

**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
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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.