESS (Continued)

1008001831

EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Waste Stream Generated:	
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W801
Description:	AEROSOLS
CORb Sequence Number:	134497
Sequence Number:	2656039
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	40
Quantity Unit:	LB
Kilograms Quantity:	18.1440003
Density Number:	0
Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	WP01
State Only Waste Code 2:	WT02
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W001
Description:	REGULATED WASTE PRODUCTS
CORb Sequence Number:	134497
Sequence Number:	2656041
Mixed Radioactive Flag:	False
Designation Code:	E
Reported Quantity:	150
Quantity Unit:	LB
Kilograms Quantity:	68.0400011
Density Number:	0
Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2

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MAP FINDINGS

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Database(s)

EDR ID Number
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CONWAY WESTERN EXPRESS (Continued)

1008001831

WCDE On Site Code:	Not reported
WCDB Code:	W209
Description:	PAINT RELATED MATERIAL
CORb Sequence Number:	134497
Sequence Number:	2656042
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	115
Quantity Unit:	LB
Kilograms Quantity:	52.1640008
Density Number:	0
Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W211
Description:	FLAMMABLE LOOSEPACK
CORb Sequence Number:	134497
Sequence Number:	2656037
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	70
Quantity Unit:	LB
Kilograms Quantity:	31.7520005
Density Number:	0
Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	WT02
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W001
Description:	TOXIC (LIQUIDS ONLY) LOOSEPACK
CORb Sequence Number:	134497
Sequence Number:	2656038
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	70
Quantity Unit:	LB
Kilograms Quantity:	31.7520005
Density Number:	0
Density Quantity:	Not reported

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EDR ID Number
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CONWAY WESTERN EXPRESS (Continued)

1008001831

Waste Managed Off Site: Y
State Only Waste Code 1: WT02
State Only Waste Code 2: Not reported
Report Managed On Site: 0
KG Managed On Site: 0
Generator Treatment Code: Not reported
Permit By Rule Code: Not reported
WCDE Residence Code: Not reported
WCDH Origin Code: 2
WCDE On Site Code: Not reported
WCDB Code: W319
Description: COPPER SULFATE PENTAHYDRATE (CUPRIC SULFATE)
CORB Sequence Number: 134497
Sequence Number: 2656040
Mixed Radioactive Flag: False
Designation Code: D
Reported Quantity: 18
Quantity Unit: LB
Kilograms Quantity: 8.16480014
Density Number: 0
Density Quantity: Not reported

Shipments Sent:

CORB Waste Sequence Number: 134497
Waste Sequence Number: 2656038
Sequence Number: 1323954
Shipment Date: 2011-10-25 00:00:00
Manifest Document ID: 002461666FLE
Reported Quantity: 70
Unit of Measure: LB
Kilograms Quantity: 31.7520005
Receiving EPAID: WAD991281767

Waste Sequence Number: 2656040
Sequence Number: 1323956
Shipment Date: 2011-03-21 00:00:00
Manifest Document ID: 004812598JJK
Reported Quantity: 18
Unit of Measure: LB
Kilograms Quantity: 8.16480014
Receiving EPAID: WAD991281767

Waste Sequence Number: 2656042
Sequence Number: 1323958
Shipment Date: 2011-10-25 00:00:00
Manifest Document ID: 002461668FLE
Reported Quantity: 115
Unit of Measure: LB
Kilograms Quantity: 52.1640008
Receiving EPAID: WAD991281767

Waste Sequence Number: 2656037
Sequence Number: 1323953
Shipment Date: 2011-03-21 00:00:00
Manifest Document ID: 004812598JJK
Reported Quantity: 70
Unit of Measure: LB

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CONWAY WESTERN EXPRESS (Continued)

1008001831

Kilograms Quantity:	31.7520005
Receiving EPAID:	WAD991281767
Waste Sequence Number:	2656039
Sequence Number:	1323955
Shipment Date:	2011-03-21 00:00:00
Mainfest Document ID:	004812598JJK
Reported Quantity:	40
Unit of Measure:	LB
Kilograms Quantity:	18.1440003
Receiving EPAID:	WAD991281767
Waste Sequence Number:	2656041
Sequence Number:	1323957
Shipment Date:	2011-10-25 00:00:00
Mainfest Document ID:	002461667FLE
Reported Quantity:	150
Unit of Measure:	LB
Kilograms Quantity:	68.0400011
Receiving EPAID:	WAD991281767
Waste Stream Off Site Mgmt:	
Waste CORB Sequence Number:	134497
Waste Sequence Number:	2656039
Sequence Number:	652914
Received EPAID:	WAD991281767
Managed Quantity:	40
Kilogram Quantity:	18.1440003
Recycled Percentage:	0
Waste Management System Code:	H061
Waste Sequence Number:	2656041
Sequence Number:	652916
Received EPAID:	WAD991281767
Managed Quantity:	150
Kilogram Quantity:	68.0400011
Recycled Percentage:	0
Waste Management System Code:	H132
Waste Sequence Number:	2656037
Sequence Number:	652912
Received EPAID:	WAD991281767
Managed Quantity:	70
Kilogram Quantity:	31.7520005
Recycled Percentage:	0
Waste Management System Code:	H050
Waste Sequence Number:	2656038
Sequence Number:	652913
Received EPAID:	WAD991281767
Managed Quantity:	70
Kilogram Quantity:	31.7520005
Recycled Percentage:	0
Waste Management System Code:	H040
Waste Sequence Number:	2656040
Sequence Number:	652915

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CONWAY WESTERN EXPRESS (Continued)

1008001831

Received EPAID:	WAD991281767
Managed Quantity:	18
Kilogram Quantity:	8.16480014
Recycled Percentage:	0
Waste Management System Code:	H132
Waste Sequence Number:	2656042
Sequence Number:	652917
Received EPAID:	WAD991281767
Managed Quantity:	115
Kilogram Quantity:	52.1640008
Recycled Percentage:	0
Waste Management System Code:	H050
Waste Stream Comments:	
CORB Waste Sequence Number:	134497
Comments:	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S., COPPER SULFATE PENTAHYDRATE (CUPRIC SULFATE), UN3077
Waste Sequence Number:	2656040
Sequence Number:	1
Comments:	REGULATED WASTE PRODUCTS
Waste Sequence Number:	2656041
Sequence Number:	1
Waste Stream EPA Code:	
CORB Waste Sequence Number:	134497
Waste Sequence Number:	2656039
Sequence Number:	5863559
WCDA Code:	D001
Waste Sequence Number:	2656042
Sequence Number:	5863582
WCDA Code:	D001
Waste Sequence Number:	2656042
Sequence Number:	5863583
WCDA Code:	D005
Waste Sequence Number:	2656042
Sequence Number:	5863584
WCDA Code:	D006
Waste Sequence Number:	2656042
Sequence Number:	5863585
WCDA Code:	D007
Waste Sequence Number:	2656042
Sequence Number:	5863586
WCDA Code:	D035
Waste Sequence Number:	2656037
Sequence Number:	5863554
WCDA Code:	D001
Waste Sequence Number:	2656037

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CONWAY WESTERN EXPRESS (Continued)

1008001831

Sequence Number:	5863555
WCDA Code:	D035
Waste Sequence Number:	2656037
Sequence Number:	5863556
WCDA Code:	U002
Name:	CONWAY FREIGHT UPW
Address:	5220 INDUSTRIAL WAY
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Not reported
Facility ID:	9505259
EPA ID:	WAH000037637
NAICS:	484122
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	D002
Form Comm:	Not reported
Data Year:	2010
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	601746448
Business Type:	Shipping
Mail Name:	Conway Freight Inc
Mailing Address:	2211 Old Earhard Dr Ste 100
Mailing City,State,Zip:	Ann Arbor, MI 48105
Legal Organization Name:	Conway Freight Inc
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	2211 Old Earhard Dr Ste 100
Legal Address 2:	Not reported
Legal City,State,Zip:	Ann Arbor, MI 48105
Legal Phone Number:	734-757-1657
Legal Effective Date:	Not reported
Land Organization Name:	Pasco Truck Terminal LLC
Land Organization Type:	Private
Land Contact:	Not reported
Land Address:	2407 N Commercial Ave Ste A
Land City,State,Zip:	Pasco, WA 99301
Land Phone Number:	000-000-0000
Operator Organization Name:	Conway Freight UPW
Operator Organization Type:	Private

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EDR ID Number
EPA ID Number

CONWAY WESTERN EXPRESS (Continued)

1008001831

Operator:	Not reported
Operator Address:	5220 Industrial Way
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	509-546-0573
Operator Effective Date:	Not reported
Site Contact:	Dale Leikam
Site Contact Address:	5220 Industrial Way
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	509-546-0573
Site Contact Email:	leikam.dale@con-way.com
Gen Status Code:	SQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	True
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Waste Stream Generated:	
Waste Managed Off Site:	Y
State Only Waste Code 1:	WP01
State Only Waste Code 2:	WT02
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W401
Description:	ENVIRONMENTALLY HAZARDOUS SUBSTANCE SOLID
CORb Sequence Number:	128541
Sequence Number:	2499150
Mixed Radioactive Flag:	False
Designation Code:	E
Reported Quantity:	35
Quantity Unit:	LB
Kilograms Quantity:	15.876000273067206
Density Number:	0

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EPA ID Number

CONWAY WESTERN EXPRESS (Continued)

1008001831

Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W209
Description:	AEROSOLS
CORb Sequence Number:	128541
Sequence Number:	2499145
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	300
Quantity Unit:	LB
Kilograms Quantity:	136.08000234057604
Density Number:	0
Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W205
Description:	PETROLEUM DISTILLATES
CORb Sequence Number:	128541
Sequence Number:	2499133
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	25
Quantity Unit:	LB
Kilograms Quantity:	11.340000195048004
Density Number:	0
Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W209

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EPA ID Number

CONWAY WESTERN EXPRESS (Continued)

1008001831

Description:	PAINT RELATED MATERIAL
CORb Sequence Number:	128541
Sequence Number:	2499142
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	200
Quantity Unit:	LB
Kilograms Quantity:	90.720001560384034
Density Number:	0
Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W119
Description:	SODIUM CARBONATE PEROXYHYDRATE
CORb Sequence Number:	128541
Sequence Number:	2499148
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	15
Quantity Unit:	LB
Kilograms Quantity:	6.804000117028802
Density Number:	0
Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported
State Only Waste Code 2:	Not reported
Report Managed On Site:	0
KG Managed On Site:	0
Generator Treatment Code:	Not reported
Permit By Rule Code:	Not reported
WCDE Residence Code:	Not reported
WCDH Origin Code:	2
WCDE On Site Code:	Not reported
WCDB Code:	W219
Description:	SODIUM HYPOCHLORITE
CORb Sequence Number:	128541
Sequence Number:	2499157
Mixed Radioactive Flag:	False
Designation Code:	D
Reported Quantity:	30
Quantity Unit:	LB
Kilograms Quantity:	13.608000234057604
Density Number:	0
Density Quantity:	Not reported
Waste Managed Off Site:	Y
State Only Waste Code 1:	Not reported

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EPA ID Number

CONWAY WESTERN EXPRESS (Continued)

1008001831

State Only Waste Code 2: Not reported
Report Managed On Site: 0
KG Managed On Site: 0
Generator Treatment Code: Not reported
Permit By Rule Code: Not reported
WCDE Residence Code: Not reported
WCDH Origin Code: 2
WCDE On Site Code: Not reported
WCDB Code: W209
Description: FLAMMABLE LOOSEPACK
CORb Sequence Number: 128541
Sequence Number: 2499138
Mixed Radioactive Flag: False
Designation Code: D
Reported Quantity: 225
Quantity Unit: LB
Kilograms Quantity: 102.06000175543204
Density Number: 0
Density Quantity: Not reported

Shipments Sent:

CORB Waste Sequence Number: 128541
Waste Sequence Number: 2499150
Sequence Number: 1164416
Shipment Date: 12/31/2010
Manifest Document ID: 000019072DAT
Reported Quantity: 35
Unit of Measure: LB
Kilograms Quantity: 15.8760002730672
Receiving EPAID: WAD991281767

Waste Sequence Number: 2499138
Sequence Number: 1164380
Shipment Date: 12/31/2010
Manifest Document ID: 000019072DAT
Reported Quantity: 225
Unit of Measure: LB
Kilograms Quantity: 102.060001755432
Receiving EPAID: WAD991281767

Waste Sequence Number: 2499157
Sequence Number: 1164422
Shipment Date: 12/31/2010
Manifest Document ID: 000019072DAT
Reported Quantity: 30
Unit of Measure: LB
Kilograms Quantity: 13.6080002340576
Receiving EPAID: WAD991281767

Waste Sequence Number: 2499145
Sequence Number: 1164400
Shipment Date: 12/31/2010
Manifest Document ID: 000019072DAT
Reported Quantity: 300
Unit of Measure: LB
Kilograms Quantity: 136.080002340576
Receiving EPAID: WAD991281767

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EPA ID Number

CONWAY WESTERN EXPRESS (Continued)

1008001831

Waste Sequence Number:	2499148
Sequence Number:	1164410
Shipment Date:	12/31/2010
Mainfest Document ID:	000019072DAT
Reported Quantity:	15
Unit of Measure:	LB
Kilograms Quanity:	6.8040001170288
Receiving EPAID:	WAD991281767
Waste Sequence Number:	2499133
Sequence Number:	1164366
Shipment Date:	12/31/2010
Mainfest Document ID:	000019072DAT
Reported Quantity:	25
Unit of Measure:	LB
Kilograms Quanity:	11.340000195048
Receiving EPAID:	WAD991281767
Waste Sequence Number:	2499142
Sequence Number:	1164397
Shipment Date:	12/31/2010
Mainfest Document ID:	000019072DAT
Reported Quantity:	200
Unit of Measure:	LB
Kilograms Quanity:	90.720001560384
Receiving EPAID:	WAD991281767
Waste Stream Off Site Mgmt:	
Waste CORB Sequence Number:	128541
Waste Sequence Number:	2499145
Sequence Number:	592753
Received EPAID:	WAD991281767
Managed Quantity:	300
Kilogram Quanity:	136.08000234057604
Recycled Percentage:	Not reported
Waste Management System Code:	H141
Waste Sequence Number:	2499138
Sequence Number:	592747
Received EPAID:	WAD991281767
Managed Quantity:	225
Kilogram Quanity:	102.06000175543204
Recycled Percentage:	Not reported
Waste Management System Code:	H061
Waste Sequence Number:	2499148
Sequence Number:	592763
Received EPAID:	WAD991281767
Managed Quantity:	15
Kilogram Quanity:	6.804000117028802
Recycled Percentage:	Not reported
Waste Management System Code:	H141
Waste Sequence Number:	2499150
Sequence Number:	592766
Received EPAID:	WAD991281767
Managed Quantity:	35

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CONWAY WESTERN EXPRESS (Continued)

1008001831

Kilogram Quantity:	15.876000273067206
Recycled Percentage:	Not reported
Waste Management System Code:	H111
Waste Sequence Number:	2499142
Sequence Number:	592750
Received EPAID:	WAD991281767
Managed Quantity:	200
Kilogram Quantity:	90.720001560384034
Recycled Percentage:	Not reported
Waste Management System Code:	H061
Waste Sequence Number:	2499133
Sequence Number:	592728
Received EPAID:	WAD991281767
Managed Quantity:	25
Kilogram Quantity:	11.340000195048004
Recycled Percentage:	Not reported
Waste Management System Code:	H061
Waste Sequence Number:	2499157
Sequence Number:	592778
Received EPAID:	WAD991281767
Managed Quantity:	30
Kilogram Quantity:	13.608000234057604
Recycled Percentage:	Not reported
Waste Management System Code:	H141
Waste Stream Comments:	
CORB Waste Sequence Number:	128541
Comments:	SODIUM CARBONATE PEROXYHYDRATE, UN3378
Waste Sequence Number:	2499148
Sequence Number:	1
Comments:	HYPOCHLORITE SOLUTIONS, UN1791
Waste Sequence Number:	2499157
Sequence Number:	1
Waste Stream EPA Code:	
CORB Waste Sequence Number:	128541
Waste Sequence Number:	2499142
Sequence Number:	5451856
WCDA Code:	D035
Waste Sequence Number:	2499142
Sequence Number:	5451855
WCDA Code:	D001
Waste Sequence Number:	2499157
Sequence Number:	5452307
WCDA Code:	D002
Waste Sequence Number:	2499138
Sequence Number:	5451817
WCDA Code:	D035

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CONWAY WESTERN EXPRESS (Continued)

1008001831

Waste Sequence Number:	2499133
Sequence Number:	5452244
WCDA Code:	D001
Waste Sequence Number:	2499138
Sequence Number:	5451816
WCDA Code:	D001
Waste Sequence Number:	2499148
Sequence Number:	5452296
WCDA Code:	D001
Waste Sequence Number:	2499145
Sequence Number:	5451881
WCDA Code:	D001
Waste Stream Source Code:	
CORB Waste Sequence Number:	128541
Waste Sequence Number:	2499133
Sequence Number:	1
WCDD Code:	G32
Waste Sequence Number:	2499142
Sequence Number:	1
WCDD Code:	G32
Waste Sequence Number:	2499148
Sequence Number:	1
WCDD Code:	G32
Waste Sequence Number:	2499138
Sequence Number:	1
WCDD Code:	G32
Waste Sequence Number:	2499145
Sequence Number:	1
WCDD Code:	G32
Waste Sequence Number:	2499157
Sequence Number:	1
WCDD Code:	G32
Waste Sequence Number:	2499150
Sequence Number:	1
WCDD Code:	G32

NPDES:

Name:	OLD DOMINION FREIGHT LINES INC - PASCO
Address:	5220 INDUSTRIAL WAY -
City,State,Zip:	PASCO, WA 99301
Facility Status:	Not reported
Facility Type:	Industrial SW GP
Admin Region:	Headquarters
Date Issued:	12/05/2019
Latitude:	Not reported

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 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CONWAY WESTERN EXPRESS (Continued)

1008001831

Longitude: Not reported
 Permit ID: CNE126926
 Permit Version: Not reported
 Permit Status: Active
 Permit SubStatus: Not reported
 Ecology Contact: Not reported
 WRIA: Not reported
 Permit Expiration Date: 11/30/2024
 Effective Date: 12/05/2019
 Days to Expiration: -1327

25
SSW
1/4-1/2
0.359 mi.
1894 ft.

COLUMBIA BASIN BLENDS
3330 TRAVEL PLAZA WAY
PASCO, WA 99301

ALLSITES S109589994
SPILLS N/A

Relative:
Lower
Actual:
429 ft.

ALLSITES:
 Name: COLUMBIA BASIN BLENDS
 Facility Id: 69518

SPILLS:
 Name: TATE TRUCKING
 Address: 3330 TRAVEL PLAZA WAY
 City,State,Zip: PASCO, WA
 Facility ID: 630006
 Medium: ROADWAY-PAVED
 Material Desc: PETROLEUM - DIESEL FUEL
 Material Qty: 5
 Material Units: GALLON
 Date Received: 10/27/2011
 Contact Name: Not reported
 Incident Date: Not reported
 Incident Category Type: Not reported
 Incident Category: Not reported
 Latitude: Not reported
 Longitude: Not reported
 Source Type: Not reported
 Source: Not reported
 Vessel Facility Name2: Not reported
 Recovered Quantity: Not reported
 Resp Party Contact: Not reported
 Cause: Not reported
 Cause Type: Not reported
 Resp Party Name: Not reported
 Medium Type: Not reported
 Contributing Factors: Not reported

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Elevation	Site	Database(s)	

26 SSE 1/4-1/2 0.397 mi. 2097 ft.	DOUBLE A PLUMBING 3221 KING AVE PASCO, WA 99301	ALLSITES UIC	S125423022 N/A
--	--	-------------------------------	---------------------------------

Relative: Lower Actual: 432 ft.	ALLSITES: Name: DOUBLE A PLUMBING Facility Id: 27944 UIC: Name: DOUBLE A PLUMBING Address: 3221 KING AVE City,State,Zip: PASCO, WA 99301 Site Number: 34651 Owner Name: DAP Properties, LLC Well Status: Active EPA Well Type: 5H1 - Stormwater Latitude: 46.259546 Longitude: 119.07732 Well Name: IT1 Registration Type: Non-Municipal Stormwater Construction Date: 09/30/2019 Construction Type: Infiltration trench with perforated pipe Depth: 4		
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27 WNW 1/4-1/2 0.405 mi. 2137 ft.	RESER FINE FOODS 5310 INDUSTRIAL WAY PASCO, WA 99301	ALLSITES	S110039305 N/A
--	---	-----------------	---------------------------------

Relative: Lower Actual: 431 ft.	ALLSITES: Name: RESER FINE FOODS Facility Id: 22722 Interaction: 123062 Interaction 1: A Interaction 2: TIER2 Ecology Program: HAZWASTE Program Data: EPCRA Facility Alt.: RESER FINE FOODS Program ID: CRK000074510 Date Interaction: 2009-04-24 00:00:00 Date Interaction 3: Emergency/Haz Chem Rpt TI Latitude: 46.271694119000003 Longitude: -119.09498595300001 Interaction: 130379 Interaction 1: A Interaction 2: AQRS Ecology Program: AIRQUAL Program Data: SMS Facility Alt.: RESER FINE FOODS Program ID: A0210125 Date Interaction: 2019-04-09 00:00:00 Date Interaction 3: Air Quality Reg Source Latitude: 46.271694119000003		
--	---	--	--

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

RESER FINE FOODS (Continued)

S110039305

Longitude: -119.09498595300001

Interaction: 87397
 Interaction 1: A
 Interaction 2: IND2POTWPRIVSWDP
 Ecology Program: WATQUAL
 Program Data: PARIS
 Facility Alt.: RESER FINE FOODS
 Program ID: ST0008069
 Date Interaction: 1999-10-01 00:00:00
 Date Interaction 3: Industrial to POTW/Privat
 Latitude: 46.271694119000003
 Longitude: -119.09498595300001

28
WSW
1/4-1/2
0.419 mi.
2212 ft.

HELENA CHEMICAL CO
1330 E KARTCHNER ST
PASCO, WA 99301

ALLSITES S119162288
N/A

Relative:
Lower
Actual:
421 ft.

ALLSITES:
 Name: HELENA CHEMICAL CO
 Facility Id: 14240

29
SW
1/4-1/2
0.450 mi.
2375 ft.

BURLINGTON ENVIRONMENTAL LLC PASCO
3725 JASON AVE
PASCO, WA 99301

ALLSITES S108233883
MANIFEST N/A

Relative:
Lower
Actual:
420 ft.

ALLSITES:
 Name: BURLINGTON ENVIRONMENTAL LLC PASCO
 Facility Id: 4576374

Interaction: 14992
 Interaction 1: I
 Interaction 2: HWG
 Ecology Program: HAZWASTE
 Program Data: TURBOWASTE
 Facility Alt.: Not reported
 Program ID: WAH000026408
 Date Interaction: 2006-08-28 00:00:00
 Date Interaction 3: Hazardous Waste Generator
 Latitude: 46.263540120000002
 Longitude: -119.093058955

Interaction: 14991
 Interaction 1: A
 Interaction 2: HWTRNSFR
 Ecology Program: HAZWASTE
 Program Data: TURBOWASTE
 Facility Alt.: Burlington Environmental LLC Pasco
 Program ID: WAH000026408

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Date Interaction: 2005-06-23 00:00:00
Date Interaction 3: Haz Waste Transfer Facili
Latitude: 46.263540120000002
Longitude: -119.093058955

Interaction: 14990
Interaction 1: I
Interaction 2: HWG
Ecology Program: HAZWASTE
Program Data: TURBOWASTE
Facility Alt.: Not reported
Program ID: WAH000026408
Date Interaction: 2005-06-23 00:00:00
Date Interaction 3: Hazardous Waste Generator
Latitude: 46.263540120000002
Longitude: -119.093058955

WA MANIFEST:

Name: BURLINGTON ENVIRONMENTAL LLC PASCO
Address: 3725 JASON AVE
City,State,Zip: PASCO, WA 99301
Facility Address 2: Ste 1
Facility ID: 4576374
EPA ID: WAH000026408
NAICS: 562112
State Waste Code Desc: Not reported
Federal Waste Code Desc: Not reported
Form Comm: Not reported
Data Year: 2017
Permit by Rule: False
Mailing Address 2: Ste 1
Treatment by Generator: False
Mixed Radioactive Waste: False
Importer of Hazardous Waste: False
Immediate Recycler: False
Treatment/Storage/Disposal/Recycling Facility: False
Generator of Dangerous Fuel Waste: False
Generator Marketing to Burner: False
Other Marketers (i.e., blender, distributor, etc.): False
Utility Boiler Burner: False
Industry Boiler Burner: False
Industrial Furnace: False
Smelter Defferal: False
Universal Waste: Batteries - Accumulate, Lamps - Accumulate
Off-Specification: Not reported
LN Address 2: Not reported
Tax Reg #: 600103233
Business Type: Not reported
Mail Name: Not reported
Mailing Address: 3725 Jason Ave
Mailing City,State,Zip: Pasco, WA 99301
Legal Organization Name: Burlington Environmental LLC
Legal Organization Type: Private
Legal Contact: Not reported
Legal Address: 18000 72nd ave s

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Legal Address 2:	Ste 217
Legal City,State,Zip:	Kent, WA 98032
Legal Phone Number:	(425)227-0311
Legal Effective Date:	03/03/1993
Land Organization Name:	Hunter, Kenneth R
Land Organization Type:	Private
Land Contact:	Not reported
Land Address:	2867 S SLATE CREEK WAY
Land City,State,Zip:	MERIDIAN, ID 83642
Land Phone Number:	(800)726-1300
Operator Organization Name:	Burlington Environmental LLC
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	3725 Jason Ave
Operator Address 2:	Ste 1
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 547-8242
Operator Effective Date:	06/23/2005
Site Contact:	Not reported
Site Contact Address:	Not reported
Contact City,State,Zip:	Not reported
Site Contact Phone Number:	Not reported
Site Contact Email:	Not reported
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	True
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	True
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	BURLINGTON ENVIRONMENTAL LLC PASCO
Address:	3725 JASON AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Ste 1
Facility ID:	4576374
EPA ID:	WAH000026408
NAICS:	562112
State Waste Code Desc:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2017
Permit by Rule:	False
Mailing Address 2:	Ste 217
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Batteries - Accumulate, Mercury - Accumulate, Lamps - Accumulate
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	600103233
Business Type:	10 Day Transfer Facility
Mail Name:	Burlington Environmental LLC
Mailing Address:	18000 72nd Ave S
Mailing City,State,Zip:	Kent, WA 98032
Legal Organization Name:	Burlington Environmental LLC
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	18000 72nd ave s
Legal Address 2:	Ste 217
Legal City,State,Zip:	Kent, WA 98032
Legal Phone Number:	425-227-0311
Legal Effective Date:	03/03/1993
Land Organization Name:	Not reported
Land Organization Type:	Private
Land Contact:	Kenneth R Hunter
Land Address:	10850 West Smoke Ranch Drive
Land City,State,Zip:	Boise, ID 83709
Land Phone Number:	800-726-1300
Operator Organization Name:	Burlington Environmental LLC
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	3725 Jason Ave
Operator Address 2:	Ste 1
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	509-547-8242
Operator Effective Date:	06/23/2005
Site Contact:	David Gunlock
Site Contact Address:	3725 Jason Ave
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	509-547-8242
Site Contact Email:	david.gunlock@stericycle.com
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	True
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	True
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Site 1
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	BURLINGTON ENVIRONMENTAL LLC PASCO
Address:	3725 JASON AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Site 1
Facility ID:	4576374
EPA ID:	WAH000026408
NAICS:	562112
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2016
Permit by Rule:	False
Mailing Address 2:	Site 217
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Batteries - Accumulate, Mercury - Accumulate, Lamps - Accumulate
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	600103233
Business Type:	10 Day Transfer Facility
Mail Name:	Burlington Environmental LLC
Mailing Address:	18000 72nd Ave S
Mailing City,State,Zip:	Kent, WA 98032
Legal Organization Name:	Burlington Environmental LLC
Legal Organization Type:	Private
Legal Contact:	Not reported

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Legal Address: 18000 72nd ave s
Legal Address 2: Ste 217
Legal City,State,Zip: Kent, WA 98032
Legal Phone Number: 425-227-0311
Legal Effective Date: 03/03/1993
Land Organization Name: Not reported
Land Organization Type: Private
Land Contact: Kenneth R Hunter
Land Address: 10850 West Smoke Ranch Drive
Land City,State,Zip: Boise, ID 83709
Land Phone Number: 800-726-1300
Operator Organization Name: Burlington Environmental LLC
Operator Organization Type: Private
Operator: Not reported
Operator Address: 3725 Jason Ave
Operator Address 2: Ste 1
Operator City,State,Zip: Pasco, WA 99301
Operator Phone Number: 509-547-8242
Operator Effective Date: 06/23/2005
Site Contact: James Pablo
Site Contact Address: 3725 Jason Ave
Contact City,State,Zip: Pasco, WA 99301
Site Contact Phone Number: 509-547-8242
Site Contact Email: james.pablo@stericycle.com
Gen Status Code: XQG
Monthly Generation: False
Batch Generation: False
One Time Generation: False
Transport Own Waste: False
Tranports Other Waste: False
Recycler Onsite: False
Transfer Facility: True
Other Exemption: Not reported
UW Battery Gen: False
Used Oil Transporter: False
Used Oil Transfer Facility: True
Used Oil Processor: False
Used Oil Refiner: False
Used Oil Fuel Marketer Directs Shipments: False
Used Oil Fuel Marketer Meets Specs: False
Site Contact Address 2: Ste 1
SIC Code: Not reported
CRK Number: Not reported
Active: Not reported
CAS Number: Not reported
Chemical Name: Not reported
EHS: Not reported
EHS CAS Number: Not reported
EHS Name: Not reported

Name: BURLINGTON ENVIRONMENTAL LLC PASCO
Address: 3725 JASON AVE
City,State,Zip: PASCO, WA 99301
Facility Address 2: Ste 1
Facility ID: 4576374
EPA ID: WAH000026408
NAICS: 562112

Map ID
Direction
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2015
Permit by Rule:	False
Mailing Address 2:	Ste 217
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Batteries - Accumulate, Mercury - Accumulate, Lamps - Accumulate
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	600103233
Business Type:	10 Day Transfer Facility
Mail Name:	Burlington Environmental LLC
Mailing Address:	18000 72nd Ave S
Mailing City,State,Zip:	Kent, WA 98032
Legal Organization Name:	Burlington Environmental LLC
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	18000 72nd ave s
Legal Address 2:	Ste 217
Legal City,State,Zip:	Kent, WA 98032
Legal Phone Number:	425-227-0311
Legal Effective Date:	03/03/1993
Land Organization Name:	Not reported
Land Organization Type:	Private
Land Contact:	Kenneth R Hunter
Land Address:	10850 West Smoke Ranch Drive
Land City,State,Zip:	Boise, ID 83709
Land Phone Number:	800-726-1300
Operator Organization Name:	Burlington Environmental LLC
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	3725 Jason Ave
Operator Address 2:	Ste 1
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	509-547-8242
Operator Effective Date:	06/23/2005
Site Contact:	James Pablo
Site Contact Address:	3725 Jason Ave
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	509-547-8242
Site Contact Email:	james.pablo@stericycle.com
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False

Map ID
Direction
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	True
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	True
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Ste 1
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	BURLINGTON ENVIRONMENTAL LLC PASCO
Address:	3725 JASON AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Ste 1
Facility ID:	4576374
EPA ID:	WAH000026408
NAICS:	562112
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2014
Permit by Rule:	False
Mailing Address 2:	Ste 217
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Batteries - Accumulate, Mercury - Accumulate, Lamps - Accumulate
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	600103233
Business Type:	10 Day Transfer Facility
Mail Name:	Burlington Environmental LLC
Mailing Address:	18000 72nd Ave S
Mailing City,State,Zip:	Kent, WA 98032
Legal Organization Name:	Burlington Environmental LLC
Legal Organization Type:	Private

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Legal Contact:	Not reported
Legal Address:	18000 72nd ave s
Legal Address 2:	Ste 217
Legal City,State,Zip:	Kent, WA 98032
Legal Phone Number:	425-227-0311
Legal Effective Date:	03/03/1993
Land Organization Name:	Not reported
Land Organization Type:	Private
Land Contact:	Kenneth R Hunter
Land Address:	10850 West Smoke Ranch Drive
Land City,State,Zip:	Boise, ID 83709
Land Phone Number:	800-726-1300
Operator Organization Name:	Burlington Environmental LLC
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	3725 Jason Ave
Operator Address 2:	Ste 1
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	509-547-8242
Operator Effective Date:	06/23/2005
Site Contact:	James Pablo
Site Contact Address:	3725 Jason Ave
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	509-547-8242
Site Contact Email:	james.pablo@stericycle.com
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	True
Recycler Onsite:	False
Transfer Facility:	True
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	True
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Ste 1
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	BURLINGTON ENVIRONMENTAL LLC PASCO
Address:	3725 JASON AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Ste 1
Facility ID:	4576374
EPA ID:	WAH000026408

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

NAICS:	562112
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2013
Permit by Rule:	False
Mailing Address 2:	Ste 217
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	600103233
Business Type:	10 Day Transfer Facility
Mail Name:	Burlington Environmental LLC
Mailing Address:	18000 72nd Ave S
Mailing City,State,Zip:	Kent, WA 98032
Legal Organization Name:	Burlington Environmental LLC
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	18000 72nd ave s
Legal Address 2:	Ste 217
Legal City,State,Zip:	Kent, WA 98032
Legal Phone Number:	425-227-0311
Legal Effective Date:	03/03/1993
Land Organization Name:	Not reported
Land Organization Type:	Private
Land Contact:	Kenneth R Hunter
Land Address:	10850 West Smoke Ranch Drive
Land City,State,Zip:	Boise, ID 83709
Land Phone Number:	800-726-1300
Operator Organization Name:	Burlington Environmental LLC
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	3725 Jason Ave
Operator Address 2:	Ste 1
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	509-547-8242
Operator Effective Date:	06/23/2005
Site Contact:	David Gunlock
Site Contact Address:	3725 Jason Ave
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	509-547-8242
Site Contact Email:	David.Gunlock@pscnow.com
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	True
Recycler Onsite:	False
Transfer Facility:	True
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	True
Used Oil Transfer Facility:	True
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Ste 1
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	BURLINGTON ENVIRONMENTAL LLC PASCO
Address:	3725 JASON AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Ste 1
Facility ID:	4576374
EPA ID:	WAH000026408
NAICS:	562112
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2012
Permit by Rule:	False
Mailing Address 2:	Ste 217
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	600103233
Business Type:	10 Day Transfer Facility
Mail Name:	Burlington Environmental LLC
Mailing Address:	18000 72nd Ave S
Mailing City,State,Zip:	Kent, WA 98032
Legal Organization Name:	Burlington Environmental LLC

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	18000 72nd ave s
Legal Address 2:	Ste 217
Legal City,State,Zip:	Kent, WA 98032
Legal Phone Number:	425-227-0311
Legal Effective Date:	03/03/1993
Land Organization Name:	Not reported
Land Organization Type:	Private
Land Contact:	Kenneth R Hunter
Land Address:	10850 West Smoke Ranch Drive
Land City,State,Zip:	Boise, ID 83709
Land Phone Number:	800-726-1300
Operator Organization Name:	Burlington Environmental LLC
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	3725 Jason Ave
Operator Address 2:	Ste 1
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	509-547-8242
Operator Effective Date:	06/23/2005
Site Contact:	David Gunlock
Site Contact Address:	3725 Jason Ave
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	509-547-8242
Site Contact Email:	David.Gunlock@pscnow.com
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	True
Recycler Onsite:	False
Transfer Facility:	True
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	True
Used Oil Transfer Facility:	True
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Ste 1
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	BURLINGTON ENVIRONMENTAL LLC PASCO
Address:	3725 JASON AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Ste 1
Facility ID:	4576374

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

EPA ID: WAH000026408
NAICS: 562112
State Waste Code Desc: Not reported
Federal Waste Code Desc: Not reported
Form Comm: Not reported
Data Year: 2011
Permit by Rule: False
Mailing Address 2: Ste 217
Treatment by Generator: False
Mixed Radioactive Waste: False
Importer of Hazardous Waste: False
Immediate Recycler: False
Treatment/Storage/Disposal/Recycling Facility: False
Generator of Dangerous Fuel Waste: False
Generator Marketing to Burner: False
Other Marketers (i.e., blender, distributor, etc.): False
Utility Boiler Burner: False
Industry Boiler Burner: False
Industrial Furnace: False
Smelter Defferal: False
Universal Waste: Not reported
Off-Specification: Not reported
LN Address 2: Not reported
Tax Reg #: 600103233
Business Type: 10 Day Transfer Facility
Mail Name: Burlington Environmental LLC
Mailing Address: 18000 72nd Ave S
Mailing City,State,Zip: Kent, WA 98032
Legal Organization Name: Burlington Environmental LLC
Legal Organization Type: Private
Legal Contact: Not reported
Legal Address: 18000 72nd ave s
Legal Address 2: Ste 217
Legal City,State,Zip: Kent, WA 98032
Legal Phone Number: 425-227-0311
Legal Effective Date: 03/03/1993
Land Organization Name: Not reported
Land Organization Type: Private
Land Contact: Kenneth R Hunter
Land Address: 10850 West Smoke Ranch Drive
Land City,State,Zip: Boise, ID 83709
Land Phone Number: 800-726-1300
Operator Organization Name: Burlington Environmental LLC
Operator Organization Type: Private
Operator: Not reported
Operator Address: 3725 Jason Ave
Operator Address 2: Ste 1
Operator City,State,Zip: Pasco, WA 99301
Operator Phone Number: 509-547-8242
Operator Effective Date: 06/23/2005
Site Contact: David Gunlock
Site Contact Address: 3725 Jason Ave
Contact City,State,Zip: Pasco, WA 99301
Site Contact Phone Number: 509-547-8242
Site Contact Email: David.Gunlock@pscnow.com
Gen Status Code: XQG
Monthly Generation: False

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	True
Tranports Other Waste:	True
Recycler Onsite:	False
Transfer Facility:	True
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	True
Used Oil Transfer Facility:	True
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Site 1
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	BURLINGTON ENVIRONMENTAL LLC PASCO
Address:	3725 JASON AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Ste 1
Facility ID:	4576374
EPA ID:	WAH000026408
NAICS:	562112
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2010
Permit by Rule:	False
Mailing Address 2:	Ste 217
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	600103233
Business Type:	10 Day Transfer Facility
Mail Name:	Burlington Environmental LLC
Mailing Address:	18000 72nd Ave S
Mailing City,State,Zip:	Kent, WA 98032

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Legal Organization Name:	Burlington Environmental LLC
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	18000 72nd ave s
Legal Address 2:	Ste 217
Legal City,State,Zip:	Kent, WA 98032
Legal Phone Number:	425-227-0311
Legal Effective Date:	03/03/1993
Land Organization Name:	Not reported
Land Organization Type:	Private
Land Contact:	Kenneth R Hunter
Land Address:	10850 West Smoke Ranch Drive
Land City,State,Zip:	Boise, ID 83709
Land Phone Number:	800-726-1300
Operator Organization Name:	Burlington Environmental LLC
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	3725 Jason Ave
Operator Address 2:	Ste 1
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	509-547-8242
Operator Effective Date:	06/23/2005
Site Contact:	Steven Keltner
Site Contact Address:	3725 Jason Ave
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	509-547-8242
Site Contact Email:	skeltner@pscnw.com
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	True
Tranports Other Waste:	True
Recycler Onsite:	False
Transfer Facility:	True
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	True
Used Oil Transfer Facility:	True
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Ste 1
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	BURLINGTON ENVIRONMENTAL LLC PASCO
Address:	3725 JASON AVE
City,State,Zip:	PASCO, WA 99301
Facility Address 2:	Ste 1

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Facility ID:	4576374
EPA ID:	WAH000026408
NAICS:	562112
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2009
Permit by Rule:	False
Mailing Address 2:	Ste 217
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	600103233
Business Type:	10 Day Transfer Facility
Mail Name:	Burlington Environmental LLC
Mailing Address:	18000 72nd Ave S
Mailing City,State,Zip:	Kent, WA 98032
Legal Organization Name:	Burlington Environmental LLC
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	18000 72nd ave s
Legal Address 2:	Ste 217
Legal City,State,Zip:	Kent, WA 98032
Legal Phone Number:	425-227-0311
Legal Effective Date:	03/03/1993
Land Organization Name:	Not reported
Land Organization Type:	Private
Land Contact:	Kenneth R Hunter
Land Address:	10850 West Smoke Ranch Drive
Land City,State,Zip:	Boise, ID 83709
Land Phone Number:	800-726-1300
Operator Organization Name:	Burlington Environmental LLC
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	3725 Jason Ave
Operator Address 2:	Ste 1
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	509-547-8242
Operator Effective Date:	06/23/2005
Site Contact:	Steven Keltner
Site Contact Address:	3725 Jason Ave
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	509-547-8242
Site Contact Email:	skeltner@pscnow.com
Gen Status Code:	XQG

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

BURLINGTON ENVIRONMENTAL LLC PASCO (Continued)

S108233883

Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	True
Tranports Other Waste:	True
Recycler Onsite:	False
Transfer Facility:	True
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	True
Used Oil Transfer Facility:	True
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Site 1
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported

[Click this hyperlink](#) while viewing on your computer to access
 1 additional WA MANIFEST: record(s) in the EDR Site Report.

30
WSW
1/4-1/2
0.468 mi.
2470 ft.

HELENA CHEMICAL COMPANY
1010 E KARTCHNER RD
PASCO, WA 99301

ALLSITES S10955421
N/A

Relative:
Lower
Actual:
420 ft.

ALLSITES:	
Name:	HELENA CHEMICAL COMPANY
Facility Id:	66643518
Interaction:	57909
Interaction 1:	I
Interaction 2:	HWG
Ecology Program:	HAZWASTE
Program Data:	TURBOWASTE
Facility Alt.:	Not reported
Program ID:	WAD988467593
Date Interaction:	1989-06-09 00:00:00
Date Interaction 3:	Hazardous Waste Generator
Latitude:	46.265434120000002
Longitude:	-119.096435954
Interaction:	57912
Interaction 1:	I
Interaction 2:	HWOTHER
Ecology Program:	HAZWASTE
Program Data:	TURBOWASTE
Facility Alt.:	Not reported
Program ID:	WAD988467593

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HELENA CHEMICAL COMPANY (Continued)

S109555421

Date Interaction: 2003-12-31 00:00:00
Date Interaction 3: Haz Waste Management Acti
Latitude: 46.265434120000002
Longitude: -119.096435954

Interaction: 57910
Interaction 1: A
Interaction 2: TIER2
Ecology Program: HAZWASTE
Program Data: EPCRA
Facility Alt.: Not reported
Program ID: WAD988467593
Date Interaction: 1990-01-01 00:00:00
Date Interaction 3: Emergency/Haz Chem Rpt TI
Latitude: 46.265434120000002
Longitude: -119.096435954

Interaction: 57911
Interaction 1: I
Interaction 2: HWP
Ecology Program: HAZWASTE
Program Data: HWPPRT
Facility Alt.: Not reported
Program ID: WAD988467593
Date Interaction: 1992-01-01 00:00:00
Date Interaction 3: Hazardous Waste Planner
Latitude: 46.265434120000002
Longitude: -119.096435954

Interaction: 57913
Interaction 1: I
Interaction 2: HWG
Ecology Program: HAZWASTE
Program Data: TURBOWASTE
Facility Alt.: Not reported
Program ID: WAD988467593
Date Interaction: 2007-06-04 00:00:00
Date Interaction 3: Hazardous Waste Generator
Latitude: 46.265434120000002
Longitude: -119.096435954

Interaction: 130495
Interaction 1: A
Interaction 2: AQRS
Ecology Program: AIRQUAL
Program Data: SMS
Facility Alt.: Helena Chemical Company
Program ID: A0210170
Date Interaction: 2019-04-12 00:00:00
Date Interaction 3: Air Quality Reg Source
Latitude: 46.265434120000002
Longitude: -119.096435954

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

31
 South
 1/4-1/2
 0.476 mi.
 2513 ft.

WEST COAST WAREHOUSE LOGISTICS
 2715 TRAVEL PLAZA WAY
 PASCO, WA 99301

ALLSITES **S121442617**
 N/A

Relative:
Lower
Actual:
425 ft.

ALLSITES:
 Name: WEST COAST WAREHOUSE LOGISTICS
 Facility Id: 94291

32
 SSE
 1/4-1/2
 0.489 mi.
 2580 ft.

COLUMBIA RIVER FOODS
 3003 N CAPITOL AVE
 PASCO, WA 99301

ALLSITES **1000136203**
RCRA NonGen / NLR **WAD988467304**
FINDS
ECHO

Relative:
Lower
Actual:
431 ft.

ALLSITES:
 Name: COLUMBIA RIVER FOODS
 Facility Id: 73965321

Interaction: 61723
 Interaction 1: A
 Interaction 2: TIER2
 Ecology Program: HAZWASTE
 Program Data: EPCRA
 Facility Alt.: Not reported
 Program ID: WAD988467304
 Date Interaction: 1990-01-01 00:00:00
 Date Interaction 3: Emergency/Haz Chem Rpt TI
 Latitude: 46.257734118000002
 Longitude: -119.078165959

Interaction: 61722
 Interaction 1: I
 Interaction 2: HWG
 Ecology Program: HAZWASTE
 Program Data: TURBOWASTE
 Facility Alt.: Not reported
 Program ID: WAD988467304
 Date Interaction: 1989-04-27 00:00:00
 Date Interaction 3: Hazardous Waste Generator
 Latitude: 46.257734118000002
 Longitude: -119.078165959

RCRA NonGen / NLR:
 Date Form Received by Agency: 1998-03-11 00:00:00.0
 Handler Name: COLUMBIA RIVER FOODS
 Handler Address: 3003 N CAPITOL AVE
 Handler City,State,Zip: PASCO, WA 99301
 EPA ID: WAD988467304
 Contact Name: Not reported
 Contact Address: Not reported
 Contact City,State,Zip: Not reported
 Contact Telephone: Not reported
 Contact Fax: Not reported
 Contact Email: Not reported
 Contact Title: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

COLUMBIA RIVER FOODS (Continued)

1000136203

EPA Region:	10
Land Type:	Other
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	WA
State District:	ERO
Mailing Address:	PO BOX 3541
Mailing City,State,Zip:	SEATTLE, WA 98124
Owner Name:	VAN WATERS ROGERS INC
Owner Type:	Private
Operator Name:	COLUMBIA RIVER FOODS
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRC Permit Baseline:	Not on the Baseline
2018 GPRC Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRC Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDs Where RCRA CA has Been Imposed Universe:	No
TSDs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSD Universe:	Not reported
Full Enforcement Universe:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COLUMBIA RIVER FOODS (Continued)

1000136203

Significant Non-Complier Universe: No
Unaddressed Significant Non-Complier Universe: No
Addressed Significant Non-Complier Universe: No
Significant Non-Complier With a Compliance Schedule Universe: No
Financial Assurance Required: Not reported
Handler Date of Last Change: 2018-05-09 16:08:13.0
Recognized Trader-Importer: No
Recognized Trader-Exporter: No
Importer of Spent Lead Acid Batteries: No
Exporter of Spent Lead Acid Batteries: No
Recycler Activity Without Storage: No
Manifest Broker: No
Sub-Part P Indicator: No

Handler - Owner Operator:

Owner/Operator Indicator: Owner
Owner/Operator Name: VAN WATERS ROGERS INC
Legal Status: Private
Date Became Current: 1996-05-02 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: COLUMBIA RIVER FOODS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: COLUMBIA RIVER FOODS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: VAN WATERS ROGERS INC
Legal Status: Private
Date Became Current: 1996-05-02 00:00:00.
Date Ended Current: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COLUMBIA RIVER FOODS (Continued)

1000136203

Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: SEE PAPER COPY
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: COLUMBIA RIVER FOODS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: VAN WATERS & ROGERS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301-9527
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: COLUMBIA RIVER FOODS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: COLUMBIA RIVER FOODS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COLUMBIA RIVER FOODS (Continued)

1000136203

Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: COLUMBIA RIVER FOODS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: VAN WATERS & RO V
Legal Status: Private
Date Became Current: 1996-05-02 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301-9527
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: VAN WATERS ROGERS INC
Legal Status: Private
Date Became Current: 1996-05-02 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 3003 N CAPITOL AVE
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 1998-03-10 00:00:00.0
Handler Name: COLUMBIA RIVER FOODS
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COLUMBIA RIVER FOODS (Continued)

1000136203

Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	1998-03-10 00:00:00.0
Handler Name:	COLUMBIA RIVER FOODS
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	1998-03-11 00:00:00.0
Handler Name:	COLUMBIA RIVER FOODS
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	1998-03-02 00:00:00.0
Handler Name:	COLUMBIA RIVER FOODS
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	1998-03-10 00:00:00.0
Handler Name:	COLUMBIA RIVER FOODS
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 311421

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COLUMBIA RIVER FOODS (Continued)

1000136203

NAICS Description: FRUIT AND VEGETABLE CANNING

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

FINDS:
Registry ID: 110005349630

Click Here:

Environmental Interest/Information System:

Washington Facility / Site Identification System (WA-FSIS) provides a means to query and display data maintained by the Washington Department of Ecology. This system contains key information for each facility/site that is currently, or has been, of interest to the Air Quality, Dam Safety, Hazardous Waste, Toxics Cleanup, and Water Quality Programs.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000136203
Registry ID: 110005349630
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110005349630>
Name: COLUMBIA RIVER FOODS
Address: 3003 N CAPITOL AVE
City,State,Zip: PASCO, WA 99301

33
South
1/2-1
0.731 mi.
3860 ft.

CHS INC.
2525 N RAINIER
PASCO, WA 99301

Relative:
Lower

Actual:
423 ft.

HSL:
Name: CHS INC
Address: Not reported
City,State,Zip: PASCO, WA
edr_fstat: WA
edr_fzip: Not reported
edr_fcnty: FRANKLIN
edr_zip: Not reported
Facility Type: Hazardous Sites List
Facility Status: Cleanup Started

HSL 1000225870
CSCSL WAD010205771
ALLSITES
RCRA NonGen / NLR
FINDS
ECHO
MANIFEST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

FSID Number: 86588161
Rank: 3
Region: EA
EDR Link ID: 86588161
Region Decode: EASTERN REGIONAL OFFICE

CSCSL:

Name: CHS INC
Address: 2525 N RAINIER
City,State,Zip: PASCO, WA 99301
Facility ID: 86588161
Region: Eastern
Lat/Long: 46.254849012258 / -119.0848872120
Clean Up Siteid: 2894
Site Status: Cleanup Started
Contaminant Name: Metals Priority Pollutants
Alternate Site Names: CENEX HARVEST STATES PASCO,CENEX INC,CENEX INC UST 5541,CENEX TRANSPORTATION PASCO TERMINAL
Site Rank: 3 - Moderate Risk
Has Institutional Control:Not reported
Past VCP: True
Current VCP: Not reported
Ground Water: Confirmed Above Cleanup Levels
Surface Water: Not reported
Soil: Confirmed Above Cleanup Levels
Sediment: Not reported
Air: Not reported
Bedrock: Not reported
Responsible Unit: Eastern

Name: CHS INC
Address: 2525 N RAINIER
City,State,Zip: PASCO, WA 99301
Facility ID: 86588161
Region: Eastern
Lat/Long: 46.254849012258 / -119.0848872120
Clean Up Siteid: 2894
Site Status: Cleanup Started
Contaminant Name: Petroleum Products-Unspecified
Alternate Site Names: CENEX HARVEST STATES PASCO,CENEX INC,CENEX INC UST 5541,CENEX TRANSPORTATION PASCO TERMINAL
Site Rank: 3 - Moderate Risk
Has Institutional Control:Not reported
Past VCP: True
Current VCP: Not reported
Ground Water: Not reported
Surface Water: Not reported
Soil: Confirmed Above Cleanup Levels
Sediment: Not reported
Air: Not reported
Bedrock: Not reported
Responsible Unit: Eastern

ALLSITES:

Name: CHS INC
Facility Id: 86588161

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Interaction: 69160
Interaction 1: I
Interaction 2: VOLCLNST
Ecology Program: TOXICS
Program Data: ISIS
Facility Alt.: CHS Inc
Program ID: EA0074
Date Interaction: 2001-09-20 00:00:00
Date Interaction 3: Voluntary Cleanup Sites
Latitude: 46.254844253999998
Longitude: -119.084876134

Interaction: 69162
Interaction 1: A
Interaction 2: TIER2
Ecology Program: HAZWASTE
Program Data: EPCRA
Facility Alt.: CHS Inc Transportation Terminal Pasco, Genex Harvest States Pasco
Program ID: CRK000053480
Date Interaction: 2003-09-15 00:00:00
Date Interaction 3: Emergency/Haz Chem Rpt TI
Latitude: 46.254844253999998
Longitude: -119.084876134

Interaction: 69158
Interaction 1: I
Interaction 2: UST
Ecology Program: TOXICS
Program Data: UST
Facility Alt.: Not reported
Program ID: 5541
Date Interaction: 1972-11-25 00:00:00
Date Interaction 3: Underground Storage Tank
Latitude: 46.254844253999998
Longitude: -119.084876134

Interaction: 69159
Interaction 1: I
Interaction 2: HWG
Ecology Program: HAZWASTE
Program Data: TURBOWASTE
Facility Alt.: Not reported
Program ID: WAD010205771
Date Interaction: 1981-02-09 00:00:00
Date Interaction 3: Hazardous Waste Generator
Latitude: 46.254844253999998
Longitude: -119.084876134

Interaction: 69163
Interaction 1: A
Interaction 2: SCS
Ecology Program: TOXICS
Program Data: ISIS

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Facility Alt.: CHS Inc
Program ID: Not reported
Date Interaction: 2006-04-06 00:00:00
Date Interaction 3: State Cleanup Site
Latitude: 46.254844253999998
Longitude: -119.084876134

Interaction: 69161
Interaction 1: A
Interaction 2: HWOTHER
Ecology Program: HAZWASTE
Program Data: TURBOWASTE
Facility Alt.: CHS Inc.
Program ID: WAD010205771
Date Interaction: 2002-12-31 00:00:00
Date Interaction 3: Haz Waste Management Acti
Latitude: 46.254844253999998
Longitude: -119.084876134

RCRA NonGen / NLR:

Date Form Received by Agency: 2020-02-24 00:00:00.0
Handler Name: CHS INC.
Handler Address: 2525 N RAINIER
Handler City,State,Zip: PASCO, WA 99301
EPA ID: WAD010205771
Contact Name: SEAN BAMBOCK
Contact Address: 2525 N. RAINIER
Contact City,State,Zip: PASCO, WA 99301
Contact Telephone: 509-545-1808
Contact Fax: Not reported
Contact Email: SEAN.BAMBOCK@CHSINC.COM
Contact Title: Not reported
EPA Region: 10
Land Type: Private
Federal Waste Generator Description: Not a generator, verified
Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Not reported
State District Owner: WA
State District: ERO
Mailing Address: 2525 N. RAINIER
Mailing City,State,Zip: PASCO, WA 99301
Owner Name: CHS
Owner Type: Private
Operator Name: CHS INC
Operator Type: Private
Short-Term Generator Activity: No
Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility Activity: No
Recycler Activity with Storage: No
Small Quantity On-Site Burner Exemption: No
Smelting Melting and Refining Furnace Exemption: No

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CHS INC. (Continued)

1000225870

Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	2020-09-23 11:45:29.0
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Biennial: List of Years

Year: 2011

[Click Here for Biennial Reporting System Data:](#)

Year: 2009

[Click Here for Biennial Reporting System Data:](#)

Year: 2007

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

[Click Here for Biennial Reporting System Data:](#)

Year: 2005

[Click Here for Biennial Reporting System Data:](#)

Year: 2003

[Click Here for Biennial Reporting System Data:](#)

Hazardous Waste Summary:

Waste Code: D001
Waste Description: IGNITABLE WASTE

Handler - Owner Operator:

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Other
Date Became Current: 1900-01-01 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CENEX TRANSPORTATION PASCO TERMINAL
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CENEX HARVEST STATES COOPERATIVES
Legal Status: Private
Date Became Current: 1996-06-21 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: EVANS, KENNEY
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N RAINIER

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1807
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX HARVEST STATES COOPERATIVES
Legal Status:	Private
Date Became Current:	1996-06-21 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS
Legal Status:	Private
Date Became Current:	1996-06-21 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	CHS INC.
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1807
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	P.O. BOX 64089
Owner/Operator City,State,Zip:	KENNEWICK, WA 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS
Legal Status:	Private

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator Indicator:	Operator
Owner/Operator Name:	CHS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N. RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1808
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS
Legal Status:	Other
Date Became Current:	1900-01-01 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	P.O. BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164-0089
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	CHS INC
Legal Status:	Other
Date Became Current:	1900-01-01 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N. RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1808
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX TRANSPORTATION PASCO TERMINAL
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	EVANS, KENNEY
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1807
Owner/Operator Telephone Ext:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CENEX TRANSPORTATION PASCO TERMINAL
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N RAINIER

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX HARVEST STATES COOPERATIVES
Legal Status:	Private
Date Became Current:	1996-06-21 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX HARVEST STATES COOPERATIVES
Legal Status:	Private
Date Became Current:	1996-06-21 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	P.O. BOX 64089
Owner/Operator City,State,Zip:	KENNEWICK, WA 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS
Legal Status:	Private

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: 2017-12-31 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Other
Date Became Current: 1900-01-01 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CENEX HARVEST STATES COOPERATIVES
Legal Status: Private
Date Became Current: 1996-06-21 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	EVANS, KENNEY
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1807
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	EVANS, KENNEY
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1807
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	P.O. BOX 64089

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Other
Date Became Current: 1996-06-21 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164-0089
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CENEX TRANSPORTATION PASCO TERMINAL
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 000-000-0000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: EVANS, KENNEY
Legal Status: Private

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1807
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX HARVEST STATES COOPERATIVES
Legal Status:	Private
Date Became Current:	1996-06-21 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS
Legal Status:	Private
Date Became Current:	1996-06-21 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS INC.
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N. RAINIER
Owner/Operator City,State,Zip:	KENNEWICK, WA 99301
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator Indicator:	Operator
Owner/Operator Name:	CHS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N. RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1808
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	CHS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N. RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1808
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS
Legal Status:	Other
Date Became Current:	1900-01-01 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N. RAINIER
Owner/Operator City,State,Zip:	KENNEWICK, WA 99301
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS INC.
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164-0089
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	CENEX TRANSPORTATION PASCO TERMINAL
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CENEX INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CENEX HARVEST STATES COOPERATIVES
Legal Status: Private
Date Became Current: 1996-06-21 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC.
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC.
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1807
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC.
Legal Status: Other

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Date Became Current: 1997-03-11 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2525 N RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Other
Date Became Current: 1900-01-01 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CENEX INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CENEX INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	CHS
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164-0089
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX TRANSPORTATION PASCO TERMINAL
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	000-000-0000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	CENEX INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-659-0882
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name:	EVANS, KENNEY
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N RAINIER
Owner/Operator City,State,Zip:	PASCO, WA 99301
Owner/Operator Telephone:	509-545-1807
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CENEX INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 64089

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: SAINT PAUL, MN 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: P.O. BOX 64089
Owner/Operator City,State,Zip: KENNEWICK, WA 55164
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: 509-545-1808
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: KENNEWICK, WA 99301
Owner/Operator Telephone: 612-451-5151
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHS
Legal Status: Private

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N. RAINIER
Owner/Operator City,State,Zip:	KENNEWICK, WA 99301
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	P.O. BOX 64089
Owner/Operator City,State,Zip:	KENNEWICK, WA 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 N. RAINIER
Owner/Operator City,State,Zip:	KENNEWICK, WA 99301
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS INC
Legal Status:	Private
Date Became Current:	2017-12-31 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	P.O. BOX 64089
Owner/Operator City,State,Zip:	ST. PAUL, MN 55164
Owner/Operator Telephone:	612-451-5151
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name:	CHS
Legal Status:	Other
Date Became Current:	1900-01-01 00:00:00.
Date Ended Current:	Not reported
Owner/Operator Address:	P.O. BOX 64089
Owner/Operator City,State,Zip:	SAINT PAUL, MN 55164-0089
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Owner/Operator Indicator: Operator
Owner/Operator Name: CHS INC
Legal Status: Other
Date Became Current: 1900-01-01 00:00:00.
Date Ended Current: Not reported
Owner/Operator Address: 2525 N. RAINIER
Owner/Operator City,State,Zip: PASCO, WA 99301
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 2010-02-02 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2012-02-06 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2004-06-22 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 1993-12-31 00:00:00.0
Handler Name: GENEX TRANSPORTATION PASCO TERMINAL
Federal Waste Generator Description: Conditionally Exempt Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 1996-03-01 00:00:00.0
Handler Name: CENEX TRANSPORTATION PASCO TERMINAL
Federal Waste Generator Description: Conditionally Exempt Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 1997-01-31 00:00:00.0
Handler Name: CENEX TRANSPORTATION PASCO TERMINAL
Federal Waste Generator Description: Conditionally Exempt Small Quantity Generator
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 1998-01-02 00:00:00.0
Handler Name: CENEX TRANSPORTATION PASCO TERMINAL
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 1999-03-05 00:00:00.0
Handler Name: CENEX TRANSPORTATION PASCO TERMINAL
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	1999-12-13 00:00:00.0
Handler Name:	CENEX TRANSPORTATION PASCO TERMINAL
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2000-12-26 00:00:00.0
Handler Name:	CENEX TRANSPORTATION PASCO TERMINAL
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2002-03-04 00:00:00.0
Handler Name:	CENEX TRANSPORTATION PASCO TERMINAL
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2003-01-28 00:00:00.0
Handler Name:	CENEX TRANSPORTATION PASCO TERMINAL
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2004-06-22 00:00:00.0
Handler Name:	CHS INC.

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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2005-01-07 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2006-01-10 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2007-01-09 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2008-01-04 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No

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EPA ID Number

CHS INC. (Continued)

1000225870

Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2009-01-29 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2010-02-02 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2011-01-11 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2012-02-06 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

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CHS INC. (Continued)

1000225870

Receive Date: 2013-01-18 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2014-01-20 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2015-01-19 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2016-02-04 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 2017-02-06 00:00:00.0
Handler Name: CHS INC.
Federal Waste Generator Description: Not a generator, verified
State District Owner: WA
Large Quantity Handler of Universal Waste: No

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CHS INC. (Continued)

1000225870

Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2018-01-18 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2019-01-29 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2020-02-24 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2003-12-31 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No

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Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2005-12-31 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	2007-12-31 00:00:00.0
Handler Name:	CHS INC.
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	WA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code:	484121
NAICS Description:	GENERAL FREIGHT TRUCKING, LONG-DISTANCE, TRUCKLOAD

Facility Has Received Notices of Violation:

Found Violation:	No
Agency Which Determined Violation:	Not reported
Violation Short Description:	Not reported
Date Violation was Determined:	Not reported
Actual Return to Compliance Date:	Not reported
Return to Compliance Qualifier:	Not reported
Violation Responsible Agency:	Not reported
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported

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CHS INC. (Continued)

1000225870

Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Evaluation Action Summary:

Evaluation Date:	1984-04-11 00:00:00.0
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	ER
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

FINDS:

Registry ID: 110005315293

[Click Here:](#)

Environmental Interest/Information System:

Washington Facility / Site Identification System (WA-FSIS) provides a means to query and display data maintained by the Washington Department of Ecology. This system contains key information for each facility/site that is currently, or has been, of interest to the Air Quality, Dam Safety, Hazardous Waste, Toxics Cleanup, and Water Quality Programs.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and

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Database(s)

EDR ID Number
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CHS INC. (Continued)

1000225870

it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

Registry ID: 110070750410

Click Here:

Environmental Interest/Information System:
HAZARDOUS WASTE BIENNIAL REPORTER

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000225870
Registry ID: 110005315293
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110005315293>
Name: CHS INC.
Address: 2525 N RAINIER
City,State,Zip: PASCO, WA 99301

WA MANIFEST:

Name: CHS INC.
Address: 2525 N RAINIER
City,State,Zip: PASCO, WA 99301
Facility Address 2: Not reported
Facility ID: 86588161
EPA ID: WAD010205771
NAICS: 484121
State Waste Code Desc: Not reported
Federal Waste Code Desc: Not reported
Form Comm: Not reported
Data Year: 2017
Permit by Rule: False
Mailing Address 2: Not reported
Treatment by Generator: False
Mixed Radioactive Waste: False
Importer of Hazardous Waste: False
Immediate Recycler: False
Treatment/Storage/Disposal/Recycling Facility: False
Generator of Dangerous Fuel Waste: False
Generator Marketing to Burner: False
Other Marketers (i.e., blender, distributor, etc.): False
Utility Boiler Burner: False
Industry Boiler Burner: False
Industrial Furnace: False
Smelter Defferal: False
Universal Waste: Not reported
Off-Specification: Not reported
LN Address 2: Not reported
Tax Reg #: NA
Business Type: Not reported
Mail Name: Not reported
Mailing Address: 2525 N. Rainier
Mailing City,State,Zip: Kennewick, WA 99301

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EDR ID Number
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CHS INC. (Continued)

1000225870

Legal Organization Name:	CHS
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612)451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Private
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164
Land Phone Number:	(612)451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Private
Operator:	Not reported
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509)545-1808
Operator Effective Date:	Not reported
Site Contact:	Not reported
Site Contact Address:	Not reported
Contact City,State,Zip:	Not reported
Site Contact Phone Number:	Not reported
Site Contact Email:	Not reported
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	CHS INC.
Address:	2525 N RAINIER
City,State,Zip:	PASCO, WA 99301-1308
Facility Address 2:	Not reported

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Database(s)

EDR ID Number
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CHS INC. (Continued)

1000225870

Facility ID:	86588161
EPA ID:	WAD010205771
NAICS:	484121
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2017
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	CHS Inc
Mailing Address:	2525 N. Rainier
Mailing City,State,Zip:	Kennewick, WA 99301
Legal Organization Name:	CHS
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612) 451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Private
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164-0089
Land Phone Number:	(612) 451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Private
Operator:	Kenney R Evans
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 545-1808
Operator Effective Date:	Not reported
Site Contact:	Kenney R Evans
Site Contact Address:	2525 N. Rainier
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	(509) 545-1808
Site Contact Email:	Not reported
Gen Status Code:	XQG

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EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	CHS INC.
Address:	2525 N RAINIER
City,State,Zip:	PASCO, WA 99301-1308
Facility Address 2:	Not reported
Facility ID:	86588161
EPA ID:	WAD010205771
NAICS:	484121
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2016
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	CHS Inc
Mailing Address:	2525 N. Rainier

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EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Mailing City,State,Zip:	Kennewick, WA 99301
Legal Organization Name:	CHS
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612) 451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Private
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164-0089
Land Phone Number:	(612) 451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Private
Operator:	Kenney R Evans
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 545-1808
Operator Effective Date:	Not reported
Site Contact:	Kenney R Evans
Site Contact Address:	2525 N. Rainier
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	(509) 545-1808
Site Contact Email:	Not reported
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	CHS INC.
Address:	2525 N RAINIER
City,State,Zip:	PASCO, WA 99301-1308

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Facility Address 2:	Not reported
Facility ID:	86588161
EPA ID:	WAD010205771
NAICS:	484121
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Not reported
Data Year:	2015
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	CHS Inc
Mailing Address:	2525 N. Rainier
Mailing City,State,Zip:	Kennewick, WA 99301
Legal Organization Name:	CHS
Legal Organization Type:	Private
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612) 451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Private
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164-0089
Land Phone Number:	(612) 451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Private
Operator:	Kenney R Evans
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 545-1808
Operator Effective Date:	Not reported
Site Contact:	Kenney R Evans
Site Contact Address:	2525 N. Rainier
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	(509) 545-1808
Site Contact Email:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	CHS INC.
Address:	2525 N RAINIER
City,State,Zip:	PASCO, WA 99301-1308
Facility Address 2:	Not reported
Facility ID:	86588161
EPA ID:	WAD010205771
NAICS:	484121
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Minnesota Corporation
Data Year:	2014
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	CHS Inc

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Mailing Address:	2525 N. Rainier
Mailing City,State,Zip:	Kennewick, WA 99301
Legal Organization Name:	CHS
Legal Organization Type:	Other
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612) 451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Other
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164-0089
Land Phone Number:	(612) 451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Other
Operator:	Kenney R Evans
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 545-1808
Operator Effective Date:	Not reported
Site Contact:	Kenney R Evans
Site Contact Address:	2525 N. Rainier
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	(509) 545-1808
Site Contact Email:	Not reported
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	CHS INC.
Address:	2525 N RAINIER

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

City,State,Zip:	PASCO, WA 99301-1308
Facility Address 2:	Not reported
Facility ID:	86588161
EPA ID:	WAD010205771
NAICS:	484121
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Minnesota corporation
Data Year:	2013
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	CHS Inc
Mailing Address:	2525 N. Rainier
Mailing City,State,Zip:	Kennewick, WA 99301
Legal Organization Name:	CHS
Legal Organization Type:	Other
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612) 451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Other
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164-0089
Land Phone Number:	(612) 451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Other
Operator:	Kenney R Evans
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 545-1808
Operator Effective Date:	Not reported
Site Contact:	Kenney R Evans
Site Contact Address:	2525 N. Rainier
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	(509) 545-1808

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Site Contact Email:	Not reported
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	CHS INC.
Address:	2525 N RAINIER
City,State,Zip:	PASCO, WA 99301-1308
Facility Address 2:	Not reported
Facility ID:	86588161
EPA ID:	WAD010205771
NAICS:	484121
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	none
Data Year:	2012
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Mail Name:	CHS Inc
Mailing Address:	2525 N. Rainier
Mailing City,State,Zip:	Kennewick, WA 99301
Legal Organization Name:	CHS
Legal Organization Type:	Other
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612) 451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Other
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164-0089
Land Phone Number:	(612) 451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Other
Operator:	Kenney R Evans
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 545-1808
Operator Effective Date:	Not reported
Site Contact:	Kenney R Evans
Site Contact Address:	2525 N. Rainier
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	(509) 545-1808
Site Contact Email:	Not reported
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	CHS INC.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Address:	2525 N RAINIER
City,State,Zip:	PASCO, WA 99301-1308
Facility Address 2:	Not reported
Facility ID:	86588161
EPA ID:	WAD010205771
NAICS:	484121
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Minnesota Corporation
Data Year:	2011
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	CHS Inc
Mailing Address:	2525 N. Rainier
Mailing City,State,Zip:	Kennewick, WA 99301
Legal Organization Name:	CHS
Legal Organization Type:	Other
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612) 451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Other
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164-0089
Land Phone Number:	(612) 451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Other
Operator:	Kenney R Evans
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 545-1808
Operator Effective Date:	Not reported
Site Contact:	Kenney R Evans
Site Contact Address:	2525 N. Rainier
Contact City,State,Zip:	Pasco, WA 99301

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Site Contact Phone Number:	(509) 545-1808
Site Contact Email:	Not reported
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported
Name:	CHS INC.
Address:	2525 N RAINIER
City,State,Zip:	PASCO, WA 99301-1308
Facility Address 2:	Not reported
Facility ID:	86588161
EPA ID:	WAD010205771
NAICS:	484121
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Minnesota Corporation
Data Year:	2010
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported

Map ID
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Business Type:	Not reported
Mail Name:	CHS Inc
Mailing Address:	2525 N. Rainier
Mailing City,State,Zip:	Kennewick, WA 99301
Legal Organization Name:	CHS
Legal Organization Type:	Other
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612) 451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Other
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164-0089
Land Phone Number:	(612) 451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Other
Operator:	Kenney R Evans
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 545-1808
Operator Effective Date:	Not reported
Site Contact:	Kenney R Evans
Site Contact Address:	2525 N. Rainier
Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	(509) 545-1808
Site Contact Email:	Not reported
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Name:	CHS INC.
Address:	2525 N RAINIER
City,State,Zip:	PASCO, WA 99301-1308
Facility Address 2:	Not reported
Facility ID:	86588161
EPA ID:	WAD010205771
NAICS:	484121
State Waste Code Desc:	Not reported
Federal Waste Code Desc:	Not reported
Form Comm:	Minnesota corporation
Data Year:	2009
Permit by Rule:	False
Mailing Address 2:	Not reported
Treatment by Generator:	False
Mixed Radioactive Waste:	False
Importer of Hazardous Waste:	False
Immediate Recycler:	False
Treatment/Storage/Disposal/Recycling Facility:	False
Generator of Dangerous Fuel Waste:	False
Generator Marketing to Burner:	False
Other Marketers (i.e., blender, distributor, etc.):	False
Utility Boiler Burner:	False
Industry Boiler Burner:	False
Industrial Furnace:	False
Smelter Defferal:	False
Universal Waste:	Not reported
Off-Specification:	Not reported
LN Address 2:	Not reported
Tax Reg #:	Not reported
Business Type:	Not reported
Mail Name:	CHS Inc
Mailing Address:	2525 N. Rainier
Mailing City,State,Zip:	Kennewick, WA 99301
Legal Organization Name:	CHS
Legal Organization Type:	Other
Legal Contact:	Not reported
Legal Address:	2525 N. Rainier
Legal Address 2:	Not reported
Legal City,State,Zip:	Kennewick, WA 99301
Legal Phone Number:	(612) 451-5151
Legal Effective Date:	Not reported
Land Organization Name:	CHS Inc
Land Organization Type:	Other
Land Contact:	Not reported
Land Address:	P.O. Box 64089
Land City,State,Zip:	Kennewick, WA 55164-0089
Land Phone Number:	(612) 451-5151
Operator Organization Name:	CHS Inc
Operator Organization Type:	Other
Operator:	Kenney R Evans
Operator Address:	2525 N. Rainier
Operator Address 2:	Not reported
Operator City,State,Zip:	Pasco, WA 99301
Operator Phone Number:	(509) 545-1808
Operator Effective Date:	Not reported
Site Contact:	Kenney R Evans
Site Contact Address:	2525 N. Rainier

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHS INC. (Continued)

1000225870

Contact City,State,Zip:	Pasco, WA 99301
Site Contact Phone Number:	(509) 545-1808
Site Contact Email:	Not reported
Gen Status Code:	XQG
Monthly Generation:	False
Batch Generation:	False
One Time Generation:	False
Transport Own Waste:	False
Tranports Other Waste:	False
Recycler Onsite:	False
Transfer Facility:	False
Other Exemption:	Not reported
UW Battery Gen:	False
Used Oil Transporter:	False
Used Oil Transfer Facility:	False
Used Oil Processor:	False
Used Oil Refiner:	False
Used Oil Fuel Marketer Directs Shipments:	False
Used Oil Fuel Marketer Meets Specs:	False
Site Contact Address 2:	Not reported
SIC Code:	Not reported
CRK Number:	Not reported
Active:	Not reported
CAS Number:	Not reported
Chemical Name:	Not reported
EHS:	Not reported
EHS CAS Number:	Not reported
EHS Name:	Not reported

[Click this hyperlink](#) while viewing on your computer to access
1 additional WA MANIFEST: record(s) in the EDR Site Report.

Count: 1 records.

ORPHAN SUMMARY

<u>City</u>	<u>EDR ID</u>	<u>Site Name</u>	<u>Site Address</u>	<u>Zip</u>	<u>Database(s)</u>
PASCO	S124434253	COLUMBIA EAST COMMERCIAL PARK	COMMERCIAL AVE	99301	VCP

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/27/2021	Source: EPA
Date Data Arrived at EDR: 05/03/2021	Telephone: N/A
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/29/2021
Number of Days to Update: 16	Next Scheduled EDR Contact: 10/11/2021
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/27/2021	Source: EPA
Date Data Arrived at EDR: 05/03/2021	Telephone: N/A
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/29/2021
Number of Days to Update: 16	Next Scheduled EDR Contact: 10/11/2021
	Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 05/03/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 16

Source: EPA
Telephone: N/A
Last EDR Contact: 06/29/2021
Next Scheduled EDR Contact: 10/11/2021
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/30/2021
Date Made Active in Reports: 06/17/2021
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 06/23/2021
Next Scheduled EDR Contact: 10/11/2021
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly known as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 05/03/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 16

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/29/2021
Next Scheduled EDR Contact: 07/26/2021
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 04/27/2021	Source: EPA
Date Data Arrived at EDR: 05/03/2021	Telephone: 800-424-9346
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/29/2021
Number of Days to Update: 16	Next Scheduled EDR Contact: 07/26/2021
	Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/22/2021	Source: EPA
Date Data Arrived at EDR: 03/23/2021	Telephone: 800-424-9346
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/21/2021
Number of Days to Update: 57	Next Scheduled EDR Contact: 10/04/2021
	Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/22/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/23/2021	Telephone: (206) 553-1200
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/21/2021
Number of Days to Update: 57	Next Scheduled EDR Contact: 10/04/2021
	Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/22/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/23/2021	Telephone: (206) 553-1200
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/21/2021
Number of Days to Update: 57	Next Scheduled EDR Contact: 10/04/2021
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/22/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/23/2021	Telephone: (206) 553-1200
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/21/2021
Number of Days to Update: 57	Next Scheduled EDR Contact: 10/04/2021
	Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/22/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/23/2021	Telephone: (206) 553-1200
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/21/2021
Number of Days to Update: 57	Next Scheduled EDR Contact: 10/04/2021
	Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/09/2021	Source: Department of the Navy
Date Data Arrived at EDR: 02/11/2021	Telephone: 843-820-7326
Date Made Active in Reports: 03/22/2021	Last EDR Contact: 05/05/2021
Number of Days to Update: 39	Next Scheduled EDR Contact: 08/23/2021
	Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/22/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/23/2021	Telephone: 703-603-0695
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 05/21/2021
Number of Days to Update: 85	Next Scheduled EDR Contact: 09/06/2021
	Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/22/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/23/2021	Telephone: 703-603-0695
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 05/21/2021
Number of Days to Update: 85	Next Scheduled EDR Contact: 09/06/2021
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/22/2021
Date Data Arrived at EDR: 03/24/2021
Date Made Active in Reports: 06/17/2021
Number of Days to Update: 85

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/17/2021
Next Scheduled EDR Contact: 10/04/2021
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

HSL: Hazardous Sites List

The Hazardous Sites List is a subset of the CSCSL Report. It includes sites which have been assessed and ranked using the Washington Ranking Method (WARM).

Date of Government Version: 02/24/2021
Date Data Arrived at EDR: 03/04/2021
Date Made Active in Reports: 05/24/2021
Number of Days to Update: 81

Source: Department of Ecology
Telephone: 360-407-7200
Last EDR Contact: 06/04/2021
Next Scheduled EDR Contact: 09/13/2021
Data Release Frequency: Semi-Annually

State- and tribal - equivalent CERCLIS

CSCSL: Confirmed and Suspected Contaminated Sites List

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 04/12/2021
Date Data Arrived at EDR: 04/14/2021
Date Made Active in Reports: 06/29/2021
Number of Days to Update: 76

Source: Department of Ecology
Telephone: 360-407-7200
Last EDR Contact: 07/13/2021
Next Scheduled EDR Contact: 10/25/2021
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: Solid Waste Facility Database

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 03/31/2021
Date Data Arrived at EDR: 04/09/2021
Date Made Active in Reports: 06/29/2021
Number of Days to Update: 81

Source: Department of Ecology
Telephone: 360-407-6132
Last EDR Contact: 05/27/2021
Next Scheduled EDR Contact: 09/13/2021
Data Release Frequency: Annually

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tanks Site List

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 02/09/2021
Date Data Arrived at EDR: 02/11/2021
Date Made Active in Reports: 05/06/2021
Number of Days to Update: 84

Source: Department of Ecology
Telephone: 360-407-7183
Last EDR Contact: 05/12/2021
Next Scheduled EDR Contact: 08/23/2021
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 09/30/2020	Source: EPA Region 7
Date Data Arrived at EDR: 12/22/2020	Telephone: 913-551-7003
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 80	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/09/2020	Source: EPA Region 8
Date Data Arrived at EDR: 12/16/2020	Telephone: 303-312-6271
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/07/2020	Source: EPA, Region 5
Date Data Arrived at EDR: 12/16/2020	Telephone: 312-886-7439
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/01/2020	Source: EPA Region 1
Date Data Arrived at EDR: 12/16/2020	Telephone: 617-918-1313
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/08/2020	Source: EPA Region 6
Date Data Arrived at EDR: 05/20/2020	Telephone: 214-665-6597
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 06/11/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/01/2020	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/16/2020	Telephone: 415-972-3372
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/02/2020	Source: EPA Region 4
Date Data Arrived at EDR: 12/18/2020	Telephone: 404-562-8677
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/17/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/12/2020	Source: EPA Region 10
Date Data Arrived at EDR: 12/16/2020	Telephone: 206-553-2857
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/29/2021	Source: FEMA
Date Data Arrived at EDR: 02/17/2021	Telephone: 202-646-5797
Date Made Active in Reports: 03/22/2021	Last EDR Contact: 06/29/2021
Number of Days to Update: 33	Next Scheduled EDR Contact: 10/18/2021
	Data Release Frequency: Varies

UST: Underground Storage Tank Database
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 02/09/2021	Source: Department of Ecology
Date Data Arrived at EDR: 02/11/2021	Telephone: 360-407-7183
Date Made Active in Reports: 05/06/2021	Last EDR Contact: 05/12/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 08/23/2021
	Data Release Frequency: Quarterly

AST: Aboveground Storage Tank Locations

A listing of aboveground storage tank locations regulated by the Department of Ecology's Spill Prevention, Preparedness and Response Program.

Date of Government Version: 12/14/2015	Source: Department of Ecology
Date Data Arrived at EDR: 02/02/2016	Telephone: 360-407-7562
Date Made Active in Reports: 05/03/2016	Last EDR Contact: 04/22/2021
Number of Days to Update: 91	Next Scheduled EDR Contact: 08/09/2021
	Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/08/2020	Source: EPA Region 6
Date Data Arrived at EDR: 05/20/2020	Telephone: 214-665-7591
Date Made Active in Reports: 08/12/2020	Last EDR Contact: 06/11/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/07/2020	Source: EPA Region 5
Date Data Arrived at EDR: 12/16/2020	Telephone: 312-886-6136
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/30/2020	Source: EPA Region 7
Date Data Arrived at EDR: 12/22/2020	Telephone: 913-551-7003
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 80	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/01/2020	Source: EPA, Region 1
Date Data Arrived at EDR: 12/16/2020	Telephone: 617-918-1313
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 11/12/2020	Source: EPA Region 10
Date Data Arrived at EDR: 12/16/2020	Telephone: 206-553-2857
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/02/2020	Source: EPA Region 4
Date Data Arrived at EDR: 12/18/2020	Telephone: 404-562-9424
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/17/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/01/2020	Source: EPA Region 9
Date Data Arrived at EDR: 12/16/2020	Telephone: 415-972-3368
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/09/2020	Source: EPA Region 8
Date Data Arrived at EDR: 12/16/2020	Telephone: 303-312-6137
Date Made Active in Reports: 03/12/2021	Last EDR Contact: 06/11/2021
Number of Days to Update: 86	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

State and tribal institutional control / engineering control registries

INST CONTROL: Institutional Control Site List
Sites that have institutional controls.

Date of Government Version: 04/12/2021	Source: Department of Ecology
Date Data Arrived at EDR: 04/14/2021	Telephone: 360-407-7170
Date Made Active in Reports: 06/29/2021	Last EDR Contact: 07/13/2021
Number of Days to Update: 76	Next Scheduled EDR Contact: 10/25/2021
	Data Release Frequency: Quarterly

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Sites
Sites that have entered either the Voluntary Cleanup Program or its predecessor Independent Remedial Action Program.

Date of Government Version: 04/12/2021	Source: Department of Ecology
Date Data Arrived at EDR: 04/16/2021	Telephone: 360-407-7200
Date Made Active in Reports: 07/07/2021	Last EDR Contact: 07/13/2021
Number of Days to Update: 82	Next Scheduled EDR Contact: 10/25/2021
	Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008	Source: EPA, Region 7
Date Data Arrived at EDR: 04/22/2008	Telephone: 913-551-7365
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 07/08/2021
Number of Days to Update: 27	Next Scheduled EDR Contact: 07/20/2009
	Data Release Frequency: No Update Planned

ICR: Independent Cleanup Reports
These are remedial action reports Ecology has received from either the owner or operator of the sites. These actions have been conducted without department oversight or approval and are not under an order or decree. This database is no longer updated by the Department of Ecology.

Date of Government Version: 12/01/2002	Source: Department of Ecology
Date Data Arrived at EDR: 01/03/2003	Telephone: 360-407-7200
Date Made Active in Reports: 01/22/2003	Last EDR Contact: 08/10/2009
Number of Days to Update: 19	Next Scheduled EDR Contact: 11/09/2009
	Data Release Frequency: No Update Planned

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015	Source: EPA, Region 1
Date Data Arrived at EDR: 09/29/2015	Telephone: 617-918-1102
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 06/15/2021
Number of Days to Update: 142	Next Scheduled EDR Contact: 10/04/2021
	Data Release Frequency: No Update Planned

PTAP: PTAP Site Listing
A list of sites accepted into the Petroleum Technical Assistance Program. The Petroleum Technical Assistance Program (PTAP) expands the state's ability to respond to the high customer demand to clean up petroleum contaminated sites. Under the PTAP, the Pollution Liability Insurance Agency (PLIA) may provide informal site-specific technical consultations and issue written opinion letters to persons conducting independent remedial actions at qualifying petroleum cleanup sites. PLIA may provide these services under the authority of RCW 70.149.040(9) and the Model Toxics Control Act (MTCA), Chapter 70.149 RCW and Chapter 173-340 WAC.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/09/2021
Date Data Arrived at EDR: 02/11/2021
Date Made Active in Reports: 05/06/2021
Number of Days to Update: 84

Source: Department of Ecology
Telephone: 360-407-0515
Last EDR Contact: 05/12/2021
Next Scheduled EDR Contact: 08/23/2021
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Brownfields Sites Listing

A listing of brownfields sites included in the Confirmed & Suspected Sites Listing. Brownfields are abandoned, idle or underused commercial or industrial properties, where the expansion or redevelopment is hindered by real or perceived contamination. Brownfields vary in size, location, age, and past use -- they can be anything from a five-hundred acre automobile assembly plant to a small, abandoned corner gas station.

Date of Government Version: 04/12/2021
Date Data Arrived at EDR: 04/14/2021
Date Made Active in Reports: 06/29/2021
Number of Days to Update: 76

Source: Department of Ecology
Telephone: 360-725-4030
Last EDR Contact: 07/13/2021
Next Scheduled EDR Contact: 10/25/2021
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/15/2021
Date Data Arrived at EDR: 03/16/2021
Date Made Active in Reports: 06/10/2021
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/10/2021
Next Scheduled EDR Contact: 09/27/2021
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

SWTIRE 2: Solid Waste Tire Facilities 2 solid waste tire piles

Date of Government Version: 03/04/2021
Date Data Arrived at EDR: 03/05/2021
Date Made Active in Reports: 05/26/2021
Number of Days to Update: 82

Source: Department of Ecology
Telephone: 425-649-7104
Last EDR Contact: 05/27/2021
Next Scheduled EDR Contact: 09/13/2021
Data Release Frequency: Varies

SWRCY: Recycling Facility List

A listing of recycling center locations.

Date of Government Version: 02/03/2021
Date Data Arrived at EDR: 02/05/2021
Date Made Active in Reports: 03/17/2021
Number of Days to Update: 40

Source: Department of Ecology
Telephone: 360-407-6105
Last EDR Contact: 04/19/2021
Next Scheduled EDR Contact: 08/02/2021
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SWTIRE: Solid Waste Tire Facilities

This study identified sites statewide with unauthorized accumulations of scrap tires.

Date of Government Version: 11/01/2005	Source: Department of Ecology
Date Data Arrived at EDR: 03/16/2006	Telephone: N/A
Date Made Active in Reports: 04/13/2006	Last EDR Contact: 09/08/2017
Number of Days to Update: 28	Next Scheduled EDR Contact: 12/18/2017
	Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/03/2007	Telephone: 703-308-8245
Date Made Active in Reports: 01/24/2008	Last EDR Contact: 04/22/2021
Number of Days to Update: 52	Next Scheduled EDR Contact: 08/09/2021
	Data Release Frequency: No Update Planned

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/09/2004	Telephone: 800-424-9346
Date Made Active in Reports: 09/17/2004	Last EDR Contact: 06/09/2004
Number of Days to Update: 39	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009	Source: EPA, Region 9
Date Data Arrived at EDR: 05/07/2009	Telephone: 415-947-4219
Date Made Active in Reports: 09/21/2009	Last EDR Contact: 07/13/2021
Number of Days to Update: 137	Next Scheduled EDR Contact: 11/01/2021
	Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014	Source: Department of Health & Human Services, Indian Health Service
Date Data Arrived at EDR: 08/06/2014	Telephone: 301-443-1452
Date Made Active in Reports: 01/29/2015	Last EDR Contact: 04/29/2021
Number of Days to Update: 176	Next Scheduled EDR Contact: 08/09/2021
	Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 12/07/2020	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 12/09/2020	Telephone: 202-307-1000
Date Made Active in Reports: 03/02/2021	Last EDR Contact: 05/22/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 09/06/2021
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ALLSITES: Facility/Site Identification System Listing

Information on facilities and sites of interest to the Department of Ecology.

Date of Government Version: 02/03/2021	Source: Department of Ecology
Date Data Arrived at EDR: 02/04/2021	Telephone: 360-407-6423
Date Made Active in Reports: 04/06/2021	Last EDR Contact: 04/22/2021
Number of Days to Update: 61	Next Scheduled EDR Contact: 08/09/2021
	Data Release Frequency: Quarterly

CDL: Clandestine Drug Lab Contaminated Site List

Illegal methamphetamine labs use hazardous chemicals that create public health hazards. Chemicals and residues can cause burns, respiratory and neurological damage, and death. Biological hazards associated with intravenous needles, feces, and blood also pose health risks.

Date of Government Version: 12/31/2019	Source: Department of Health
Date Data Arrived at EDR: 02/13/2020	Telephone: 360-236-3380
Date Made Active in Reports: 04/22/2020	Last EDR Contact: 04/29/2021
Number of Days to Update: 69	Next Scheduled EDR Contact: 08/16/2021
	Data Release Frequency: Varies

HIST CDL: List of Sites Contaminated by Clandestine Drug Labs

This listing of contaminated sites by Clandestine Drug Labs includes non-remediated properties. The current CDL listing does not. This listing is no longer updated by the state agency.

Date of Government Version: 02/08/2007	Source: Department of Health
Date Data Arrived at EDR: 06/26/2007	Telephone: 360-236-3381
Date Made Active in Reports: 07/19/2007	Last EDR Contact: 06/02/2008
Number of Days to Update: 23	Next Scheduled EDR Contact: 09/01/2008
	Data Release Frequency: No Update Planned

CSCSL NFA: Confirmed and Contaminated Sites - No Further Action

This report contains information about sites that are undergoing cleanup and sites that are awaiting further investigation and/or cleanup. Sites on the Hazardous Sites List (see above) are included in this data set.

Date of Government Version: 04/12/2021	Source: Department of Ecology
Date Data Arrived at EDR: 04/14/2021	Telephone: 360-407-7170
Date Made Active in Reports: 06/29/2021	Last EDR Contact: 07/13/2021
Number of Days to Update: 76	Next Scheduled EDR Contact: 10/25/2021
	Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 12/07/2020	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 12/09/2020	Telephone: 202-307-1000
Date Made Active in Reports: 03/02/2021	Last EDR Contact: 05/18/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 09/06/2021
	Data Release Frequency: Quarterly

AQUEOUS FOAM: Firefighting Foam Incidents

Aqueous film-forming foam-laced water running off from fuel spills, firefighting events and routine training sessions has put those chemicals in ground water, surface water, sediments, biota, and other natural resources of the state.

Date of Government Version: 03/26/2021	Source: Department of Ecology
Date Data Arrived at EDR: 04/01/2021	Telephone: 360-407-6116
Date Made Active in Reports: 06/23/2021	Last EDR Contact: 06/30/2021
Number of Days to Update: 83	Next Scheduled EDR Contact: 10/18/2021
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PFAS: PFAS Contamination Site Location Listing

PFOS and PFOA stand for perfluorooctane sulfonate and perfluorooctanoic acid, respectively. Both are fluorinated organic chemicals, part of a larger family of compounds referred to as perfluoroalkyl substances (PFASs).

Date of Government Version: 04/23/2021	Source: Department of Ecology
Date Data Arrived at EDR: 04/28/2021	Telephone: 360-407-6116
Date Made Active in Reports: 04/30/2021	Last EDR Contact: 06/30/2021
Number of Days to Update: 2	Next Scheduled EDR Contact: 10/18/2021
	Data Release Frequency: Varies

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 04/27/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/03/2021	Telephone: 202-564-6023
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/29/2021
Number of Days to Update: 16	Next Scheduled EDR Contact: 10/11/2021
	Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/22/2021	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 03/24/2021	Telephone: 202-366-4555
Date Made Active in Reports: 06/17/2021	Last EDR Contact: 06/17/2021
Number of Days to Update: 85	Next Scheduled EDR Contact: 10/04/2021
	Data Release Frequency: Quarterly

SPILLS: Reported Spills

Spills reported to the Spill Prevention, Preparedness and Response Division.

Date of Government Version: 05/26/2021	Source: Department of Ecology
Date Data Arrived at EDR: 06/02/2021	Telephone: 360-407-6950
Date Made Active in Reports: 06/04/2021	Last EDR Contact: 05/27/2021
Number of Days to Update: 2	Next Scheduled EDR Contact: 09/13/2021
	Data Release Frequency: Semi-Annually

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 05/23/2006	Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013	Telephone: N/A
Date Made Active in Reports: 03/06/2013	Last EDR Contact: 01/03/2013
Number of Days to Update: 62	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/22/2021
Date Data Arrived at EDR: 03/23/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 57

Source: Environmental Protection Agency
Telephone: (206) 553-1200
Last EDR Contact: 06/21/2021
Next Scheduled EDR Contact: 10/04/2021
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 02/11/2021
Date Data Arrived at EDR: 02/17/2021
Date Made Active in Reports: 04/05/2021
Number of Days to Update: 47

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/18/2021
Next Scheduled EDR Contact: 08/30/2021
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/13/2021
Next Scheduled EDR Contact: 10/25/2021
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/09/2021
Next Scheduled EDR Contact: 10/18/2021
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/18/2021
Next Scheduled EDR Contact: 08/23/2021
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/22/2021
Date Data Arrived at EDR: 03/23/2021
Date Made Active in Reports: 06/17/2021
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/21/2021
Next Scheduled EDR Contact: 10/04/2021
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/21/2014	Telephone: 617-520-3000
Date Made Active in Reports: 06/17/2014	Last EDR Contact: 04/30/2021
Number of Days to Update: 88	Next Scheduled EDR Contact: 08/16/2021
	Data Release Frequency: No Update Planned

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/08/2018	Telephone: 703-308-4044
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 05/07/2021
Number of Days to Update: 73	Next Scheduled EDR Contact: 08/16/2021
	Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016	Source: EPA
Date Data Arrived at EDR: 06/17/2020	Telephone: 202-260-5521
Date Made Active in Reports: 09/10/2020	Last EDR Contact: 06/17/2021
Number of Days to Update: 85	Next Scheduled EDR Contact: 09/27/2021
	Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2018	Source: EPA
Date Data Arrived at EDR: 08/14/2020	Telephone: 202-566-0250
Date Made Active in Reports: 11/04/2020	Last EDR Contact: 05/17/2021
Number of Days to Update: 82	Next Scheduled EDR Contact: 08/30/2021
	Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 01/20/2021	Source: EPA
Date Data Arrived at EDR: 01/21/2021	Telephone: 202-564-4203
Date Made Active in Reports: 03/22/2021	Last EDR Contact: 04/20/2021
Number of Days to Update: 60	Next Scheduled EDR Contact: 08/02/2021
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 04/27/2021	Source: EPA
Date Data Arrived at EDR: 05/03/2021	Telephone: 703-416-0223
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 06/29/2021
Number of Days to Update: 16	Next Scheduled EDR Contact: 09/13/2021
	Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 01/22/2021	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/18/2021	Telephone: 202-564-8600
Date Made Active in Reports: 05/11/2021	Last EDR Contact: 07/14/2021
Number of Days to Update: 82	Next Scheduled EDR Contact: 11/01/2021
	Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995	Source: EPA
Date Data Arrived at EDR: 07/03/1995	Telephone: 202-564-4104
Date Made Active in Reports: 08/07/1995	Last EDR Contact: 06/02/2008
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/01/2008
	Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 12/30/2020	Source: EPA
Date Data Arrived at EDR: 01/14/2021	Telephone: 202-564-6023
Date Made Active in Reports: 03/05/2021	Last EDR Contact: 06/29/2021
Number of Days to Update: 50	Next Scheduled EDR Contact: 08/16/2021
	Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/19/2020	Source: EPA
Date Data Arrived at EDR: 01/08/2021	Telephone: 202-566-0500
Date Made Active in Reports: 03/22/2021	Last EDR Contact: 07/09/2021
Number of Days to Update: 73	Next Scheduled EDR Contact: 10/18/2021
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/23/2016	Telephone: 202-564-2501
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 06/29/2021
Number of Days to Update: 79	Next Scheduled EDR Contact: 10/18/2021
	Data Release Frequency: No Update Planned

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/08/2021	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 03/11/2021	Telephone: 301-415-7169
Date Made Active in Reports: 05/11/2021	Last EDR Contact: 07/14/2021
Number of Days to Update: 61	Next Scheduled EDR Contact: 11/01/2021
	Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2019	Source: Department of Energy
Date Data Arrived at EDR: 12/01/2020	Telephone: 202-586-8719
Date Made Active in Reports: 02/09/2021	Last EDR Contact: 05/27/2021
Number of Days to Update: 70	Next Scheduled EDR Contact: 09/13/2021
	Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/05/2019	Telephone: N/A
Date Made Active in Reports: 11/11/2019	Last EDR Contact: 05/27/2021
Number of Days to Update: 251	Next Scheduled EDR Contact: 09/13/2021
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/06/2019	Telephone: 202-566-0517
Date Made Active in Reports: 02/10/2020	Last EDR Contact: 05/07/2021
Number of Days to Update: 96	Next Scheduled EDR Contact: 08/16/2021
	Data Release Frequency: Varies

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/01/2019	Telephone: 202-343-9775
Date Made Active in Reports: 09/23/2019	Last EDR Contact: 06/22/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 10/11/2021
	Data Release Frequency: No Update Planned

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 01/28/2020	Telephone: 202-366-4595
Date Made Active in Reports: 04/17/2020	Last EDR Contact: 04/27/2021
Number of Days to Update: 80	Next Scheduled EDR Contact: 08/09/2021
	Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 01/13/2021
Date Made Active in Reports: 03/22/2021
Number of Days to Update: 68

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/02/2021
Next Scheduled EDR Contact: 10/18/2021
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/22/2020
Date Made Active in Reports: 11/20/2020
Number of Days to Update: 151

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/21/2021
Next Scheduled EDR Contact: 10/04/2021
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/02/2021
Next Scheduled EDR Contact: 10/18/2021
Data Release Frequency: Varies

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 04/28/2021
Next Scheduled EDR Contact: 08/16/2021
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/21/2021
Next Scheduled EDR Contact: 08/30/2021
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 05/03/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 16

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 06/29/2021
Next Scheduled EDR Contact: 10/11/2021
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: No Update Planned

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: No Update Planned

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/01/2021
Date Data Arrived at EDR: 02/24/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 84

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/25/2021
Next Scheduled EDR Contact: 09/06/2021
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 05/27/2021
Date Made Active in Reports: 06/10/2021
Number of Days to Update: 14

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 07/01/2021
Next Scheduled EDR Contact: 09/13/2021
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020
Date Data Arrived at EDR: 05/27/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 78

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/27/2021
Next Scheduled EDR Contact: 09/06/2021
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011	Source: USGS
Date Data Arrived at EDR: 06/08/2011	Telephone: 703-648-7709
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 05/27/2021
Number of Days to Update: 97	Next Scheduled EDR Contact: 09/06/2021
	Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/23/2021	Source: Department of Interior
Date Data Arrived at EDR: 03/25/2021	Telephone: 202-208-2609
Date Made Active in Reports: 06/17/2021	Last EDR Contact: 06/14/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 09/20/2021
	Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/03/2021	Source: EPA
Date Data Arrived at EDR: 03/03/2021	Telephone: (206) 553-1200
Date Made Active in Reports: 04/05/2021	Last EDR Contact: 05/18/2021
Number of Days to Update: 33	Next Scheduled EDR Contact: 09/13/2021
	Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 11/03/2020	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/17/2020	Telephone: 202-564-0527
Date Made Active in Reports: 02/09/2021	Last EDR Contact: 05/21/2021
Number of Days to Update: 84	Next Scheduled EDR Contact: 09/06/2021
	Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2018	Source: Department of Defense
Date Data Arrived at EDR: 07/02/2020	Telephone: 703-704-1564
Date Made Active in Reports: 09/17/2020	Last EDR Contact: 07/07/2021
Number of Days to Update: 77	Next Scheduled EDR Contact: 10/25/2021
	Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/04/2021
Date Data Arrived at EDR: 04/06/2021
Date Made Active in Reports: 06/25/2021
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 07/01/2021
Next Scheduled EDR Contact: 10/18/2021
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/17/2021
Date Data Arrived at EDR: 02/17/2021
Date Made Active in Reports: 03/22/2021
Number of Days to Update: 33

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/14/2021
Next Scheduled EDR Contact: 08/30/2021
Data Release Frequency: Quarterly

AIRS (EMI): Washington Emissions Data System Emissions inventory data.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 04/14/2021
Date Made Active in Reports: 06/29/2021
Number of Days to Update: 76

Source: Department of Ecology
Telephone: 360-407-6040
Last EDR Contact: 04/14/2021
Next Scheduled EDR Contact: 07/26/2021
Data Release Frequency: Annually

ASBESTOS: Asbestos Notification Listing Asbestos sites

Date of Government Version: 12/02/2020
Date Data Arrived at EDR: 12/03/2020
Date Made Active in Reports: 12/11/2020
Number of Days to Update: 8

Source: Department of Labor & Industries
Telephone: 360-902-6209
Last EDR Contact: 05/27/2021
Next Scheduled EDR Contact: 08/29/2021
Data Release Frequency: Varies

COAL ASH: Coal Ash Disposal Site Listing A listing of coal ash disposal site locations.

Date of Government Version: 03/31/2021
Date Data Arrived at EDR: 04/09/2021
Date Made Active in Reports: 06/29/2021
Number of Days to Update: 81

Source: Department of Ecology
Telephone: 360-407-6933
Last EDR Contact: 05/26/2021
Next Scheduled EDR Contact: 09/13/2021
Data Release Frequency: Varies

DRYCLEANERS: Drycleaner List

A listing of registered drycleaners who registered with the Department of Ecology (using the SIC code of 7215 and 7216) as hazardous waste generators.

Date of Government Version: 04/14/2021
Date Data Arrived at EDR: 04/15/2021
Date Made Active in Reports: 07/06/2021
Number of Days to Update: 82

Source: Department of Ecology
Telephone: 360-407-6732
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 10/25/2021
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

A listing of financial assurance information for underground storage tank facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/24/2021
Date Data Arrived at EDR: 05/25/2021
Date Made Active in Reports: 05/28/2021
Number of Days to Update: 3

Source: Department of Ecology
Telephone: 360-586-1060
Last EDR Contact: 05/20/2021
Next Scheduled EDR Contact: 09/06/2021
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for hazardous waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/17/2021	Source: Department of Ecology
Date Data Arrived at EDR: 05/18/2021	Telephone: 360-407-6754
Date Made Active in Reports: 05/19/2021	Last EDR Contact: 05/06/2021
Number of Days to Update: 1	Next Scheduled EDR Contact: 08/23/2021
	Data Release Frequency: Varies

Financial Assurance 3: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/15/2017	Source: Department of Ecology
Date Data Arrived at EDR: 11/20/2017	Telephone: 360-407-6136
Date Made Active in Reports: 01/04/2018	Last EDR Contact: 05/06/2021
Number of Days to Update: 45	Next Scheduled EDR Contact: 08/23/2021
	Data Release Frequency: No Update Planned

INACTIVE DRYCLEANERS: Inactive Drycleaners

A listing of inactive drycleaner facility locations.

Date of Government Version: 04/14/2021	Source: Department of Ecology
Date Data Arrived at EDR: 04/15/2021	Telephone: 360-407-6732
Date Made Active in Reports: 07/06/2021	Last EDR Contact: 07/08/2021
Number of Days to Update: 82	Next Scheduled EDR Contact: 10/25/2021
	Data Release Frequency: Annually

WA MANIFEST: Hazardous Waste Manifest Data

Hazardous waste manifest information.

Date of Government Version: 12/31/2019	Source: Department of Ecology
Date Data Arrived at EDR: 07/24/2020	Telephone: N/A
Date Made Active in Reports: 10/13/2020	Last EDR Contact: 06/09/2021
Number of Days to Update: 81	Next Scheduled EDR Contact: 09/27/2021
	Data Release Frequency: Annually

NPDES: Water Quality Permit System Data

A listing of permitted wastewater facilities.

Date of Government Version: 04/13/2021	Source: Department of Ecology
Date Data Arrived at EDR: 04/14/2021	Telephone: 360-407-6073
Date Made Active in Reports: 06/30/2021	Last EDR Contact: 07/14/2021
Number of Days to Update: 77	Next Scheduled EDR Contact: 10/25/2021
	Data Release Frequency: Quarterly

UIC: Underground Injection Wells Listing

A listing of underground injection wells.

Date of Government Version: 01/12/2021	Source: Department of Ecology
Date Data Arrived at EDR: 01/13/2021	Telephone: 360-407-6143
Date Made Active in Reports: 04/05/2021	Last EDR Contact: 07/15/2021
Number of Days to Update: 82	Next Scheduled EDR Contact: 10/25/2021
	Data Release Frequency: Quarterly

PCS ENF: Enforcement data

No description is available for this data

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 06/30/2021
Next Scheduled EDR Contact: 10/18/2021
Data Release Frequency: No Update Planned

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 08/05/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 55

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 06/30/2021
Next Scheduled EDR Contact: 10/18/2021
Data Release Frequency: No Update Planned

PCS INACTIVE: Listing of Inactive PCS Permits

An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015
Number of Days to Update: 120

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/30/2021
Next Scheduled EDR Contact: 10/18/2021
Data Release Frequency: No Update Planned

MINES MRDS: Mineral Resources Data System

Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 05/27/2021
Next Scheduled EDR Contact: 09/06/2021
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Ecology in Washington.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/24/2013
Number of Days to Update: 176

Source: Department of Ecology
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Ecology in Washington.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/10/2014
Number of Days to Update: 193

Source: Department of Ecology
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Ecology in Washington.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/24/2013
Number of Days to Update: 176

Source: Department of Ecology
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

KING COUNTY:

LF KING: Abandoned Landfill Study in King County

The King County Abandoned Landfill Survey was conducted from October through December 1984 by the Health Department's Environmental Health Division at the request of the King County Council. The primary objective of the survey was to determine if any public health problems existed at the predetermined 24 sites.

Date of Government Version: 04/30/1985	Source: Seattle-King County Department of Public Health
Date Data Arrived at EDR: 11/07/1994	Telephone: 206-296-4785
Date Made Active in Reports: N/A	Last EDR Contact: 10/21/1994
Number of Days to Update: 0	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

SEATTLE COUNTY:

LF SEATTLE CITY: Abandoned Landfill Study in the City of Seattle

The Seattle Abandoned Landfill Survey was conducted in June and July of 1984 by the Health Department's Environmental Health Division at the request of the Mayor's Office. The primary objective of the survey was to determine if any public health problems existed at the predetermined 12 sites.

Date of Government Version: 07/30/1984	Source: Seattle - King County Department of Public Health
Date Data Arrived at EDR: 11/07/1994	Telephone: 206-296-4785
Date Made Active in Reports: N/A	Last EDR Contact: 10/21/1994
Number of Days to Update: 0	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

SEATTLE/KING COUNTY:

LF SEATTLE/KING: Seattle - King County Abandoned Landfill Toxicity / Hazard Assessment Project

This report presents the Seattle-King County Health Department's follow-up investigation of two city owned and four county owned abandoned landfills which was conducted from February to December 1986.

Date of Government Version: 12/31/1986	Source: Department of Public Health
Date Data Arrived at EDR: 08/18/1995	Telephone: 206-296-4785
Date Made Active in Reports: 09/20/1995	Last EDR Contact: 08/14/1995
Number of Days to Update: 33	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

SNOHOMISH COUNTY:

LF SNOHOMISH: Solid Waste Sites of Record at Snohomish Health District

Solid waste disposal and/or utilization sites in Snohomish County.

Date of Government Version: 09/23/2019	Source: Snohomish Health District
Date Data Arrived at EDR: 09/25/2019	Telephone: 206-339-5250
Date Made Active in Reports: 10/24/2019	Last EDR Contact: 06/14/2021
Number of Days to Update: 29	Next Scheduled EDR Contact: 09/27/2021
	Data Release Frequency: No Update Planned

TACOMA/PIERCE COUNTY:

LF TACOMA/PIERCE: Closed Landfill Survey

Following numerous requests for information about closed dumpsites and landfills in Pierce County, the Tacoma-Pierce County Health Department decided to conduct a study on the matter. The aim of the study was to evaluate public health risks associated with the closed dumpsites and landfills, and to determine the need, if any, for further investigations of a more detailed nature. The sites represent all of the known dumpsites and landfills closed after 1950.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/01/2002
Date Data Arrived at EDR: 03/24/2003
Date Made Active in Reports: 05/14/2003
Number of Days to Update: 51

Source: Tacoma-Pierce County Health Department
Telephone: 206-591-6500
Last EDR Contact: 03/19/2003
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 10/05/2020
Date Data Arrived at EDR: 02/17/2021
Date Made Active in Reports: 05/10/2021
Number of Days to Update: 82

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/11/2021
Next Scheduled EDR Contact: 08/23/2021
Data Release Frequency: No Update Planned

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 04/29/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 72

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 04/30/2021
Next Scheduled EDR Contact: 08/09/2021
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/07/2021
Next Scheduled EDR Contact: 10/25/2021
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/03/2021
Next Scheduled EDR Contact: 09/20/2021
Data Release Frequency: Annually

Oil/Gas Pipelines

Source: Endeavor Business Media

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data

Source: Endeavor Business Media

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Daycare Center Listing

Source: Department of Social & Health Services

Telephone: 253-383-1735

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Department of Ecology

Telephone: 360-407-6121

Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STREET AND ADDRESS INFORMATION

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GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

COLVILLE
NOT REPORTED
PASCO, WA 99301

TARGET PROPERTY COORDINATES

Latitude (North):	46.268508 - 46° 16' 6.63"
Longitude (West):	119.084715 - 119° 5' 4.97"
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	339354.9
UTM Y (Meters):	5125775.5
Elevation:	433 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	6004537 GLADE, WA
Version Date:	2014
South Map:	6004519 PASCO, WA
Version Date:	2014

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

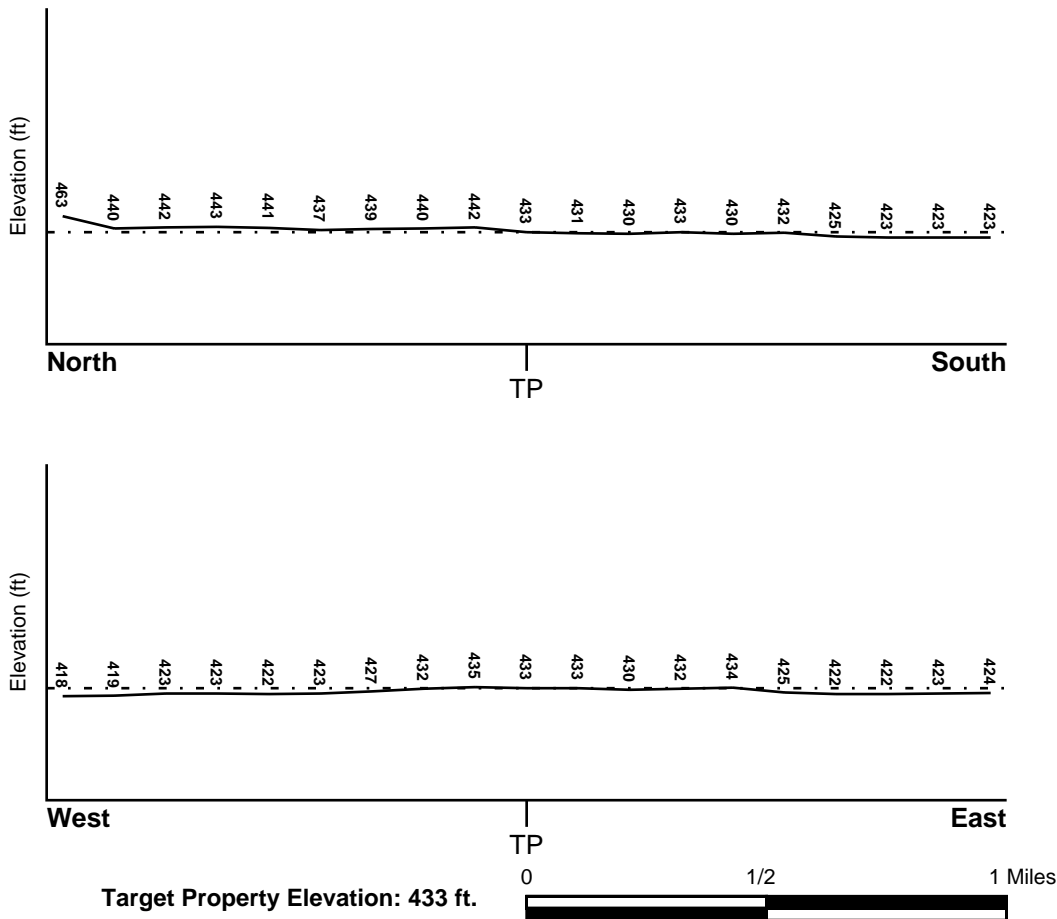
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SSE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

<u>Flood Plain Panel at Target Property</u>	<u>FEMA Source Type</u>
5300460002A	FEMA Q3 Flood data
<u>Additional Panels in search area:</u>	<u>FEMA Source Type</u>
5300440715B	FEMA Q3 Flood data
5300440720B	FEMA Q3 Flood data
5300460001A	FEMA Q3 Flood data
5300460003A	FEMA Q3 Flood data
5300460004A	FEMA Q3 Flood data

NATIONAL WETLAND INVENTORY

<u>NWI Quad at Target Property</u>	<u>NWI Electronic Data Coverage</u>
GLADE	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

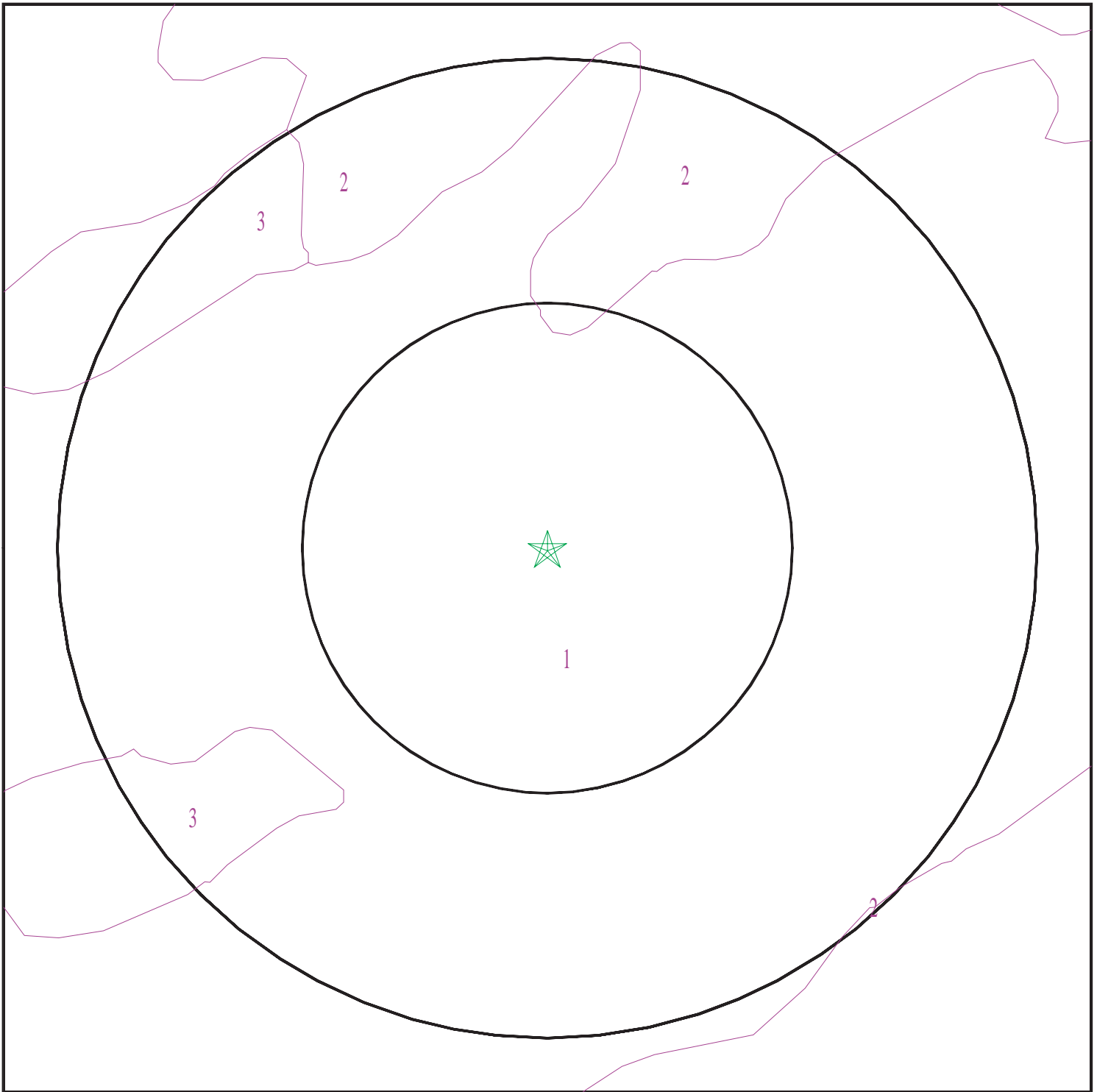
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q (<i>decoded above as Era, System & Series</i>)

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 6580729.2s



- ★ Target Property
- SSURGO Soil
- Water



SITE NAME: Colville
ADDRESS: Not Reported
Pasco WA 99301
LAT/LONG: 46.268508 / 119.084715

CLIENT: ANALYTICAL ENVIRONMENTAL SERVICES
CONTACT: Kevin Geregthy
INQUIRY #: 6580729.2s
DATE: July 16, 2021 4:16 pm

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Quincy

Soil Surface Texture: loamy fine sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	3 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141.1432 Min: 42.3429	Max: 8.4 Min: 6.1
2	3 inches	59 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141.1432 Min: 42.3429	Max: 8.4 Min: 6.1

Soil Map ID: 2

Soil Component Name: Quincy

Soil Surface Texture: loamy fine sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	3 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 14.1143 Min: 4.2342	Max: 9 Min: 7.4
2	3 inches	51 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 14.1143 Min: 4.2342	Max: 9 Min: 7.4
3	51 inches	59 inches	silt loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 14.1143 Min: 4.2342	Max: 9 Min: 7.4

Soil Map ID: 3

Soil Component Name: Burbank

Soil Surface Texture: loamy fine sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	3 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	Not reported	Max: 141.1432 Min: 141.1432	Max: 8.4 Min: 7.4
2	3 inches	24 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	Not reported	Max: 141.1432 Min: 141.1432	Max: 8.4 Min: 7.4
3	24 inches	26 inches	very gravelly loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	Not reported	Max: 141.1432 Min: 141.1432	Max: 8.4 Min: 7.4
4	26 inches	59 inches	extremely gravelly sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	Not reported	Max: 141.1432 Min: 141.1432	Max: 8.4 Min: 7.4

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
2	USGS40001214160	1/8 - 1/4 Mile ESE
A3	USGS40001214152	1/8 - 1/4 Mile WSW
A4	USGS40001214185	1/4 - 1/2 Mile WSW
B5	USGS40001212330	1/4 - 1/2 Mile NNE
20	USGS40001213928	1/4 - 1/2 Mile South
22	USGS40001214186	1/4 - 1/2 Mile West
67	USGS40001214178	1/2 - 1 Mile ENE
H69	USGS40001214088	1/2 - 1 Mile ESE
73	USGS40001213969	1/2 - 1 Mile South
J127	USGS40001213962	1/2 - 1 Mile SSE
K128	USGS40001214099	1/2 - 1 Mile SW
129	USGS40001214394	1/2 - 1 Mile NNE
130	USGS40001214366	1/2 - 1 Mile NW
131	USGS40001214040	1/2 - 1 Mile ESE
132	USGS40001213562	1/2 - 1 Mile ESE
133	USGS40001214187	1/2 - 1 Mile West

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	WALOG1000154122	1/8 - 1/4 Mile West
B6	WALOG1000158616	1/4 - 1/2 Mile NNE
7	WALOG1000283191	1/4 - 1/2 Mile SW
C8	WALOG1000154121	1/4 - 1/2 Mile WSW
C9	WALOG1000348250	1/4 - 1/2 Mile WSW
D10	WALOG1000544711	1/4 - 1/2 Mile West
D11	WALOG1000544712	1/4 - 1/2 Mile West
D12	WALOG1000544710	1/4 - 1/2 Mile West
D13	WALOG1000544708	1/4 - 1/2 Mile West
D14	WALOG1000544709	1/4 - 1/2 Mile West
D15	WALOG1000544716	1/4 - 1/2 Mile West
D16	WALOG1000544717	1/4 - 1/2 Mile West
D17	WALOG1000544715	1/4 - 1/2 Mile West
D18	WALOG1000544713	1/4 - 1/2 Mile West
D19	WALOG1000544714	1/4 - 1/2 Mile West
21	WALOG1000347958	1/4 - 1/2 Mile NE
E23	WALOG1000515954	1/4 - 1/2 Mile WSW
E24	WALOG1000515953	1/4 - 1/2 Mile WSW
E25	WALOG1000515955	1/4 - 1/2 Mile WSW
E26	WALOG1000515957	1/4 - 1/2 Mile WSW
E27	WALOG1000515956	1/4 - 1/2 Mile WSW

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

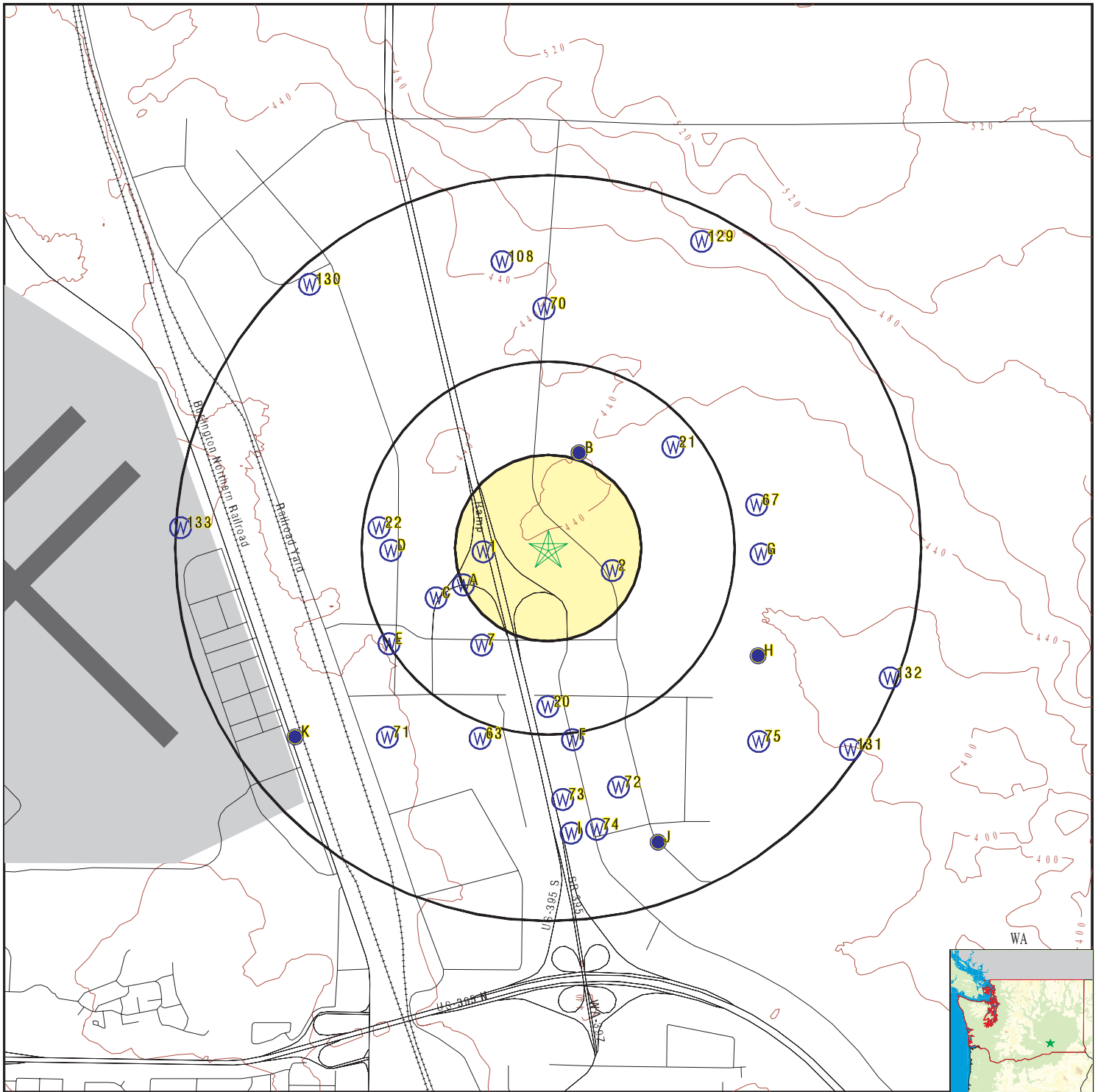
MAP ID	WELL ID	LOCATION FROM TP
E28	WALOG1000370848	1/4 - 1/2 Mile WSW
E29	WALOG1000153841	1/4 - 1/2 Mile WSW
E30	WALOG1000515950	1/4 - 1/2 Mile WSW
E31	WALOG1000515952	1/4 - 1/2 Mile WSW
E32	WALOG1000515951	1/4 - 1/2 Mile WSW
E33	WALOG1000515964	1/4 - 1/2 Mile WSW
E34	WALOG1000515963	1/4 - 1/2 Mile WSW
E35	WALOG1000515965	1/4 - 1/2 Mile WSW
E36	WALOG1000515967	1/4 - 1/2 Mile WSW
E37	WALOG1000515966	1/4 - 1/2 Mile WSW
E38	WALOG1000515959	1/4 - 1/2 Mile WSW
E39	WALOG1000515958	1/4 - 1/2 Mile WSW
E40	WALOG1000515960	1/4 - 1/2 Mile WSW
E41	WALOG1000515962	1/4 - 1/2 Mile WSW
E42	WALOG1000515961	1/4 - 1/2 Mile WSW
F43	WALOG1000604374	1/2 - 1 Mile South
F44	WALOG1000604373	1/2 - 1 Mile South
F45	WALOG1000604375	1/2 - 1 Mile South
F46	WALOG1000604377	1/2 - 1 Mile South
F47	WALOG1000604376	1/2 - 1 Mile South
F48	WALOG1000227067	1/2 - 1 Mile South
F49	WALOG1000227066	1/2 - 1 Mile South
F50	WALOG1000227068	1/2 - 1 Mile South
F51	WALOG1000604372	1/2 - 1 Mile South
F52	WALOG1000227069	1/2 - 1 Mile South
F53	WALOG1000604384	1/2 - 1 Mile South
F54	WALOG1000604383	1/2 - 1 Mile South
F55	WALOG1000604385	1/2 - 1 Mile South
F56	WALOG1000604387	1/2 - 1 Mile South
F57	WALOG1000604386	1/2 - 1 Mile South
F58	WALOG1000604379	1/2 - 1 Mile South
F59	WALOG1000604378	1/2 - 1 Mile South
F60	WALOG1000604380	1/2 - 1 Mile South
F61	WALOG1000604382	1/2 - 1 Mile South
F62	WALOG1000604381	1/2 - 1 Mile South
63	WALOG1000452729	1/2 - 1 Mile SSW
G64	WALOG1000159675	1/2 - 1 Mile East
G65	WALOG1000170363	1/2 - 1 Mile East
G66	WALOG1000452728	1/2 - 1 Mile East
H68	WALOG1000152969	1/2 - 1 Mile ESE
70	WALOG1000154676	1/2 - 1 Mile North
71	WALOG1000244379	1/2 - 1 Mile SW
72	WALOG1000159569	1/2 - 1 Mile SSE
74	WA1100000001091	1/2 - 1 Mile South
75	WALOG1000159568	1/2 - 1 Mile SE
I76	WALOG1000480173	1/2 - 1 Mile South
I77	WALOG1000480172	1/2 - 1 Mile South
I78	WALOG1000480171	1/2 - 1 Mile South
I79	WALOG1000480174	1/2 - 1 Mile South
I80	WALOG1000504161	1/2 - 1 Mile South
I81	WALOG1000480176	1/2 - 1 Mile South
I82	WALOG1000480175	1/2 - 1 Mile South

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

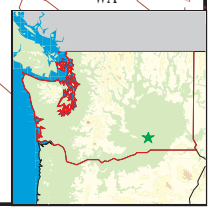
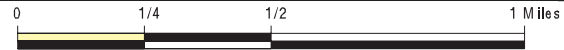
MAP ID	WELL ID	LOCATION FROM TP
I83	WALOG1000480170	1/2 - 1 Mile South
I84	WALOG1000480165	1/2 - 1 Mile South
I85	WALOG1000354333	1/2 - 1 Mile South
I86	WALOG1000155528	1/2 - 1 Mile South
I87	WALOG1000480166	1/2 - 1 Mile South
I88	WALOG1000480169	1/2 - 1 Mile South
I89	WALOG1000480168	1/2 - 1 Mile South
I90	WALOG1000480167	1/2 - 1 Mile South
I91	WALOG1000504162	1/2 - 1 Mile South
I92	WALOG1000733238	1/2 - 1 Mile South
I93	WALOG1000733239	1/2 - 1 Mile South
I94	WALOG1000504227	1/2 - 1 Mile South
I95	WALOG1000504228	1/2 - 1 Mile South
I96	WALOG1000733242	1/2 - 1 Mile South
I97	WALOG1000733243	1/2 - 1 Mile South
I98	WALOG1000733240	1/2 - 1 Mile South
I99	WALOG1000733241	1/2 - 1 Mile South
I100	WALOG1000504165	1/2 - 1 Mile South
I101	WALOG1000504166	1/2 - 1 Mile South
I102	WALOG1000504163	1/2 - 1 Mile South
I103	WALOG1000504164	1/2 - 1 Mile South
I104	WALOG1000504225	1/2 - 1 Mile South
I105	WALOG1000504226	1/2 - 1 Mile South
I106	WALOG1000504223	1/2 - 1 Mile South
I107	WALOG1000504224	1/2 - 1 Mile South
108	WALOG1000154635	1/2 - 1 Mile North
J109	WALOG1000152354	1/2 - 1 Mile SSE
K110	WALOG1000469131	1/2 - 1 Mile SW
K111	WALOG1000024055	1/2 - 1 Mile SW
K112	WALOG1000024053	1/2 - 1 Mile SW
K113	WALOG1000772369	1/2 - 1 Mile SW
K114	WALOG1000772372	1/2 - 1 Mile SW
K115	WALOG1000772371	1/2 - 1 Mile SW
K116	WALOG1000772370	1/2 - 1 Mile SW
K117	WALOG1000024052	1/2 - 1 Mile SW
K118	WALOG1000024043	1/2 - 1 Mile SW
K119	WALOG1000024044	1/2 - 1 Mile SW
K120	WALOG1000024041	1/2 - 1 Mile SW
K121	WALOG1000024042	1/2 - 1 Mile SW
K122	WALOG1000024045	1/2 - 1 Mile SW
K123	WALOG1000024050	1/2 - 1 Mile SW
K124	WALOG1000024051	1/2 - 1 Mile SW
K125	WALOG1000024046	1/2 - 1 Mile SW
K126	WALOG1000024049	1/2 - 1 Mile SW

PHYSICAL SETTING SOURCE MAP - 6580729.2s



- County Boundary
- Major Roads
- Contour Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells



<p>SITE NAME: Colville ADDRESS: Not Reported Pasco WA 99301 LAT/LONG: 46.268508 / 119.084715</p>	<p>CLIENT: ANALYTICAL ENVIRONMENTAL SERVICES CONTACT: Kevin Geregthy INQUIRY #: 6580729.2s DATE: July 16, 2021 4:16 pm</p>
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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

1
West
1/8 - 1/4 Mile
Higher

WA WELLS WALOG1000154122

Database:	Ecology Well Logs	Well Log ID:	166954
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	23-APR-76
Diameter:	6	Casing Depth:	97
Well Completion:	30-MAR-76	Well Owner:	Gary Graber
Well Type:	Water	Driller #:	0116
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

2
ESE
1/8 - 1/4 Mile
Lower

FED USGS USGS40001214160

Organization ID:	USGS-WA	Type:	Well
Organization Name:	USGS Washington Water Science Center	HUC:	17020016
Monitor Location:	09N/30E-17R02	Drainage Area Units:	Not Reported
Description:	Not Reported	Contrib Drainage Area Units:	Not Reported
Drainage Area:	Not Reported	Formation Type:	Not Reported
Contrib Drainage Area:	Not Reported	Construction Date:	19760214
Aquifer:	Not Reported	Well Depth Units:	ft
Aquifer Type:	Not Reported	Well Hole Depth Units:	ft
Well Depth:	100		
Well Hole Depth:	100		

Ground water levels,Number of Measurements:	1	Level reading date:	1976-02-14
Feet below surface:	75	Feet to sea level:	Not Reported
Note:	Not Reported		

A3
WSW
1/8 - 1/4 Mile
Lower

FED USGS USGS40001214152

Organization ID:	USGS-WA	Type:	Well
Organization Name:	USGS Washington Water Science Center	HUC:	17020016
Monitor Location:	09N/30E-17C02	Drainage Area Units:	Not Reported
Description:	Not Reported	Contrib Drainage Area Units:	Not Reported
Drainage Area:	Not Reported	Formation Type:	Not Reported
Contrib Drainage Area:	Not Reported	Construction Date:	19760330
Aquifer:	Not Reported	Well Depth Units:	ft
Aquifer Type:	Not Reported	Well Hole Depth Units:	ft
Well Depth:	97		
Well Hole Depth:	97		

Ground water levels,Number of Measurements:	1	Level reading date:	1976-03-30
Feet below surface:	80	Feet to sea level:	Not Reported
Note:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

A4
WSW
1/4 - 1/2 Mile
Lower

FED USGS USGS40001214185

Organization ID:	USGS-WA		
Organization Name:	USGS Washington Water Science Center		
Monitor Location:	09N/30E-17C01	Type:	Well
Description:	Not Reported	HUC:	17020016
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Units:	Not Reported
Aquifer:	Not Reported	Formation Type:	Pasco Gravels
Aquifer Type:	Not Reported	Construction Date:	19560223
Well Depth:	97	Well Depth Units:	ft
Well Hole Depth:	97	Well Hole Depth Units:	ft

Ground water levels,Number of Measurements:	22	Level reading date:	1989-03-14
Feet below surface:	79.6	Feet to sea level:	Not Reported
Note:	Not Reported		

Level reading date:	1989-01-06	Feet below surface:	79.9
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1988-09-01	Feet below surface:	81.1
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1988-06-01	Feet below surface:	78.8
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1988-01-01	Feet below surface:	78.9
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1987-09-01	Feet below surface:	79.7
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1987-07-01	Feet below surface:	79.8
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1987-05-01	Feet below surface:	78.1
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1987-03-01	Feet below surface:	78.0
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1987-01-01	Feet below surface:	78.6
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1986-11-01	Feet below surface:	79.3
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1986-09-01	Feet below surface:	79.5
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1986-07-01	Feet below surface:	78.8
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1986-05-01	Feet below surface:	77.3
Feet to sea level:	Not Reported	Note:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Level reading date:	1986-04-01	Feet below surface:	77.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1986-01-01	Feet below surface:	78.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-03-01	Feet below surface:	77.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-02-03	Feet below surface:	78.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-03-19	Feet below surface:	77.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-02-01	Feet below surface:	77.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1958-05-21	Feet below surface:	82.35
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1956-02-28	Feet below surface:	85.7
Feet to sea level:	Not Reported	Note:	Not Reported

**B5
NNE
1/4 - 1/2 Mile
Higher**

FED USGS USGS40001212330

Organization ID:	USGS-WA	Type:	Well
Organization Name:	USGS Washington Water Science Center	HUC:	17020016
Monitor Location:	09N/30E-08Q01	Drainage Area Units:	Not Reported
Description:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Drainage Area:	Not Reported	Formation Type:	Pasco Gravels
Contrib Drainage Area:	Not Reported	Construction Date:	19730901
Aquifer:	Not Reported	Well Depth Units:	ft
Aquifer Type:	Not Reported	Well Hole Depth Units:	Not Reported
Well Depth:	135		
Well Hole Depth:	Not Reported		

Ground water levels, Number of Measurements:	1	Level reading date:	1973-09-01
Feet below surface:	98	Feet to sea level:	Not Reported
Note:	Not Reported		

**B6
NNE
1/4 - 1/2 Mile
Higher**

WA WELLS WALOG1000158616

Database:	Ecology Well Logs	Well Log ID:	172411
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	01-FEB-74
Diameter:	16	Casing Depth:	135
Well Completion:	01-SEP-73	Well Owner:	Robert A. Tippett
Well Type:	Water	Driller #:	0482
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

7
SW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000283191

Database:	Ecology Well Logs	Well Log ID:	362417
Well Tag:	AHJ677	Project Tag:	Not Reported
Notice of Intent #:	W156526	Date Received:	17-JUN-03
Diameter:	6	Casing Depth:	108
Well Completion:	06-MAY-03	Well Owner:	Valmont Northwest
Well Type:	Water	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

C8
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000154121

Database:	Ecology Well Logs	Well Log ID:	166953
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	27-AUG-76
Diameter:	6	Casing Depth:	140
Well Completion:	06-JUL-76	Well Owner:	Gary Graber
Well Type:	Water	Driller #:	0116
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

C9
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000348250

Database:	Ecology Well Logs	Well Log ID:	439795
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	24-APR-75
Diameter:	6	Casing Depth:	99.5
Well Completion:	22-APR-75	Well Owner:	Van Wormer
Well Type:	Water	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

D10
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544711

Database:	Ecology Well Logs	Well Log ID:	765314
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	EE03422	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	16

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

D11
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544712

Database:	Ecology Well Logs	Well Log ID:	765316
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	EE03422	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	16
Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

D12
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544710

Database:	Ecology Well Logs	Well Log ID:	765312
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	EE03422	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	16
Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

D13
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544708

Database:	Ecology Well Logs	Well Log ID:	765308
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	EE03422	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	16
Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

D14
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544709

Database:	Ecology Well Logs	Well Log ID:	765310
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	EE03422	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	16
Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

D15
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544716

Database:	Ecology Well Logs	Well Log ID:	765324
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE13436	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	0
Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

D16
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544717

Database:	Ecology Well Logs	Well Log ID:	765326
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE13436	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	0
Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

D17
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544715

Database:	Ecology Well Logs	Well Log ID:	765322
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE13436	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	0

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

D18
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544713

Database:	Ecology Well Logs	Well Log ID:	765318
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE13436	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	0
Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

D19
West
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000544714

Database:	Ecology Well Logs	Well Log ID:	765320
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE13436	Date Received:	18-NOV-11
Diameter:	2.375	Casing Depth:	0
Well Completion:	31-MAY-11	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

20
South
1/4 - 1/2 Mile
Lower

FED USGS USGS40001213928

Organization ID:	USGS-WA	Type:	Well
Organization Name:	USGS Washington Water Science Center	HUC:	17020016
Monitor Location:	09N/30E-17K01D1	Drainage Area Units:	Not Reported
Description:	AKA 09N/30E-20A01D01	Contrib Drainage Area Unts:	Not Reported
Drainage Area:	Not Reported	Formation Type:	Pasco Gravels
Contrib Drainage Area:	Not Reported	Construction Date:	19780406
Aquifer:	Not Reported	Well Depth Units:	ft
Aquifer Type:	Not Reported	Well Hole Depth Units:	ft
Well Depth:	105		
Well Hole Depth:	105		

Ground water levels,Number of Measurements:	4	Level reading date:	1987-02-27
Feet below surface:	80.96	Feet to sea level:	Not Reported
Note:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Level reading date:	1986-09-09	Feet below surface:	82.5
Feet to sea level:	Not Reported	Note:	The site was being pumped.
Level reading date:	1986-02-25	Feet below surface:	80.95
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-04-06	Feet below surface:	78
Feet to sea level:	Not Reported	Note:	Not Reported

21
NE
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000347958

Database:	Ecology Well Logs	Well Log ID:	439365
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	23-MAY-88
Diameter:	6	Casing Depth:	34
Well Completion:	05-MAY-88	Well Owner:	Herb Barrus
Well Type:	Water	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

22
West
1/4 - 1/2 Mile
Lower

FED USGS USGS40001214186

Organization ID:	USGS-WA	Type:	Well
Organization Name:	USGS Washington Water Science Center	HUC:	17020016
Monitor Location:	09N/30E-17D01	Drainage Area Units:	Not Reported
Description:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Drainage Area:	Not Reported	Formation Type:	Not Reported
Contrib Drainage Area:	Not Reported	Construction Date:	19750422
Aquifer:	Not Reported	Well Depth Units:	ft
Aquifer Type:	Not Reported	Well Hole Depth Units:	Not Reported
Well Depth:	99.5		
Well Hole Depth:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1975-04-22
Feet below surface:	85.8	Feet to sea level:	Not Reported
Note:	Not Reported		

E23
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000515954

Database:	Ecology Well Logs	Well Log ID:	709802
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE08311	Date Received:	05-NOV-10
Diameter:	2	Casing Depth:	15
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Notice of Intent #:	SE08311	Date Received:	05-NOV-10
Diameter:	2	Casing Depth:	15
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E28
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000370848

Database:	Ecology Well Logs	Well Log ID:	472454
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	01-JAN-62
Diameter:	6	Casing Depth:	123
Well Completion:	01-JAN-60	Well Owner:	Burlington Northern
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E29
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000153841

Database:	Ecology Well Logs	Well Log ID:	166604
Well Tag:	ACL007	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	28-JUN-96
Diameter:	6	Casing Depth:	120
Well Completion:	01-JAN-70	Well Owner:	Ford Development
Well Type:	Water	Driller #:	2343
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E30
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000515950

Database:	Ecology Well Logs	Well Log ID:	709794
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE08311	Date Received:	05-NOV-10
Diameter:	2	Casing Depth:	12
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

E31
WSW
 1/4 - 1/2 Mile
 Lower

WA WELLS WALOG1000515952

Database:	Ecology Well Logs	Well Log ID:	709798
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE08311	Date Received:	05-NOV-10
Diameter:	2	Casing Depth:	12
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E32
WSW
 1/4 - 1/2 Mile
 Lower

WA WELLS WALOG1000515951

Database:	Ecology Well Logs	Well Log ID:	709796
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE08311	Date Received:	05-NOV-10
Diameter:	2	Casing Depth:	12
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E33
WSW
 1/4 - 1/2 Mile
 Lower

WA WELLS WALOG1000515964

Database:	Ecology Well Logs	Well Log ID:	709822
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE10970	Date Received:	05-JAN-11
Diameter:	2	Casing Depth:	15
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E34
WSW
 1/4 - 1/2 Mile
 Lower

WA WELLS WALOG1000515963

Database:	Ecology Well Logs	Well Log ID:	709820
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE10970	Date Received:	05-JAN-11
Diameter:	2	Casing Depth:	15

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E35
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000515965

Database:	Ecology Well Logs	Well Log ID:	709824
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE10970	Date Received:	05-JAN-11
Diameter:	2	Casing Depth:	15
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E36
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000515967

Database:	Ecology Well Logs	Well Log ID:	709828
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE10970	Date Received:	05-JAN-11
Diameter:	2	Casing Depth:	15
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E37
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000515966

Database:	Ecology Well Logs	Well Log ID:	709826
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE10970	Date Received:	05-JAN-11
Diameter:	2	Casing Depth:	15
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

E38
WSW
 1/4 - 1/2 Mile
 Lower

WA WELLS WALOG1000515959

Database:	Ecology Well Logs	Well Log ID:	709812
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE10970	Date Received:	05-JAN-11
Diameter:	2	Casing Depth:	12
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E39
WSW
 1/4 - 1/2 Mile
 Lower

WA WELLS WALOG1000515958

Database:	Ecology Well Logs	Well Log ID:	709810
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE08311	Date Received:	05-NOV-10
Diameter:	2	Casing Depth:	15
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E40
WSW
 1/4 - 1/2 Mile
 Lower

WA WELLS WALOG1000515960

Database:	Ecology Well Logs	Well Log ID:	709814
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE10970	Date Received:	05-JAN-11
Diameter:	2	Casing Depth:	12
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E41
WSW
 1/4 - 1/2 Mile
 Lower

WA WELLS WALOG1000515962

Database:	Ecology Well Logs	Well Log ID:	709818
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE10970	Date Received:	05-JAN-11
Diameter:	2	Casing Depth:	15

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

E42
WSW
1/4 - 1/2 Mile
Lower

WA WELLS WALOG1000515961

Database:	Ecology Well Logs	Well Log ID:	709816
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE10970	Date Received:	05-JAN-11
Diameter:	2	Casing Depth:	20
Well Completion:	12-OCT-10	Well Owner:	Smk Construction White Shield~ Inc.
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F43
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604374

Database:	Ecology Well Logs	Well Log ID:	884379
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE49829	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F44
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604373

Database:	Ecology Well Logs	Well Log ID:	884377
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE49829	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

F45
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604375

Database:	Ecology Well Logs	Well Log ID:	884381
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE49829	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F46
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604377

Database:	Ecology Well Logs	Well Log ID:	884385
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE49829	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F47
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604376

Database:	Ecology Well Logs	Well Log ID:	884383
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE49829	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F48
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000227067

Database:	Ecology Well Logs	Well Log ID:	296328
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	S004169	Date Received:	16-JUN-99
Diameter:	0	Casing Depth:	18

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	16-JUN-99	Well Owner:	Drywell Exploration
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F49
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000227066

Database:	Ecology Well Logs	Well Log ID:	296327
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	S004169	Date Received:	16-JUN-99
Diameter:	0	Casing Depth:	17
Well Completion:	16-JUN-99	Well Owner:	Drywell Exploration
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F50
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000227068

Database:	Ecology Well Logs	Well Log ID:	296329
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	S004169	Date Received:	16-JUN-99
Diameter:	0	Casing Depth:	12
Well Completion:	16-JUN-99	Well Owner:	Drywell Exploration
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F51
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604372

Database:	Ecology Well Logs	Well Log ID:	884375
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE49829	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

F52
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000227069

Database:	Ecology Well Logs	Well Log ID:	296330
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	S004169	Date Received:	16-JUN-99
Diameter:	0	Casing Depth:	18
Well Completion:	16-JUN-99	Well Owner:	Drywell Exploration
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F53
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604384

Database:	Ecology Well Logs	Well Log ID:	884398
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE24450	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F54
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604383

Database:	Ecology Well Logs	Well Log ID:	884396
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE24450	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F55
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604385

Database:	Ecology Well Logs	Well Log ID:	884400
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE24450	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F56
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604387

Database:	Ecology Well Logs	Well Log ID:	884404
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE24450	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F57
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604386

Database:	Ecology Well Logs	Well Log ID:	884402
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE24450	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F58
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604379

Database:	Ecology Well Logs	Well Log ID:	884388
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE49829	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

F59
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604378

Database:	Ecology Well Logs	Well Log ID:	884387
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE49829	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F60
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604380

Database:	Ecology Well Logs	Well Log ID:	884390
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE24450	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F61
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604382

Database:	Ecology Well Logs	Well Log ID:	884394
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE24450	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20
Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

F62
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000604381

Database:	Ecology Well Logs	Well Log ID:	884392
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE24450	Date Received:	09-DEC-13
Diameter:	2	Casing Depth:	20

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	08-NOV-13	Well Owner:	Khalsa King Truck Stop Llc
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

63
SSW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000452729

Database:	Ecology Well Logs	Well Log ID:	586053
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	S004704	Date Received:	18-MAY-01
Diameter:	0	Casing Depth:	0
Well Completion:	05-MAR-01	Well Owner:	Wa State Dept Of Transportation
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

G64
East
1/2 - 1 Mile
Lower

WA WELLS WALOG1000159675

Database:	Ecology Well Logs	Well Log ID:	173689
Well Tag:	AZZ309	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	08-JUL-94
Diameter:	6	Casing Depth:	88
Well Completion:	01-JUN-94	Well Owner:	U S G S
Well Type:	Resource Protection	Driller #:	1550
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

G65
East
1/2 - 1 Mile
Lower

WA WELLS WALOG1000170363

Database:	Ecology Well Logs	Well Log ID:	186135
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	08-JUL-94
Diameter:	6	Casing Depth:	88
Well Completion:	01-JUN-94	Well Owner:	Usgs
Well Type:	Resource Protection	Driller #:	1550
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

G66
East
1/2 - 1 Mile
Lower

WA WELLS WALOG1000452728

Database:	Ecology Well Logs	Well Log ID:	586052
Well Tag:	AZZ309	Project Tag:	Not Reported
Notice of Intent #:	R000306	Date Received:	11-SEP-95
Diameter:	6	Casing Depth:	88
Well Completion:	01-JUN-94	Well Owner:	Cox Us Geological Survey
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

67
ENE
1/2 - 1 Mile
Lower

FED USGS USGS40001214178

Organization ID:	USGS-WA		
Organization Name:	USGS Washington Water Science Center		
Monitor Location:	09N/30E-16D01 PN94	Type:	Well
Description:	NAWQA DATA ENTRY COM & VER LMFRANS 11/15/2000		
HUC:	17020016	Drainage Area:	Not Reported
Drainage Area Units:	Not Reported	Contrib Drainage Area:	Not Reported
Contrib Drainage Area Units:	Not Reported		
Aquifer:	Columbia Plateau basin-fill aquifers		
Formation Type:	Pasco Gravels	Aquifer Type:	Unconfined single aquifer
Construction Date:	19940601	Well Depth:	88
Well Depth Units:	ft	Well Hole Depth:	88
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	2	Level reading date:	1994-10-03
Feet below surface:	69.95	Feet to sea level:	Not Reported
Note:	Not Reported		

Level reading date:	1994-06-01	Feet below surface:	69.8
Feet to sea level:	Not Reported		
Note:	Other conditions existed that would affect the measured water level.		

H68
ESE
1/2 - 1 Mile
Lower

WA WELLS WALOG1000152969

Database:	Ecology Well Logs	Well Log ID:	165533
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	28-DEC-72
Diameter:	16	Casing Depth:	123
Well Completion:	28-DEC-72	Well Owner:	Dept. Of Natural Resources
Well Type:	Water	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

H69
ESE
1/2 - 1 Mile
Lower

FED USGS USGS40001214088

Organization ID:	USGS-WA	Type:	Well
Organization Name:	USGS Washington Water Science Center	HUC:	17020016
Monitor Location:	09N/30E-16E01	Drainage Area Units:	Not Reported
Description:	Not Reported	Contrib Drainage Area Units:	Not Reported
Drainage Area:	Not Reported	Formation Type:	Not Reported
Contrib Drainage Area:	Not Reported	Construction Date:	19721228
Aquifer:	Not Reported	Well Depth Units:	ft
Aquifer Type:	Not Reported	Well Hole Depth Units:	Not Reported
Well Depth:	123		
Well Hole Depth:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1972-12-28
Feet below surface:	54	Feet to sea level:	Not Reported
Note:	Not Reported		

70
North
1/2 - 1 Mile
Higher

WA WELLS WALOG1000154676

Database:	Ecology Well Logs	Well Log ID:	167634
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	15-APR-74
Diameter:	16	Casing Depth:	140
Well Completion:	20-MAR-74	Well Owner:	Harold Thompson
Well Type:	Water	Driller #:	0482
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

71
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000244379

Database:	Ecology Well Logs	Well Log ID:	317767
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	S009078	Date Received:	30-JAN-02
Diameter:	6	Casing Depth:	10
Well Completion:	19-JAN-02	Well Owner:	Uap Northwest
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

72
SSE
1/2 - 1 Mile
Higher

WA WELLS WALOG1000159569

Database:	Ecology Well Logs	Well Log ID:	173552
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	30-MAR-76
Diameter:	6	Casing Depth:	100
Well Completion:	14-FEB-76	Well Owner:	Tom Kidwell
Well Type:	Water	Driller #:	0072
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

73
South
1/2 - 1 Mile
Lower

FED USGS USGS40001213969

Organization ID:	USGS-WA	Type:	Well
Organization Name:	USGS Washington Water Science Center	HUC:	17020016
Monitor Location:	09N/30E-17Q01	Drainage Area Units:	Not Reported
Description:	Not Reported	Contrib Drainage Area Units:	Not Reported
Drainage Area:	Not Reported	Formation Type:	Middle Part of Ringold Formation
Contrib Drainage Area:	Not Reported	Construction Date:	19760712
Aquifer:	Not Reported	Well Depth Units:	ft
Aquifer Type:	Not Reported	Well Hole Depth Units:	ft
Well Depth:	109		
Well Hole Depth:	109.5		

Ground water levels, Number of Measurements:	4	Level reading date:	1987-02-27
Feet below surface:	83.99	Feet to sea level:	Not Reported
Note:	Not Reported		
Level reading date:	1986-09-11	Feet below surface:	85.17
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1986-02-22	Feet below surface:	83.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-07-28	Feet below surface:	84.5
Feet to sea level:	Not Reported	Note:	Not Reported

74
South
1/2 - 1 Mile
Lower

WA WELLS WA1100000001091

Database:	Water Wells	PWS ID:	02774
Source #:	01	Source Name:	Well 01
Source Status:	Inactive	Source Type:	Ground Water - Well
Source Use:	Permanent	Date Source Effective:	01/01/1970
Date Source Inactive:	01/01/1986	Water Resource Inventory Area:	Esquatzel Coulee
Well Depth:	98	Source Susceptibility:	Not Reported
System Name:	AQUA DRILLING INC	Public Water System Group:	B

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

System Type:	Group B Water System	Full Time Res Pop:	5
Total Population Served:	5	Total Connections:	1
PWS Status:	Inactive	Residential Connections:	1
DOE Well Tag:	Not Reported	Capacity (GPM):	54
Influenced by Droughts:	Not Reported	Influenced by Flooding:	Not Reported
Influenced by Surface Water:	U		

75
SE
1/2 - 1 Mile
Lower

WA WELLS WALOG1000159568

Database:	Ecology Well Logs	Well Log ID:	173551
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	01-JUN-81
Diameter:	6	Casing Depth:	107
Well Completion:	20-MAR-81	Well Owner:	Tom Kidwell
Well Type:	Water	Driller #:	0725
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

176
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480173

Database:	Ecology Well Logs	Well Log ID:	639167
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06549	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	25
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

177
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480172

Database:	Ecology Well Logs	Well Log ID:	639165
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06549	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	30
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

178
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480171

Database:	Ecology Well Logs	Well Log ID:	639163
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06549	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	30
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

179
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480174

Database:	Ecology Well Logs	Well Log ID:	639169
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06549	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	25
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

180
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504161

Database:	Ecology Well Logs	Well Log ID:	687113
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE07835	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	24
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

181
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480176

Database:	Ecology Well Logs	Well Log ID:	639173
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06549	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	20

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

182
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480175

Database:	Ecology Well Logs	Well Log ID:	639171
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06549	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	20
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

183
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480170

Database:	Ecology Well Logs	Well Log ID:	639161
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE08490	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	20
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

184
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480165

Database:	Ecology Well Logs	Well Log ID:	639151
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE08490	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	30
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

185
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000354333

Database:	Ecology Well Logs	Well Log ID:	449044
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	S013082	Date Received:	27-FEB-06
Diameter:	2	Casing Depth:	12
Well Completion:	08-FEB-06	Well Owner:	Irene Thorton
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

186
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000155528

Database:	Ecology Well Logs	Well Log ID:	168682
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	23-AUG-76
Diameter:	8	Casing Depth:	109.5
Well Completion:	28-JUL-76	Well Owner:	Jim Dugas
Well Type:	Water	Driller #:	0466
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

187
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480166

Database:	Ecology Well Logs	Well Log ID:	639153
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE08490	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	30
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

188
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480169

Database:	Ecology Well Logs	Well Log ID:	639159
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE08490	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	25

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

189
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480168

Database:	Ecology Well Logs	Well Log ID:	639157
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE08490	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	25
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

190
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000480167

Database:	Ecology Well Logs	Well Log ID:	639155
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE08490	Date Received:	15-MAR-10
Diameter:	2	Casing Depth:	25
Well Completion:	26-FEB-10	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

191
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504162

Database:	Ecology Well Logs	Well Log ID:	687115
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE07835	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	24
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

192
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000733238

Database:	Ecology Well Logs	Well Log ID:	1587253
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE59358	Date Received:	31-AUG-16
Diameter:	5	Casing Depth:	20
Well Completion:	22-AUG-16	Well Owner:	Leadership Circle Llc
Well Type:	Resource Protection	Driller #:	1816
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Dry Hole	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

193
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000733239

Database:	Ecology Well Logs	Well Log ID:	1587254
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE59358	Date Received:	31-AUG-16
Diameter:	5	Casing Depth:	20
Well Completion:	22-AUG-16	Well Owner:	Leadership Circle Llc
Well Type:	Resource Protection	Driller #:	1816
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Dry Hole	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

194
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504227

Database:	Ecology Well Logs	Well Log ID:	687243
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06010	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	25
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

195
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504228

Database:	Ecology Well Logs	Well Log ID:	687245
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06010	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	25

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

196
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000733242

Database:	Ecology Well Logs	Well Log ID:	1587257
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE38928	Date Received:	31-AUG-16
Diameter:	5	Casing Depth:	20
Well Completion:	22-AUG-16	Well Owner:	Leadership Circle Llc
Well Type:	Decommissioning	Driller #:	1816
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Dry Hole	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

197
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000733243

Database:	Ecology Well Logs	Well Log ID:	1587258
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE38928	Date Received:	31-AUG-16
Diameter:	5	Casing Depth:	20
Well Completion:	22-AUG-16	Well Owner:	Leadership Circle Llc
Well Type:	Decommissioning	Driller #:	1816
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Dry Hole	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

198
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000733240

Database:	Ecology Well Logs	Well Log ID:	1587255
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE59358	Date Received:	31-AUG-16
Diameter:	5	Casing Depth:	20
Well Completion:	22-AUG-16	Well Owner:	Leadership Circle Llc
Well Type:	Resource Protection	Driller #:	1816
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Dry Hole	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

I99
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000733241

Database:	Ecology Well Logs	Well Log ID:	1587256
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE38928	Date Received:	31-AUG-16
Diameter:	5	Casing Depth:	20
Well Completion:	22-AUG-16	Well Owner:	Leadership Circle Llc
Well Type:	Decommissioning	Driller #:	1816
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Dry Hole	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

I100
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504165

Database:	Ecology Well Logs	Well Log ID:	687121
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE07835	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	25
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

I101
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504166

Database:	Ecology Well Logs	Well Log ID:	687123
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE07835	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	25
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

I102
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504163

Database:	Ecology Well Logs	Well Log ID:	687117
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE07835	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	24

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

I103
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504164

Database:	Ecology Well Logs	Well Log ID:	687119
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE07835	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	25
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

I104
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504225

Database:	Ecology Well Logs	Well Log ID:	687240
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06010	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	24
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

I105
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504226

Database:	Ecology Well Logs	Well Log ID:	687241
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06010	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	25
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

I106
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504223

Database:	Ecology Well Logs	Well Log ID:	687236
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06010	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	24
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

I107
South
1/2 - 1 Mile
Lower

WA WELLS WALOG1000504224

Database:	Ecology Well Logs	Well Log ID:	687238
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	SE06010	Date Received:	04-JAN-10
Diameter:	2.3	Casing Depth:	24
Well Completion:	01-DEC-09	Well Owner:	Broadway Group
Well Type:	Resource Protection	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

108
North
1/2 - 1 Mile
Higher

WA WELLS WALOG1000154635

Database:	Ecology Well Logs	Well Log ID:	167582
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	23-FEB-88
Diameter:	16	Casing Depth:	129
Well Completion:	18-FEB-88	Well Owner:	Harold Cox
Well Type:	Water	Driller #:	0361
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

J109
SSE
1/2 - 1 Mile
Lower

WA WELLS WALOG1000152354

Database:	Ecology Well Logs	Well Log ID:	164798
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	Not Reported	Date Received:	15-FEB-71
Diameter:	16	Casing Depth:	130

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	01-FEB-71	Well Owner:	Columbia East Part
Well Type:	Water	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K110
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000469131

Database:	Ecology Well Logs	Well Log ID:	616977
Well Tag:	Not Reported	Project Tag:	Not Reported
Notice of Intent #:	AE07367	Date Received:	28-OCT-09
Diameter:	0	Casing Depth:	0
Well Completion:	28-OCT-09	Well Owner:	Port Of Pasco Carpenter Drilling
Well Type:	Decommissioning	Driller #:	Not Reported
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Reported	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K111
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024055

Database:	Ecology Well Logs	Well Log ID:	1676055
Well Tag:	Not Reported	Project Tag:	TB-1
Notice of Intent #:	SE62690	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	29
Well Completion:	17-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Resource Protection	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K112
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024053

Database:	Ecology Well Logs	Well Log ID:	1676051
Well Tag:	Not Reported	Project Tag:	TB-7
Notice of Intent #:	AE43912	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	31
Well Completion:	20-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Decommissioning	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

K113
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000772369

Database:	Ecology Well Logs	Well Log ID:	1676032
Well Tag:	Not Reported	Project Tag:	TB-1
Notice of Intent #:	AE43912	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	29
Well Completion:	17-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Decommissioning	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K114
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000772372

Database:	Ecology Well Logs	Well Log ID:	1676056
Well Tag:	Not Reported	Project Tag:	TB-6
Notice of Intent #:	AE43912	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	14.5
Well Completion:	19-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Decommissioning	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K115
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000772371

Database:	Ecology Well Logs	Well Log ID:	1676034
Well Tag:	Not Reported	Project Tag:	TB-3
Notice of Intent #:	SE62690	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	15
Well Completion:	18-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Resource Protection	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K116
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000772370

Database:	Ecology Well Logs	Well Log ID:	1676033
Well Tag:	Not Reported	Project Tag:	TB-2
Notice of Intent #:	AE43912	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	28.5

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	18-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Decommissioning	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K117
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024052

Database:	Ecology Well Logs	Well Log ID:	1676050
Well Tag:	Not Reported	Project Tag:	TB-6
Notice of Intent #:	SE62690	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	14.5
Well Completion:	19-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Resource Protection	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K118
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024043

Database:	Ecology Well Logs	Well Log ID:	1676037
Well Tag:	Not Reported	Project Tag:	TB-5
Notice of Intent #:	AE43912	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	14.5
Well Completion:	19-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Decommissioning	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K119
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024044

Database:	Ecology Well Logs	Well Log ID:	1676038
Well Tag:	Not Reported	Project Tag:	TB-7
Notice of Intent #:	SE62690	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	31
Well Completion:	20-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Resource Protection	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

K120
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024041

Database:	Ecology Well Logs	Well Log ID:	1676035
Well Tag:	Not Reported	Project Tag:	TB-4
Notice of Intent #:	SE62690	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	28.25
Well Completion:	19-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Resource Protection	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K121
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024042

Database:	Ecology Well Logs	Well Log ID:	1676036
Well Tag:	Not Reported	Project Tag:	TB-5
Notice of Intent #:	SE62690	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	14.5
Well Completion:	19-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Resource Protection	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K122
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024045

Database:	Ecology Well Logs	Well Log ID:	1676039
Well Tag:	Not Reported	Project Tag:	TB-8
Notice of Intent #:	SE62690	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	15
Well Completion:	20-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Resource Protection	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K123
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024050

Database:	Ecology Well Logs	Well Log ID:	1676048
Well Tag:	Not Reported	Project Tag:	TB-3
Notice of Intent #:	AE43912	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	15

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Well Completion:	18-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Decommissioning	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K124
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024051

Database:	Ecology Well Logs	Well Log ID:	1676049
Well Tag:	Not Reported	Project Tag:	TB-4
Notice of Intent #:	AE43912	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	28.25
Well Completion:	19-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Decommissioning	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K125
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024046

Database:	Ecology Well Logs	Well Log ID:	1676040
Well Tag:	Not Reported	Project Tag:	TB-8
Notice of Intent #:	AE43912	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	15
Well Completion:	20-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Decommissioning	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

K126
SW
1/2 - 1 Mile
Lower

WA WELLS WALOG1000024049

Database:	Ecology Well Logs	Well Log ID:	1676047
Well Tag:	Not Reported	Project Tag:	TB-2
Notice of Intent #:	SE62690	Date Received:	05-FEB-18
Diameter:	4.5	Casing Depth:	28.5
Well Completion:	18-JUL-17	Well Owner:	Connell Oil Incorporated
Well Type:	Resource Protection	Driller #:	0
Static Level:	0	Flow Rate (GPM):	0
Flow Type:	Not Applicable	PSI:	0
Well Test:	Not Reported	Water Reclamation #:	36

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

J127
SSE
1/2 - 1 Mile
Lower

FED USGS USGS40001213962

Organization ID:	USGS-WA		
Organization Name:	USGS Washington Water Science Center		
Monitor Location:	09N/30E-17R01	Type:	Well
Description:	Not Reported	HUC:	17020016
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Not Reported	Formation Type:	Not Reported
Aquifer Type:	Not Reported	Construction Date:	19710215
Well Depth:	130	Well Depth Units:	ft
Well Hole Depth:	Not Reported	Well Hole Depth Units:	Not Reported

Ground water levels,Number of Measurements:	1	Level reading date:	1971-02-15
Feet below surface:	74	Feet to sea level:	Not Reported
Note:	Not Reported		

K128
SW
1/2 - 1 Mile
Lower

FED USGS USGS40001214099

Organization ID:	USGS-WA		
Organization Name:	USGS Washington Water Science Center		
Monitor Location:	09N/30E-18J01	Type:	Well
Description:	Not Reported	HUC:	17020016
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Not Reported		
Formation Type:	Mabton Member (Informal Usage) of Ellensburg Formation		
Aquifer Type:	Not Reported	Construction Date:	19420801
Well Depth:	1030	Well Depth Units:	ft
Well Hole Depth:	1033	Well Hole Depth Units:	ft

Ground water levels,Number of Measurements:	8	Level reading date:	1985-02-18
Feet below surface:	56.9	Feet to sea level:	Not Reported
Note:	Not Reported		

Level reading date:	1984-02-17	Feet below surface:	57.34
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1983-02-02	Feet below surface:	57.5
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1968-03-08	Feet below surface:	59.15
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1963-04-08	Feet below surface:	63.57
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1958-06-09	Feet below surface:	69.6
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1942-08-11	Feet below surface:	74
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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1942-08-01	Feet below surface:	74
Feet to sea level:	Not Reported	Note:	Not Reported

129
NNE
1/2 - 1 Mile
Higher

FED USGS USGS40001214394

Organization ID:	USGS-WA		
Organization Name:	USGS Washington Water Science Center		
Monitor Location:	09N/30E-08H01	Type:	Well
Description:	Not Reported	HUC:	17020016
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Not Reported	Formation Type:	Pasco Gravels
Aquifer Type:	Not Reported	Construction Date:	19540722
Well Depth:	171	Well Depth Units:	ft
Well Hole Depth:	171	Well Hole Depth Units:	ft

Ground water levels,Number of Measurements:	2	Level reading date:	1968-03-07
Feet below surface:	90.6	Feet to sea level:	Not Reported
Note:	Not Reported		

Level reading date:	1954-07-22	Feet below surface:	122.5
Feet to sea level:	Not Reported	Note:	Not Reported

130
NW
1/2 - 1 Mile
Lower

FED USGS USGS40001214366

Organization ID:	USGS-WA		
Organization Name:	USGS Washington Water Science Center		
Monitor Location:	09N/30E-07H01	Type:	Well
Description:	Not Reported	HUC:	17020016
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Not Reported	Formation Type:	Pasco Gravels
Aquifer Type:	Not Reported	Construction Date:	18010101
Well Depth:	138	Well Depth Units:	ft
Well Hole Depth:	141	Well Hole Depth Units:	ft

Ground water levels,Number of Measurements:	1	Level reading date:	1801-01-01
Feet below surface:	71	Feet to sea level:	Not Reported
Note:	Not Reported		

131
ESE
1/2 - 1 Mile
Lower

FED USGS USGS40001214040

Organization ID:	USGS-WA		
Organization Name:	USGS Washington Water Science Center		
Monitor Location:	09N/30E-16P01	Type:	Well
Description:	Not Reported	HUC:	17020016

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Not Reported	Formation Type:	Pasco Gravels
Aquifer Type:	Not Reported	Construction Date:	19721031
Well Depth:	132	Well Depth Units:	ft
Well Hole Depth:	Not Reported	Well Hole Depth Units:	Not Reported

Ground water levels,Number of Measurements:	1	Level reading date:	1973-03-08
Feet below surface:	76	Feet to sea level:	Not Reported
Note:	Not Reported		

**132
ESE
1/2 - 1 Mile
Lower**

FED USGS USGS40001213562

Organization ID:	USGS-WA		
Organization Name:	USGS Washington Water Science Center		
Monitor Location:	09N/30E-16F01	Type:	Well
Description:	Not Reported	HUC:	17020016
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Not Reported	Formation Type:	Pasco Gravels
Aquifer Type:	Not Reported	Construction Date:	19540722
Well Depth:	134	Well Depth Units:	ft
Well Hole Depth:	134	Well Hole Depth Units:	ft

Ground water levels,Number of Measurements:	22	Level reading date:	1989-01-04
Feet below surface:	54.4	Feet to sea level:	Not Reported
Note:	Not Reported		

Level reading date:	1988-09-01	Feet below surface:	56.0
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1988-01-01	Feet below surface:	52.6
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1987-07-01	Feet below surface:	54.8
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1987-05-01	Feet below surface:	52.2
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1987-03-01	Feet below surface:	51.7
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1987-01-01	Feet below surface:	52.5
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1986-11-01	Feet below surface:	53.2
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1986-09-01	Feet below surface:	54.8
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1986-07-01	Feet below surface:	54.1
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1986-05-01	Feet below surface:	51.8
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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1986-04-01	Feet below surface:	51.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1986-01-01	Feet below surface:	52.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1984-03-01	Feet below surface:	51.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1983-02-03	Feet below surface:	52.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-03-20	Feet below surface:	51.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-02-13	Feet below surface:	47.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1968-03-07	Feet below surface:	52.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1963-03-19	Feet below surface:	60.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1958-05-20	Feet below surface:	66.08
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1954-10-21	Feet below surface:	69.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1954-07-30	Feet below surface:	75.5
Feet to sea level:	Not Reported	Note:	Not Reported

133
West
1/2 - 1 Mile
Lower

FED USGS USGS40001214187

Organization ID:	USGS-WA		
Organization Name:	USGS Washington Water Science Center		
Monitor Location:	09N/30E-18B01	Type:	Well
Description:	Not Reported	HUC:	17020016
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Not Reported	Formation Type:	Columbia River Basalt Group
Aquifer Type:	Not Reported	Construction Date:	19430901
Well Depth:	1350	Well Depth Units:	ft
Well Hole Depth:	Not Reported	Well Hole Depth Units:	Not Reported
Ground water levels,Number of Measurements:	1	Level reading date:	1968-03-13
Feet below surface:	483	Feet to sea level:	Not Reported
Note:	The site had been pumped recently.		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

Federal EPA Radon Zone for FRANKLIN County: 2

- Note: Zone 1 indoor average level > 4 pCi/L.
 : Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
 : Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 99301

Number of sites tested: 12

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.367 pCi/L	92%	8%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	2.200 pCi/L	80%	20%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Department of Ecology

Telephone: 360-407-6121

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Wells

Source: Department of Health

Telephone: 360-236-3148

Group A and B well locations.

Water Well Listing

Source: Public Utility District

Telephone: 206-779-7656

A listing of water well locations in Kitsap County.

Ecology Well Logs

Source: Department of Ecology

Telephone: 360-407-7294

Point geodatabase with a record for each Ecology well report. Points are located by quarter quarter section centroid.

Points contain all well report types including water wells, resource protection wells, and decommissioned wells.

OTHER STATE DATABASE INFORMATION

Oil and Gas Well Listing

Source: Department of Natural Resources

Telephone: 360-902-1450

Locations that represent oil and gas test well sites in Washington State from 1890 to present.

RADON

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

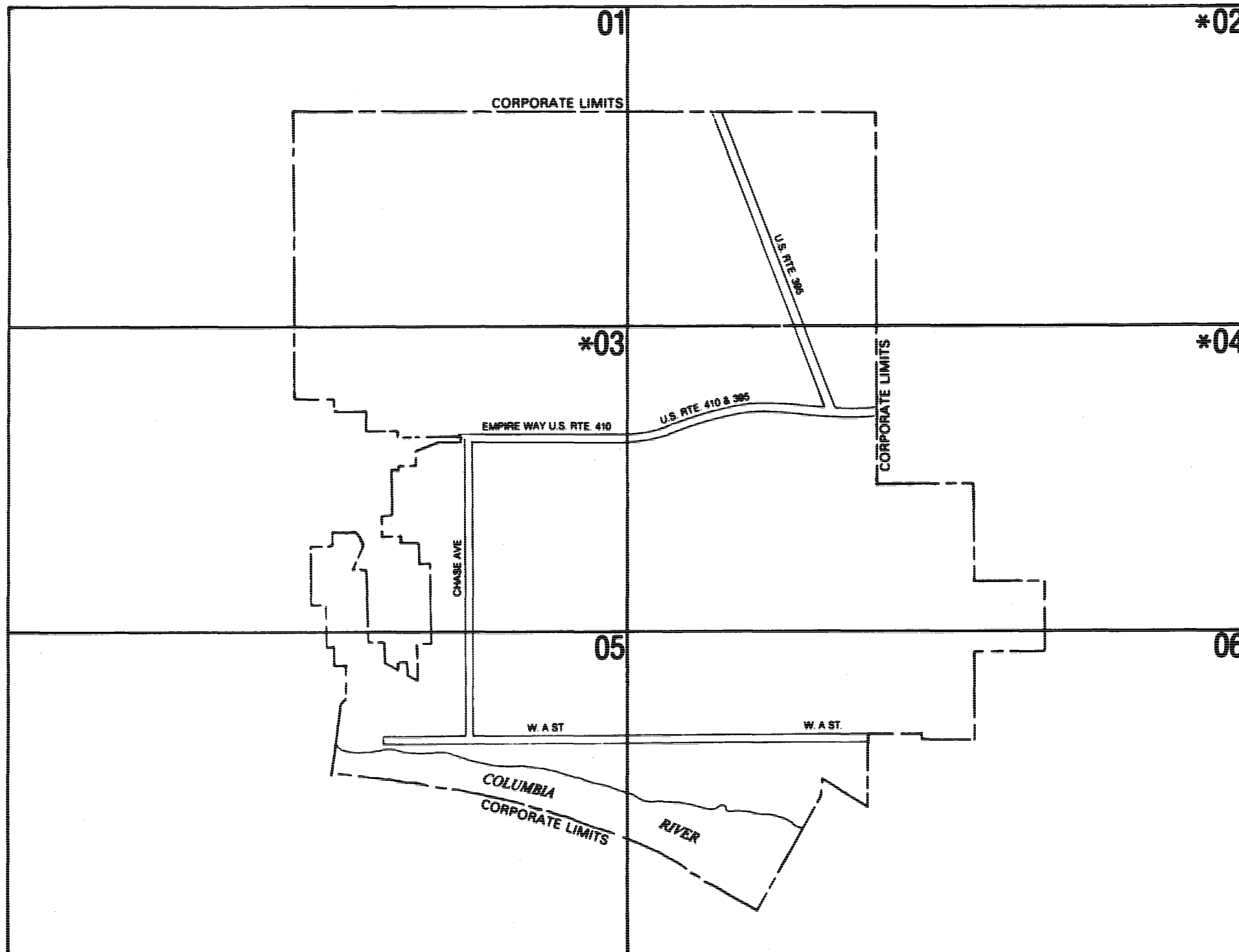
Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary faultlines, prepared in 1975 by the United State Geological Survey

STREET AND ADDRESS INFORMATION

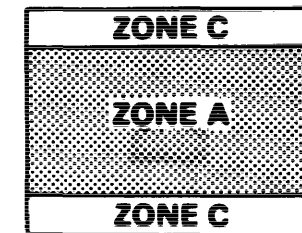
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APPENDIX F


FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) MAP



KEY TO SYMBOLS



SPECIAL FLOOD HAZARD AREA

Base Flood Elevation Line  513

Base Flood Elevation (513' MSL)

Elevation Reference Mark RM7 X

River Mile - M 1.5

***EXPLANATION OF ZONE DESIGNATIONS**

A flood insurance map displays the zone designations for a community according to areas of designated flood hazards. The zone designations used by FIA are:

Zone Symbol	Category
A	Area of special flood hazards (SFH) and without base flood elevations determined.
A1 through A30	Area of special flood hazards (SFH) with base flood elevations. Zones are assigned according to flood hazard factors, and dates of SFH identification.
AO	Area of special flood hazards that have shallow flood depths (less than two feet) and/or unpredictable flow paths. Base flood elevations are not determined.
V	Area of special flood hazards, with velocity, that are inundated by tidal floods. Zones are assigned according to flood hazard factors and dates of SFH identification.
B	Area of moderate flood hazards.
C	Area of minimal flood hazards.
D	Area of undetermined, but possible, flood hazards.

CONSULT NFIA SERVICING COMPANY OR LOCAL INSURANCE AGENT OR BROKER TO DETERMINE IF PROPERTIES IN THIS COMMUNITY ARE ELIGIBLE FOR FLOOD INSURANCE.

INITIAL IDENTIFICATION DATE:
JULY 23, 1976

MAP REVISED: MAY 10, 1977
CONVERSION FROM F.H.B.M. TO F.I.R.M.
CHANGE COMMUNITY BOUNDARY

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
Federal Insurance Administration

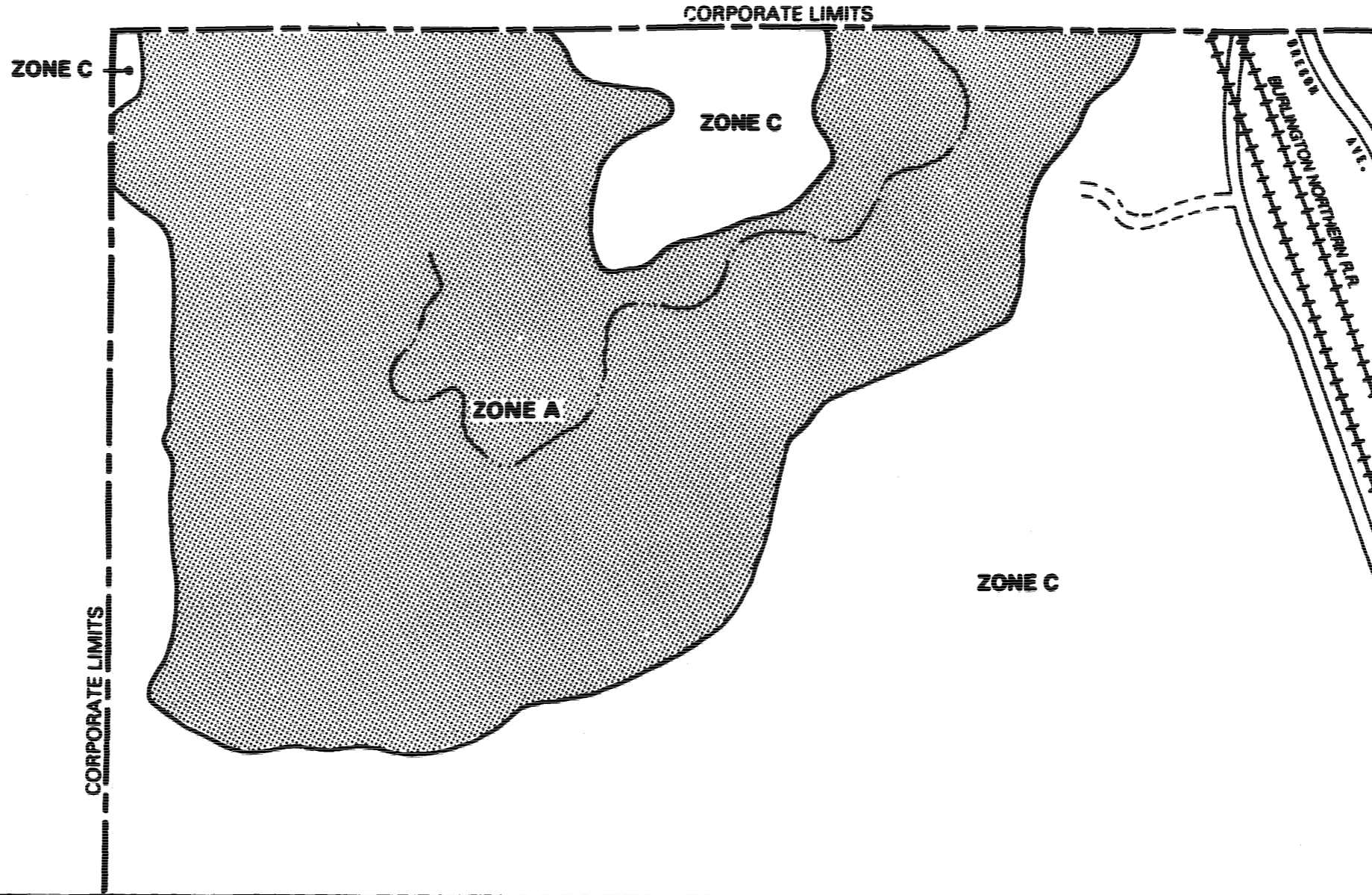
FLOOD HAZARD BOUNDARY MAP H - 01-06
FLOOD INSURANCE RATE MAP I - 01-06

MAP INDEX

CITY OF PASCO, WA
(FRANKLIN CO.)

COMMUNITY NO. 530046A

*NOT PRINTED (ALL ZONE C)



JOINS 02



APPROXIMATE SCALE

FLOOD HAZARD BOUNDARY MAP H - 01
FLOOD INSURANCE RATE MAP I - 01

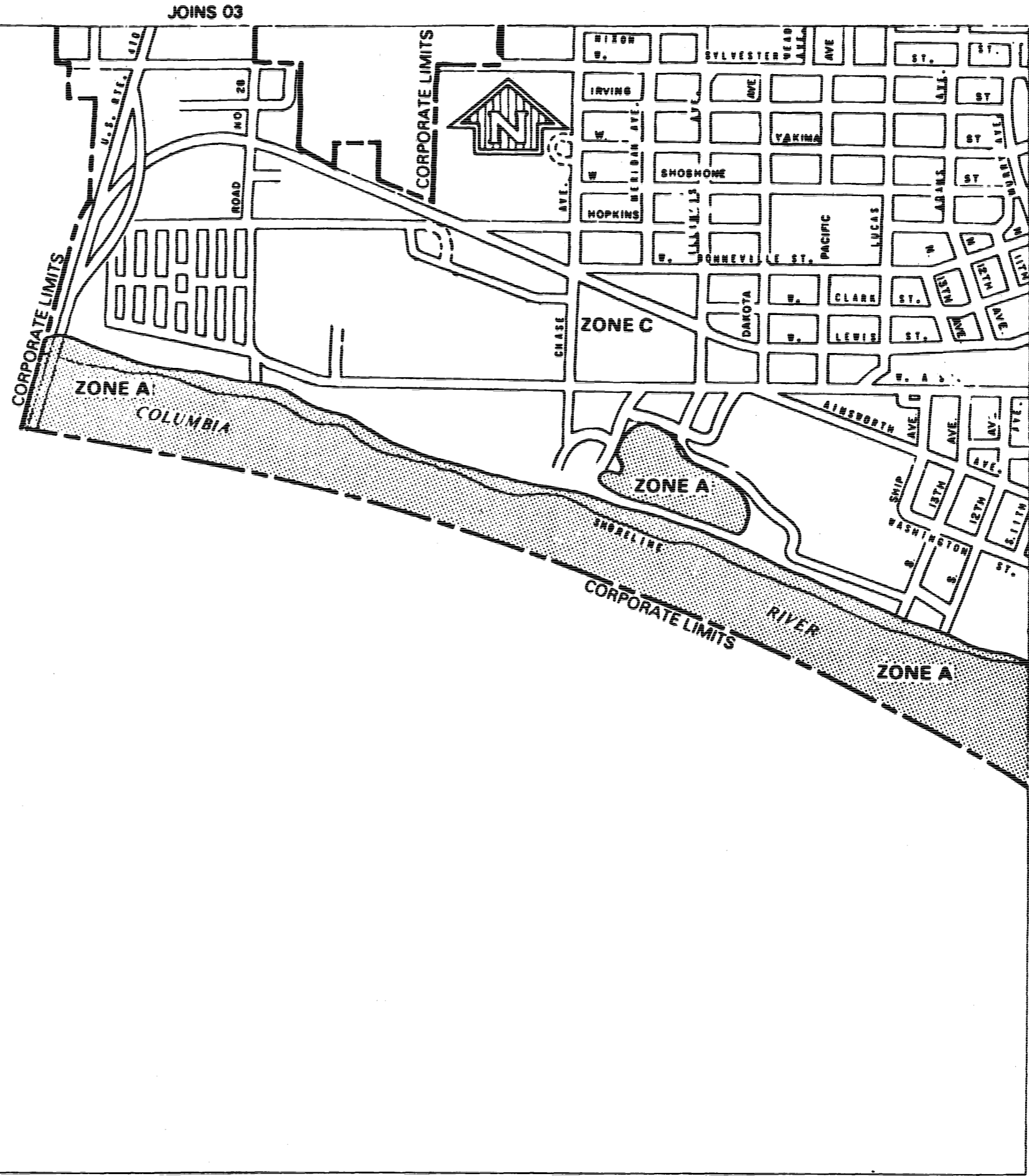
EFFECTIVE DATE
5/10/77

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
Federal Insurance Administration

CITY OF PASCO, WA
(FRANKLIN CO.)

H-01-01

JOINS 03



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
Federal Insurance Administration

CITY OF PASCO, WA
(FRANKLIN CO.)



FLOOD HAZARD BOUNDARY MAP H -05
FLOOD INSURANCE RATE MAP I -05

EFFECTIVE DATE
5/10/77

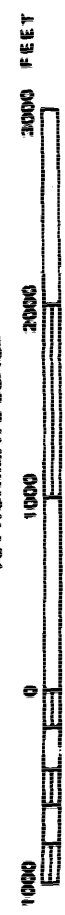
H&I-05



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
Federal Insurance Administration

CITY OF PASCO, WA
(FRANKLIN CO.)

APPROXIMATE SCALE



FLOOD HAZARD BOUNDARY MAP H - 06
FLOOD INSURANCE RATE MAP I - 06

EFFECTIVE DATE
5/10/77

15-25

APPENDIX G

WETLANDS MAP



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

July 20, 2021

Wetlands

- Estuarine and Marine Deepwater
- Freshwater Emergent Wetland
- Lake
- Estuarine and Marine Wetland
- Freshwater Forested/Shrub Wetland
- Other
- Freshwater Pond
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

APPENDIX H

QUESTIONNAIRES

User/Owner/Occupant/Key Site Manager Questionnaire

The Bureau of Indian Affairs is conducting a Phase I Environmental Site Assessment according to American Society for Testing and Materials (ASTM) Standard Practice E1527-13. We request your assistance in conducting this Assessment by asking that you complete this questionnaire and return it as soon as possible.

These questions should be answered by someone or a group of people that are most likely to have knowledge about the subject of the questions – typically the owner, long time tenant, or a property manager. *Please do not leave any blank.* Answer in good faith to the best of your knowledge and if you're not sure how to answer the question, feel free to contact the environmental professional for clarification.

Property Name: 34-acre Property

Property Address or ID Number (as applicable): APN 113-220-073, 113-220-077, and 113-220-079

General Property Description (location, use, level of development, topography, biota, etc.):

The property is located to the east of U.S. Highway 395, in Franklin County, Washington. In the property, the topography is generally flat and the area primarily undeveloped. N Capitol Ave intersects the property in a north south direction with APN 113-220-073 and 113-220-077 on the western side and APN 113-220-079 on the eastern side.

Please continue to the questions on the next page.

Question	Yes	Not Sure	No	If yes, please describe
<p>1. Did a search of land title records (or judicial records where appropriate – see NOTE below) identify any environmental liens filed or recorded against the property under federal, tribal, state or local law?</p> <p>NOTE — Certain jurisdictions require that environmental liens be filed in judicial records rather than in land title records. In such cases judicial records must be searched for environmental liens.</p>			X	
<p>2. Did a search of recorded land title records (or judicial records where appropriate, see NOTE below) identify any AULs, such as engineering controls, land use restrictions, or institutional controls that are in place at the property and/or have been filed or recorded against the property under federal, tribal, state or local law?</p> <p>NOTE — Certain jurisdictions require that activity and use limitation (AULs) be filed in judicial records rather than in land title records. In such cases judicial records must be searched for AULs.</p>		X		
<p>3. Do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?</p>			X	

Question	Yes	Not Sure	No	If yes, please describe
<p>4. Does the purchase price paid for the property reasonably reflect the fair market value of the property? If you conclude that there is a difference, do you have any reason to believe that the lower purchase price is because contamination is known or believed to be present at the property?</p>	X			
<p>5. Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases of hazardous materials?</p>			X	
<p>6. Do you know the past uses on the property? If so, please generally describe the uses and how long have you have had knowledge of the property?</p>			X	The land is vacant lots that haven't had any previous development
<p>7. Do you know of specific chemicals that are present or once were present at the property?</p>			X	

Question	Yes	Not Sure	No	If yes, please describe
8. Do you know of spills or other chemical releases that have taken place at the property?			X	
9. Do you know of any environmental cleanups that have taken place at the property?			X	
10. Based on your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of hazardous materials or petroleum product releases at the property?			X	
11. Are there any pits, ponds, or lagoons on the property that have been used in connection with waste disposal or waste treatment?			X	
12. Are there any areas of stained soil or pavement on the property?			X	

Question	Yes	Not Sure	No	If yes, please describe
13. Are there any areas of stressed vegetation caused by something other than insufficient water on the property?			X	
14. On the property are there any depressions, mounds, or filled/graded areas that are associated with solid waste disposal?			X	
15. Are there any liquid discharges into waterways on the property or injections into groundwater on the property?			X	
16. Are there any wells located on the property?			X	

Question	Yes	Not Sure	No	If yes, please describe
<p>17. Are there any septic systems or cesspools on the property?</p>			X	
<p>18. Do you have or know of the existence of any of the following records related to the property?</p> <p>a) Environmental site assessment reports?</p> <p>b) Environmental compliance audit reports?</p> <p>c) Environmental permits (for example, solid waste disposal permits, hazardous waste disposal permit, wastewater permits, NPDES permits, underground injection permits)?</p> <p>d) Registrations for underground and above-ground storage tanks?</p> <p>e) Registrations for underground injection system?</p> <p>f) Material safety data sheets?</p> <p>g) Community right-to-know plan?</p> <p>h) Safety plans; preparedness and prevention plans; spill prevention, countermeasure, and control plans; facility response plans, etc.?</p> <p>i) Reports regarding hydrogeologic conditions on the property or surrounding area?</p> <p>j) Notices or other correspondence from any government agency relating to past or current violations of environmental laws with respect to the property or relating to environmental liens</p>			X	

Question	Yes	Not Sure	No	If yes, please describe
encumbering the property? k) Hazardous waste generator notices or reports? l) Geotechnical studies? m) Risk assessments? n) Recorded Activity and Use Limitations (AULs)?				
19. Do you know of any pending, threatened, or past litigation or administrative proceedings relevant to hazardous substances on the property?			X	
20. Do you know of any notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances?			X	
21. Do you have any reason to believe contamination is present at the property that was not covered by the above questions?			X	

Question	Yes	Not Sure	No	If yes, please describe

Name: Cody Desautel

Title (if applicable): Natural Resource Director, Confederated Tribes of the Colville Reservation

Association with Property (may check more than one if applicable):

User (party seeking to use the Phase I Environmental Site Assessment)

Owner (owner of Property)

Occupant (party occupying or using the Property)

Key Site Manager (person with good knowledge or uses or physical characteristics of the Property)

Years associated with Property: 1 Year 5 Years 10+ Years

Sign Here:  Date: 8/17/21

If more than one person assisted in completing this form:

Name: _____

Title (if applicable): _____

Association with Property (may check more than one if applicable):

___ User (party seeking to use the Phase I Environmental Site Assessment)

___ Owner (owner of Property)

___ Occupant (party occupying *or using* the Property)

___ Key Site Manager (person with good knowledge or uses or physical characteristics of the Property)

Years associated with Property: ___ 1 Year ___ 5 Years ___ 10+ Years

Sign Here: _____ Date: _____

State/Local/Tribal Government Official Interview Form

Interviewee(s):

Date: Jul 22, 2021 Time: 9:43 am

Name/Title: Ronda Wriggle, Administrative Assistant II Phone Number: (509) 545-3426

Email Address: NA

Type of Interview: On-site Off-site/Telephone Off-site/Letter or Email

Governmental Agency Description (as applicable):

Agency Office Name: The Pasco Fire Department, Administrative Department

Agency Office Address: 1011 E. Ainsworth Ave. Pasco, WA 99301

Agency Function/Jurisdiction: Fire Department

Interview Results (to the best knowledge of the Interviewee(s)):

Historical Knowledge about Property? 1 Year 5 Years 10+ Years

Historical Use of Property? Residential Industrial Commercial

Agricultural Rural Other

Reason to believe REC present? Yes No Require Data

Comment(s):

Put in a public records request, which you can do on City of Pasco website. Fire department does not hold these records.

Signature(s):

Kristen Miner
Digitally signed by Kristen Miner
Date: 2021.08.03 14:48:43 -07'00'

Environmental Analyst III

July 22, 2021

Signed (Interviewer)

Title

Date

APPENDIX I

RESUMES



Ms. Gross has over 30 years of management, field, and research experience in the field of archaeology. Ms. Gross' range of experience has been acquired by working as both a field technician and field director in 17 states and U.S. territories, including both coasts, the central Plains, and the South Pacific. This exposure has resulted in the widest possible range of experience in all forms of archaeological survey, from shovel testing to pedestrian survey, with the accompanying ability to look at landscape forms and assess the potential for prehistoric cultural sites. Ms. Gross has considerable experience in the development and production of cultural resources recordation and management documents including survey, testing, and data recovery reports, National Register of Historic Places evaluations, and cultural resources chapters for various CEQA and NEPA documents. Ms. Gross is also highly skilled in agency, client, and Native American community coordination and consultation.

Education

M.A., Anthropology, San Jose State University

B.A., Anthropology, University of California, Berkeley

Certification

Register of Professional Archaeologists (RPA)

Key Qualifications

- 30 years of management, field, and research experience on a wide variety of projects
- Well-versed in all aspects of historic-era and prehistoric resource investigations and the requirements of CEQA, NEPA, Section 106, and Section 110 of the National Historic Preservation Act.
- Extensive large-scale project management experience

Representative Project Experience

Ms. Gross has been a contributing analyst and author of numerous environmental impact statements, environmental assessments, Phase I Environmental Site Assessments, and environmental overviews required for NEPA/CEQA compliance, including the following:

- Chickasaw Nation Development Project Phase I, OK
- Menominee Phase I, MI
- Trinidad Rancheria Phase I, Trinidad, CA
- 2300 Fair Oaks Drive Phase I, Sacramento County, CA
- Casa Grande Cultural Study and Phase I, Sonoma County, CA
- Vanden Meadows Annexation, Specific Plan and Development Project EIR, City of Vacaville, CA
- Vanden Meadows Annexation, Specific Plan and Development Project EIR, City of Vacaville
- Vacaville Well 8 Cultural Study, Solano County, CA
- Vanden Meadows Annexation, Specific Plan and Development Project EIR, City of Vacaville, Solano County, CA
- Copart Automotive Salvage Yard IS, Solano County, CA
- Lodi Pump and Irrigation Cultural Study, Solano County, CA
- Foxboro Knoll EA, Solano County, CA
- Scott's Valley Technical Studies, Solano County, CA
- Zocchi EA, Solano County, CA
- Lodi Pump and Irrigation Cultural Study, Solano County, CA
- Water District, Sacramento County, CA
- Greenback Lane Cultural Study, Sacramento County, CA
- La Vista Water Tank Project Cultural Study, Sacramento County, CA
- Liberty Towers Church Cultural Study, Sacramento County, CA
- Sears Ditch, Leisure Lane, Jibboom Street Projects Cultural Resources studies, City of Sacramento, CA
- Mutual Housing Cultural Study, Sacramento County, CA
- Kent Farm CEQA, Yolo County, CA
- Lopez Farm CEQA, Yolo County, CA
- Upper Swanston Ranch/Yolo Bypass Medicinal Cannabis Farm IS, Yolo County, CA
- Yocha Dehe TEIR, Yolo County
- Wilton Rancheria EIS, Galt, CA
- Lytton San Pablo Parking Lot IS, Contra Costa County, CA



Education

B.S., Environmental Toxicology, Specialization, Analytical Chemistry
University of California, Davis

Certification

CARB Lead Offset Verifier (#H2-19-165)
CARB Lead GHG Verifier (#H-18-166)

Key Qualifications

- 20 years experience in the field of environmental compliance
- Extensive experience as lead instructor for various types of technical training sessions, including environmental monitoring.
- Areas of expertise include energy, waste water, recycled water, air quality analysis, hydrology and water quality, geology and soils, traffic, and noise.

Mr. Wilson is an environmental toxicologist with over 20 years of experience in performing and managing environmental monitoring projects and providing technical oversight including identification and evaluation of the fate and transport of contaminants in support of environmental compliance projects. Areas of expertise include hazardous materials assessment and remediation, environmental chemistry and toxicology, contaminant identification and sample plan preparation, evaluation of analytical results and determination of compliance obligations, and oversight of analytical toxicology studies and preparation of associated compliance reports. Mr. Wilson also has experience developing and performing various types and levels of environmental monitoring projects including long-term, multi-faceted monitoring projects, performing technical monitoring studies, preparing technical reports, conducting impact analysis, and developing mitigation protocols. As staff Toxicologist, he works with other project managers, coordinates/consults with jurisdictional agencies (U.S Environmental Protection Agency, California Regional Water Quality Control Boards, Department of Toxic Substance Control, Office of Environmental Health Hazard Assessment, as well as numerous county, city, and special districts), and legal counsel to ensure environmental monitoring studies, data, and analyses are technically accurate and legally defensible. Mr. Wilson has also served as lead instructor for various types of technical training sessions including hazardous materials courses such as the mandated 40-hour Hazardous Wastes Operations for emergency response to hazardous waste incidents under 29 CFR 1910.120. Mr. Wilson is an Environmental Professional as defined under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

Representative Project Experience

- Lytton Rancheria 1.25-Acres Phase I ESA, Windsor, Sonoma County, CA.
- Lytton Rancheria 2.29-Acres Phase I ESA, Windsor, Sonoma County, CA.
- North Fork Rancheria Housing Phase I ESA, Madera County, CA
- MJL Phase I ESA, Sacramento, Sacramento County, CA.
- Shirland Tract Phase I Environmental Site Assessment, Auburn, Placer County, CA.
- Hayes Property Phase I ESA, Sacramento County, CA
- Sacrament Bee Property Phase I ESA, Sacramento County, CA
- Q19 Property Phase I ESA, Sacramento County, CA
- 4848 Madison Avenue Phase I ESA, Sacramento County, CA
- 620 and 628 15th Street Phase I ESA, Sacramento County, CA
- 2277 Fair Oaks Boulevard Phase I ESA, Sacramento County, CA
- 15891 County Road 45 Phase I ESA, Yolo County, CA
- 810 North Main Street Phase I ESA, Lake County, CA
- 280 Casa Grande Road Phase I ESA, Sonoma County, CA
- Instructor, 2000-Current. Courses included Hazardous Materials Chemistry and Toxicology for private companies; OSHA 40-hour Hazardous Waste Operations (Hazardous Waste)-Toxicology Section for private companies and government institutions; Clandestine Drug Lab Basic Safety for the Drug Enforcement Agency in Quantico, Virginia, Environmental Monitoring for Tribal Environmental Personnel.



Ms. Miner has +2 years of experience with preparing NEPA/CEQA compliance documents and +5 years of scientific and technical writing experience. Ms. Miner has prepared numerous NEPA/CEQA compliance documents, including EIS's, EIRs, EAs, and IS's, for a diversity of clients, including tribal governments, federal and state agencies, and private businesses. Ms. Miner has experience performing analysis and preparing mitigation measures for the majority of environmental issue areas under NEPA/CEQA with expertise in water resources, hazardous materials, public services, and noise. Additionally, Ms. Miner has peer-reviewed technical studies in her expertise areas and authored/edited technical reports and memorandums, such as Phase I ESAs.

In addition to her NEPA/CEQA experience, Ms. Miner has a diverse background in research and biological field surveys/monitoring from working with both academic institutions and federal agencies. She has conducted and supported research in the U.S. and abroad, including designing and implementing an original research project in India to study the effects of solar-powered pumps on agriculture and water usage practices. Furthermore, Ms. Miner has +2 years of field survey/monitoring experience in the areas of entomology and botany from her work at the University of California, Davis, and the U.S. Forest Service.

Education

M.S. Transnational Ecosystem-based Water Management; Radboud University Nijmegen and University of Duisburg-Essen

B.S. Evolution, Ecology, and Biodiversity; University of California, Davis

Qualifications

- +2 years experience with NEPA and CEQA
- +2 years experience with conducting biological field surveys
- +5 years experience with technical and scientific writing
- Experience with scientific research in national and international settings

Project Experience

Ms. Miner has been a contributing analyst and author of numerous environmental impact statements, environmental assessments, Phase 1 Environmental Site Assessments, and environmental overviews required for NEPA/CEQA compliance, including the following:

- Casagrande Phase I ESA, Petaluma, CA
- Chicken Ranch Rancheria Fee-to-Trust Applications and Phase I ESAs, Jamestown, CA
- Lytton Fee-to-Trust Applications and Phase I ESAs, Sonoma County, CA
- Point Molate Development Project SEIR, Richmond, CA
- Guenoc Valley Mixed-Use Planned Development Project EIR, County of Lake, CA
- 6211 Santa Teresa Boulevard Fuel Station Project IS/MND, San José, CA
- Concord Hampton Inn IS/MND, Concord, CA
- City of Vacaville Hampton Inn and Suites Project IS, Vacaville, CA
- North Fork Casino CEQA Tech Memo, Madera, CA
- Tejon Indian Tribe Trust Acquisition and Casino Project EIS, Bakersfield, CA
- Coquille Indian Tribe Fee-to-Trust and Gaming Facility Project EIS, Jackson County, OR
- Siletz Tribe Salem Casino-Hotel Project EA, Marion County, OR
- Tachi Palace Casino Resort Expansion Project TEA, Kings County, CA
- Table Mountain Rancheria Fee-to-Trust Applications, Fresno County, CA
- Little River Band Of Ottawa Indians Trust Acquisition and Casino Project EIS, Muskegon County, MI
- Enterprise Casino Expansion TEIR, Wheatland, CA

APPENDIX BIO

BIOLOGICAL ASSESSMENT



BIOLOGICAL ASSESSMENT

COLVILLE TRIBES TRAVEL PLAZA AND COMMERCIAL PROJECT

JULY 2022

PREPARED FOR:

Lead Agency:
Bureau of Indian Affairs
Northwest Regional Office
911 Northeast 11th Avenue
Portland, Oregon 97232
(503) 231-6702

Applicant:
Confederated Tribes of the Colville Reservation
21 Colville St
Nespelem, WA 99155
(509) 634-2200
www.colvilletribes.com

PREPARED BY:
Analytical Environmental Services
1801 7th Street, Suite 100
Sacramento, CA 95811
(916) 447-3479
www.analyticalcorp.com



BIOLOGICAL ASSESSMENT

COLVILLE TRIBES TRAVEL PLAZA AND COMMERCIAL PROJECT

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ATTACHMENTS

Attachment A	USFWS IPAC Official Species Lists
Attachment B	National Wetlands Inventory Map
Attachment C	NRCS Custom Soils Report
Attachment D	USFWS Critical Habitat Map

1.0 INTRODUCTION

The Confederated Tribes of the Colville Reservation (Colville Tribes) has submitted an application to the Bureau of Indian Affairs (BIA) to transfer an approximately 34-acre site in the City of Pasco, Franklin County, Washington (Action Area) currently under Tribal ownership to federal trust status (Proposed Action). As a result of the Proposed Action, the Colville Tribes propose to develop a travel plaza with fuel station, a retail and/or office building, and associated parking lots and infrastructure (Proposed Project). The purpose of this Biological Assessment (BA) is to address the effects of the Proposed Project on species listed as endangered or threatened under the Endangered Species Act (ESA) and facilitate informal consultation under Section 7 of the ESA between the BIA, the Lead Agency under the National Environmental Policy Act (NEPA), and the U.S. Fish and Wildlife Service (USFWS).

1.1 Purpose and Need

The federal Proposed Action is the acquisition of the Project Site into trust for the Colville Tribes pursuant to the Secretary's authority under the Indian Reorganization Act, 25 USC § 5108. The purpose of the Proposed Action is to facilitate tribal self-sufficiency, self-determination, and economic development. This would satisfy the United States Department of the Interior's (Department) land acquisition policy as articulated in the Department's trust land regulations at 25 C.F.R. Part 151. The need for the Department to act on the Colville Tribe's application is established by the Department's regulations at 25 C.F.R. §§ 151.10(h) and 151.12.

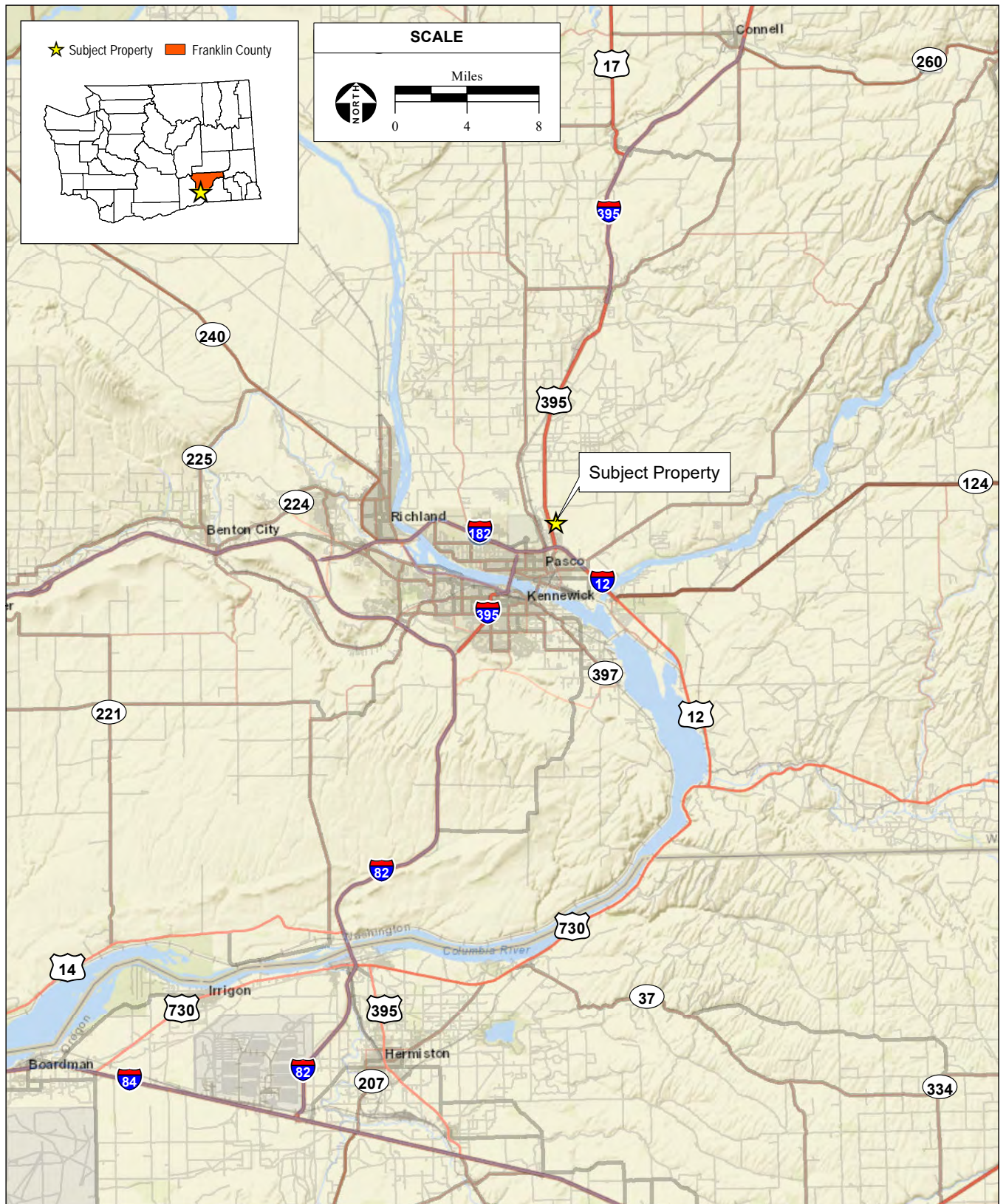
1.2 Action Area

The Action Area is located in the City of Pasco (City), Franklin County (County), Washington (**Figures 1 and 2**). The approximately 34-acre property includes three tax Assessor's Parcel Numbers (APN) (APNs 113220073, 113220077, and 113220079) and is bound by agriculture to the north, and development to the south, east, and west (**Figure 3**). US Highway 395, a major north-south transportation corridor, provides regional access to the site which is currently zoned for light industrial use. Elevation ranges from 420 to 440 feet above mean sea level.

1.3 Proposed Project Components

The Proposed Project includes the development of the following components:

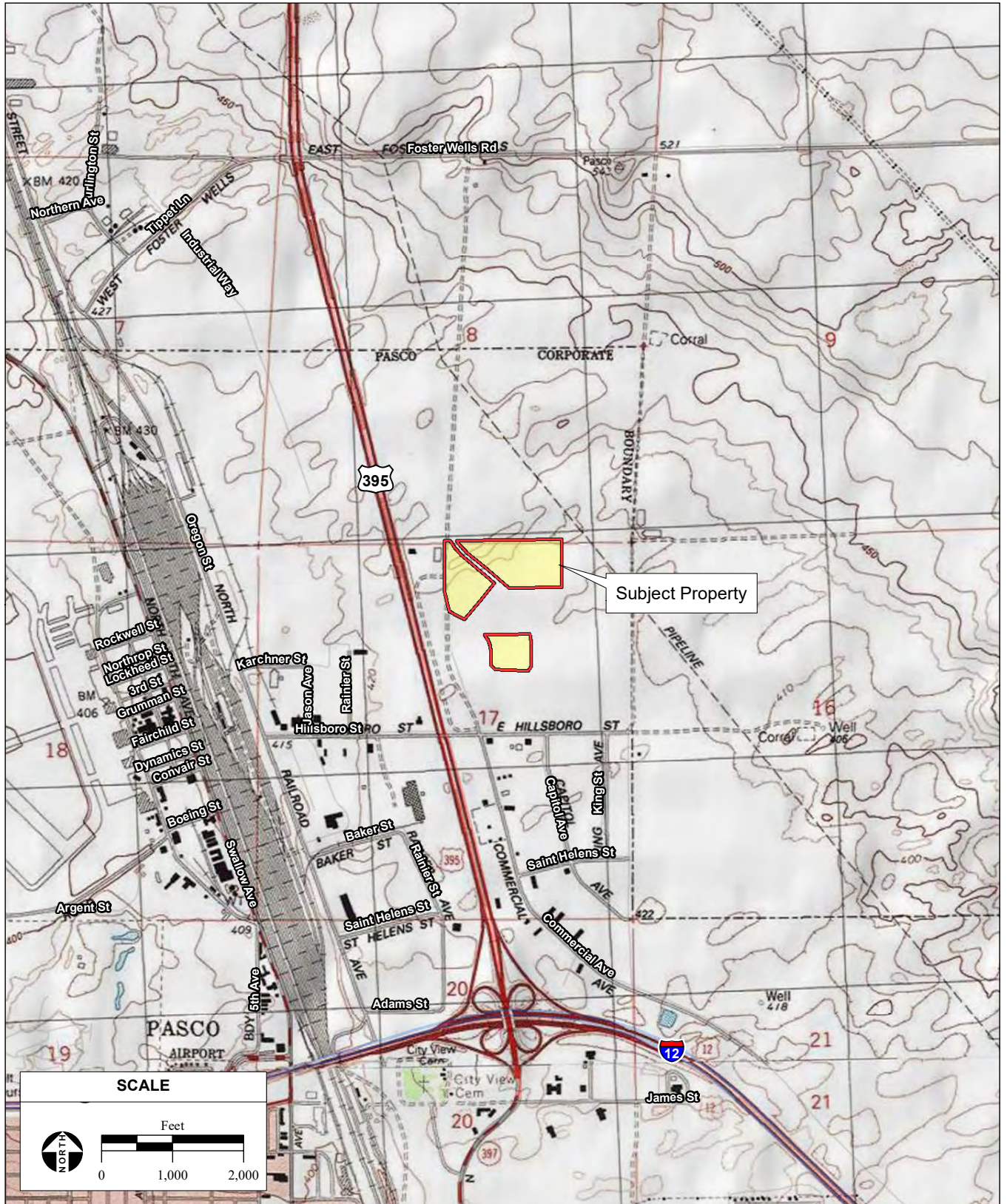
- A travel plaza and fuel station on APN 113-220-073. The travel plaza would consist of a 13,155-square-foot (sf) two-story building that would include a convenience store and trucker's lounge with restrooms equipped with both showers and toilets. The fuel station would consist of 12 gasoline pumps, 16 diesel pumps for semi-trailers, a protective canopy, and underground storage tanks. The travel plaza and fuel station would also include the development of a surface parking lot with 35 standards spaces and 36 semi-trailer spaces.
- An approximately 25,000-sf building for retail and/or office purposes on APN 113-220-077 with an associated 650-space surface parking lot.
- A 1,350-space surface parking lot on APN 113-220-079.
- Onsite infrastructure improvements needed to support the Proposed Project, including water, sewer, and stormwater infrastructure.
- Off-site traffic improvements including as detailed within the Proposed Project's Traffic Study (Kittelsohn & Associates, Inc, 2022).
- Optional off-site infrastructure improvements for electricity, water, wastewater, and natural gas.



SOURCE: ESRI, 2022; AES, 5/5/2022

Colville Tribes Travel Plaza and Commercial Project Biological Assessment / 221541 ■

Figure 1
Regional Location



SOURCE: "Glade, WA" USGS 7.5 Minute Topographic Quadrangle, T9N R30E, Sections 17, Willamette Meridian Baseline & Meridian; ESRI, 2022; AES, 5/5/2022

Colville Tribes Travel Plaza and Commercial Project Biological Assessment / 221541 ■

Figure 2
Site and Vicinity

2.0 METHODOLOGY

2.1 Background Research

The following information was obtained and reviewed in support of the analysis contained in this BA:

- United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPAC) Official Species List, dated June 28, 2022 of special-status species with the potential to occur within the Action Area or be affected by the Proposed Project (USFWS, 2022; **Attachment A**);
- USFWS National Wetlands Inventory (NWI) map of wetland features within the Action Area (USFWS, 2021a; **Attachment B**);
- A custom soils report from the Natural Resources Conservation Service (NRCS) (NRCS, 2021; **Attachment C**); and
- A map of the nearest critical habitat (USFWS, 2021b; **Attachment D**).

2.2 Biological Surveys

Biological resource surveys of the Action Area were conducted June 22 to June 25, 2021. Surveys assessed habitat types, federally listed species, suitable habitat for federally listed species, and wetlands and Waters of the U.S. Species and habitat types were classified using the Washington Department of Fish and Wildlife (WDFW) *Priority Habitat and Species List* (WDFW, 2008) and *The Jepson Manual* (Baldwin, 2012).

2.3 Analysis

An analysis to determine federally-listed species that may have the potential to occur within the Action Area was conducted. Habitat requirements for each species were assessed and compared to the type and quality of habitats observed during surveys. The potential for a federally-listed species to occur within the Action Area was determined based on of the presence/absence of suitable habitat, elevation range, substrate/soils, and/or geographic distribution.

3.0 ENVIRONMENTAL SETTING

3.1 Topography, Climate, and Soil Types

The Action Area is located within Section 17 of Willamette Meridian Baseline & Meridian in Township 9 North, Range 30 East as depicted on the Glade United States Geological Survey (USGS) 7.5' quadrangle maps. The region has an annual mean high temperature of 63.3 degrees Fahrenheit (° F) and an annual mean low temperature of 43.8° F; the average annual rainfall is approximately 9.36 inches (NOAA, 2021; US Climate Data, 2021). The Action Area is comprised of two soil types:

- Quincy loamy fine sand, 0 to 15 percent slopes
- Quincy loamy fine sand, loamy substratum, 0 to 10 percent slopes

3.2 Habitat Types

One habitat type was identified within the Action Area (**Figure 3**): ruderal/developed. This habitat is comprised of bare earth and native and non-native plant species including common rabbit-brush (*Ericameria nauseosa*, *Hordeum* spp.), prickly lettuce (*Lactuca serriola*), and Russian thistle (*Salsola tragus*). Site photographs are included in **Figure 4**.



SOURCE: Franklin County Parcels, 2021; Benton County aerial photograph, 2/27/2020; ESRI, 2022; AES, 5/5/2022

Colville Tribes Travel Plaza and Commercial Project Biological Assessment / 221541 ■

Figure 3
Habitat Types



PHOTO 1: Northwest view of Action Area with adjacent commercial buildings



PHOTO 2: Southwest view of ruderal area



PHOTO 3: Northern boundary of Action Area



PHOTO 4: South view of Action Area with adjacent commercial building

3.3 Wetlands and Waters of the U.S.

Background review of the NWI database did not indicate the presence of any wetlands, waters of the U.S., or other aquatic features (**Attachment B**). No aquatic features were observed during the site survey.

3.4 Critical Habitat

There is no designated critical habitat for federally listed species within the Action Area. The Columbia River occurs approximately 4.44 miles south of the Action Area and is designated critical habitat for bull trout (**Attachment D**). However, there are no surface waters or aquatic features within the Action Area to provide connectivity to the Columbia River.

3.5 Observed Wildlife

Wildlife species observed on the Action Area during surveys include American crow (*Corvus brachyrhynchos*), killdeer (*Charadrius vociferus*), mourning dove (*Zenaida macroura*), and red-tailed hawk (*Buteo jamaicensis*).

3.6 Federally Listed Species

Based on biological desktop review and survey results, no federally listed species have the potential to occur within the Action Area. IPAC results list three federally listed species that may occur in the Action Area: yellow-billed cuckoo (*Coccyzus americanus*, federally threatened), bull trout (*Salvelinus confluentus*, federally threatened), and monarch butterfly (*Danaus plexippus*). The Action Area does not contain appropriate habitat to support these species. **Table 1** summarizes potential federally listed species and habitat requirements.

4.0 EFFECTS OF THE ACTION

4.1 Critical Habitat

Designated critical habitat does not occur within or adjacent to the Action Area. The nearest designated critical habitat is for bull trout 3.8 miles south of the Action Area in the Columbia River (USFWS, 2021b). The Proposed Project would have **no effect** on critical habitat.

4.2 Federally Listed Species

No suitable habitat for federally listed plant or wildlife species occurs within the Action Area. There would be no impact from the Proposed Project to federally listed species. However, trees and shrubs within 500 feet of the Proposed Project impact area may provide habitat for migratory birds during the general nesting season. Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 United States Code [USC] §§ 703 712). The MBTA makes it unlawful to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, buy, sell, purchase, or barter any migratory bird listed under 50 Code of Federal Regulations (CFR) §10. This includes feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR § 21). With implementation of the following conservation measure, the Proposed Project **may affect but is not likely to adversely affect** nesting migratory birds.

TABLE 1
REGIONALLY OCCURRING SPECIAL STATUS SPECIES

SCIENTIFIC NAME COMMON NAME	FEDERAL/ STATE	DISTRIBUTION	HABITAT REQUIREMENTS	PERIOD OF IDENTIFICATION	POTENTIAL TO OCCUR ON-SITE
Birds					
<i>Coccyzus americanus</i> yellow-billed cuckoo	FT/WE	Known to occur throughout much of the western US, including Arizona, California, Colorado, Idaho, Montana, New Mexico, Nevada, Oregon, Texas, Utah, almost all of Washington, and Wyoming, as well as Canada and Mexico.	Yellow-billed Cuckoos use wooded habitat with dense cover and water nearby, including woodlands with low, scrubby, vegetation, overgrown orchards, abandoned farmland, and dense thickets along streams and marshes. Nests are often placed in willows along streams and rivers with cottonwoods serving as foraging sites.	May-September	No. The Action Area lacks appropriate riparian or woodland habitat.
Fish					
<i>Salvelinus confluentus</i> Bull trout [Mid-Columbia Recovery Unit, WA]	FT/WC	This recovery unit is located within eastern Washington, eastern Oregon, and portions of central Idaho. It occupies the Lower Mid-Columbia, Upper Mid-Columbia, Lower Snake, and Middle Snake regions.	Requires large streams and mainstem rivers, lakes, reservoirs, estuaries, and nearshore environments. Upstream tributaries are utilized for spawning and rearing.	Contact Agency	No. The Action Area has no appropriate stream habitat.
Invertebrates					
<i>Danus plexippus</i> Monarch butterfly	FC/--	Known to occur in Mexico and north America. Populations that occur where winter conditions are not suitable travel along well-established migratory routes to overwintering areas. Overwintering sites are known to occur in Mexico and coastal California.	Migration begins in the fall along established migratory routes where nectar sources are available. During breeding (typically February to March), monarch butterflies require milkweed to lay their eggs on. Overwintering monarchs require sites with sufficient roosts that provide appropriate sunlight and shelter from the wind. Where climate is suitable for year-round habitation, monarchs are found in areas with nectar sources and milkweed as breeding can occur year-round.	Year-round	No. The Action Area lacks the host plant for this species.

STATUS CODES:

FEDERAL: United States Fish and Wildlife Service
 FE Federally Endangered
 FT Federally Threatened
 FC Candidate for Federal Listing

STATE: Washington Department of Fish and Wildlife
 WE Washington Listed Endangered
 WT Washington Listed Threatened
 WC Washington Candidate Species

Conservation Measure 1

Should work occur during nesting season (February 15 to September 15), a preconstruction nesting bird survey will be conducted no more than seven days prior to the start of vegetation removal or ground disturbing activities. Areas within 500 feet of construction activities will be surveyed for active nests. Should an active nest be identified, a “disturbance-free” buffer will be established based on the needs of the species identified. This buffer will be maintained until a biologist determines that the nest has been abandoned or the young have fledged. If a gap in construction activities longer than seven days occurs, the entire Action Area will be re-surveyed for nesting birds.

4.3 Interrelated and Interdependent Effects

Interrelated and interdependent effects are direct or indirect effects that occur as a result of activities that are closely affiliated with a project in areas outside proposed project area. Such actions include road or utility improvements off-site that would not be constructed but for implementation of the Proposed Project. Only those activities that would not require a separate federal action and would otherwise not be addressed for compliance with Section 7 of the ESA will be addressed in this BA.

Off-site Traffic Mitigation Improvements

Implementation of the Proposed Project would require construction of off-site traffic mitigation improvements. A detailed description of off-site traffic mitigation for each alternative is provided in within the Proposed Project’s Traffic Study (Kittelson & Associates, Inc, 2022). Off-site traffic mitigation improvements are conceptual at this time. Design and construction plans would be prepared after an alternative has been selected for development. Traffic mitigation improvements are recommended at the following study intersections:

- US-395 Southbound ramp terminal- North Rainier Avenue/ Kartchner Street: install traffic signal;
- US-395 Northbound ramp- Commercial Avenue/ Kartchner Street: install traffic signal;
- US-395 NB Ramp Terminal-Commercial Avenue / Kartchner Street: Install an exclusive westbound right-turn lane to prevent westbound queues from blocking the driveways along Kartchner Street;
- N Capitol Avenue & Travel Plaza Driveway 1: Coordinate with adjacent property owner to the north to preserve adequate sight distance through the existing curve on N Capitol Avenue.
- Retail Driveway 1 & N. Capitol Ave: Install an exclusive northbound left-turn lane.

Off-site traffic mitigation would require obtaining approvals and permits from the City of Pasco, WSDOT, and/or Franklin County, and may be subject to the State Environmental Policy Act (SEPA), which requires additional environmental review prior to approval. Implementation of permitting and SEPA requirements would further reduce the potential for significant adverse impacts from off-site construction projects. The areas in question for mitigation implementation are dominated by ruderal/disturbed or previously developed habitats. These areas contain sparse vegetation consisting predominately of non-native grass species, and the areas are heavily disturbed by vehicle traffic.

No federally listed plant or animal species have the potential to occur within the off-site traffic improvements. Construction of off-site traffic improvements would have **no effect** on federally listed species.

Off-site Utility/Infrastructure Improvements

Off-site utility connections are an optional project component and involve tying the Action Area into the City of Pasco's water and wastewater system with new pipeline connections. Connecting to the municipal water supply infrastructure would require the connection from the Project site to the existing water main along N. Capitol Avenue. Connection to the existing wastewater treatment system would require similar connections to the mains and lift station along N. Capitol Avenue. Additional utilities connections required for the development of the Proposed Project include electricity and natural gas, these utilities will be connected to in the development from overhead power lines and underground gas lines similar to water and wastewater along N. Capitol Avenue.

Construction of pipeline connections and underground electricity transmission upgrades would require grading, excavation, trenching, laying of pipe, and the placement of backfill material to construct the connection to existing water, wastewater, electricity, and natural gas utilities. The proposed utility improvements would extend through non-native annual grassland, dominated by ruderal species or through previously developed lands. Utilities would be installed underground and construction areas would be restored to pre-project conditions, thus there would be no permanent habitat conversion and potential impacts to biological resources would be limited to disturbance from short-term construction. Construction of proposed utility improvements would have **no effect** on federally listed species.

5.0 CONCLUSIONS

The Action Area does not contain appropriate habitat to support federally listed plant or wildlife species, is not within designated critical habitat, and does not contain any wetlands or waters of the U.S. or other aquatic features. Construction activities associated with the Proposed Action will have **no effect** on federally listed species, critical habitat, or wetlands and waters of the U.S. With compliance with **Conservation Measure 1** outlined in this BA, construction activities associated with the Proposed Action **may affect but are not likely to adversely affect** nesting migratory birds.

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ATTACHMENT A

USFWS IPAC OFFICIAL SPECIES LIST



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Washington Fish And Wildlife Office
510 Desmond Drive Se, Suite 102
Lacey, WA 98503-1263
Phone: (360) 753-9440 Fax: (360) 753-9405

In Reply Refer To:
Project Code: 2022-0058579
Project Name: Colville 34 Acre

June 28, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Washington Fish And Wildlife Office

510 Desmond Drive Se, Suite 102

Lacey, WA 98503-1263

(360) 753-9440

Project Summary

Project Code: 2022-0058579
Event Code: None
Project Name: Colville 34 Acre
Project Type: Acquisition of Lands
Project Description: Development
Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@46.267608,-119.08363755994112,14z>



Counties: Franklin County, Washington

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

Fishes

NAME	STATUS
Bull Trout <i>Salvelinus confluentus</i> Population: U.S.A., conterminous, lower 48 states There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8212	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: Analytical Environmental Services

Name: Amy Gondran

Address: 1801 7th Street Suite 100

City: Sacramento

State: CA

Zip: 95811

Email: acgondran@analyticalcorp.com

Phone: 9164473479






ATTACHMENT B

NATIONAL WETLANDS INVENTORY MAP



July 16, 2021

Wetlands

- | | | |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| |  Freshwater Pond |  Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

ATTACHMENT C

NRCS CUSTOM SOILS REPORT



United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for **Franklin County, Washington**



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

Custom Soil Resource Report

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

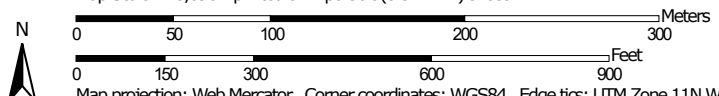
The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map



Soil Map may not be valid at this scale.

Map Scale: 1:3,890 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)




















Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features

-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features

Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Franklin County, Washington
 Survey Area Data: Version 18, Jun 4, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 4, 2020—Jul 2, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
89	Quincy loamy fine sand, 0 to 15 percent slopes	46.7	97.2%
92	Quincy loamy fine sand, loamy substratum, 0 to 10 percent slopes	1.4	2.8%
Totals for Area of Interest		48.0	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the

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development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Franklin County, Washington

89—Quincy loamy fine sand, 0 to 15 percent slopes

Map Unit Setting

National map unit symbol: 2dt
Elevation: 350 to 1,200 feet
Mean annual precipitation: 6 to 12 inches
Mean annual air temperature: 48 to 54 degrees F
Frost-free period: 150 to 200 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Quincy and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Quincy

Setting

Landform: Terraces
Parent material: Mixed eolian sands

Typical profile

H1 - 0 to 4 inches: loamy fine sand
H2 - 4 to 60 inches: fine sand

Properties and qualities

Slope: 0 to 15 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 3 percent
Available water capacity: Low (about 4.9 inches)

Interpretive groups

Land capability classification (irrigated): 3e
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Ecological site: R007XY502WA - SANDS 6-10 PZ
Hydric soil rating: No

Minor Components

Sagehill

Percent of map unit: 15 percent
Landform: Dunes, terraces
Hydric soil rating: No

92—Quincy loamy fine sand, loamy substratum, 0 to 10 percent slopes

Map Unit Setting

National map unit symbol: 2dv6

Elevation: 350 to 1,000 feet

Mean annual precipitation: 6 to 9 inches

Mean annual air temperature: 50 to 54 degrees F

Frost-free period: 180 to 200 days

Farmland classification: Farmland of statewide importance

Map Unit Composition

Quincy and similar soils: 85 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Quincy

Setting

Landform: Terraces

Parent material: Mixed eolian sands

Typical profile

H1 - 0 to 3 inches: loamy fine sand

H2 - 3 to 52 inches: loamy fine sand

H3 - 52 to 60 inches: silt loam

Properties and qualities

Slope: 0 to 10 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Excessively drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high
(0.60 to 2.00 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum content: 15 percent

Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)

Sodium adsorption ratio, maximum: 5.0

Available water capacity: Moderate (about 6.5 inches)

Interpretive groups

Land capability classification (irrigated): 3e

Land capability classification (nonirrigated): 7e

Hydrologic Soil Group: A

Ecological site: R007XY502WA - SANDS 6-10 PZ

Hydric soil rating: No

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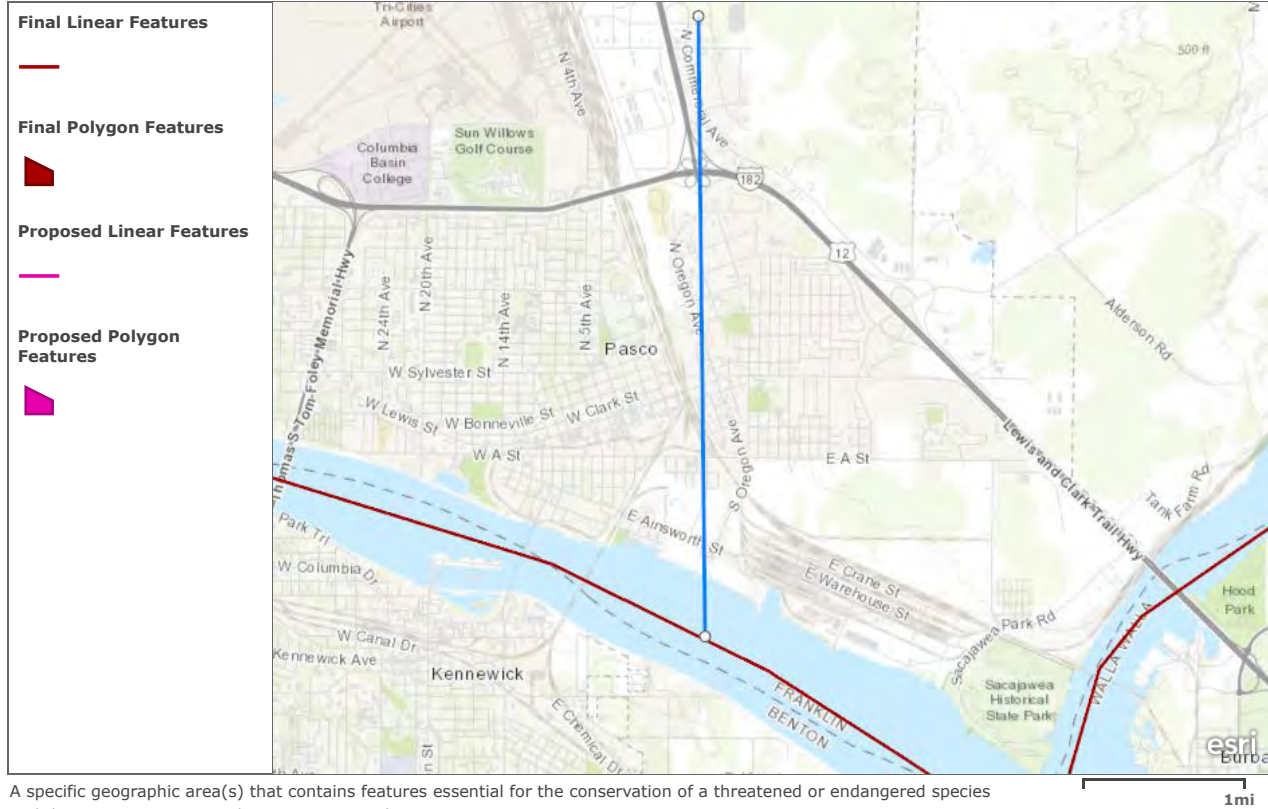
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ATTACHMENT D

USFWS CRITICAL HABITAT MAP

Critical Habitat for Threatened & Endangered Species [USFWS]



A specific geographic area(s) that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection.

PascoGIS, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA | U.S. Fish and Wildlife Service | The data found in this file were developed by the U.S. Fish & Wildlife Service field offices. For more information please refer to the species level metadata found with the individual shapefiles. The ECOS Joint Development Team is responsible for creating and serving this conglomerate file. No data alterations are made by ECOS.

APPENDIX CUL

CULTURAL RESOURCES STUDY
(CONFIDENTIAL)