



East West Corridor Project

Submitted to
Yakima County Department of Public Services
Yakima, Washington

Final Alignment Alternatives Study

East West Corridor Project

Submitted to

**Yakima County Department of Public Services
Yakima, Washington**

August 2011

Submitted by

**BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, Washington 98101**

Job No. SAPWT-10-005

Final Alignment Alternatives Study East West Corridor Project Table of Contents

Section	Page
LIST OF TABLES	II
LIST OF FIGURES	II
LIST OF APPENDICES	III
EXECUTIVE SUMMARY.....	IV
1.0 INTRODUCTION	1
1.1 Purpose and Need	1
1.2 History.....	1
1.3 Project Limits	4
1.4 Route Termini	4
1.5 Connection to Existing Roadway Network	6
2.0 EXISTING CONDITIONS	6
2.1 Topography	6
2.2 Yakima River and Floodplain	6
2.3 Irrigation Canals.....	8
2.4 Geotechnics.....	8
2.5 Hazardous Materials	8
2.6 Cultural Resources.....	8
2.7 Other Regulatory Oversight	9
3.0 DESIGN CONSTRAINTS	10
3.1 Interstate 82 Bridges.....	10
3.2 U.S. Bureau of Reclamation Property	10
3.3 Marsh Road	10
3.4 Roza Canal Wasteway No. 2	10
3.5 Skyline Mobile Estates Trailer Park	12
3.6 Rest Haven Road and Cut Off Road Intersection	12
3.7 Roza Canal and Roza Canal Maintenance Access Drive	12
4.0 DESIGN CRITERIA	13
4.1 Functional Classification, Density, Capacity, and Modes.....	13
4.2 Design Speed and Vehicle	13
4.3 Grades.....	13
4.4 Cross-Slope.....	13
4.5 Superelevation	14
4.6 Horizontal Curves	14
5.0 TRAFFIC STUDIES	14
6.0 ANALYSIS OF CORRIDOR ALTERNATIVES.....	15
6.1 Past Corridor Alternatives	15
6.2 Generation and Consolidation of Alternatives.....	15
6.3 Present Alignment Alternatives	18

6.4	Alignment Alternative 1 – Ridge Top	20
6.5	Alignment Alternative 2 – Rest Haven Bench	22
6.6	Alignment Alternative 3 – Ridge Base.....	24
6.7	Alignment Alternative 4 – Lowlands.....	26
6.8	Comparison of Alternatives	28
6.9	Evaluation Criteria and Alternative Scoring	28
6.9.1	Traffic Function.....	28
6.9.2	Property Impacts	30
6.9.3	Environmental Impacts	30
6.9.4	Geometry.....	31
6.9.5	Constructability	32
6.9.6	Structures.....	33
6.9.7	Costs.....	33
7.0	AGENCY OVERSIGHT	33
7.1	Stakeholders Advisory Committee Meeting No. 1	33
7.2	Irrigation Coordination Meeting.....	34
7.3	U.S. Bureau of Reclamation Coordination Meeting.....	35
7.4	Technical Advisory Committee Meeting No. 1	35
7.5	Stakeholders Advisory Committee Meeting No. 2	37
8.0	PUBLIC INVOLVEMENT	37
8.1	Open House No. 1.....	37
8.2	Open House No. 2.....	37
8.3	Project Web Site	38
9.0	SUMMARY AND CONCLUSIONS	39
10.0	REFERENCES	39

LIST OF TABLES

Table 1: Comparison of Alternatives

LIST OF FIGURES

Figure 1: Vicinity Map
Figure 2: Boundaries & Corridor Study Area
Figure 3: Route Termini & Existing Roadway Network
Figure 4: Topography & Drainage
Figure 5: Design Constraints
Figure 6: Braided Swath
Figure 7: Rejected Alignment Alternatives
Figure 8: Alignment Alternatives Map
Figure 9: Alignment Alternative 1 – Ridge Top
Figures 10: Alignment Alternative 2 – Rest Haven Bench
Figures 11: Alignment Alternative 3 – Ridge Base
Figures 12: Alignment Alternative 4 – Lowlands

LIST OF APPENDICES

Appendix A:	Stakeholders Advisory Committee Meeting No. 1
Appendix B:	Irrigation Coordination Meeting
Appendix C:	Open House No. 1
Appendix D:	U.S. Bureau of Reclamation Coordination Meeting
Appendix E:	Technical Advisory Committee Meeting No. 1
Appendix F:	Open House No. 2
Appendix G:	Project Web site
Appendix H:	Alignment Alternatives – Plan and Profile Sheets
Appendix I:	Alignment Alternatives – Suggested Improvements to Existing Roadway Network
Appendix J:	Responses to Public Comments

EXECUTIVE SUMMARY

This report was prepared to document the process and findings of the east-west corridor alignment study initiated by the Yakima County Department of Public Services to find alternative solutions for improving traffic safety, circulation, and capacity between the City of Yakima and the Terrace Heights neighborhood as both areas undergo continued growth, development, and urban renewal.

The existing Yakima Avenue/Terrace Heights Drive route, the area's sole east-west travel corridor, has become ever more congested as the population has increased. The proposed corridor will offer drivers, bicyclists, and pedestrians an alternative river crossing and alleviate congestion and delays.

This report was prepared by BergerABAM with opinions and feedback gathered from local, state, and regional agencies; the public through two advisory groups: the Stakeholders' Advisory Committee and the Technical Advisory Committee; open houses; and a web site.

The study, which was accompanied by geotechnical, hazardous materials, and cultural resources assessments, narrowed the possible corridors for east-west travel to four alternatives: Ridge Top, Rest Haven Bench, Ridge Base, and Lowlands. These four alternatives are recommended to be carried through the National Environmental Policy Act (NEPA) review process.

1.0 INTRODUCTION

1.1 Purpose and Need

As the population of Terrace Heights keeps pace with projected growth rates, the existing Yakima Avenue/Terrace Heights Drive route will continue to suffer increasing congestion and delays. The east-west corridor, by offering drivers, bicyclists, and pedestrians an alternative river crossing for east-west travel, will alleviate this problem (see Figure 1).

Traffic studies performed by the Washington State Department of Transportation (WSDOT) South Central Region modeled the effects of the proposed east-west corridor, as well as a number of other travel alternatives for the Greater Yakima area. The results of the analysis indicate the proposed corridor will reduce trips on Yakima Avenue/Terrace Heights Drive and hold levels of service at a number of other locations within acceptable limits. The east-west corridor is a necessary component of any proposed improvement to the existing roadway network.

1.2 History

The Terrace Heights neighborhood lies just to the east of the City of Yakima (City) (see Figure 2). The neighborhood—an unincorporated part of Yakima County—has grown considerably over the last four decades, with its population increasing fivefold in the 30 years between 1970 and 2000 to its current total of 8,031.

The Yakima River poses a natural barrier to travel between Yakima and Terrace Heights. Historically, east-west traffic has had only one option to travel between these two locations: the Yakima Avenue/Terrace Heights Drive corridor. In 1990, the Yakima County Department of Public Services (County) began seeking ways of improving the existing roadway network to better meet residents' needs and assist continued commercial development on both sides of the river.

The level of service on the Yakima Avenue/Terrace Heights Drive corridor has dropped steadily and has now reached a D rating. While this rating is acceptable within the City of Yakima, any level of service lower than a C rating triggers Yakima County's concurrency requirements, which limit new development permits along the affected corridor. In order to relax the concurrency restrictions, the County must either increase the capacity of the existing corridor or divert sufficient traffic volume away from the corridor and onto another route. Citing right-of-way constraints placed on the corridor by area businesses, the County ruled out further roadway widening and decided to plan a new corridor spanning the Yakima River: the east-west corridor.

In 2001, the County completed the Terrace Heights Corridor Study. This planning document identified, formulated, and screened alternative alignments for the future east-west corridor.

Figure 1. Vicinity Map

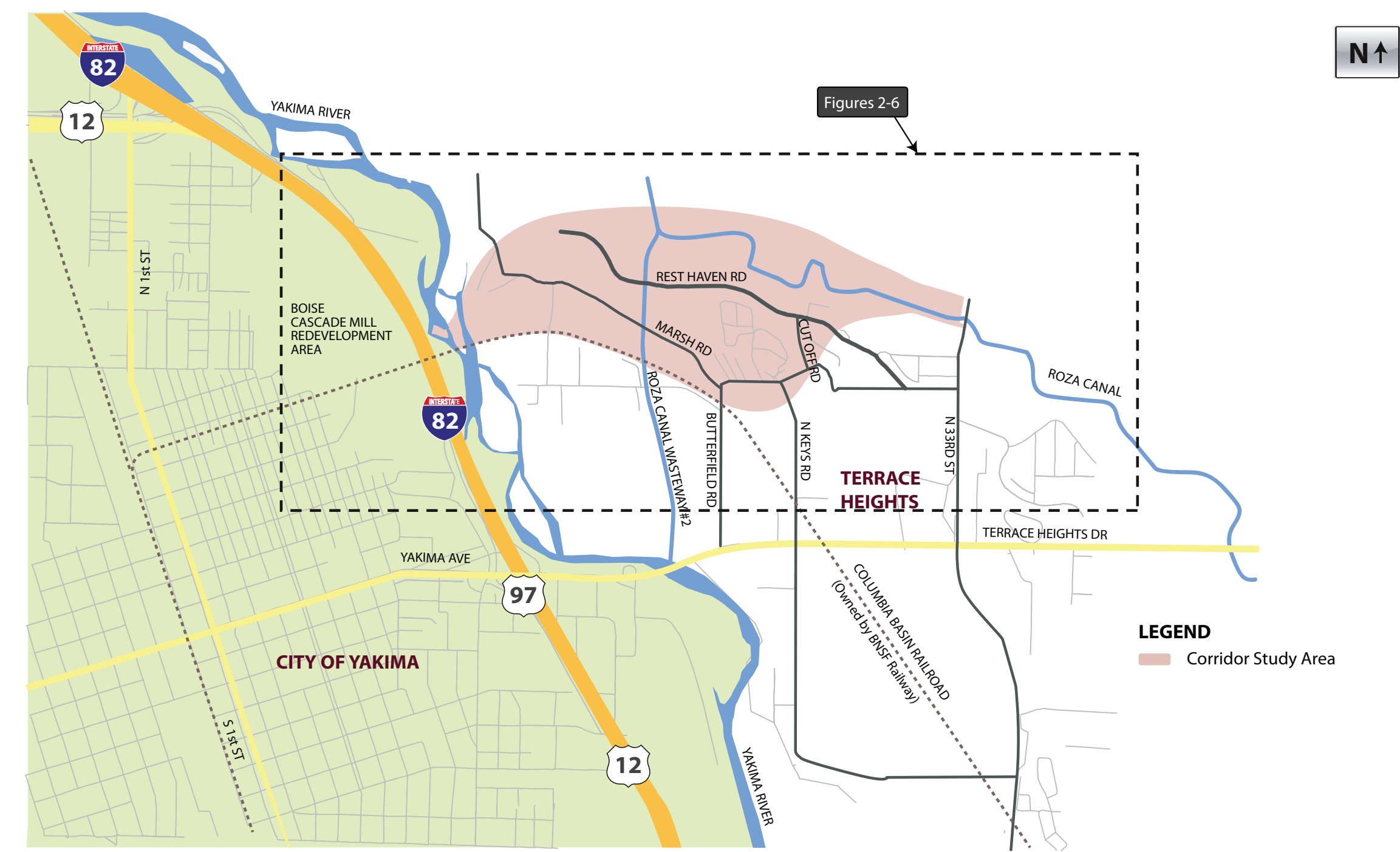
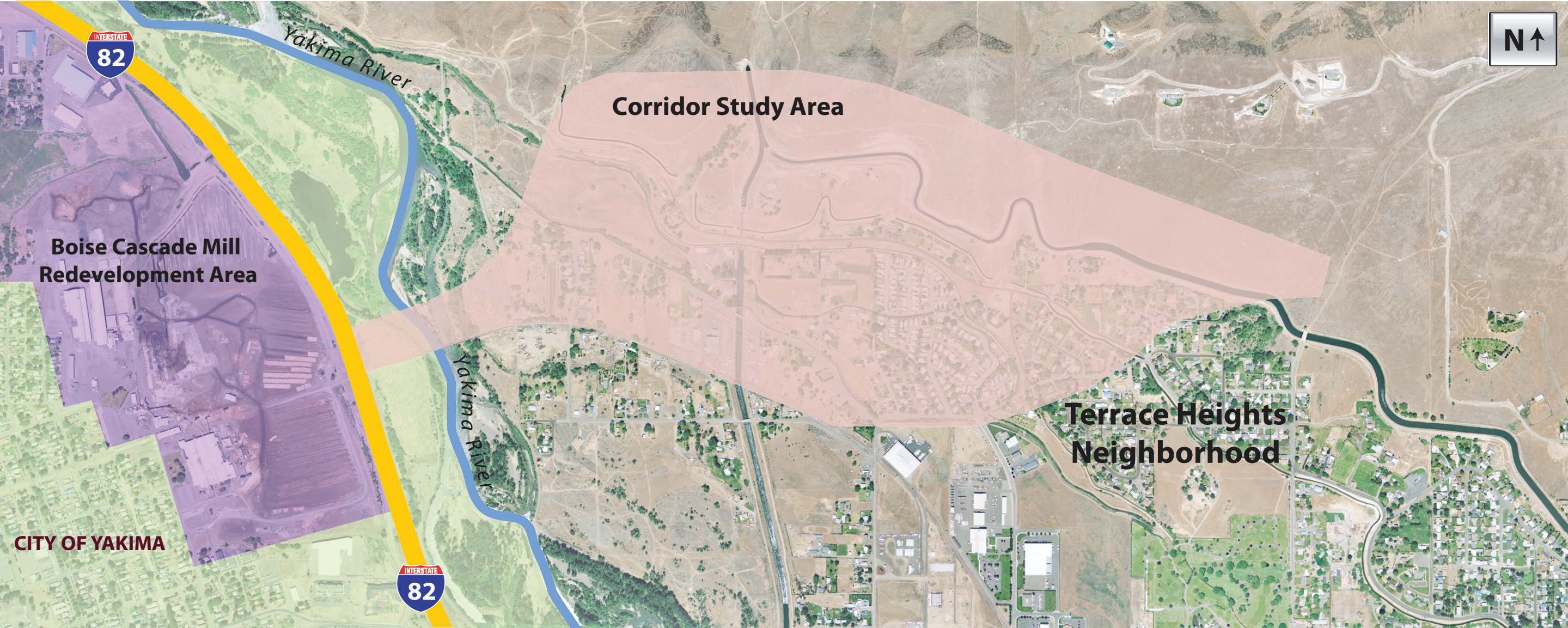


Figure 2. Boundaries & Corridor Study Area



The 2001 study examined two alignments—the North Alternative and the South Alternative—but stopped short of a recommendation. This alternatives analysis report makes extensive use of the 2001 study.

In 2008, the County retained BergerABAM to complete the east-west corridor alignment study, which expands on the 2001 study by developing a broader slate of alternative alignments. Four corridors, as well as environmental and geotechnical information, were examined for their feasibility and probable cost. In addition, the project team sought outside opinions by convening advisory committees from various transportation planning agencies and soliciting public opinion at open houses and through a project web site.

1.3 Project Limits

The east-west corridor is part of a larger transportation corridor that will eventually connect Fruitvale Boulevard in western Yakima to 57th Street in Terrace Heights.

In this report, the east-west corridor is designated as the central segment lying between Interstate 82 (I-82) and 33rd Street, a distance of approximately 2 miles. The County will obtain the funds and direct the design and construction of this segment (see Figure 3).

1.4 Route Termini

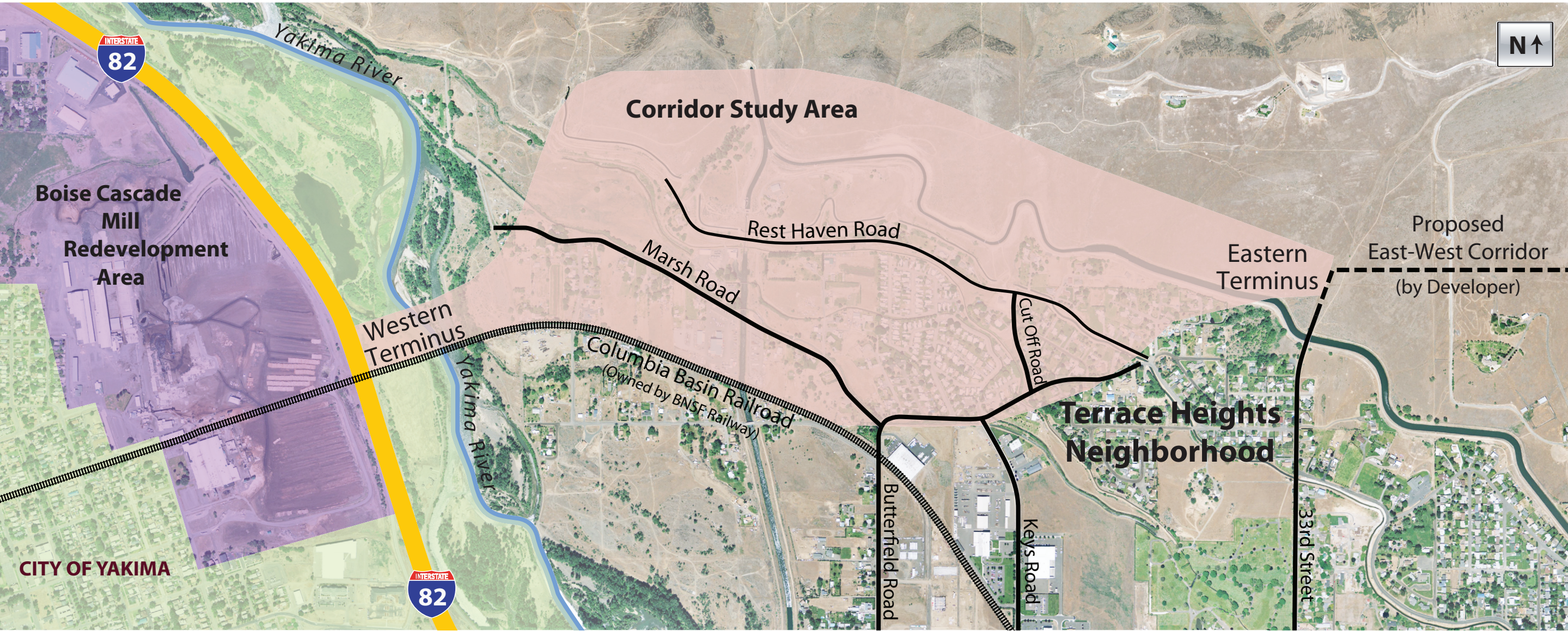
The 2001 study identified both the western and eastern termini for the corridor in general terms.¹ Since then, the County has redefined proposed locations for both termini more specifically.

The corridor is stationed west to east, beginning at the western extent of WSDOT's I-82 right-of-way. Eventually, the western terminus of the corridor will be redrawn to tie into the City's existing roadway network (see Figure 3).

The eastern terminus falls on a tangent splitting the existing right-of-way parcel already acquired by the County for the proposed corridor. This parcel lies north of the Roza Canal and includes a strip of right-of-way necessary to extend 33rd Street north from the existing bridge over the Roza Canal to tie in with the corridor. The parcel terminates near Hardy Road, but in this report, the proposed corridor extends to the influence area of the eastern approach leg of the proposed 33rd Street intersection (see Figure 3).

¹Terrace Heights Corridor Study, Section 4.1, p. 4-1.

Figure 3. Route Termini & Existing Roadway Network



1.5 Connection to Existing Roadway Network

Other than the termini designated above, the proposed corridor will tie in to the existing roadway network at additional locations. The number of locations varies with the alternative, but in most cases, two tie-in points were provided. These tie-ins will divide the corridor into three roughly equal segments approximately 3,000 to 3,500 feet long. The first tie-in will occur at Marsh Road west of the U.S. Bureau of Reclamation property. The second tie-in will occur in the vicinity of Cut Off Road. This location varies considerably among the alignment alternatives (see Figure 3).

At each of these locations, the County proposes improvements to the existing road network to facilitate better connections with the proposed corridor. Some alignment alternatives suggest substantial improvements, some even to the extent of realigning major segments of existing roadways.

2.0 EXISTING CONDITIONS

2.1 Topography

The project area is located in eastern Yakima County at the interface of two landforms.

The project area is framed on the west side by the Yakima River and its floodplain, which separates the City of Yakima from the Terrace Heights neighborhood. Within Terrace Heights, lowlands comprise the southern portion of the project area while the northern portion rises abruptly through a series of stepped benches to form the Yakima Ridge (see Figure 4).

Each bench is characterized by a flat layer of cobbles, gravels, pebbles, and silts pointing to their common origin as part of the Yakima River floodplain. This type of landform is called a terrace, which gives Terrace Heights its name. Moving northward up the ridge slope, the first and most prominent terrace in the project area is the Rest Haven Bench. The portion of the bench that coincides with potential corridor alternatives strikes east-west through the project area and ranges from 25 to 125 feet in width. This portion of the bench is entirely occupied by Rest Haven Road and its adjacent residential properties. Continuing north up the ridge slope, the second terrace is occupied entirely by the Selah-Moxee Canal, while the third terrace holds the Roza Canal.

2.2 Yakima River and Floodplain

The western tangent for all alignment alternatives follows a 100-foot parallel offset to the north of the existing railroad bridge across the Yakima River and floodplain. At this location, the Yakima River flows through two effective channels, separated by an island that houses a timber pier that supports the existing railroad bridge. Corridor-level geotechnical studies did not identify any conditions preventing the similar use of this island to support the corridor bridge over the Yakima River. The proposed bridge will consist of two spans, each approximately 250 feet long, with the rest of the bridge continuing over the Yakima River floodplain approximately 550 feet to the east (see Figure 4).

Figure 4. Topography & Drainage



2.3 Irrigation Canals

The project corridor contains six canals managed by three irrigation authorities. Throughout the preliminary engineering stage of the project, the County coordinated with representatives of each agency to determine its operational priorities, maintenance practices, and improvement schedules and considered these factors in developing the current slate of alignment alternatives (see Figure 4).

2.4 Geotechnics

A corridor-level geotechnical report was completed and dated 12 July 2010. It summarizes the findings of visual reconnaissance from public rights-of-way and a review of available geologic maps and literature. While the scope of the geotechnical study did not include soil borings or subsurface investigations, borings performed for the Hillcrest Drive Bridge crossing the Roza Canal adjacent to the proposed corridor were reviewed.

The Yakima Ridge is the dominating landform in the corridor study area. The lowland areas south of the ridge are composed of Quaternary alluvium dominated by dense to very dense sand and gravel.

Likely geologic hazards in the corridor study area are slope instability and landslides on the ridge, river scour in the floodplain, and soil liquefaction in the alluvium. The area has a low likelihood of ground surface fault rupture. Natural springs are likely on and near the Rest Haven Bench.

2.5 Hazardous Materials

A corridor-level environmental site assessment dated June 2010 summarizes the findings of a visual reconnaissance from public rights-of-way, as well as a review of available literature, maps, and databases held by the County, the U.S. Department of Agriculture (USDA), the U.S. Environmental Protection Agency (EPA), the Washington State Department of Ecology (Ecology), and the Yakama Nation.

The assessment focuses on identifying potential sources of contamination in the corridor study area, both past and present. Aboveground and underground storage tanks are present in the study area, along with old equipment, inoperable vehicles, and the like, and these may be potential sources of contamination. In addition, soil tests should be performed on Bureau of Reclamation property and next to telephone poles.²

2.6 Cultural Resources

A corridor-level cultural resources memorandum was completed and dated 17 May 2011. The assessment looks at the corridor in the context of relevant state and

² Shannon & Wilson, Inc., Environmental Site Assessment, Terrace Heights Corridor Study, June 2010.

federal statutes to determine what permits, reports, or agency concurrences will likely be needed over the course of the project's design and construction.³

The memorandum found that the project will likely require an environmental assessment (EA) or an environmental impact statement (EIS) under the National Environmental Policy Act (NEPA). This document must include a section on environmental justice (EJ), which addresses how the project will avoid, minimize, or mitigate disproportionately high and adverse human health, environmental, and socioeconomic effects on minority and/or low-income populations.

A cultural resources assessment will be required under Section 106 of the National Historic Preservation Act. The four alternatives described in this report vary in terms of their likelihood of impacting potential cultural resources. As the alternatives move up the Yakima Ridge and development becomes less dense, this likelihood increases.

2.7 Other Regulatory Oversight

The Federal Highway Administration will require a noise discipline report for the project under the Federal Aid Highway Act.

A number of actions will be required for the project to comply with the Clean Water Act. A Section 401 permit must be submitted to Ecology. A Section 404 permit must be submitted to the U.S. Army Corps of Engineers. Both of these requirements can be satisfied through the submittal of a Joint Aquatic Resources Permit Application (JARPA). The JARPA will also be used to obtain hydraulic project approval from the Washington State Department of Fish and Wildlife, as well as a floodplain development permit from the City of Yakima.

The City of Yakima will require at least two other documents: a checklist for Washington State Environmental Policy Act (SEPA) compliance and a shoreline development permit.

A biological assessment will be required under Section 7 of the Endangered Species Act. This document will assess the project's possible impacts on listed species and will be submitted to the U.S. Fish and Wildlife Service and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service.

³ Widener & Associates, Yakima East West Corridor, Environmental/Permitting Issues Memorandum, May 2011.

3.0 DESIGN CONSTRAINTS

The sections below summarize design constraints associated with the development of the alternatives (see Figure 5).

3.1 Interstate 82 Bridges

Within the corridor's vicinity, Interstate 82 (I-82) is a four-lane, access-controlled highway with two bridges that provide an elevated crossing of the railroad tracks that are owned by BNSF Railway and operated by the Columbia Basin Railroad. Each bridge has three spans, none of which has the clear width necessary to construct the entire proposed roadway cross-section. Consequently, the corridor will have an interim design condition where it splits at the centerline with the eastbound (EB) lanes passing under the center span and the westbound (WB) lanes passing under the northern span with a cut wall.⁴

WSDOT South Central Region intends to widen I-82 to six lanes within the next 20 years. At that time, the bridges over the railroad tracks will be rebuilt and lengthened to accommodate a single span over the corridor, and the corridor will be reconfigured to the ultimate design condition with a single normal crowned cross-section.

3.2 U.S. Bureau of Reclamation Property

The alignment alternatives reflect the importance to the efficient construction and use of the corridor of property owned by the Bureau of Reclamation. The alternatives either skirt the northern and southern edges of the property, strategically bridge over it, or avoid it entirely. During the project design, the County coordinated discussions with decision makers at the Bureau and formulated a number of solutions that balanced the priorities of both agencies (see Appendix C).

3.3 Marsh Road

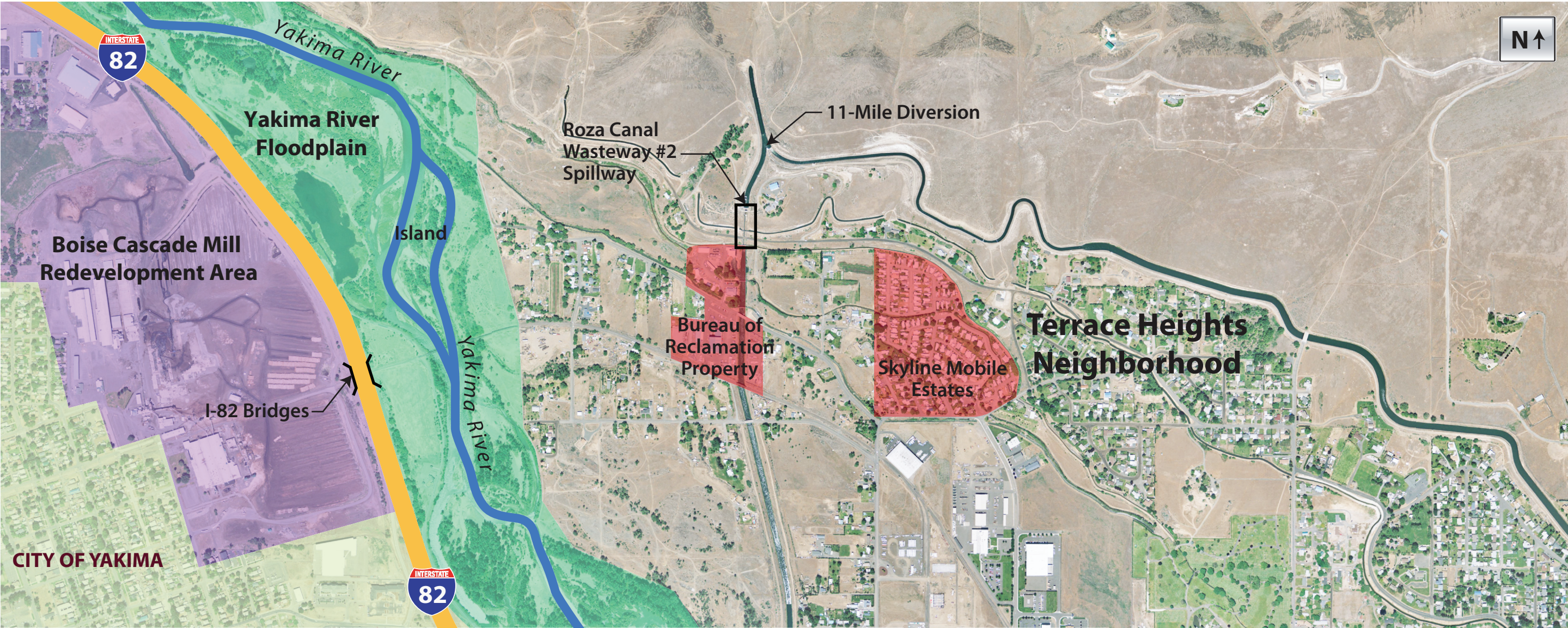
Marsh Road bisects the Bureau's property in a northwest-southeast diagonal. An extension of the corridor's initial tangent meets Marsh Road diagonally at a roughly 45-degree angle. This angle is too oblique for an intersection; therefore, the corridor must be banked north to intersect Marsh Road at a minimum 60 degrees. Another option would partially realign Marsh Road in the vicinity of the proposed corridor to improve the skew.

3.4 Roza Canal Wasteway No. 2

The Roza Canal Wasteway No. 2 splits off from the Roza Canal proper at the "11-Mile" diversion north of the Bureau of Reclamation property near the top of the Yakima Ridge. Water from the wasteway flows down the ridge and into the Bureau power plant via a spillway channel. Any proposed crossing of the corridor over this channel must allow the channel to remain intact for its entire length down the side of the ridge.

⁴ Terrace Heights Corridor Study, Figure 5-4.

Figure 5. Design Constraints



3.5 Skyline Mobile Estates Trailer Park

Environmental justice guidelines prohibit disproportionate impacts to any of several protected classes, which in the case of the Skyline Mobile Estates Trailer Park, could mean the ages, socioeconomic status, or ethnic backgrounds of some park residents.

The park also raises concerns about hazardous materials because many of the single-wide mobile homes at the park appear to have been built prior to 1977. In that case, they likely contain asbestos and/or lead-based paint, and corridor development would entail removing the mobile homes in question and destroying them in a contained environment. The disposal and resulting soil remediation would pose additional costs.⁵

3.6 Rest Haven Road and Cut Off Road Intersection

The existing three-legged intersection between Rest Haven Road and Cut Off Road lies at a location strategic for all the alignment alternatives. This was by design, because Cut Off Road was designated as one of the two nonterminal locations where the corridor would tie in with the existing roadway network. Each alternative attempts to make this connection, but the resulting configurations have specific limitations unique to each group.

3.7 Roza Canal and Roza Canal Maintenance Access Drive

The Roza Canal flows southeast in a perched channel near the top of the Yakima Ridge. Because this canal sees more use than any other canal in the corridor, the Roza Irrigation District (RID) has requested that any proposed crossing of the canal by the corridor be accomplished by a bridge rather than a large culvert. The County, which had assumed this since early planning, confirmed it in a meeting with the district.

Alone, the bridge does not pose a significant obstacle to project development. However, RID also maintains a gravel maintenance access drive along the southern canal bank. RID maintenance personnel use this drive several times a day to oversee the canal's operation. RID has requested that any crossing by the corridor of the access drive be kept at-grade. As a result, the vertical grade of any alternative crossing the canal must use the access drive as a hinge point. Moving south from the access drive down the ridge, the steepness of the descent requires a similarly steep grade for the corridor. All of the alternatives that cross the canal employ the maximum vertical grade allowable by the County for an urban arterial highway through rolling terrain (see Section 4 – Design Criteria).

⁵ Shannon & Wilson, Inc., Environmental Site Assessment, Terrace Heights Corridor Study, June 2010.

4.0 DESIGN CRITERIA

4.1 Functional Classification, Density, Capacity, and Modes

The east-west corridor is considered a major arterial and will consist of four lanes, each 12 feet wide. Left-turn pockets will be provided at each of the proposed intersections. The corridor runs through an urban area and will have a corresponding cross-section featuring curb and gutter with no shoulder.⁶

The corridor will be designed for use by pedestrians and bicyclists. The 2001 study stipulated that 4-foot bike lanes between the traveled way and the gutter flag and 5-foot sidewalks offset 7 feet from the traveled way be included on the roadway cross-section.⁷ The 2001 study also indicated that a single 14-foot paved multi-use trail could be substituted for both sidewalks and both bike lanes. A separate trail with an independent profile can provide a series of plateaus to allow pedestrians and bicyclists opportunities to rest before becoming fatigued, while a barrier between the road and the trail provides enhanced safety from errant vehicles and drivers with reduced sight distance.

4.2 Design Speed and Vehicle

The proposed design speed (V) for the corridor is 40 mph and the posted speed is 35 mph.⁸ However, the 2001 study notes that "...potential usage of a higher design speed for some segments along the final alternatives was found to be practical and feasible and could be considered during preliminary and final design."⁹

The proposed design vehicle is a WB-50.¹⁰

4.3 Grades

The maximum longitudinal profile grade is set at 8 percent.¹¹ This value corresponds to the maximum grade allowable for 40 mph design speed on an urban arterial through rolling terrain.¹²

The minimum longitudinal profile grade is set at 0.5 percent.¹³ This value corresponds to the recommended minimum grade required to drain a cast-in-place curb and gutter.

4.4 Cross-Slope

The minimum value for transverse cross-slope (e_{nc}) is 2 percent.¹⁴

⁶ Terrace Heights Corridor Study, Table 4-1.

⁷ Ibid.

⁸ Ibid.

⁹ Terrace Heights Corridor Study, Section 1.2, p. 1-1

¹⁰ Ibid., Table 4-1.

¹¹ Terrace Heights Corridor Study, Table 4-1.

¹² AASHTO 2004, Exhibit 7-10.

¹³ Terrace Heights Corridor Study, Table 4-1.

4.5 Superelevation

The maximum value for superelevation (e_{\max}) through horizontal curves is set at 4 percent due to Yakima County's propensity for snow and ice during the winter months.¹⁵

4.6 Horizontal Curves

A minimum radius of 575 feet was selected for all horizontal curves.¹⁶ This is slightly above the American Association of State Highway and Transportation Officials (AASHTO) minimum value of 533 feet for a $V=40$ mph and $e_{\max}=4$ percent.¹⁷ This leads to the reasonable assumption that the design superelevation for minimum-radius curves is the maximum superelevation ($e_d=e_{\max}$).

Because of numerous tight geographical constraints throughout the project corridor, the minimum radius was used for nearly all horizontal curves in all alignment alternatives. Notable exceptions include a curve in the Rest Haven Bench Alternative, where the radius was increased to parallel the bench itself more closely and, thus, prevent encroachment into the canal right-of-way on either side, and a curve in the Lowlands Alternative, where a larger radius was used to more closely parallel the railroad tracks.

5.0 TRAFFIC STUDIES

The Yakima Valley Conference of Governments (YVCoG) sponsored the creation of a region-wide traffic demand analysis model. The YVGoG model has subsequently been used to study the impacts of various transportation improvements proposed by various agencies throughout the County. In anticipation of a number of changes proposed to the City's street network, the County performed a traffic analysis on the Yakima Avenue/Terrace Heights Drive corridor and its relationship with I-82. The YVCoG traffic model showed the proposed east-west corridor would absorb over 500 trips per peak hour from Yakima Avenue/Terrace Heights Drive. Additionally, a number of intersections in downtown Yakima showed level of service improvements because the corridor diverted some Terrace Heights trips from the City's street network.

¹⁵ Ibid.

¹⁶ Ibid.

¹⁷ AASHTO 2004, Exhibit 3-25.

6.0 ANALYSIS OF CORRIDOR ALTERNATIVES

The following section describes past alternatives and the process of generating the current selection of alternatives.

6.1 Past Corridor Alternatives

The 2001 study suggested two primary alignment alternatives: the North Alternative and the South Alternative. With the eastern terminus firmly established and the property acquired by the County, the North Alternative became the more viable of the two. First, the South Alternative split the Terrace Heights community in half, isolating some area residents. The North Alternative lay closer to the community's fringe at the base of the Yakima Ridge and would, thus, allow Terrace Heights to remain an integral community.

Second, the 2001 study listed the "increased congestion, delay, inconvenience, and hazard" on Terrace Heights Drive as the primary factor driving the need for the corridor.¹⁸ The study suggested that "the new route will divert traffic from Terrace Heights Drive."¹⁹ However, the South Alternative lay less than 3,000 feet north of the Terrace Heights Drive corridor. The County believed placing the two arterial corridors so close together would limit the tributary area for each and negate the corridor's ability to collect and distribute traffic more effectively.

6.2 Generation and Consolidation of Alternatives

The intent at the beginning of this alignment study was to use the North Alternative from the 2001 study. However, as the design team began to consider the constraints of that alignment, other alignments that might meet the purpose and need were conceived. Because the North Alternative from the 2001 study occupied the entire Rest Haven Bench, it was clear any other alignments would have to either go further up the hill or stay more in the lowlands.

From this premise, an alternative was developed as the northernmost potential alignment, and an alternative through the northern edge of the mobile home park was developed as the southernmost potential alignment. From these three basic alternatives—the North Alternative and the two enveloping alignments—a corridor study area was defined. A number of in-between alignments were also generated and formulated into a grid called the "braided swath" (see Figure 6). Through further study and agency coordination, the braided swath was consolidated into three alignment alternatives: Ridge Top, Rest Haven Bench, and Ridge Base (see Figure 7).

¹⁸ Terrace Heights Corridor Study, Section 1.1.

¹⁹ Ibid., Section 3.3.

Figure 6. Braided Swath

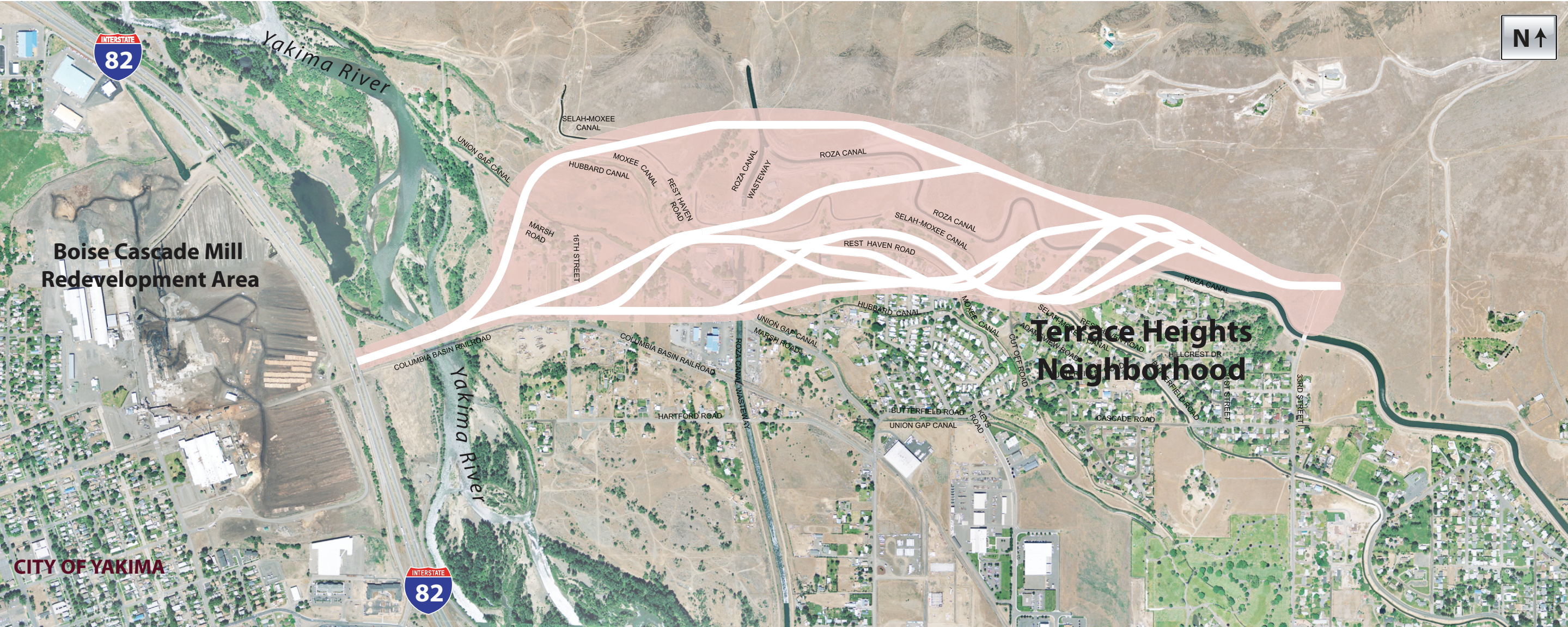
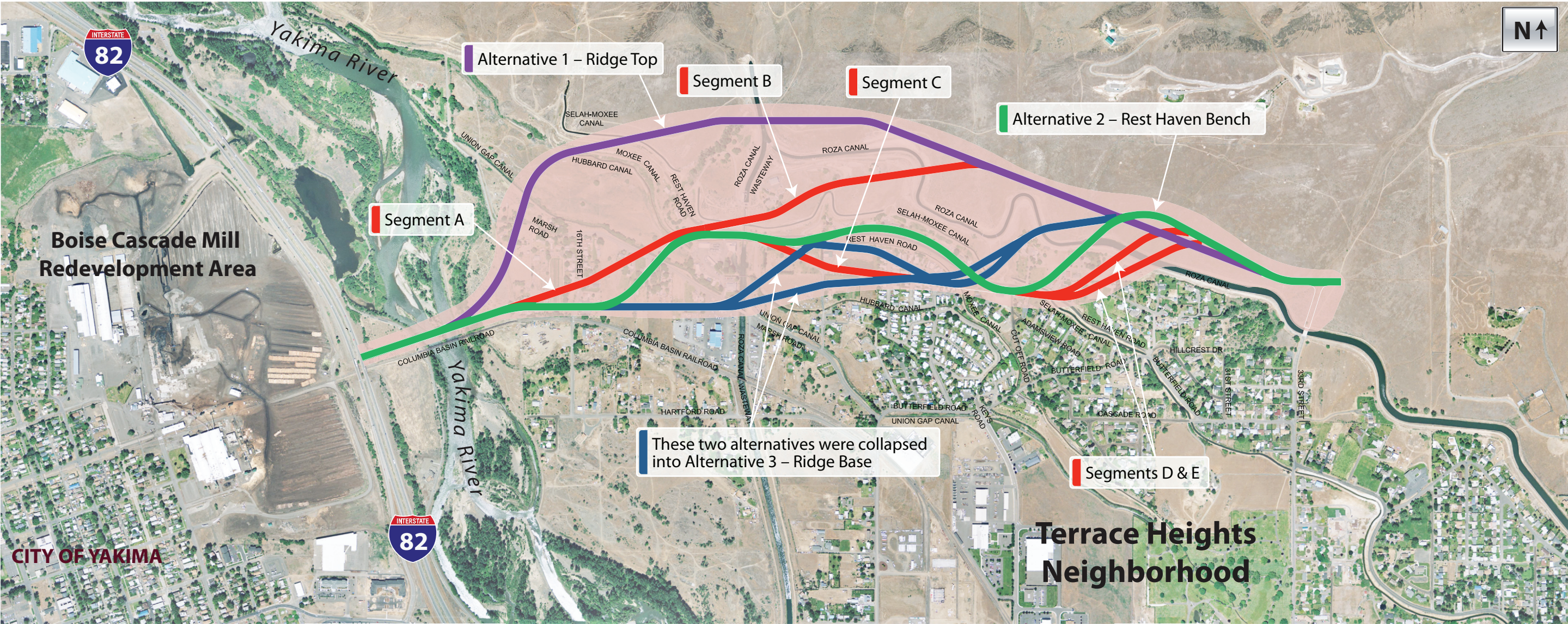


Figure 7. Rejected Alignment Alternatives



Segment A was eliminated from consideration because of an undesirable intersection skew angle at Marsh Road. Segment B requires a bridge to carry the proposed corridor up and over both the Selah-Moxee Canal and the Roza Canal Wasteway No. 2 spillway. The County felt that the positioning of the bridge, the proximity of Yakima Ridge, and the constrained geometry of the Rest Haven Road terrace would hinder the use of construction equipment; therefore, it was also eliminated. Segment C was eliminated from consideration because it created a steep descent down from the Rest Haven Road terrace immediately after a steep ascent. Segments D and E were thought to be largely undeveloped as shown in the aerial photo, but when field reconnaissance confirmed that houses had been built there, these segments were eliminated.

Note that the Lowlands Alternative is not shown on Figure 6 or Figure 7. Because the County had already platted the right-of-way for the proposed alternative's eastern terminus, the route segments developed early in the design process used the North Alternative from the 2001 study as a starting point. The County had not yet considered route segments in the southern portion of the alternative study area, which lay closer to the Yakima Avenue/Terrace Heights corridor. As the project evolved, mounting design constraints and engineering challenges prompted the County to consider options further south. The resulting route segments eventually became the Lowlands Alternative.

6.3 Present Alignment Alternatives

The process described in Section 6.2 led ultimately to the identification of four alignment alternatives (see Figure 8). Rather than following the cardinal north/south designations used in the 2001 study, the County's four alignment alternatives employ a vertical classification scheme based on the proposed roadway's location relative to the Yakima Ridge. The alternatives are as follows.

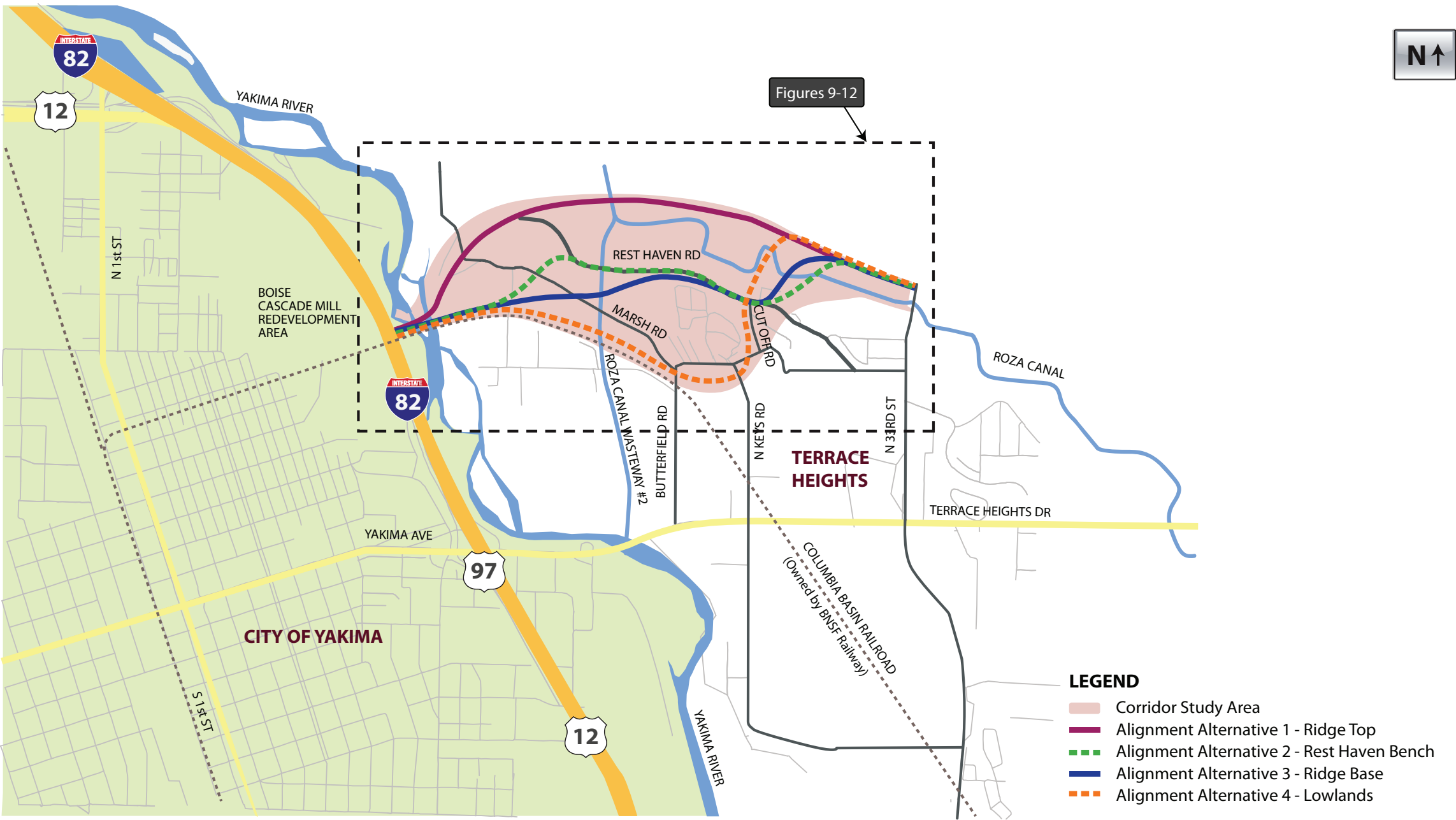
Alignment Alternative 1 – Ridge Top (see Figure 9)

Alignment Alternative 2 – Rest Haven Bench (see Figure 10)

Alignment Alternative 3 – Ridge Base (see Figure 11)

Alignment Alternative 4 – Lowlands (see Figure 12)

Figure 8. Alignment Alternatives Map



6.4 Alignment Alternative 1 – Ridge Top

The Ridge Top Alternative (Figure 9) is a single route, and for the most part is laid out independent of the other alternatives. The Ridge Top Alternative turns north sharply in the Yakima River floodplain, intersects Marsh Road at its western terminus, and immediately begins a steep rise to the ridge top. Once it reaches the top of the first hill, it crosses the Roza Canal prior to the “11-Mile” diversion of Wasteway No. 2 and skirts the tops of several hills before tying in to the established eastern terminus for the corridor (see Figure 9).

The isolated location of the Ridge Top Alternative results in less intrusion on the existing Terrace Heights community requiring fewer parcel takes and household relocations than any other alternative. For this reason, the Ridge Top was the favorite option of Terrace Heights residents attending the open houses.

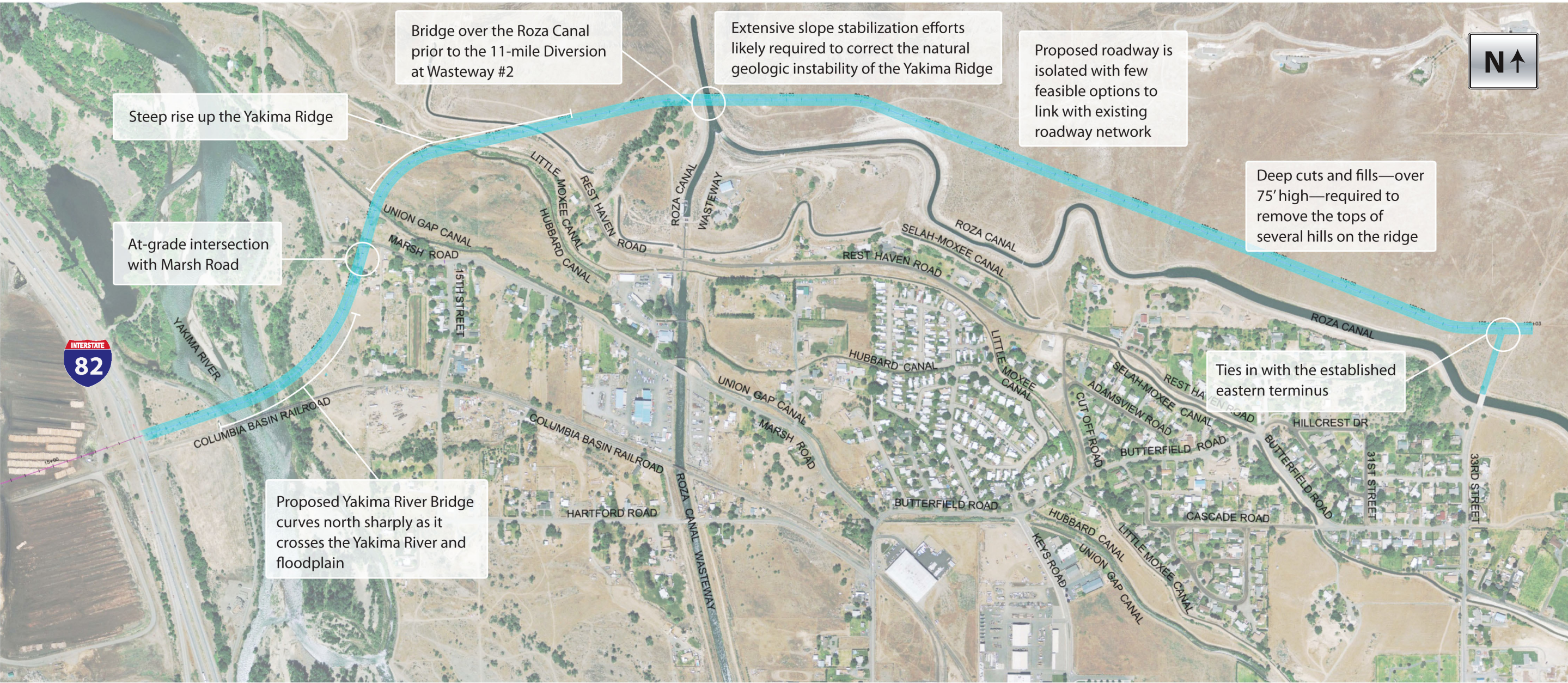
However, this alternative’s location of the corridor further up the sparsely populated Yakima Ridge increases construction costs, particularly the extensive earthwork needed for a number of deep cuts and fills over 75 feet in height. The corridor-level geotechnical report performed for the alternatives analysis identified extensive areas of potential slope instability throughout the western fringe of the Ridge Top.

Additionally, the County Department of Development has identified this alternative as an area of “limited development potential” due to a documented history of mass wasting, which would mandate costly slope stabilization measures for construction of this alternative. Additional data should be collected to confirm these findings.

In addition, although this alternative’s isolation means fewer residential impacts, its location atop the ridge limits the number and locations of possible connections with the existing roadway network. The connection at Cut Off Road requires a vertical grade of 10 percent or greater to effectively tie in with the proposed corridor. This steep connector would likely make this alternative a less desirable route for commuters traveling from Terrace Heights to Yakima. In addition, with all segments far removed from the existing roadway network, the Ridge Top Alternative has no apparent internal termini to structure staged construction and if selected, must be built in its entirety.

The length and complexity of the bridge over the Yakima River and floodplain also increase construction costs for the Ridge Top Alternative. In order to run the proposed corridor up and over the Bureau of Reclamation equipment at the top of the Roza Canal Wasteway No. 2, the road must curve north sooner than the other alternatives. This means the bulk of the curvature must be placed on the bridge itself. In order to span the floodplain, the resulting curved bridge would be longer than the tangent structures in the other corridor alternatives.

Figure 9. Alignment Alternative 1 – Ridge Top – Alignment & Design Highlights



6.5 Alignment Alternative 2 – Rest Haven Bench

The Rest Haven Bench Alternative (Figure 10) uses the Northern Alternative of the 2001 study as a starting point. This route extends the Yakima River Bridge tangent through the floodplain, banks north, intersects Marsh Road just west of Bureau of Reclamation property, and begins a steep rise to the natural relict floodbank bench halfway up the ridge. This bench is occupied by the existing Rest Haven Road, which this alternative would repurpose for the corridor.

The Rest Haven Bench Alternative uses a bifurcated roadway section to limit the fill and retaining wall heights as the alignment traverses the steep hillside around the wasteway. The profile grade line of the WB lanes is higher in this region and the EB profile grade line is stair-stepped lower on the ridge rise.

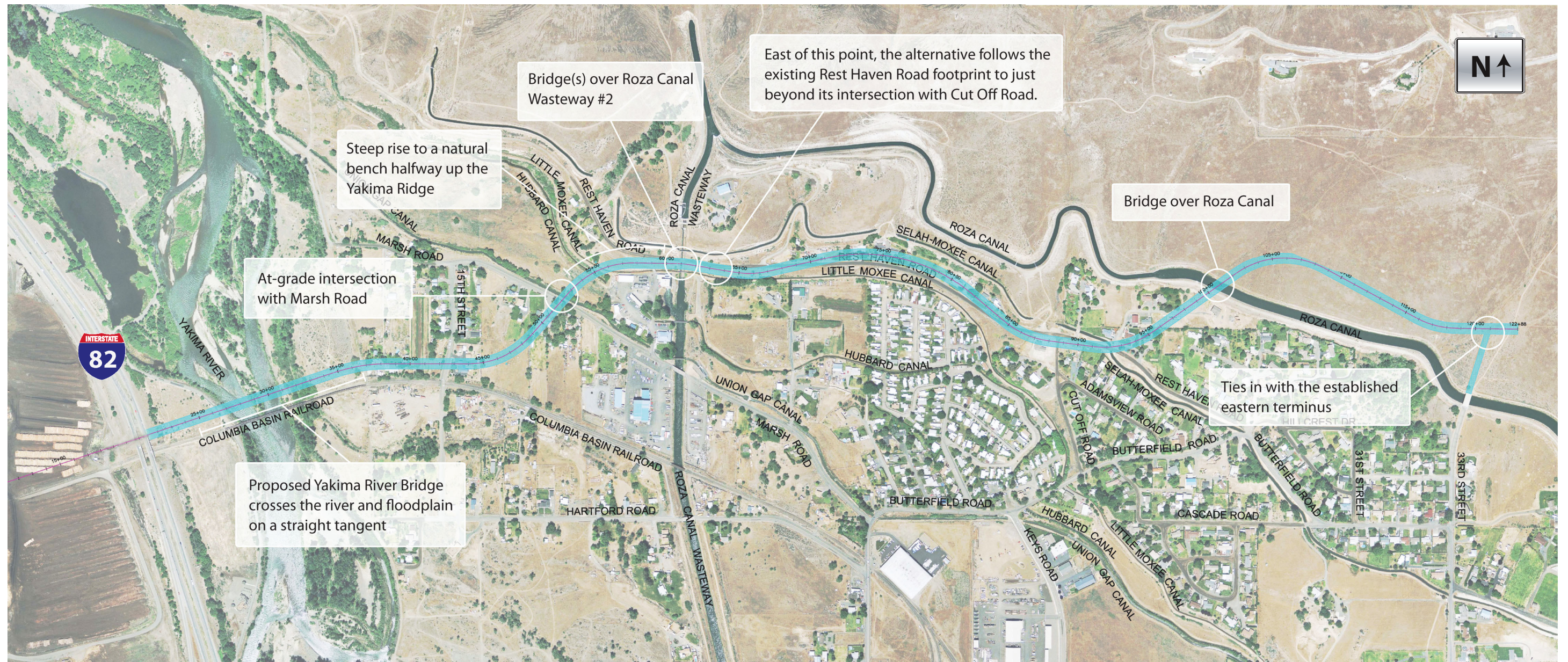
This Rest Haven Bench Alternative follows the existing terrain more closely than the other alternatives. As a result, this corridor requires less earthwork and has a lower risk of slope instability than the Ridge Top Alternative.

Because the Rest Haven Bench Alternative traces the northern fringe of the existing development of the Terrace Heights neighborhood much more closely than the Ridge Top Alternative, this alternative cuts down on adverse travel and provides more and better opportunities to link to the existing roadway network.

However, the alternative would require more parcel takes and household relocations than the more isolated Ridge Top, and to balance the property acquisition costs, makes the most extensive use of existing County right-of-way by repurposing a segment of Rest Haven Road as part of the proposed corridor.

The spillway carrying the Roza Canal Wasteway No. 2 down the ridge to the Bureau of Reclamation power plant presents a number of challenges. The spillway's geometry must remain in its existing configuration during and after construction posing a lateral constraint to the proposed corridor. Additionally, the proximity of the Marsh Road at-grade intersection requires the County to use the maximum allowable grades on the approach to the spillway, which also poses a vertical constraint. These two constraints interact with each other and limit the number of possible side slope design configurations to a system of high retaining walls or bridges. The bifurcated section was proposed to lessen the effects of this interaction and reduce the height of the retaining walls.

Figure 10. Alignment Alternative 2 – Rest Haven Bench – Alignment & Design Highlights



6.6 Alignment Alternative 3 – Ridge Base

On 15 July 2010, the County met with representatives of the Bureau of Reclamation to gain feedback on potential routes for the proposed corridor. Specifically, the County was exploring different interactions between Marsh Road and the proposed corridor, as well as different ways to cross Bureau property.

At this meeting, Bureau of Reclamation representatives listed its top priorities: safety of pedestrians, access and security of property and vehicles, current and future availability of parking options, and expansion opportunities. They noted that the presence of Marsh Road divides Bureau property and prevents the Bureau from enclosing its facilities with a single security fence.

The Ridge Base Alternative (Figure 11) accomplishes the goals of the Bureau by moving the corridor further south and down to the base of the ridge rise, carrying the proposed corridor over Bureau property with a bridge, and relocating Marsh Road to the south portion of Bureau property adjacent to the railroad tracks.

This alternative requires extensive realignment of the existing roadway network and significant parcel takes from private citizens and the Bureau of Reclamation. Building a roughly 1,000-foot bridge over Bureau property also increases costs for this alternative.

Additionally, the Ridge Base Alternative encroaches into the Skyline Mobile Estates trailer park, which may trigger environmental justice requirements.

Figure 11. Alignment Alternative 3 – Ridge Base – Alignment & Design Highlights



6.7 Alignment Alternative 4 – Lowlands

The Lowlands Alternative (Figure 12) moves the routes still further south, running parallel to the railroad tracks all the way to the existing intersection of Marsh Road and Butterfield Road.

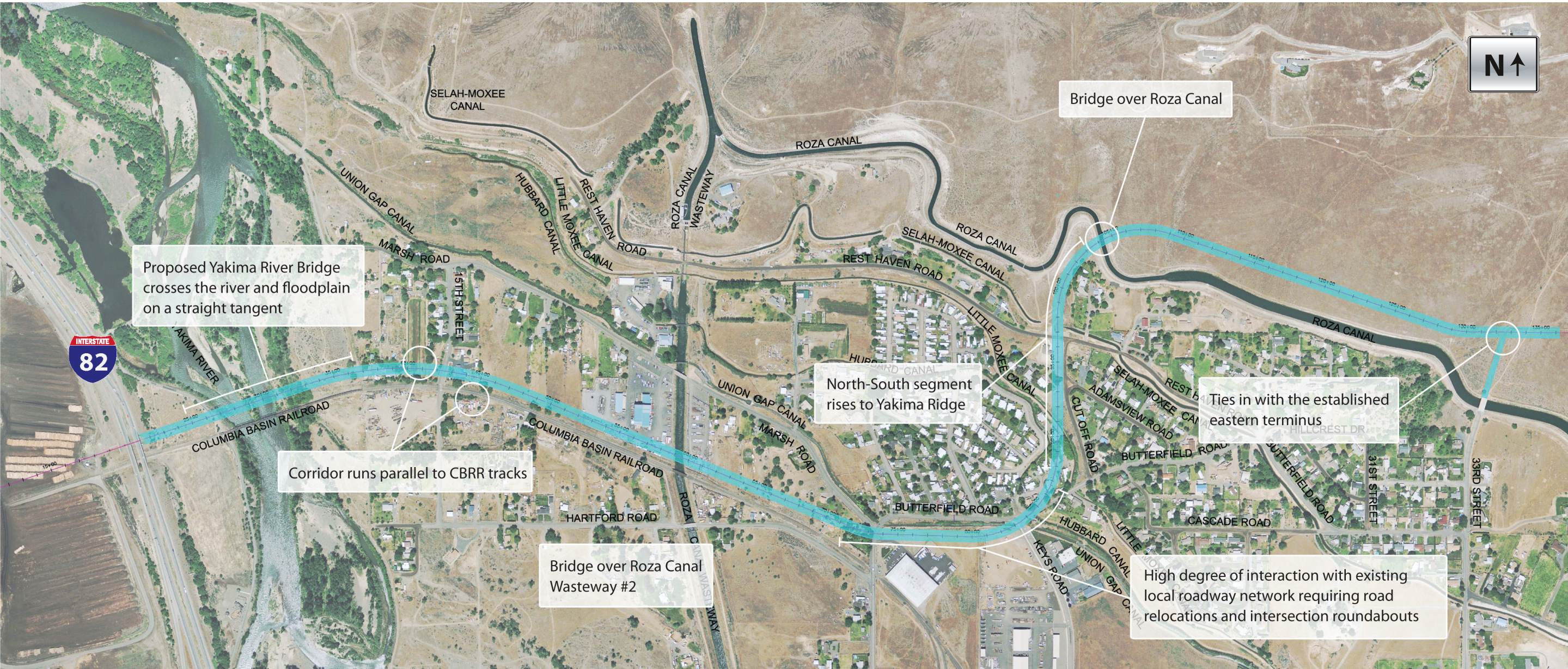
The Lowlands Alternative combines the Marsh-Butterfield and Keys-Butterfield intersections into a system of dual multilane roundabouts.

Despite creating a number of operational changes to roads in the study area, this alternative actually requires the fewest facility changes to the existing roadway network and realizes the Bureau of Reclamation goal of removing Marsh Road. Of the alternatives, the Lowlands Alternative is most integrated with the existing roadway network. Consequently, it offers an array of internal termini for staging construction of different roadway segments, either over time or as needed.

However, in addition to encroaching into the Skyline Mobile Estates trailer park, the Lowlands Alternative bifurcates the Terrace Heights community. The north-south tangent segment effectively separates the trailer park from the neighborhoods just to its east, which are composed mostly of single-family homes.

The dual roundabout option is constructed entirely at-grade and is, therefore, less costly than other alternatives. However, adding roundabouts to an arterial highway requires a reduction in proposed speed limit. The speed limit on even higher capacity multilane roundabouts must be dropped to 25 mph.

Figure 12. Alignment Alternative 4 – Lowlands – Alignment & Design Highlights



6.8 Comparison of Alternatives

Table 1 on the following page and the discussion that follows present a primarily qualitative evaluation of the alternatives with respect to criteria related to traffic function, property impacts, environmental impacts, geometry, constructability, structures, and costs. The alternatives are rated by these criteria in general terms, but because the weighting of the criteria is yet to be determined, this table is not meant to be a final determinant of the preferred alternative.

6.9 Evaluation Criteria and Alternative Scoring

6.9.1 Traffic Function

Relieves Congestion on Terrace Heights Drive

This criterion measures the relative number of vehicle trips expected to be moved from Terrace Heights Drive to the corridor. Alternatives 3 and 4 are rated highest—they have the least added distance and elevation to travel and, therefore, are expected to move the most trips, a principal objective of the project. Alternative 2 falls in the middle, and Alternative 1 is ranked lowest, because it adds the most distance and elevation gain/loss as an alternate route.

Provides Shortest Trips into Yakima for Future Developments

A substantial number of new homes are platted north and east of the eastern terminus of this project. The benefit to those new homes from this corridor will be partially measured by the directness of the alignment into Yakima. Alternative 3 is the most direct, Alternative 2 falls in the middle, and Alternatives 1 and 4 are the least direct.

Provides Best Connections to the Existing Roadway Network

Alternative 4 has the most direct connections between the corridor and Butterfield and Keys roads and is rated the highest. Alternatives 2 and 3 are rated in the middle for their good indirect access at Butterfield and Keys roads and direct access at Marsh Road. Alternative 1 is rated lowest for its long steep grade for the Cut Off Road tie-in.

Nonmotorized Use

This criterion measures the attractiveness and usefulness of the alternatives for pedestrian and bicycle use. Alternative 2 is rated highest because it breaks the rise up the ridge into two shorter sections of 8 percent grade, offers a long stretch of views of the valley (assuming no noise walls), and is generally at-grade with the surrounding land. Alternatives 3 and 4 are rated in the middle. Although Alternative 1 offers good views, its half-mile of 8 percent grade makes it too challenging for most potential users.

Table 1. Comparison of Alternatives

Evaluation Criteria	Alternative 1 Ridge Top	Alternative 2 Rest Haven Bench	Alternative 3 Ridge Base	Alternative 4 Lowlands
Traffic Function				
Relieves Congestion on Terrace Heights Drive	○	◐	●	●
Provides Shortest Trips to Yakima for Future Development	○	◐	●	○
Provides Best Connections to the Existing Roadway Network	○	◐	◐	●
Non-Motorized Use	○	●	◐	◐
Property Impacts				
Properties Impacted	● (18)	◐ (39)	○ (51)	◐ (34)
Residential Relocations	● (17)	◐ (32)	○ (43)	● (26)
Business Impacts	●	●	◐	○
US Bureau of Reclamation Benefits	○	○	●	●
Total New Right-of-Way Area Required	○	●	◐	◐
Environmental Impacts				
Impacts on the Population	●	●	○	◐
Impacts on the Natural Environment	○	◐	◐	●
Impacts on the Historical/Cultural Environment	◐	○	●	●
Aesthetics	○	○	◐	●
Geometry				
Meets Desired Design Speed	●	●	●	○
Possible to Increase Design Speed	●	◐	◐	○
Length of Grade Greater than 6%	○ (2700')	● (1100')	◐ (1400')	◐ (1700')
Constructability				
Total Duration of Construction	○	◐	◐	●
Probability of Delays During Construction	○	○	◐	●
Ability to Segment the Project into Multiple Construction Phases	○	◐	◐	●
Use of Standard Construction Technologies	○	◐	●	◐
Structures				
Total Length of Bridges	◐ (1600')	● (1500')	○ (1700')	● (1500')
Area/Height/Complexity of Retaining Walls	◐	○	◐	●
Costs				
Total Project Cost	○	●	◐	●
Uncertainty of Total Project Cost	○	○	◐	●

LEGEND

- This Alternative is rated the best by this criterion
- ◐ This Alternative is rated in the middle by this criterion
- This Alternative is rated the worst by this criterion

6.9.2 Property Impacts

Properties Impacted

Alternative 1 impacts the fewest properties, Alternatives 2 and 4 are in the middle, and Alternative 3 impacts the most properties.

Residential Relocations

Alternative 1 has the fewest residential relocations, Alternatives 2 and 4 rate in the middle, and Alternative 3 has the most residential relocations.

Business Impacts

Alternatives 1 and 2 have the fewest business impacts and Alternative 3 falls in the middle because of its impacts to Bureau property. Alternative 4 has the most business impacts because it affects the Bureau and the businesses southeast of the Butterfield Road/Marsh Road intersection. While this evaluation considers the canals to be businesses, all four alternatives impact all of the canals and, in that respect, all four alternatives are considered equal in their impacts to the canals.

Bureau of Reclamation Benefits

While several alternatives impact the Bureau of Reclamation, several of the same alternatives also benefit that agency because they remove Marsh Road from the middle of the Bureau's property. Alternative 4 is the most beneficial—it removes Marsh Road and does not bridge over Bureau property. Alternative 3 falls in the middle because it removes Marsh Road but replaces it with a bridge over the complex and Alternatives 1 and 2 do not remove Marsh Road.

Total New Right-of-Way Area Required

Alternative 2 requires the least new right-of-way, Alternatives 3 and 4 rank next, and Alternative 1 requires the most new right-of-way.

6.9.3 Environmental Impacts

Impacts on the Local Population

This criterion is separate from the property impacts discussed above. Its focus is on environmental justice, which is intended to make sure that no disadvantaged population (low income, minority, etc.) is disproportionately impacted by the project. The general area most likely to qualify for this protection is the Skyline Mobile Estates Trailer Park. Alternatives 1 and 2 have the fewest impacts to the park, Alternative 4 ranks next, and Alternative 3 has the most impacts.

Impacts on the Natural Environment

This criterion includes plants, animals, water, air, noise, etc. Because Alternative 4 has the least impact to undeveloped land and no raised structures east of the river, it has the least impact. Alternatives 2 and 3 are ranked in the middle, primarily because of their elevated roadways (either on the Rest Haven Bench or on raised structures) that will

have added noise impacts. Alternative 1 disturbs more of the floodplain and impacts a large amount of undeveloped land, so it is likely to have the most impacts on the natural environment.

Impacts on the Historical/Cultural Environment

This criterion is a measure of the likelihood of an alternative to encounter historical and/or cultural resources. In general, the odds of encountering such resources are lowest within the floodplain because past river meanderings have likely washed away any artifacts. There is more likelihood of encountering resources on the hillside, especially for Alternative 1, which crosses the most undisturbed land. Therefore, Alternatives 3 and 4 are rated highest, Alternative 2 is ranked in the middle, and Alternative 1 is ranked lowest because it would likely have the most impacts.

Aesthetics

This criterion measures the impact the corridor will have on the view of the ridge from the valley. Alternative 4 lies mostly on the valley floor and has no raised structures east of the river, so it is rated highest. Alternative 3 is also on the valley floor but has raised structures east of the river and, therefore, is ranked in the middle. Alternatives 1 and 2 are both higher on the hillside and have either large walls (Alternative 2) or large cuts and fills (Alternative 1) that will be highly visible from the valley; therefore, these alternatives would have the most impacts and are ranked lowest.

6.9.4 Geometry

Meets Desired Design Speed

This criterion is a statement of whether or not the alternative meets the project's design speed of 40 mph. Alternatives 1, 2, and 3 meet this design speed and, therefore, are rated the highest. Alternative 4 does not meet this design speed and, therefore, is ranked lowest.

Possible to Increase Design Speed

Prior to final design, a higher design speed may be desired. This criterion rates the alternatives based on whether or not their design speed could be reasonably increased. Alternative 1 is rated highest since it traverses mostly undeveloped land; it generally has higher radius curves and lengthening the vertical curves could be done at a reasonable cost. Alternatives 2 and 3 are ranked in the middle as they generally have minimum radius curves and increasing them would impact more properties and residences. Alternative 4 is ranked lowest because the already lower design speed for the roundabouts cannot be increased.

Length of Grade Greater than 6 Percent

Because all of the alignments gain at least 180 feet in elevation, generally in less than a half-mile, it is necessary to allow a maximum grade of 8 percent. However, minimizing grades over 6 percent is still desirable and this criterion rates the alternatives on

minimizing the steeper grades. Alternative 2 minimizes the western steep grade in that alignment, giving it the highest ranking; Alternatives 3 and 4 are ranked in the middle; and Alternative 1 is ranked lowest because it rises over 200 feet in a single section of 8 percent grade.

6.9.5 Constructability

Total Duration of Construction

The amount of earthwork and number of structures will have the biggest impacts on the construction schedule. Because Alternative 4 has the least of both, that alternative is ranked highest. Alternatives 2 and 3 fall in the middle. Because of its very large quantity of cutting and filling and possible needs for slope stabilization, Alternative 1 is rated the lowest.

Construction Delays

Three potential causes of significant delay during construction are (1) the discovery of historical/cultural resources, (2) the amount of in-ground work (cut and fill and wall/bridge foundations) because of weather and encountering differing soil conditions, and (3) missing in-water work windows in the Yakima River. Because the risk of missing the work windows is the same for all alternatives, it is not considered further here. Alternative 4 is rated highest for minimizing earthwork, structures, and work on the hillside. Alternative 3 is ranked in the middle because it includes more structures. Alternatives 1 and 2 are ranked lowest because of the amount of earthwork and work on the hillside they require.

Ability to Segment the Project into Multiple Construction Projects

Because of funding constraints, it may not be possible to construct the entire corridor in a single construction project. For this criterion, Alternative 4 rates highest because a functional project can be built from the BCMR east to either Butterfield or Keys roads without impacting Rest Haven Road. Alternatives 2 and 3 are ranked in the middle, because while they can also be segmented from the BCMR to Keys/Cut Off roads, they require more supporting roadway reconstruction. Alternative 1 is ranked lowest because it has no practical eastern terminus other than 33rd Street.

Use of Standard Construction Technologies

All else being equal, a project that uses standard construction technologies is less risky than one that requires specialized construction technologies and specialty subcontractors. Alternatives 3 and 4 are the most straightforward and are ranked the highest. Alternative 2 is generally straightforward, but if unusual shoring is required, challenging work may be required around the wasteway. Alternative 1 is ranked lowest because it may require large quantities of ground stabilization.

6.9.6 Structures

Total Length of Bridges

Bridges are far more expensive per square foot than at-grade roadways, so Alternatives 2 and 4 are ranked highest because their bridges are shorter. Alternative 1 is ranked in the middle and Alternative 3 is ranked lowest.

Area/Height/Complexity of Retaining Walls

Cut and fill slopes tend to be less expensive than retaining walls, particularly if the retaining walls are required to be unusually high or complex. Alternative 4 is ranked highest because it has the least amount of retaining walls. Alternatives 1 and 3 fall in the middle. Alternative 2 is ranked lowest because of its tall and complex walls around the wasteway.

6.9.7 Costs

Total Project Cost

Alternatives 2 and 4 are ranked highest — they have the lowest total estimated costs, Alternative 3 is in the middle, and Alternative 1 is ranked lowest because it has the highest estimated costs.

Uncertainty of Total Project Cost

The cost estimates so far are very rough and are more accurate for some alternatives than others. The costs of Alternative 4 are known most fully. Alternatives 2 and 3 are ranked in the middle, and, because of the uncertainty of slope stabilization, Alternative 1 is ranked lowest.

7.0 AGENCY OVERSIGHT

7.1 Stakeholders Advisory Committee Meeting No. 1

The Stakeholders Advisory Committee (SAC) was created to provide direction and work with the County to identify multiple alignment alternatives from a broad swath of land comprising the project area. The SAC consisted of representatives of local, state, regional, and federal agencies, irrigation and railroad authorities, property and business owners, and Terrace Heights residents.

The first SAC meeting took place on 6 May 2010, at the County's 1st Street Conference Center in Yakima. The purpose of the meeting was to bring the stakeholders up to date and discuss the process that lay ahead. Representatives of WSDOT, the City, and the BCMR all spoke about the disposition of their ongoing projects in the vicinity of the corridor and how they might affect the future of the corridor.

The County presented an overview of the project location with a number of potential route segments superimposed (see Figure 6). The project team noted a number of specific engineering constraints the team would take into account in its initial design

efforts—notably, the Bureau of Reclamation complex, the Skyline Mobile Estates trailer park, the Yakima Ridge, and a total of five irrigation canals that crisscross the project corridor. The project team illustrated how each of these ultimately might impact the corridor.

Additionally, the SAC meeting served to gather feedback from each entity present and determine how the corridor might affect the various organizations represented. The project team notified the stakeholders that the County would hold an open house to gather feedback from the public. The stakeholders were encouraged to attend and to tell their constituents and/or customers about the meeting.

Appendix A consists of a list of attendees and copies of the minutes, exhibits, and agenda of the first SAC meeting.

7.2 Irrigation Coordination Meeting

On 9 June 2010, the County met with representatives of the RID, the Selah-Moxee Irrigation District, and the Union Gap Irrigation District. The project team explained the overall purpose of the corridor and asked for comment from the districts about how the corridor might affect district facilities.

The team discussed water quality standards, peak overflows, and infiltration for the closed drainage system of the proposed corridor. The group commented that a number of mitigating factors prevent discharge into the canals themselves, but suggested discharging into the Roza Canal Wasteway as an alternative. They noted that this facility was owned and operated by the Bureau of Reclamation and that its permission would be required for any discharge.

The team noted that the proposed corridor would cross facilities belonging to each agency represented, either with bridges or large culverts. The team further explained that due to the steep vertical rises present on all of the potential corridor alternatives, many of the irrigation districts' maintenance access points would be compromised by large fills or retaining walls. The irrigation representatives all agreed that collateral agreements with the Bureau of Reclamation allow each of their agencies' maintenance personnel to use Bureau property to access their canals. The County pointed out problematic access points and suggested alternative access points for each.

The Roza Canal and its associated maintenance access road were deemed important constraints. The team agreed to cross the canal with a bridge instead of a culvert and to match the profile grade line of the corridor with the maintenance access road. This will allow the Roza Irrigation District uninterrupted linear access to its facility on both sides of the corridor through an at-grade intersection.

The Selah-Moxee Irrigation District is upgrading its open-channel facilities to covered pipes. The representative informed the team of the district's willingness to cede

portions of its right-of-way to the County in exchange for funding assistance on the district's piping project.

Appendix B consists of a list of attendees and copies of the meeting minutes and exhibits at the Irrigation Coordination Meeting.

7.3 U.S. Bureau of Reclamation Coordination Meeting

On 15 July 2010, the County met with representatives of the Bureau of Reclamation to introduce the different alignment alternatives developed to date and explain the different levels of impact to Bureau property from each.

In addition to the corridor alternatives that avoided Bureau property by swinging north or south of the existing parcel, the group also discussed a number of options for getting the corridor directly across Bureau property using what ultimately became the Ridge Base corridor alternative. These included an at-grade intersection, a dual offset intersection, and a bridge. Of these options, the Bureau of Reclamation favored the bridge.

The County acknowledged the Bureau's position and noted the Bureau could take any of the corridor alternatives off the table at any time and for any reason. Accordingly, the County hoped to have an open dialogue with the Bureau to better understand how their goals might coincide. The Bureau responded by explaining its priorities in detail (see Section 6.6). The Bureau noted that its biggest objection to any potential corridor alternative lay not with the proposed corridor but with existing Marsh Road. The Bureau views the current arrangement—a public road effectively splitting the facility in two—as a safety hazard and security concern. Bureau representatives informed the project team that they were amenable to any right-of-way exchange with the County that would remove Marsh Road and allow the Bureau to consolidate its holdings into a single, unified block.

After the meeting, the County developed a new alignment running parallel to the railroad across the southern fringe of the Bureau of Reclamation property. This route ultimately would become the Lowlands Alternative.

Appendix D consists of a list of attendees and copies of the minutes, exhibits, and agenda from the U.S. Bureau of Reclamation coordination meeting.

7.4 Technical Advisory Committee Meeting No. 1

The Technical Advisory Committee (TAC) was created to help guide the corridor project team through the technical issues related to corridor selection. It consisted of representatives of city, state, and regional transportation agencies. Many members of the TAC also serve on the SAC.

The first TAC meeting was held on 29 September 2010, at the offices of the County Department of Public Services. The meeting was scheduled to coincide with the design

work the County had performed since Open House No. 1. The County had spent the summer investigating the horizontal and vertical geometry in the project location and eliminated many of the potential route segments shown on the Braided Swath exhibit. In its place, the County identified and isolated four corridor alternatives for further study—the Ridge Top, Rest Haven Bench, Ridge Base, and Lowlands alternatives.

Also over the summer, the County established a number of peripheral improvements for the existing local road network to use in the baseline cost estimates. These improvements centered around five roadways—Marsh Road, Butterfield Road, Keys Road, Cut Off Road, and Rest Haven Road—and covered nominally the same scope for each corridor. The project team discussed each of these improvements with the TAC.

Much of the discussion at the TAC revolved around the Ridge Top Alternative, which was a significant deviation from the alternatives recommended in the 2001 study. This corridor traverses the sparsely populated areas at the fringe of the Yakima River floodplain and the top of the Yakima Ridge and, thus, impacts the fewest homes of any of the corridors. Similarly, it steers clear of the Bureau of Reclamation complex and the Skyline Mobile Estates trailer park. However, the lower number of property conflicts is offset by considerably higher construction costs. Due to its location at the top of the Yakima Ridge, this corridor would require large cuts and fills, and extensive slope stabilization measures are likely.

Slope stability issues may complicate more than just the roadway construction. At first glance, the Ridge Top corridor appears to open up a whole new swath of land for new homes. The County development office, however, designates the area west of the line demarcating Range 19, Township 13, Sections 16 and 17 as of “limited development potential” because of its recent history of mass wasting. The County explained to the TAC that the County’s geotechnical subconsultant had conducted a corridor-level investigation supporting this claim, but that extensive geotechnical testing would be required to verify or refute it.

Various TAC members speculated that the Ridge Top Alternative would serve only residents in the new developments planned for the upper reaches of the ridge itself. They expressed doubts that Terrace Heights residents would ascend the ridge only to promptly descend it for the river crossing. They reasoned that this corridor ultimately would divert traffic to Marsh Road or to existing Yakima Avenue/Terrace Heights Drive.

The group discussed the other corridor alternatives, summarized coordination with the City and BCMR, and laid out future steps and time lines for federal classification, public involvement, and NEPA documentation.

Appendix E consists of a list of attendees and copies of the minutes, exhibits, and agenda from TAC Meeting No. 1.

7.5 Stakeholders Advisory Committee Meeting No. 2

The second SAC meeting was held on 19 October 2010 at the County's 1st Street Conference Center. Most members of the SAC were also members of the TAC and had received the information 3 weeks earlier at TAC Meeting No. 1. Consequently, the meeting was structured very informally as a question-and-answer session similar to the open house.

The SAC members who were not part of the TAC were given a brief synopsis of the four alternatives, and the project team solicited feedback regarding the alternatives. A few questions were answered, but no new information was provided by the stakeholders. No summary document was prepared for this meeting.

8.0 PUBLIC INVOLVEMENT

8.1 Open House No. 1

The first open house was held on 9 June 2010, at the Oxford Suites in Yakima. Over 100 people attended the 2-hour event. The County's public involvement team had predicted that traffic for the event would be steady throughout, so the project team opted for an informal question-and-answer session rather than a scripted, formal presentation.

Before the event, the County made sure to notify all area residents potentially affected by the alternatives. Two weeks before the event, the County mailed approximately 3,000 frequently asked questions flyers to businesses and property owners in and around the project area. Additionally, the County distributed door hangers to all units in the Skyline Mobile Estates trailer park and placed Spanish-language flyers at key locations throughout the community.

The open house provided members of the public with their first look at the project location. At two stations, the project team displayed the braided swath exhibit they used at the SAC meeting (see Figure 6). The project team explained that because this exhibit showed many different alternative route segments, it merely represented what was possible, not what was probable.

The project team explained that the process was just beginning and no decisions had been made on any potential alignments. Additionally, they stressed that public input was welcome and encouraged attendees to submit their concerns on the comment cards provided at the door. Most comments dealt with concerns over direct and indirect property impacts; others related to environmental impacts, notably traffic noise.

Appendix C consists of summaries of the meeting and the comment cards, a list of attendees, and copies of materials.

8.2 Open House No. 2

The second open house was held on 16 November 2010, at the Terrace Heights Grange in Terrace Heights. A total of 42 people attended, spread throughout the 3-hour event.

As they did for the first open house, the project team opted for an informal question-and-answer session rather than a scripted, formal presentation.

Before the event, the County notified all area residents potentially affected by alternatives about the event. Two weeks before the open house, the County once more mailed approximately 3,000 frequently asked questions flyers to businesses and property owners in and around the project location. Additionally, the County distributed door hangers to all units in the Skyline Mobile Estates trailer park and placed Spanish-language flyers at key locations throughout the community.

These flyers contained a link to an interactive web site the County created for the project, (see Section 8.3 – Project Web Site), and many people who attended the second open house indicated that they had visited this web site. As a result, many participants were familiar with the corridor alternatives and had prepared questions for the project team.

The second open house featured four stations, one for each alternative (see Figures 9, 10, 11, and 12). Members of the project team moved from station to station as needed to answer questions, including many related to the project schedule and corridor selection process. The project team stated that, while they were reasonably certain that one of the four corridors ultimately would be selected as the preferred corridor, the team was not leaning toward a particular alternative at that time.

Team members further explained that they would spend the winter evaluating and costing the four corridor alternatives, and then begin the NEPA review process in spring 2011. The County stressed to the public that input was welcome and necessary, and assured attendees that they would have more opportunities to offer feedback. Attendees were once more encouraged to submit any concerns about the project on the comment cards provided.

Appendix F consists of summaries of the meeting and the comment cards, a list of attendees, and copies of materials.

8.3 Project Web Site

During the coordination for Open House No. 2, the County published an interactive web site for the project: www.yakimaeastwestcorridor.com (see Appendix G). The web site featured an overview of the project, why it was necessary, and timetables for project planning activities. The web site presented each of the four alignment alternatives and displayed aerial exhibits for each. The County included a document library where the public could download the exhibits and promotional material created for the two open houses. The web site solicited comments and feedback regarding the project and the various alternatives from the public, and also provided the public a link to add their names and e-mail addresses to a mailing list the County created to keep them updated on the status of the corridor.

9.0 SUMMARY AND CONCLUSIONS

To alleviate congestion and delays on the Yakima Avenue/Terrace Heights Drive route, its only east-west corridor, Yakima County proposes to construct an alternative river crossing that will serve drivers, bicyclists, and pedestrians. Travel studies indicate the proposed corridor is a necessary component of any proposed improvement to the existing roadway network.

Through traffic studies, preliminary engineering studies, agency and property owner consultation, and public involvement, the County developed four potential alternatives: the Ridge Top, Rest Haven Bench, Ridge Base, and Lowlands alternatives. These alternatives were examined for the extent to which they achieved project goals, their effects to area residents and property owners, and their right-of-way impacts.

After careful consideration of the information collected and presented in this report, the County recommends the continued study of all four corridor alternatives through the NEPA process.


10.0 REFERENCES

- Harding ESE, Inc. 2001. Terrace Heights Corridor Study.
- JUB Engineers, Inc. 2008. Yakima Avenue Interchange Analysis Summary – Cascade Mill Redevelopment.
- Shannon & Wilson, Inc. 2010. Environmental Site Assessment, Terrace Heights Corridor Study.
- Shannon & Wilson, Inc. 2010. Geotechnical Engineering Conceptual Design Report, East- West Corridor.
- Washington State Department of Transportation (WSDOT). 2010. Cascade Mill District, Traffic Analysis Report, I-82 MP 31.0 to MP 35.5.
- Widener & Associates. 2011. Yakima East West Corridor, Environmental/Permitting Issues Memorandum.
- Yakima County. 2011. www.yakimaeastwestcorridor.com
- Yakima County. 2010. 6-Year Transportation Improvement Program 2011 – 2016.

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix A
Stakeholders Advisory Committee Meeting No. 1**

MEETING MINUTES

Date: May 6, 2010
Time: 1:00-3:00PM
Meeting: Stakeholders' Advisory Committee (SAC) Meeting
Location: Yakima County's 1st Street Conference Center
Southeast Corner of 1st Street & Lincoln Avenue
Yakima, Washington
From: Marcus Elliott 

ATTENDANCE

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
Gary Ekstedt	GNE	County	(509) 574-2300	gary.ekstedt@co.yakima.wa.us
Kent McHenry	KLM	County	(509) 574-2300	kent.mchenry@co.yakima.wa.us
Joel Freudenthal	JF	County	(509) 574-2300	joel.freudenthal@co.yakima.wa.us
Alan Adolf	AA	County	(509) 574-2344	alan.adolf@co.yakima.wa.us
Chris Walcott	CCW	BergerABAM	(206) 357-5624	chris.walcott@abam.com
Marcus Elliott	MRE	BergerABAM	(206) 357-5611	marcus.elliott@abam.com
Ross Widener	RW	Widener	(425) 348-3059	rwidener@prodigy.net
Michael Morales	MM	City of Yakima	(509) 575-3533	mmorales@ci.yakima.wa.us
Joe Rosenlund	JR	City of Yakima	(509) 576-6430	jrosenlu@ci.yakima.wa.us
Troy Suing	TS	WSDOT – South Central	(509) 577-1626	suingt@wsdot.wa.gov
Jim Mahugh	JM	WSDOT – South Central	(509) 577-1761	mahughj@wsdot.wa.gov
Brad Hill	BAH	Yakima Resources, LLC	(509) 453-3131	bradleyahill@gmail.com
Greg Demier	GD	Boise Cascade Ownership	(206) 861-6331	gd9825@aol.com
Brig Temple	BT	Columbia Basin Railroad	(509) 388-6602	brigtemple@cbrr.com
J. Page Scott	JPS	YVCoG	(509) 574-1550	scottjp@yvcog.org
Wayne Sonnichsen	WS	Roza Irrigation Dist.	(509) 836-4819	wsonnichsen@roza.org
Jeff Graham	JG	US Bureau of Rec.	(509) 575-5848	jgraham@usbr.gov
Mike Dooley	MD	Terrace Heights Impr. Assoc.	(509) 480-1100	mike@wilbertprecast.com
Bob Washburn	BLW	Terrace Heights Impr. Assoc.	(509) 453-1396	wwnanw@charter.net

NOT IN ATTENDANCE

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
Ken Mitchell	KCM	Selah-Moxee Irrigation Dist.	(509) 469-0489	smidistrict@qwestoffice.net
Bob Hall	BH	Bob Hall Auto	(509) 248-7600	bhall@bobhallauto.com

DISCUSSION

Introductions

GNE welcomed everyone to the meeting. He explained that the County had identified each of the organizations represented at the meeting as stakeholders in the project. Each of these organizations will play an important role in the eventual success of the East-West Corridor (EWC). Consequently, the Stakeholders Advisory Committee (SAC) was convened to provide a forum for these organizations to provide feedback they have about the project.

History of East-West Corridor Development

GNE spoke briefly about the work that had been done on the project to date. He began with the preliminary studies performed in the early 1990s, continued through the 2001 Terrace Heights Corridor Study (THCS), and brought the SAC up to speed with the County's current work with BergerABAM (BA).

Overview of Cascade Mill Redevelopment

BAH spoke briefly about the Boise Cascade Mill Redevelopment (Redevelopment) currently proceeding in the northeast portion of the City of Yakima (City). They recalled the decline of timber production in the region and the shuttering of the Boise Cascade sawmill, as well as the development opportunities the area offers. MM expressed the City's concerns over the eventuality of urban blight if the area was left in its current condition. They also discussed the ultimate plan for the development regarding commerce, jobs, and entertainment venues.

Disposition of Planned WSDOT Projects

TS and JM spoke briefly about plans for the region developed by WSDOT. They discussed ongoing projects designed to better integrate Yakima's existing street network with the I-82 corridor, as well as the eventual six-laning of I-82 itself. They also discussed the extensive traffic modeling conducted by WSDOT and described a number of the model's parameters.

Project Overview

CCW directed the SAC's attention to the "Braided Swath" exhibit which illustrated a number of different alignment alternatives that BA was in the process of evaluating. He pointed out serious obstacles in the project location, notably the US Bureau of Reclamation complex, a number of canals maintained by the Roza and Selah-Moxee Irrigation Districts and their accompanying spillway, the Skyline Mobile Estates trailer park, and the abrupt elevation rise to the ridge top.

CCW discussed pros and cons of several individual alignments, explaining how the cost basis shifted as the alignments migrated north. The southernmost alignments are located predominantly in the lowlands and thus considerably less expensive from a construction standpoint, but this savings will be offset by the increased costs associated with the right-of-way acquisition process. The northernmost alignments lie almost entirely in undeveloped areas that will be less expensive to acquire, but any savings in right-of-way costs will be offset by the more complicated construction required to build 60'-75' cuts and fills.

CCW produced a second exhibit detailing the likely schedule for selecting the preferred alignment. He explained the various stages of project development and the four different types of input the team will seek from interested parties: SAC, Open House, Technical Advisory Committee (TAC), and County Commission (Commission). (See attachments.)

Environmental Overview

RW discussed the environmental and cultural aspects of the project, noting that the cultural obstacles were more crucial to the ultimate adoption and approval of the EWC. He discussed the logical termini of the EWC and how they were established. He briefly touched on the concept of environmental justice and noted the corridor's demographics and the

presence of the Skyline Mobile Estates trailer park. He also described the likely extent of noise walls required in the final configuration.

Planning for Upcoming Open House

CCW announced to the SAC that the County will host an Open House for the general public on June 9, 2010. The event will be held at the Oxford Suites Hotel and will run from 5:00-7:00PM. It will feature representatives from the County, the City, WSDOT, and BA at various stations discussing different aspects of the project. Spanish translators will be on hand at the event.

The County is currently in the process of compiling a project newsletter with a list of frequently asked questions (FAQ) to advertise the Open House. The County will publish this document in both English and Spanish and distribute it two (2) weeks prior to the Open House through media advertisement, direct mailings, public postings, and local circulation through various community locations.

Discussion

KLM asked the SAC members for feedback on anything the presenters discussed, including questions regarding their constituent organizations and general impressions of the project as a whole.

MM expressed his concern that the County's EWC project would not stand alone as proposed. He felt the project should include some or all of the following in order to be a viable project:

- Interchange with I-82
- Removal or relocation of the Moxee railroad spur
- Extension to the roundabout at the east end of Fruitvale Blvd.

JPS asked for a copy of the schedule, explaining that the Yakima Valley Conference of Governments (YVCoG) would begin updating its Metropolitan Transportation Plan (MTP) in late summer. She assured the SAC that YVCoG will make sure to place the EWC into the schedule at this time.

BT voiced his support for the EWC but expressed concern that not enough attention was focused on connecting it to the existing Terrace Heights street network with north-south arterial connections. CCW and GNE discussed the possible connections the project team had considered to date, including improvements to Butterfield Road and the extension of Keys Road through Cut Off Road. BT stressed that the north-south arterial connections were important for the sustainability of not only the existing Terrace Heights neighborhood but also for future growth in the area. KLM agreed and recognized some of the engineering challenges associated with the existing north-south arterials, notably the cemetery which prevents expansion of 33rd Street.

MD expressed that he did not oppose the EWC, but rather questioned its priority alongside the more pressing traffic congestion in the City. He explained that getting from Terrace Heights to Yakima was not currently a problem for him or the other Terrace Heights residents he represents, but that moving through Yakima to the west was considerably more time-consuming. He didn't see the current level of congestion on Yakima Avenue/Terrace Heights Drive or the associated Terrace Heights Bridge being a large enough problem to justify building the EWC. CCW and GNE illustrated the project was being driven more by predicted future growth in the area than by the current conditions. KLM explained that in expansion of the existing Yakima Avenue/Terrace Heights Drive connection was not feasible due to existing commercial development hemming the road in on both sides. He reasoned that expanding the road would, in effect, wipe out the very businesses the road exists to serve. He also noted that maintenance operations on the existing Terrace Heights Bridge had identified "scour-critical" conditions and slated the bridge for replacement. The corridor will be improved when the bridge is replaced, but no capacity will be added.

JF asked whether the project team had considered an alternate bridge location. CCW responded that the location adjacent to the CBRR railroad bridge was the most economical location to cross the river due to the width of the active channels and flood plain at that location.

JPS asked whether any aspects of the project will trigger the Environmental Justice (EJ) process. RW explained that the project team was proceeding along the guidelines of the National Environmental Policy Act (NEPA) process, and that EJ was a part of the NEPA process. Consequently, EJ will be addressed by the project design report.

BLW suggested that there were significant slope instability issues throughout the project location. KLM explained that there was a geotechnical engineering firm attached to the project team.

JG provided an exhibit detailing all federally-owned properties in the project corridor.

CCW noted that all of the proposed alignment alternatives had extensive impacts to the existing network of irrigation canals in the project corridor and solicited comments from the irrigation authorities. WS explained that Roza Irrigation District's (RID) position was that enclosing their canals in a pipe was a better option than carrying a bridge over them. He was concerned that vibrations from the road construction would cause slope instability along the canal sideslopes.

Although he was unable to attend the SAC Meeting, KCM provided a document summarizing the Selah-Moxee Irrigation District's (SMID) position on a number of engineering options currently being considered by the project team.

ATTACHMENTS

Attachment 1

Plan View - Alternatives Envelope Exhibit

"Braided Swath"

<http://ftp.abam.com:8021/>

username: stakeholder

password: SAC

Attachment 2

Preferred Alignment Schedule Exhibit

Attachment 3

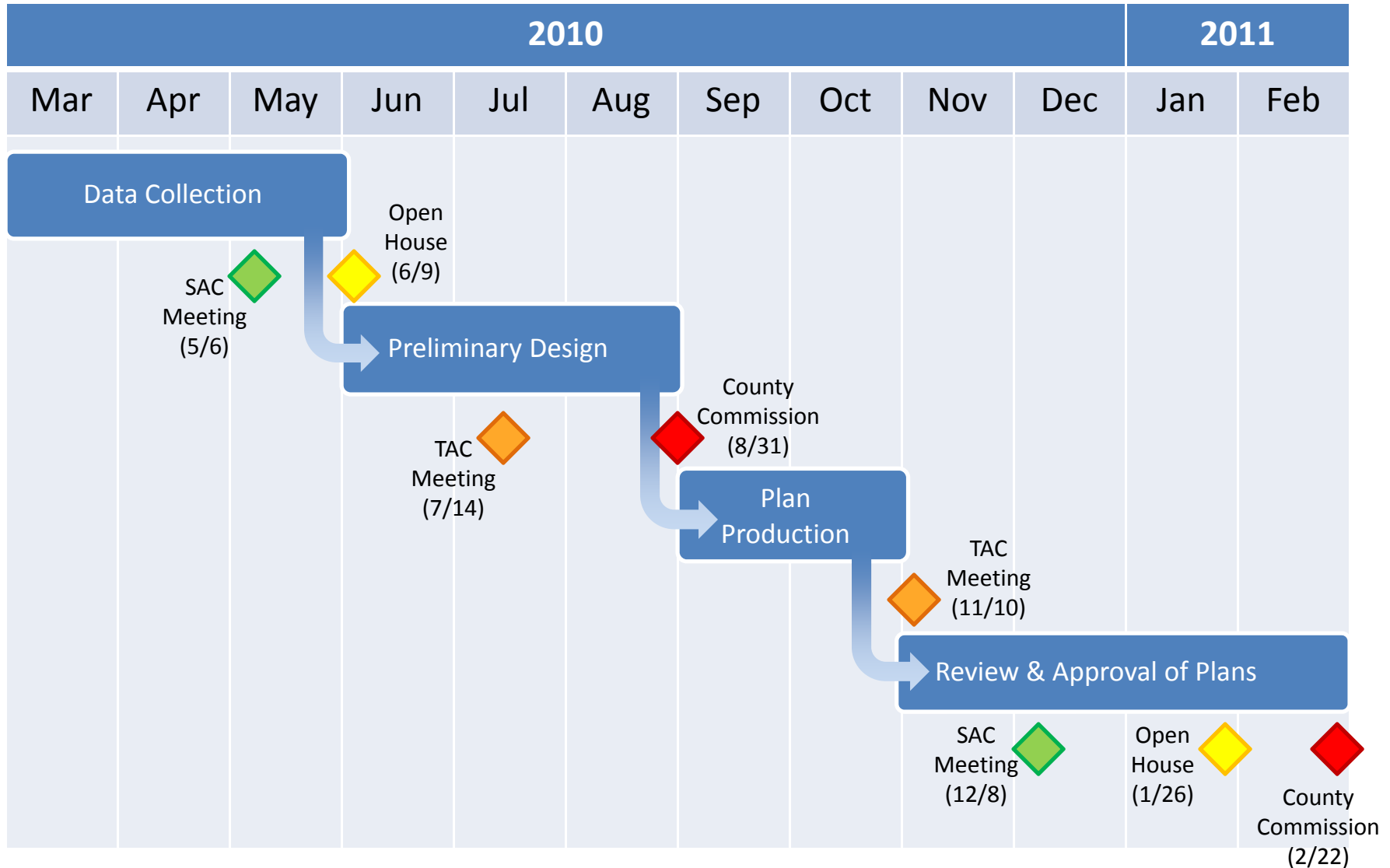
Meeting Agenda

Attachment 4

Meeting Sign-In Sheet

Yakima County East-West Corridor

Preferred Alternative Development Schedule



MEETING AGENDA

Date: May 6, 2010

Time: 1:00-3:00PM

Meeting: Stakeholders' Advisory Committee (SAC) Meeting

Location: Yakima County's 1st Street Conference Center
Southeast Corner of 1st Street & Lincoln Avenue
Yakima, Washington

SCHEDULE

1. Introductions
2. History of East-West Corridor Development
3. Overview of Cascade Mill Redevelopment
4. Disposition of Planned WSDOT Projects
5. Project Overview
6. Environmental Overview
7. Planning for Upcoming Open House
 - a. Date, Venue, Schedule, Language
 - b. Newsletter, Exhibits
8. Discussion
 - a. Local Government Concerns & Coordination
 - b. Irrigation District Concerns & Coordination
 - c. Resident Concerns & Coordination
 - d. Developer Concerns & Coordination

MEETING SIGN-IN SHEET

Date: May 6, 2010

Time: 1:00-3:00PM

Meeting: Stakeholders' Advisory Committee (SAC) Meeting

Location: Yakima County's 1st Street Conference Center
Southeast Corner of 1st Street & Lincoln Avenue
Yakima, Washington

ATTENDANCE

Name	Initials	Representing	Phone	Email
Marcus Elliott	MRE	Berger ABAM	206-357-5611	marcus.elliott@abam.com
Wayne Sonnichsen	WS	Roza ID	509-837-5141	wsennichsen@roza.org
Teff Graham	YG	BOR	509-454-3836	jgraham@usbr.gov
Bob Washburn	RBW	THIA	433-1396	WWW4UW@charter.net
Boss Widener	BW	WRA	425-503-3625	rwidener@prodigy.net
Juel Freudenenthal	JF	Yakima County		juel.freudenenthal@co.yakima.wa.us
Gary Eksteff	GE	Yakima County	574-2300	gary.eksteff@co.yakima.wa.us
Troy Swing	TAS	WSDOT	577-1626	swingt@wsdot.wa.gov
Kenit McHenry	KLM	Yakima County	574-2300	
Mike Druley	MD	THIA-Wilbert Precast	480-1100	mike@wilbertprecast.com
Chris Walcott	CCW	Berger ABAM	206-357-5624	
Brad Hill		Land owner	206-861-6331	
Greg Druey		Owner		609825@cashier
Alan Adorf	AA	YAK. Co.	574-2344	ALAN.ADORF@CO.YAKIMA.WA.US
Brig Temple	BT	Terrace Heights Dist	453-9166	brigttempk@cbrt.com
Jim Mahugh	JM	WSDOT	577-1761	mahugh.j@wsdot.wa.gov
Joe Rosenlund	JR	City of Yakima	576-6430	jrosenlund@ci.yakima.wa.us
Pete Scott	PS	YVCOG	574-1550	scottpc@yvco.org
Richard Morley				

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix B
Irrigation Coordination Meeting**


MEETING MINUTES

Date: June 9, 2010

Time: 1:30PM

Meeting: Irrigation Coordination Meeting

Location: Conference Room
US Bureau of Reclamation
Yakima Field Office
1910 Marsh Road
Yakima, Washington 98901-2058

From: Marcus Elliott 

ATTENDANCE

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
Marcus Elliott	MRE	BergerABAM	(206) 357-5611	marcus.elliott@abam.com
Jessica Aguilar	JWA	BergerABAM	(206) 357-5625	jessica.aguilar@abam.com
Patrick Andreas	PA	Union Gap ID	(509) 930-5407	ugid@bentonrea.com
Ken Mitchell	KCM	Selah-Moxee ID	(509) 469-0449	smidistrict@qwestoffice.net
Dick Haapala	RVH	UG/SM ID	(509) 248-9210	dick.haapala@ch2m.com
Rhoda Benson	RB	Roza ID	(509) 836-4819	bensonr@svid.org

DISCUSSIONIntroductions

MRE and JWA introduced themselves to the representatives of the various irrigation authorities. MRE explained that the meeting was largely informal, serving mainly as an opportunity to get to know each of the stakeholders, their agencies' operational procedures, and the extent of their facilities in the project corridor, as well as wish-lists for future facility improvements.

Water Quality

JWA asked the group about water quality standards. She explained that the East-West Corridor (EWC) would constitute a closed drainage system relying on infiltration and detention ponds, but that BA's design team had considered allowing peak overflows from the roadway system to discharge to the various canals.

Infiltration

RVH explained that while infiltration was possible due to the high permeability of the basalt gravels present in the project corridor, it was often unreliable as a conveyance mechanism due to season phenomena known as Chinook winds. These are warm winter winds that—in addition to bringing rainfall of their own—partially melt the mountain snows. While the system is dealing with additional runoff from rainfall and snowmelt, the winter temperatures ensure that the ground remains frozen, preventing infiltration. RVH noted that none of this was reflected in the precipitation data for the region.

The group noted the presence of glacial till in the project corridor which offers a surprisingly diverse stratigraphy even over short distances. Additionally, the water table is quite high in the project corridor: as shallow as 3' in some locations.

Discharge Options

The group suggested that BA investigate discharging the system's overflow into the Roza Canal Wasteway. They explained this would be possible with the US Bureau of Reclamation's (USBR) permission.

In his 20100510 SAC Meeting Follow-Up phone call, KCM presented MRE with an option for combining the flows from the Little Moxee and Hubbard Canals into a single pipe west of the Roza Canal Wasteway. KCM provided more collateral data for this proposal, including plan and section sheets and a contractor bid estimating the project's cost at approximately \$407,000US (2005). KCM explained that if this pipe were completed, the County could use the relic Hubbard Canal channel for overflow drainage. He also suggested this plan could be extended to the east to Siphon #3 near Cut Off Road, explaining if the County was willing to cover a portion of the cost of this plan, the SMID would cede the Little Moxee and Hubbard rights-of-way to the County for whatever purposes it deemed appropriate.

(NOTE: KCM called BA to propose another discharge piping alternative at Siphon #2. It has been consolidated with the other exhibits gathered at the meeting. For a digital copy of the original phone conversation memo, see <Q:\Seattle\2010\SAPWT-10-005\ProjMgt\Correspondence\Phone Calls\Selah-Moxee Irrigation District\20100621 Follow-Up to 20100609 Irrigation Coordination Meeting\20100621 Follow-Up to 20100609 Irrigation Coordination Meeting.pdf>. Also during this phone conversation, KCM introduced Clancy Flynn (CF), the new manager of the SMID and informed BA that all future correspondence with SMID would be directed through him. MRE.)

RVH suggested excavating a proposed detention pond on a vacant lot south of the Hubbard Canal currently owned by Scott Cheyne.

Collateral Information

RB supplied the project team with plan and profile drawings for the RID's facilities and explained to the group how to read them. She noted that this material only contained data for RID's facilities south of the split-off for the Roza Canal Wasteway. When she saw BA's northernmost alternative actually crossed the Roza Canal north of the split-off, she offered to gather plan and profile information for this area as well.

(NOTE: RB sent this information to BA after the meeting. It has been consolidated with the other exhibits gathered at the meeting. For a digital copy of the original transmittal, see <Q:\Seattle\2010\SAPWT-10-005\ProjMgt\Correspondence\Transmittals\Roza Irrigation District\Incoming\20100614 Follow-Up to 20100609 Irrigation Coordination Meeting\20100614 Follow-Up to 20100609 Irrigation Coordination Meeting.pdf>. MRE.)

RVH and KCM supplied the project team a plan drawing for the SMID's facilities.

MRE and JWA presented the group with a copy of the "Braided Swath" exhibit. The group used this map to record extensive details of the various irrigation authorities' facilities in the area, including the location of headgates, presence of canal lining, the frequency of irrigation deliveries, possible piping options, and access roads.

Maintenance Access

MRE explained that the sharp rise of the ridge at the west end of the project corridor presented BA with a number of serious engineering challenges, specifically relating to maintenance access. He noted that in order to provide an 8% maximum grade between the proposed at-grade intersection at Marsh Road and the ridge top, uninterrupted linear access to the easement along the north side of the Union Gap Canal would be impossible. PA noted that this would not be a problem due to UGID's access agreement with USBR. KCM explained that SMID had a similar agreement with USBR for the Hubbard Canal and Little Moxee Canal and that uninterrupted linear access was not necessary.

RB discussed how the Roza Canal differed from the other two agency's facilities. She explained that maintenance activities occur daily on the Roza Canal. Consequently, the RID would need to have uninterrupted linear access to its facility. MRE understood this and noted that the Roza Canal's vertical location at the ridge top offered greater flexibility to provide at-grade continuity between the EWC and the RID's maintenance access roads. MRE further suggested placing sections of mountable curb at these at-grade intersections to allow RID's maintenance trucks to make a quicker transition across a five-lane section of roadway.

In her 20100614 Follow-Up to 20100609 Irrigation Coordination Meeting transmittal, RB suggested BA review existing at-grade intersections with the Roza Canal's maintenance access road during design of the EWC. She offered Roza Hill Drive as an example of a very poorly designed intersection with little or no sight distance due to a fence. She informed

BA that the RID wants a speed reduction on the EWC's approaches to any at-grade intersection with the Roza Canal maintenance access road to alter drivers' expectations.

Blasting

In her 20100614 Follow-Up to 20100609 Irrigation Coordination Meeting transmittal, RB again expressed RID's concern over blasting excavation adjacent to RID's canal facilities.

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix C
Open House No. 1**

YAKIMA COUNTY EAST-WEST CORRIDOR STUDY OPEN HOUSE

**June 9, 2010
Oxford Suites Hotel**

Meeting Summary

Overview

More than 100 people attended the open house at the Oxford Suites Hotel on June 9 from 5 to 7 p.m. Yakima County sponsored the event to introduce the community to the initial planning phase for analysis and selection of alternative routes for a new east-west transportation corridor between the City of Yakima and the Terrace Heights neighborhood. Staff from the consulting firm, BergerABAM, and the Washington State Department of Transportation also attended. County and consultant team representatives displayed two large maps showing the current route alternatives under study, and answered attendees' questions.

The new route will be located north of the existing Terrace Heights Avenue travel corridor. This additional east-west route would relieve current congestion along Terrace Heights Avenue. It would also support future economic development by offering improved access to the former Boise-Cascade mill site now being studied for mixed use redevelopment. The route will require new crossings for the Yakima River and several irrigation canals.

The County expects to recommend a preferred alternative to the Yakima County Board of County Commissioners in spring 2011. The County currently plans to have a second open house describing this preferred alternative prior to meeting with the County Commissioners. This project currently is not funded beyond the initial planning phase. Actual construction is not expected to begin before 2016 or later.

The County announced the meeting by:

- mailing approximately 3,000 flyers to a property owners near the proposed transportation corridor and other interested stakeholders;
- placement of door-hangers in a mobile home park potentially affected by some alternatives;
- placement of Spanish-language flyers at key locations within the community; and
- direct contact with members of a Stakeholder Advisory Committee including irrigation district and Terrace Heights community representatives.

A total of 110 people signed in and 35 filled out comment cards and left them in a collection box. As anticipated, many people who completed comment forms were

concerned about possible impacts of alternative routes on their property. Attendees offered a variety of comments on alternatives to project staff. People identified relief of traffic congestion and potential economic development opportunities as the main benefits.

In addition to direct property impacts, attendees also had quality of life concerns related to noise and increased traffic, potential environmental impacts, and the perceived lack of public transportation options. The level of interest in the project at this early stage is predictive of continued public interest as project planning moves ahead. Most attendees signed up to receive more project information in the future. Several asked specifically for a more detailed map showing current alternatives.

Comment form responses

The comment forms included four multiple-choice questions followed by an open-ended “Other Comments” section summarized below. The form also provided space for people to fill in contact information to receive future project updates.

1. What is your major interest in this project?

I want to know if alternatives will affect my property.	25
I would like to see traffic congestion reduced on Terrace Heights Drive.	14
I am concerned about environmental impacts.	7
Other:	6
• What is the real reason?	
• Get it completed and develop Boise Cascade.	
• Include an efficient non-motorized design.	
• Concern. A greenway path east of river.	
• Please create greenway size path and hook-up.	

2. Did you follow or participate in the corridor study done in 2001?

Yes	8
No	18
Maybe?	1
No response	7

3. What do you consider the advantages of a new East-West travel route?

Improved travel times for commuting.	12
Reduced traffic congestion in Terrace Heights.	20
Improved safety for motorists and pedestrians.	13
Better support for economic development.	13

None of the above.	4
Other:	5

- Great for tax base and business.
- Opportunity to extend greenway path into the Terrace Heights community.
- Better access from Yakima.
- If you want to improve E-W travel, provide public transportation.
- Better access to greenway.
- More traffic on 33rd.

No response	1
-------------	---

4. What do you consider the major disadvantages of a new East-West travel route?

The preferred route may affect my property.	12
It may harm the environment.	2
It will cost too much money.	8
It will lead to increased development.	7
None of the above.	11
Other:	3

- Noise, road noise, and air quality.
- A greenway path next to my property.
- Displacing too many homeowners is wrong. Choose the least disruptive route to homes and environment.
- Expensive and destructive to a simple problem.
- Moving crime from Yakima to Terrace Heights.
- Reduces economic incentives for transit and promotes SOVs.
- Get it started.

No response	3
-------------	---

5. Other comments:

- Please let me know how to help research and volunteer should a greenway hook-up be incorporated.
- If Cutoff Road is used as a connecting road, the widening of it will affect my property /pool as well a cost* to me. We are concerned about the noise, security, privacy, and peacefulness of our neighborhood. Use of the hills would be the least impact – future use. *re-fencing, re-landscaping, etc.
- If they use Cutoff as an arterial, it will take away a usable building lot.

Will have to put up trees or fence and lose my good old trees. The traffic is bad enough now and would be unbearable then. The future is in the hills behind Terrace Heights. Plan the road for that.

- I like the most northern route.
- Projection of 2% increase in economic growth as in past might not be applicable in the new “world economy”. This road might not be needed for a very long time, if ever. Even now, records are inaccurate and made to look better than actual.
- This is very destructive. It is NOT forward-thinking. Please explore rapid transit or public transportation. This E-W corridor is crazy thinking.
- Would like a copy of routes. What utilities are available if it goes close to my house? My garage is bigger and nicer than my house. How do I get that counted rather than out building?
- Bicycle lanes and sidewalks on both sides of street are good and will allow/promote commuting. Design safe and efficient connection between pathway on bridge and bicycle lanes on street. Consider locating pathway on south side of bridge to enable future connection with possible pathway on railroad right-of-way in case of abandonment trail banking.
- It is a great idea for all of Yakima and Terrace Heights. Boise Cascade is a great property. Start buying the rights-of-way.
- Don’t forget improvements to N. 33rd Street. It is already busy and this will only make it worse.
- We enjoy the quiet and privacy of our “dead end” lane, and do not want to be relocated nor have an increase in noise and air pollution. Two of the alignments go through our house or our neighborhood. We would like a copy of the map.
- If you go through Skyline Trailer Court, a lot of elderly people will be affected. They will have a difficult time with the physical move and finances will hit them hard.
- The proposed routes do not directly affect my property, but feeder routes could affect my travel. Some improvements may need to be made to Butterfield Road or other roads in area so safety is not compromised for pedestrians and drivers entering or leaving the major travel routes.
- Have reservations about location of bridge over Yakima River. What is happening with bicycle and walking lanes? Is Yakima County promoting bus service versus one person per car?
- There is already a need for this project. It needs to happen sooner and faster.
- Please consider greenway hook-up and bicycles.

6. Would you like to receive project updates?

Yes	32
No	0
No response	3

Yakima County

East-West Corridor Project Update

May 2010

Frequently Asked Questions

Why is this project necessary?

The Yakima River poses a natural barrier to travel between the City of Yakima and the Terrace Heights neighborhood. Currently, east-west traffic has only one option to travel between these two locations: the Yakima Avenue/Terrace Heights Drive corridor. Because of population growth, this corridor suffers increased congestion, delay, and inconvenience, and presents a hazard to drivers and pedestrians alike. The East-West Corridor will reduce this problem by offering drivers an alternative arterial river crossing for east-west travel.

When will the County decide on a final route?

The project is in the preliminary planning stages. Yakima County is examining a number of alignment alternatives, including those outlined in the Terrace Heights Corridor Study published in October 2001. The County has identified a target of fall 2010 for the preliminary recommendation of a preferred alternative. The intervening months will be spent meeting with area residents, businesses, government agencies, irrigation districts, and other interested parties to determine the potential impacts of the alternatives. The County plans to seek a County Commission resolution selecting the preferred alternative in early 2011. Final confirmation would come in 2012 or 2013 following the completion of the environmental analysis of the preferred alternative.

What will happen to properties that may be in the path of the new road?

The County will seek to minimize private property impacts while also keeping down total project costs. Much of the effort for the remainder of 2010 will be to determine how best to balance the project cost and property impacts. However, it is likely that a brand new arterial corridor will require the County to acquire some private property. This acquisition process will not start until the environmental review has been completed, at which time the County will acquire the necessary property under the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act.

When will construction start?

Currently, the East-West Corridor project is funded only through the preliminary engineering phase. The alignment determination phase will be 30% complete in spring 2011. Construction likely will not begin before 2016.

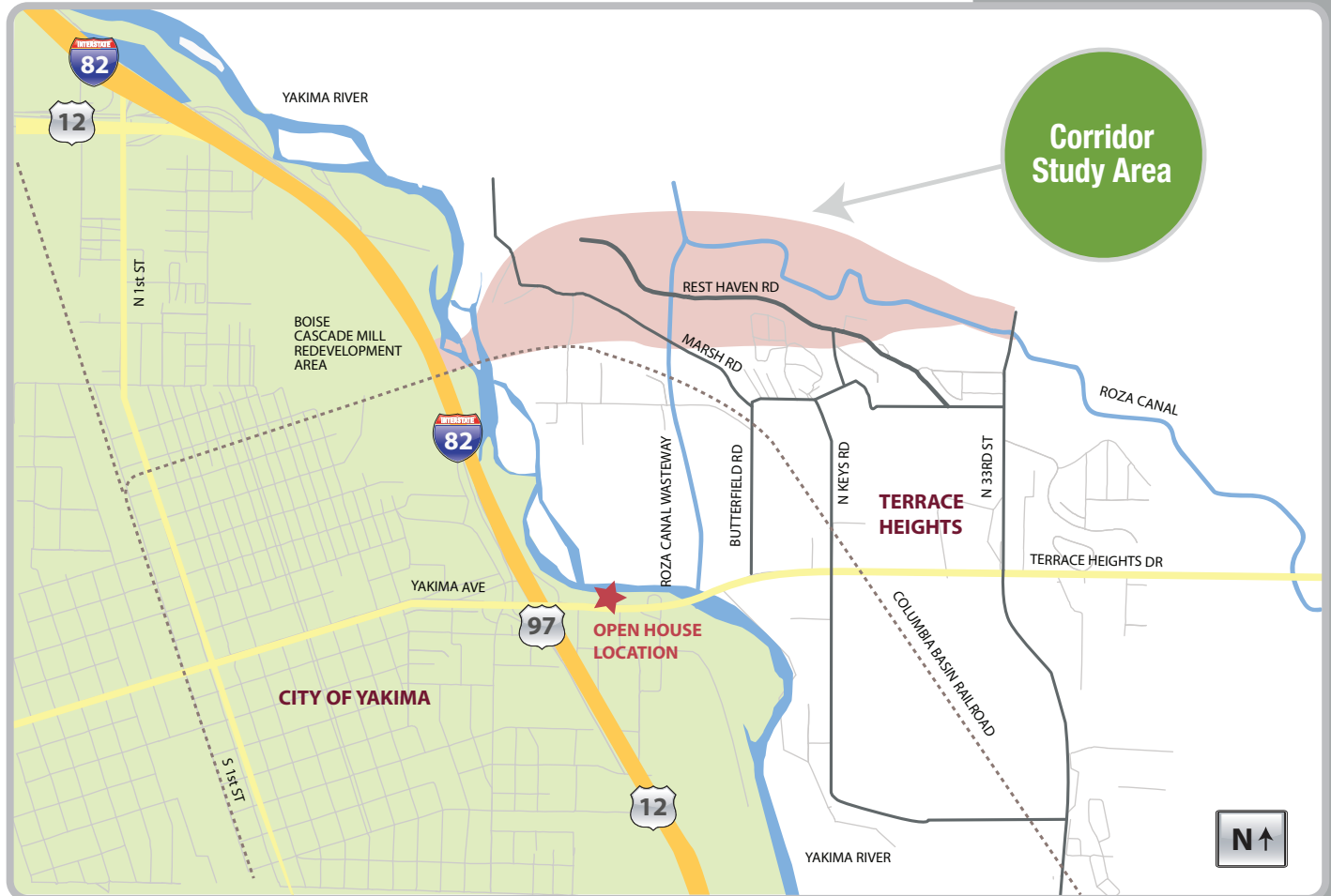
How much will this project cost, and who is paying for it?

The preliminary engineering phase will cost about \$750,000. The County will use local funds to complete this phase. The total cost and funding sources for the design and construction of the East-West Corridor are not yet known.



How will construction affect my daily commute?

The County will make every effort to ensure that people, goods, and services can continue to flow through the project area safely and effectively during the new road's construction. The County will prepare detailed traffic plans that instruct the contractor how to provide each property owner access to the roadway system with a minimum of delay. Construction will not affect traffic on Yakima Avenue and Terrace Heights Drive.



The County will host an open house on Wednesday, June 9, 2010, from 5:00 to 7:00 PM at the Oxford Suites Hotel, 1701 East Yakima Avenue.

The open house will offer area residents and businesses the opportunity to view alignment alternatives, ask questions of staff, and discuss any concerns regarding the project.

If you would like to learn more, please contact:

Kent McHenry, PE

(509) 574-2300 or kent.mchenry@co.yakima.wa.us

Para información en español por favor llame a

(509) 574-1000

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations.



Yakima County

Este-Oeste Corredor Proyecto de Actualización

Mayo 2010

Preguntas
Hechas con
Frecuencia

¿Por qué es necesario este proyecto?

El Río Yakima presenta una barrera natural para viajar de la Ciudad de Yakima a los vecindarios de Terrace Heights. Al presente, el tráfico del este al oeste solo cuenta con una opción para viajar entre los dos lugares: la Avenida Yakima/Corredor de Terrace Heights Drive. Debido al crecimiento de la población, este corredor sufre de aumento en la congestión, retrasos, e inconveniencias, y presenta un peligro tanto para los que manejan como para los peatones. El Corredor del Este al Oeste reducirá este problema ofreciendo a los que manejan una alternativa arterial para cruzar el río a los que viajan del Este al Oeste.

¿Cuándo va a decidir el Condado la ruta final?

El proyecto se encuentra en las etapas preliminares de planeación. El Condado de Yakima se encuentra examinando un número de alternativas de alineación, incluyendo las delineadas en el Estudio del Corredor de Terrace Heights publicado en octubre del 2001. El Condado ha identificado como meta el otoño del 2010 para hacer las recomendaciones preliminares de la alternativa preferida. Durante los meses intermedios habrá reuniones con los habitantes del área, negociantes, agencias del gobierno, distritos de irrigación, y otras partes interesadas para determinar los posibles impactos de las alternativas. El Condado tiene planeado buscar una resolución de la Comisión del Condado para seleccionar la alternativa preferida a principios del 2011. La confirmación final se haría en el 2012 o 2013 después de completar el análisis sobre el medio ambiente de la alternativa preferida.

¿Qué pasará con las propiedades que estarían en el camino de la nueva ruta?

El Condado buscará la forma de minimizar los impactos en las propiedades privadas al mismo tiempo que mantendrá lo más bajos posibles los costos totales del proyecto. Muchos de los esfuerzos para el resto del 2010 van a determinar la mejor manera de balancear el costo del proyecto con el impacto en las propiedades. Sin embargo, es posible que un corredor arterial totalmente nuevo requiera que el Condado deba obtener algunas propiedades privadas. Este proceso de adquisición no comenzará hasta que la revisión del medio ambiente se haya completado, y en ese tiempo el Condado adquiriría la propiedad necesaria bajo el Acta Reglamentaria de Asistencia Federal Uniforme de Relocación y Adquisición de Bienes Raíces.

¿Cuándo comenzará la construcción?

Al presente, el proyecto del Corredor Este a Oeste está subsidiado solamente en la fase preliminar de ingeniería. La etapa para la determinación sobre el alineamiento se habrá completado en un 30% para la primavera del 2011. La construcción probablemente no comenzará antes del 2016.

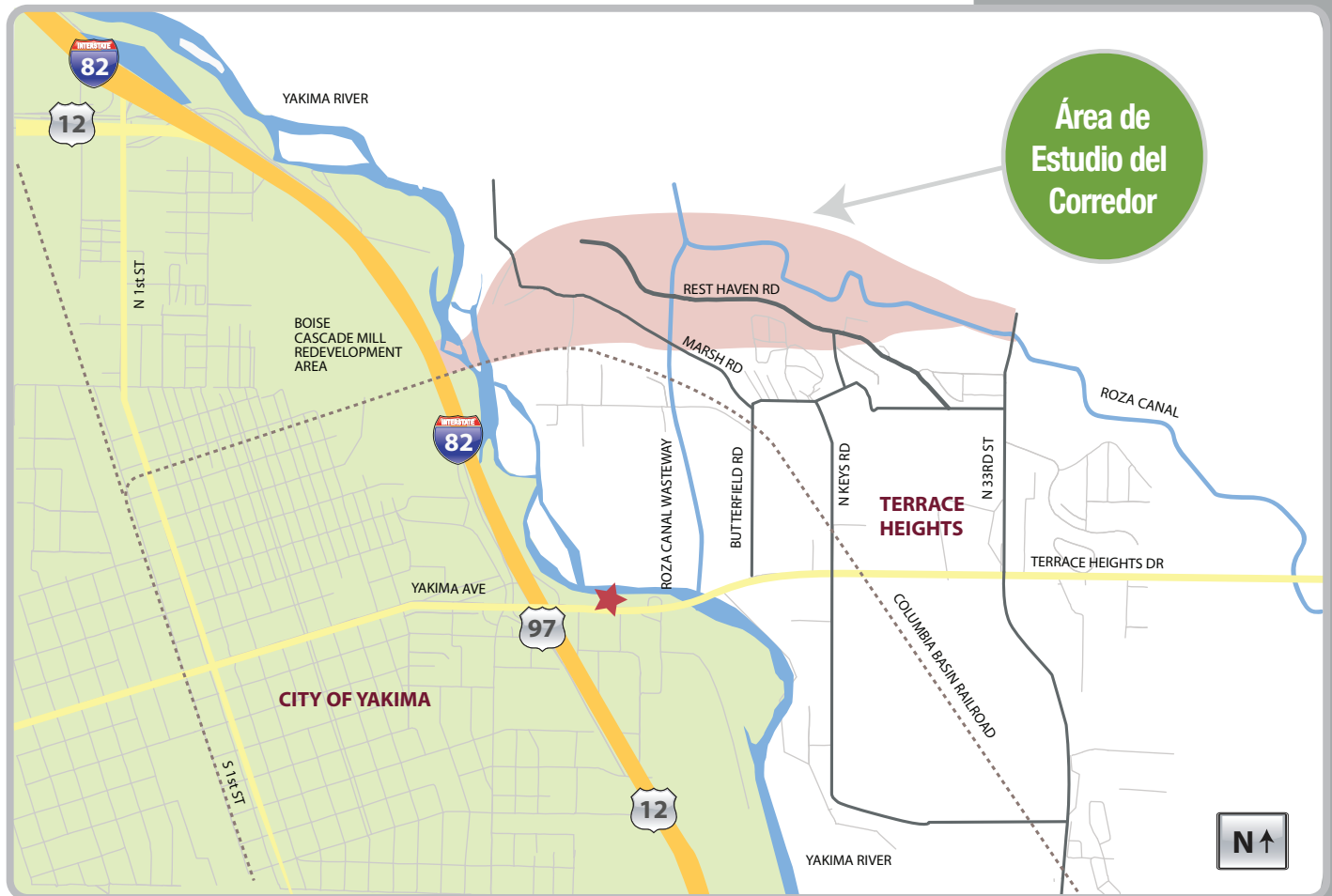


¿Cuánto costará el proyecto y quién lo va a pagar?

La fase preliminar de ingeniería costará como \$750,000 dólares. El Condado usará subsidios locales para completar esta fase. El costo total y los recursos de subsidio para el diseño y la construcción del Corredor Este a Oeste todavía no se conocen.

¿Cómo va a afectar la construcción mis viajes diarios?

El Condado hará todo esfuerzo posible para asegurar que la gente, los bienes y servicios puedan continuar viajando por el área del proyecto con seguridad y efectividad durante la construcción de la nueva carretera. El Condado preparará planes detallados del tráfico para ordenar al contratista la forma de ofrecer a cada dueño de propiedad el acceso al sistema de carreteras con el más mínimo retraso. La construcción no afectará el tráfico en la Avenida Yakima y Terrace Heights Drive.



El Condado ofrecerá una casa abierta el miércoles 9 de junio 2010 de las 5 a las 7 de la tarde en el Hotel Oxford Suites localizado en 1701 East Yakima Avenue.

La casa abierta ofrecerá a los habitantes y negociantes la oportunidad de revisar las alternativas de alineación, hacer preguntas a los empleados, y discutir cualquier preocupación que tengan sobre el proyecto.

Si usted quisiera saber más sobre este proyecto, por favor póngase en contacto con:

Kent McHenry, PE

(509) 574-1000 or kent.mchenry@co.yakima.wa.us

For information in English please call (509) 574-2300

Las personas que necesiten acomodos razonables pueden pedir los materiales escritos en formatos diferentes, interpretación para sordomudos, acomodos de acceso físico, o algún otro acomodo razonable.



Comment Form

What is your major interest in this project?

- ☐ I want to know if alternatives will affect my property.
- ☐ I would like to see traffic congestion reduced on Terrace Heights Drive.
- ☐ I am concerned about environmental impacts.
- ☐ Other

Did you follow or participate in the corridor study done in 2001?

Yes No

What do you consider the advantages of a new E-W travel route?

- ☐ Improved travel times for commuting.
- ☐ Reduced traffic congestion in Terrace Heights.
- ☐ Improved safety for motorists and pedestrians.
- ☐ Better support for economic development.
- ☐ None of the above.
- ☐ Other

What do you consider the major disadvantages of a new E-W travel route?

- ☐ The preferred route may affect my property.
- ☐ It may harm the environment.
- ☐ It will cost too much money.
- ☐ It will lead to increased development.
- ☐ None of the above.
- ☐ Other

Continued >>

Comment Form

What is your major interest in this project?

- ☐ I want to know if alternatives will affect my property.
- ☐ I would like to see traffic congestion reduced on Terrace Heights Drive.
- ☐ I am concerned about environmental impacts.
- ☐ Other

Did you follow or participate in the corridor study done in 2001?

Yes No

What do you consider the advantages of a new E-W travel route?

- ☐ Improved travel times for commuting.
- ☐ Reduced traffic congestion in Terrace Heights.
- ☐ Improved safety for motorists and pedestrians.
- ☐ Better support for economic development.
- ☐ None of the above.
- ☐ Other

What do you consider the major disadvantages of a new E-W travel route?

- ☐ The preferred route may affect my property.
- ☐ It may harm the environment.
- ☐ It will cost too much money.
- ☐ It will lead to increased development.
- ☐ None of the above.
- ☐ Other

Continued >>

Comment Form

Other comments:

Would you like to receive project updates?

Yes No

If yes, please provide contact information below

Name

Address City State Zip

Email

If you would like to learn more, please contact:

Kent McHenry, PE
(509) 574-2300 or kent.mchenry@co.yakima.wa.us

Please mail this comment form to:
Kent McHenry, PE
Yakima County Public Services Department
Transportation Engineering Manager
Yakima County Courthouse
128 North 2nd Street, Fourth Floor
Yakima, Washington 98901

kent.mchenry@co.yakima.wa.us
(509) 574-2300



Comment Form

Other comments:

Would you like to receive project updates?

Yes No

If yes, please provide contact information below

Name

Address City State Zip

Email

If you would like to learn more, please contact:

Kent McHenry, PE
(509) 574-2300 or kent.mchenry@co.yakima.wa.us

Please mail this comment form to:
Kent McHenry, PE
Yakima County Public Services Department
Transportation Engineering Manager
Yakima County Courthouse
128 North 2nd Street, Fourth Floor
Yakima, Washington 98901

kent.mchenry@co.yakima.wa.us
(509) 574-2300



Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

First and Last Name PLEASE PRINT	Mailing Address Include City and Zip Code	E-mail Address	Please include me in future project mailings!
Dick Irons PLEASE PRINT	913 Coach Ct 98908-2452	diron5@clearwire.net	✓
John & Judy Repp PLEASE PRINT	107 N 33rd St Yakima WA 98901		
Scott Higdon P.E. PLEASE PRINT	2121 RESTHAUEN Rd 98901-1031		✓
Bob Hall PLEASE PRINT	1488 Scenic Dr. 98908-1062	bhall@bobhallauto.com	✓
Dave Jacobs PLEASE PRINT	917 Adams View Rd 98901-1003		
Joe Stimmler PLEASE PRINT	11651-135th Ct NE 98148	joe.stimmler@ptak.com	✓
Randall Henry PLEASE PRINT	2810 Pilot Lane 98901-1023	rjandjhenry@charter.net	✓
Lori Henry PLEASE PRINT	2810 Pilot Lane 01 98901-1023	" " "	✓
PLEASE PRINT			
PLEASE PRINT			

Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

[illegible]

Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

First and Last Name PLEASE PRINT	Mailing Address Include City and Zip Code	E-mail Address	Please include me in future project mailings!
Kelly Coulter PLEASE PRINT	2205 Butler Pickled #33 Yakima, WA 98901	Darren 98909@ yahoo.com	Yes
EARL WEATHERMAN PLEASE PRINT	271 Cogate Creek Rd Yakima, WA 98901	elweatherman@aol.com	Yes
Nancy Charran PLEASE PRINT	514 South 4th Street 98901		
Lynn Cosmos PLEASE PRINT	218 Butterfield Rd 98901	lynn.cosmos@ gmail.com	Yes
Natalie Martinkus PLEASE PRINT	4804 Boat Rock Ct Yakima 98901	natalie.martinkus@ otak.com	✓
Troy Tschauner PLEASE PRINT	13619 Summitview Ext YAKIMA, WA 98908		✓
Denise + Edward Gonzales PLEASE PRINT	229 Ridgeway Dr Yakima, WA 98901	dmgonzales@ charterinternet.com	✓
Richard Bock PLEASE PRINT	1406 Hartford Rd. Yak. WA 98901		✓
Donald Johnson PLEASE PRINT	8205 Butterfield Rd #51 Yakima, WA 98901		✓
JOE PERER PLEASE PRINT	2205 BUTTERFIELD RD #34 YAKIMA, WA-98901		✓

Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

First and Last Name PLEASE PRINT	Mailing Address Include City and Zip Code	E-mail Address	Please include me in future project mailings!
DAN HARVEY PLEASE PRINT	2901 Hillcrest Dr. 98901		✓
ERNIE & RUTH SOLOWAN PLEASE PRINT	101 N 48 th AVE. #213 YAKIMA 98908-3179		
BEN SHOVAL PLEASE PRINT	17 N. 3 rd St. Yakima 98901	ben.shoval@shoval.com	✓
DALE LAURVICK PLEASE PRINT	2706 Riverside 98901	LAURVIS@AOL.COM	✓
Eric/Raima Gillogie PLEASE PRINT	2850 Macias Ln 98901		✓
Jack/Jacquie Walker PLEASE PRINT	208 S. 49 th St. 98901	jjwal@charter.net	✓
DOUG JOHNSON PLEASE PRINT	5411 MORNINGSIDE DR 98901	whimsOfanangel	✓
Kim Colby PLEASE PRINT	1413 Marsport 98901		✓
Judy Cook PLEASE PRINT	2205 Butterfield Rd 98901	heartjcook@charter.net	✓
WALT/CAROL REIBER PLEASE PRINT	514 SANTA ROZA 98901		

Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

First and Last Name PLEASE PRINT	Mailing Address Include City and Zip Code	E-mail Address	Please include me in future project mailings!
RON & BONNIE PLEASE PRINT WHITTAKER	4921 SYCAMORE DR 98901		yes
Cal & Carol PLEASE PRINT Myers	2108 Butterfield Rd 98901		yes
Clayton & PLEASE PRINT Berk Fuehrer	1362 Shawa Way 98908		yes
PLEASE PRINT WAIT Record	1511 N 6th Ave 98902		yes
PLEASE PRINT Larry Sali	Summitview Ext. 98908 13418 Summitview Ext	larry@columbiawasphalt.com	yes
PLEASE PRINT Gail STEVENS	5710 Terrace Heights Dr 98901	gailmar48@hotmail.com	yes
PLEASE PRINT Ken Stevens	5110 Terrace Hts Dr. 98901	yakimacountywatch@gmail.com	yes
PLEASE PRINT Owen Faxon	3407 Commonwealth Rd 98901	Yakima	yes
PLEASE PRINT Margaret Faxon	3407 Commonwealth Rd 98901		yes
PLEASE PRINT			

Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

First and Last Name PLEASE PRINT	Mailing Address Include City and Zip Code	E-mail Address	Please include me in future project mailings!
MERLIN L. MATSON PLEASE PRINT	5506 Sumner Dr. Yakima WA 98901		X
Robert & Sharon Wilson PLEASE PRINT	317 N 57th St Yakima, WA 98901		✓
Brad Christensen PLEASE PRINT	137 Rosa Ave 98901		X
Jacob Woodall PLEASE PRINT	1918 Arroyo Dr Yakima 98901		X
Lindsay Wilbanks PLEASE PRINT	3015 E. Hillcrest Dr 98901		X
AL ROUSE PLEASE PRINT	5505 Mt Airy Way Aix 98901		—
Del & Bonnie PLEASE PRINT Stoughtonburg	509 A-39th St - 98901		X
Bob & Nancy PLEASE PRINT Washburn	612 No 38th St 98901		X
MEL LESKINEN PLEASE PRINT	PO Box 2904 YKON 98907		X
GARY Sullivan PLEASE PRINT	919 N 15th St 98901		X

Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

First and Last Name PLEASE PRINT	Mailing Address Include City and Zip Code	E-mail Address	Please include me in future project mailings!
VIDA YOERGER PLEASE PRINT	431 KRISTI LN YAK. 98901		yes
LOUISE SISK PLEASE PRINT	2121 REST HAVEN RD YAKIMA 98901		yes
Phil Cyr PLEASE PRINT	1002 N 15 th St 98901		Yes
Howard & Cindy West PLEASE PRINT	308 Butterfield Rd. 98901	cindy6483@charter.net	Yes
KEN BERRY PLEASE PRINT	461 E. DUFFIELD RD 98936 Moxie, WA	sanbrr@wildblue.net	YES
RAY & LILA FAUCHER PLEASE PRINT	257 UNIT 2205 BUTTERFIELD RD 98901	LILA FAUCHER @ yahoo. com	yes
Ronald Smith PLEASE PRINT	5403 Tumac Dr. Yakima, Wa. 98901	rvvgsmith@aol.com	yes
Shawn & Kristy Thurman PLEASE PRINT	818 N. 31st St. Yakima WA 98901		yess
Tony D. TOMMASO PLEASE PRINT	4110 E HILLCREST DR YAKIMA 98901		
Scott Ladd PLEASE PRINT	4918 Overbluff Dr. Yakima 98901	Scott.ladd@hotmail.com	✓

Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

First and Last Name PLEASE PRINT	Mailing Address Include City and Zip Code	E-mail Address	Please include me in future project mailings!
Luella Pride PLEASE PRINT	2108 MARSH Rd. Yakima, WA 98901		
PLEASE PRINT ORBIA PRIDE	2108 MARSH Rd Yakima, WA 98901		
RALPH SMITH PLEASE PRINT	1804 MARSH RD 98901		
ED + TAN WAY PLEASE PRINT	811 No. 33rd St. 98901	—	yes
Dwight Laurvick PLEASE PRINT	1400 Marsh Rd 98901		yes
Jeff Burlingame PLEASE PRINT	680 Kristi Lane 98901		Yes
Paul Burlingame PLEASE PRINT	391 Kristi Lane 98901		yes
WALT + RUTH PLEASE PRINT CYR	231 COUGAR LANE 98901		YES
Penelope Paul PLEASE PRINT	2205 Butterfield Rd #207 Yakima WA 98901		yes
Sarah Jolala PLEASE PRINT	P.O. BOX 9124 98909 Yakima		yes

Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

First and Last Name PLEASE PRINT	Mailing Address Include City and Zip Code	E-mail Address	Please include me in future project mailings!
Sonny Dufault PLEASE PRINT	330 Kristi Ln 98901		yes
Dana R. Keith PLEASE PRINT	1804 Marsh Rd 98901	RaeBayinc@charter.net	yes
MARY E. Keith PLEASE PRINT	1804 MARSH RD 98901		yes
DORIS M Smith PLEASE PRINT	1804 MARSH RD 98901		yes
CAROLINE ARNOLD PLEASE PRINT	916 ADAMS VIEW Rd 98901		yes
Jane Smith PLEASE PRINT	918 Adamsview Rd 98901		yes
Dale Wilton PLEASE PRINT	3001 Mt. View Ave. 98901 <small>mountainview</small>		yes
Evelyn Ludwig PLEASE PRINT	115 terrace pk Dr. 98901		yes
Scott HANNEY PLEASE PRINT	1910 ALKOYO DR. 98901		yes
STEVE BAIRD PLEASE PRINT	410 BUTTERFIELD RD, YAKIMA 98901		YES

Yakima County East-West Corridor Open House

Wednesday, June 9, 2010, 5:00-7:00 p.m.

Sign In

First and Last Name PLEASE PRINT	Mailing Address Include City and Zip Code	E-mail Address	Please include me in future project mailings!
Ray Cummings PLEASE PRINT	5066 N Sky Vista Dr 98901 Yakima	NA	✓
Traci Chaney PLEASE PRINT	PO Box 932 98907 Yakima		✓
Dave Fernald PLEASE PRINT	1111 Vista Verde Dr. 98901		
Stewart Reif PLEASE PRINT	311 N. 57 th St. 98901	reifst1@hotmail.com	✓
Jesse & Terese Padilla PLEASE PRINT	203 Nugent 98901		
Bob & Karen Pilon PLEASE PRINT	509 Bittner Rd 98901		✓
ALAN CRAWFORD PLEASE PRINT	8950 BITTNER Rd 98901	BAXTERLIVES28@Yartco	✓
Roberta Dellinger PLEASE PRINT	170 Coo mbs Rd yakima 98901	kdell@wabroadband.com	✓
Phil Hoge PLEASE PRINT	1512 Folsom Ave 98902	philhoge@aol.com	✓
Al & Ruth Corson PLEASE PRINT	2205 Butterfield Rd 98901 YAKIMA	alvin.corson@charternet	✓

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix D
U.S. Bureau of Reclamation Coordination Meeting**


MEETING MINUTES

Date: July 15, 2010

Time: 10:00AM

Meeting: US Bureau of Reclamation (USBR) Coordination Meeting

Location: Conference Room
US Bureau of Reclamation
Yakima Field Office
1910 Marsh Road
Yakima, Washington 98901-2058

From: Marcus Elliott 

ATTENDANCE

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
Walt Larrick	WL	USBR	(509) 575-5848 ext 213	wlarrick@usbr.gov
Dawn Wiedmeier	DW	USBR	(509) 575-5848 ext 255	dwiedmeier@usbr.gov
Chuck Garner	CG	USBR	(509) 575-5848 ext 205	cgarner@usbr.gov
Marcus Elliott	MRE	BergerABAM	(206) 357-5611	marcus.elliott@abam.com

DISCUSSIONIntroductions

After introductions, MRE explained BergerABAM's (BA) status as a consultant working with Yakima County Department of Public Services (County) on the East-West Corridor (EWC) project. MRE explained the project and its goals, then gave an overview of the work that has been done by various entities on the project to date.

Alignment Alternatives

MRE discussed a number of the constraints impacting the design, notably the USBR property currently bisected by Marsh Road. He explained that the design team had selected Marsh Road for a future intersection with the EWC. He showed the USBR personnel a series of five (5) roll plots showing different intersection configurations on three (3) potential corridor alignments: the Central, Northern, and Southern Alternatives.

MRE noted that each of the three alignment alternatives had a different level of impact to the USBR property. He touched briefly on the Central and Northern Alternatives, explaining that while both of these two potential corridors would affect the USBR facility, neither would impact the USBR property lines with an actual parcel taking. The Central Alternative—which follows the Rest Haven Road corridor west of the Cut Off Road intersection—was problematic due to the relatively high number of potential property acquisitions and the geometric challenges associated with the Selah-Moxee Irrigation District's two (2) canal rights-of-way adjoining Rest Haven Road. The Northern Alternative—which skirts the ridge top—while unencumbered by high acquisition costs presents much more serious engineering and construction challenges associated with the 75+’ cuts and fills required to remove several hilltops.

Southern Alternative

The bulk of the discussion centered around the Southern Alternative, which bisects the USBR property in a SW-NE diagonal. MRE explained that BA had developed this alignment recently in response to a number of constraints the design team was facing with the other alternatives. Additionally, BA developed three (3) different configurations for the EWC's proposed intersection with Marsh Road along the Southern Alternative for USBR to review. MRE told the USBR

personnel that the County recognized its lack of eminent domain over the federal government; consequently, the County understood that the USBR could take any iteration of the Southern Alternative off the table at any time and for any reason. Notwithstanding, MRE urged the USBR to be certain of their reasons before they killed any potential alignments.

In addition to the encroachment onto USBR property, the Southern Alternative has other complications; notably, the proposed encroachment into the Skyline Mobile Estates trailer park and the required removal of a number of pre-1977-era mobile homes, each of which is deemed hazardous material. MRE noted the Southern Alternative is compelling because it keeps the EWC in the lowland area for longer and thus works around many of the issues of the other potential alignments.

The group discussed each configuration of the Southern Alternative. The first configuration featured a bridge spanning the entire width of the USBR property. In this alternative, existing Marsh Road is left largely untouched, with the proposed intersection with the EWC abandoned in favor of a short stretch of connector road. The second configuration realigns Marsh Road and places a single at-grade intersection in between the two USBR facilities. The third configuration breaks the single intersection into a dual offset intersection system.

USBR Concerns

Of the three configurations, USBR preferred the bridge and connector road option due to its relatively low impact to its existing facilities and operations. Their concerns are summarized in the following bullet points:

- **Safety:** The USBR property in the project corridor is actually comprised of a number of different USBR facilities. In addition to the Yakima Field Office, the property in question also houses the Columbia-Cascades Area Office and the Roza Powerplant. Most of the parking for these various facilities is south of Marsh Road, while most of the buildings are north of Marsh Road. This distribution results in a high level of pedestrian traffic from USBR employees and constituents crossing Marsh Road between the various facilities. USBR's primary concern is ensuring the safety of these pedestrians. Accordingly, they will oppose any alternative which will channel more at-grade vehicular traffic between their facilities—whether on the EWC, Marsh Road, or both—unless a solution for pedestrians is incorporated into the design.
- **Access and Security:** Over the past several years, government and civilian vehicles parked at the USBR facility have suffered an increasing number of break-ins. This has necessitated the hiring of a full-time security guard to monitor the parking area. In addition to the security guard, the USBR facilities are also protected by a network of chain-link fences surrounding the property. USBR wants to ensure that any proposed alternatives will provide tighter security and maximize the effectiveness of this fence as a deterrent to trespassers and would-be thieves while still continuing to provide unfettered access for its vehicles and those of its employees.
- **Parking and Expansion:** Most of the Southern Alternative configurations sacrifice a sizable portion of the USBR's existing parking lot to provide right-of-way for the EWC, Marsh Road, or both. USBR is currently looking to expand its property holdings in the area, partially in an effort to consolidate parking for government and civilian vehicles. The parcels under consideration for this expansion lie to the west of the existing USBR property south of Marsh Road. Under the Southern Alternative configurations, these parcels would be acquired by the County and used to provide right-of-way for proposed roadways and associated intersections. USBR prefers the County consider options that account for future expansion of USBR property holdings.

Exhibits

MRE agreed to make .PDF images of the five (5) roll plots from the meeting available for download on BA's FTP site. They are located here:

FTP Link: <http://ftp.abam.com:8021/>
Username: stakeholder
Password: SAC

Follow-Up with Yakima County

After the meeting, MRE met with Kent McHenry (KLM) at the County to discuss the results. After hearing USBR's concerns, KLM proposed BA develop a new alignment alternative largely following the Columbia Basin Railroad tracks. This alignment would require the County to acquire a parcel from USBR stretching across the southern boundary of USBR property. This alternative would allow the County to close and remove the segment of existing Marsh Road that bisects the USBR property, demolish the existing bridge over the Roza Canal Wasteway, and cul-de-sac the resulting termini. After the proposed improvements are completed, the County would cede the remaining interior right-of-way to USBR, allowing them to completely enclose their entire facility with one (1) continuous security fence with one (1) access point. MRE agreed to develop the alternative.

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix E
Technical Advisory Committee Meeting No. 1**


MEETING MINUTES

Date: September 29, 2010

Time: 1:30PM

Meeting: Technical Advisory Committee (TAC) Meeting

Location: Conference Room 419
Yakima County Public Services
128 N. 2nd Street
Fourth Floor Courthouse
Yakima, Washington 98901

From: Marcus Elliott 

ATTENDANCE

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
Gary Ekstedt	GNE	County	(509) 574-2300	gary.ekstedt@co.yakima.wa.us
Kent McHenry	KLM	County	(509) 574-2300	kent.mchenry@co.yakima.wa.us
Chris Walcott	CCW	BergerABAM	(206) 357-5624	chris.walcott@abam.com
Marcus Elliott	MRE	BergerABAM	(206) 357-5611	marcus.elliott@abam.com
Ross Widener	RW	Widener	(425) 348-3059	rwidener@prodigy.net
Roger Arms	RA	WSDOT – SC	(509) 577-1780	armsr@wsdot.wa.gov
Paul Gonseth	PG	WSDOT – SC	(509) 577-1811	gonsetp@wsdot.wa.gov
Michael Morales	MM	City of Yakima	(509) 575-3533	mmorales@ci.yakima.wa.us
Joe Rosenlund	JR	City of Yakima	(509) 575-6430	jrosenlu@ci.yakima.wa.us
Doug Mayo	DM	City of Yakima	(509) 575-6111	dmayo@ci.yakima.wa.us
Deb LaCombe	DL	YVCoG	(509) 574-1550	lacombed@yvcog.org
Brad Hill	BAH	Yakima Resources	(509) 453-3131	bradleyahill@gmail.com

DISCUSSIONIntroductions

GNE welcomed the group and introduced the BergerABAM (BA) design team. He explained the purpose of the Technical Advisory Committee (TAC) as similar to the Stakeholder Advisory Committee (SAC), but would focus mostly on guiding the East-West Corridor (EWC) project through the technical issues related to corridor selection.

Corridor Alignments

MRE provided the group with a brief history of proposed EWC routes, beginning with the Northern and Southern Alternatives from the Terrace Heights Corridor Study (THCS) from 2001 and continuing to BA's current project with the County. MRE presented the group with a series of five (5) color roll plots depicting the following corridors:

- 1.) Ridge Top Corridor
- 2.) Rest Haven Bench Corridor
- 3.) Ridge Base Corridor
- 4.) Lowlands Corridor

MRE oriented the group to the color scheme BA used to differentiate the EWC from the peripheral improvements to the existing road network. He relayed the results of the 20100831 Project Coordination Meeting, when the County established a configuration of peripheral improvements for each corridor based on traffic modeling and BA's recommendations. MRE explained that the improvements centered around five (5) roadways—Marsh Road, Butterfield Road, Keys Road, Cut Off Road, and Rest Haven Road—and covered nominally the same scope for each corridor.

Ridge Top Corridor

This is a single route largely independent of the other corridors. It turns north sharply in the Yakima River floodplain, intersects Marsh Road at its western terminus, and immediately begins a steep rise up the Yakima Ridge. Once the roadway reaches the top of the first hill, it crosses the Roza Canal prior to the "11-Mile" diversion of Wasteway #2 and skirts the tops of several hills before tying in to the established eastern terminus for the EWC.

MRE noted that this route represented a significant deviation from the THCS. The Ridge Top Corridor traverses the sparsely populated areas at the far western fringe of the corridor and the top of the Yakima Ridge and thus impacts the fewest homes of any of the corridors. Similarly, it avoids both the US Bureau of Reclamation's (USBR) property and the Skyline Mobile Estates trailer court.

The lower number of property conflicts is offset by considerably higher construction costs. Due to its location at the top of the Yakima Ridge, this corridor would require large cuts and fills.

The group inquired about development potential along the route. MRE approximated the line demarcating Range 19, Township 13, Sections 16 and 17, explaining to the group that development was unlikely west of the line. GNE explained that the County development office had deemed this area geologically unstable. As further evidence, KLM identified an area just west of the Ridge Top Corridor where mass wasting had occurred fairly recently. MRE informed the group that BA's geotechnical subconsultant had produced a corridor-level report indicating serious slope instability issues across much of the upper Yakima Ridge. MRE explained that without further subsoil investigation, this route remained the riskiest and most costly.

Various members of the group speculated that the residents of Terrace Heights were unlikely to travel a steep grade to the top of the ridge for an east-west connection that ultimately takes them back down the grade. In this scenario, the group envisioned most residents simply taking Marsh Road to the EWC, or continuing down to Terrace Heights Drive/Yakima Avenue.

Rest Haven Bench Corridor

These two (2) routes were the first ones developed by BA and follow the Northern Corridor from the THCS very closely. These routes extend the Yakima River Bridge tangent through the floodplain, bank north, intersect Marsh Road at-grade just west of the US Bureau of Reclamation (USBR) property, and begin a steep rise to the natural relict floodbank bench halfway up the ridge. This bench is currently occupied by existing Rest Haven Road; both of the potential corridors seek to re-purpose it for the EWC. The first employs a normal crown roadway section and extensive use of high retaining walls. The second also has extensive retaining walls, but it manages to shorten them through the use of a bifurcated roadway section. The WB lanes' profile grade line falls in roughly the same location as the normal crown section, but the EB profile grade line is stair-stepped lower on the ridge rise.

Ridge Base Corridor

This route moves the corridor further south and down to the base of the ridge rise, relocates Marsh Road, and crosses USBR property with a bridge.

MRE relayed the feedback from his 20100715 meeting with representatives of USBR. At that time, USBR listed their top priorities as safety of pedestrians, access and security of property and vehicles, current and future availability of parking options, and expansion opportunities. GNE noted that the first two (2) corridors did not affect USBR, while the remaining three (3) required USBR cooperation. KLM cited USBR cooperation and mutual goals of both agencies as a high priority, and noted that linking up the USBR's two (2) properties by closing Marsh Road to public traffic was very important to USBR.

Lowlands Corridor

This route moves the corridor still further south, running parallel to the CBRR tracks all the way to the existing intersection of Marsh Road & Butterfield Road. The corridor then moves east to the existing intersection of Keys Road and Butterfield Road before swinging north, parallel Cut Off Road. The corridor continues its northward track up the ridge rise, swings east, and crosses the Roza Canal before connecting with the eastern terminus. This corridor has considerably more interaction with the existing local roadway network. Consequently, the team has explored a number of different options in an effort to find the most effective way to integrate the EWC with the surrounding roadways. Some of the possibilities include neighborhood reconfigurations, grade-separated viaducts, and a system of roundabouts. The final intersection layouts will be determined as a part of the National Environmental Policy Act (NEPA) process after the route is identified.

Typical Section

MRE and KLM explained that the EWC is planned to have a 4- to 5-lane typical section. One side of the roadway features a 14' paved trail for both pedestrians and bicyclists, while the other side includes a standard 5' sidewalk. Additionally, each of the outside travel lanes are proposed to be 14' wide to accommodate experienced bicyclists who preferred the roadway to the multi-use trail.

City and Developer Coordination

BAH described the process that Yakima Resources LLC (Developer) would follow to connect the Boise Cascade Mill Redevelopment (Mill) with the EWC and the City. He asked MRE to contact Todd Johnson of Group Mackenzie to discuss the interface between the two projects. MM explained that the City had three (3) projects in the planning stage: the roadway corridor adjacent to the Mill, the North First Street corridor, and the neighborhood in between these two corridors.

Public Involvement

RA noted the EWC would ultimately connect two (2) neighborhoods that were both sensitive to environmental justice concerns. He stressed the importance of keeping the public informed about the EWC project. MRE, GNE, KLM, and RW detailed the group's public involvement activities to date, explaining that the 20100609 Open House had been conducted at the Oxford Suites in Terrace Heights and that both the event itself and all its advertisements featured support for both English- and Spanish-speaking residents. RA suggested that future Open Houses be split into multiple events on both sides of the river since marginalized populations would probably have to walk to the events. He also suggested the City and the Developer be present at all events.

Federal Classification

RA explained that once the team selects a route they should apply for a federal functional classification for a "proposed route." He asked if any other roadways in the area had functional classifications from the Federal Highway Administration (FHWA), noting that these links into the federal system should be included in any additional requests. GNE and KLM listed a number of roads throughout Terrace Heights and points further east, identifying some with classifications and others that weren't classified but should be. RA suggested the County develop a complete matrix of roadways that they felt should be classified and apply for their federal classifications all at once. He further suggested that the City should get their proposed roadway projects in the area classified first, and the County include the city's newly-classified roads in their application as well. RA estimated the process would take 3-6 months from the time of application.

NEPA

The NEPA process can begin as soon as the EWC receives its functional classification. KLM estimated this would occur in Summer 2011.

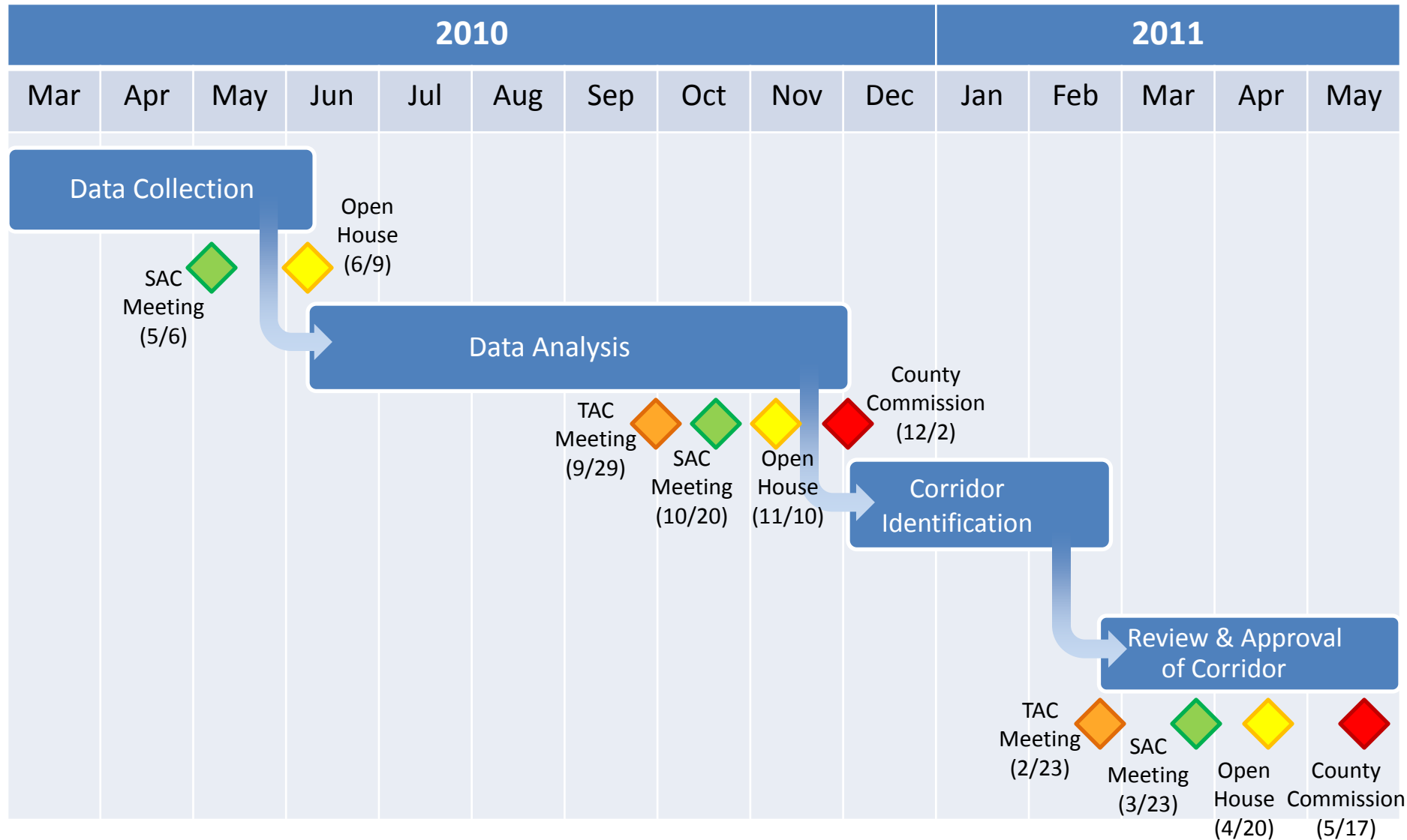
Schedule

CCW called the group's attention to an exhibit detailing the project milestones until the end of 2010 (attached).

Yakima County

East-West Corridor

Alignment Development Schedule



MEETING AGENDA

Date: September 29, 2010

Time: 1:30PM

Meeting: 20100929 Technical Advisory Committee (TAC) Meeting

Location: Conference Room 419
Yakima County Department of Public Services
Fourth Floor, Yakima County Courthouse
Yakima, Washington

SCHEDULE

1. Introductions
2. Overview of Geotechnical and Hazardous Material Reports
3. Overview and Discussion of Current Alignment Alternatives
 - a. Ridge Top Alternative
 - b. Rest Haven Bench Alternatives
 - c. Ridge Base Alternative
 - d. Lowlands Alternatives
4. Discussion of Agency Concerns
 - a. WSDOT
 - b. City of Yakima
 - c. YVCoG
5. Federal Aid Classification Process Orientation
6. NEPA Process Orientation
7. Project Schedule and Revisions
8. Fall Public Open House and Project Website

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix F
Open House No. 2**

MEETING MINUTES

Date: November 16, 2010

Time: 4:00PM—7:00PM

Meeting: Open House No. 2

Location: Terrace Heights Grange
3701 West Birchfield Road
Yakima, Washington 98901

From: Jim Gladson, Marcus Elliott

ATTENDANCE

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
Gary Ekstedt	GNE	County	(509) 574-2300	gary.ekstedt@co.yakima.wa.us
Kent McHenry	KLM	County	(509) 574-2300	kent.mchenry@co.yakima.wa.us
Chris Walcott	CCW	BergerABAM	(206) 357-5624	chris.walcott@abam.com
Marcus Elliott	MRE	BergerABAM	(206) 357-5611	marcus.elliott@abam.com
Jim Gladson	JG	BergerABAM	(360) 823-6121	jim.gladson@abam.com
Ross Widener	RW	Widener	(425) 348-3059	rwidener@prodigy.net

Additionally, total of 42 project area residents attended the open house.

SUMMARY

This was the second open house sponsored by the Yakima County Department of Public Services (County) to inform the community about alternative options for the East-West Corridor (EWC) between the City of Yakima (City) and the Terrace Heights neighborhood.

This additional east-west route would relieve current congestion along Terrace Heights Avenue. It would also support future economic development by offering improved access to the former site of the Boise-Cascade mill, now being studied for mixed-use redevelopment. The route will require new crossings of the Yakima River and several irrigation canals.

Compared to the more general braided swath displayed at the open house in June, this second open house featured a more detailed look at the four corridor alternatives. County and BergerABAM staff displayed four large maps showing the alternative corridors under study, answered attendees' questions, and sought feedback on the proposed corridors. The County expects to select a corridor(s) in early 2011 for more detailed study during the project's environmental review process.

The County informed the public of the open house by:

- mailing approximately 3,000 flyers to owners of property near the proposed transportation corridor(s) and other interested stakeholders;
- placing Spanish-language flyers at key locations;
- contacting members of the Stakeholder Advisory Committee, including irrigation district and Terrace Heights community representatives; and
- including the open house and downloadable maps of the four corridor alternatives on the project website.

In response to requests heard at the first open house, the County developed and promoted an interactive project website that allows interested members of the public to view project information, download images of the four corridor alternatives, and comment online. Site visitors also had the opportunity to voice their corridor preferences using a thumbs-up or -down button, indicating their like or dislike of a particular corridor alternative.

The project website has supported additional community outreach and feedback. To date, the website has received 79 unique visits since going live in mid-November 2010. Site visitors have viewed a cumulative total of 551 pages, with the corridor map page being the most viewed. Average time on the site was more than 7 minutes, which indicates a thorough review of the site by visitors. A full summary of website usage through November 28, 2010 is available in a separate document.

OPEN HOUSE COMMENTS

Representatives of Yakima County and BergerABAM staffed the four corridor maps, answered visitors' questions, and heard comments regarding each corridor. The Ridge Top corridor follows the less populated Yakima Ridge; the Rest Haven Bench is farther south and rises to follow along Rest Haven Road; the Ridge Base corridor is further south at the base of Rest Haven Ridge; and the Lowlands corridor is the southernmost option following the Columbia Basin Railroad.

People at the meeting generally supported the Ridge Top corridor, primarily because that route would have the least impact on existing homes. Many of the people at the meeting concluded that the other options would have direct construction impacts on their property or could degrade their property values through increased traffic, louder noise, or a restricted view. A few people did comment that the Ridge Top corridor was too far away from the population center to be useful, and that construction costs would be higher because of steep, unstable slopes. Some people did not have specific corridor preferences, but generally supported the concept of a new east-west corridor that relieved congestion and promoted economic development.

Three people filled out comment forms at the open house. The form had an open-ended request for feedback or questions. Five people submitted comments via the project website. These comments are included below. Eight people provided e-mail addresses via the website for future project updates.

WRITTEN COMMENTS (3)

"I prefer Ridge Top #1 route for the proposed east-west corridor. It is the least invasive toward property owners but yet still is an efficient route to move traffic. It also has the potential for new property development along the route. It will serve both new housing, businesses, and possible recreation sites."

Ronald V. Smith, 5403 Tumac Drive, Yakima

"My preference is Corridor 1 which would probably impact fewer people. The lowlands route would again decrease quality of life, view, and increase noise. Property values would definitely decrease w/that plan."

Jane Smith, 918 Adamsview, Yakima

"Alternative 4 goes right through my house. It looks like Alternative 1 would be the least disruptive."

Lynn Cosmos, 718 Butterfield Rd, Yakima

ONLINE COMMENTS VIA THE PROJECT WEBSITE (6)

Date: 1.12.11

Name: Walt Hoffman

Email: wphoffman@clearwire.net

Comment: Your team has approached this project with due diligence and from an engineering standpoint it seems quite professional. But where these neatly drawn lines on your maps intersect existing houses and established neighborhoods this is no longer just an engineering project. These are real peoples' homes, dreams and in many cases life savings that are threatened.

Of the four proposed routes for this project, one (# 3) goes through our property destroying our home of 25+ years. Bad as this is, it would actually be preferable to route # 2 which goes right alongside us to the East – devaluing our property and ruining our quality of life. Route # 4 is only slightly better for us but manages to trash our neighborhood and displace one of the pioneering families of this area. On the other hand, by transitioning the hillside higher up across mostly undeveloped land, route # 1, harms the fewest people and may actually increase the value of those properties on the hillside by greatly improving their access.

Although route # 1, may be the most challenging from an engineering perspective and possibly the most expensive, these drawbacks pale in comparison to the disruption and harm that will surely result from building any of the three lower routes. Unless the county is prepared to require the same sacrifice from all who will benefit from this project, to select routes 2, 3 or 4 because of possible cost savings is morally indefensible.

Make no mistake, even if route 1 is chosen, some of us will still be subjected to increased noise and light pollution – well beyond what would be generated by gradual residential development. We always envisioned houses being built on the hillside above us but not a major 4-lane arterial. Presumably this project is being driven by large new and planned developments such as Terrace Estates. Many of us in this neighborhood were living here when Terrace Estates consisted of 2 or 3 houses. There would seem to be an inherent unfairness for us to bear the brunt of this project\'s negatives while the newcomers in these developments enjoy all the benefits without any of the sacrifices. Also, by facilitating more of these developments, how long will it be before our wells in this area go dry?

By going public with these plans the county has essentially frozen our assets – rendering our properties virtually unsalable. No one but a speculator would buy property under such a cloud – and then only for pennies on the dollar. In addition, this “sword of Damocles” will hang over our heads until the final route is chosen. Any projects/improvements we had planned will have to be placed on hold for at least a year. It has been suggested that if they stuck a gun to our heads and threatened our life savings it would be quicker and we might even have a chance to fight back. Admittedly, most people might find this illustration to be a bit extreme but it begins to capture some of the fear and frustration generated by this project. Life is challenging enough without something like this thrust upon us.

This holiday season as family and loved ones gathered in our homes, we were also forced to entertain an unwanted guest -- the nagging question in the back of our minds -- Will this be the last time? -- Will our homes be gone next year or the one after that etc.

Please carefully consider the following question and let your decisions be guided by your honest response to it. Would you like this project to be built through YOUR neighborhood -- adjacent to or through YOUR property?

Respectfully submitted,

Walt Hoffman
2605 Macias Ln.

Date: 11.28.10

Name: Brenda Widmyer

Email: bkw59@hotmail.com

Comment: The further south you place the corridor, the less sense it makes. The (future) upper Terrace Heights residents will still need to dip down into lower T. Hts. to exit to the west side. (What's the point of all that expense and chaos?) I thought this was to be an alternative route to lessen the stress of traffic to current roadways and communities.

The Nob Hill corridor is a considerable distance from Terrace Heights Drive, which makes sense. Shouldn't that same logic apply to the distance between the new corridor and Terrace Heights Drive?

Date: 11.23.10

Name: scott kline

Email: scottklineykm@gmail.com

Comment: Consider the inevitable result that eventually there will be no more space for roads. Any chance for being more proactive on public transportation instead of waiting until we are flush with road rage and gridlock?

Please don't forget bike lanes on whichever option you choose.

Date: 11.18.10

Name: Lynn Cosmos

Email: lynncosmos@gmail.com

Comment: Alternative route 4 goes right through my house. I am 67 years old and have lived in this house for over 35 years. No amount of money can compensate me for the loss of this home. This fertile river bottom land is the soil we need for growing our food. The ridge top would be a much more appropriate place for a road. I was told at the meeting this week that they can't widen

the existing Terrace Drive because they can't take the property of a business corridor. This business corridor land has already been paved over and destroyed, so it would also be more appropriate for a road.

Date: 11.17.10

Name: Jay

Email: cj2ajw@yahoo.com

Comment: I would like to see a traffic study done on N 33Rd ST before and after the connection to the new road.

Date: 11.17.10

Name: Dianne Fish

Email: diannefish@charter.net

Comment: One good thing about this project you have planned is I have been able to meet and interact with my neighbors because of this, and that is appreciated. Their views and suggestions are valuable. I would like to have the additional opportunity to view their thoughts and comments on the potential impact to our community, concerning the possible corridor chosen, and perhaps ideas on how to pay for the project, added to this page. I'm sure the people of our community would appreciate it.

Thank you in advance for adding this feature to your web site.

Dianne

Yakima County

East-West Corridor Project Update

FALL 2010

www.yakimaeastwestcorridor.com

In spring 2010, the Yakima County Department of Public Services began reaching out to the Terrace Heights community regarding the East-West Corridor. This new arterial roadway is proposed to connect Terrace Heights with Northeast Yakima and provide an alternative river crossing designed to relieve congestion and reduce delays on the existing Yakima Avenue/Terrace Heights Drive corridor, as the region continues its growth.

The County held a public open house on June 9, 2010. Over 100 area residents attended the event, along with representatives of various government agencies and community groups. Attendees were given a firsthand look at an exhibit showcasing a broad swath of land the County was considering for the location of the East-West Corridor. Several representatives from the County were on-hand to answer questions and explain the many engineering constraints and other challenges they face in designing and building a new roadway in this location. Public interest in the project was high, and many of the attendees filled out comment cards at the event. Most of their concerns

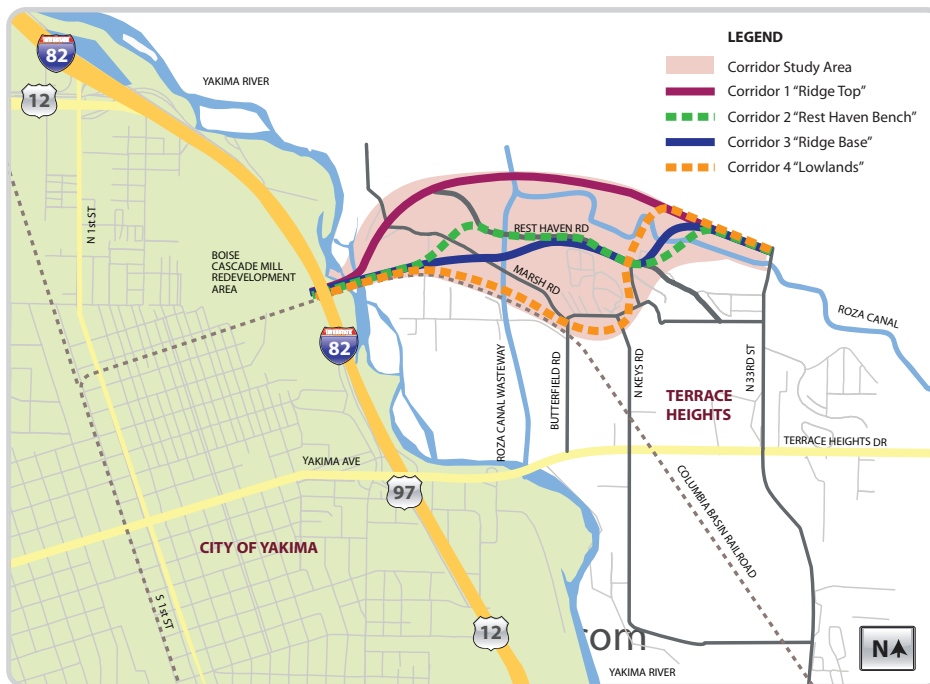
revolved around the new roadway's potential impacts to private property. Other comments dealt with possible impacts to the environment or quality of life, such as increased noise and/or traffic, and lack of public transit in the project area.

Over the summer, the County developed four (4) corridors that could address the transportation needs. County staff is currently in the process of weighing the pros and cons of each corridor to develop a recommendation for a preferred corridor. To that end, the County will host a second public open house. While the first event featured very general information and many potential corridors, this second event will offer the public a much closer look at the four (4) specific corridors from which the preferred corridor will be chosen.

In the winter of 2010-2011, the County will publish a Corridor Analysis Report that will summarize the County's work to evaluate and document the corridors that have been considered. This report will propose one or more of the four (4) corridors as the preferred corridor(s). In the spring of 2011, pursuant to the National Environmental Policy Act (NEPA), the

County will begin conducting a series of reviews for environmental documentation under the NEPA process. NEPA is a lengthy process which requires County officials to conduct an in-depth analysis of all relevant environmental, cultural, and social factors involved in building a new roadway.

The NEPA review process is expected to take approximately 18 months. During that time, the County will again approach the public to solicit input. If you miss out on the chance to comment now, you will have another opportunity.



If you would like to learn more, please contact:
Kent McHenry, PE
(509) 574-2300 or kent.mchenry@co.yakima.wa.us

Para información en español por favor
llame a (509) 574-1000

OTOÑO 2010

www.yakimaeastwestcorridor.com

Durante la primavera del 2010, el Departamento de Servicios Públicos del Condado de Yakima comenzó a divulgar en la comunidad de Terrace Heights información sobre el Corredor

Este-Oeste. Esta nueva carretera arterial es propuesta para conectar Terrace Heights con el Noreste de Yakima y ofrecer una alternativa para cruzar el río, aliviar el congestionamiento y reducir los retrasos en el Corredor existente de la Avenida Yakima/Terrace Heights Drive, porque la región sigue en crecimiento.

El condado tuvo una Casa Abierta pública el 9 de junio del 2010. Más de 100 habitantes locales asistieron al evento, junto con los representantes de varias agencias gubernamentales y grupos comunitarios. Los presentes recibieron una mirada de primera mano de una exhibición que muestra una franja amplia de los terrenos del Condado bajo consideración para construir el Corredor Este-Oeste. Varios representantes del Condado estuvieron a la disposición para responder a las preguntas y explicar las muchas limitaciones de ingeniería y otros desafíos a los que se enfrentan al diseñar y construir una nueva ruta en este lugar. El interés público en este proyecto fue muy grande, y muchos de los presentes llenaron tarjetas con comentarios después del evento. La mayoría de sus preocupaciones

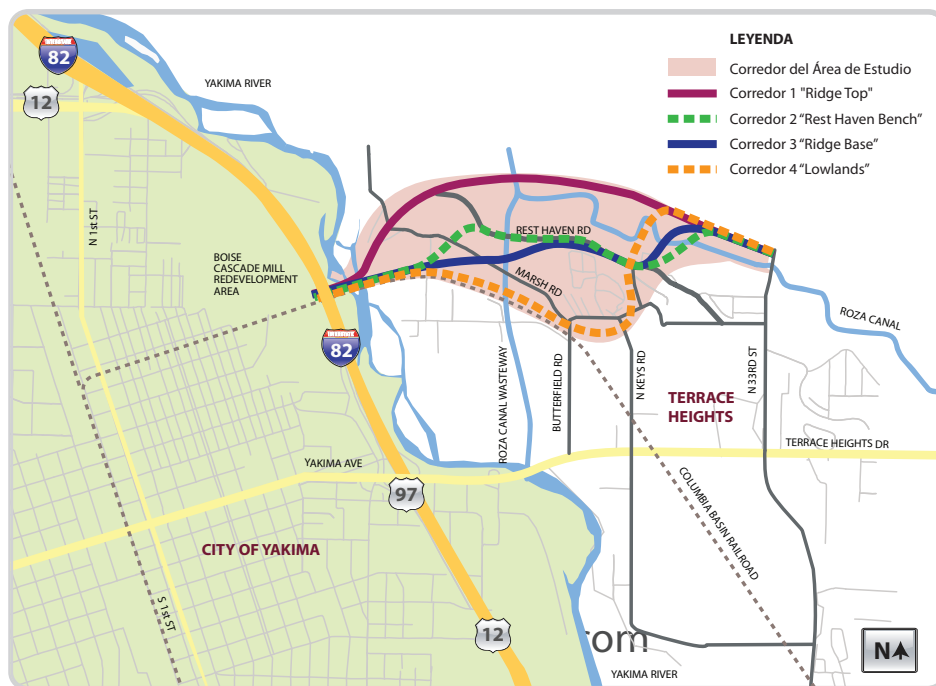
giraron alrededor de los posibles impactos de la nueva ruta en el medio ambiente y en la calidad de vida, por ejemplo el aumento en los ruidos y/o en el tráfico, y la falta de transportación pública en el área bajo consideración.

Durante el verano, el Condado desarrolló cuatro (4) corredores que podrían intentar resolver las necesidades de transporte. Los empleados del Condado se encuentran ahora en proceso de considerar las ventajas y desventajas de cada corredor para poder ofrecer una recomendación sobre el corredor de su preferencia. Con este fin, el Condado llevará a cabo una segunda Casa Abierta pública. Mientras que el primer evento presentó información muy general y muchos posibles corredores, este segundo evento ofrecerá al público una mirada más de cerca de los cuatro (4) corredores específicos de entre los cuales se va a escoger el corredor preferido.

Durante el invierno del 2010-2011, el Condado va a publicar un Reporte del Análisis del Corredor que resumirá el trabajo del condado para evaluar y documentar los corredores que han estado bajo consideración. Este reporte va a proponer uno o más de los cuatro (4) corredores como corredor(es) preferido(s). Durante la primavera del 2011, de acuerdo con la Reglamentación

Nacional del Medio Ambiente (NEPA, siglas en inglés), el Condado va a comenzar a conducir una serie de revisiones para la documentación ambiental bajo el proceso de NEPA. NEPA es un proceso muy largo que exige a los oficiales del Condado que conduzcan un análisis profundo de todos los factores relevantes para el medio ambiente, culturales y sociales involucrados en la construcción de una nueva carretera.

El proceso de revisión de NEPA se espera que se llevará aproximadamente unos 18 meses. Durante ese tiempo, el Condado nuevamente solicitará más opiniones y sugerencias del público. Si usted no tiene la oportunidad de comentar ahora, usted tendrá adelante otra oportunidad.



Si usted quiere saber más, por favor póngase en contacto con: Kent McHenry, PE
(509) 574-2300 | kent.mchenry@co.yakima.wa.us



Comment Form

Want to share some information, ask a question, or offer a comment about the East-West Corridor Project? Just fill out the form below and submit. Be sure to include your email address. Your comments will help guide selection of a preferred corridor for the new roadway. Thank you.

Would you like to receive project updates?

Yes No

If yes, please provide contact information below.

Name

Address

 City

 State

Email

 Zip

Please mail this comment form to:

Kent McHenry, PE
Yakima County Public Services Department
Transportation Engineering Manager
Yakima County Courthouse
128 North 2nd Street, Fourth Floor
Yakima, Washington 98901

For more information:

kent.mchenry@co.yakima.wa.us
(509) 574-2300



Comment Form

Want to share some information, ask a question, or offer a comment about the East-West Corridor Project? Just fill out the form below and submit. Be sure to include your email address. Your comments will help guide selection of a preferred corridor for the new roadway. Thank you.

Would you like to receive project updates?

Yes No

If yes, please provide contact information below.

Name

Address

 City

 State

Email

 Zip

Please mail this comment form to:

Kent McHenry, PE
Yakima County Public Services Department
Transportation Engineering Manager
Yakima County Courthouse
128 North 2nd Street, Fourth Floor
Yakima, Washington 98901

For more information:

kent.mchenry@co.yakima.wa.us
(509) 574-2300



Yakima County East-West Corridor

Open House
Tuesday, November 16, 2010

Sign In

FIRST AND LAST NAME PLEASE PRINT	MAILING ADDRESS INCLUDE CITY AND ZIP CODE	E-MAIL ADDRESS	PLEASE SEND ME FUTURE PROJECT UPDATES
Valeria Smith PLEASE PRINT	5403 Tumac Dr. Yakima 98901	rvvgsmith@aol.com	X
Ronald Smith PLEASE PRINT	5403 Tumac Dr. Yakima, WA 98901	rvvgsmith@ad.com	X
Jesse Froehlich PLEASE PRINT	1001 N 15 th St YAKIMA 98901	tristatesupply@live.com	X
ROGER HATCH PLEASE PRINT	1006 ^{NO} 15 ST YAKIMA 98901		
Jay Wellner PLEASE PRINT	601 N 33RD ST Yakima 98901	cjzajw@yahoo.com	X
John Gonzales PLEASE PRINT	928 Adamsview Rd 98901	gonzalez@charter.net	X
JAKE VILLAS PLEASE PRINT	26031251 ^{2nd} Avenue	Info@JAKE'S COSMETOLOGY	
Jane Smith PLEASE PRINT	918 Adamsview 98901		X
John Henning PLEASE PRINT	2555 Rest Haven Rd		

Yakima County East-West Corridor

Open House
Tuesday, November 16, 2010

Sign In

FIRST AND LAST NAME	MAILING ADDRESS INCLUDE CITY AND ZIP CODE	E-MAIL ADDRESS	PLEASE SEND ME FUTURE PROJECT UPDATES
Danny Heether <small>PLEASE PRINT</small>	521 Loranger Ln ^{YAK} 98901		yes
Clyde Mack <small>PLEASE PRINT</small>	917 N 15th St YAK 98901		YES
Orbia Pryde <small>PLEASE PRINT</small>	2108 MAYSH RD		
Norm Peterson <small>PLEASE PRINT</small>	184 Iron Horse CT SUITE 100		yes
LOUISE HIGDON SISK <small>PLEASE PRINT</small>	2121 REST HAVEN Rd		yes
SCOTT HIGDON P.E. <small>PLEASE PRINT</small>	2209 REST HAVEN Rd		YES
Dan Church <small>PLEASE PRINT</small>	711 N. 55th St Yakima WA 98901		
Marty Borello <small>PLEASE PRINT</small>	506 Justice Drive YAKIMA, WA 98901		Yes
Tony D'Amico <small>PLEASE PRINT</small>	4110 E MILLCREST DR YAKIMA 98901		yes

Yakima County East-West Corridor

Open House
Tuesday, November 16, 2010

Sign In

[illegible]

Yakima County East-West Corridor

Open House
Tuesday, November 16, 2010

Sign In

[illegible]

Yakima County East-West Corridor

Open House
Tuesday, November 16, 2010

Sign In

FIRST AND LAST NAME <small>PLEASE PRINT</small>	MAILING ADDRESS <small>INCLUDE CITY AND ZIP CODE</small>	E-MAIL ADDRESS	PLEASE SEND ME FUTURE PROJECT UPDATES
Darryl Jones <small>PLEASE PRINT</small>	2809 Pilot Ln		
Anne + Dale Htch <small>PLEASE PRINT</small>	1004 N 15th St		
Ron Knmark <small>PLEASE PRINT</small>	2117 Terrace Hts Dr	Ashley Dogs	Yes
Jennifer Poirier <small>PLEASE PRINT</small>	911 Adamsview Rd	jenandfelix@aol.	Yes
Hal + Terry Behme <small>PLEASE PRINT</small>	3701 Gun Club Rd #179 98901	HATBEHME@CompuWRX.com	Yes
Dale Sisk <small>PLEASE PRINT</small>	2305 Rest Haven Rd 98901	dale.sisk@live.com	Yes
Phil Cyr <small>PLEASE PRINT</small>	1002 N 15th St		Yes
Dwight Laurvick <small>PLEASE PRINT</small>	1400 Marsh Rd 98901		Yes
Angie Sullivan <small>PLEASE PRINT</small>	919 N 15th 98901	sullychewell@gmail.com	Yes

Yakima County East-West Corridor

Open House
Tuesday, November 16, 2010

Sign In

FIRST AND LAST NAME	MAILING ADDRESS INCLUDE CITY AND ZIP CODE	E-MAIL ADDRESS	PLEASE SEND ME FUTURE PROJECT UPDATES
Jonathan Stellwagen PLEASE PRINT	2900 Macias Lane Yakima, WA 98901	Jonathan@stellwagenfamily.com	✓
George E. Cosca PLEASE PRINT	P.O. Box 1692, Yakima 98907		✓
Alicemarie H Roper PLEASE PRINT Michael J Roper	205 S. 41st Street Yakima WA 98901	Raptor.net@charter.net	✓
DIANNE FISH PLEASE PRINT	909 ADAMSVIEW RD YAKIMA, WA 98901	diannefish@charter.net	✓
Belinda Peraly PLEASE PRINT	2305 Rest Haven Rd.		
Floyd Adams PLEASE PRINT	2209 2809 Rest Haven Rd		✓
WALT HOFFMAN PLEASE PRINT	2605 MACIAS LN. YAKIMA		✓
Eric Gillespie PLEASE PRINT	2850 MACIAS LN Yakima	lolo@compworx.com	✓
Ron Berger PLEASE PRINT	238 Rest Haven	rberger@remax.net	✓

Yakima County East-West Corridor

Open House
Tuesday, November 16, 2010

Sign In

[illegible]

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix G
Project Web Site**



Project Updates

Please view our [document library](#) for corridor maps and project updates, available in PDF format. If you have questions or comments that aren't covered by this brochure, please click the "Comments and Feedback" link at the top of the page to contact us.



[View the Corridors »](#)

About the Corridor

Welcome to the Yakima East-West Corridor homepage. This page is your gateway to information and updates on the selection of a preferred corridor for the East-West Corridor. This new roadway will reduce traffic congestion on Terrace Heights Drive, help connect the City of Yakima with the Terrace Heights neighborhood, and provide improved access across the Yakima River.



Why is this project necessary?

The Yakima River is a natural barrier to travel between the City of Yakima and the Terrace Heights neighborhood. Currently, east-west traffic has only one option for travel between these two locations: the Yakima Avenue/ Terrace Heights Drive corridor.

[Read More »](#)



When will the County decide on a final corridor?

The County has developed four (4) corridor alternatives and is in the process of weighing the pros and cons of each. In the spring of 2011, the County will begin conducting a series of reviews for the preferred corrior(s) pursuant to the National Environmental Policy Act (NEPA).

[Read More »](#)



What about properties that may be in the path?

No decisions regarding property acquisition can be made until after the NEPA is approved and the final design is completed. This will be in 2012 (at the earliest). With the current four (4) corridor alternatives, the County's design team has tried to minimize private property impacts while also keeping down total project costs.

[Read More »](#)

Project Overview

Why is this project necessary?

The Yakima River poses a natural barrier to travel between the City of Yakima and the Terrace Heights neighborhood. Currently, east-west traffic has only one option to travel between these two locations: the Yakima Avenue/Terrace Heights Drive corridor. As the population of Terrace Heights continues to keep pace with projected growth rates, this existing corridor will continue to suffer increased congestion and delays. The East-West Corridor will reduce this problem by offering drivers an alternative river crossing for east-west travel.

When will the County decide on a final corridor?

The County has developed four (4) corridor alternatives and is in the process of weighing the pros and cons of each. In the spring of 2011, the County will begin conducting a series of reviews pursuant to the National Environmental Policy Act (NEPA). The NEPA process will help the County determine the preferred alignment, offering an opportunity for area residents, businesses, government agencies, irrigation districts, and other interested parties to comment on the potential impacts of the project.

What will happen to properties that may be impacted by the new corridor?

No decisions regarding property acquisition can be made until after the NEPA is approved and the final design is completed. This will be in 2012 (at the earliest). With the current four (4) corridor alternatives, the County's design team has tried to minimize private property impacts while also keeping down total project costs. After the environmental review process is completed, the County will acquire the necessary properties under the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act (URA) of 1970 as Amended.

When will construction start?

Currently, the East-West Corridor project is funded only through the preliminary planning phase. The County will begin the NEPA process in the spring of 2011. Construction likely will not begin before 2016.

How much will this project cost, and who is paying for it?

The total cost and funding sources for the design and construction of the East-West Corridor are not yet known.

How will construction affect my daily commute?

The County will make every effort to ensure that people, goods, and services can continue to flow through the project area safely and with minimal delay during the new road's construction. A detailed traffic plan instructing the contractor how to provide each property owner access to the roadway system will be prepared.

Alternatives



The Project Team has developed four (4) potential corridor alternatives for the East-West Corridor. To view them, click the link below.

[View Corridors»](#)

Project Update



Please view our project updates, available in PDF format. If you have questions or comments that aren't covered by this brochure, please click the "Comments and Feedback" link at the top of the page to contact us.

[Download the Project Update»](#)

Actualización del proyecto en español»

Corridors

Yakima County has identified four potential corridors for construction of the new East-West Corridor. These corridor alternatives are preliminary. The County will recommend a preferred corridor following public review and direction from the Yakima County Commission. Click on each map below to view a larger version. You may download and print copies of each map by going to the [document library](#). Please let us know your opinion of each corridor by clicking the Thumbs Up or Thumbs Down buttons below each illustration. You may also open the [project comment form](#) to provide additional comments.

Corridor 1 "Ridge Top" (click image to enlarge)



This corridor features a curved Yakima River Bridge that turns north sharply as it crosses the Yakima River and floodplain. The route intersects Marsh Road and immediately begins a steep rise up the Yakima Ridge. Once the roadway reaches the top of the first hill, it crosses the Roza Canal prior to the 11-mile Diversion of Wasteway #2 and skirts the tops of several hills before tying into the established eastern terminus for the East-West Corridor.

This corridor affects the fewest homes and avoids both the US Bureau of Reclamation property and the Skyline Mobile Estates. However, this corridor will have considerably higher construction costs due to the large hillside cuts and fills—some of which are over 75 feet high—and extensive slope stabilization efforts required to correct the natural geologic instability of the Yakima Ridge.

👍👎 +10

Corridor 2 "Rest Haven Bench" (click image to enlarge)



This corridor spans the Yakima River on a straight tangent, then moves east through the floodplain and north to intersect Marsh Road. The corridor skirts the western edge of the US Bureau of Reclamation property, rising steeply to the natural bench halfway up the ridge. East of this point, the corridor follows the existing Rest Haven Road footprint just beyond its intersection with Cut Off Road. As the roadway moves further east, the corridor begins a gentle rise up the Yakima Ridge and crosses the Roza Canal to tie in with the established eastern terminus for the East-West Corridor.

👍👎 -15

Corridor 3 "Ridge Base" (click image to enlarge)



This corridor lies further south and sits lower in elevation at the base of the ridge. This corridor is complicated by the oblique angle of intersection with Marsh Road and the breadth of the US Bureau of Reclamation (USBR) property. Consequently, the County has explored a number of different options here, including the partial relocation of Marsh Road and/or a bridge over the USBR property. East of this area, the corridor traces the northern fringe of the Skyline Mobile Estates before rising sharply up the Yakima Ridge and crossing the Roza Canal to tie in with the established eastern terminus for the East-West Corridor.

👍👎 -12

Corridor 4 "Lowlands" (click image to enlarge)



This corridor lies still further south, running parallel to the Columbia Basin Railroad tracks all the way to the existing intersection of Marsh Road and Butterfield Road. Between this intersection and the existing intersection of Keys Road and Butterfield Road, this corridor has a greater degree of interaction with the existing local roadway network than any of the other corridors. Consequently, the County has explored a number of different options to connect the new roadway to the existing streets, such as road relocations, grade separation viaducts, and/or intersection roundabouts. East of these intersections,

the corridor swings north to begin an immediate rise up the Yakima Ridge and crosses the Roza Canal to tie in with the established eastern terminus for the East-West Corridor.

👍👎 -16

Comments?

Please see our [comment page](#) to make additional comments on the alternatives.

Sign up for project updates

Name: Email:

Project contact information

Yakima County Public Services Department
Kent McHenry, PE | Tel: (509) 574-2300
Para información en español por favor llame a (509) 574-1000
[Download the Project Update](#) | [Actualización del proyecto en español](#)

Document Library

The following list is a compilation of downloadable PDF files containing pertinent project information. If you have questions or comments that aren't covered by these links, please feel free to click the "Comments and Feedback" link at the top of the page to contact us.

[Project Update, November 2010](#) (.PDF 556kb)

[Actualización del proyecto en español», Noviembre 2010](#) (.PDF 564kb)

[Corridor 1 "Ridge Top"](#) (.PDF 4kb)

[Corridor 2 "Rest Haven Bench"](#) (.PDF 4kb)

[Corridor 3 "Ridge Base"](#) (.PDF 4kb)

[Corridor 4 "Lowlands"](#) (.PDF 4kb)

[Project Update Frequently Asked Questions, May 2010](#) (.PDF 572kb)

[Este-Oeste Corredor Proyecto de Actualización Preguntas Hechas con Frecuencia, May 2010](#) (.PDF 576kb)

[Project Corridor Map, May 2010](#) (.PDF 264kb)

Get Involved



Yakima County will update this site when new information is available. The project team anticipates selecting a preferred corridor or corridors in early 2011. The preferred corridor(s) will then undergo an extensive environmental review starting in the Spring of 2011. This environmental review will extend into at least 2012.

Sign up for updates to stay informed about this work as it progresses. You are welcome to submit comments or ask questions at any time.

If you would like to participate in the corridor selection process, you can attend an upcoming event or submit a comment online. Don't forget to add your name to our email list if you would like to receive project updates.

Sign up for project updates

Name:

Email:

Submit

Reset

Project contact information

Yakima County Public Services Department

Kent McHenry, PE | Tel: (509) 574-2300

Para información en español por favor llame a (509) 574-1000

[Download the Project Update](#) | [Actualización del proyecto en español](#)

Copyright © 2010 - All Rights Reserved - YakimaEastWestCorridor.com

Write A Comment

Want to share some information, ask a question, or offer a comment about the East-West Corridor Project? Just fill out the form below and submit. Be sure to include your email address so we can reply to your questions. Your comments will help guide selection of a preferred corridor for the new roadway. Thank you.

Name (required)

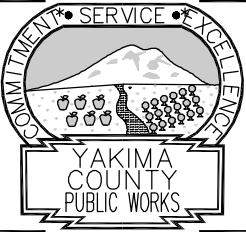
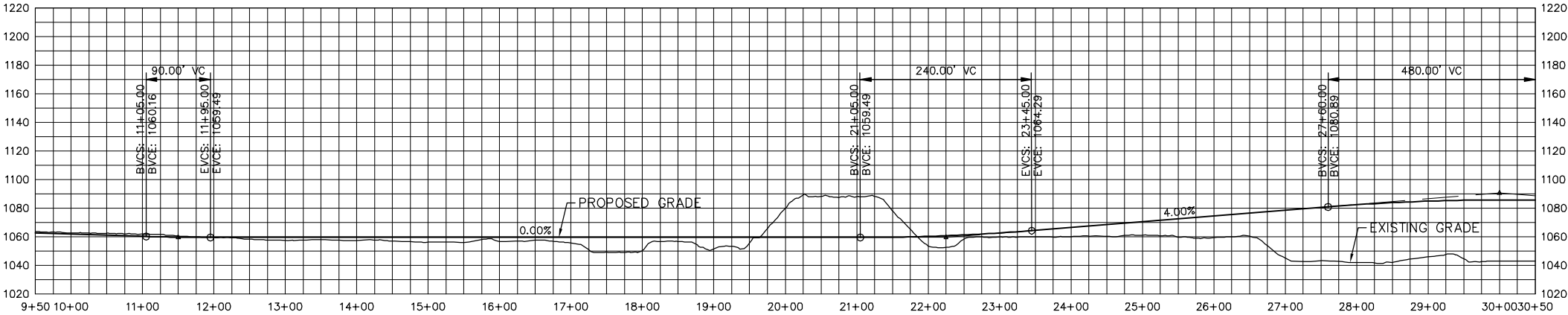
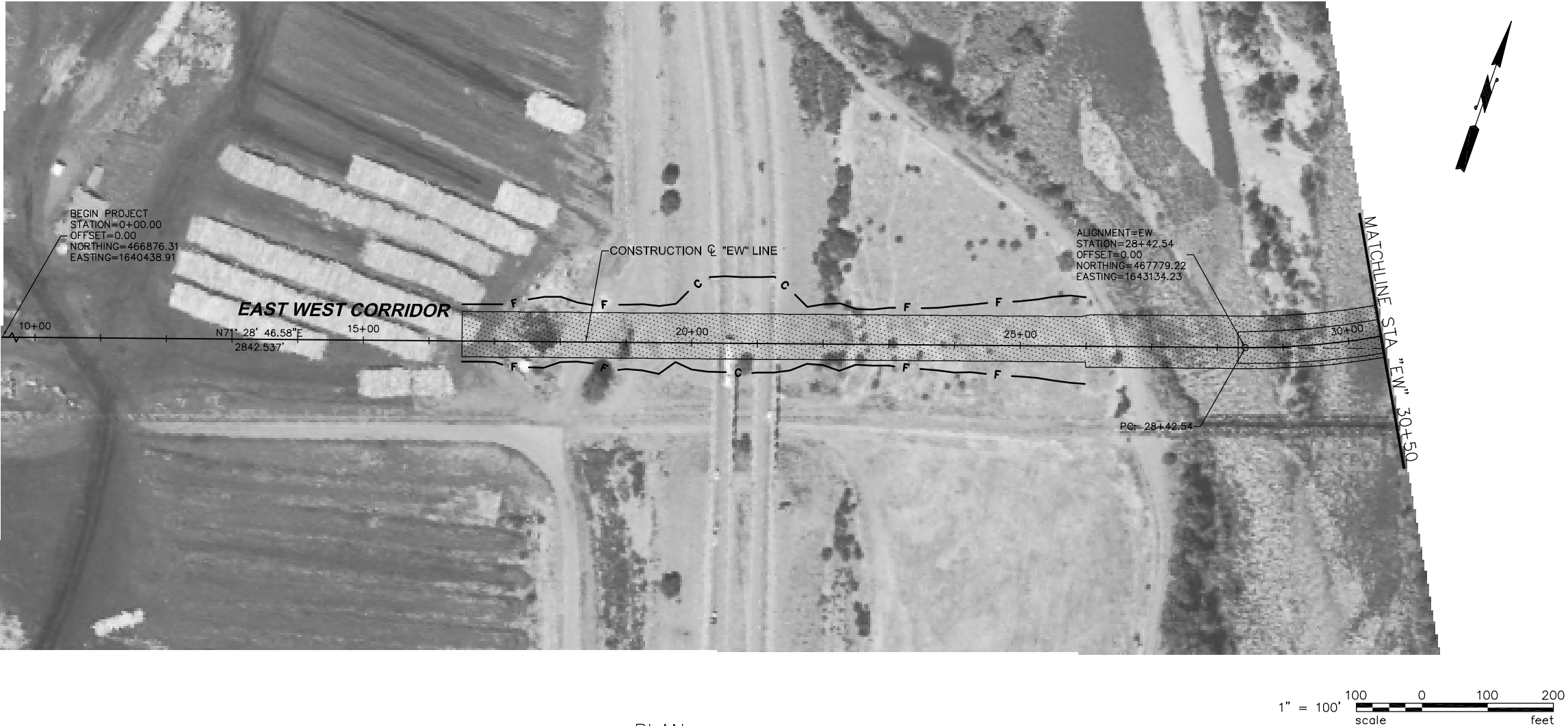
Email (required)

Submit Form

[Reset Form](#)

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix H
Alignment Alternatives – Plan and Profile Sheets**



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

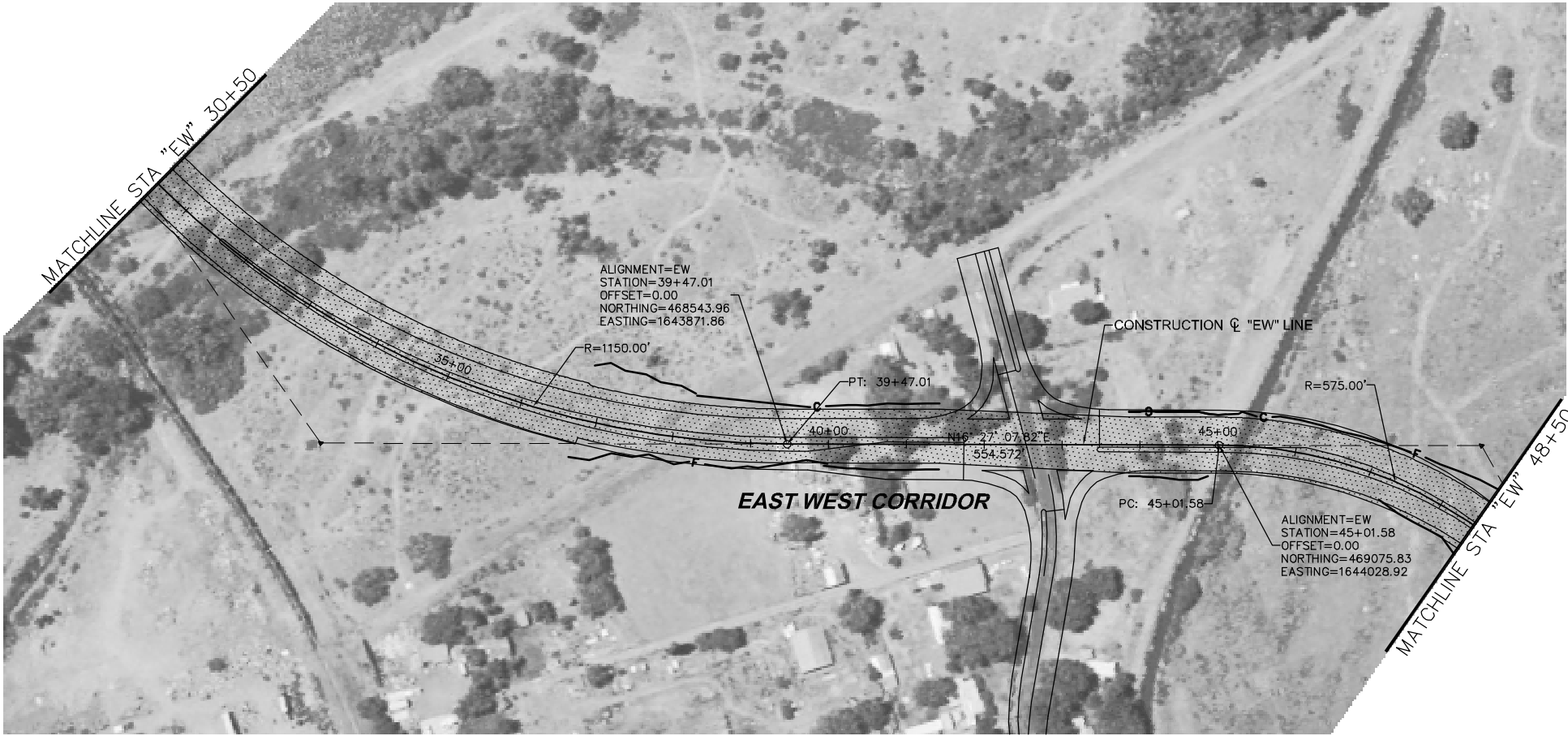
DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

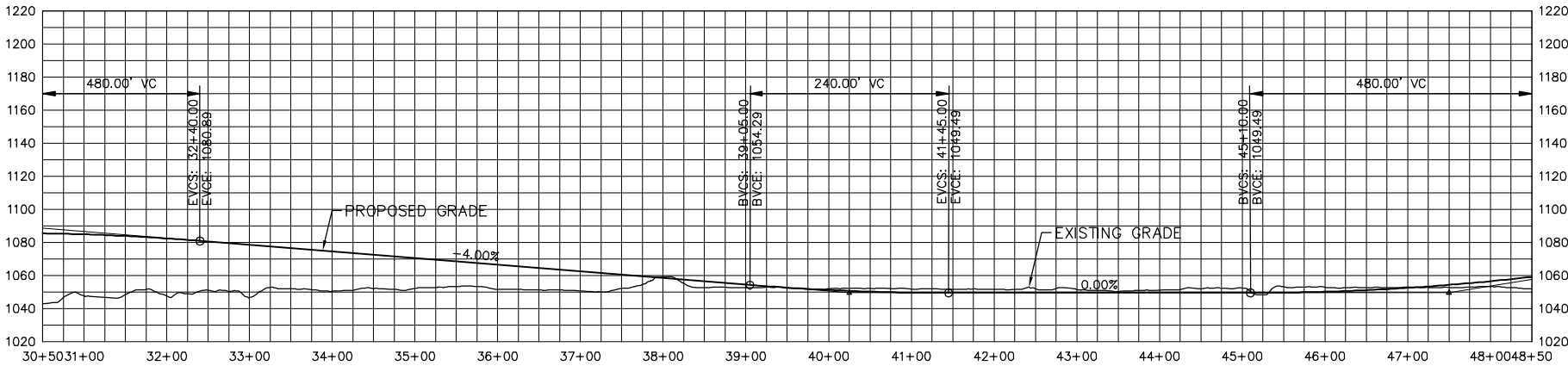
REVISION:

ALTERNATIVE 1
RIDGE TOP

FIGURE H1-1



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

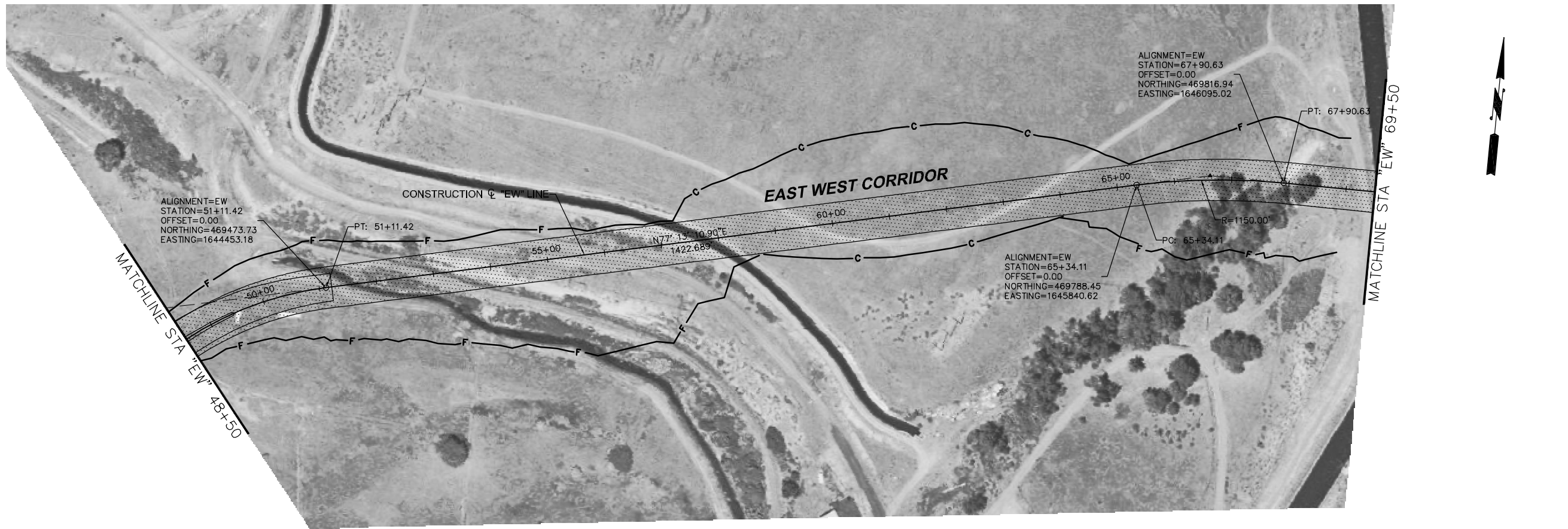
DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

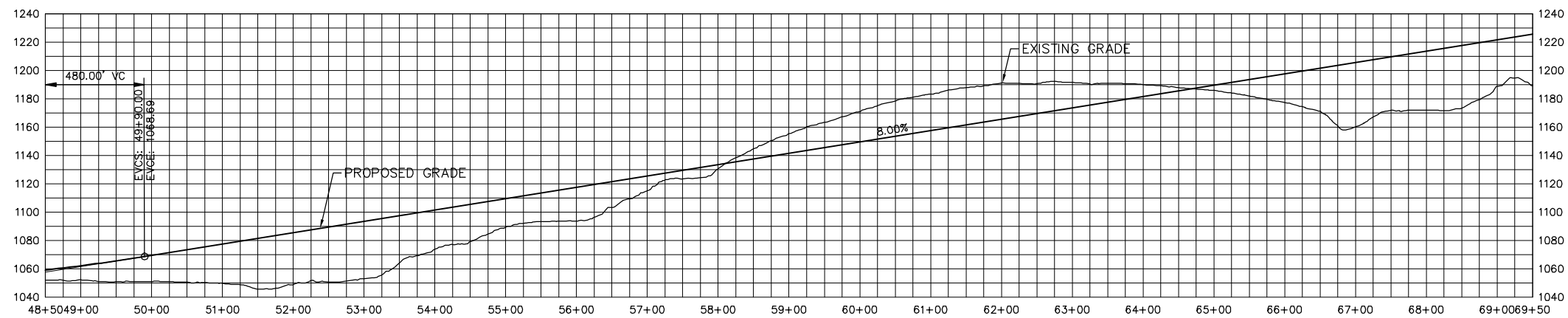
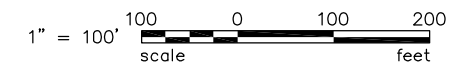
REVISION:

ALTERNATIVE 1
RIDGE TOP

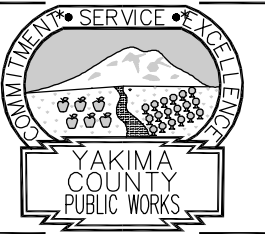
FIGURE H1-2



PLAN



PROFILE



EAST-WEST CORRIDOR ALIGNMENT ALTERNATIVES

FEDERAL AID NO.:

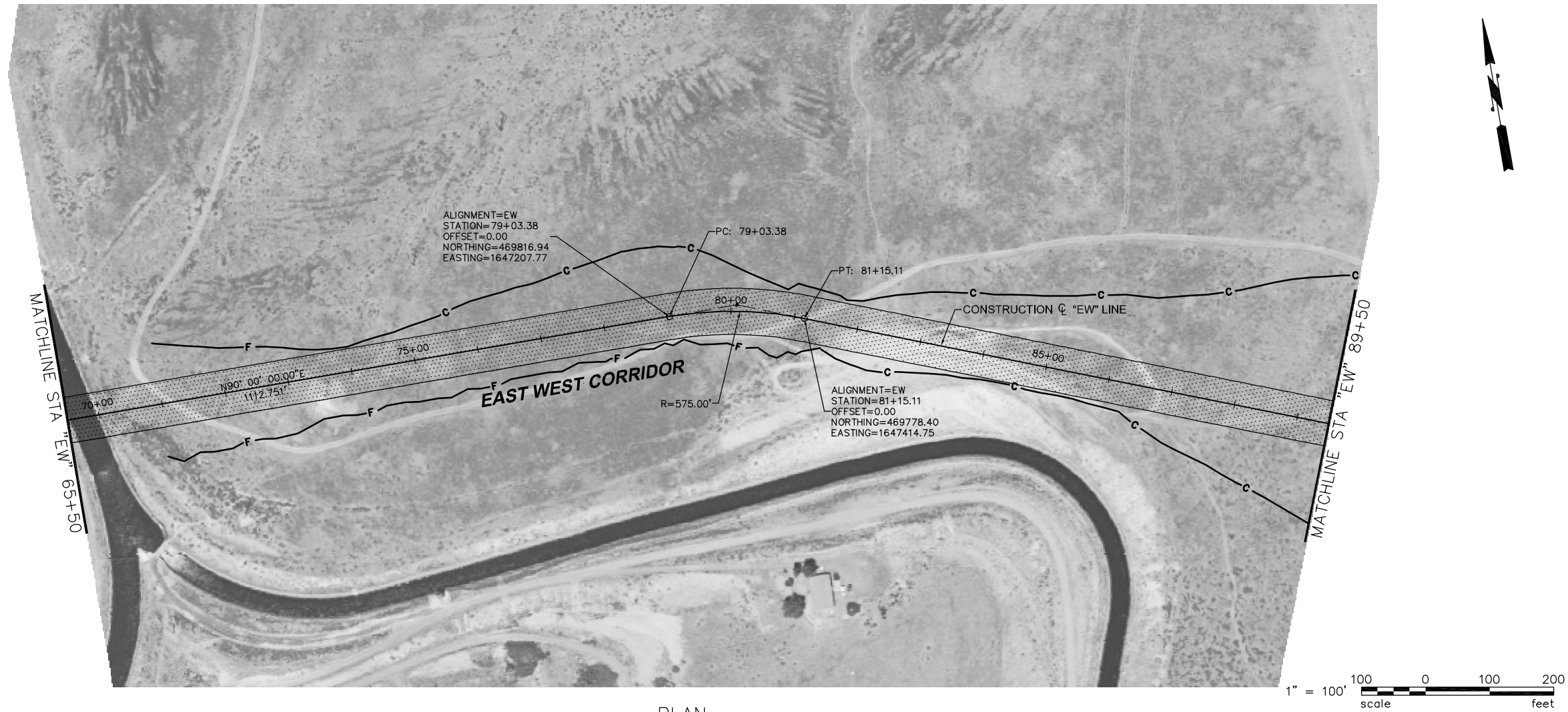
BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

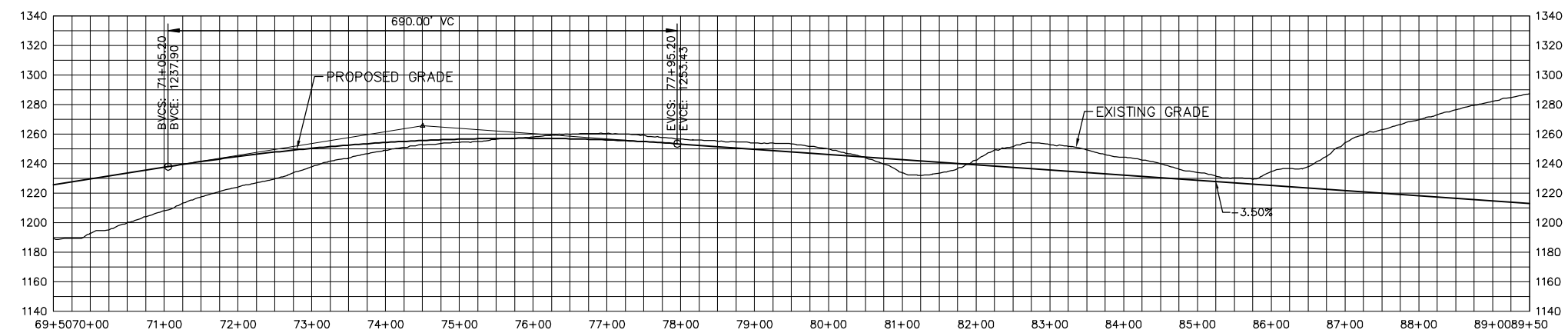
DRAWN: ARM	CHECKED BY: MRE
REVISION:	

ALTERNATIVE 1
RIDGE TOP

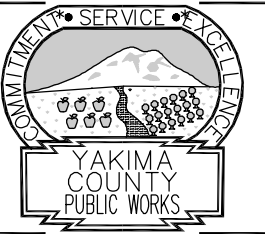
FIGURE H1-3



PLAN



PROFILE



EAST-WEST CORRIDOR ALIGNMENT ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

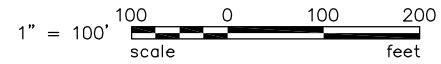
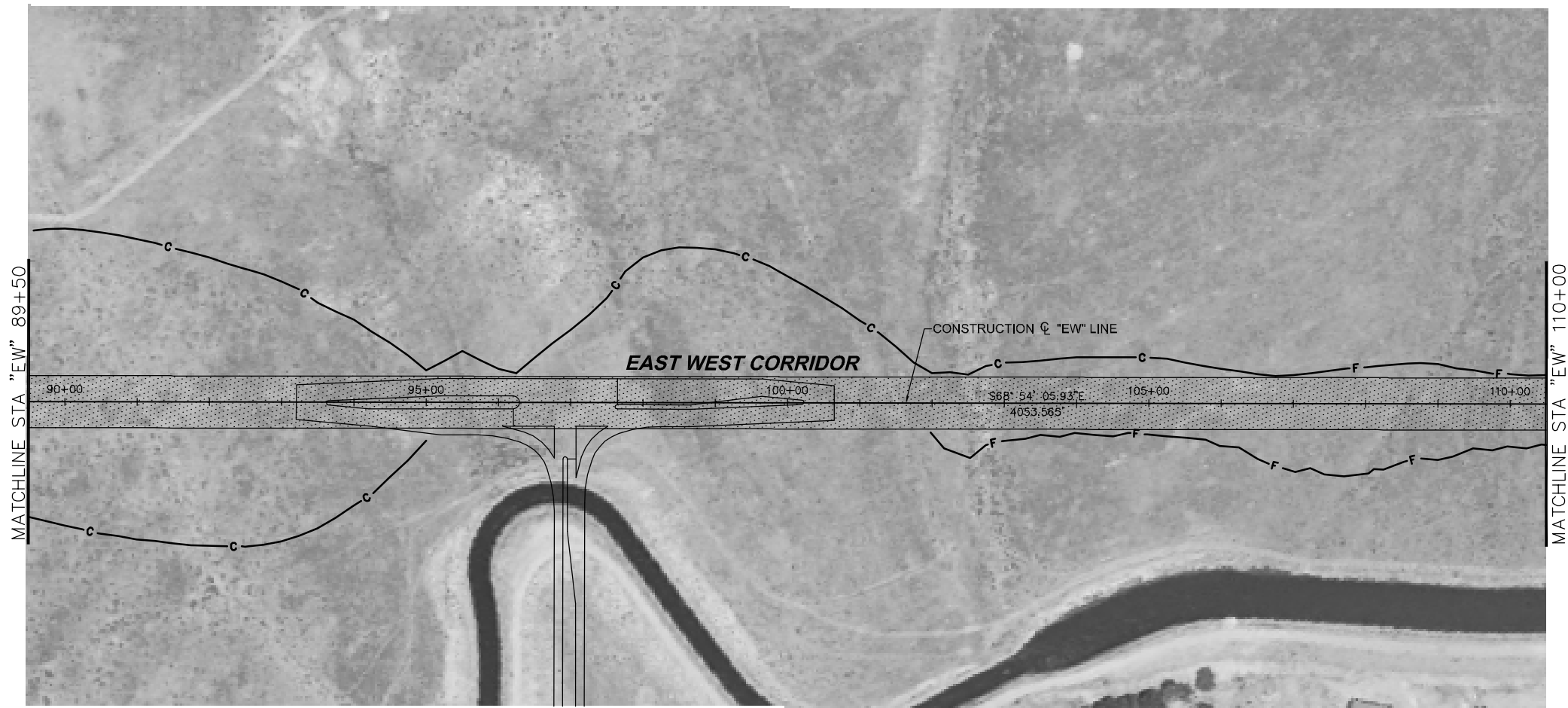
DATE: JUNE 17, 2011

DRAWN: ARM
CHECKED BY: MRE

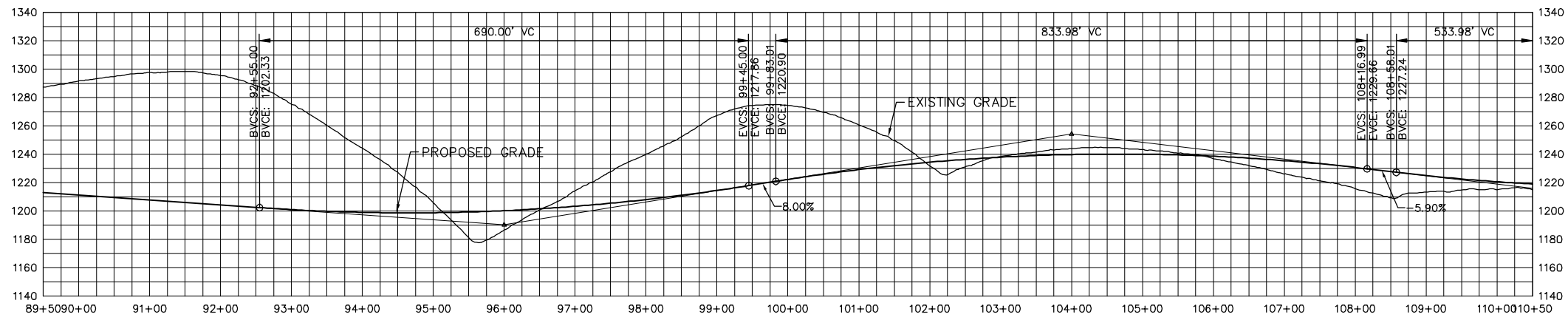
REVISION:

ALTERNATIVE 1
RIDGE TOP

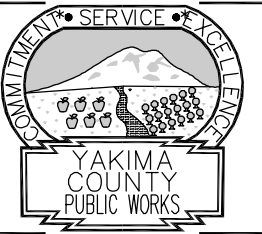
FIGURE H1-4



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

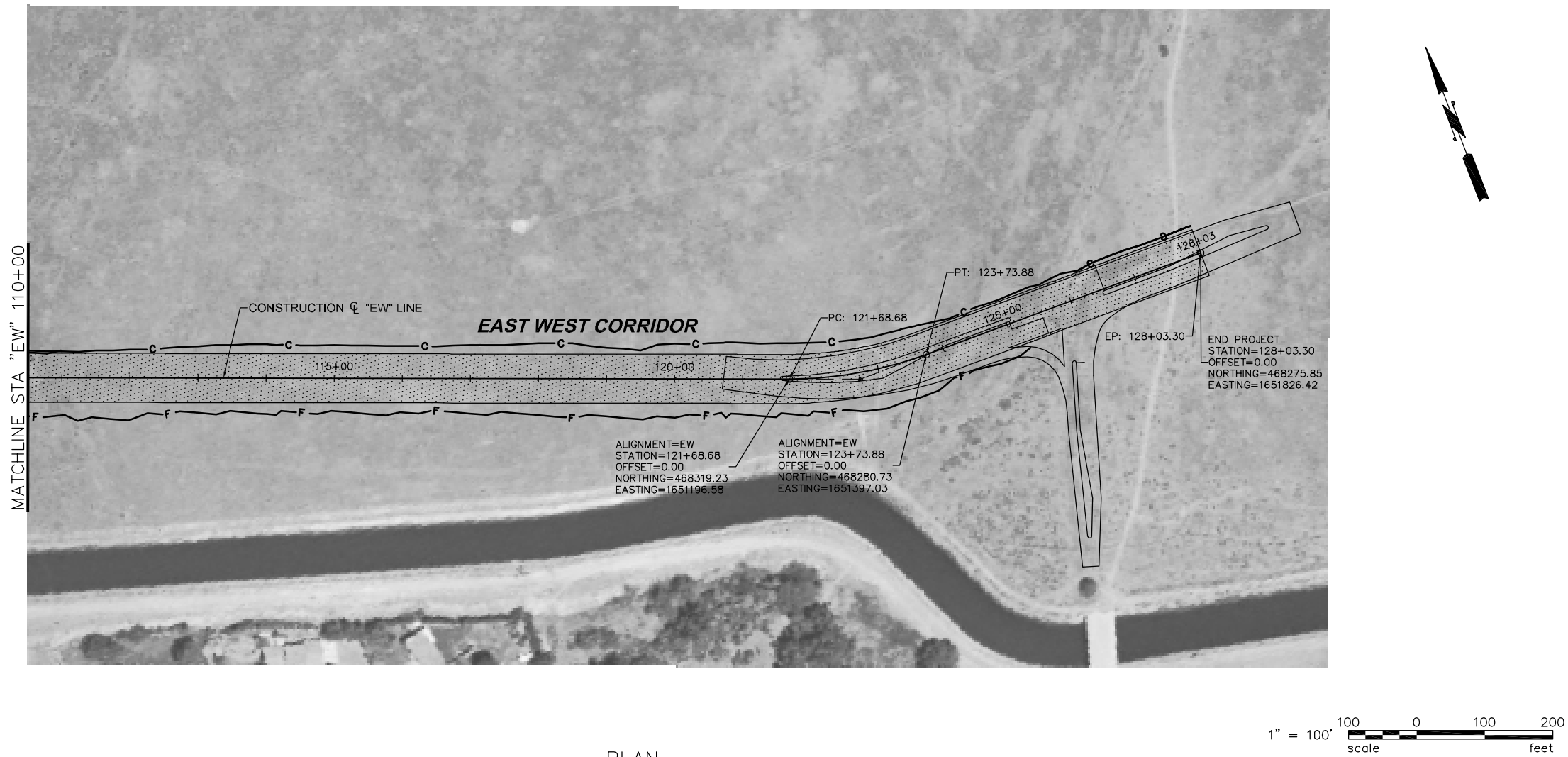
BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

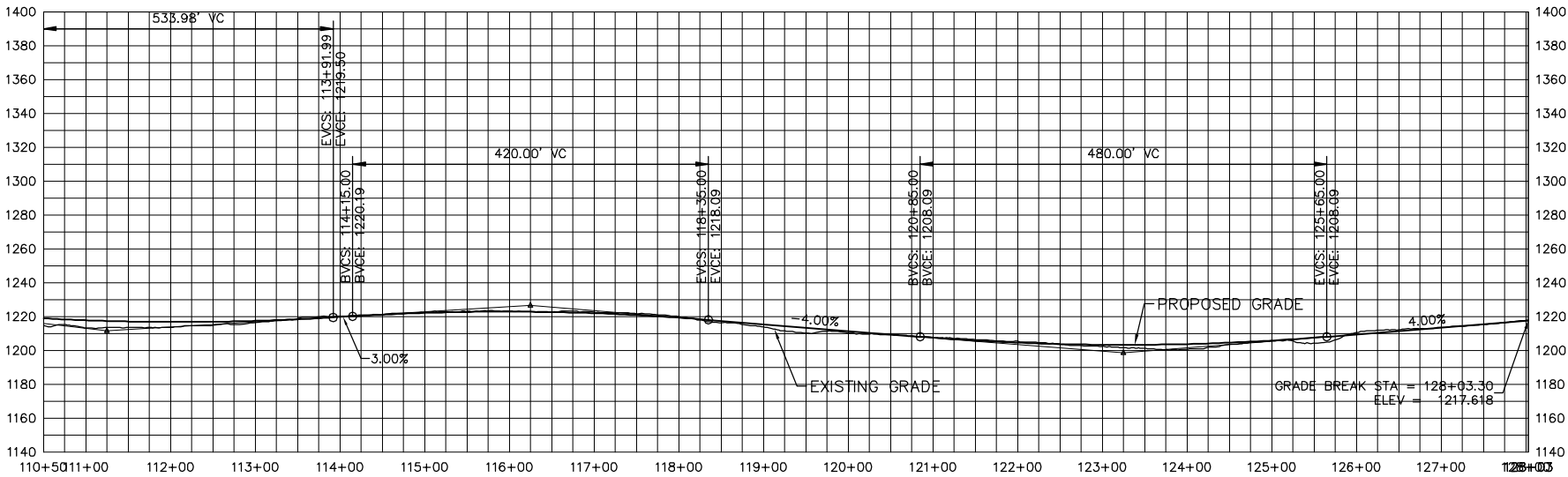
DRAWN: ARM		CHECKED BY: MRE	
REVISION:			

ALTERNATIVE 1
RIDGE TOP

FIGURE H1-5



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:



DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

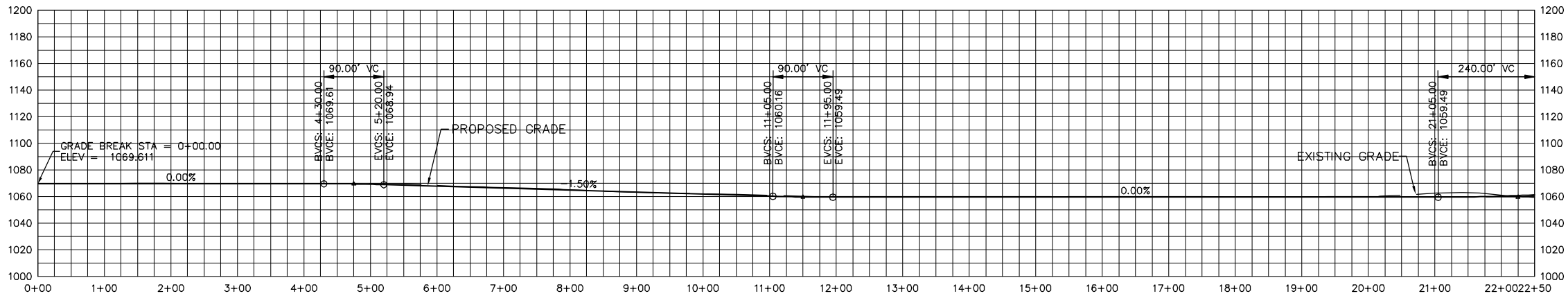
REVISION:

ALTERNATIVE 1
RIDGE TOP

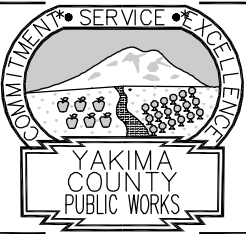
FIGURE H1-6



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

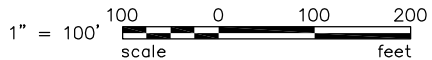
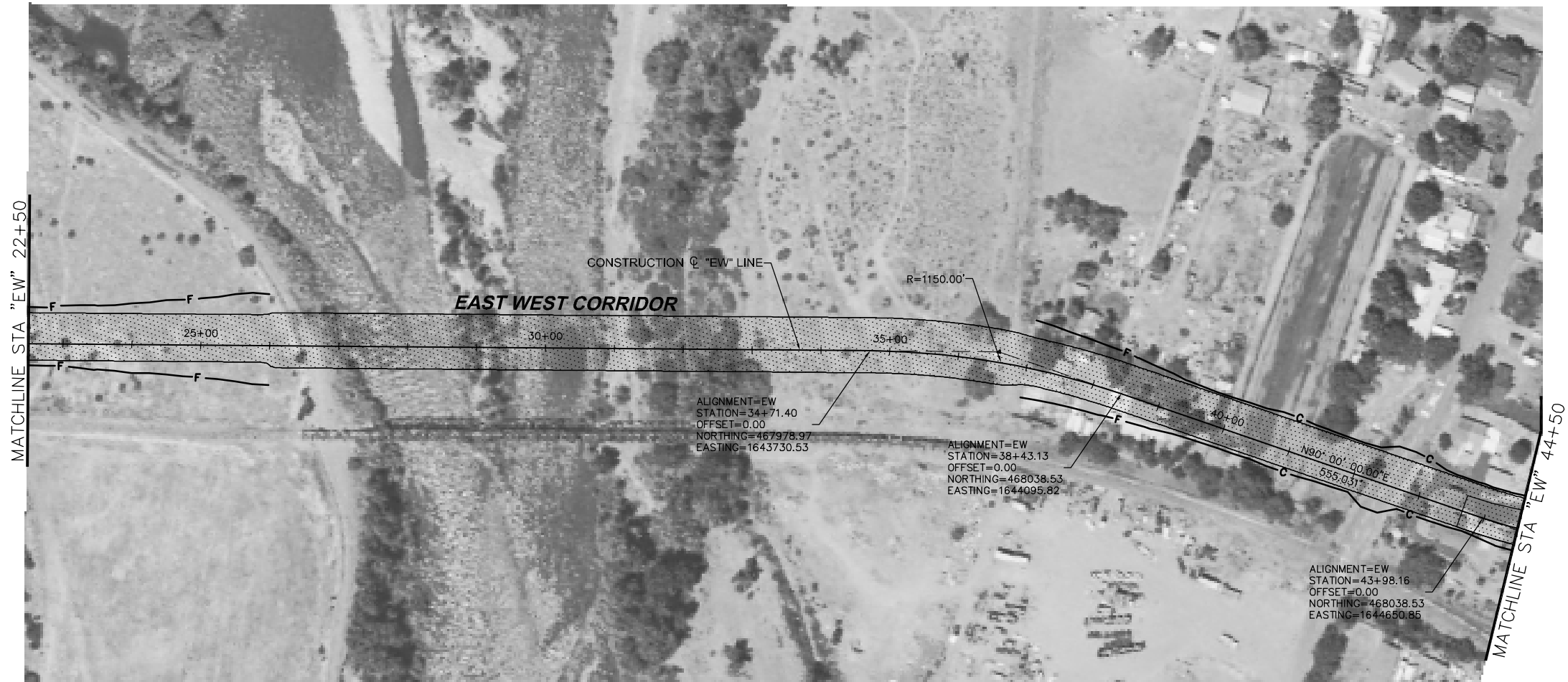
DATE: JUNE 17, 2011

DRAWN: ARM
CHECKED BY: MRE

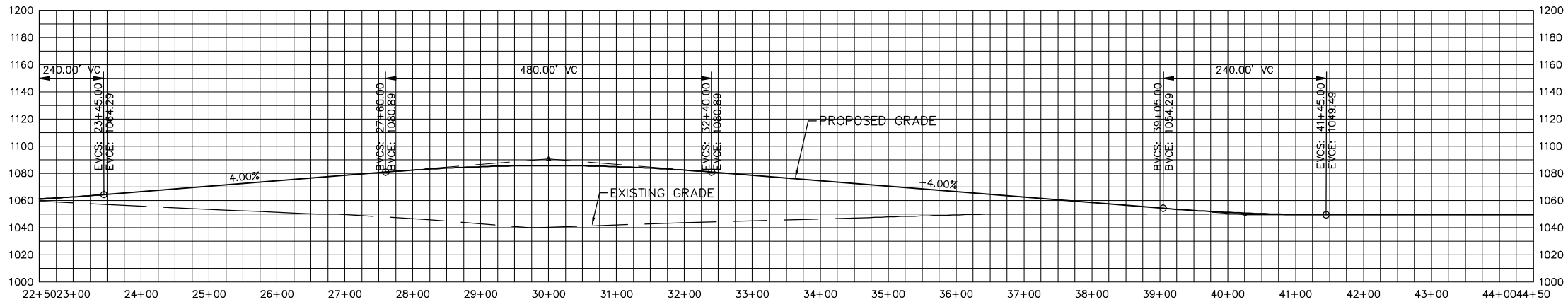
REVISION:

ALTERNATIVE 2
REST HAVEN BENCH

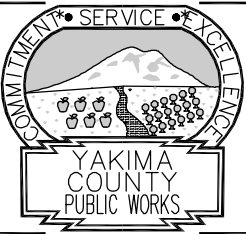
FIGURE H2-1



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

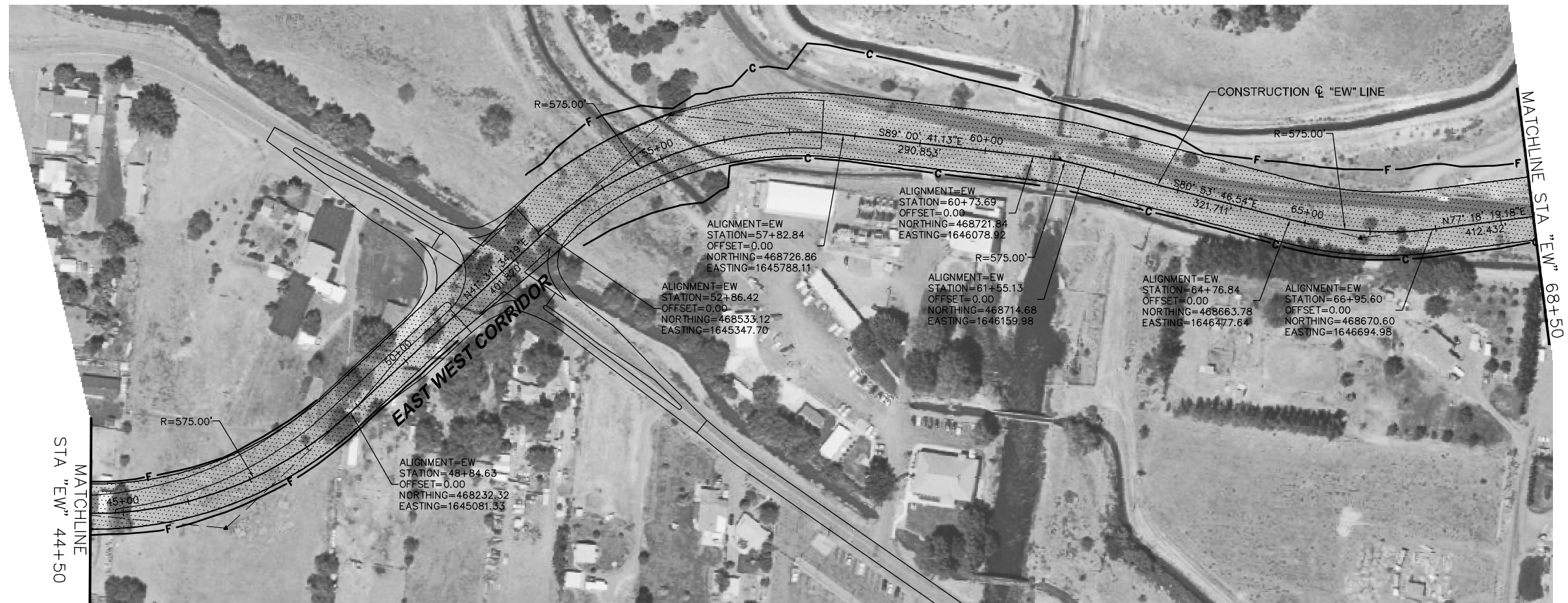
DATE: JUNE 17, 2011

DRAWN: ARM
CHECKED BY: MRE

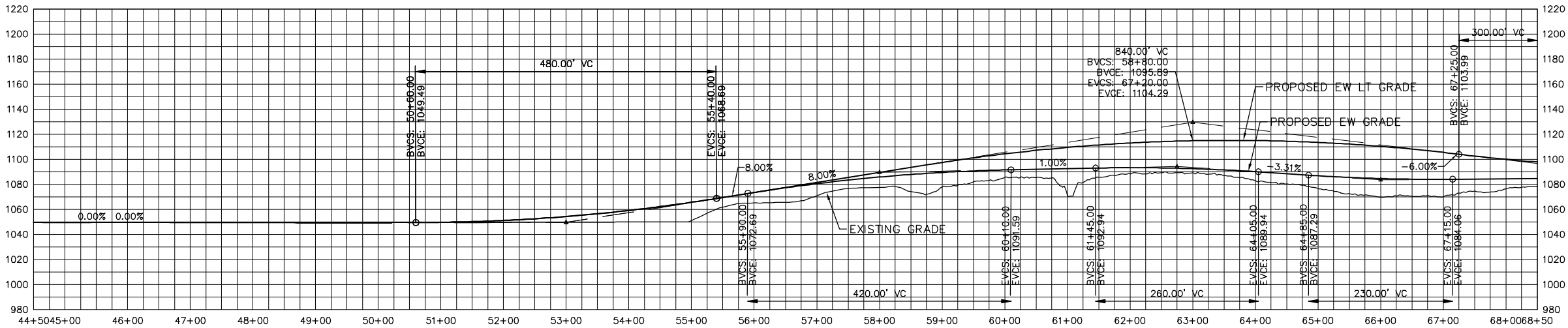
REVISION:

ALTERNATIVE 2
REST HAVEN BENCH

FIGURE H2-2



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

DRAWN: ARM
CHECKED BY: MRE

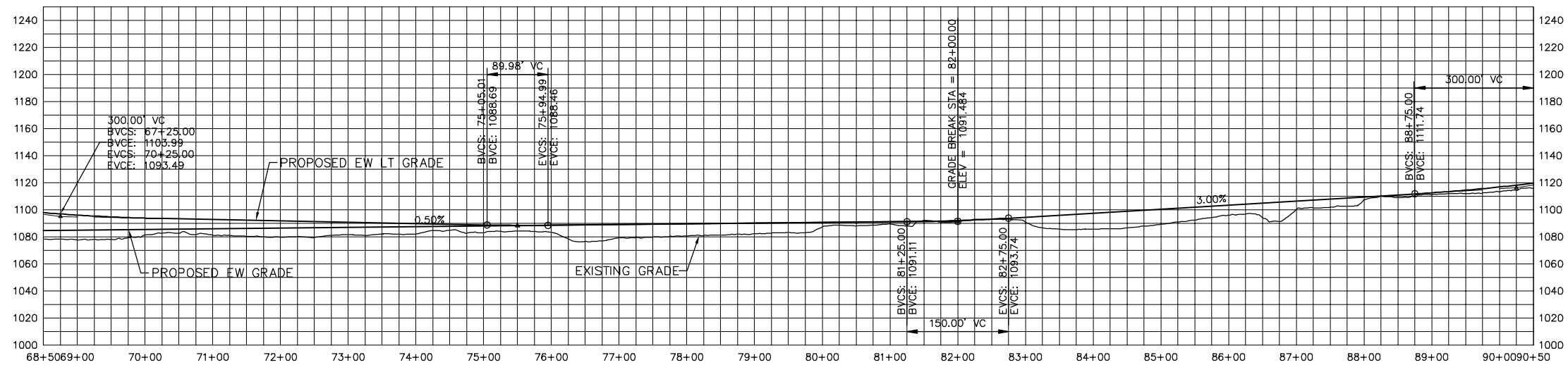
REVISION:

ALTERNATIVE 2
REST HAVEN BENCH

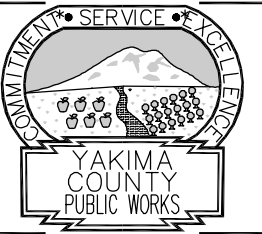
FIGURE H2-3



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

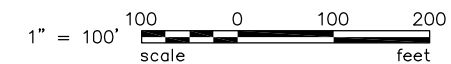
BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

DRAWN: ARM	CHECKED BY: MRE
REVISION:	

ALTERNATIVE 2
REST HAVEN BENCH

FIGURE H2-4



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

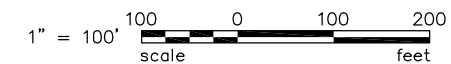
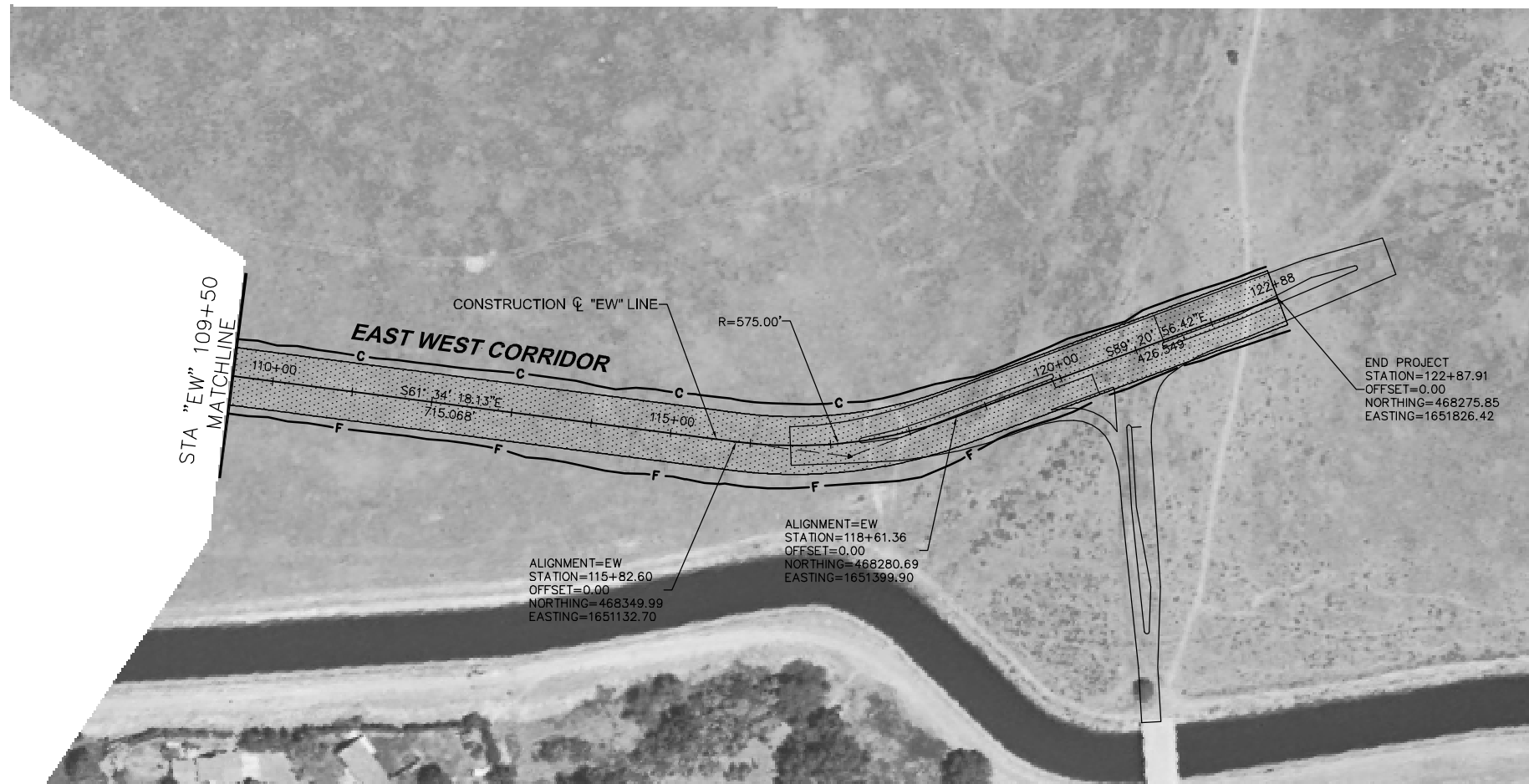
BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

DRAWN: ARM	CHECKED BY: MRE
REVISION:	

ALTERNATIVE 2
REST HAVEN BENCH

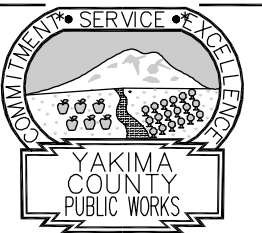
FIGURE H2-5



PLAN



PROFILE



EAST-WEST CORRIDOR ALIGNMENT ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

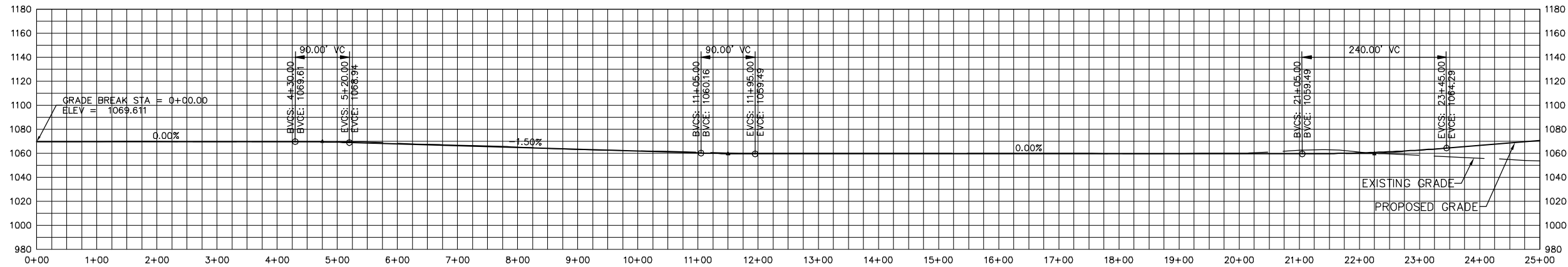
DRAWN: ARM	CHECKED BY: MRE
REVISION:	

ALTERNATIVE 2
REST HAVEN BENCH

FIGURE H2-6



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

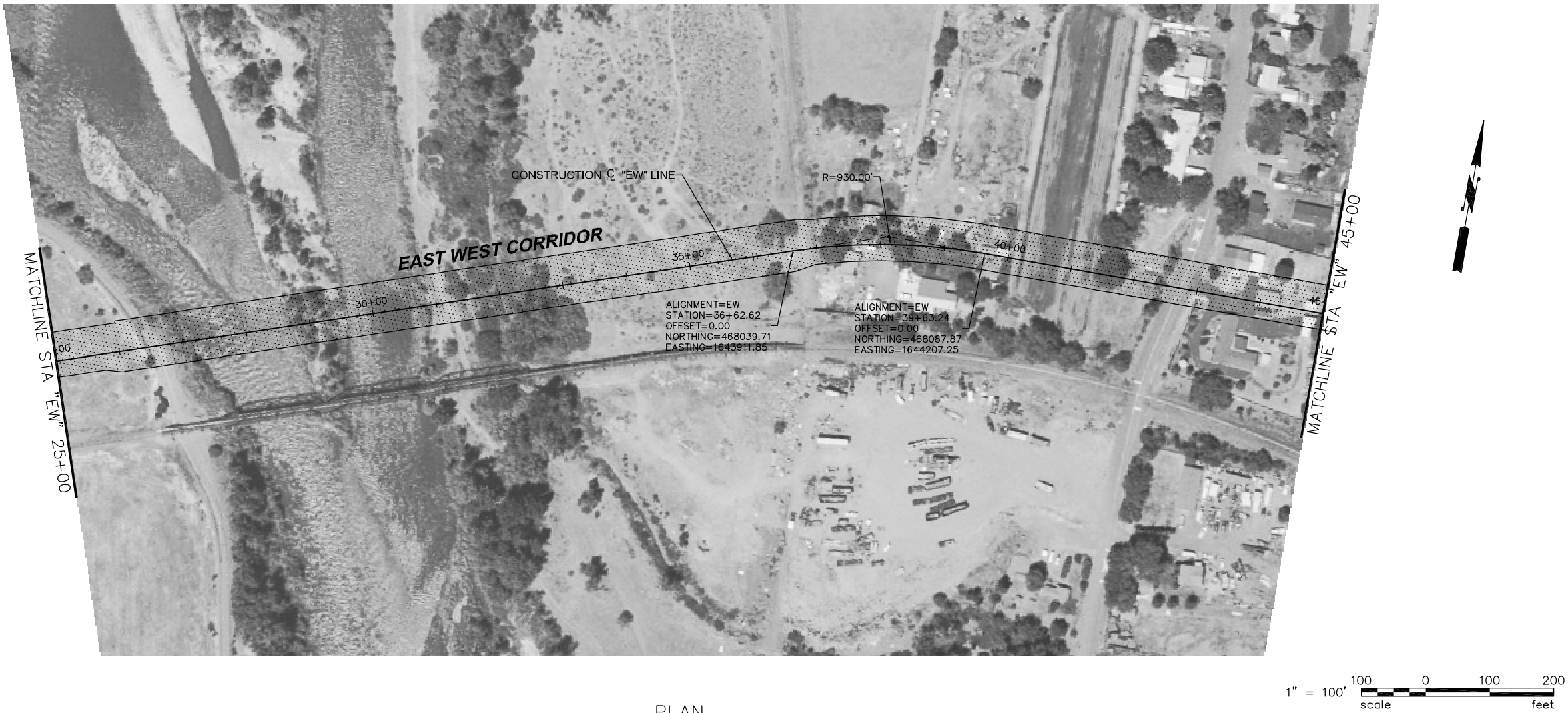
DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

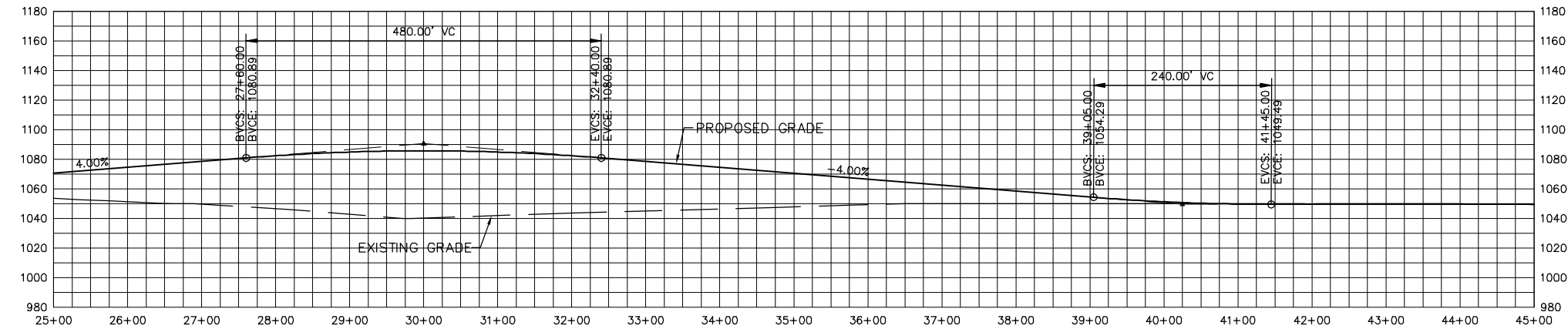
REVISION:

ALTERNATIVE 3
RIDGE BASE

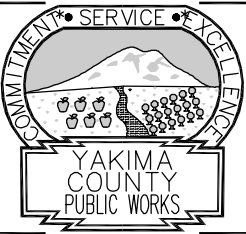
FIGURE H3-1



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

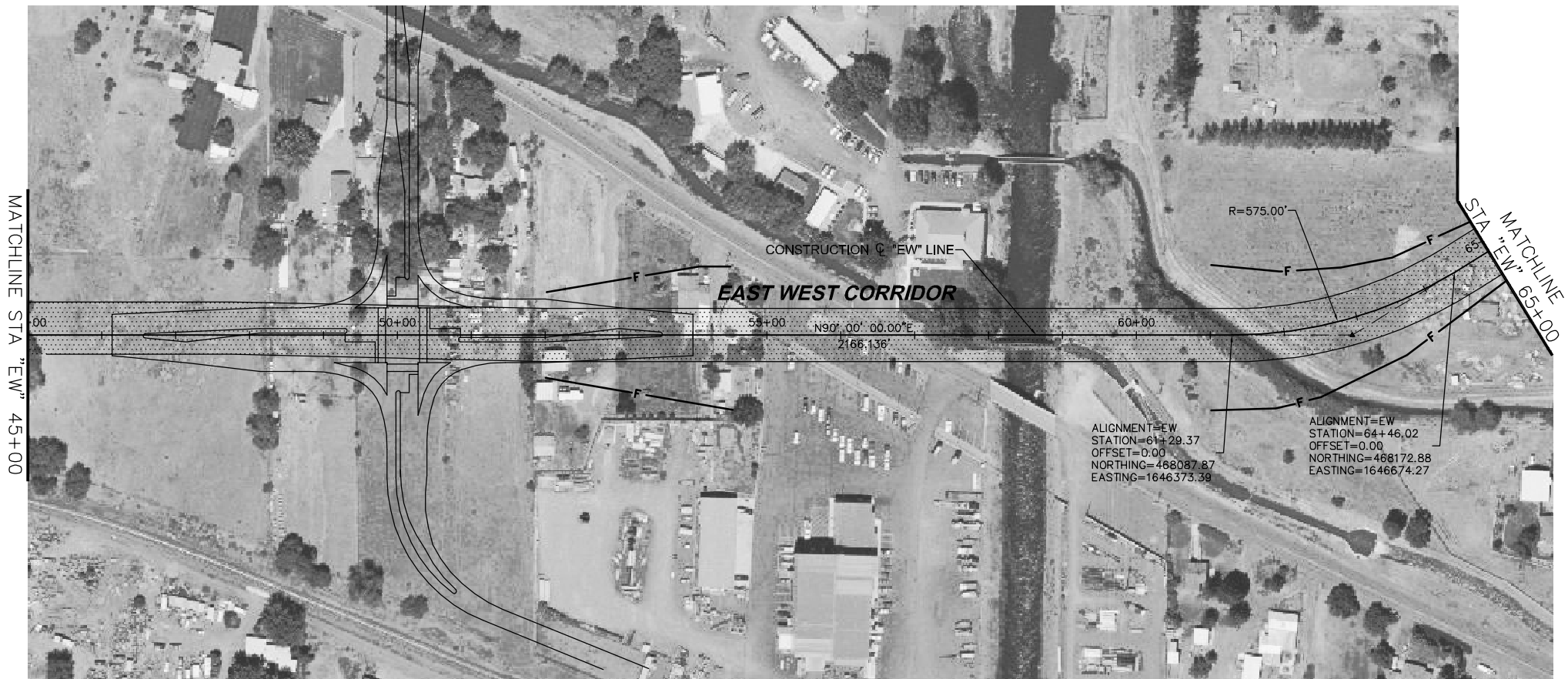
DATE: JUNE 17, 2011

DRAWN: ARM
CHECKED BY: MRE

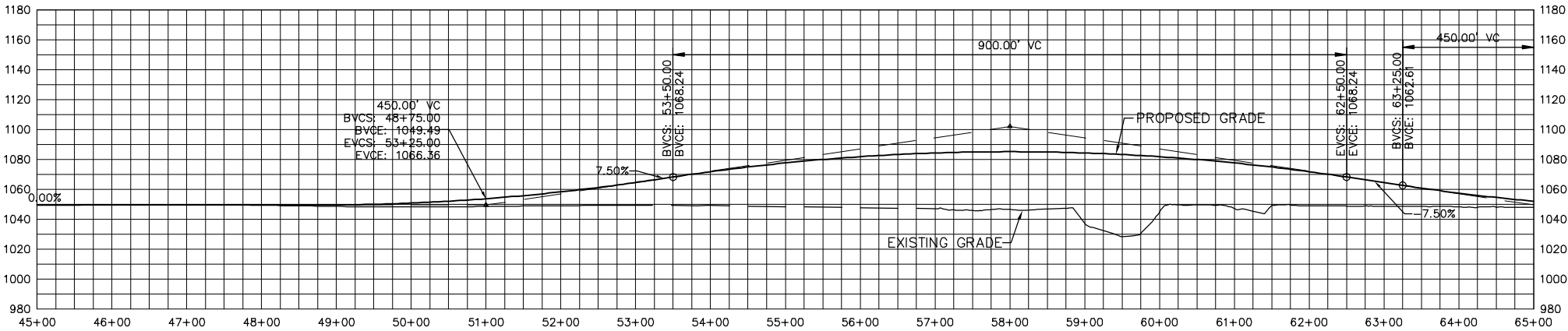
REVISION:

ALTERNATIVE 3
RIDGE BASE

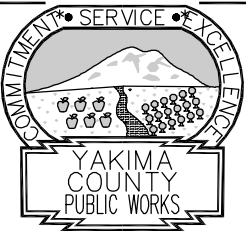
FIGURE H3-2



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

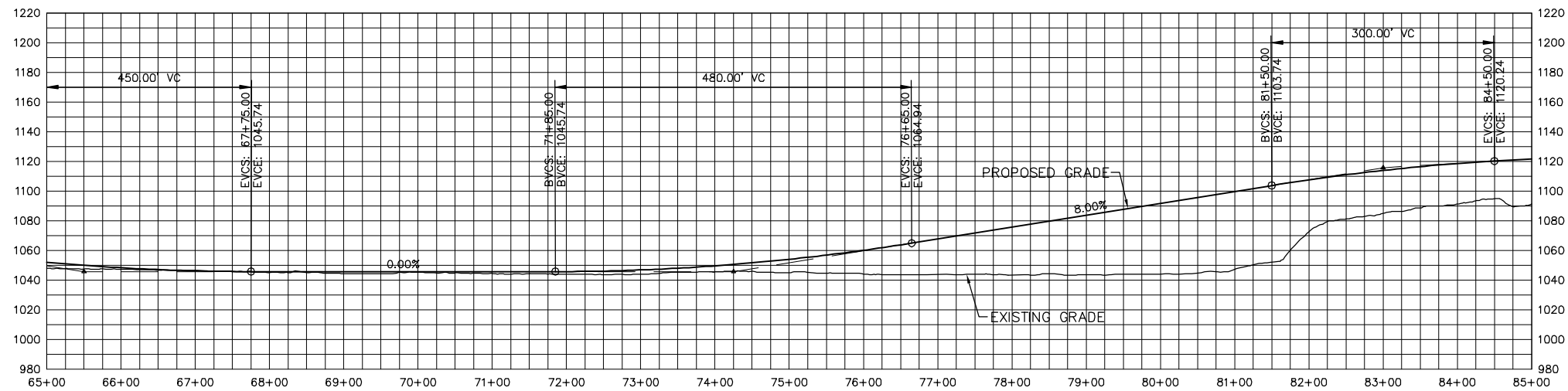
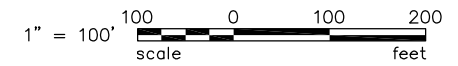
REVISION:

ALTERNATIVE 3
RIDGE BASE

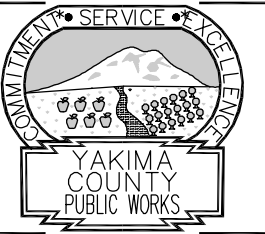
FIGURE H3-3



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:



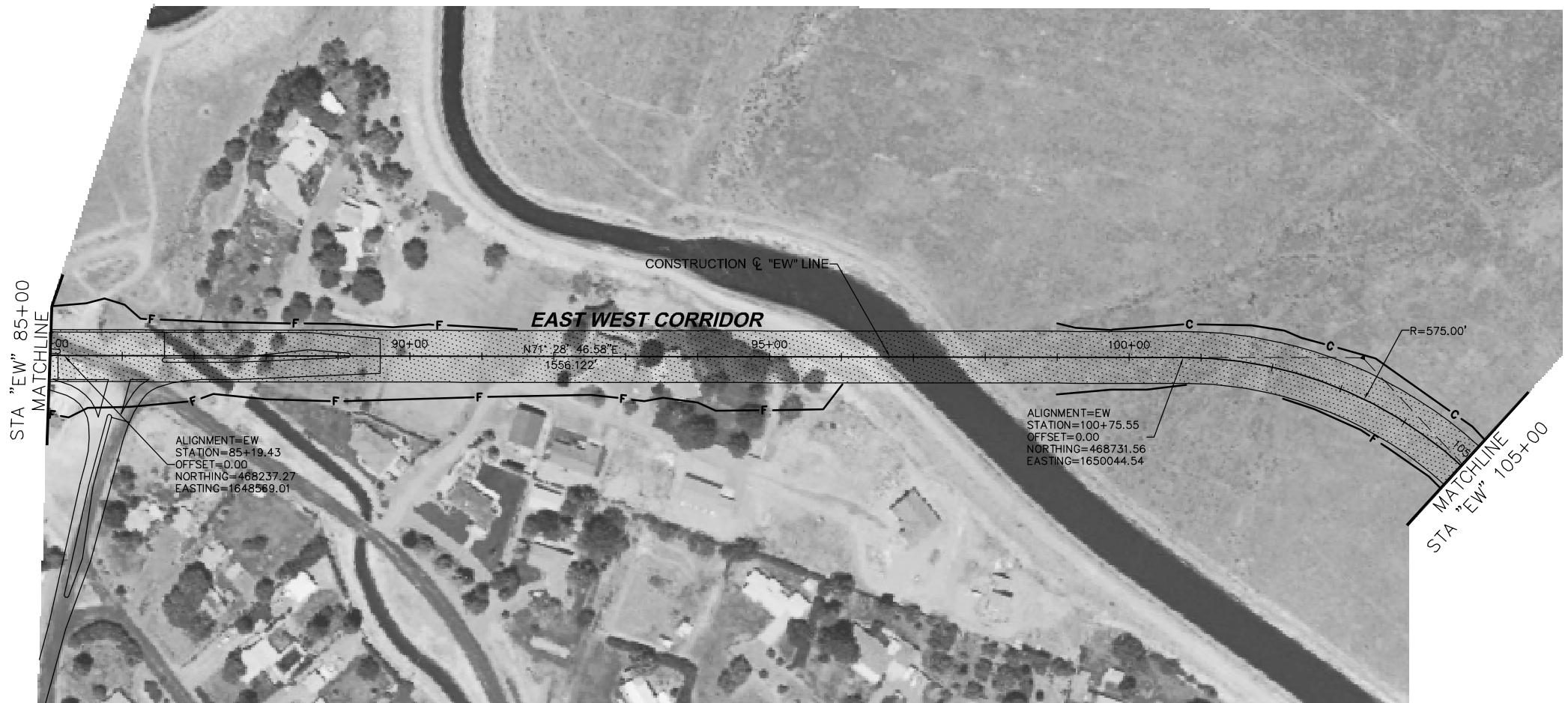
DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

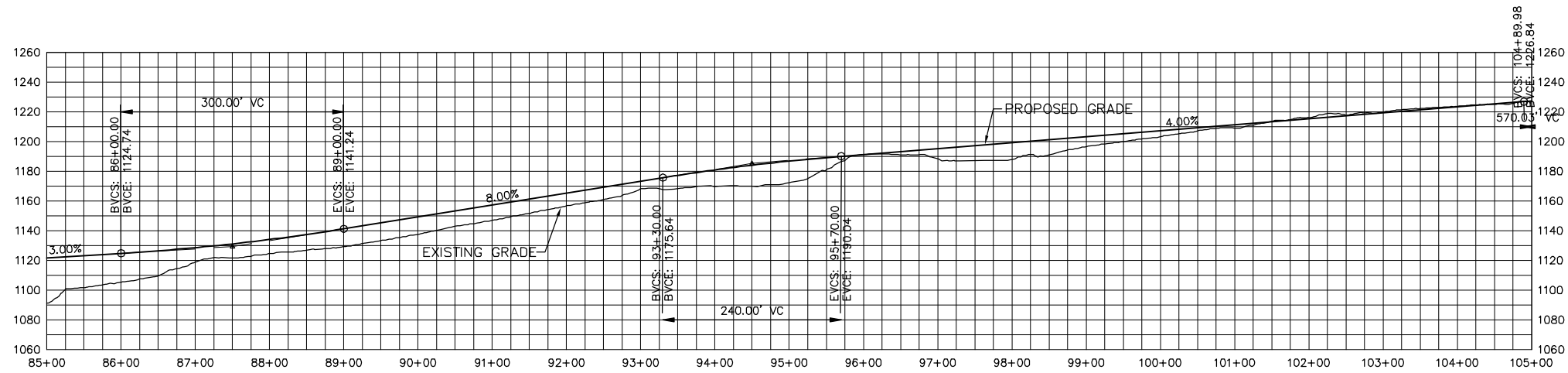
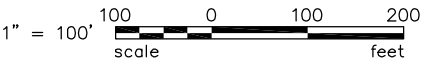
REVISION:

ALTERNATIVE 3
RIDGE BASE

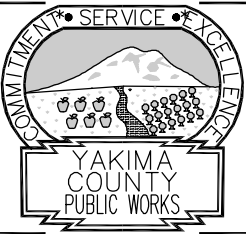
FIGURE H3-4



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

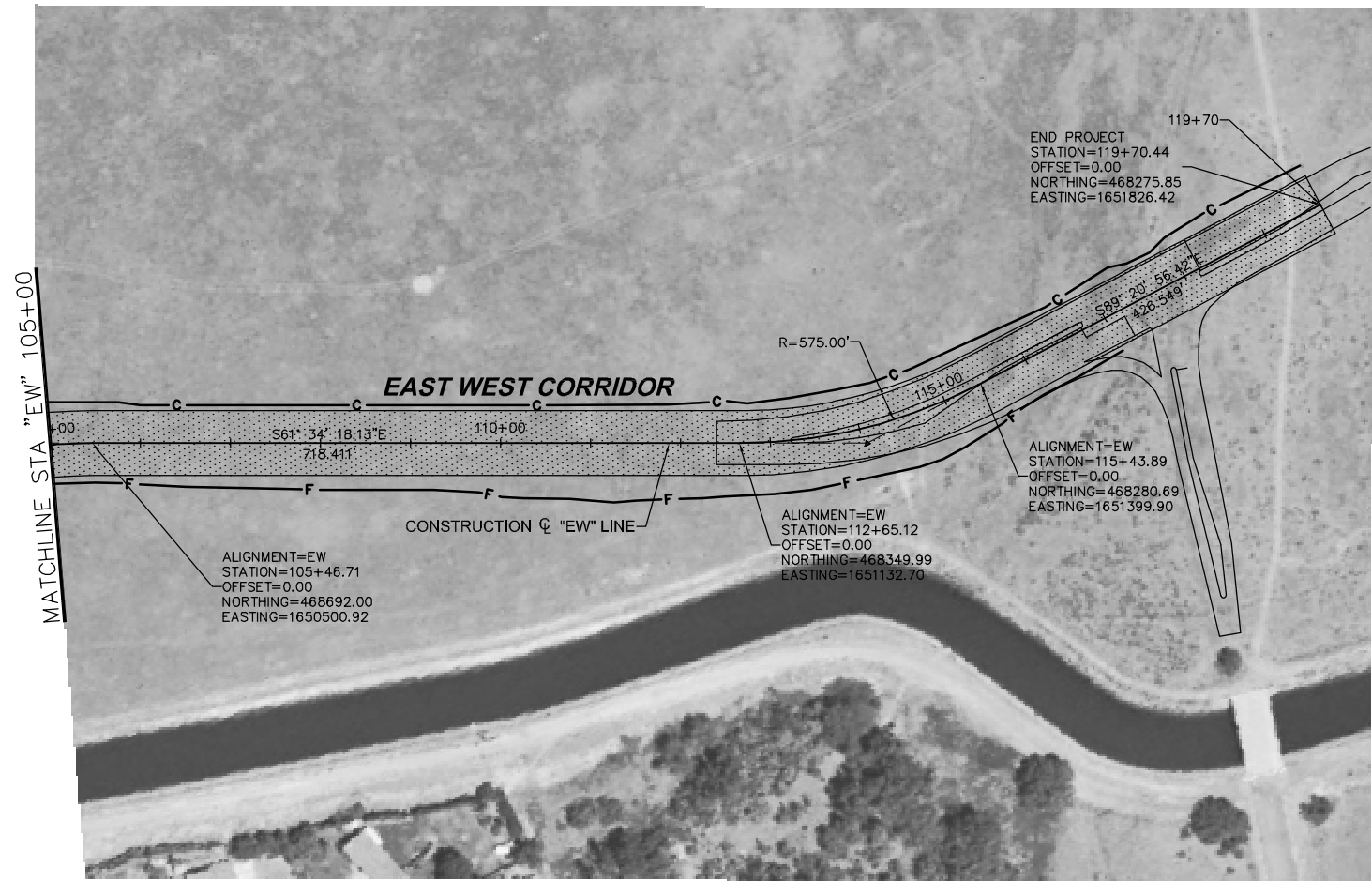
DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

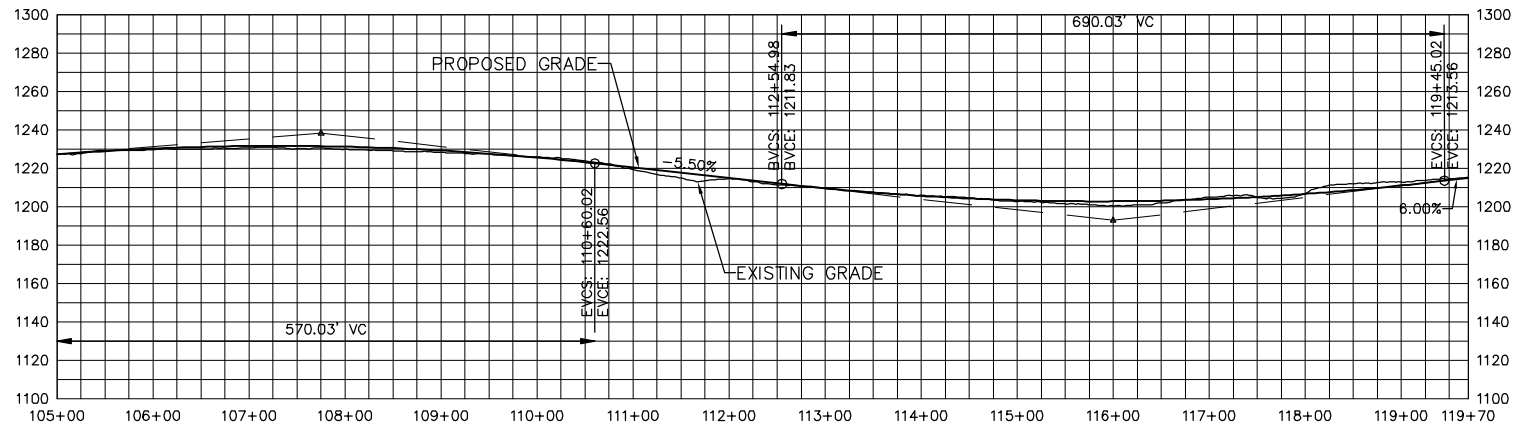
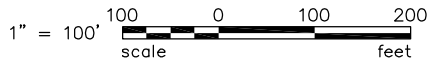
REVISION:

ALTERNATIVE 3
RIDGE BASE

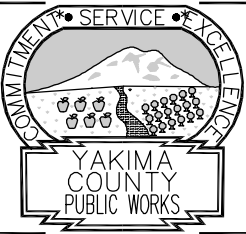
FIGURE H3-5



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:



DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

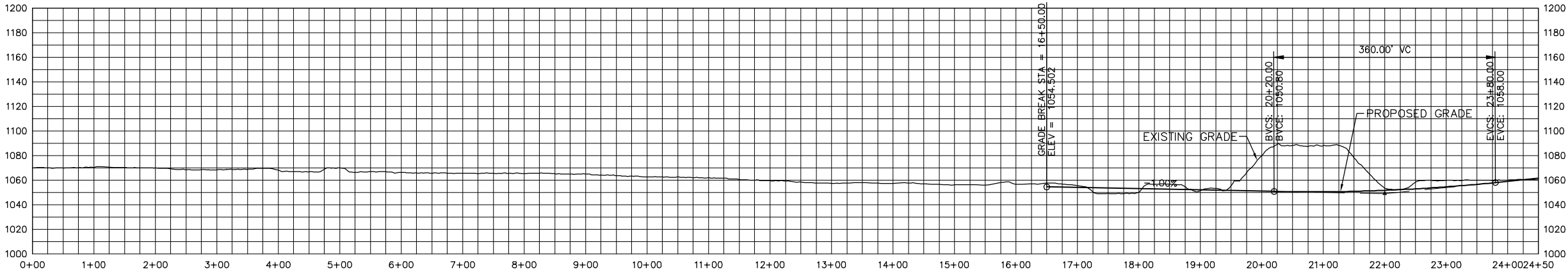
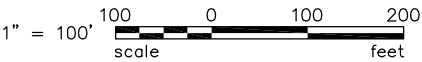
REVISION:

ALTERNATIVE 3
RIDGE BASE

FIGURE H3-6



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

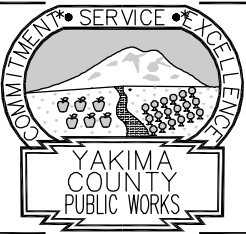
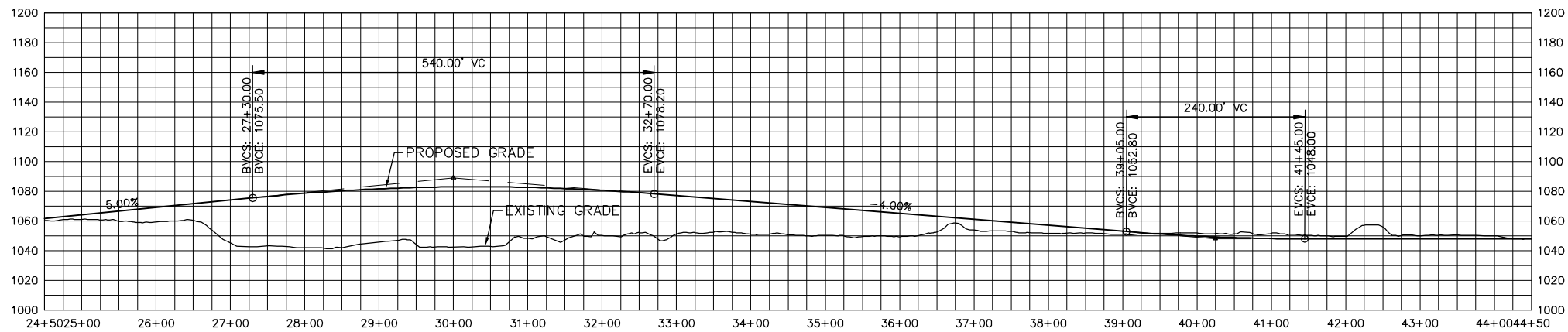
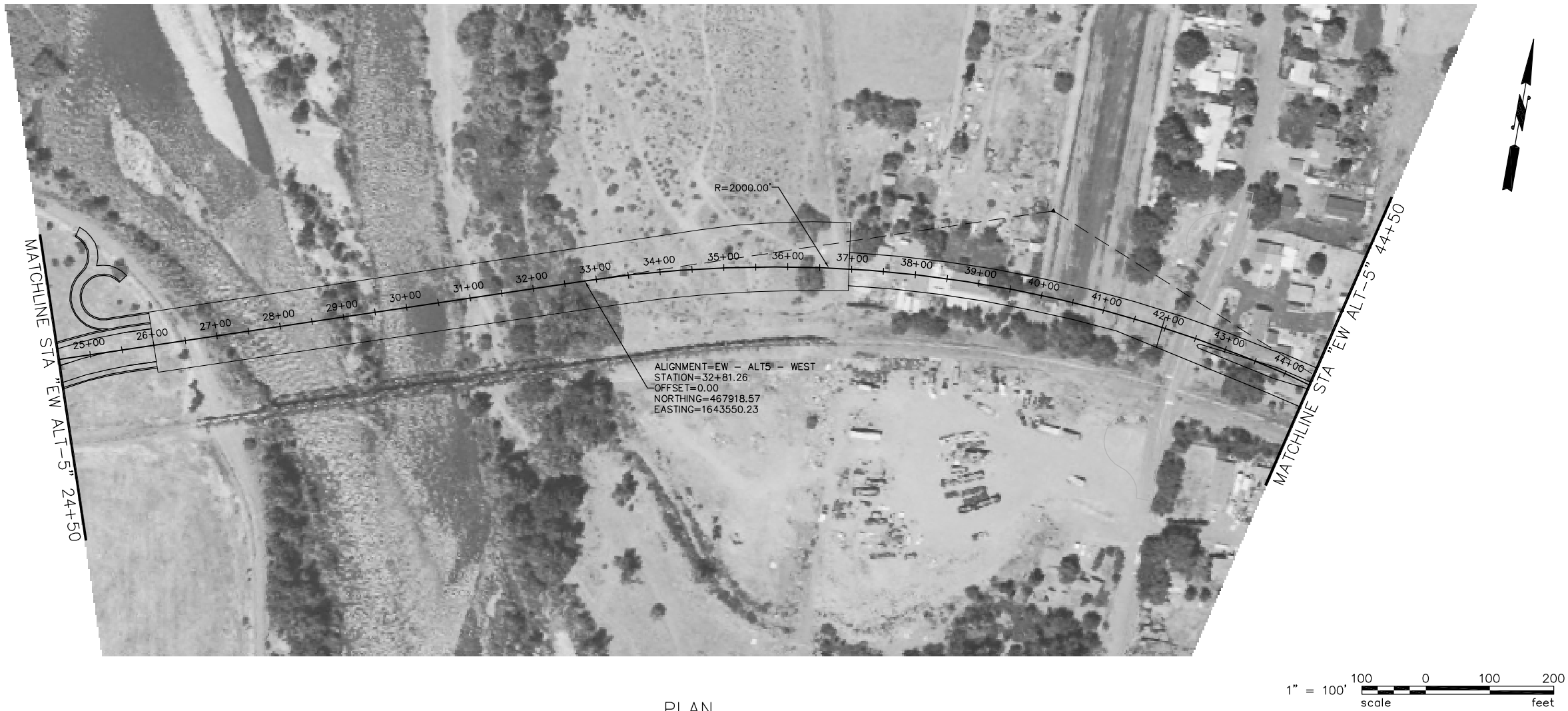
DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

REVISION:

ALTERNATIVE 4
LOWLANDS

FIGURE H4-1



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

REVISION:

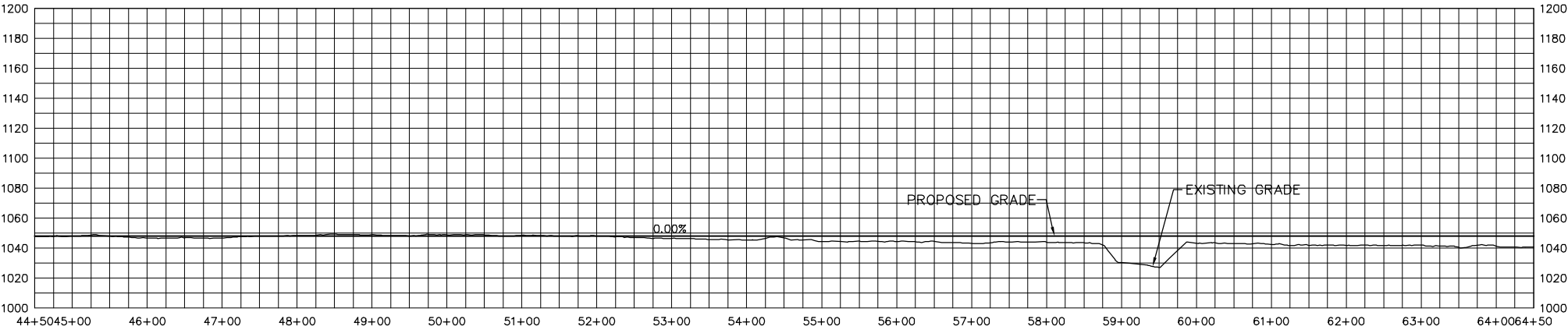
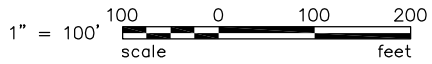
ALTERNATIVE 4
LOWLANDS

FIGURE H4-2



ALIGNMENT=EW - ALT5 - WEST
STATION=47+01.15
OFFSET=0.00
NORTHING=467874.47
EASTING=1644939.79

PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

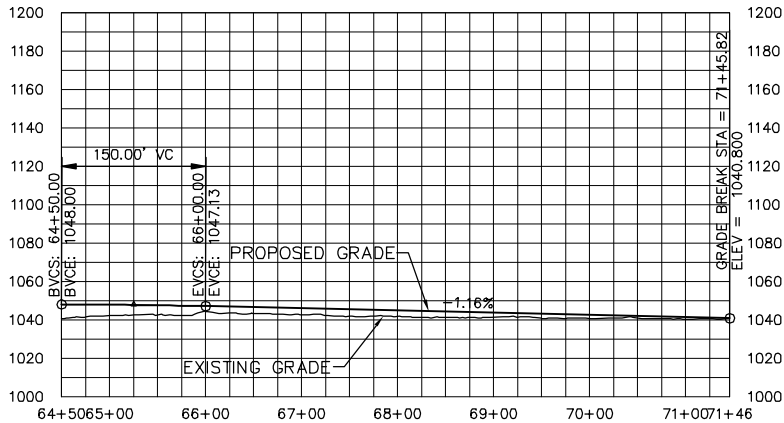
REVISION:

ALTERNATIVE 4
LOWLANDS

FIGURE H4-3



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

DRAWN: ARM
CHECKED BY: MRE

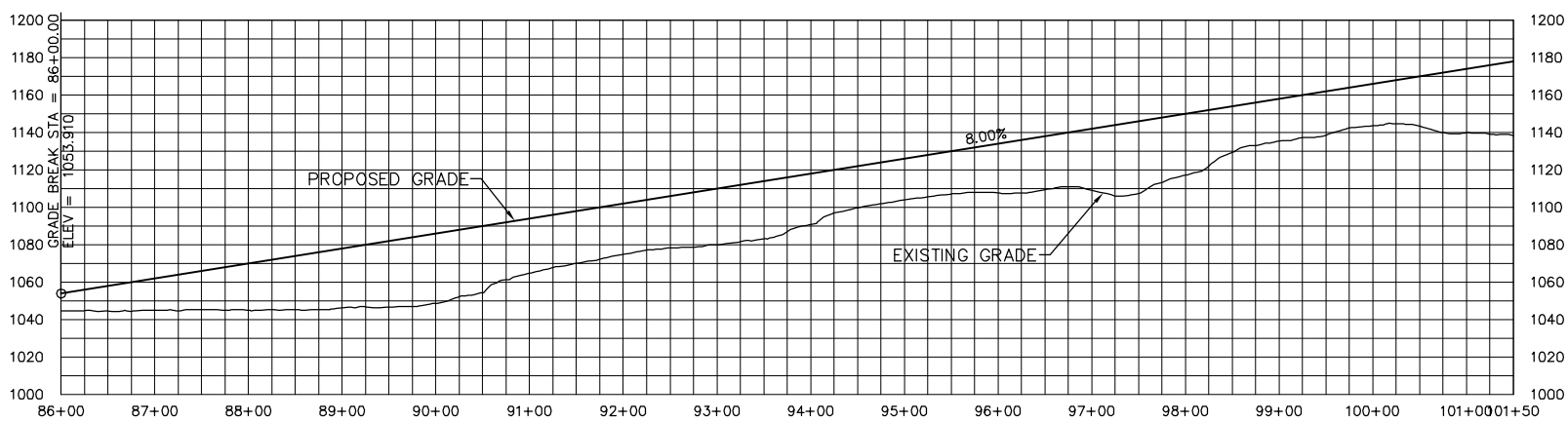
REVISION:

ALTERNATIVE 4
LOWLANDS

FIGURE H4-4



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

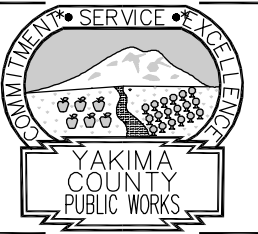
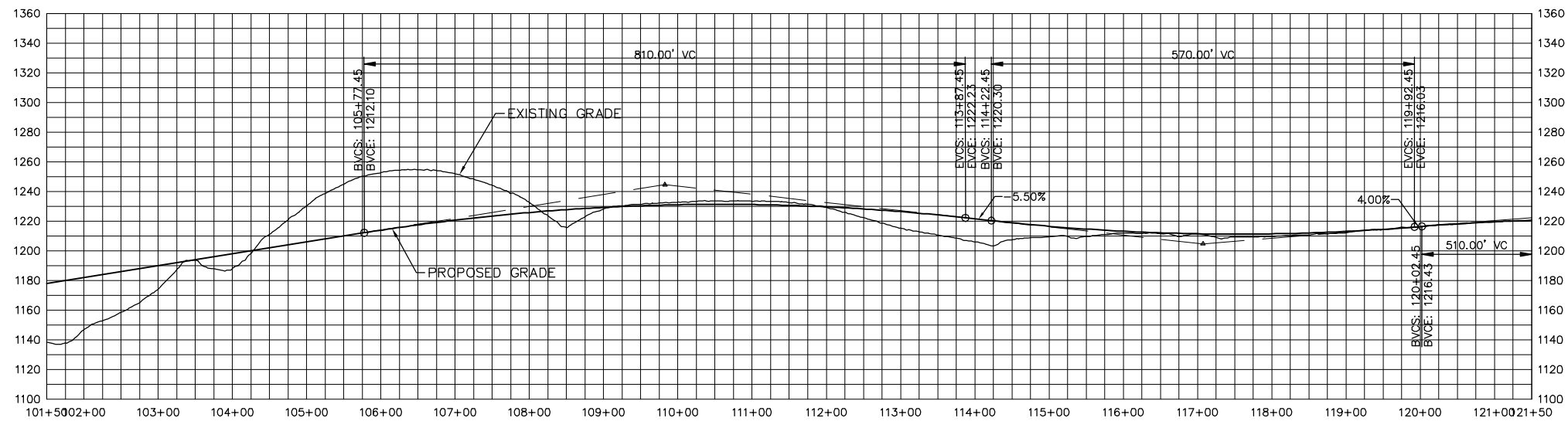
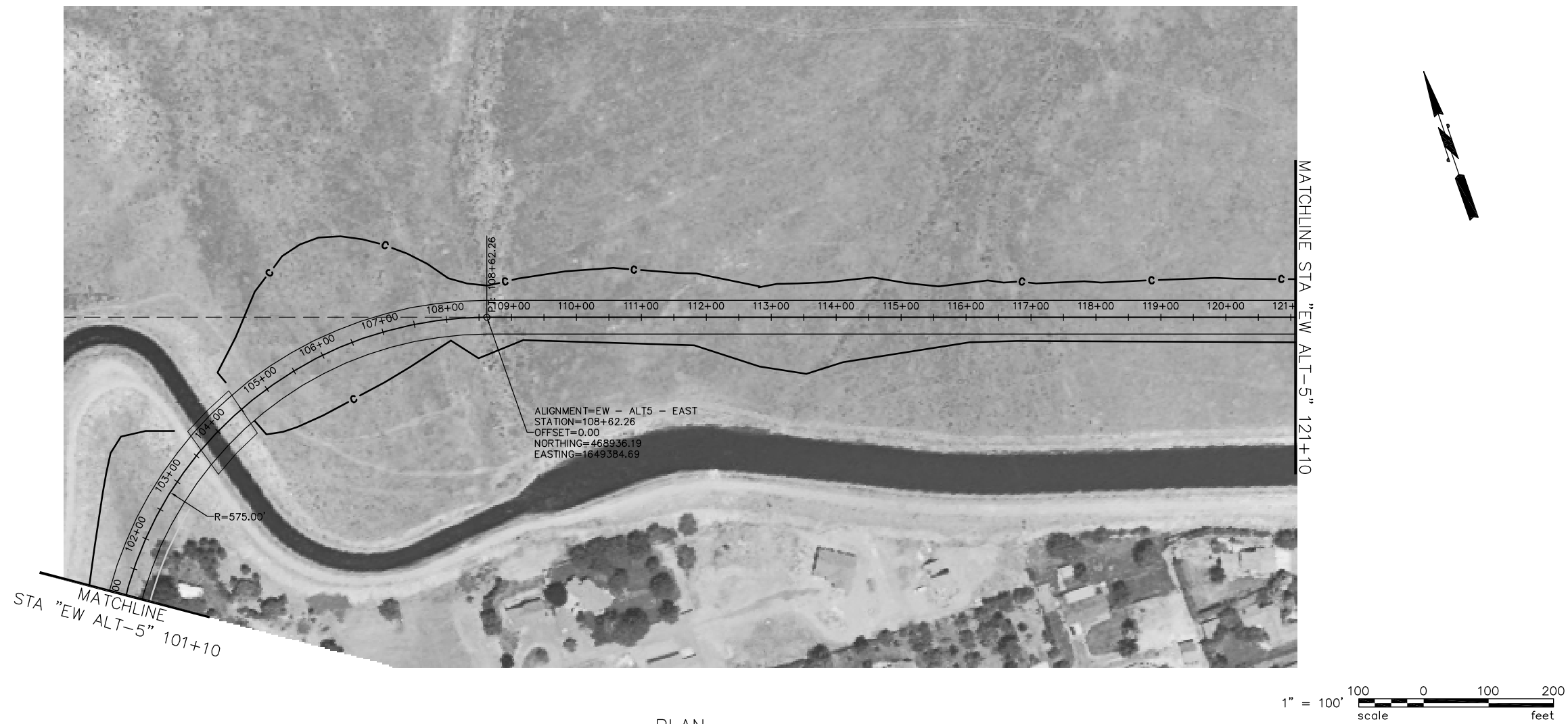
DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

REVISION:

ALTERNATIVE 4
LOWLANDS

FIGURE H4-5



EAST-WEST CORRIDOR ALIGNMENT ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

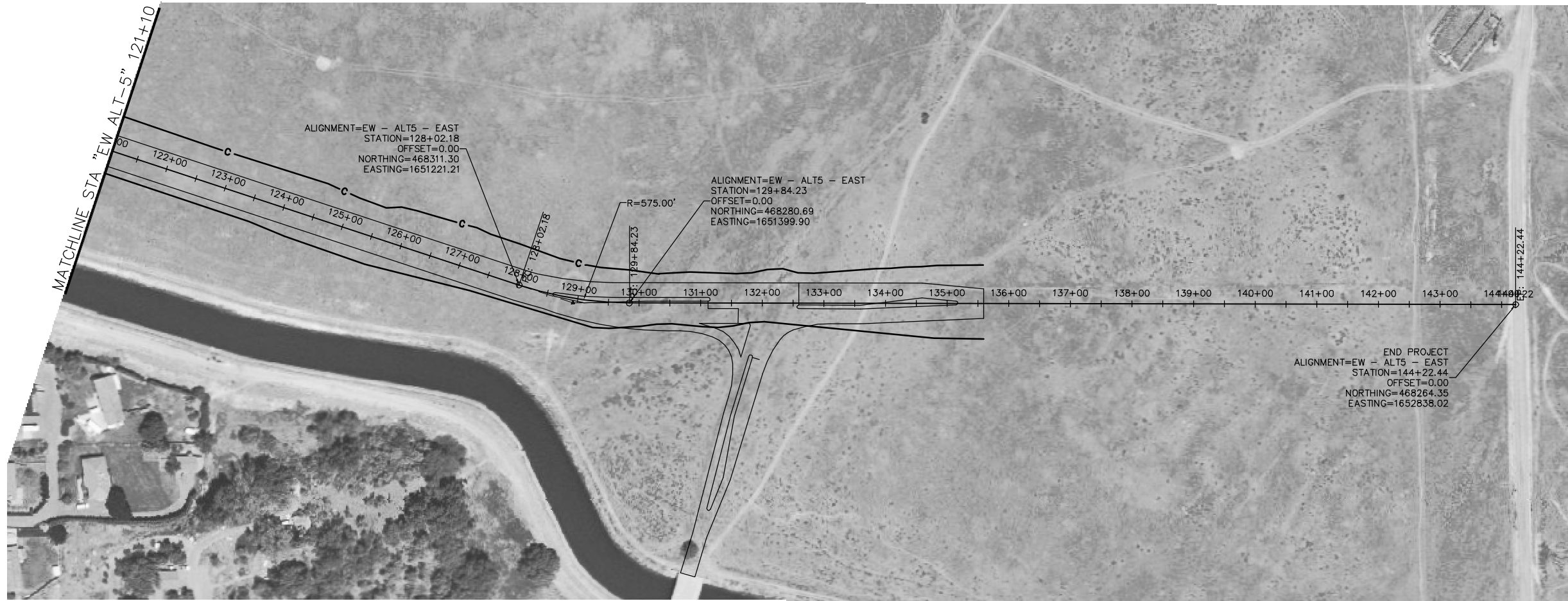
DATE: JUNE 17, 2011

DRAWN: ARM
CHECKED BY: MRE

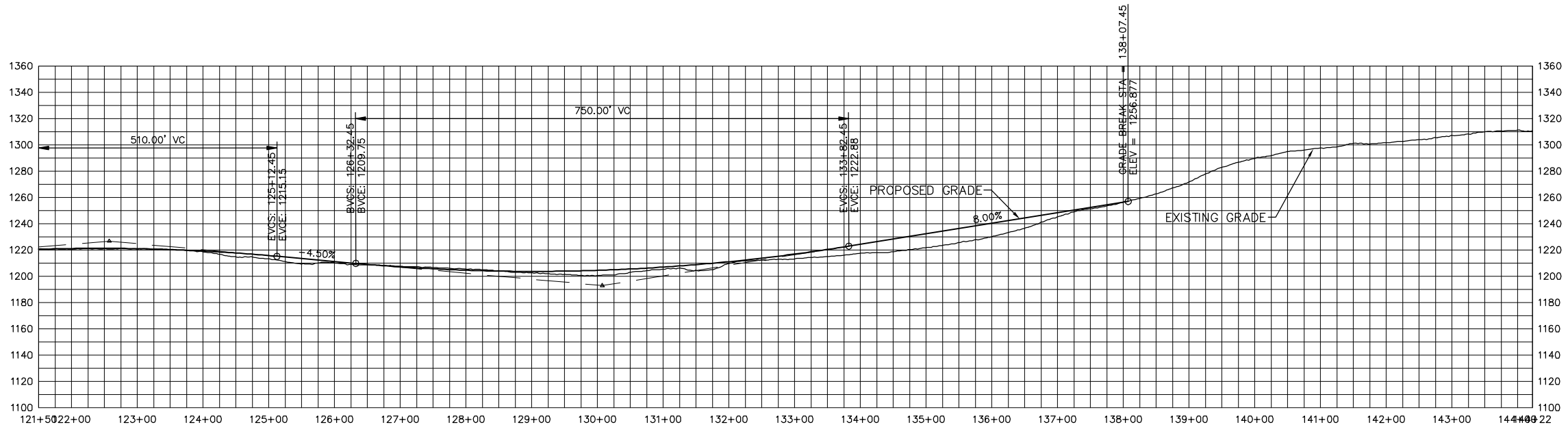
REVISION:

ALTERNATIVE 4
LOWLANDS

FIGURE H4-6



PLAN



PROFILE



EAST-WEST CORRIDOR
ALIGNMENT
ALTERNATIVES

FEDERAL AID NO.:

BergerABAM
1301 Fifth Avenue, Suite 1200
Seattle, WA 98101
(206) 357-5600 FAX: (206) 357-5601

DATE: JUNE 17, 2011

DRAWN: ARM CHECKED BY: MRE

REVISION:

ALTERNATIVE 4
LOWLANDS

FIGURE H4-7

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix I
Alternatives Alignments – Suggested Improvements to
Existing Roadway Network**

Figure I-1. Alignment Alternative 1 – Ridge Base – Suggested Improvements to Existing Roadway Network

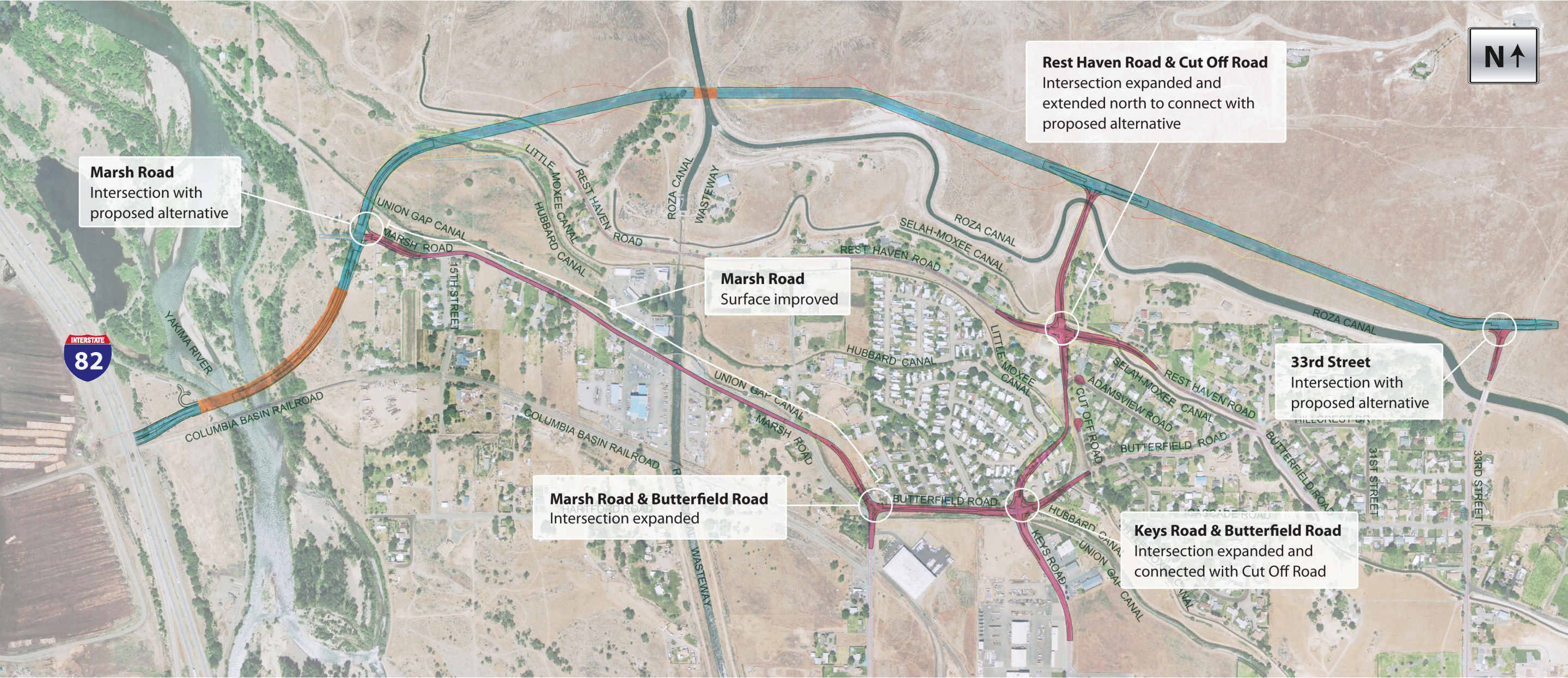


Figure I-2. Alignment Alternative 2 – Rest Haven Bench – Suggested Improvements to Existing Roadway Network

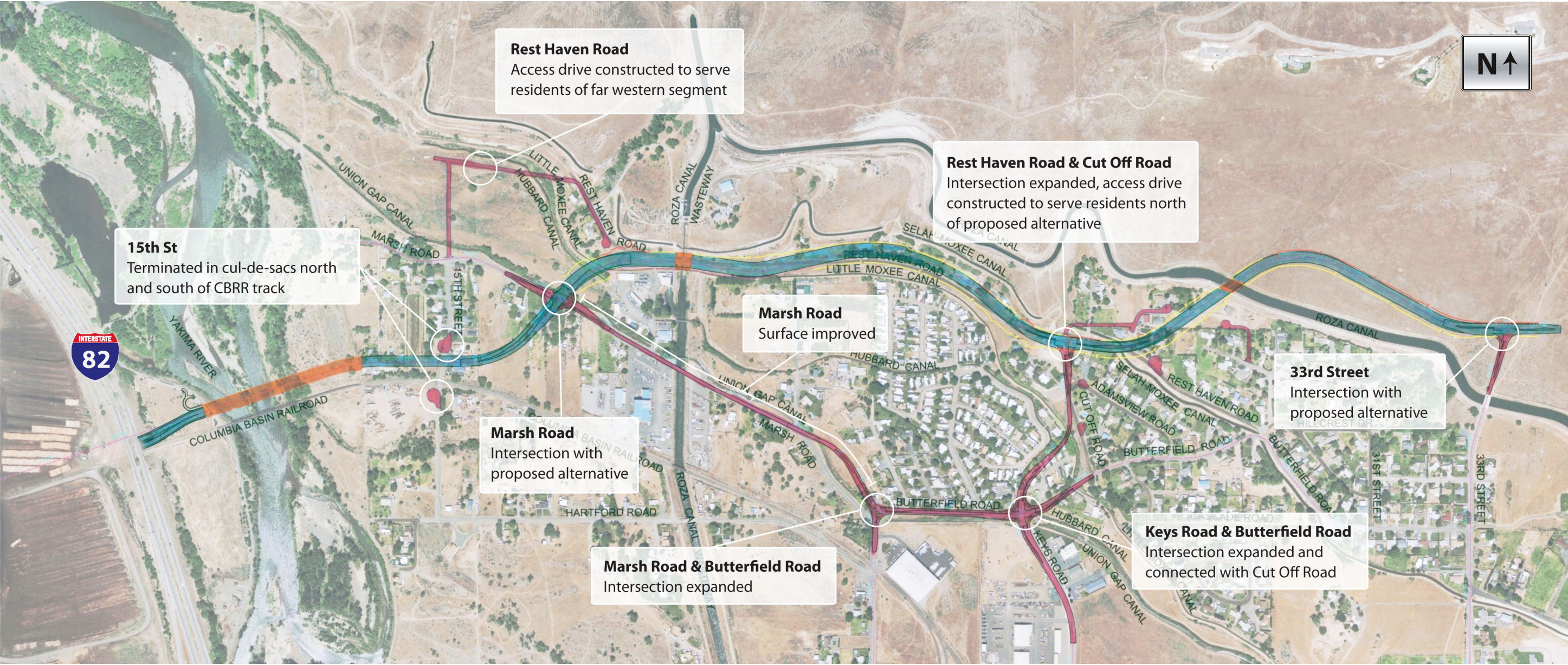


Figure I-3. Alignment Alternative 3 – Ridge Base – Suggested Improvements to Existing Roadway Network

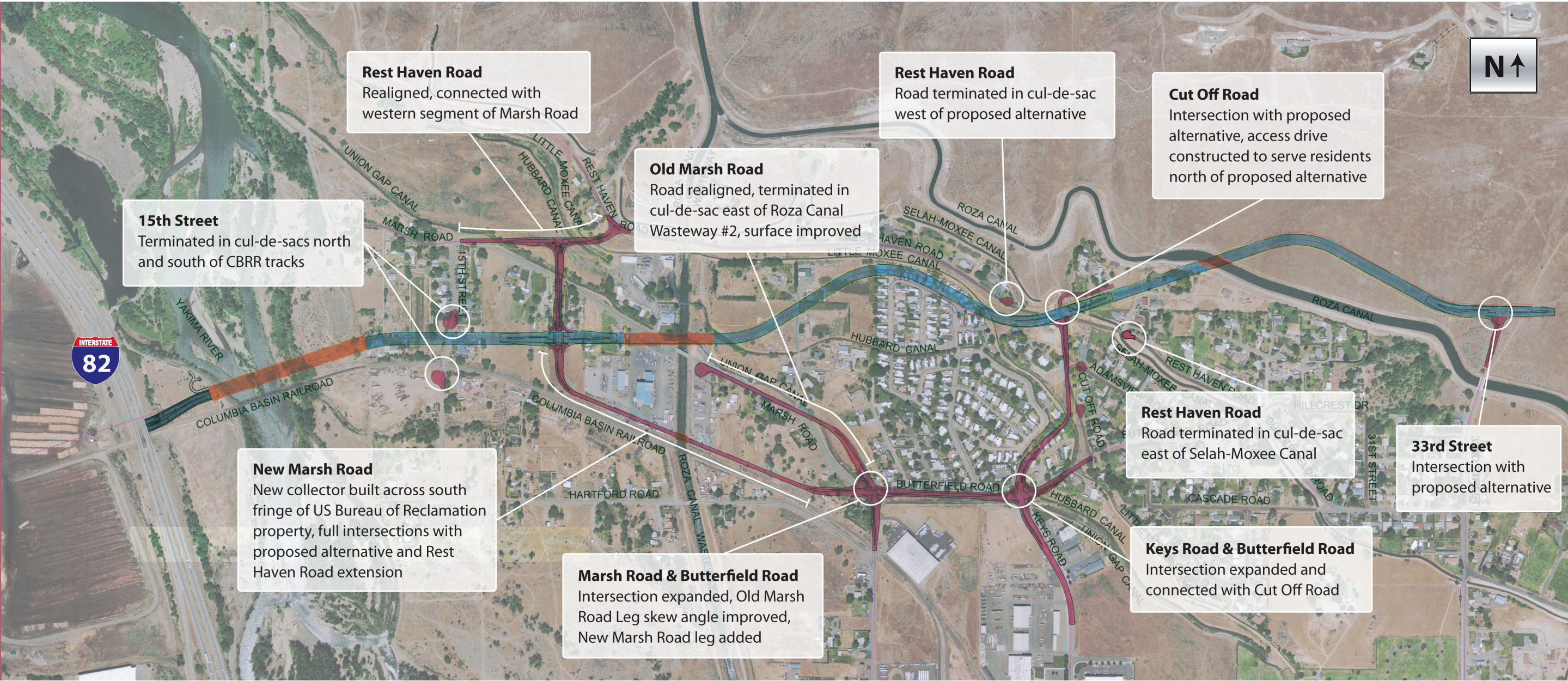
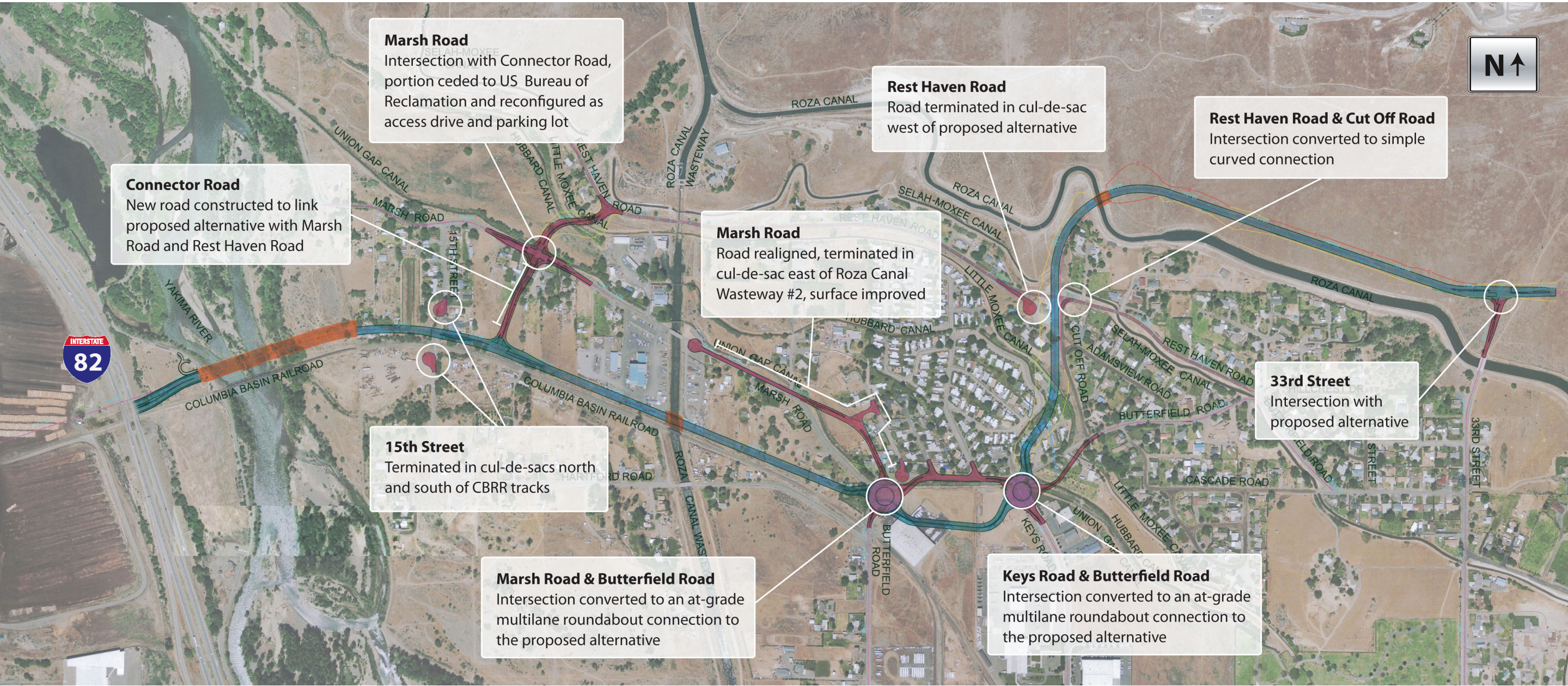


Figure I-4. Alignment Alternative 4 – Lowlands – Suggested Improvement to Existing Roadway Network



LEGEND

- Proposed roadway
- Proposed bridge
- Suggested improvements to existing roadway network

**East-West Corridor Project
Final Alignment Alternatives Study**

**Appendix J
Responses to Public Comments**

RESPONSES TO PUBLIC COMMENTS

Below are the County's responses to written comments received on comment forms during and after Open Houses Nos. 1 and 2 as well as written public comments received on the project web site.

Written Comments Received During and After Open House No. 1

Responses to the "Other" comments listed under the question "What is your major interest in this project?"

Comment: What is the real reason?

Response: No response. Comment is not clear.

Comment: Get it completed and develop Boise Cascade.

Response: Comment noted.

Comment: Include an efficient non-motorized design.

Response: Non-motorized uses are being considered in the design.

Comment: Concern. A greenway path east of river.

Response: Such a trail would be a separate project from the East West corridor, but if such a trail is developed, the pedestrian and bicycle facilities of the East-West corridor can be modified to connect to it.

Comment: Please create greenway size path and hook-up.

Response: It is the County's goal to connect the existing greenway west of the river with the pedestrian and bicycle facilities on the east west corridor.

Responses to the "Other" comments listed under the question "What do you consider the advantages of a new East-West travel route?"

Comment: Great for tax base and business.

Response: Comment noted.

Comment: Opportunity to extend greenway path into the Terrace Heights community.

Response: It is the County's goal to connect the existing greenway west of the river with the pedestrian and bicycle facilities on the east west corridor.

Comment: Better access from Yakima.

Response: Comment noted.

Comment: If you want to improve E-W travel, provide public transportation.

Response: Providing public transportation on this or any other corridor is a decision that would need to be made by the transit authorities.

Comment: Better access to greenway.

Response: It is the County's goal to connect the existing greenway west of the river with the pedestrian and bicycle facilities on the east west corridor.

Comment: More traffic on 33rd.

Response: Comment noted, although not sure if this was meant as an advantage or a disadvantage.

Responses to the "Other" comments listed under the question "What do you consider the major disadvantages of a new East-West travel route?"

Comment: Noise, road noise, and air quality.

Response: Impacts from noise and air pollution will be addressed during the National Environmental Policy Act (NEPA) environmental review phase of this project and they will be mitigated as required by law.

Comment: A greenway path next to my property.

Response: Property impacts will be addressed during the NEPA environmental review phase of this project and they will be mitigated as required by "The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Uniform Act).

Comment: Displacing too many homeowners is wrong. Choose the least disruptive route to homes and environment.

Response: It is the County's goal to minimize Property impacts and residential displacements, but they are not the only issues that the County has to be concerned with. Where property impacts and residential displacements do occur, they will be addressed during the NEPA environmental review phase of this project and they will be mitigated as required by the Uniform Act.

Comment: Expensive and destructive (solution) to a simple problem.

Response: No response. Not clear what you consider the "simple problem" to be.

Comment: Moving crime from Yakima to Terrace Heights.

Response: Comment noted.

Comment: Reduces economic incentives for transit and promotes SOVs.

Response: Comment noted.

Comment: Get it started.

Response: Comment noted.

Responses to General Comments

Comment: Please let me know how to help research and volunteer should a greenway hook-up be incorporated.

Response: As the environmental review and design phases proceed, there will be several more opportunities for public input, including input on any connections to the Greenway.

Comment: If Cutoff Road is used as a connecting road, the widening of it will affect my property/pool as well a cost* to me. We are concerned about the noise, security, privacy, and peacefulness of our neighborhood. Use of the hills would be the least impact – future use. *re-fencing, re-landscaping, etc.

Response: It is the County's goal to minimize Property impacts and residential displacements, but they are not the only issues that the County has to be concerned with. Where property impacts and residential displacements do occur, they will be addressed during the NEPA environmental review phase of this project and they will be mitigated as required by the Uniform Act.

Comment: If they use Cutoff as an arterial, it will take away a usable building lot. Will have to put up trees or fence and lose my good old trees. The traffic is bad enough now and would be unbearable then. The future is in the hills behind Terrace Heights. Plan the road for that.

Response: It is the County's goal to minimize Property impacts and residential displacements, but they are not the only issues that the County has to be concerned with. Where property impacts and residential displacements do occur, they will be addressed during the NEPA environmental review phase of this project and they will be mitigated as required by the Uniform Act.

Comment: I like the most northern route.

Response: Comment noted.

Comment: Projection of 2% increase in economic growth as in past might not be applicable in the new "world economy". This road might not be needed for a very long time, if ever. Even now, records are inaccurate and made to look better than actual.

Response: Comment noted.

Comment: This is very destructive. It is NOT forward-thinking. Please explore rapid transit or public transportation. This E-W corridor is crazy thinking.

Response: Comment noted. Providing public transportation on this or any other corridor is a decision that would need to be made by the transit authorities.

Comment: Would like a copy of routes. What utilities are available if it goes close to my house? My garage is bigger and nicer than my house. How do I get that counted rather than out building?

Response: The routes are available on the website <http://www.yakimaeastwestcorridor.com>. The utilities to be included will be determined during later design phases. If the chosen project alignment requires your home to be purchased by the County, compensation will be determined under the Uniform Act. Under this law, the value of your property and home will be determined by a professional appraiser. If you disagree with the appraisal, you may counter with your own appraisal. The cost of your appraisal will be at least partially compensated for by the County.

Comment: Bicycle lanes and sidewalks on both sides of street are good and will allow/promote commuting. Design safe and efficient connection between pathway on bridge and bicycle lanes on street. Consider locating pathway on south side of bridge to enable future connection with possible pathway on railroad right-of-way in case of abandonment trail banking.

Response: Comment noted.

Comment: It is a great idea for all of Yakima and Terrace Heights. Boise Cascade is a great property. Start buying the rights-of-way.

Response: Comment noted.

Comment: Don't forget improvements to N. 33rd Street. It is already busy and this will only make it worse.

Response: Improvements to streets projected to have traffic increases of 10% or more due to this project will be considered during the NEPA environmental review phase of this project.

Comment: We enjoy the quiet and privacy of our "dead end" lane, and do not want to be relocated nor have an increase in noise and air pollution. Two of the alignments go through our house or our neighborhood. We would like a copy of the map.

Response: The map is available on the website <http://www.yakimaeastwestcorridor.com>. Impacts to properties and neighborhoods as well as noise and air pollution impacts will be addressed during the environmental review phase of the project and will be mitigated as required by law.

Comment: If you go through Skyline Trailer Court, a lot of elderly people will be affected. They will have a difficult time with the physical move and finances will hit them hard.

Response: These impacts will be addressed under the Uniform Act and will also be considered under the environmental justice portion of the NEPA review.

Comment: The proposed routes do not directly affect my property, but feeder routes could affect my travel. Some improvements may need to be made to Butterfield Road or other roads in area so safety is not compromised for pedestrians and drivers entering or leaving the major travel routes.

Response: Improvements to streets projected to have traffic increases of 10% or more due to this project will be considered during the NEPA environmental review phase of this project.

Comment: Have reservations about location of bridge over Yakima River. What is happening with bicycle and walking lanes? Is Yakima County promoting bus service versus one person per car?

Response: No response on reservations over the bridge location as it is unclear what those reservations are. Bicycle and walking lanes are being considered for inclusion in this project. Providing public transportation on this or any other corridor is a decision that would need to be made by the transit authorities.

Comment: There is already a need for this project. It needs to happen sooner and faster.

Response: Comment noted.

Comment: Please consider greenway hook-up and bicycles.

Response: They are being considered.

Written Comments Received During and After Open House No. 2

Responses to General Comments

Comment: I prefer Ridge Top #1 route for the proposed east-west corridor. It is the least invasive toward property owners but yet still is an efficient route to move traffic. It also has the potential for new property development along the route. It will serve both new housing, businesses, and possible recreation sites.

Response: Comment noted.

Comment: My preference is Corridor 1 which would probably impact fewer people. The lowlands route would again decrease quality of life, view, and increase noise. Property values would definitely decrease w/that plan.

Response: Comment noted.

Comment: Alternative 4 goes right through my house. It looks like Alternative 1 would be the least disruptive.

Response: Comment noted.

Written Comments Received on the Project Web Site

Responses to General Comments

Comment: One good thing about this project you have planned is I have been able to meet and interact with my neighbors because of this, and that is appreciated. Their views and suggestions are valuable. I would like to have the additional opportunity to view their thoughts and comments on the potential impact to our community, concerning the possible corridor chosen, and perhaps ideas on how to pay for the project, added to this page. I'm sure the people of our community would appreciate it. Thank you in advance for adding this feature to your web site.

Response: Comment noted.

Comment: I would like to see a traffic study done on N 33Rd ST before and after the connection to the new road.

Response: A traffic study will be done during the NEPA environmental review phase of this project.

Comment: Alternative route 4 goes right through my house. I am 67 years old and have lived in this house for over 35 years. No amount of money can compensate me for the loss of this home. This fertile river bottom land is the soil we need for growing our food. The ridge top would be a much more appropriate place for a road. I was told at the meeting this week that they can't widen the existing Terrace Drive because they can't take the property of a business corridor. This business corridor land has already been paved over and destroyed, so it would also be more appropriate for a road.

Response: Comment noted.

Comment: Consider the inevitable result that eventually there will be no more space for roads. Any chance for being more proactive on public transportation instead of waiting until we are flush with road rage and gridlock? Please don't forget bike lanes on whichever option you choose.

Response: Providing public transportation on this or any other corridor is a decision that would need to be made by the transit authorities. It is the County's goal to include bike lanes on this project.

Comment: The further south you place the corridor, the less sense it makes. The (future) upper Terrace Heights Residents will still need to dip down into lower T.Hts. to exit to the West side. (What's the point of all that expense and kaos?) I thought this was to be an alternative route to lessen the stress of traffic to current roadways and communities. The Nob Hill corridor is a considerable distance from Terrace Heights Drive, which makes sense. Shouldn't that same logic apply to the distance between the new corridor and Terrace Heights Drive?

Response: The distance between the corridors is one of the many criteria that will be used to evaluate the preferred corridor, with the greater separation scoring higher for the reasons you've stated.

Comment: Your team has approached this project with due diligence and from an engineering standpoint it seems quite professional. But where these neatly drawn lines on your maps intersect existing houses and established neighborhoods this is no longer just an engineering project. These are real peoples' homes, dreams and in many cases life savings that are threatened.

Of the four proposed routes for this project, one (# 3) goes through our property destroying our home of 25+ years. Bad as this is, it would actually be preferable to route # 2 which goes right alongside us to the East – devaluing our property and ruining our quality of life. Route # 4 is only slightly better for us but manages to trash our neighborhood and displace one of the pioneering families of this area. On the other hand, by transitioning the hillside higher up across mostly undeveloped land, route # 1, harms the fewest people and may actually increase the value of those properties on the hillside by greatly improving their access.

Although route # 1, may be the most challenging from an engineering perspective and possibly the most expensive, these drawbacks pale in comparison to the disruption and harm that will surely result from building any of the three lower routes. Unless the county is prepared to require the same sacrifice from all who will benefit from this project, to select routes 2, 3 or 4 because of possible cost savings is morally indefensible.

Make no mistake, even if route 1 is chosen, some of us will still be subjected to increased noise and light pollution – well beyond what would be generated by gradual residential development. We always envisioned houses being built on the hillside above us but not a major 4-lane arterial. Presumably this project is being driven by large new and planned developments such as Terrace Estates. Many of us in this neighborhood were living here when Terrace Estates consisted of 2 or 3 houses. There would seem to be an inherent unfairness for us to bear the brunt of this project's negatives while the newcomers in these developments enjoy all the benefits without any of the sacrifices. Also, by facilitating more of these developments, how long will it be before our wells in this area go dry?

By going public with these plans the county has essentially frozen our assets – rendering our properties virtually unsalable. No one but a speculator would buy property under such a cloud – and then only for pennies on the dollar. In addition, this “sword of Damocles” will hang over our heads until the final route is chosen. Any projects/improvements we had planned will have to be placed on hold for at least a year. It has been suggested that if they stuck a gun to our heads and threatened our life savings it would be quicker and we might even have a chance to fight back. Admittedly, most people might find this illustration to be a bit extreme but it begins to capture some of the fear and frustration generated by this project. Life is challenging enough without something like this thrust upon us.

This holiday season as family and loved ones gathered in our homes, we were also forced to entertain an unwanted guest -- the nagging question in the back of our minds – Will this be the last time? – Will our homes be gone next year or the one after that etc.

Please carefully consider the following question and let your decisions be guided by your honest response to it. Would you like this project to be built through YOUR neighborhood – adjacent to or through YOUR property?

Response: It is the County's goal to minimize property impacts and residential displacements, but they are not the only issues that the County has to be concerned with. Where property impacts and residential displacements do occur, they will be addressed during the NEPA environmental review phase of this project and they will be mitigated as required by the Uniform Act.