

ROGER A. LAYTON, by self, 4116 Road 100, Pasco, Washington 99301.

ROBERT D. HAMMOND, by self, 11308 West Court, Pasco, Washington 99301.

ANDY JOHNSON, by self, 1612 West Cartmell, Pasco, Washington 99301.

JUDITH ANN WILLIAMS, by self, 1405 West 2nd, Kennewick, Washington 99336.

LEE R. SIMMELINK, by self, 7 South Kellogg Street, Kennewick, Washington 99336.

GEORGE H. SANDERSON, by self, Route 5, Box 5020, Pasco, Washington 99301.

WILLIAM C. SALING, by self, Route 5, Box 5172, Pasco, Washington 99301.

R.L. BUSCHBOM, by self, 1512 S.E. Oakland, Richland, Washington 99352.

J.J. IRVINE, by self, 10220 Maple Drive, Pasco, Washington 99301.

N.L. WILKERSON, SR., by self, Route 4, Box 9560, Richland, Washington 99352.

EMMANUEL BAPTIST CHURCH, by Jack E. Gaines, Member and Mission Moderator, 1116

North 20th Avenue, Pasco, Washington 99301.

COLUMBIA BASIN COLLEGE, by Vern Galloway, Facilities Planning Director, 2600
North 20th, Pasco, Washington 99301.

JAMES STOFFELS, by self, 1914 Pike Avenue, Richland, Washington 99352.

BEN HAYWARD, by self, Valley View Road, Richland, Washington 99352.

MAURICE O. URSETH, by self, 310 NE 50th Street, Seattle, Washington 98105.

MRS. ANNABEL B. HOSACK, by self, 113 Skyline Drive, Richland, Washington 99352.

FRANCISCO G. VILLA, by self, P. O. Box 32, Touchet, Washington 99360.

PETER KIEWIT SONS' COMPANY/TRI CITY PAVING, by Albert W. Corke, General
Superintendent, P. O. Box 417, Richland, Washington 99352.

B.D. MINI-STORAGE OF RICHLAND, by Sharon A. Scofield, Sales Associate, 55 George
Washington Way, Richland, Washington 99352.

DANIEL P. MACKAY, by self, 216 West 23rd Place, Kennewick, Washington 99336.

LORENÉ CHENEY, by self, 4416 Argent, Pasco, Washington 99301.

ROBERT A. CAUBLE, by self, 10808 Shady Lane, Pasco, Washington 99301.

HEROLD A. TREIBS, by self, Route 1, Box 5250, Richland, Washington 99352.

ROLLAND M. BRISTER, by self, 2608 Road 96N, Pasco, Washington 99301.

WAYNE WILSON, by Robert J. Backstein, Leland B. Kerr, Attorneys at Law, Route 5, Box 5025, Pasco, Washington 99301.

GEORGE H. SANDERSON, JR., by Robert J. Backstein, Leland B. Kerr, Attorneys at Law, Kohler Road, Pasco, Washington 99301.

WILLIAM SALING, by Robert J. Backstein, Leland B. Kerr, Attorneys at Law, Pasco Heights, Pasco, Washington 99301.

BRUCE LePAGE, by Robert J. Backstein, Leland B. Kerr, Attorneys at Law, Route 5, Pasco, Washington 99301.

ALVIN HARRIS, by Robert J. Backstein, Leland B. Kerr, Attorneys at Law, Kahlotus Highway, Pasco, Washington 99301.

WALLACE HARRIS, by Robert J. Backstein, Leland B. Kerr, Attorneys at Law, 11530 West Court, Pasco, Washington 99301.

WILLIAM B. DOUGLAS - Yakima Cement Products Co., by Warren Robertson, Manager, Tru-Stone, Inc., P.O. Box 430, Yakima, Washington 98907.

RICHLAND SAND & GRAVEL COMPANY, by Carl G. Lind, Manager, 22 South Cullum, P.O. Box 56, Richland, Washington 99352.

ACME CONCRETE COMPANY, by Carl G. Lind, Manager and Vice President, 22 South Cullum, P.O. Box 56, Richland, Washington 99352.

WILDER S. and HELEN E. EBY, by selves, 10312 West Court Street, Pasco, Washington 99301.

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CHARLES K. BARBO and DONALD B. DANIELS, by Sharon A. Scofield, Sales Associate, 711 Capital Boulevard, Suite 204, Olympia, Washington 98501.

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FAYE EICKMEYER, by self, Route 5, Box 5075, Pasco, Washington 99301.

ROBERT L. MAUSETH, by self, Route 5, Box 5085, Pasco, Washington 99301.

DON NEFF, by self, P.O. Box 612, Pasco, Washington 99301.

SHAM NA PUM GOLF COURSE, by Campbell, Johnston & Roach, Attorneys at Law, 72 George Washington Way, P.O. Box 14, Richland, Washington 99352.

PATRICK WELCH, by self, 903 Birch, Richland, Washington 99352.

ROBERT V. BOWERSOCK, by self, 84 Hodges Court, Richland, Washington 99352.

H.S. TESKY, by self, 1507 Farrell Lane, Richland, Washington 99352.

MARVIN E. BORGESON, by self, Route 4, Box 9695, Richland, Washington 99352.

CAMILLE LITTLE, by Rolland M. Bristor, father, 2608 Road 96N, Pasco, Washington
99301.

BRENDA BRADLEY, by self, 354 Wright Avenue, Richland, Washington 99352.

RICHARD P. COLBURN, by self, 11204 W. Court Street, Pasco, Washington 99301.

MR. & MRS. DALE L. LaCOUR, by selves, Route 4, Box 9590, Richland, Washington
99352.

~~MR. & MRS. WILLIAM A. JAHNKE, by selves, Route 4, Box 9575, Richland, Washington
99352.~~

DALE E. BEAN, Benton County Engineer, P.O. Box 110, Prosser, Washington 99350.

As a courtesty to interested citizens, the Department of Transportation furnishes a copy of its Findings and Order to all persons filing a Notice of Appearance, even though some may not properly be parties to the hearing. For administrative convenience, all persons filing a Notice of Appearance are listed above. The Department of Transportation, by including a person in this listing and by furnishing a copy of the Findings and Order, does not acknowledge or necessarily recognize the recipient to be a proper party to the hearing.

The meeting was called to order by Charles C. Countryman, Hearing Examiner, after which witnesses were called. The evidence was taken by a court reporter and thereafter transcribed. Certain exhibits were duly introduced as evidence. Based upon the oral evidence and the exhibits introduced in evidence, and acting under the authority of the Secretary of Transportation, the Deputy Secretary of Transportation of the State of Washington makes the following findings:

I

Prior to December 29, 1978, a plan for the establishment of a limited access highway over a portion of State Route 182 in Benton and Franklin Counties, Washington, was ordered under Resolution No. 2624 and, on April 17, 1967, for State Route 240 under Resolution No. 1832.

Such plans were prepared and entitled "SR 182, GOOSE GAP ROAD TO ROAD 68 INTERCHANGE VICINITY, M.P. 1.01 TO M.P. 8.49, BENTON AND FRANKLIN COUNTIES", sheets 1 through 24 of 52 sheets dated December 29, 1978 and "SR 240, RICHLAND TO KENNEWICK, BENTON COUNTY", sheets 1 through 3 of 16 sheets dated February 15, 1944, and revised December 29, 1978. These sheets were introduced into evidence marked as Exhibit Nos. 9-1 through 9-24 and 10-1 through 10-3, which were made a part of the hearing record.

II

The Department of Transportation received from the public agencies concerned with the proposed plan their available data on planning, land use, local traffic and such other information as required, and thereafter prepared and submitted to the appropriate local officials an Access Report showing how those factors had been taken into account and covering other matters required by RCW 47.52.131, et. seq. A copy of that report was introduced into evidence marked Exhibit Nos. 4-A and 4-B.

By letter dated September 6, 1978, the City of Richland approved the Access Report subject to certain modifications. Those modifications have either been incorporated into the plan or are being resolved with the City of Richland. The City's letter was introduced into evidence and marked Exhibit No. 5.

By letter dated August 7, 1978, the Board of Benton County Commissioners approved the Access Report and said letter was introduced into evidence marked Exhibit No. 6.

By letter dated November 8, 1978, the Franklin County Board of Commissioners approved the Access Report. By letter dated February 13, 1979, the Commissioners reaffirmed their concurrence with the design and location of this section of SR 182. The aforementioned letters of November 8, 1978 and February 13, 1979 were introduced into evidence marked Exhibit Nos. 7 and 7-A respectively.

III

On January 12, 1979, the Design Engineer by Order proposed said plan and set a hearing date in accordance with the provisions of RCW 47.52.131, et seq. Said Order was introduced into evidence marked Exhibit No. 1.

IV

Mr. V.W. Korf, Deputy Secretary of Transportation, issued a Notice of Hearing. On January 23, 1979, an exact copy of this notice was mailed to Benton and Franklin Counties, the City of Richland and to each of those record owners of property listed in the Affidavit of Service by Mailing introduced into evidence marked Exhibit No. 3. An exact copy of the aforesaid notice was published in the Tri-City Herald on January 31, 1979, as shown by the affidavit of Phyllis Graves, P^rincipal Clerk of said newspaper, which affidavit was introduced into evidence marked Exhibit No. 2.

V

The plan proposes the establishment of fully controlled limited access highway facilities for State Route 182 from Goose Gap Road to Road 68 Interchange between Station LE 1116+56.84 and Station LE 1528+56.49 as shown on sheets 1 through 24 of 52 sheets entitled "SR 182, GOOSE GAP ROAD TO ROAD 68 INTERCHANGE VICINITY, M.P. 1.01 to M.P. 8.49, BENTON AND FRANKLIN COUNTIES".

The plan also proposes the establishment of partially controlled limited access highway facilities for State Route 240 in Richland from M.P. 36.28 to M.P. 37.29 between Station 13+41.80 and Station 66+49.6 as shown on sheets 1 through 3 of 16 sheets entitled "SR 240, RICHLAND TO KENNEWICK, BENTON COUNTY".

VI

These sections of State Route 182 and State Route 240 are an important part of the highway system of the State of Washington and represent a substantial expenditure in construction costs. State Route 182 is functionally classified as an Interstate Highway and this portion of SR 240 is classified as a Minor Arterial Highway. The Department of Transportation policy provides for full control of access on Interstate Highways and partial control of access on Minor Arterial Highways where warranted. In

establishing access control, the investment of public funds is protected by preserving these highways for future use.

The projected average daily traffic volumes for the design year of 1996 indicate that there will be approximately 9,500 vehicles per day traveling State Route 182 between Goose Gap vicinity and State Route 12 Interchange; 16,050 vehicles per day traveling between SR 12 Interchange and SR 240 Interchange; 32,100 vehicles daily traveling between SR 240 Interchange and George Washington Way Interchange; 53,800 vehicles per day traveling between George Washington Way Interchange and Road 100 Interchange; and 45,150 vehicles daily traveling between Road 100 Interchange and Road 68 Interchange. There will be approximately 34,550 vehicles per day traveling State Route 240 between George Washington Way Interchange and the junction with State Route 12. It is vital in planning highways to provide adequate capacity for increased traffic demands in order to prevent the facility from becoming obsolete within a short period of time.

An accident history and projection has not been prepared for this segment of State Route 182. It is a new facility and cannot be compared to anything that is functioning similarly in this area.

The segment of State Route 240 between George Washington Way Interchange and junction State Route 12 consists of a high fill through the Yakima and Columbia River flood plain, physically prohibiting access and adjacent development. The imposition of access control through this highway segment will not alter the presently low accident rate.

The efficiency of the highways as a means of moving a maximum volume of traffic in safety is directly related to the number of access points. It has been demonstrated in the past that, as property owners establish approaches to the highway for their personal use or for business enterprise, the problems of increased accident potential and lowered capacity, due to interference from these roadside approaches, become increasingly great and the highway gradually becomes obsolete. Therefore, access points should be kept to a minimum consistent with allowing local traffic adequate use of the facility at properly designed interchanges.

The plans for the establishment of limited access facilities for State Routes 182 and 240 in Benton and Franklin Counties, introduced into evidence marked Exhibit Nos. 9-1 through 9-24 and 10-1 through 10-3, will facilitate travel, reduce accident and fatality rates, preserve the public investment and sustain these highways as modern transportation facilities.

VII

In addition to the exhibits previously mentioned, the following exhibits were entered into evidence at or subsequent to the hearing and made a part of the hearing record:

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| Exhibit No. 8 | Final Environmental/Section 4 (f) Statement for Interstate 82/182, Prosser, Washington to Interstate 80N in Oregon, approved and adopted by the FHWA October 22, 1976. |
| Exhibit No. 11 | Letter, no date, submitted at hearing by Mrs. Annabel B. Hosack, concerning severance of Parcel No. 5-04255. |
| Exhibit No. 12 | Reserved Exhibit, the Department of Transportation's response to Exhibit No. 11. |
| Exhibit No. 13 | Letter, dated February 15, 1979, signed by N.L. Wilkerson, Sr., regarding displacement of residence and access to remainder of Parcel No. 5-04307. |
| Exhibit No. 14 | Reserved Exhibit, the Department's response to Exhibit No. 13. |
| Exhibit No. 15 | Letter, with attachments, dated February 15, 1979, submitted at hearing by Carl G. Lind, General Manager, Acme Concrete Company, regarding impacts to Parcel Nos. 5-04313 and 5-04278. |
| Exhibit No. 16 | Reserved Exhibit, the Department's response to Exhibit No. 15. |
| Exhibit No. 17 | Reserved Exhibit, the Department's response to a request by Mr. N.L. Wilkerson, Sr., for access to a portion of Parcel No. 5-04307 lying north of the I-182 right of way. |
| Exhibit No. 18 | Letter with attachment, dated February 15, 1979, signed by Donald B. Daniels, co-owner of Barbo-Daniels Company, submitted at access hearing by Sharon Scofield, regarding access to Parcel No. 5-04315. |

Exhibit No. 19	Reserved Exhibit, the Department's response to Exhibit No. 18.
Exhibit No. 20	Letter, dated April 28, 1978, presented at hearing by Fred G. Harris, regarding Road 100 Interchange location.
Exhibit No. 21	Reserved Exhibit, the Department's response to Exhibit No. 20.
Exhibit No. 22	Letter, dated February 15, 1979, with attached petitions, submitted at hearing by C.D. Harrington, regarding Road 100 Interchange location.
Exhibit No. 23	Reserved Exhibit, the Department's response to Exhibit No. 22.
Exhibit No. 24-A	Testimony of James W. MacIsaac, P.E., dated February 15, 1979, regarding Road 100 Interchange location.
Exhibit No. 24-B	Report titled "Development Potential and Circulation Needs Analysis for West Pasco Area", prepared by The TRANSPO Group, dated August 15, 1978.
Exhibit No. 24-C	Letter, dated December 4, 1978, to Benton-Franklin Governmental Conference, presented at hearing and signed by Robert J. Backstein, Attorney at Law, regarding Road 100 Interchange location.
Exhibit No. 24-D	Letter and attached map, dated January 16, 1979, to Mr. Leland Kerr and signed by Robert J. Spink, P.E., regarding Road 100 Interchange location.
Exhibit No. 24-E	Report titled "Review and Analysis of Development Potential and Circulation Needs, West Pasco area", prepared by Haworth and Anderson, Inc., in conjunction with The TRANSPO Group, dated August, 1978.
Exhibit No. 24-F	Letter and attachments to Board of Franklin County Commissioners, no date, presented at hearing and signed by Robert J. Backstein, Attorney at Law, regarding Road 100 Interchange location.
Exhibit No. 24-G	Summons; Application and Petition for Writ of Certiorari; Petition and Affidavit in Support of Application for Writ of Certiorari; and Affidavit of Wallace Harris. RE: Wallace Harris and others vs. Franklin County Commissioners in Franklin County Superior Court, Robert J. Backstein, Attorney for Plaintiffs.
Exhibit No. 24-H	Supplement to the Tri-City Herald, June 1978, titled "Tri-Cities Metropolitan Area Transportation Study".
Exhibit No. 24-I	Letter and attachments thereto, dated February 23, 1979, signed by Robert J. Backstein, Attorney at Law, regarding Road 100 Interchange location.

Exhibit No. 24-J	Aerial mosaic depicting area of people favoring proposed Road 100 Interchange location (Yellow), and people favoring alternate location closer to Columbia River (Red).
Exhibit No. 24-K	Aerial mosaic depicting three alternate locations for Road 100 Interchange.
Exhibit No. 24-L	Letter and attached petitions, dated May 18, 1971, from H.A. McCann, P.E., Franklin County Engineer, regarding Road 100 Interchange location.
Exhibit No. 25	Reserved Exhibit, the Department's response to Exhibit Nos. 24-A through 24-L.
Exhibit No. 26	Letter, dated April 17, 1978, to Editor of Tri-City Herald, signed and presented at hearing by Mr. and Mrs. David Harris, regarding Road 100 Interchange location.
Exhibit No. 27	Reserved Exhibit, the Department's response to Exhibit No. 26.
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Exhibit No. 28-A	Letters (60) in support of Franklin County Commissioners' endorsement of proposed location of Road 100 Interchange.
Exhibit No. 28-B Exhibit No. 28-C	Petitions endorsing the County Commissioners' decision to place the Road Interchange at its presently proposed location.
Exhibit No. 29	Reserved Exhibit, the Department's response to Exhibit Nos. 28-A through 28-C.
Exhibit No. 30	Petitions favoring relocation of Road 100 Interchange to a Road 116 alignment.
Exhibit No. 31	Reserved Exhibit, the Department's response to Exhibit No. 30.
Exhibit No. 32	Written statement of William B. Douglas, dated February 6, 1979, Vice President and General Manager of Yakima Cement Products Company, owners of Tru-Stone, Inc., Richland, regarding access to Parcel No. 5-04279.
Exhibit No. 33	Reserved Exhibit, the Department's response to Exhibit No. 32.
Exhibit No. 34	Reserved Exhibit, the Department's response to hearing comments by Mr. Roger Layton, regarding proximity effects of Road 100 connection on Parcel No. 5-04301.
Exhibit No. 35	Reserved Exhibit, the Department's response to hearing comments by Mr. Wallace Harris, regarding the CC Line connection to West Court Street.
Exhibit No. 36	Letter signed by James Stoffels, concerning the need for I-182.

Exhibit No. 37	Reserved Exhibit, the Department's response to Exhibit No. 36.
Exhibit No. 38	Statement read into the record by Mr. Ben Hayward, regarding the reasonableness and need for I-182.
Exhibit No. 39	Reserved Exhibit, the Department's response to Exhibit No. 38.
Exhibit No. 40	Reserved Exhibit, the Department's response to hearing comments by Mr. Thad Coleman, regarding I-182 and the Yakima River floodway.
Exhibit No. 41	Written statements of Olive and Thad Coleman, regarding the Yakima River floodway.
Exhibit No. 42	Reserved Exhibit, the Department's response to Exhibit No. 41.
Exhibit No. 43	Reserved Exhibit, the Department's response to hearing comments by Mr. Homer Moulthrop, concerning pedestrian/bicycle facilities.
Exhibit No. 44	Testimony of Mr. Bob Stallings, including written statement of Mr. Glenn Walkley, regarding Road 100 Interchange location.
Exhibit No. 45	Reserved Exhibit, the Department's response to Exhibit No. 44.
Exhibit No. 46	Reserved Exhibit, the Department's response to hearing comments by Mr. Richard Colburn, regarding validity of traffic analysis and I-182 route selection.

IX

The Deputy Secretary of Transportation has considered evidence on the entire portion of the above entitled highways and finds that the plans introduced into evidence marked Exhibit Nos. 9-1 through 9-24 and 10-1 through 10-3 should be modified as hereinafter set forth and as shown on Exhibit "A" attached.

1. Revise plan sheets 6 and 7 of 52 sheets to allow for transfer of the access easement on the right between approximate Station L^E 1155+50 and Station L^E 1192+50 to U.S.B. R. (Kennewick Irrigation District) and Parcel No. 5-04031 as recommended by the Department on page 19 of the hearing transcript.
2. Revise plan sheets 1, 8 and 21 of 52 sheets to add the AL Line frontage road and a public grade intersection with the TF Line at Station TF 120+30 to provide access to parcels 5-04276, 5-04277, 5-04259, and 5-04307 in response to requests by Mr. Wilkerson on page 26 of the hearing transcript and in Exhibit No. 13, and as recommended by the Department in Reserved Exhibit Nos. 14 and 17.
3. Revise plan sheets 8, 11, 12, 13, 20, and 24 of 52 sheets and sheets 1 through 3 of 16 sheets to modify portions of the proposed pedestrian/bicycle trail facilities as presented by the Department at the hearing in Exhibit Nos. 9-8, 9-11, 9-12, 9-13, 9-20, 9-24, 10-1, 10-2, and 10-3.

4. Revise plan sheet 9 of 52 sheets to add a construction permit on the right in the vicinity of Station L^E 1240+70 to Station L^E 1241+65 within parcel No. 5-04249 as presented by the Department at the hearing in Exhibit No. 9-9.
5. Revise plan sheet 10 of 52 sheets to add a Type C approach to the City of Richland shelterbelt, parcel 5-04310, on the left between Station RB 16+00 and Station RB 16+50, not to exceed 20 feet in width and to be gated and locked when not in use. This approach was recommended by the Department in Exhibit No. 9-10 at the hearing.
6. Revise plan sheets 2 and 10 through 13 of 52 sheets to make major revisions to minimize impacts to Parcel Nos. 5-04313, 5-04278 and 5-04279. Revisions include shifts in the WR, R, and RE Lines of the SR 240 Interchange, the D.O.E. Railroad relocation and TR Spur connection, the NS and FT Lines and the pedestrian/bicycle trail. These revisions are in response to requests by Mr. Lind (Exhibit No. 15), Mr. Douglas (Exhibit No. 32), Mr. Corke on page 36 of the hearing transcript, Mr. Wilson on page 42 of the transcript, and Mr. Hobbs on page 43. The revisions are recommended by the Department in Reserved Exhibit Nos. 16 and 33.
7. Revise plan sheets 2 and 12 of 52 sheets to add the EW Line frontage road extending northerly from existing SR 240 to Adams Street. The EW Line frontage road will replace the 40 foot wide access easement recommended by the Department at the hearing. This plan change was requested by Mr. Lind in Exhibit No. 15 and by Mr. Daniels in Exhibit No. 18, and is recommended by the Department in Reserved Exhibit Nos. 16 and 19.
8. Revise plan sheets 17 and 24 of 52 sheets to extend the limits of access control to Station C 68+00 (Lt. and Rt.) and Station CC 474+12.78 (Lt. and Rt.) as presented by the Department at the Access Hearing in Exhibit Nos. 9-17 and 9-24.
9. Revise plan sheets 1 and 20 of 52 sheets to provide a westerly shift of the TF Line to minimize impacts to Parcel Nos. 5-04255 and 5-04261 as requested by Mrs. Hosack (Exhibit No. 11) and as recommended by the Department in Reserved Exhibit No. 12.
10. Revise plan sheets 2 and 24 of 52 sheets to realign the proposed CC Line to form a through movement with the northerly leg of West Court Street and tee the southerly leg of Court Street (CS Line) into the CC Line. This plan change was requested by Mr. Harris on page 113 of the hearing transcript and is recommended by the Department in Reserved Exhibit No. 35.
11. Revise plan sheet 1 of 16 sheets to allow traffic movement under the structure between Station 13+45 and Station 20+60 as restricted clearance permits and as presented by the Department at the hearing in Exhibit No. 10-1.
12. Revise plan sheets 1 through 24 of 52 sheets and 1 through 3 of 16 sheets to make minor plan revisions, to correct ownership and parcel details, area computations, and right of way details.

X

The Deputy Secretary of Transportation also considered the following requests for changes in the plans, and makes the following findings:

1. Mr. N.L. Wilkerson, Sr. (Parcel No. 5-04307) in a letter (Exhibit No. 13) and on page 25 of the hearing transcript questioned the necessity of taking his residence for the proposed highway facility.

As determined in Reserved Exhibit No. 14, a shift in the highway alignment would not be feasible due to the resultant adverse impacts in the general area. A shift in the right of way line to avoid taking the residence would necessitate the construction of a retaining wall. The benefits gained would not offset the additional highway construction costs and the negative impacts to the residence and resultant loss in its market value.

2. Mr. Carl Lind, Vice President and General Manager of Acme Concrete Company (Parcel No. 5-04313) and Richland Sand & Gravel Company (Parcel No. 5-04278), in Exhibit No. 15 proposed major plan changes that would move the freeway alignment northerly next to existing SR 240 in the Richland area, and also relocate the D.O.E. Railroad to the south of their properties along the Corps of Engineers dike.

It was determined, in Reserved Exhibit No. 16, that the northerly shifting of the highway alignment would cause greater negative impacts to adjoining properties and recreational lands than the proposed alignment. Other measures to mitigate the impacts on Parcels 5-04313 and 5-04278 are discussed in these findings (Section IX, Item 6).

3. Mr. Donald B. Daniels, of B-D Mini-Storage, in Exhibit 18 indicated that the Department of Transportation should bear the costs for any business loss due to construction disruption, temporary closures of access, and the need to build new storage units and relocate mini-storage customers.

The Department has stated, in Reserved Exhibit No. 19, that disruption from construction activities will be held to a minimum. Costs for business disruption and relocation will be negotiated with the owners at the time of right of way acquisition.

4. In addition to numerous verbal statements opposing the location of the Road 100 Interchange, as presented at the hearing, the following written statements and petitions were entered into evidence: Exhibit Nos. 20, 22, 24-A through 24-L, 26, 30 and 44.

Written statements and petitions supporting the location of the Road 100 Interchange as presented at the hearing were entered into evidence as Exhibit Nos. 28-A through 28-C.

The Department has shown in Reserved Exhibit Nos. 21, 23, 25, 27, 29, 31 and 45 that the plan presented at the limited access hearing is in accordance with the Franklin County Six Year Road Program and Franklin County Commission Resolution No. 79-95, which specifically endorses the Road 100 Interchange location on the north-south section line.

5. Mr. Roger Layton (Parcel No. 5-04301), on pages 108 through 110 of the hearing transcript, and Mr. R.A. Montgomery, on pages 110 and 111, requested a grade change on the Road 100 connection (C Line) to reduce the required fill height and subsequent loss of value to their properties.

It has been shown, in Reserved Exhibit No. 34, that the roadway profile of the C Line is dictated by the necessity to overcross the Franklin County Irrigation Ditch. Alteration of the proposed canal structure to reduce the fill height was

determined to be not economically feasible. On site inspection by Departmental appraisers determined that there will not be any negative effects on property values due to the roadway fill, and that the substantially improved access would generally result in appreciative values for these and other parcels in the immediate area.

6. Mr. James Stoffels, in Exhibit No. 36, Mr. Ben Hayward, in Exhibit No. 38, and Mr. Richard Colburn, on pages 147 through 150 of the hearing transcript, contend that SR 182 is not needed and will not solve the traffic problems of the Tri-Cities, and that a Columbia River crossing should be north of Richland and not at Columbia Point. North-South routes on either side of the river to connect to the proposed North Richland bridge are also proposed.

The Department has determined, in Reserved Exhibit Nos. 37, 39 and 46, that there is no feasible or prudent alternative to the construction of SR 182 in its presently proposed location. The need for a North Richland crossing of the Columbia River is recognized as necessary to the long range transportation needs of the area; however, an interstate route at that location would not provide the degree of regional traffic service that will be provided by the proposed SR 182 plan.

7. Mr. and Mrs. Thad Coleman, in Exhibit No. 41, Mr. Coleman, on pages 117 through 125 of the hearing transcript, and Mr. David Merrill, on page 143 of the hearing transcript, expressed opposition to the SR 182 route location and design with particular concern for flooding and compliance with flood plain regulations.

The plan, as proposed, is in compliance with all regulations governing flood plains and shorelines and U.S. Coast Guard navigational clearance requirements. The Department has determined, in Reserved Exhibit Nos. 40 and 42, that there is no feasible or prudent alternative to the construction of SR 182 in its presently proposed location.

8. Mr. Homer Moulthrop, in his statements on pages 129 through 139 of the hearing transcript, expressed concern for the inadequacy of the pedestrian/bicycle pathway system. He suggested rerouting the pathway in Richland from Jadwin, Abbot and Adams Streets to existing SR 240 and the EW Line frontage road to the Adams Street intersection with George Washington Way. He further suggested signals with pedestrian phase at Adams and George Washington Way intersection to facilitate auto left turns and cyclist crossing of George Washington Way. From Adams Street a trail should skirt the south edge of the relocated golf course and extend to intertie with the proposed trail system at the Columbia River bridge.

The Department has indicated, in Reserved Exhibit No. 43, that the pedestrian/bicycle system was developed through extensive coordination with local jurisdictions having responsibility for its operation and maintenance after construction by the State. These agencies have all concurred with the system as proposed. The ultimate decision as to whether the pathway will be signed through residential streets or along old SR 240 and the EW Line will be the City of Richland's.

Signals may be installed and a pedestrian phase added at the Adams Street/George Washington Way Intersection when sufficient warrants are met. This may be included as part of the construction of SR 182, or by the City of Richland at a later date.

A pedestrian/bicycle trail from Adams Street along the southerly edge of the relocated golf course to intertie with the proposed trail system at the Columbia River is not warranted at this time.

XI

The Deputy Secretary of Transportation particularly finds, in the case of each abutting ownership, that the adoption of the plans for making said highways limited access facilities, said plans being attached hereto and marked Exhibit "A", is required for public convenience and necessity.

Based upon the foregoing findings and the evidence supporting them, the Deputy Secretary of Transportation of the State of Washington

ORDERS:

I

That the section of State Route 182 in Benton and Franklin Counties described as follows is hereby designated as a limited access highway of the fully controlled type:

Between Station L^E 1116+56.84 and Station L^E 1528+56.49 as shown on sheets 1 through 24 of 52 sheets of the plan entitled "~~SR 182, GOOSE GAP ROAD TO ROAD 68 INTERCHANGE VICINITY, M.P. 1.01 to M.P. 8.49, BENTON AND FRANKLIN COUNTIES~~", dated December 29, 1978.

That the section of State Route 240 in Benton County described as follows is hereby designated as a limited access highway of the partially controlled type:

Between Station 13+41.80 and Station 66+49.6 as shown on sheets 1 through 3 of 16 sheets of the plan entitled "SR 240, RICHLAND TO KENNEWICK, M.P. 36.28 TO M.P. 37.29, BENTON COUNTY", dated February 15, 1944.

II

That the plans set forth in Exhibit Nos. 9-1 through 9-24 and 10-1 through 10-3 for establishment of access control on said highways be revised as follows and as shown on Exhibit "A" hereto attached and by this reference made a part hereof:

1. Revise plan sheets 6 and 7 of 52 sheets to allow for transfer of the access easement on the right between approximate Station L^E 1155+50 and Station L^E 1192+50 to U.S.B.R. (K.I.D.) and Parcel No. 5-04031.
2. Revise plan sheets 1, 8 and 21 of 52 sheets to add the AL Line frontage road and a public grade intersection with the TF Line at Station TF 120+30.
3. Revise plan sheets 8, 11, 12, 13, 20 and 24 of 52 sheets and sheets 1 through 3 of 16 sheets to modify portions of the proposed pedestrian/bicycle trail facilities.
4. Revise plan sheet 9 of 52 sheets to add a construction permit on the right in the vicinity of Station L^E 1240+70 to Station L^E 1241+65.
5. Revise plan sheet 10 of 52 sheets to add a Type C approach to the City of Richland shelterbelt, parcel 5-04310, on the left between Station RB 16+00 and Station RB 16+50.

6. Revise plan sheets 2 and 10 through 13 of 52 sheets to make major revisions to the WR, R and RE Lines, the D.O.E. Railroad relocation and TR Spur connection, the NS and FT Lines and the pedestrian/bicycle trail.
7. Revise plan sheets 2 and 12 of 52 sheets to add the EW Line frontage road extending northerly from existing SR 240 to Adams Street.
8. Revise plan sheets 17 and 24 of 52 sheets to extend the limits of access control to Station C 68+00, left and right, and Station CC 474+12.78, left and right.
9. Revise plan sheets 1 and 20 of 52 sheets to provide a westerly shift of the TF Line.
10. Revise plan sheets 2 and 24 of 52 sheets to realign the CC Line as a through movement with the north leg of Court Street and tee the south leg of Court Street (CS Line) into the CC Line.
11. Revise plan sheet 1 of 16 sheets to allow traffic movement under the structure between Station 13+45 and Station 20+60 as restricted clearance permits.
12. Revise plan sheets 1 through 24 of 52 sheets (Exhibit Nos. 9-1 through 9-24), and 1 through 3 of 16 sheets (Exhibit Nos. 10-1 through 10-3) to make minor plan revisions, to correct ownership and parcel details, area computations, and right of way details.

IV

That the plan entitled "SR 182, GOOSE GAP ROAD TO ROAD 68 INTERCHANGE VICINITY, M.P. 1.01 TO M.P. 8.49, BENTON AND FRANKLIN COUNTIES", sheets 1 through 24 of 52 sheets, dated December 29, 1978, as revised above and as shown on Exhibit "A", be and the same is hereby adopted.

That the plan entitled "SR 240, RICHLAND TO KENNEWICK, M.P. 36.28 to M.P. 37.29, BENTON COUNTY", sheets 1 through 3 of 16 sheets, dated February 15, 1944, as revised above and as shown on Exhibit "A", be and the same is hereby adopted.

That a portion of the plan entitled "SR 240, RICHLAND: STEVENS DRIVE TO THAYER DRIVE, M.P. 30.61 TO M.P. 34.85, BENTON COUNTY", as shown on sheets 9 (pt.) and 10 of 15 sheets, dated August 18, 1978, is hereby superseded.

ADOPTED THIS 22nd day of October, 1979.

APPROVED AS TO FORM:

Thomas R. Burlington
Assistant Attorney General

DEPUTY SECRETARY OF TRANSPORTATION

V. W. Korf
V. W. Korf