

7 Transportation Element

7.1 Introduction

The Transportation element of the Comprehensive Plan describes the existing transportation network, [Level of Service \(LOS\)](#), planned improvements and financing, and intergovernmental coordination needs, as required under RCW 36.70A.070(6). Collectively, these items help functionally integrate the transportation network with the Land Use Map (see Appendix A: Map Folio, Figure 14 – Transportation – Existing Major Facilities Map).

Under current local farm and non-farm economic growth conditions, the trend to convert raw land for agriculture, residential, commercial, and industrial land uses will continue. These conversions engender new land uses which drive maintenance and expansion of road capacity for commuter, "farm to market," leisure, recreation, business, and other vehicle trips. Transportation related land use demands ultimately manifest themselves as capital projects in the County's Six-Year Road Program (Appendix H-1). Further information on the Washington State Highway System can be found in Appendix H-3 (Washington State Highway Inventory within Benton County) and Appendix H-4 (Washington State Highway Inventory and 203628 Forecast and Level of Service Analysis).

[NOTE: updates to goals and policies for Transportation included in Section 2.8 will be included in the final. We have been working with stakeholders to determine appropriate adjustments.](#)

7.2 Existing Transportation System

Transportation systems in Benton County form a multi-modal network that provides for the movement of people and goods locally. The systems connect to regional, state, national, and international systems. Transportation systems which comprise the local network include road, rail, air, waterborne, and non-motorized (bicycle, pedestrian) transit.

Efficient transportation links to regional, state, national, and global markets are essential to the maintenance and growth of the County's economic base. Additionally, the ease with which people can move throughout the County is an important quality of life factor.

7.2.1 *Benton County Road System*

Within and around the Metropolitan Planning Area (Kennewick, Richland, West Richland), the road system within Benton County is well developed with interstates, state highways, collectors, and local access routes. Improvements have been made to several roads to improve access to some of the outlying rural areas, such as Finley and in areas in southern Benton County. Road access for rural and agricultural areas is good and continues to be improved.

Peak hour congestion problems do exist within the urban areas, notably on routes such as State Route 240 and George Washington Way used by Hanford Site commuters, and on Columbia Center Boulevard related to the Columbia Center Commercial Retail complex in Kennewick.

However, congestion problems are absent on County roads serving rural or agricultural areas. Generally, principal road concerns in rural areas are "all weather" access for agricultural product transport and more direct "farm to market" routes for agricultural products. Several road improvements have been made in recent years to improve the rural road system within the County.



Benton County uses the federal functional classification system for categorizing County roads, including rural and urban local access roads, minor and major collectors, and arterials.

Local access roads. Their primary function is to provide direct access to individual land holdings and uses, whether they be residential, industrial, or agricultural. Local roads generally lead to collectors that collect or merge traffic. Local roads do not have a designated LOS.

Minor Collectors. Their primary function is to conduct traffic "intra-county" from local roads to the major collectors and arterials. This function is often divided between movement and access to land uses. Minor collectors do not handle long thru-trips and are not continuous for any great length. Minor collectors do not have a designated LOS.

Major Collectors. Their primary function is to provide service to any county seat not on an arterial, or to towns or rural centers not served by an arterial, or to other traffic generators such as schools, shipping points, parks, or important agricultural areas. They collect large volumes of traffic from access roads and minor collectors and move it to major and minor arterials and between major activity centers and traffic generators. Major collectors serve the volumes of traffic within areas that are not served by arterials. Major collectors have a designated LOS of “C” in the unincorporated portions of the County outside of UGAs.

Minor Arterials. These include state highways/routes and a few local routes, and their primary function is to serve as major carriers. They are woven through and fully integrated with local collectors and roads that reach beyond the local network to act as regional links and to bridge the distances between interstate corridors, to which they provide major connections for interstate travel.

Depending upon circumstances, access is provided in various configurations including at-grade intersections to local access roads and even private ingress and egress (with state granted encroachment permits). LOS are designated by WSDOT.

Major Arterials. These include the interstate and other highways with the primary function of moving large volumes of high-speed traffic for long distances. Access is generally provided only at spaced, grade-separated interchanges. Freeways are usually multi-lane, divided highways. They are the component of the road system which connects the regions within a state and across the states of the nation.

Figure 14 in Appendix A: Map Folio depicts the major collectors, arterials, and interstate highways in Benton County.

7.2.2 Regional Rail System

Freight rail service to the Tri-Cities and Benton County, as well as surrounding counties, is provided by Union Pacific and Burlington Northern & Santa Fe Railroads as shown on Appendix A: Map Folio, Figure 14 – Transportation – Existing Major Facilities Map.

The Tri-Cities area is one of the few areas between the Rockies and the Cascade Range to be linked by more than one carrier. Vast tonnages of export and import products associated with seaports on both the Pacific and Atlantic coasts are moved through the area. Major quantities of agricultural products from the Midwest and the Pacific Northwest are also transported to the Puget Sound and Portland area for transshipment to Pacific Rim countries.

Passenger Rail Service. Rail passenger service is at Amtrak facilities at Pasco in Franklin County. Connections from Pasco are Spokane and Portland.

Tri-City Railroad. A Union Pacific affiliated rail handling carrier serves the area in and around Richland, operating out of former U.S. Department of Energy facilities in north Richland (TCR 2017). Washington State outlined a set of rail service needs in 2019⁹³ (WSDOT) that are applicable to Benton County. These include:

- Need #1: Address constraints to ensure capacity meets future demand
- Need #2: Preserve existing rail capacity and infrastructure
- Need #3: Enhance the efficiency and reliability of existing services
- Need #4: Use the rail system to support economic development by providing access to people and industry
- Need #5: Preserve access to global markets by ensuring access to Washington’s ports

The County will continue to support plans, projects, and other activities that help meet these needs for the rail systems serving areas in the County. [The Port of Benton is working to upgrade sections of its track through Richland to improve rail speeds and reduce street closures during a train event.](#)

7.2.3 Air Transportation

Benton County (and the Tri-Cities) is served by three public airports as shown in Table 7-1.

**Table 7-1
Public Airports Serving Benton County and the Tri-Cities**

Name of Airport	Location	Classification (FAA)	Owner
Tri-Cities Airport	City of Pasco	"Air Carrier" (regional)	Port of Pasco
Richland Airport	City of Richland	"Commuter Service"	Port of Benton
Prosser Airport	City of Prosser	"General Aviation"	Port of Benton

The **Tri-Cities Airport** in Pasco serves as the major air carrier airport for both Benton and Franklin counties and the surrounding region in both Oregon and Washington. The airport has [been recently expanded and upgraded its terminal facilities, and the number of carriers serving the region has grown to six commercial airlines.](#) Continued steady growth is expected, consistent with population growth in the region.

The **Richland Airport** provides most of the general aviation activities in the County, including recreation flying, flight training, charter flights, air taxi service, business flying, glider operations, and skydiving activities. Activities at the **Prosser Airport** include recreational flying, flight training, air charter, and agricultural application operations.

7.2.4 *Water Transportation/The Columbia-Snake System*

The Columbia and Snake rivers provide an inland commercial waterway consisting of navigational locks in eight dams over a length of 465 miles, extending from Astoria, Oregon, at the mouth to Lewiston, Idaho. Within this system, a navigational channel of 14 feet deep (minimum) is maintained for bulk commodity transportation by ocean-going barge. This inland waterway, which links the Pacific Ocean with the state's agricultural "Inland Empire," forms Benton County's eastern and southern boundaries. In addition to the Port of Benton facilities at Richland, barges can be loaded and unloaded at facilities in Kennewick and Finley.

The principal commodity shipped out of Benton County by barge is grain products. Grain shipments in 2014 above McNary Dam totaled 4,189,000 tons and 4,644,565 tons between McNary and the Dalles dams (Godlewski 2016). [In fiscal year 2021 more than 5,652,975 tons of commodities passed through the navigation lock at McNary dam, consisting primarily of grains, petroleum products, fertilizer, wood products and miscellaneous cargo \(US Army Corps of Engineers\)..](#)

Agricultural products are shipped from privately owned docking facilities located at grain storage and industrial sites. Occasionally, special shipments of former nuclear components, such as submarine reactor hulls, destined for disposal at Hanford, are barged to the Port of Benton dock in Richland.

The demand for waterborne transport fluctuates with markets, commodity supply, and in relationship to the economics of transport by rail and overland truck. However, over the long term, because of its inherent efficiencies, waterborne transport will likely remain an integral part of the Inland Empire transportation system and will continue to play a vital and expanding role as global trade expands, balanced with associated river management strategies supporting salmon recovery efforts. Maintaining the existing water transportation system is an important priority for the County.

7.2.5 *Pipeline Transport*

7.2.5.1 **Existing Conditions**

Benton County has two interstate natural gas pipelines: Pacific Gas and Transmission Company and Northwest Pipeline Company. The Pacific Gas and Transmission Company line crosses the southeast corner of the County as it extends from Walla Walla County into Oregon. The Northwest Pipeline Corporation line runs up the Columbia River Gorge from Vancouver, Washington, to Plymouth. There it branches into two lines, one to the Yakima Valley and Wenatchee, the other serves the Tri-Cities and Spokane. The system distributes natural gas to Washington's seven utility companies. The maximum pipe size is 30 inches.

7.2.5.2 Future Considerations

Gas energy from this distribution system directly serves the Plymouth and south Finley areas Industrial land use designations. Substantial undeveloped industrial designated land exists within these two areas. The presence of large acreages with gas energy and road, rail, and barge transport opportunities provides economic opportunities that should not be blocked by piece-meal developments. Proactive advanced planning should occur in these areas to preserve their future industrial/commerce values.

7.2.6 Public Transit Service, Park and Ride Lots

Ben Franklin Transit (BFT). The Tri-Cities urban area, Prosser, and Benton City are served by several fixed routes operated by Ben Franklin Transit (BFT). BFT also provides a rideshare/vanpool program that operates throughout the region. A map of the BFT Service Area known as the Public Transit Benefit Area (BFTA) is included in Appendix A. BFT route headways are set and adjusted periodically based on ridership demand and market potential, using load factors, productivity, and development growth to inform the planning process. BFT distributes bus service so that the majority of all residents within the service area are within a 1/2 mile walk of bus service. [Dial-A-Ride \(DAR\)](#) paratransit service operates on an eligibility basis throughout the entire PTBA, at a regular rate when the origin and destination are within 3/4 of a mile of the service boundary, and at a premium rate when the origin or destination is beyond 3/4 of a mile from the service boundary.

Benton County sits on the Board for BFT and participates in their planning process as well. BFT regularly prepares ~~sd~~ a Transit Development Plan (TDP) which identifies improvements and expansions to the transit service provided in the region. Because of the nature of providing efficient transit service within budgetary limitations, transit service to unincorporated areas of Benton County are somewhat limited. However, coordination of appropriate services such as bus stops, park and rides and other services occurs with each update of the TDP. The current TDP is adopted by reference in the Comprehensive Plan. [The TDP is currently being updated and appropriate items pertinent to Benton County will be included in the Final Comprehensive Plan in 2026. and can be found at this weblink: ~~https://www.bft.org/assets/1/6/draft-2019-2024-transit-development-plan-for-public-comment-06-13-191.pdf~~](#)

Park and Ride Lots. There are currently ~~eight~~^{nine} park and ride lots in Benton County which are owned by WSDOT, BFT, and the City of Kennewick. BFT buses serve six of the sites in the urban area.

7.2.7 Non-Motorized Transport

Bicycle paths have increased in the past several years, with a bike path that forms a loop around the urban areas of the Tri-Cities and a path north and west of Prosser. In addition, roads with lower traffic use in the County are often used by cyclists for recreational riding.

Benton County is an active participant in the regional transportation planning process that is coordinated by the Benton Franklin Council of Governments (BFCOG). As members, the County participates regularly on both the Technical Advisory Committee and the Policy Board to address numerous transportation issues in the region. The BFCOG has prepared ~~both at the~~ Regional Active ~~Transportation Management~~ Plan (2020) which discusses bicycle and pedestrian facilities ~~and a~~ ~~Regional Bicycle Plan (2024)~~. As members of BFCOG this document and its associated strategies, are adopted and incorporated into the Benton County Comprehensive Plan by reference ~~and are available on the BFCOG website.~~ ~~This document can be found at the following weblink:~~ ~~<http://bfcog.us/wp-content/uploads/2017/03/FINAL-2016-Regional-Active-Transportation-Plan-3-28-16.pdf>~~. A map from this document of the Benton County Active Transportation System is included in Appendix A Map Portfolio.

7.2.8 Transportation Demand Management Strategies

As discussed above, Benton County is an active participant in the BFCOG. The Regional Transportation Plan, *Transition 2040*, includes a ~~section chapter on Transportation Management and Operations~~ that discusses Transportation Demand Management Strategies. TDM strategies should be pursued when roadway LOS approaches or drops below adopted standards included in the Comprehensive Plan. As members of BFCOG all of these documents, and associated TDM strategies, are adopted and incorporated into the Benton County Comprehensive Plan by reference. These documents can be found ~~on the BFCOG website at the following weblink:~~ ~~<http://bfcog.us/transition2040/>~~ ~~<http://bfcog.us/transition2040/>~~.

7.3 Level of Service Analysis

Consistent with GMA, the County has adopted LOS as the standard of operating efficiency for the County-owned and maintained major collectors and arterials within the County transportation service system. Local roads and minor collectors do not have designated LOS. LOS for minor arterials are designated by WSDOT.

7.3.1 Benton County Level of Service

Benton County's designated LOS is "C" in rural areas and LOS "D" within Urban Growth Areas. When a roadway meets an LOS "C" standard, it means that the streams of traffic flow remain uninterrupted, even at peak hours, by congestion or delays related to traffic volume and road configuration.

County land uses are primarily rural and agricultural, and such uses typically generate new traffic demands gradually. ~~An evaluation of LOS for all County major collectors and arterials was conducted by evaluating existing and future volume (through 2027) estimates.~~

On rural roads with relatively light traffic volumes where flow is uncomplicated by frequent entry points and signalized intersections, a simple comparison of existing traffic counts and projected traffic counts ~~compared to capacity gives a reasonable estimate of Level of Service (LOS).~~ ~~based upon assumed growth percentages by area in the County was applied to evaluate LOS.~~ ~~An LOS analysis was performed based on traffic volumes collected in 2024 by the Benton Franklin Council of~~

~~Governments at 48 locations in unincorporated Benton County. The LOS for each of the roads evaluated was determined for both existing and future volumes to be at a LOS AC level – very efficient flow of traffic without delays. No new major increases in traffic generators from new localized sources were identified as part of this evaluation. Forecasts for year 2036 were prepared using the BFCOG regional travel demand model where available. In areas not covered by the regional model the higher of either 1% per year growth or historic growth rate where data is available was used to be conservatively high. Appendix H-2: Existing and Forecast Transportation Level of Service shows the current volumes of traffic at the 48 locations where traffic data was collected over major collectors and the 10-year projected traffic volumes for year 2036 each collector. The LOS analysis indicates that every road segment is anticipated to still function for each of these roads has been determined to beat acceptable LOS of A except the road segment of Dallas Road south of I-182, which is forecast to function at LOS D, which is acceptable due to the fact that it is at the edge of the Urban Growth Area at a C level at least or higher.~~

7.3.1.1 Level of Service on State-owned Facilities

The LOS for regional highways, including state roadways, is set through a coordinated process through the Benton-Franklin Council of Government (BFCOG), the County's regional transportation planning organization, along with state, regional, and local input. The LOS for highways of statewide significance is set by the State in consultation with local jurisdictions, with the State having final authority to establish LOS and associated state and federal expenditures on the system.

An analysis was performed to determine Level of Service on state owned facilities. The Washington State Highway Inventory Matrix shown in Appendix H-3, provides an inventory of state owned facilities. Appendix H-4 provides details on the analysis of LOS for current conditions as well as for year 2036~~28~~. All state highway segments will function with acceptable Levels of Service with all segments anticipated to perform at LOS all but two segments forecast to be LOS "A" or "B". Those two segments one on SR 240 west of Richland and one on SR 297 between Kennewick and Finley are forecast to be LOS "D" but are within the Urban Growth Area.

As mentioned in the Land Use and Housing Elements, much of the population growth within the unincorporated Benton County is anticipated to occur outside the city limits but within the Urban Growth Areas. The Level of Service analysis was conducted using the most recent traffic data available from WSDOT for the state highway system along with the BFCOG regional traffic model. The regional model forecasts several different land uses throughout the region for the year 2040 to estimate future travel demand on functionally classified roadways. Benton County participates in the development of the model, including the preparation of population and employment forecasts for Transportation Analysis Zones supported by the modeling process. The land use assumptions of the model are included in the Appendix of the Regional Transportation Plan, are included here by reference, ~~and found at this weblink: [Benton County Comprehensive Plan Update](http://bfcog.us/wp-content/uploads/2018/01/Appendix-Jan-</p></div><div data-bbox=)~~

~~8.pdf. Maps representing the TAZ as well as the population and employment growth are included in Appendix H.4.~~ For areas not covered by the regional model, a discussion was held with WSDOT and it was agreed that traffic forecasts for these areas would be fairly represented using 1% per year growth in current volumes.

7.3.2 *Future Considerations*

Improve the Utility of the Transportation Network. The utility and adaptability of an area's transportation network is one of the primary characteristics upon which the "quality of life" is based. By in large, the road transportation network within the County and the Tri-Cities is an excellent and efficient one, consisting of interstate highways, state routes, and local arterials, collectors, and local access routes; it has well-defined and institutionalized mechanisms for eliminating its deficiencies and maintaining its high level of performance.

However, the existing transportation network is almost singularly dedicated to the personal automobile. This is not a fault, but rather a limitation to the larger community's realization of other land uses, commercial enterprises, human activity, and socioeconomic diversity.

A truly multi-modal transportation system invites increased personal mobility (via pedestrian, bicycle, equestrian, and transit modes); it energizes existing and fosters the creation of new activity centers; it melds business, casual, tourism, and recreational activities into a richer and more resilient community fabric.

Policy needs - there should be bicycle, pedestrian, and equestrian trails which connect the major urban and rural activity centers of the County.

Action - the County should initiate a cooperative effort with adjacent jurisdictions, relevant state agencies, business, private interest groups, and citizens to pull together the various bikeway and trail plans from each jurisdiction, into an integrated trail plan.

This integrated trail plan should use open space corridors, public lands, special district rights-of-way, existing public roads, and new acquisitions, to connect urban and rural residential, business, governmental, visitor, and recreational activity centers and amenities via a network of non-motorized travel corridors. The integrated trail plan should integrate with existing transit and automobile system components.

There should be an adopted implementation program and construction schedules for integrated trail plan components.

Agreement should be sought from participating jurisdictions to annually fund, either jointly or unilaterally, depending upon the nature of the project component, the construction of the integrated

trail plan. Where feasible, the funding should be targeted so that it integrates functionally with other parks and recreational facilities or trail construction projects in the County or in other jurisdictions.

7.4 Planned Improvements and Financing

7.4.1 County Six-year Road Program

The County Road Program (Appendix H – to be updated prior to final adoption with the most current program) is the County's principal directive for "near term" capital expenditures to carry out the adopted Transportation element as it relates to the construction of new facilities and preservation of existing corridors. The Road Program is updated annually by the County Road Department with each update approved by the Board of Commissioners. The purpose of the Road Program is to correlate funding sources to needed improvements and identify projects for dedicated revenues. It enables long range decision-making, helps assure the continuity of Commissioner goals and objectives, and helps to identify the impacts in future years of decisions made currently. It also identifies existing and future revenues, revenue sources, maintenance and operating costs, expenditure categories, and improvements for the transportation system.

The Road Program and this Transportation element is coordinated with the transportation planning of other jurisdictions through the BFCOG. The County Road Department and the BFCOG cooperatively conduct traffic counts on the road network to record traffic volumes over time. The data from these recordings are factored into the annual update of the Six-year Road Program, which identifies capital projects to be carried out in the near term.

The "condition" of roadways is also monitored to assess their surface and bed condition and to indicate where the condition of a road is not sufficient to carry existing and projected volumes, as well as the volumes that would occur at the designated LOS. These data are also factored into the Six-year Road Program.

Funding Sources – Projects included within the Road Program must have identified sources of funding. Under GMA, projects necessary to maintain designated LOS are a priority. A variety of local, state, and federal funding supports the Road Program, with a primary revenue source being the County Road Fund.



Bridge and powerlines in Benton County

7.4.2 Paths and Trails

In recent years, the County has placed increased emphasis on providing paths and trails as non-motorized travel routes for both commuting and recreation. There is growing citizen interest in bicycling, walking, running, and equestrian trails that connect activity centers.

Funding Sources – RCW 47.30 requires cities and counties to allocate one-half of one percent of the amount of funds received from the motor vehicle fund for trails and paths. In order to spend these funds on the construction of a trail or path, the trail or path must be included in a comprehensive trail plan adopted by the governing body. Additional planning and construction funds are available through various state and federal grants.

7.4.3 Concurrency - Pay As We Go

Under GMA, service capacity for a new project is supposed to be available "concurrent" with the approval of a new project, or when the project is occupied. This requirement for concurrency is intended to prevent existing residents from having to pay for new capital projects to serve new development. Concurrency is designed to prevent large deficits in capacity by adding capacity as growth occurs, instead of letting it build up.

Benton County reviews traffic volume information collected annually and incorporates this information into updates to the Six-year Road Program. This provides an ongoing assessment of the traffic volume compared to capacity conditions on individual sections of road. In this way, planning and funding of capital projects necessary to meet projected demands can occur in advance, or "concurrently" with the demands. The Road Program is designed to make a variety of improvements to the road network during the planning period to address incremental growth and other needs, as described previously.

Additionally, the principal mechanism for the review and mitigation of new development impacts on designated LOS for local streets, roads, and state highways, is the County's Environmental Policy

(SEPA Ordinance). Under BCC Chapter 6.35, those projects that are not “categorically exempt” from SEPA review will address traffic generation in the SEPA Checklist, wherein project related trip generation is identified. Under the ordinance, projects that are categorically exempt are generally de minimis relative to traffic generation.

7.5 Regional Transportation Plans

The BFCOG is the lead agency for both the Tri-Cities Metropolitan Planning Organization and the Benton-Franklin Regional Transportation Planning Organization. As lead agency for the Regional Transportation Planning Organization, the BFCOG reviews each local jurisdiction’s Land Use and Transportation elements of their comprehensive plans to certify each plan is in conformity with the transportation provisions of the GMA and consistent with the regional transportation plan.

BFCOG melds the Transportation elements of local government’s comprehensive plans into an integrated and internally consistent Regional Transportation Plan for certification consistent with the State Transportation Plan and system requirements. BFCOG provides a predictive Transportation Model to the County and other local jurisdictions that produces forecasted traffic demand/capacity analyses from which future transportation improvement planning and projects are identified for planning and funding. The current Regional Transportation Plan, *Transition20450 2017-2040*, was adopted in May 2017 by the BFCG. *Transition2040* is a long-range, multi-modal planning document that identifies transportation needs of the Benton-Franklin County region through 20450 (BFCG 2017b). It provides a regional framework and guide for the investment of anticipated federal, state, and local funds based on identified needs, goals, and objectives.

The five primary goals of the plan are:

1. To provide for and improve the safety and security of transportation users and the transportation system through design, operations, maintenance improvements, and public information
2. To maintain, preserve, and prolong the life and utility of prior investments in transportation systems and services
3. To improve the predictable movement of and access to goods and people throughout the region and improve quality of life
4. To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy
5. To make transportation decisions that protect the environment, promote sustainable development, and coordinate regional/community stakeholders

Benton County considers these goals and the associated objectives along with other information in planning for transportation system improvements to the County road system and in lending support to regional projects and programs.

7.5.1 Current and Future State Highway System Needs

Transportation elements of GMA comprehensive plans must include an identification of current and forecast needs and a financial analysis of how an identified need might be addressed concerning the regional transportation system, including state highways.

Appendix H-4 lists current [all-day and peak hour traffic volumes](#) and forecast 203628 peak hour traffic volumes for the state highway system in Benton County. The County is not responsible for traffic effects on highway segments in cities, and the WSDOT sets levels of service on Highways of Statewide Significance. When segments in cities and on the Highways of Statewide Significance are removed from that list a total of 56 segments on ten state highways: SR 14, 22, 24, 82, 182, 221, 224, 225, 240 and 397 remain and for which analysis was reported..

A source for identification of current and forecast need on the state highway system is Transition20450, ~~the 2017-2040~~ Metropolitan/Regional Transportation Plan adopted ~~on May 2017~~ by the BFCOG. Transition20450 is a long-range, multi-modal planning document which identifies the mobility needs of the region, comprising of both Benton and Franklin counties, through the year 20450. [Section 4Chapter 5](#) of the Transition20450, [Funding for our Transportation Futurefinancial Analysis](#), includes programmed projects and available funds submitted by WSDOT ~~for the period of 2017~~ through 20425 in Benton and Franklin counties.

The chapter identifies forecasted WSDOT cost for maintenance and operations and capital construction in Benton and Franklin counties. Maintenance and operations needs are forecast at about \$28,000,000 and capital improvement costs at about \$119,000,000. The Plan states revenues and expenditures balance out and there is no predicted new revenue. The only identified system capital improvements in the two-county area are those included in the Connecting Washington funding package.

[THE PARAGRAPHS BELOW WILL BE UPDATED FOR THE FINAL WITH INFORMATION ANTICIPATED TO BE PRODUCED THAT WILL REFLECT WSDOT FUTURE PROJECTS.](#)

Connecting Washington is a 16-year program, funded primarily by an 11.9-cent gas tax increase that was fully phased-in on July 1, 2016. Table 7-2 below shows the Connecting Washington projects listed in Transition20450 and state costs associated with each project.

**Table 7-2
Connecting Washington Projects in Benton and Franklin Counties**

Connecting Washington Account	State Funds
Connell Rail Interchange	\$10,000,000
I-82 West Richland – Red Mountain Interchange	\$27,000,000

US 395/Ridgeline Intersection	\$17,000,000
Duportail Bridge	\$38,000,000
US 295/Safety Corridor Improvements	\$15,000,000
Lewis Street Overpass	\$26,000,000

Source: 2017 WSDOT Project Delivery Plan; Additional WSDOT documentation

In November 2017, WSDOT released the 2017 Project Delivery Plan, a detailed county-level 8-year list of capital improvement and preservation (maintenance and operations) projects and costs for the years 2017 through 2025. Funding decisions at WSDOT are the responsibility of the Department, as are decisions on releasing information on funding sources. A background document companion to the project list discusses funding assumptions, stating the Delivery Plan aligns with legislative direction provided in the 2017 Transportation Appropriations Bill and is consistent with overall legislative investment expectations.

Noteworthy improvements listed in Benton County are the Connecting Washington projects which, except for the Red Mountain Interchange are urban in nature. Rural improvement projects include the Red Mountain Interchange, the intersection of SR 224/SR 225 in Benton City, railroad crossing improvements in the vicinity of the SR 397/Piert Road intersection and rumble strips on SR 22.

Significant preservation projects listed in the Project Delivery Plan include painting the SR 24/Columbia River Bridge at Vernita and painting the Interstate-82/Columbia River Bridge at Umatilla. Multiple paving projects on Interstate-82 in rural Benton County are also listed.

7.5.2 2016 Regional Active Transportation Plan for Benton and Franklin Counties and Tri-Cities Urban Area

The ~~2016~~ Regional Active Transportation Plan for Benton and Franklin Counties and Tri-Cities Urban Area was approved by BFCOG in 20~~2016~~ and is incorporated by reference in *Transition2045*~~0~~. This document provides a status of bicycle and pedestrian planning and implementation, includes a review of bicycle and pedestrian policies and practices, and discusses active transportation safety issues. The plan notes that attention to bicycling and walking issues in Benton and Franklin counties has significantly increased in volume and importance in the last decade, with interconnected pedestrian and bike systems becoming a more critical component of the regional transportation network. Strong public support exists for improved bicycling and walking conditions through increased planning, funding, and implementation of shared use paths, sidewalks, and on-street facilities (BFCOG 20~~2016~~).

In addition to these regional plans the Benton County Comprehensive Plan includes goals, policies, and actions relevant to the development of bicycle and pedestrian facilities within the County in

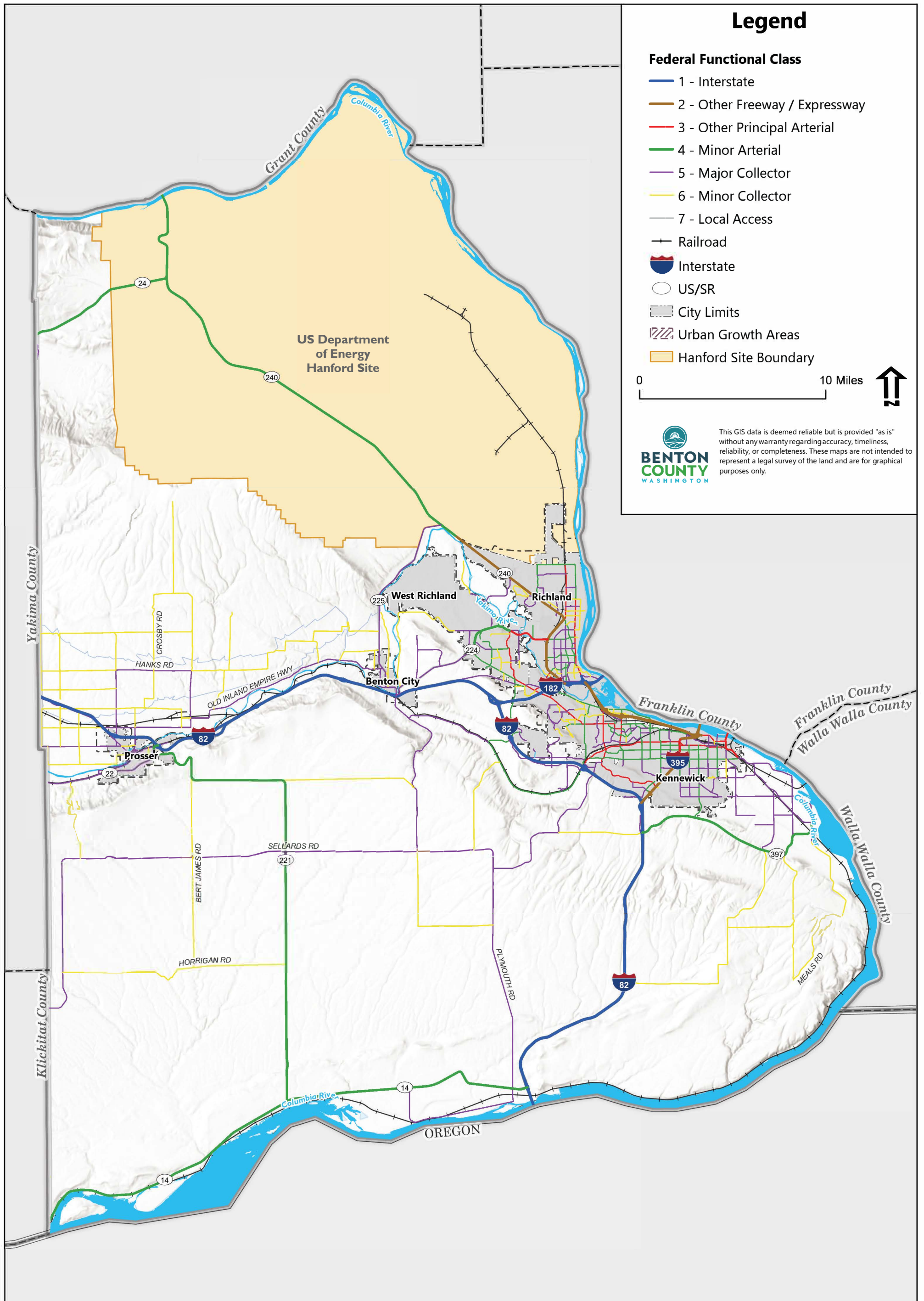
Chapter Two Goals and Policies and Chapter 8 Parks and Recreation. These goals and polices endorse the development of bicycle and pedestrian facilities and provide a public participation program for public involvement in the process. Chapter 8 Parks and Recreation also contains a map of existing and proposed trails.

Appendix A

Map Folio

~~(prepared by Benton County GIS with
supplements from BFCG)~~

Excerpts



Legend

Federal Functional Class

- 1 - Interstate
- 2 - Other Freeway / Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local Access

— Railroad

Interstate

US/SR

City Limits

Urban Growth Areas

Hanford Site Boundary

0 10 Miles





This GIS data is deemed reliable but is provided "as is" without any warranty regarding accuracy, timeliness, reliability, or completeness. These maps are not intended to represent a legal survey of the land and are for graphical purposes only.


Data Sources: Benton County GIS, Washington DNR, Esri, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and Date of Last Export: 6/12/2025 2:42 PM












Figure XX
DRAFT Existing Transportation Facilities Map
 Benton County Comprehensive Plan

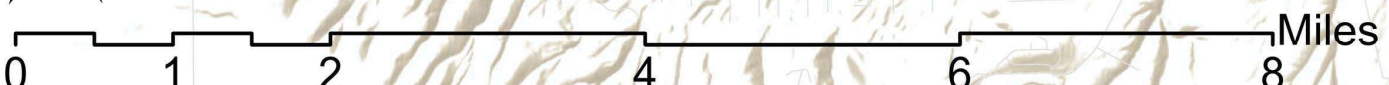
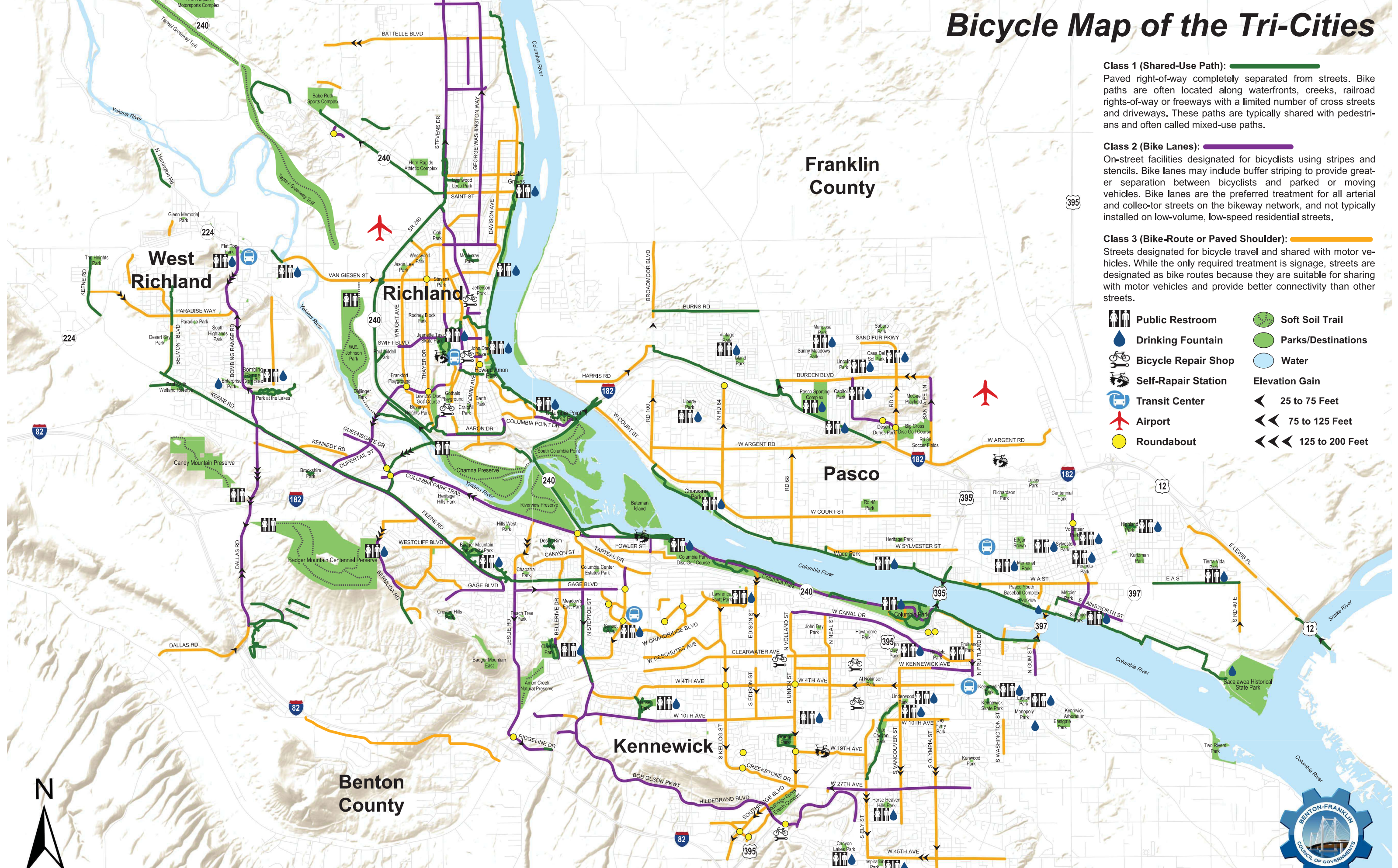
Bicycle Map of the Tri-Cities

Class 1 (Shared-Use Path):  Paved right-of-way completely separated from streets. Bike paths are often located along waterfronts, creeks, railroad rights-of-way or freeways with a limited number of cross streets and driveways. These paths are typically shared with pedestrians and often called mixed-use paths.

Class 2 (Bike Lanes):  On-street facilities designated for bicyclists using stripes and stencils. Bike lanes may include buffer striping to provide greater separation between bicyclists and parked or moving vehicles. Bike lanes are the preferred treatment for all arterial and collector streets on the bikeway network, and not typically installed on low-volume, low-speed residential streets.

Class 3 (Bike-Route or Paved Shoulder):  Streets designated for bicycle travel and shared with motor vehicles. While the only required treatment is signage, streets are designated as bike routes because they are suitable for sharing with motor vehicles and provide better connectivity than other streets.

-  Public Restroom
-  Drinking Fountain
-  Bicycle Repair Shop
-  Self-Rapair Station
-  Transit Center
-  Airport
-  Roundabout
-  Soft Soil Trail
-  Parks/Destinations
-  Water
- Elevation Gain**
-  25 to 75 Feet
-  75 to 125 Feet
-  125 to 200 Feet



Appendix H
Transportation

Appendix H-1
Road Program 2016 – 2021
(or as updated)

To be updated with current Road program prior to adoption

Appendix H-2

Transportation Level of Service

Appendix H2 - Benton County Road Exising (2024) and Forecast 2036 Level of Service Analysis

Site ID #	Jurisdiction	Location/ Description	Direction	Collection Start Date	Direction Split_1	Direction Split_2	Current AADT (2024) (1)	Capacity (2)	Current PM Peak Hour Volume (3)	Current Volume to Capacity Ratio	Current PM Level of Service (4)	2036 PM Peak Hour Forecast (5)	2036 Volume to Capacity Ratio	2036 PM Level of Service
1	Benton County	Bowles Rd W-O S Haney Rd	EB/WB	10/8/2024	0.507	0.493	1942	800	87	0.11	A	98	0.12	A
2	Benton County	Bowles Rd E-O S Haney Rd	EB/WB	10/8/2024	0.538	0.462	899	800	39	0.05	A	44	0.05	A
3	Benton County	Piert Rd S-O Game Farm Rd	NB/SB	10/8/2024	0.525	0.475	354	800	18	0.02	A	20	0.03	A
5	Benton County	Oak St S-O E 19th Ave	NB/SB	4/9/2024	0.498	0.502	2705	800	129	0.16	A	145	0.18	A
6	Benton County	27th Ave E-O S Oak St	EB/WB	4/9/2024	0.521	0.479	1949	800	91	0.11	A	103	0.13	A
7	Benton County	27th Ave W-O S Gum St	EB/WB	4/9/2024	0.503	0.497	5874	800	271	0.34	A	324	0.40	A
8	Benton County	Game Farm Rd W-O S Dunham Rd	EB/WB	10/8/2024	0.478	0.522	933	800	55	0.07	A	62	0.08	A
9	Benton County	19th Ave E-O S Gum St	EB/WB	4/9/2024	0.574	0.426	662	800	40	0.05	A	45	0.06	A
10	Benton County	Badger Rd S-O Wiser Pkwy	NB/SB	3/19/2024	0.492	0.508	3982	800	189	0.24	A	213	0.27	A
11	Benton County	Badger Rd W-O S 887 Pr SE	EB/WB	8/13/2024	0.506	0.494	1923	800	90	0.11	A	101	0.13	A
12	Benton County	Twin Bridges Rd N-O Weidle Rd	NB/SB	10/1/2024	0.486	0.514	3065	800	255	0.32	A	325	0.41	A
13	Benton County	Bowles Rd W-O Finley Rd	EB/WB	10/8/2024	0.497	0.503	922	800	41	0.05	A	46	0.06	A
14	Benton County	Dallas Rd S-O 210 Private Rd	NB/SB	9/17/2024	0.490	0.510	7272	800	374	0.47	A	676	0.85	D
15	Benton County	Finley Rd E-O S Lexington St	EB/WB	10/8/2024	0.485	0.515	1645	800	75	0.09	A	84	0.11	A
16	Benton County	Finley Rd W-O S Locust Ln	EB/WB	10/8/2024	0.491	0.509	745	800	37	0.05	A	41	0.05	A
17	Benton County	Finley Rd S-O E 239 PR SE	NB/SB	10/8/2024	0.492	0.508	525	800	27	0.03	A	31	0.04	A
18	Benton County	Nine Canyon Rd S-O E Cougar Rd	NB/SB	11/19/2024	0.511	0.489	1001	800	60	0.07	A	67	0.08	A
19	Benton County	Nine Canyon Rd S-O 490 PR NE	NB/SB	11/19/2024	0.521	0.479	966	800	63	0.08	A	70	0.09	A
20	Benton County	Bofer Canyon Rd S-O E Law Ln	NB/SB	12/17/2024	0.611	0.389	100	800	7	0.01	A	279	0.35	A
21	Benton County	Clodfelter Rd S-O Chevy Ln	NB/SB	3/19/2024	0.507	0.493	2122	800	97	0.12	A	110	0.14	A
22	Benton County	Clodfelter Rd N-O Locust Grove	NB/SB	8/13/2024	0.538	0.462	741	800	49	0.06	A	55	0.07	A
23	Benton County	25th Ave E-O S Yew St	EB/WB	4/9/2024	0.543	0.457	1423	800	69	0.09	A	78	0.10	A
184	Benton County	27th Ave E-O S Washington St	EB/WB	4/9/2024	0.477	0.523	5850	800	282	0.35	A	332	0.42	A
192	Benton County	19th Ave E-O S Washington St	EB/WB	4/23/2024	0.507	0.493	1446	800	65	0.08	A	113	0.14	A
559	Benton County	Kennedy Rd W-O N Sunset Rd	EB/WB	8/13/2024	0.466	0.534	2774	800	137	0.17	A	164	0.20	A
560	Benton County	Old Inland Empire Hwy E-O N Bunn Rd	EB/WB	8/13/2024	0.498	0.502	2899	800	129	0.16	A	145	0.18	A
561	Benton County	Old Inland Empire Hwy W-O N French Rd	EB/WB	8/13/2024	0.514	0.486	1752	800	94	0.12	A	105	0.13	A
562	Benton County	Old Inland Empire Hwy W-O N Case Rd	EB/WB	8/13/2024	0.477	0.523	2051	800	105	0.13	A	119	0.15	A
563	Benton County	Old Inland Empire Hwy W-O W Rayhill Rd	EB/WB	8/13/2024	0.523	0.477	1978	800	92	0.12	A	104	0.13	A
564	Benton County	Old Inland Empire Hwy E-O W Knox Rd	EB/WB	8/13/2024	0.498	0.502	2020	800	94	0.12	A	106	0.13	A
565	Benton County	Sellards Rd E-O SR 221	EB/WB	8/13/2024	0.427	0.573	1601	800	75	0.09	A	85	0.11	A
566	Benton County	Sellards Rd W-O S Travis Rd	EB/WB	8/13/2024	0.441	0.559	1610	800	70	0.09	A	79	0.10	A
567	Benton County	Plymouth Rd N-O SR 14	NB/SB	8/13/2024	0.579	0.421	1739	800	99	0.12	A	112	0.14	A
568	Benton County	Christy Rd W-O S Plymouth Rd	EB/WB	8/27/2024	0.486	0.514	368	800	16	0.02	A	18	0.02	A
569	Benton County	Webber Canyon Rd S-O Badger Rd	NB/SB	8/13/2024	0.517	0.483	1342	800	57	0.07	A	65	0.08	A
570	Benton County	Webber Canyon Rd N-O Badger Rd	NB/SB	8/13/2024	0.496	0.504	1887	800	81	0.10	A	91	0.11	A
571	Benton County	Travis Rd N-O Sellards Rd	NB/SB	8/13/2024	0.489	0.511	1119	800	50	0.06	A	56	0.07	A
572	Benton County	Travis Rd N-O Cemetry Rd	NB/SB	8/13/2024	0.530	0.470	1310	800	54	0.07	A	60	0.08	A
573	Benton County	Grant Ave S-O Old Inland Empire Hwy	NB/SB	8/13/2024	0.467	0.533	4006	800	178	0.22	A	201	0.25	A
574	Benton County	Mckinley Falls Rd S-O Horrigan Rd	NB/SB	8/13/2024	0.490	0.510	222	800	12	0.02	A	14	0.02	A
575	Benton County	Bennett Ave E-O Richards Rd	EB/WB	8/13/2024	0.496	0.504	996	800	40	0.05	A	45	0.06	A
576	Benton County	Johnson Rd E-O N Gap Rd	EB/WB	8/13/2024	0.496	0.504	2574	800	116	0.15	A	131	0.16	A
577	Benton County	Wine Country Rd W-O N Griffin Rd	EB/WB	8/13/2024	0.522	0.478	5028	800	222	0.28	A	251	0.31	A
578	Benton County	Wine Country Rd N-O S Missimer Rd	NB/SB	8/13/2024	0.477	0.523	3766	800	168	0.21	A	189	0.24	A

579	Benton County	Old Inland Empire Hwy W-O S Wilgus Rd	EB/WB	8/13/2024	0.488	0.512	1801	800	84	0.10	A	95	0.12	A
685	Benton County	Piert Rd N-O E Lechelt Rd	NB/SB	10/8/2024	0.512	0.488	374	800	19	0.02	A	22	0.03	A
696	Benton County	Twin Bridges Rd N-O N Harrington Rd	NB/SB	9/10/2024	0.497	0.503	3146	800	231	0.29	A	303	0.38	A
710	Benton County	Kennedy Rd W-O City Limits	EB/WB	9/17/2024	0.460	0.540	2858	800	135	0.17	A	162	0.20	A

Notes:

- (1) Current AADT (Annual Average Daily Traffic Volumes) were obtained from the Benton Franklin Council of Governments regional traffic model, most current available, representing 2024.
- (2) Capacities were obtained from the Benton Franklin Council of Governments regional traffic model.
- (3) Current PM peak hour traffic volumes were obtained from the Benton Franklin Council of Governments regional traffic model.
- (4) Current LOS calculated as volume to capacity ranges: A < 0.60, B = 0.60 - 0.70, C = 0.70 - 0.80, D = 0.80 - 0.90, E = 0.90 - 1.0, F > 1.00.
- (5) The 2036 PM peak hour volume forecast used two methodologies: (1) for roadway segments included in the Benton Franklin Council of Governments regional traffic model, PM peak hour volumes were estimated using both the model-based growth from 2019 to 2045 (interpolated to 2036) and observed growth from 2016 to 2023, with the higher of the two results selected; and (2) for roadway segments outside the regional model, the 2036 PM peak hour volumes were estimated using a growth rate based on observed traffic growth from 2016 to 2023. When the growth rate from 2016 to 2023 was observed to be negative, a growth rate of 1% was assumed.

Appendix H-3

Washington State Highway Inventory
Within Benton County

Appendix H-3 - Washington State Highway Inventory within Benton County

Washington State Highway Route Mileage and Description

SR #	Beginning	Ending	Route Miles	Description
I-82	Yakima Co. Line West of Prosser	Oregon State Line at Umatilla	57.23	I-82 is a freeway extending from I-90 near Ellensburg, Washington, to I-84 near Hermiston, Oregon
I-182	Jct. I-82 West of the Tri-Cities	Franklin Co. Line at Columbia River	6.04	I-182 is a 16-mile interstate spur route from I-82 west of the Tri-Cities to US 395, SR 397 and US 12 in Pasco
US 395	Jct. I-82 South of Kennewick	Franklin Co. Line at the Blue Bridge	5.88	US 395 is a Highway of National Significance, extending from Mexico to Canada via eastern Washington. Within the RTP, the road extends from Umatilla, Oregon to the Adams County Line.
SR 14	Klickitat Co. Line	Jct. I-82 at Plymouth	28.53	SR 14 is an east-west route along the Columbia River from Vancouver to Plymouth in Benton County south of the Tri-Cities. This route provides a two-lane alternative to I-84 on the Oregon side of the river.
SR 22	Yakima Co. Line West of Prosser	Jct. I-82 at East Prosser	6.76	SR 22 from Toppenish (SR 97) to Prosser (I-82) primarily serves local needs. Less than seven miles are in Benton County. Some truck traffic utilizes this route in lieu of I-82.
SR 24	Yakima Co. Line West of Hanford West Gate	Grant Co. Line at Vernita Bridge	12.8	SR 24 extends from Yakima to SR 26 at Othello. A primary function of this route is access to the west gate of the Hanford site at the SR 24/SR 240 Junction.
SR 221	Jct. SR 14 at Paterson	Jct. SR 22 at Prosser	25.95	SR 221 is a 26-mile local farm route from SR 22 at Prosser to SR 14 at Paterson, but attracts through traffic as well.
SR 224	Jct. I-82 at Kiona	Jct. SR 240 at Richland	10.18	SR 224 provides a 10-mile connection, from I-82 (Kiona/Benton City) through West Richland to Richland (SR 240). Traffic on this route is oriented to Richland and Hanford work sites and local freight movements.
SR 225	Jct. SR 224 at Kiona	Jct. SR 240 at Horn Rapids	11.32	SR 225 extends from Kiona (I-82) through Benton City to SR 240 at Horn Rapids. DOE Route 10 extends on into the Hanford reservation. Hanford commuters dominate peak volumes on this two-lane roadway.
SR 240	Jct. SR 24 at Hanford West Gate	Jct. US 395 at Kennewick	40.22	SR 240 extends from SR 24 at the Hanford west gate to Richland and Kennewick (to a junction with US 395), a distance of 40 miles. In conjunction with SR 24 to Yakima and SR 243 north to SR 90 at Vantage, SR 240 carries regional traffic, including freight movements. It also serves as the primary route of the daily Hanford work-commute.
SR 397	I-82/Locust Road Interchange	I-182/US 395 Interchange	22.31	SR 397 extends from I-82 at Locust Grove interchange (exit 114) to the Finley area, then to Kennewick, across the Columbia River, and through East Pasco to the I-182/US 395 interchange. This route serves as freight access to the Port of Pasco, the Port of Kennewick and other industrial sites along the river.

Appendix H-4

Washington State Highway Inventory within Benton County and 2028 Forecast and Level of Service Analysis

Appendix H-4 - Washington State Highway Inventory within Benton County - and 2036 Forecast and Level of Service Analysis																						
SR #	Begin MilePost	End MilePost	Description From/To	WSDOT ID	Collection Year	Functional Class	HSS	Lanes Inc.	Lanes Dec.	Legal Speed	Current AADT (2023) (1)	K%	D%	PHV	Comments	Capacity (2)	Current PM Peak Hour Volume (3)	Current Volume to Capacity Ratio	Current Level of Service (4)	2036 PM Peak Hour Forecast (5)	2036 Volume to Capacity Ratio	2036 PM Level of Service
14	155.00	157.32	Sonova Rd to Canoe Rd	CS04595	2023	Rural Minor Arterial		1	1	65	1236	10%	68%			1300	84	0.06	A	96	0.07	A
14	166.04	167.25	593 PR Rd - SR 221	CS04826	2023	Rural Minor Arterial		1	1	65	1868	11%	76%			1300	156	0.12	A	178	0.14	A
14	167.25	178.90	SR 221 - Plymouth Industrial Rd	CS00987	2023	Rural Minor Arterial		1	1	65	2814	11%	74%			1300	229	0.18	A	261	0.20	A
14	178.90	179.96	Plymouth Ind. Rd - Plymouth Rd	CS09081	2023	Rural Minor Arterial		1	1	65	3524	11%	82%			1300	318	0.24	A	362	0.28	A
14	179.96	180.77	Plymouth Rd - I-82	CS07182	2023	Rural Minor Arterial		1	1	55	4063	11%	74%			1300	331	0.25	A	377	0.29	A
22	29.76	33.20	Benton County line to Prosser	CS11595	2023	Rural Major Collector		1	1	60	1840	11%	55%	190		1300	190	0.15	A	216	0.17	A
22	33.20	36.52	Prosser to I-82	CS07726, CS09070	2023	Urban Minor coll/art		1	1	45-55	2198-7704		80%		Prosser UGA							
24	30.76	35.44	Benton County Line to Cold Creek Rd	CS06920	2023	Rural Minor Arterial		1	1	65	3478	13%	80%	427		1300	427	0.33	A	492	0.38	A
24	35.44	38.71	Cold Creek Rd - SR 240	CS10154	2021	Rural Minor Arterial		1	1	65	3699	10%	66%			1300	244	0.19	A	287	0.22	A
24	38.71	42.26	SR 240 - Int Midway Substation Rd	CS11768	2023	Rural Minor Arterial		1	1	60	5376	9%	64%	489		1300	489	0.38	A	592	0.46	A
24	42.23	43.79	SR 240 - Columbia River	S612	2023	Rural Minor Arterial		1	1	60	5506	11%	62%	528		1300	528	0.41	A	645	0.50	A
82	75.37	79.93	Benton County Line - Gap Road	CS11493	2023	Urban Interstate	Y	2	2	70	25741					3600	1696	0.47	A	2262	0.63	B
82	79.93	82.34	Gap Road - SR 22	CS10926	2023	Urban Interstate	Y	2	2	70	22422					3600	1478	0.41	A	1961	0.54	A
82	82.34	88.55	SR 22 - Gibbon Rd	CS00220	2023	Rural Interstate	Y	2	2	70	23874					3600	1573	0.44	A	2102	0.58	A
82	88.55	93.61	Gibbon Rd - Yakitat Rd	CS07679	2023	Rural Interstate	Y	2	2	70	23699					3600	1562	0.43	A	2082	0.58	A
82	93.61	96.58	Yakitat Rd - SR 224/Webber Canyon	CS08986	2023	Rural Interstate	Y	2	2	70	24278					3600	1600	0.44	A	2160	0.60	A
82	96.58	102.84	SR 224/Webber Canyon - I-182	CS05674	2023	Urban Interstate	Y	2	2	70	28349					3600	1868	0.52	A	2475	0.69	B
82	102.84	104.52	I-182 - Dallas Rd	CS03549	2023	Urban Interstate	Y	2	2	70	14896	10%	66%	1615		3600	1615	0.45	A	2207	0.61	B
82	104.52	109.01	Dallas Rd - Clearwater/Badger Rd	CS05035	2023	Urban Interstate	Y	2	2	70	14348					3600	946	0.26	A	1398	0.39	A
82	109.01	112.79	Clearwater/ Badger Rd - US 395	CS01991	2023	Urban Interstate	Y	2	2	70	16687					3600	1100	0.31	A	1627	0.45	A
82	112.79	114.39	US 395 - Locust Grove/SR 397	CS08593	2023	Rural Interstate	Y	2	2	70	23853					3600	1572	0.44	A	2129	0.59	A
82	114.39	122.73	Locust Grove/SR 397 - Coffin Rd	P09	2023	Rural Interstate	Y	2	2	70	22614	10%	66%	2017		3600	2017	0.56	A	2635	0.73	C
82	122.73	131.58	Coffin Rd - SR 14	CS10071	2023	Rural Interstate	Y	2	2	70	22645					3600	1492	0.41	A	1950	0.54	A
82	131.58	132.60	SR 14 - Columbia River	CS10385	2023	Rural Interstate	Y	2	2	65	25539			1781		3600	1781	0.49	A	2367	0.66	B
182	0.00	2.93	I-82 - Queensgate Dr	CS02878	2023	Urban Interstate	Y	1	1	70	27508	10%	54%	1532		3400	1532	0.45	A	2112	0.62	B
182	2.93	6.04	Queensgate Dr - Columbia River			Urban Interstate	Y	2-3	2-3	70	61000-76000				Richland UGA							
221	0.00	0.14	SR 14 - Patterson Ave	CS07508	2023	Rural Minor Arterial		1	1	50	2188	11%	55%	229		1300	229	0.18	A	261	0.20	A
221	0.14	11.56	Patterson Ave - Dowd Rd	P17	2023	Rural Minor Arterial		1	1	65	2186	13%	74%	242		1300	242	0.19	A	275	0.21	A
221	18.79	20.30	Perult Rd - Davis Rd	CS02392	2023	Rural Minor Arterial		1	1	65	2059	8%	89%			1300	147	0.11	A	167	0.13	A
221	20.30	25.77	Davis Rd - Sales Yard Rd	CS10376	2023	Rural Minor Arterial		1	1	65	2577	8%	82%			1300	169	0.13	A	189	0.15	A
224	0.00	0.24	SR 225 - Kennedy Rd	CS10894	2023	Rural Major Collector		1	1	55	6216	9%	50%	607		1300	607	0.47	A	730	0.56	A
224	0.24	0.37	Kennedy Rd - DeMoss Rd	CS05423	2023	Rural Major Collector		1	1	55	4000	10%	53%	503		1300	503	0.39	A	587	0.45	A
224	2.87	4.24	Antinori Rd - Red Mtn Rd	CS07148	2023	Rural Major Collector		1	1	55	3287	11%	57%	348		1300	348	0.27	A	431	0.33	A
224	4.24	7.67	Red Mtn Rd - SR 240	CS04895, CS11785	2023	Urban Minor Arterial		1-2	1-2	35-55	4193-18466				W Richland UGA							
225	0.00	3.00	I-82 - Corral Creek Road	CS10260, CS09149	2023	Rural Major Collector		1	1	25-40	3834-10845				Benton City UGA							
225	4.01	4.71	Acord Rd - Hanlen Rd	CS10943	2023	Rural Major Collector		1	1	40	1616	18%	85%	262		850	262	0.31	A	298	0.35	A
225	10.56	11.32	Horn Rapids Park - SR 240	CS11699	2023	Rural Major Collector		1	1	50	1615	17%	92%	247		850	247	0.29	A	281	0.33	A
240	0.00	7.95	SR 24 - Beloit Rd	CS03701	2023	Rural Minor Arterial		1	1	65	2968	12%	60%	329		1300	329	0.25	A	390	0.30	A
240	7.95	20.48	Beloit Rd - SR 225	CS09132	2023	Rural Minor Arterial		1	1	65	4639	17%	95%	782		1300	782	0.60	B	963	0.74	C
240	20.48	21.93	SR 225 - Snively Rd	CS08236	2023	Rural Minor Arterial		1	1	55	6180	19%	95%	819		1200	819	0.68	B	1030	0.86	D
240	21.93	43.17	Snively Rd - US 395	CS10501, R062W	2023	Urban Other	Y	1-3	1-3	55-60	6480-78992				Rich/Kenn UGA							
241	22.87	25.18	Benton County Line to SR 24	CS10242	2023	Rural Minor Collector		1	1	55	1552	16%	91%			1300	226	0.17	A	257	0.20	A
395	13.05	18.93	I-182 - Columbia River	CS12558, CS05934	2023	Urban Other	Y	2	2	35-55	18108-50279				Kennewick UGA							
397	0	7.23	I-82 - Nine Canyon Rd	CS09979	2023	Urban Minor Arterial		1	1	60	2473	10%	67%			1200	166	0.14	A	388	0.32	A
397	7.23	10.44	Nine Canyon Rd - Piert Rd	CS04425	2023	Urban Minor Arterial		1	1	60	926	10%	60%			1200	56	0.05	A	65	0.05	A
397	10.44	11.12	Piert Rd - Piert Rd	CS07526	2023	Urban Minor Arterial		1	1	45	1190	9%	56%			1200	60	0.05	A	68	0.06	A
397	11.12	11.68	Piert Rd - Lechelt Rd	CS12008	2023	Urban Major Collector		1	1	50	1322	10%	51%			850	67	0.08	A	76	0.09	A
397	12.06	12.35	Game Farm Rd - Finley Rd	CS12209	2023	Urban Major Collector		1	1	50	2076	9%	51%			850	95	0.11	A	108	0.13	A
397	12.35	12.79	Finley Rd - Cochran Rd	CS11420	2023	Urban Major Collector		1	1	50	3525	9%	51%			850	162	0.19	A	188	0.22	A
397	13.46	13.89	Bowles Rd - Haney Rd	CS04319	2023	Urban Major Collector		1	1	50	7101	9%	52%			800	332	0.42	A	418	0.52	A
397	13.89	14.25	Haney Rd - Perkins Rd	CS01859	2023	Urban Major Collector		1	1	50	8187	8%	54%			800	354	0.44	A	447	0.56	A

397	14.25	15.78	Perkins Rd - Finley Rd	CS10345	2023	Urban Major Collector		1	1	50	9356	8%	62%			800	464	0.58	A	583	0.73	C
397	15.78	16.25	Finley Rd - Yew St	CS07558	2023	Urban Major Collector		1	1	50	12136	8%	60%			800	583	0.73	C	692	0.87	D
397	16.66	18.69	10th Ave - Columbia River	CS05379, CS03611	2023	Urban Major Collector		2	2	35-40	11504-18337				Kennewick UGA							

Notes:

- (1) Current AADT (Annual Average Daily Traffic Volumes) were obtained from the Washington State Department of Transportation Annual Traffic Report, most current available, representing 2023.
- (2) Capacities were obtained from the Benton Franklin Council of Governments regional traffic model within the Metropolitan Transportation Planning Area. Capacities outside the model area were estimated from similar facility types within the model area.
- (3) Current PM peak hour traffic volumes were obtained from the Washington State Department of Transportation Traffic Data System Portal where available. When only AADT was available it was multiplied by 10% to approximate the peak hour volume, and then the peak hour volume was multiplied by 65% to estimate the volume in the peak direction.
- (4) Current LOS calculated as volume to capacity ranges: A < 0.60, B = 0.60 - 0.70, C = 0.70 - 0.80, D = 0.80 - 0.90, E = 0.90 - 1.0, F > 1.00.
- (5) The 2036 PM peak hour volume forecast used two methodologies: (1) for roadway segments included in the Benton Franklin Council of Governments regional traffic model, PM peak hour volumes were estimated using both the model-based growth from 2019 to 2045 (interpolated to 2036) and observed growth from 2016 to 2023, with the higher of the two results selected; and (2) for roadway segments outside the regional model, the 2036 PM peak hour volumes were estimated using a growth rate based on observed traffic growth from 2016 to 2023. When the growth rate from 2016 to 2023 was less than 1% per year, a growth rate of 1% per year was used.