EXHIBIT LIST FOR CUP 2025-018
Knutzen Engineering - The Flying Pickle

Hearings Examiner Staff Memo Exhibit List - February 27, 2026 hearing		
HEM 1.1	Staff Memo	Febraury 18, 2026
HEM 1.2	Vicinity map	October 10, 2025
HEM 1.3	Application	October 10, 2025
HEM 1.4	Site Plan	October 10, 2025
HEM 1.5	Written Determination of Completeness	October 10, 2025
HEM 1.6	Agency review request	October 10, 2025
HEM 1.7	Comment from Benton Franklin Health District	October 10, 2025
HEM 1.8	Comment from Benton County Building Division	October 13, 2025
HEM 1.9	Comment from Kennewick Irrigation District	October 15, 2025
HEM 1.10	Comment from Benton Public Utilities Department	October 27, 2025
HEM 1.11	Hold Letter	October 30, 2025
HEM 1.12	Traffic Impact Analysis Approval from Public Works	January 7, 2026
HEM 1.13	SEPA Determination	February 13, 2026
HEM 1.14	Comment from Benton County Fire Marshal	February 17, 2026
HEM 1.15	Business information confirmation email	February 18, 2026
HEM 1.16	Notice of Open Record Hearings	February 11, 2026
Exhibits Submitted During Hearing or while record remained open		

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Community Development Department
102206 E Wiser Parkway
Kennewick, WA 99338

Planning Division
(509) 786-5612
Planning.department@co.benton.wa.us

HEM 1.1

STAFF REPORT TO THE
BENTON COUNTY HEARINGS EXAMINER
The Flying Pickle – Commercial Recreational Facility

FILE NO:	CUP 2025-018
MEMO DATE:	February 18, 2026
HEARING DATE:	February 27, 2026
APPLICANT:	Knutzen Engineering, 5401 Ridgeline Drive Suite 160 Kennewick, WA 99338.
OWNER:	5D Development at Cottonwood 1 LLC, 410 Fanning Rd, Pasco, WA 99301.
LOCATION:	General Location: The property is located approximately 0.20 miles northwest of the intersection of Wiser Pkwy and Badger Rd in the Kennewick area of unincorporated Benton County, Washington. Legal: Lot 4 of Short Plat 3744. Parcel Number: 1-1188-101-3744-005.
PROPERTY SIZE:	Approximately 4.07 Acres.
AREA TO BE USED:	Approximately 3.0 Acres.
LAND USE:	Vacant.
ZONING:	Interchange Commercial Zoning District (IC).
COMPREHENSIVE PLAN DESIGNATION:	Rural Commercial.

RECOMMENDATION:

The Planning Division recommends approval of the application request, subject to the suggested twenty-five (25) Findings of Fact and eight (8) Conditions of Approval as outlined in this staff report.

APPLICATION DESCRIPTION:

The applicant is seeking a Conditional Use Permit (CUP) under BCC 11.31.060(h) which allows for commercial recreational facilities in the Interchange Commercial Zoning District (IC). If granted, this CUP would allow for the applicant to operate an indoor pickleball facility ("The Flying Pickle") in the Kennewick area of unincorporated Benton County.

The proposed pickleball facility would operate within a 52,322 sq. ft. commercial building and

utilize a 131-stall parking lot. The commercial building to be utilized will include 20 pickleball courts, a concessions area, locker rooms/restrooms, a flex room, office, and a reception/ProShop area. The concession area will serve cantina-style breakfast, lunch, and dinner. The proposed ProShop will sell pickleball merchandise, clothing, and accessories (HEM 1.3) (HEM 1.4).

The proposed facility will have approximately 24 employees and operate daily from 6:00 am to 12:00 am with approximately 250 daily visitors and 1,500 weekly visitors. (HEM 1.14).

The application for CUP 2025-018 was submitted to the Benton County Planning Division on October 10, 2025. (HEM 1.3)

The application was declared complete for processing on October 10, 2025. (HEM 1.5)

The application documents were distributed to reviewing agencies on October 10, 2025. (HEM 1.6)

As a result of comments received from the Benton County Public Works Department regarding the associated SEPA Environmental Checklist review, the application for CUP 2025-018 was determined to need additional processing time on October 30, 2025. (HEM 1.11)

An updated comment from the Benton County Public Works Department was submitted to the Benton County Planning Division on January 7, 2026. (HEM 1.12)

A Mitigated Determination of Non-Significance for EA 2025-020 was issued on February 13, 2026. (HEM 1.13)

The Benton County Hearings Examiner Notice of Open Record Hearing for application CUP 2025-018 was published on February 11, 2026 the Prosser Record Bulletin. (HEM 1.16)

The Notice was mailed to property owners of record within 300 feet of the outer boundaries of the parcel on February 6, 2026.

The Open Record Hearing is scheduled for February 27, 2026.

APPLICABLE STANDARDS/ORDINANCES:

1. *Benton County Comprehensive Plan*
   3.3.2.3 Rural Land Use Designations
   Rural Commercial encompasses all commercial lands in Benton County. This includes general commercial uses and commercial areas primarily along Interstate 82. The purpose of this land use is to provide retail goods and services to regional trade areas, serve highway travelers, and provide convenience services to residents. Uses include motels, truck stops, service stations, restaurants, and fast food.

2. *Benton County Code (BCC)*
   Title 11 Zoning
   Chapter 11.31 Interchange Commercial District (IC)
   Section 11.31.060 Uses Requiring a Conditional Use Permit
   (h) Commercial Recreational Facility.

Chapter 11.03 Definitions

(45) "Commercial Recreational Facility" means a parcel of land or structures used to generate revenue in return for access to recreational facilities such as: batting cages, billiard parlors; bowling alleys, fishing and fly casting ponds, golf driving ranges, golf pitch and putt courses, lawn and court games, miniature golf courses, skating rinks, tennis courts, swim parks, sports fields, gymnasiums, and other similar recreational uses.

Chapter 11.50.040 Conditional Use.

Section 11.50.040 (a) Conditional Use Permit- General Standards.

The conditional use permit application process allows the Hearings Examiner to review the location and design of certain proposed uses, the configuration of improvements, and the potential impacts on the surrounding area. The application process also allows the Hearings Examiner to ensure that development in each zoning district protects the integrity of that district. The notice, hearing, decision, and enforcement procedures are as set forth herein and in BCC 11.50.050.

Certain uses are classified as conditional uses because of their unusual nature, infrequent occurrence, special requirements, or potentially significant impacts to the environment, public infrastructure, or adjacent properties, and/or possible safety hazards and other similar reasons.

Once granted, a conditional use permit may be transferred by a holder thereof after written notice to the Hearings Examiner; provided the use and location must remain the same and the transferee must continue to comply with the conditions of the permit and, if applicable, the requirements set forth in Chapter 11.51 BCC.

Section 11.50.040 (d) Conditional Use Permit- Permit Granted Or Denied.

A conditional use permit shall be granted only if the Hearings Examiner can make findings of fact based on the evidence presented sufficient to allow the Hearings Examiner to conclude that, as conditioned, the proposed use:

(1) Is compatible with other uses in the surrounding area or is no more incompatible than are any other outright permitted uses in the applicable zoning district.
(2) Will not materially endanger the health, safety, and welfare of the surrounding community to an extent greater than that associated with any other permitted uses in the applicable zoning district.
(3) Would not cause the pedestrian and vehicular traffic associated with the use to conflict with existing and anticipated traffic in the neighborhood to an extent greater than that associated with any other permitted uses in the applicable zoning district.
(4) Will be supported by adequate service facilities and would not adversely affect public services to the surrounding area; and
(5) Would not hinder or discourage the development of permitted uses on neighboring properties in the applicable zoning district as a result of the location, size or height of the buildings, structures, walls, or required fences or screening vegetation to a greater extent than other permitted uses in the applicable zoning district.

It is the applicant's burden to present sufficient evidence to allow the above conclusions to be made. If such evidence is not presented or all necessary reasonable conditions are not identified by the applicant so as to allow the Hearings Examiner to make the

conclusions required above, the conditional use application shall be denied.

PUBLIC NOTICE:

The Public Notice Requirements for this application as per BCC 11.50.050(b) are as follows:

1. The Planning Division shall provide written notification for an open record hearing, subject to the rules and regulations set forth in RCW 36.70. Written notice shall be mailed at least twelve (12) days in advance of the open record hearing to the applicant and the owner of the parcel(s) to which the proposed variance or conditional use permit would apply, and to all owners of real property, as shown in the records of the Benton County Assessor, located within a distance of three hundred (300) feet of any portion of the applicable parcel, provided that if the owner of the parcel for which the proposed variance or conditional use permit is requested owns another parcel or parcels adjacent the parcel at issue, notification shall be mailed to owners of real property located within three hundred (300) feet of any portion of such adjacent parcels as well. Failure to receive the notice shall not invalidate any proceedings or decision in connection with the proposed variance or conditional use permit. Notices addressed to the last known owner of record as shown on the County Assessor's records shall be deemed proper notice to the owner of such property; and,

2. By publication of a legal notice in a newspaper of general circulation in the County at least ten (10) days prior to the open record hearing date.

PUBLIC COMMENTS:

1. The Notice was mailed to property owners of record within 300 feet of the outer boundaries of the parcel on February 6, 2026.

AGENCY COMMENTS:

1. The application documents were distributed to the following reviewing agencies on October 10, 2025:
    a. Benton County Building Division
    b. Benton County Code Enforcement
    c. Benton County Fire District #1
    d. Benton County Fire Marshal
    e. Benton County Public Works Department
    f. Benton-Franklin Health District
    g. Benton PUD
    h. City of Kennewick
    i. City of Richland
    j. Kennewick Irrigation District

2. The following comment was received from the **Benton County Building Division** on October 13, 2025 (HEM 1.8):
    a. Project must comply with all current Benton County building and fire codes.
    b. Please contact the Building Division at (509) 735-3500 for more information.

3. The following comments were received from the Kennewick Irrigation District on October

15, 2025 (HEM 1.9):

a. This parcel is within the Kennewick Irrigation District (KID) boundaries, but is not considered irrigable lands; therefore, the Kennewick Irrigation District does not assess them.
    i. A water allotment is not assigned to this property. Water for a new allotment is unavailable at this location.
b. Please note that permanent structures are not allowed within irrigation easements.
c. Please protect all existing irrigation facilities.
d. Please contact the Kennewick Irrigation District at (509) 586-9111 for more information.

4. The following comments were received from the **Benton Public Utility District** on October 27, 2025 (HEM 1.10):
    a. Developer needs to contact Benton PUD for power design and to give contact info.
    b. Developer needs to provide one-line, power service size and voltage needed.
    c. 10ft minimum width easement required for transformer.
    d. Please contact Benton PUD at (509) 582-2175 for more information.

5. The following comment was received from the **Benton County Fire Marshal** on February 17, 2026 (HEM 1.14):
    a. The proposed commercial structure housing "The Flying Pickle" will have to comply with Benton County Code 3.16 & 3.18, IFC, and the NFPA. During preapplication meetings it has been determined that the proposed structure will need to install a fire sprinkler system and an associated alarm system. The building will also need a fire access road for fire apparatus to gain access to within 150' of any point of the structure.
    b. Please contact Benton County Fire Marshal at (509) 735-3500 for more information.

6. The following are general comments from the Benton County Planning Division:
    a. The project is located in a Shrub-steppe Priority Habitat Area which requires all development to mitigate for any loss of habitat caused by the development to ensure no net loss of ecological function.
    b. The applicant has chosen to mitigate shrub-steppe impacts associated with the development by paying a fee-in-lieu to the Benton Conservation District consistent with the programmatic MOU dated October 28, 2025. The applicant is required to provide a fully executed conservation district agreement to the Planning Division prior to the issuance of any building permits for the pickle ball facility.

FINDINGS OF FACT AND CONDITIONS OF APPROVAL:

The following Findings of Fact and Conditions of Approval are based on comments received up to the date of this staff memo. Any comments received after the completion of this staff memo or submitted during the advertised public hearing for CUP 2025-018 will need to be considered by the Hearings Examiner and may be added to the suggested Findings of Fact and Conditions of Approval as set forth below. The Hearings Examiner may decide to adopt these as their own or amend/add to these Findings of Fact and Conditions of Approval after holding the open public hearing.

Based on the information received to date, Planning staff recommends approval of the applicant's request with the following suggested findings of fact and conditions of approval:

SUGGESTED FINDINGS OF FACT

1. The applicant is seeking a Conditional Use Permit (CUP) under BCC 11.31.060(h) which allows for commercial recreational facilities in the Interchange Commercial Zoning District (IC).
2. If granted, this CUP would allow for the landowner to operate an indoor pickleball facility ("The Flying Pickle") in the Kennewick area of unincorporated Benton County.
3. The applicant is Knutzen Engineering, 5401 Ridgeline Drive Suite 160 Kennewick, WA 99338.
4. The owner is 5D Development at Cottonwood 1 LLC, 410 Fanning Rd, Pasco, WA 99301.
5. The site is located approximately 0.20 miles northwest of the intersection of Wiser Pkwy and Badger Rd in the Kennewick area of unincorporated Benton County, Washington.
6. The property is zoned Interchange Commercial Zoning District (IC).
7. The subject parcel is approximately 4.07 acres in size.
8. The parcel is legally described as Lot 4 of Short Plat 3744.
9. The proposed pickleball facility would operate within a 52,322 sq. ft. commercial building and utilize a 131-stall parking lot.
10. The commercial building to be utilized will include 20 pickleball courts, a concessions area, locker rooms/restrooms, a flex room, office, and a reception/ProShop area.
11. The concession area will serve cantina-style breakfast, lunch, and dinner.
12. The proposed ProShop will sell pickleball merchandise, clothing, and accessories.
13. The proposed pickleball facility is expected to have approximately 24 employees.
14. The proposed facility will operate daily from 6:00 am to 12:00 am with approximately 250 daily visitors and 1,500 weekly visitors.
15. Public notice and application requirements have been met per BCC 11.50 Variance and Conditional Use.
16. The proposed commercial recreational facility is allowable by Conditional Use Permit if approved by the Benton County Hearings Examiner.
17. The proposed commercial recreational facility complies with Benton County Building Division standards and requirements.
18. The application for CUP 2025-018 is consistent with the Growth Management Act.
19. The application for CUP 2025-018 is consistent with the goals and policies of the Benton County Comprehensive Plan.
20. The application for CUP 2025-018 is consistent with the requirements of the Benton County Zoning Code.
21. The proposed commercial recreational facility is compatible with other uses in the surrounding area and is no more incompatible than any other outright permitted uses in the applicable zoning district.
    a. Subject to potential mitigating measures as determined by the Hearings Examiner.

22. The proposed commercial recreational facility will not materially endanger the health, safety, and welfare of the surrounding community to an extent greater than that associated with any other permitted uses in the applicable zoning district.

23. The pedestrian and vehicular traffic caused by the proposed commercial recreational facility will not conflict with existing and anticipated traffic in the neighborhood to an extent greater than that associated with any other permitted uses in the applicable zoning district.

24. The proposed commercial recreational facility will not adversely affect public services to the surrounding area.

25. The proposed commercial recreational facility will not hinder or discourage the development of permitted uses on neighboring properties in the applicable zoning district as a result of the location, size or height of the buildings, structures, walls, or required fences or screening vegetation to a greater extent than other permitted uses in the applicable zoning district.

    a. Subject to potential mitigating measures as determined by the Hearings Examiner.

SUGGESTED CONDITIONS OF APPROVAL

1. The activities on the site shall comply with the submitted site plan and materials submitted for this application, including but not limited to:
    a. Benton County Conditional Use Permit application.
    b. Benton County SEPA Environmental Checklist.

2. The applicant shall provide written consent to the Planning Division from the legal landowner (if different from applicant) granting permission for the operation of the conditional use prior to issuance of the CUP permit.

3. Meet and comply with the Benton County Planning Division requirement of compliance with all critical area requirements of the Benton County Planning and Building Divisions for all associated building permits.
    a. The applicant has chosen to mitigate shrub-steppe impacts associated with the development by paying a fee-in-lieu to the Benton Conservation District consistent with the programmatic MOU dated October 28, 2025. The applicant is required to provide a fully executed conservation district agreement to the Planning Division prior to the issuance of any building permits for the pickle ball facility.

4. Any proposed outdoor lighting associated with this CUP shall be directed downward to avoid unnecessary glare on neighboring parcels and I-82.

5. Any outdoor advertising or motorist signing considered for this project will need to comply with state criteria.

6. All required development permits shall be obtained and final approvals granted prior to the commencement of business activities. This includes approval of permits required by the following, as applicable:
    a. Benton County Building Division; for building permits.
    b. Benton County Fire Marshal; for fire and safety regulations.
    c. Benton County Public Works; for a road approach permit.
    d. Benton Franklin Health District.
    e. Benton Clean Air Agency.

7. Future construction or activities associated with this conditional use require review under the Benton County Zoning Ordinance. Applicants shall contact the Planning Division prior to any construction or changes in activities on site.

8. The project facility shall follow the rules and regulations of the Benton-Franklin Health District at all times, including standards for drinking water, on-site sewage systems, and BFHD standards.

TIME TO COMPLETE CONDITIONS OF APPROVAL:

The applicant shall have one year to meet all of the Conditions of Approval.

If all conditions of approval have not been met and the Planning Division does not issue the Conditional Use Permit within one (1) year from the time the Hearings Examiner has conditionally approved the Conditional Use Permit, the Hearings Examiner may declare its approval null and void at a regular Hearings Examiner meeting. Prior to doing so, the applicant shall be notified in writing at the applicant's last known address at least twelve (12) days in advance of the upcoming Hearings Examiner meeting.

TRANSFERABILITY

This Conditional Use Permit is transferable by the holder.

Should the legal landowner of the parcel change at any time during the life of this Conditional Use Permit the new property owner must provide their written request to the Planning Division for the continuation or termination of the CUP.

Should a new applicant wish to continue operating the CUP, the new applicant must update the Conditional Use Permit application, accept the Conditions of Approval in writing, submit written consent from the legal landowner (if different from applicant) and be approved by the Planning Manager prior to transfer of the permit being allowed.

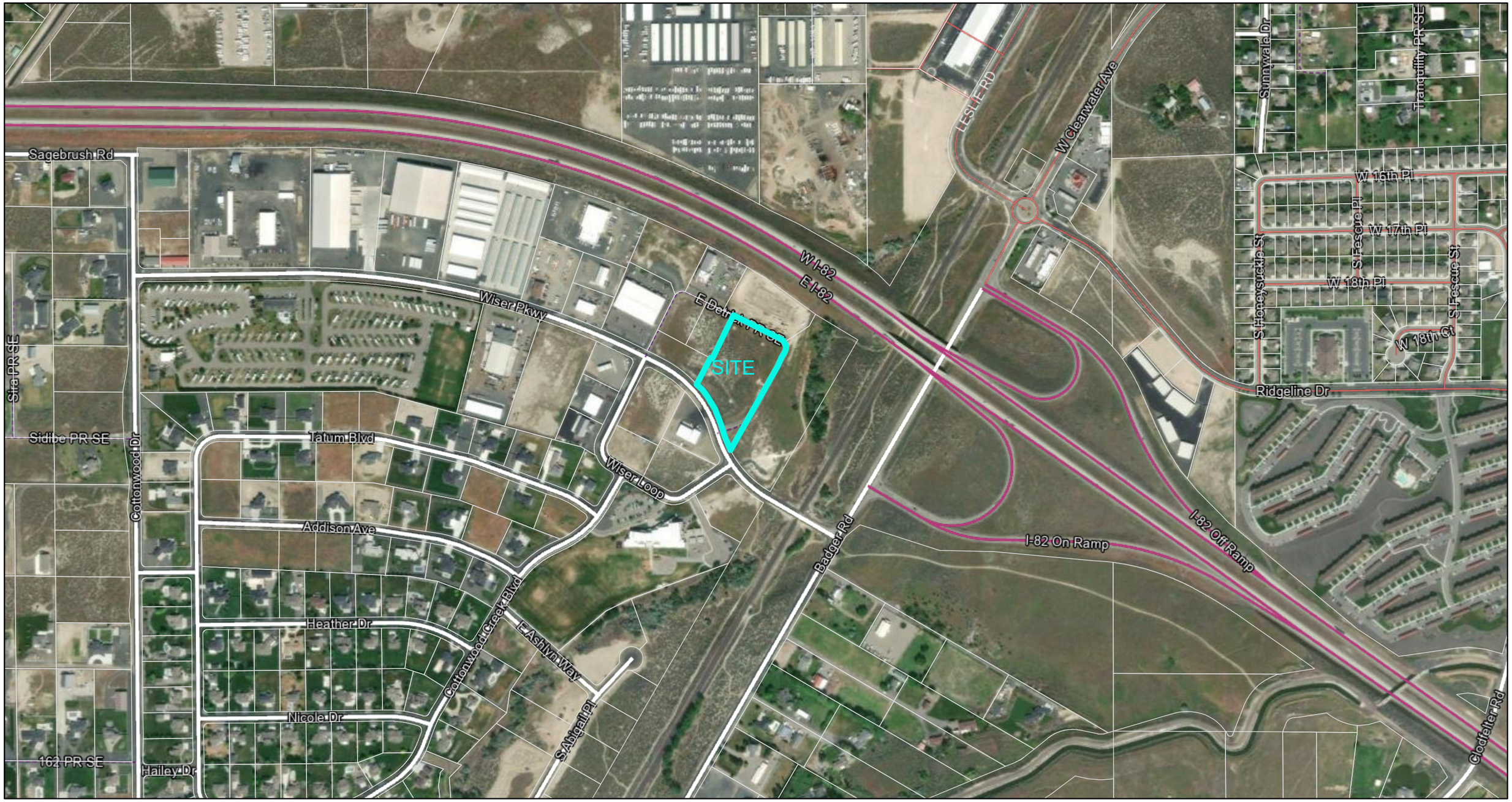
VIOLATIONS OF CONDITIONS OF APPROVAL:

The applicant/owner shall continue to meet all conditions of this Conditional Use Permit while CUP 2025-018 is in effect.

Any violation of the conditions of approval will be processed in accordance with BCC Title 11, Chapter 11.43 Administration and Disposition of Infractions. If the Conditional Use Permit has been issued and violations exist, the Hearings Examiner may revoke the permit after an open record hearing with notice as set forth in BCC 11.50.050(b), as amended. This condition does not foreclose the County's use of other enforcement mechanisms.

CUP 2025-018 - KNUTZEN FLYING PICKLE - VICINITY MAP

HEM 1.2



10/28/2025, 10:38:37 AM

1:9,028

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Vantor

HEM 1.3

Community Development Department
102206 East Wiser Parkway
Kennewick, WA 99338

Planning Division
(509) 786-5612
Planning.department@co.benton.wa.us

CONDITIONAL USE PERMIT APPLICATION

RECEIVED
OCT 10 2025
Benton County
Planning Division

File No. CUP 2025-018

APPLICANT INFORMATION

Please check the box indicating primary contact person for this application

☑ **Name of Applicant/Agent**: Knutzen Engineering (Paul Knutzen)

Mailing Address (with City, State & zip): 5401 Ridgeline Drive Suite 160, Kennewick, WA 99338

Phone #1: (509) 222-0959 Phone #2: (509) 440-1817

Email Address(es): paul@knutzenengineering.com

Signature: Paul Knutzen Date: 09/24/2025

☐ **Name of Property Owner(s)** *(if different)*: 5D Development at Cottonwood 1 LLC

Mailing Address (with City, State & zip): 410 Fanning Rd, Pasco, WA 99301

Phone #1: (509) 545-3390 Phone #2: (509) 579-6888

Email Address(es): mike@d9contractors.com

Signature: _____ Date: 09/29/2025

Signature: _____ Date: _____

**If there are additional owners please copy this section, sign, and attach to the application*

If the property is owned by a corporation, trust, partnership or LLC please complete the entity signature block below showing that the person signing has the authority to sign on behalf of the company.

ENTITY SIGNATURE BLOCK

Applicant/Legal Owner name: 5D Development at Cottonwood 1 LLC

Applicant/Legal Owner Contact Information: 410 Fanning Rd, Pasco, WA 99301 - (509) 545-3390

Officer name: Mike Detrick Title: President

Signature: _____ Date: 09/29/2025

THE ABOVE SIGNED OFFICER OF *(name of entity)* _____ WARRANTS AND REPRESENTS THAT ALL NECESSARY LEGAL AND CORPORATE ACTIONS HAVE BEEN DULY UNDERTAKEN TO PERMIT *(name of applicant)* _____ TO SUBMIT THIS APPLICATION AND THAT THE ABOVE SIGNED OFFICER HAS BEEN DULY AUTHORIZED AND INSTRUCTED TO EXECUTE THIS APPLICATION.

Any information submitted to the Benton County Planning Division is subject to public records disclosure law for the State of Washington (RCW Chapter 42.17) and all other applicable law that may require the release of the documents to the public.

Revised 9-2025

PARCEL INFORMATION

1. **Subject property address (including city):** 107855 E Detrick PR SE, Kennewick, WA 99338

2. **Parcel number(s):** 111881013744005

3. **Total Acreage:** 4.07

4. **Access:** ☐ County Road ☐ State Road/Highway ☑ Private Road

5. **Utilities:**

Power: ☑ Benton PUD ☐ Benton REA ☐ Other: _____

Sewer: ☑ Septic Tank ☐ City Sewer ☐ Other: _____

Water: ☐ Individual well(s) ☐ One well serving 2-4 lots ☐ One well serving 5+ lots
☐ City System Provider: _____
☑ Private System Provider name and address: BC Water Co - 22307 Cottonwood Drive Kennewick, WA 99338
PRIVATE SYSTEM: ATTACH APPROVAL DOCUMENTATION

Gas: ☐ No ☑ Yes Provider name: Cascade Natural Gas

Irrigation: ☑ No ☐ Yes Provider name: _____

6. **Current use(s) on property:** Vacant

7. **What are you proposing to do that requires a Conditional Use Permit?** Proposing to build a 52,490 SF pickleball facility with associated parking and site improvements.

For the following proposed uses, please attach the appropriate addendum form:
Business Use, Detached Accessory Dwelling Unit, Child Care Facility (Type B), Bed & Breakfast, Mineral Extraction (Commercial Sand & Gravel), Commercial Kennel, Winery.

8. **Additional comments or information:** The Flying Pickle facility is designed for 19 pickle ball courts which are supported by restrooms and changing rooms with lockers and showers. A kitchen will provide cantina-style breakfast, lunch and dinner options that can be enjoyed in the various lounge and hang-out areas. A ProShop with Pickle Ball merchandise, clothing and accessories to be located by the main entry close to the Reception and check-in desk.

If further explanation is needed for any of the questions above, please attach additional pages.

(FOR STAFF USE ONLY) *Access: Y N* *Application Complete: Y N*

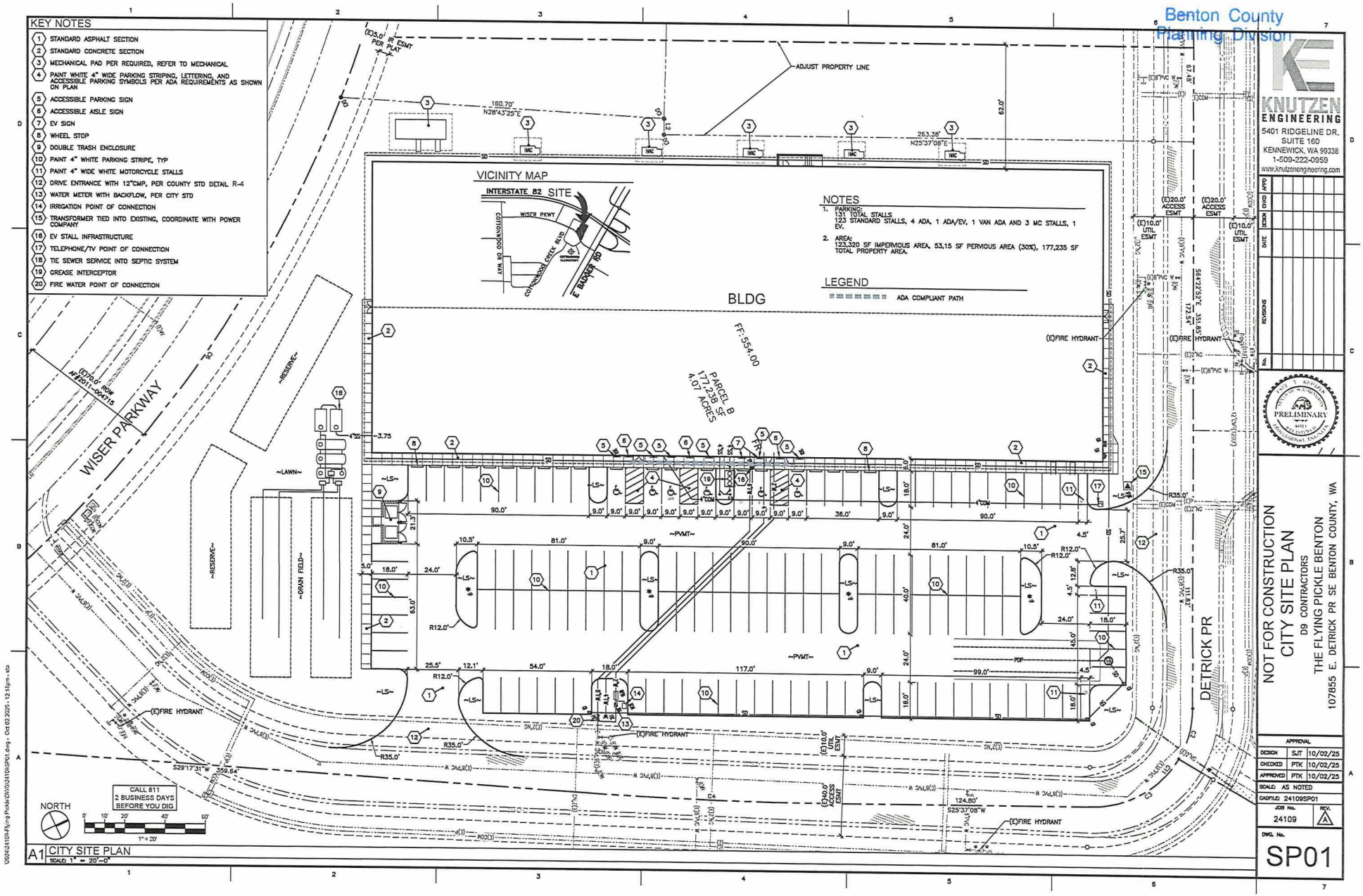
Critical Areas: N Y: _____ *Zoning:* _____

Reviewed by: _____ *Date:* _____

Any information submitted to the Benton County Planning Division is subject to public records disclosure law for the State of Washington (RCW Chapter 42.17) and all other applicable law that may require the release of the documents to the public.

RECEIVED
OCT 10 2025
Benton County
Planning Division

HEM 1.4



KNUTZEN ENGINEERING
5401 RIDGELINE DR.
SUITE 160
KENNEWICK, WA 99338
1-509-222-0959
www.knutzenengineering.com

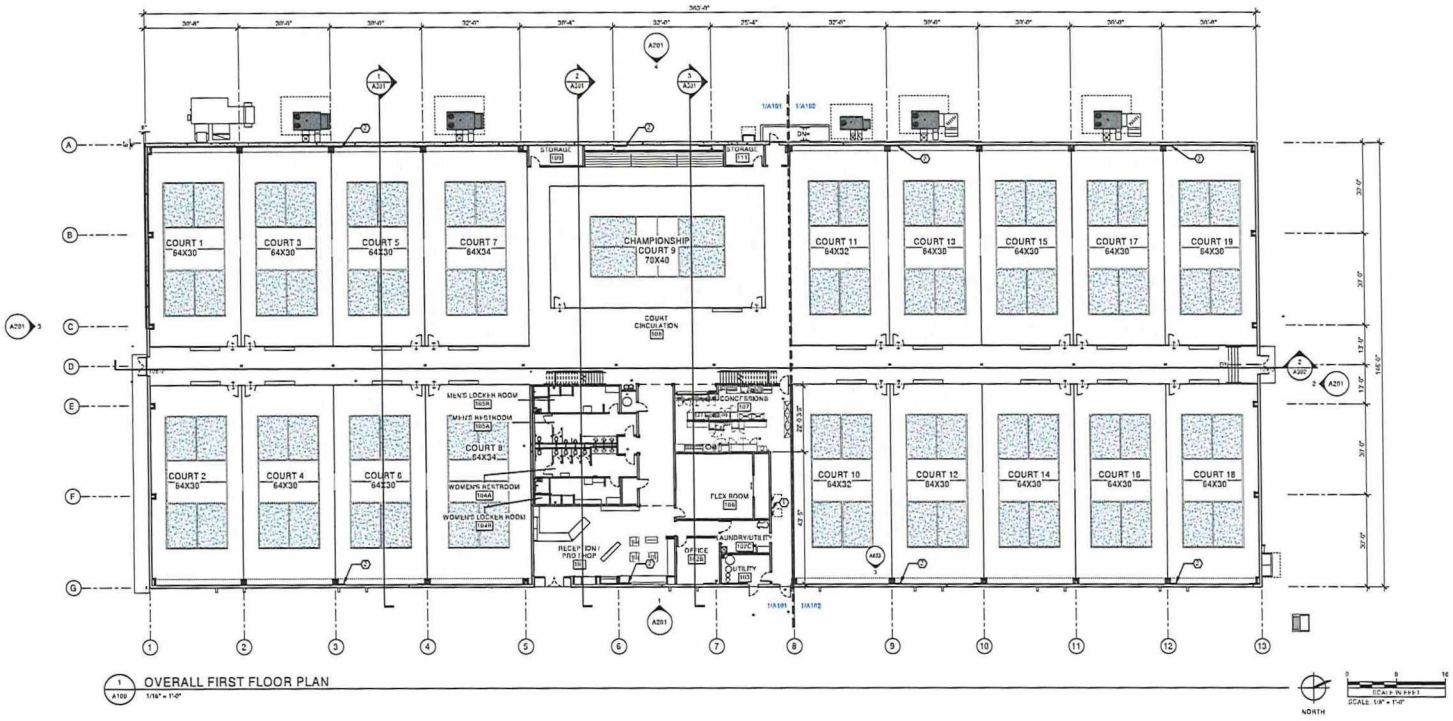
PRELIMINARY
NOT FOR CONSTRUCTION

CITY SITE PLAN
D9 CONTRACTORS
THE FLYING PICKLE BENTON
107855 E. DETRICK PR SE BENTON COUNTY, WA

APPROVAL		
DESIGN	SJT	10/02/25
CHECKED	PTK	10/02/25
APPROVED	PTK	10/02/25

SCALE: AS NOTED
CADFILE: 24109SP01
JOB No. 24109
REV. A
DWG. No. SP01

D:\2024\24109-Flying Pickle\DWG\24109SP01.dwg - Oct 02 2025 - 12:15pm - sts



1 A100 OVERALL FIRST FLOOR PLAN
1/16" = 1'-0"

PLAN LEGEND

- ASSEMBLY TYPE (SEE ASSEMBLIES SHEET)
- ASSEMBLY MODIFIER, PAIR TYPE
- ROOM NAME AND NUMBER
- WINDOW TYPE (SEE A600s)
- KEYNOTE
- DIRECTION OF VIEW, IF APPLICABLE
- DRAWING NUMBER
- SHEET WHERE DRAWN
- DOOR NUMBER (SEE SHEET A601)
- DIMENSION TO FACE OF FRAMING
- DIMENSION TO GRID LINE
- DIMENSION TO CENTER LINE

GENERAL NOTES

A. VERIFY ALL CONDITIONS AND DIMENSIONS IN FIELD. EXISTING CONDITIONS OF WINDOWS AND OTHER BUILDING ELEMENTS MAY VARY. IF MEASUREMENTS IN FIELD DEVIATE FROM THE DIMENSIONS SHOWN WITHIN THESE DOCUMENTS BY GREATER THAN ¼" OR AFFECT DESIGN INTENT COORDINATE AND NOTIFY THE PROJECT ARCHITECT PRIOR TO CONTINUING WORK.
B. FIELD VERIFY ALL DIMENSIONS PRIOR TO FABRICATION.
C. FOR BUILDING OCCUPANCY PLAN, FIRE-RESISTANCE CONSTRUCTION, AND ALL CODE RELATED INFORMATION, RE: G100S.
D. FOR INTERIOR WALL/PARTITION ASSEMBLIES AND TYPES, RE: G700S.
E. FOR CEILING HEIGHTS AND ADDITIONAL INFORMATION, RE: A200S.
F. FOR ROOM, WALL FINISH, AND CASEWORK FINISHES, RE: A500S.
G. FOR DOOR AND WINDOW FRAME TYPES AND GLAZING TYPES, RE: A600S.
H. FOR ENLARGED PLANS AND INFORMATION NOT SHOWN WITHIN CALLOUT AREA, RE: A700S.
I. FOR INTERIOR ELEVATIONS AND ADDITIONAL INFORMATION, RE: A800S.
J. ALL DIMENSIONS ARE TO FACE OF STUD FOR GYPSUM BOARD WALLS OR TO FACE OF EXISTING FINISH WALL SURFACE, UNLESS OTHERWISE NOTED.
K. ALL DOORS SET WITH 4" STUD RETURN AT HINGE SIDE OF DOOR FRAME TO PERPENDICULAR WALL, UNLESS OTHERWISE NOTED.
L. ALL WALLS TO BE 12'-0" UNLESS OTHERWISE NOTED.
M. FINISH FACE OF INFILL WALLS ARE TO BE FLUSH WITH EXISTING WALLS.
N. FOR WALLS NOT LABELED WITH WALL TYPE, USE WALL TYPE MOST CONSISTENT WITH SIMILAR APPLICATION.
O. PROVIDE GYPSUM BOARD EXPANSION JOINTS IN ALL WALLS AND AS REQUIRED PER SPECIFICATION.
P. PROVIDE MOISTURE RESISTANT GYPSUM BOARD AT ALL RESTROOM WALLS, UNDER ROOM WALLS AND CEILINGS, AND IMMEDIATELY BEHIND ALL SINKS.
Q. PROVIDE FIRE TREATED WOOD BLOCKING IN WALLS AS NEEDED FOR ALL MOUNTED EQUIPMENT, CASEWORK, ACCESSORIES, AND HARDWARE PER SPECIFICATION DIVISION 6, SECTION "ROUGH CARPENTRY." COORDINATE WITH WALL TYPES.
R. COORDINATE OWNER FURNISHED EQUIPMENT, ACCESSORIES, AND FURNITURE WITH OWNER AND/OR OWNER'S VENDOR.
S. COORDINATE ALL PENETRATIONS WITH RESPECTIVE TRADES AT BOTH RATED AND NON-RATED WALLS, FLOORS, AND CEILINGS.
T. PROVIDE ALL CODE REQUIRED AND ROOM SIGNAGE AS INDICATED. RE: SPECIFICATION.

KEYNOTES

1 ELECTRICAL PANELBOARDS, SEE ELECTRICAL DRAWINGS.
2 X-BRACING, SEE STRUCTURAL.

AREA A | AREA B

AREA PLAN

Cushing Terrell.

cushingterrell.com
800.752.9522

KENNEWICK

THE FLYING PICKLE BENTON

NOT FOR CONSTRUCTION - PRELIMINARY DESIGN

CONSTRUCTION DOCUMENTS

10.13.2025
PROJECT TYPE, PRINT
DESIGNED BY | LAST NAME
DRAWN BY | CLARK
REVIEWED BY | ROTHERMUND
REVISIONS

OVERALL FLOOR PLAN

A100

Community Development Department
102206 E Wiser Parkway
Kennewick, WA 99338

Planning Division
(509) 786-5612
Planning.department@co.benton.wa.us

HEM 1.5

October 10, 2025

Knutzen Engineering
C/O Paul Knutzen
5401 Ridgeline Drive Suite 160
Kennewick, WA 99338

Via Email: Paul@knutzenengineering.com

RE: Written Determination of Completeness
File Number(s): CUP 2025-018 and EA 2025-020

Dear Mr. Knutzen,

This office is in receipt of your Conditional Use Permit application and SEPA Environmental checklist to operate The Flying Pickle, recreational facility in the Kennewick area of unincorporated, Benton County, Washington. We have determined that the required materials have been submitted and the application is complete. File numbers have been assigned (CUP 2025-018 and EA 2025-020) and the review process will now begin.

Although this office has determined that your application is complete, more clarification or information may be needed from you as we go through the review process. Additional information and/or permits may be required from other agencies including, but not limited to, the Benton County Building Division, the Benton-Franklin Health District, and the Washington State Department of Health.

If you have any questions regarding this matter, do not hesitate to contact this office.

Sincerely,

Andrea Watts

Andrea Watts - Senior Planner
Benton County Community Development Department
Planning Division

Cc: Mike@d9contractors.com

Community Development Department
102206 E Wiser Parkway
Kennewick, WA 99338

Planning Division
(509) 786-5612
Planning.department@co.benton.wa.us

HEM 1.6

October 10, 2025

Benton County Building Division
Benton County Code Enforcement
Benton County Fire District #1
Benton County Fire Marshal
Benton County Public Works Department
Benton-Franklin Health District
Benton PUD
City of Kennewick
City of Richland
Kennewick Irrigation District

RE: Agency review of a Conditional Use Permit application
File #: CUP 2025-018
Parcel #: 1-1188-101-3744-005
Applicant: Knutzen Engineering

Attached is a Conditional Use Permit application for your agency's review.

The applicant is proposing to construct a 52,490 square foot indoor pickleball facility and a 131 space parking lot. The facility will be designed for 19 pickleball courts supported by restrooms and changing rooms with lockers and showers, a kitchen and a pro shop. The facility will be located at 107855 E Detrick PR SE in the Kennewick area of unincorporated Benton County within the Industrial Commercial Zoning District. Parcel number 1-1188-101-3744-005.

PLEASE SUBMIT YOUR COMMENTS to Planning.department@co.benton.wa.us by **October 24, 2025**. Please reference file number **CUP 2025-018** in all correspondence.

If you have any questions or need more time to review the application, please contact the Planning Division at (509) 786-5612 or to the email above.

Thank you,

Benton County Planning Division

Nikki Relyea

HEM 1.7

From: Bridget Kelsay <Bridget.Kelsay@bfhd.wa.gov>
Sent: Friday, October 10, 2025 1:34 PM
To: Planning Department
Subject: [EXTERNAL] Agency Review - CUP 2025-018 - The Flying Pickle
Attachments: 27853 Permit.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

I do not have any additional comments in regard to the pickle ball court. See attached for the permit that was issued for sewage disposal system.

Bridget Kelsay, EHS I
Land Use, Sewage and Water Section

Benton-Franklin Health District
7102 W. Okanogan Place
Kennewick, WA 99336
p: 509.460.4316
c: 509.537.5731

www.bfhd.wa.gov Bridget.kelsay@bfhd.wa.gov

Follow us on

BENTON-FRANKLIN HEALTH DISTRICT
7102 W OKANOGAN PLACE
KENNEWICK, WA 99336

Sewage Disposal System Construction Permit

Owner: 5D Development at Cottonwood 1 LLC
410 Fanning Rd
Pasco, WA
99301

Permit Number:	27853
Date Permit Issued:	October 06, 2025
Date Permit Expires:	October 06, 2026
County:	Benton

Location Information

Property Address	107855 E Detrick PR SE	**Subdivision/Legal:**	Cottonwood Creek
City:	Richland	**Block:**	
Parcel Number:	1-1188-101-3744-005	**Lot:**	

This system shall be installed by a licensed installer and be inspected and approved by the Benton-Franklin Health District before being covered. This permit shall expire one year from the date of issuance.

This permit has been issued based upon presently known site conditions and the information contained on the permit application. Any construction taking place on said property must be as indicated on the permit or revocation of this permit may result. This permit is subject to all applicable zoning laws and it is the permittee's responsibility to comply with said laws prior to system installation. All construction taking place shall be in compliance with Benton-Franklin Health District Rules and Regulations No. 2.

General Information

Type of Structure:	Single Family	**Number of Employees/ guest:**	160 people/ 5 employees
Designed by:	PE	**Average Daily Flow:**	1,080
Type of System:	OSCAR II	**Maximum Daily Flow:**	1,440
Treatment Level:	B		

Pretreatment Information

Septic Tank Size:	5,000 gal.
Depth of Burial:	Lids to surface
Outlet Baffle Filter:	Yes
Pump Chamber Size:	1,500 gal.
Dose Flowrate:	2.8 gpm.
Flush Flowrate:	12 gpm.

Drainfield Information

Basal Area:	3,600 sf
Basal Length:	90 feet
Basal Width:	20 feet
C-3 Sand depth:	12 inches
Number of Coils:	16 (8 per zone)
Distribution:	Headworks

Conditions

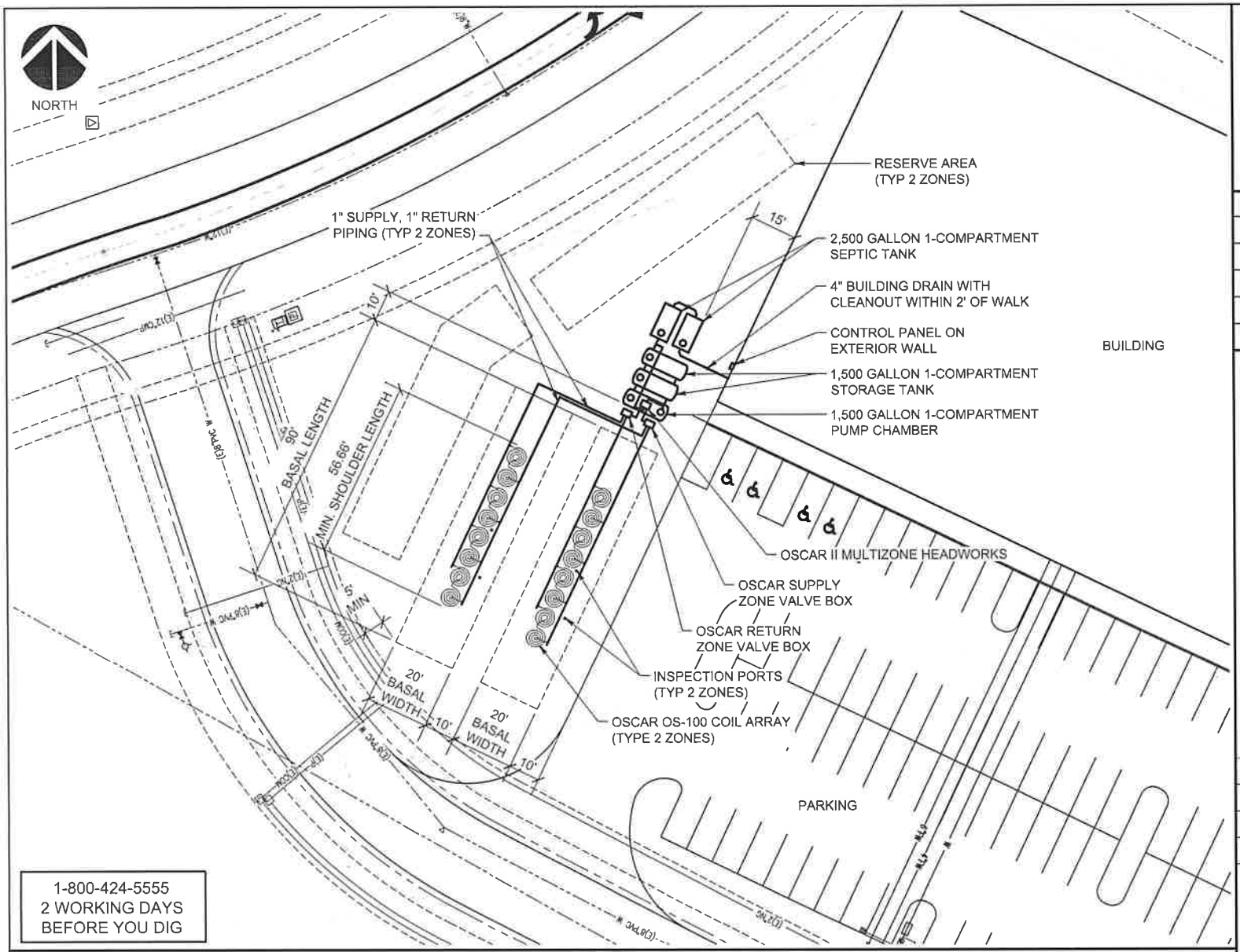
- Follow approved plot plan, maintain all setbacks.
- All tank lids and distribution boxes must have access from surface grade.
- Observation ports are required at the end of all laterals.
- All septic system components must maintain a minimum ten foot (10') setback from any pressurized water supply line.
- There must be at least one capped cleanout between outlet of the sewer line from the structure and the the septic tank as well as every fifty feet (50') and prior to turns.
- Maintain positive drainage away from the drainfield.
- Divert roof drains and surface water from drainfield area.
- Drainfield lines may be shifted slightly to follow the contours of the slope.
- All components of the sewage system must be installed in accordance with the engineers plans stamped approved by the Benton-Franklin Health District.
- All components of the sewage disposal pressure distribution system must be installed according to the Engineer's Plans, submitted to this office, meeting Benton-Franklin District Health Department Rules and Regulations No. 2, Recommended Standards and Guidance for Sand Lined Trench Systems , Recommended Standards and Guidance for Pressure Distribution. Other requirements may be deemed necessary by this office for approval as the construction project warrants.
- The Design Engineer is responsible for all final inspections, written certifications of construction, and as-built drawings of the system installation. Final construction as-built drawings must be submitted to this office prior to final approval of the system.
- A representative from the Benton-Franklin District Health Department must observe and approve the pressure testing of the drainlines prior to the backfilling. The pressure test requires the laterals to have the orifices in the 12 o'clock position. The orifices shall not be restricted or blocked during the pressure testing.
- The Design Engineer is responsible for drafting an Operations and Maintenance Manual for the system. This office must receive and approve a copy of the manual prior to final approval.
- Approval of the system plans, requirements for site modification, and permit issuance is not to be construed as permission by this department to trespass or alter neighboring properties.
- The pump chamber must conform to Benton-Franklin District Health Department "Standards for Construction and Design". The property owner/permittee, contractor and/or installer are responsible for contacting Labor and Industries for all electrical /safety code requirements and inspections within their jurisdiction.
- The sewage disposal system must be installed by a septic installer licensed within the Benton-Franklin Health District.
- The system must be pressure tested with potable water.

This permit to install an on-site sewage system is granted in accordance with Benton-Franklin District Board of Health Rules and Regulations No. 2.

BKelsay

Bridget Kelsay
Environmental Health Specialist

Steve Krager, M.D.
District Health Officer



SITE PLAN

PARCEL NO. 1-1188-102-3744-005

SCALE: 1"=30'

RICHARD D. ROUTH
STATE OF WASHINGTON
21939
REGISTERED
PROFESSIONAL ENGINEER

NO.	REVISIONS	DATE

Routh Consulting Engineers, Inc.
P.O. Box 3187 Pasco, WA 99302
509-547-8262 509-542-0650 FAX

PICKLEBALL FACILITY

Kennewick, Washington

ONSITE SEWAGE SYSTEM

DATE:	7/19/25
DRAWN:	RDR
SCALE:	SHOWN
PROJECT NO:	2861
SHEET:	M1
CADFILE:	2861M01A

Nikki Relyea

HEM 1.8

From: Troy Taylor
Sent: Monday, October 13, 2025 8:48 AM
To: Planning Department
Subject: RE: Agency Review - CUP 2025-018 - The Flying Pickle

Building- comply with all current Benton County and fire codes.

From: Planning Department <Planning.Department@co.benton.wa.us>
Sent: Friday, October 10, 2025 11:17 AM
To: Brad O'Brien <Brad.Obrien@co.benton.wa.us>; Troy Taylor <Troy.Taylor@co.benton.wa.us>; Gary Tiplady <Gary.Tiplady@co.benton.wa.us>; scott@bentonone.org; Code Enforcement <code.enforcement@co.benton.wa.us>; Code Enforcement <code.enforcement@co.benton.wa.us>; Dylan Krantz <Dylan.Krantz@co.benton.wa.us>; Shane Elledge <Richard.Elledge@co.benton.wa.us>; Benton Franklin Health District - JoDee Peyton <Jodeer@bfhd.wa.gov>; erin.hockaday@bfhd.wa.gov; Jack Howard <jack.howard@bfhd.wa.gov>; deana.chiodo@bfhd.wa.gov; Benton PUD - Chad Brooks <brooksc@bentonpud.org>; City of Kennewick - CEDInfo <cedinfo@ci.kennewick.wa.us>; City of Richland - Stevens, Mike <mstevens@CI.RICHLAND.WA.US>; Kennewick Irrigation District - Application and SEPA Review (development@kid.org) <development@kid.org>
Subject: Agency Review - CUP 2025-018 - The Flying Pickle

Good morning,

Attached you will find the necessary application materials for Paul Knutzen on behalf of D9 Development, who is requesting a Conditional Use Permit to construct a Recreational Facility at 107855 E Detrick PR SE in Kennewick, WA 99338.

Please review and provide any comments by ***October 24, 2025.***

This project will also be associated with a SEPA Environmental checklist which will have a separate file number and comment period.

Have a wonderful rest of your day,

Nikki Relyea
Permit Technician
Benton County Community Development Department
Planning Division
Nikki.Relyea@co.benton.wa.us
Planning.Department@co.benton.wa.us
(509) 786-5612

2015 South Ely Street
Kennewick, WA 99337
Customer Service 509-586-9111
Business 509-586-6012
FAX 509-586-7663
www.kid.org

October 15, 2025

HEM 1.9

Nikki Relyea, Permit Technician
Benton County Community Development Department - Planning Division
102206 E Wiser Parkway
Kennewick, WA 99338

Subject: Review Comments for CUP 2025-018 - The Flying Pickle

Dear Ms. Relyea:

The Kennewick Irrigation District has received a Conditional Use Permit to construct a recreational facility. This project is located at 107855 E Detrick PR, Kennewick, WA 99338.

1. This parcel is within the Kennewick Irrigation District (KID) boundaries, but is not considered irrigable lands; therefore, the Kennewick Irrigation District does not assess them.
    a. A water allotment is not assigned to this property. Water for a new allotment is unavailable at this location.
2. Please note that permanent structures are not allowed within irrigation easements.
3. Please protect all existing irrigation facilities.

If you have any questions regarding these comments, please contact me at the address/phone number listed above.

Sincerely,

Daniel Tissell, P.E.
Engineering Manager

cc: LB\correspondence\File: [11-8-28]
Applicant via mail – Paul Knutzen, 5401 Ridgeline Dr. Unit# 160, Kennewick, WA 99338

Nikki Relyea

HEM 1.10

From: Chad Brooks <brooksc@bentonpud.org>
Sent: Monday, October 27, 2025 9:07 AM
To: Planning Department
Cc: Paul Knutzen
Subject: [EXTERNAL] RE: [E] Agency Review - CUP 2025-018 - The Flying Pickle
Attachments: RE: [E] RE: New Flying Pickle Project Power?

Developer needs to contact Benton PUD for power design and to give contact info.
Developer needs to provide one-line, power service size and voltage needed.
10ft minimum width easement required for transformer.

I attached earlier email to Paul Knutzen on this project. Below is screen shot of BPUD map.

Chad Brooks
Distribution Design Tech II
Benton PUD
Email: brooksc@bentonpud.org
Main # (509)582-2175
Direct # (509)582-1233
My Hours Mon-Thur 6:30am-5pm
Benton PUD offices closed on Fridays

Community Development Department
102206 E Wiser Parkway
Kennewick, WA 99338

Planning Division
(509) 786-5612
Planning.department@co.benton.wa.us

October 30, 2025

HEM 1.11

Knutzen Engineering
C/O: Paul Knutzen
5401 Ridgeline Drive Suite 160
Kennewick, WA 99338

Via email: Paul@knutzenengineering.com

RE: Written Notification of Application Hold for file EA 2025-020 and CUP 2025-018

Dear Applicant,

During the review of your applications (EA 2025-020 and CUP 2025-018) the Washington Department of Fish and Wildlife submitted comments on October 28, 2025, requesting a critical area report to be provided or for the applicant work with WDFW on an alternative. Additionally, the Benton County Public Works Department submitted comments on October 22, 2025, requesting a Traffic Impact Analysis be provided.

While you are working to meet the requirements of the Washington Department of Fish and Wildlife and the Benton County Public Works Department, the Planning Division will place a hold on your above referenced applications for six (6) months from the date of this letter. This will allow you the necessary time to provide this office with the reports requested. When the Washington Department of Fish and Wildlife and the Benton County Public Works Department have provided the Planning Division verification that their requirements have been met the County's environmental determination (EA 2025-020) can be made and the Conditional Use Permit (CUP 2025-018) review can continue.

If you have any questions regarding this matter, please do not hesitate to contact the Planning Division at 509-786-5612 or Planning.department@co.benton.wa.us.

Sincerely,

Andrea Watts

Andrea S. Watts, Senior Planner
Benton County Community Development Department
Planning Division

Nikki Relyea

HEM 1.12

From: Shane Elledge
Sent: Wednesday, January 7, 2026 11:31 AM
To: Planning Department
Subject: RE: EA 2025-020 and CUP 2025-018 Hold

Good morning,

Sory for the late response, this satisfies Public Works comments.

Thank you.

R. Shane Elledge, LSIT • *Engineering Associate*
Benton County Public Works
102206 Wiser Parkway , Kennewick WA, 99338
(509) 786-5611 Ext: 5531

From: Planning Department <Planning.Department@co.benton.wa.us>
Sent: Tuesday, December 23, 2025 9:54 AM
To: Cristina Woods <Cristina.Woods@co.benton.wa.us>; Shane Elledge <Richard.Elledge@co.benton.wa.us>
Subject: FW: EA 2025-020 and CUP 2025-018 Hold

Good morning,

We have received the requested traffic impact study for the flying pickle (EA 2025-020 and CUP 2025-018).

Can your office please review and let Planning know if it satisfies your comment?

Many thanks,

Benton County Pickleball Facility

Traffic Impact Analysis

Benton County,
Washington

December 2025

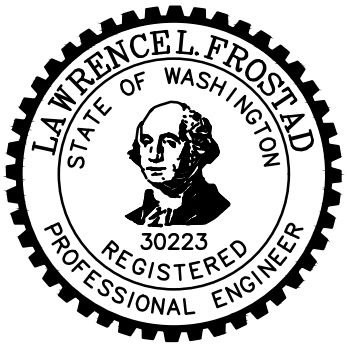
ARDURRA

BENTON COUNTY PICKLEBALL FACILITY
TRAFFIC IMPACT ANALYSIS

SUBMITTED TO:

Benton County

December 2025



PREPARED BY:

Larry Frostad, P.E., PTOE

Tevrin Fuller

Conner Hansen

ARDURRA

1717 S. Rustle St., Ste 201

Spokane, Washington 99224

Phone: 509-319-2580

ARDURRA PROJECT #: 250327

Table of Contents

APPENDICES

TABLES AND FIGURES

TABLES

FIGURES

1 INTRODUCTION

This report summarizes the Traffic Impact Analysis (TIA) prepared for *The Flying Pickle* pickleball facility within Benton County, Washington. This analysis addresses Benton County requirements relating to the State Environmental Policy Act (SEPA). The TIA provides information for use in determination of concurrency between the proposed project, applicable regulations, and the standards established by Benton County.

The study was prepared to align with transportation standards and level-of-service (LOS) guidelines found in the Benton County Comprehensive Plan, particularly its Transportation Element (Chapter 7) and in coordination with Benton County Public Works. The scope for the TIA was established through coordination with the Benton County, who is the lead land use jurisdiction. WSDOT, and the Cities of Richland and Kennewick may have interest in the impacts of this project. Additional agencies can comment per invitation of County staff.

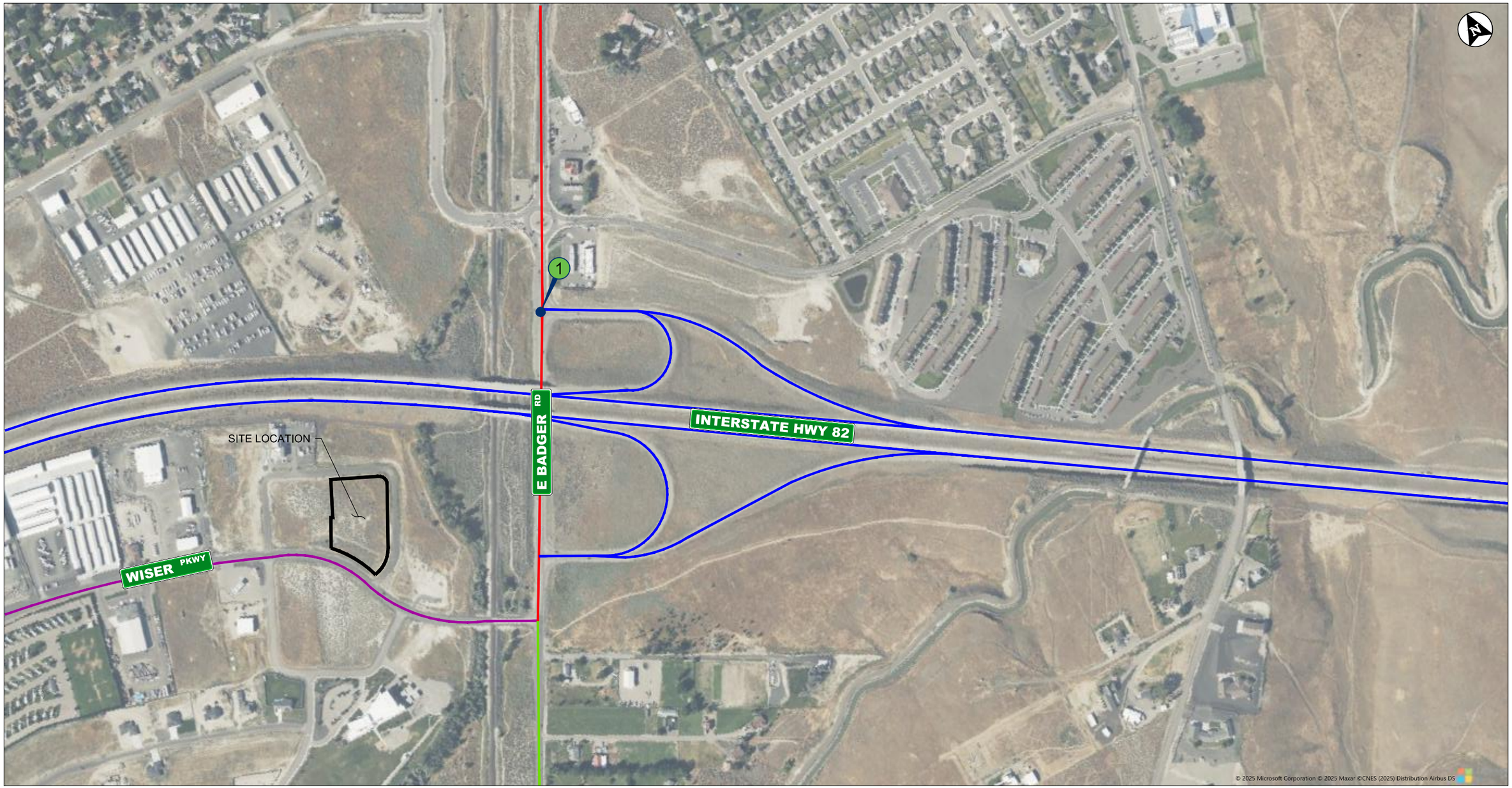
1.1 PROJECT DESCRIPTION

The Flying Pickle is a proposed 52,322 square-foot pickleball facility to be constructed on a +/- 4.07 acre parcel situated north of Wiser Parkway and West of Detrick Pr. In Benton County, Washington (Parcel 1-1188-101-3744-005). The project will include 19 pickleball courts, restrooms, lockers, and seating areas.

Zoning for the site is currently Light Industrial. An application has been submitted to change this to Interchange Commercial. Site access is planned from Detrick Pr., North of Wiser Parkway. The project will be constructed with expected full build out in 2026.

Attached **Figure 1** provides a site location map. **Figure 2** provides the most current site plan (subject to change during design and review).

This TIA's recommendations should remain sufficient if the land use does not grow more than 10-percent from what is analyzed in this TIA.



1 VICINITY MAP
SCALE: 1" = 500'

DATE: 12/10/25 JOB: 250327

ARDURRA
1717 S. RUSTLE STREET, SUITE 201
SPOKANE, WA 99224
509-319-2580 | WWW.ARDURRA.COM

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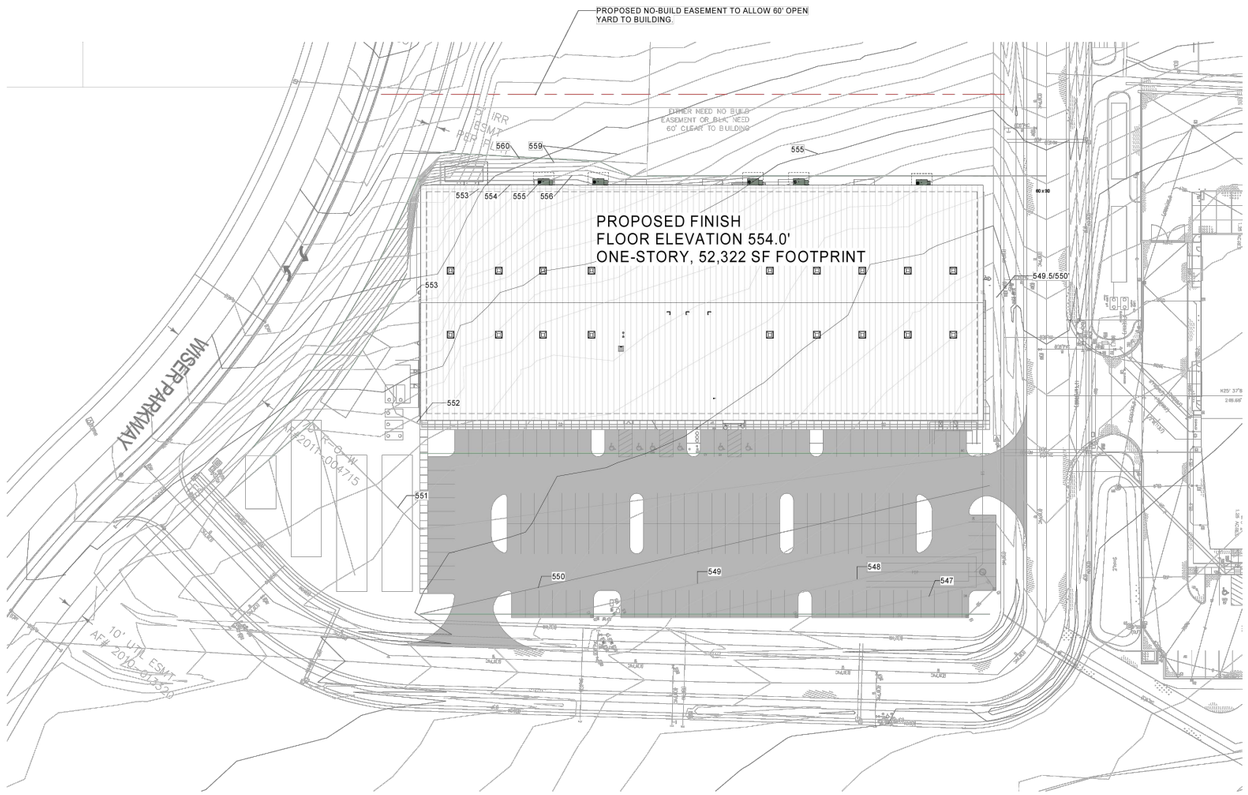


1 SITE PLAN - TRUE NORTH
AS100
1" = 30'-0"

0 30 60
SCALE IN FEET
SCALE: 1" = 30'-0"
NORTH

GENERAL NOTES

A. DRAWING FOR REFERENCE ONLY. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.

KEYNOTES

Cushing Terrell.
cushingterrell.com
800.757.9522

NOT FOR CONSTRUCTION - PRELIMINARY DESIGN

KENNEWICK

THE FLYING PICKLE BENTON

CONSTRUCTION DOCUMENTS

10.13.2025
PROJ# | FLYPIC_BENT
DESIGNED BY | Designer
DRAWN BY | Author
REVIEWED BY | Checker
REVISIONS

OVERALL SITE PLAN

AS100

DATE: 12/10/25 JOB: 250327

ARDURRA
1717 S. RUSTLE STREET, SUITE 201
SPOKANE, WA 99224
509-319-2580 | WWW.ARDURRA.COM

2 CONCEPT SITE PLAN
SCALE: NTS

1.2 Scope and Methodology

A TIA reviews and evaluates the transportation impacts of land use development on streets and intersections located within reasonable proximity of a project, and recommends strategies or improvements to address unacceptable impacts, as needed. Congestion and vehicle delay are experienced more rapidly at intersections versus road segments (between intersections) due to the frequency of vehicle conflicts (e.g., turning, slowing, or stopping vehicles.

1.3 Project Scope

The approach and format for this TIA were developed in compliance with the Benton County Comprehensive Plan, particularly its Transportation Element (Chapter 7), and in coordination with Benton County Public Works, and industry guidelines. Resources used in technical analyses are sited subsequently, and as appropriate.

The study summarizes the volume of traffic added to four intersections located in reasonable proximity of the project. The traffic analysis study year was selected as 2026. Trip generation and distribution was performed for the AM and PM peak hours of a typical weekday. Known as the commute "rush" hours, these are the times of highest travel demand along City streets.

Comments from Benton County were received on October 22, 2025 that outlined the scope of the study intersections. In addition to the project approaches, the intersections / locations identified for study are:

- Detrick Pr / Wiser Parkway
- Wiser Loop / Wiser Parkway
- Wiser Parkway / Badger Road
- Wiser Parkway / Railroad Crossing

Additional elements include collision history reporting, intersection queuing, school operations, and multimodal review.

1.3.1 Methodology, Intersection Capacity/Operations

Intersection delay, capacity, and traffic operations were evaluated using the level-of-service (LOS) procedures of the *Highway Capacity Manual, Sixth Edition* (Transportation Research Board, 2016). The *Highway Capacity Manual* (HCM) is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flow with minimal vehicle delay, to LOS F, indicating congestion with significant vehicle delays.

LOS for a signalized intersection is defined in terms of the average control delay experienced by all vehicles at the intersection, as measured over a specific timeframe such as a peak hour. LOS for a one or two-way stop-controlled intersection or driveway is seen as the function of average control delays experienced by vehicles in an approach or approach movement. Typically, the stopped approach or movement experiencing the worst LOS is reported. Finally, LOS at an all-way stop is defined by the average control delays experienced by all vehicles at an intersection, as with signalized intersections.

Table 1 outlines the LOS criteria for signalized and unsignalized intersections from the *Highway Capacity Manual*. LOS delay thresholds vary between signalized and unsignalized intersections. This is because driver tolerances for delay have been documented to be higher at traffic signals.

Table 1. Intersection Level of Service Criteria

Level of Service	Signalized Control Delay (sec/veh)	Unsignalized Control Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 - 15
C	>20 – 35	>15 - 25
D	>35 – 55	>25 - 35
E	>55 – 80	>35 - 50
F	> 80	>50

Source: Highway Capacity Manual (TRB, 2016)

Levels-of-service for signals and stop-controlled intersections were determined using Synchro Version 12.0, (Trafficware, 2023). This tool can apply the analysis methodologies of HCM 2016 and is a standard industry software application. Per Section 7.3.1 of the Benton County comprehensive master plan, the LOS standard is "C" in rural areas and LOS "D" within Urban Growth Areas. Street or intersection improvements may be necessitated when existing or forecast LOS does not meet the standard.

2 EXISTING CONDITIONS

This section provides an existing conditions analysis describing the study street network, traffic volumes, and capacities. The existing conditions analysis is established to help measure changes in forecast roadway conditions and performances.

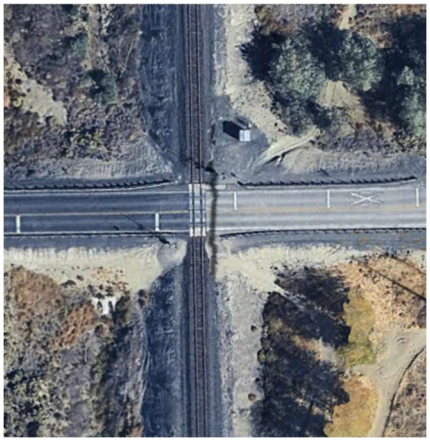
2.1 ROADWAY NETWORK

A description of the primary study streets in the project vicinity is provided below.

- **Wiser Parkway.** A three-lane ***major collector*** with two-lanes and a two-way left-turn lane between the two Wiser Loop intersections. The roadway has no sidewalks on either side of the road. The posted speed limit is 35 mph.
- **Wiser Loop.** A ***local street*** in the project area. A two-lane road with a two-way left-turn lane with a sidewalk on the South side of the road near Cottonwood Elementary School. Wiser Loop connects to Wiser Parkway and two separate intersections. Wiser Loop is in a school zone and the posted speed limit is 20 mph.
- **Detrick Pr.** A ***local street*** with two-lanes that are unmarked. Site access will be from the East side of the Detrick Pr. loop. There is no posted speed limit and the road is a loop that connects to Wiser Parkway at two separate intersections.
- **Badger Road.** A ***principal arterial*** street to the North of the Wiser Parkway intersection and a minor arterial to the South of the Wiser Parkway intersection. Badger Road is two lanes with a two-way left-turn lane. The road has no sidewalks, and a posted speed limit of 50 mph.

A summary of geometrics and traffic controls for the study intersections and approaches is provided below.

<u>Detrick Pr / Wiser Parkway</u> This is a stop-controlled intersection with Wiser Parkway as the free movement. Both legs are two-lanes although Wiser Parkway has a two-way left-turn lane. No sidewalks are present.	

Wiser Loop / Wiser Parkway This is a stop-controlled intersection with Wiser Parkway being the free movement. Both legs are two-lanes with a two-way left-turn lane. Wiser Loop has designated left and right-turn lanes at the stop sign. No sidewalks are present.	
Wiser Parkway / Badger Road This is a stop-controlled intersection with Badger Road being the free movement. Both legs are two-lane roads with no sidewalks.	
Wiser Parkway / Railroad Crossing This is a flashing-light protected railroad crossing that intersects with Wiser Parkway which is a two-lane road. No sidewalks are present.	

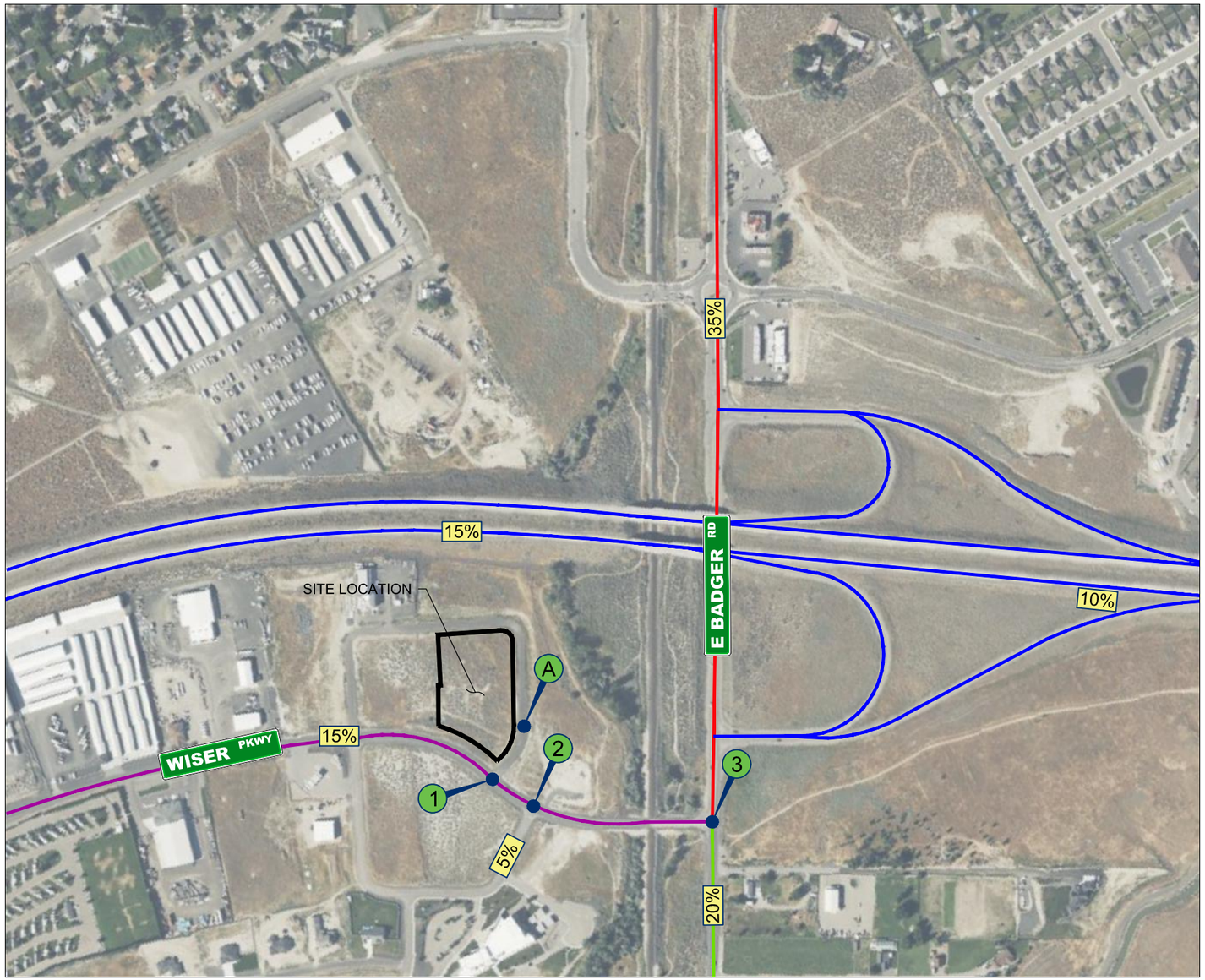
2.2 Traffic Counts

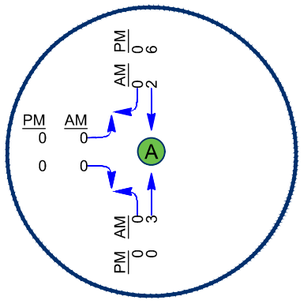
This TIA was developed using intersection turn movement counts and average daily traffic (ADT) counts. Turning movement counts at the study intersections were collected from 7-9 AM and 3-6 PM on Tuesday, November 18th, 2025, by Quality Counts. The individual peak hour from each count was used in the capacity analysis. AM and PM peaks at the Detrick Pr. / Wiser Parkway intersection were from 7:05–8:05 AM and 4:25–5:25 PM. Peaks at the Wiser Loop / Wiser Parkway and Badger Road / Wiser Parkway intersections occurred from 7:40–8:40 AM and 3:00–4:00 PM. The resulting

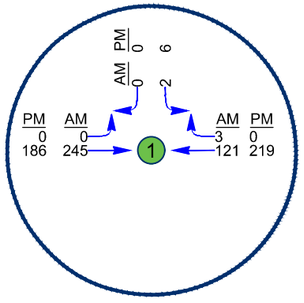
existing peak hour traffic volumes are shown in Figure 3. Technical Appendix B provides traffic count reports for the study intersections.

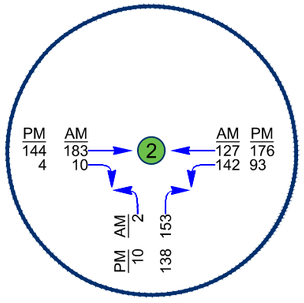
Average Daily Traffic (ADT) counts were obtained from Benton County and WSDOT sources for use in determining the trip distribution estimates. Locations and ADT counts assembled for use in this study are as follows:

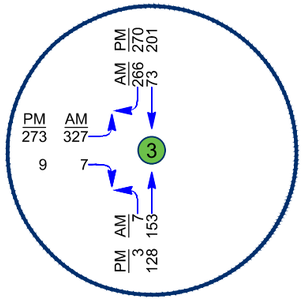
- Wiser Parkway
  - West of Site: 3,458 (2023)
- Badger Road
  - North of I-82 EB Ramps: 11,989 (2021)
  - South of Wiser: 639 (2019)
- I-82
  - Eastbound off/on Ramps: 3,100 (2024)
  - Westbound off/on Ramps: 2,100 (2024)
- Cottonwood Creek Blvd
  - South of Site: N/A











LEGEND

- INTERSTATE HIGHWAY
- PRINCIPLE ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR

3 YEAR 2025 - EXISTING VOLUMES - AM AND PM PEAK HOUR

SCALE: 1" = 500'

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2.3 Traffic Capacity & Operations

This section summarizes traffic capacities and operations for the study area. A review of existing intersection LOS/capacity results is shown with the following sections.

2.3.1 Intersection Capacity/Operations

The LOS analysis was performed for study intersections based on a review of the traffic volumes summarized in Section 2.2 and the geometric conditions described in Section 2.1. **Table 2** shows a summary of LOS for intersections for the weekday AM and PM peak hours. LOS is the overall function of the intersection for traffic signals and all-way stops, and the worst approach or approach movement for a one or two-way stop. All study intersections are one or two-way stop.

Table 2. Existing Intersection LOS

Intersection	Lane Group	AM Peak			PM Peak		
		LOS[1]	Delay[2]	v/c	LOS[1]	Delay[2]	v/c
Detrick Pr / Wiser Pkwy	WBL	B	10.8	0.00	B	10.9	0.01
Wiser Loop / Wiser Pkwy	EBL	B	13.1	0.01	B	12.7	0.03
	EBR	B	10.8	0.23	B	10.4	0.22
Wiser Pkwy / Badger Rd	EBL	C	21.3	0.65	C	22.7	0.62

1. LOS = level of service
2. Average control delay

All intersections perform at LOS C or better.

Summary LOS worksheets are provided in **Technical Appendix C**.

2.4 Transit, Pedestrians, and Bicycles

The nearest transit service, Ben Franklin Transit (BFT) is about two miles from the project site. There is no existing transit service directly serving the project study area or adjacent roadways.

Pedestrian infrastructure is present at Cottonwood Elementary School, located near the study area. Outside of this location, the project study area does not contain sidewalks or other pedestrian facilities. Likewise, there are no existing bicycle facilities within the project study area, and all streets operate as unmarked shared roadways.

2.5 Railroad Crossing Review

The active railroad crossing on Wiser Parkway near the Badger Road intersection was also reviewed. Activations of the warning lights and gates for train crossings, all traveling northbound, were observed at the following times:

- 7:29:25 AM to 7:31:37 AM
- 8:16:10 AM to 8:18:53 AM
- 3:50:40 PM to 3:54:48 PM
- 5:16:06 PM to 5:18:44 PM

Train activity results in peak directional queueing lengths that reach to and through the adjacent intersections. An approximation of the maximum queues observed is shown in the image below:

Queuing from train crossings, approximate maximum extent.

AM Peak queuing is longer to the west, stretching past the Wiser Loop (east) / Wiser Parkway intersection in both AM and PM. AM and PM Peak queuing to the east reaches the Badger Road intersection, with PM Peak queuing stretching north along Badger Road for a maximum of approximately eight vehicles. While Badger Road has an eight-foot shoulder that allows storage, the width reduces in the vicinity of the intersection. Queueing on Badger Road in the northbound direction appeared to be minimal. Queues are observed to clear fairly quickly in the videos as north and

southbound volume on Badger Road is low enough that the delay at Badger Road, even though modeled at 21 to 22 seconds in AM and PM, is visually less.

2.6 Cottonwood Elementary School Queuing

Daily hours for Cottonwood Elementary are 8:40 AM to 3:17 PM, with an early dismissal on Wednesdays at 2 PM. Queuing at Badger Road in the 3 PM hour from drivers leaving the school stretches from the Badger Road intersection past the tracks to the Wiser Loop intersection and towards the school. As observed in the video, the queue first began at 3:19 PM, reached the tracks at 3:21 PM, and became consistent on the west side of the tracks at 3:23 PM. The queue reached the Wiser Loop (east) intersection at 3:24 PM and then stretched toward the school along Wiser Loop. Volumes on Wiser Parkway west of Wiser Loop (east) were such that the maximum queuing occurring west of Wiser Loop was two vehicles, occurring on two occasions. The back of the queue shortened to be east of the tracks at 3:32 PM and did not lengthen again. By 3:34 PM there was no queue at the Badger Road intersection. A northbound train was stopped on the tracks during this entire period. The Engineer turned on the headlights at 3:49 PM and proceeded forward, activating the crossing lights at 3:50:40 PM. The crossing was cleared at 3:54:48 PM.

Similar queuing behavior in the AM related to the school did not occur as there was no backup on Wiser Loop. AM queuing was related to the train crossings.

2.7 Collision History

The WSDOT Crash Data Portal provides summary-level information on crash history in the project area. Two Property Damage Only and one Possible Injury collsion are shown at Wiser Parkway / Badger Road over the five-year period. No other collisions are shown at the study intersections or in the immediate area of the project. Screen shots of the crash locations and severities for 2020-2024 are provided in **Technical Appendix E**.

3 YEAR 2026 TRAFFIC CONDITIONS

This section describes forecast Year 2026 traffic conditions, including proposed street network modifications, forecast project trip generation and distributions, and forecast traffic volumes. Operations/capacity for intersections and streets are summarized below. With- and Without-Project conditions are provided for gauging project impacts.

3.1 Roadway Network

Ongoing and future street improvements are programmed and shown in the Benton County Six-Year Transportation Program (TIP) Year 2026 to 2031. TIP improvements are included in modeling of future conditions where they affect the study network during the study timeframe. Should LOS issues be identified, analysis of possible mitigations is conducted, and conclusions follow in Section 4.

There is one project scheduled for 2026: Badger Road Re-Channelization and Overlay. It is not known from the information reviewed in the Transportation Improvement Program if this project affects capacity the study area.

3.2 Traffic Forecasts

Year 2026 traffic forecasts are comprised of baseline traffic growth and the trips generated by the proposed development. This section describes the development of traffic forecasts.

3.2.1 Background Traffic Growth

Background traffic growth refers to an increase in traffic volumes not typically associated with specific land use development within a TIA study area. Background traffic is forecast using annual growth rates. A 1.0 percent annual growth rate was applied to the counts obtained for this TIA to account for growth through the 2026 build out year.

3.2.2 Pipeline Projects

A pipeline project is one approved for development by the land use jurisdiction but has yet to be constructed or is in the process of development. As such, the trips generated by pipeline projects are not yet recorded in system counts and need to be addressed since roadway improvements will be designed based on cumulative traffic forecasts. Pipeline projects are addressed because site-generated trips can impact forecasts differently than the application of a straight-line growth rate. While some of these projects are underway, the volumes are considered as pipeline without adjustment for number of completed units.

There are no pipeline projects in this area.

Background volume growth is reflected in the Year 2026 AM and PM peak hour Without-Project forecast volumes shown in Figure 4.

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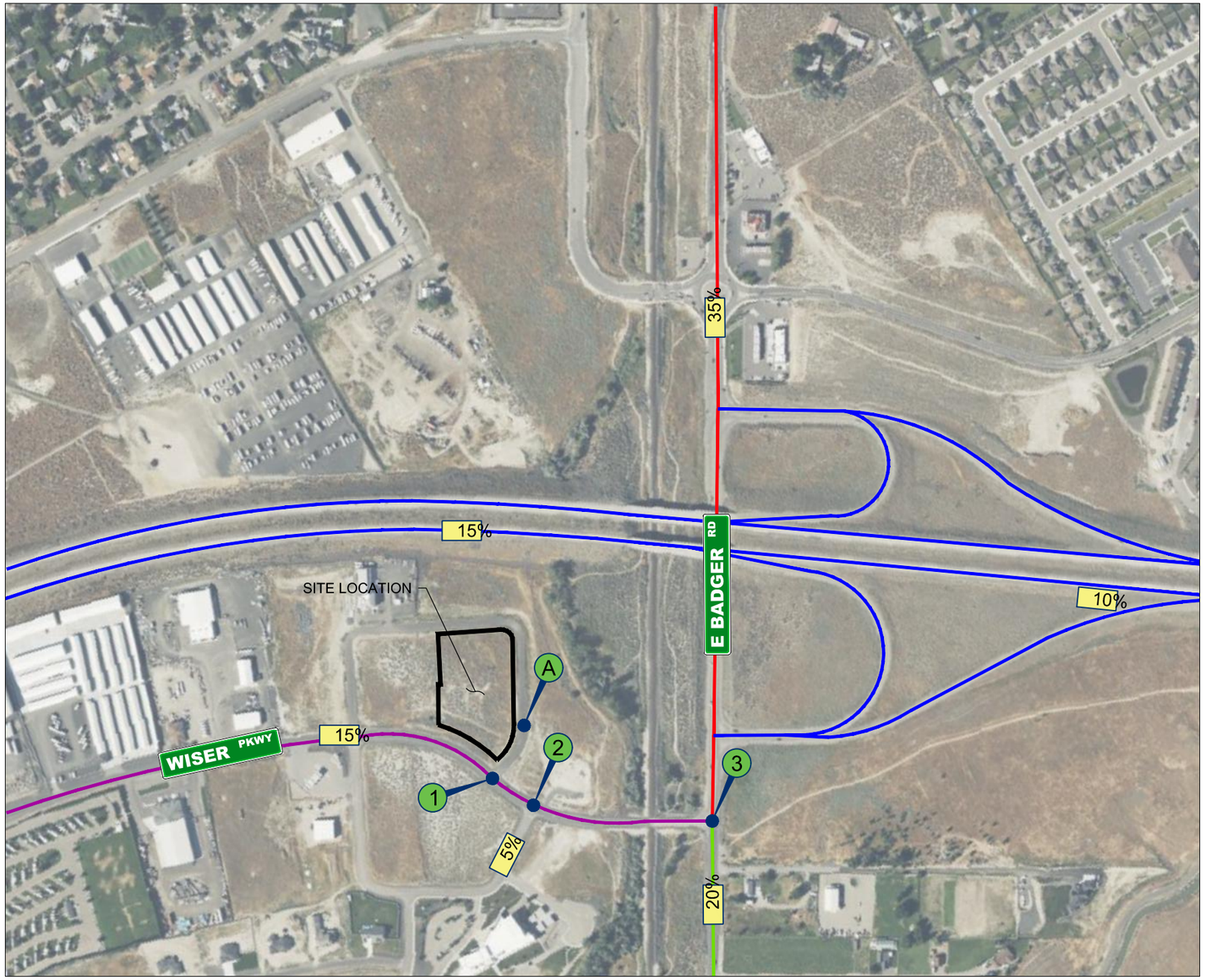

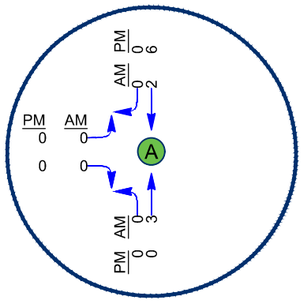

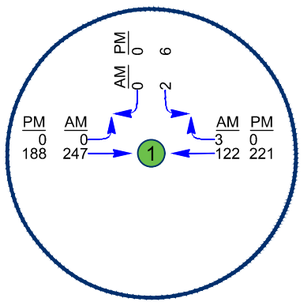

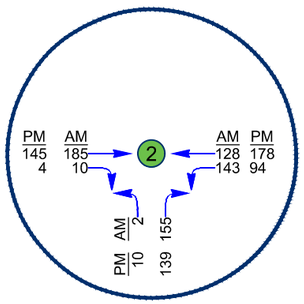

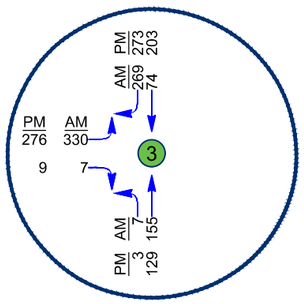

LEGEND

- INTERSTATE HIGHWAY
- PRINCIPLE ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR

DATE: 12/10/25 JOB: 250327

4 YEAR 2026 - WITHOUT PROJECT TRAFFIC VOLUMES - AM AND PM PEAK HOUR

SCALE: 1" = 500'

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3.2.3 Trip Generation

Trip generation was forecast based on the methodologies of the Trip Generation Manual (ITE, 12th Edition, 2025). The manual is a nationally recognized and locally accepted resource for forecasting traffic for commercial, institutional, and residential developments. The methods were developed based on the survey of other existing land uses located with the United States.

Calculations from the Trip Generation Manual yield total trips. However, not all these trips are new to streets. Internal, pass-by, and diverted, are terms used to describe the trip types that make up total trips for a commercial project. Trip types and applications were identified using the *Trip Generation Handbook* (ITE, 2021). A description of ITE trip types and applicability for this project is as follows:

- Internal Trips. These trips travel between land uses of a multi-use, commercial project without using the adjacent roadway system as accomplished by local streets or through shared parking lots and access easements. These trips are calculated using procedures provided in the ITE Handbook.

  There are no internal trips associated with this project.

- Pass-By/Diverted. Trips attracted to/from adjacent streets or nearby streets as travelers commute between origins and destinations. These are addressed as turning trips diverted at a project approach or intersection, noted as an impact only to streets in-route between the initial travel route and proposed land use. Thus, they are only considered to impact a project approach and streets/intersections are along the diverted routes of travel. These are not considered a gain in traffic as they already exist within a commute.

  There are no Pass-By trips associated with this project.

- Net-New. These are the trips that remain following the adjustments for internal, pass-by, and diverted trips. These trips represent added system trips, having an impact not only on project driveways, but also on intersections, and streets aligned en-route between originating land uses and the project site.

Trip generation for *The Flying Pickle* pickleball facility was developed using ITE Land Use Code 489 – Pickleball Courts. A description of this use is provided in **Technical Appendix D**.

Trip generation was forecast for the weekday, and for the AM and PM peak hours of adjacent street traffic representing the impacts of the project on the morning and evening rush hours of commute traffic. **Table 3** provides a summary of trip generation for the project.

Table 3. The Flying Pickle Pickleball Facility, Forecast Trip Generation								
Land Use:	Units	Weekday	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
489 – Pickleball Courts	19	745	19	18	37	51	32	83
Source: ITE Trip Generation Manual (11th Edition)								

As shown, *The Flying Pickle* pickleball facility is estimated to generate 37 new AM peak hour and 83 new PM peak hour trips. As a quick confirmation check, if every court has doubles play going on, this is 76 players. It is assumed that not every player arrives or leaves during the peak hour, but over a longer time period.

No pass-by or internal trips are generated from this land use per ITE. The generated trips contribute to the overall system trips, affecting not only the existing access but also the intersections and streets connecting the originating land uses and the project site.

3.2.4 Trip Distribution and Assignment

Trip distribution and assignment is the process of forecasting the likely travel routes for development-related traffic to identify the impacts of a project on area streets. The distribution and assignment of new project trips provides an initial impact assessment to help identify where volume changes are anticipated on state and local roads. Average Daily Traffic (ADT) count volumes from Benton County and regional traffic data were used to determine the distribution of trips for roadways that provide primary approach and departure routes to/from the proposed project. The available ADT counts were used to predict the origins of users travelling to and from the project.

Detrick Pr. serves as the primary access point, with Wiser Parkway functioning as a key collector route. Regional connectivity to Interstate 82 was also considered in the distribution assumptions, along with proximity to population centers in Richland, Kennewick, and West Richland. The resulting trip distributions and associated Weekday trip assignments are shown in **Table 4**.

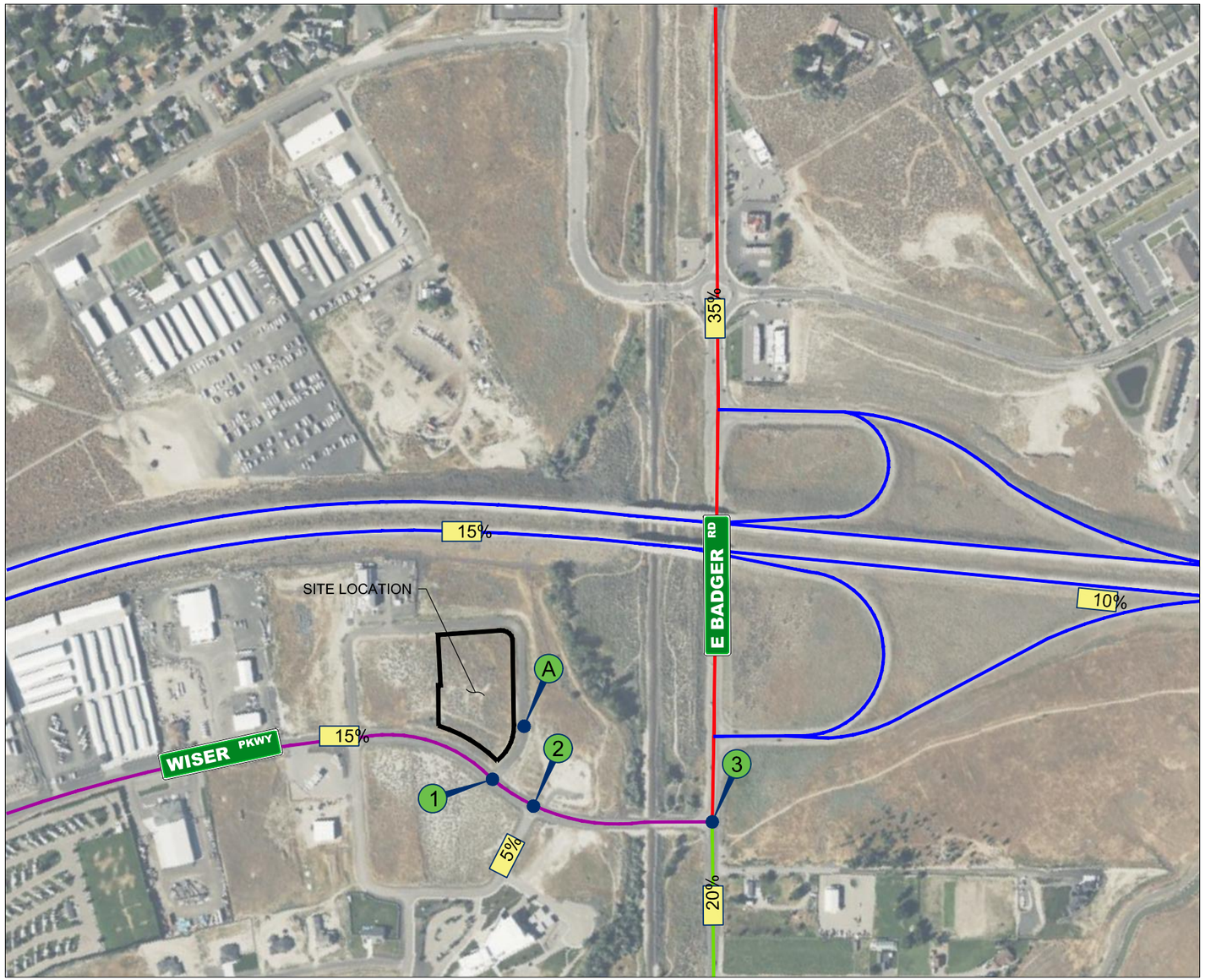
Table 4. Trip Distribution and Weekday Assignment					
			Trip Assignments		
Origin/Destination	ADT[1]	Distribution	Weekday	AM Peak	PM Peak
Wiser Parkway -West of Site	3,458 (2023)	15%	112	5	13
E Badger Road -North of I-82 EB Ramps -South of Wiser	11,989 (2021) 3,639 (2019)	35% 20%	261 149	13 8	29 16
I-82 -Eastbound -Westbound	3,100 (2024) 2,100 (2024)	15% 10%	112 74	5 4	13 8
Cottonwood Creek Blvd -South of site	N/A	5%	37	2	4
Trip Distribution Totals		100%	745	37	83
1. ADT data from 2021 Benton County Traffic Counts					

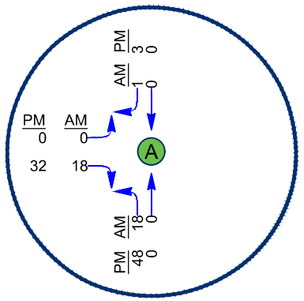
General practice is that any major intersection anticipated to support 25 or more peak hour trips is identified in the trip generation letter for consideration of further evaluation. A "major" intersection is generally defined as the junction of two roadways classified as collectors, arterials, or highways. Wiser Parkway is functionally classified as a Major Collector. Badger Road is classified as a Minor Arterial south of Wiser and a Principal Arterial north of Wiser. The following intersections are forecast to receive more than 25 project trips:

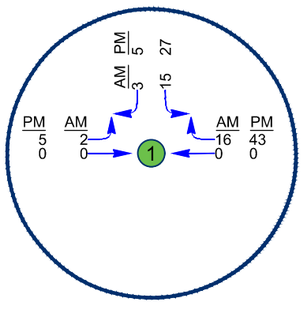
- Wiser Parkway / Badger Road 66 Trips
- Badger Road / Interstate 82 EB Ramps 50 Trips
- Badger Road / Interstate 82 WB Ramps 39 Trips

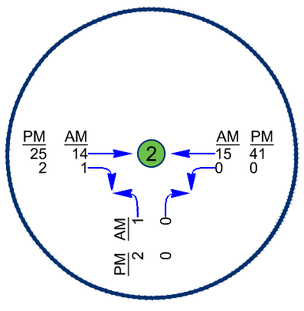
Trips were assigned to study roads based on the described distribution pattern. The resulting project trip assignments are shown in **Figure 5** for the AM and PM peak hours.

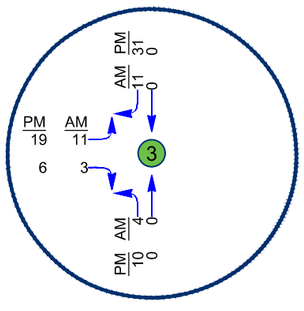
Trip assignments from the proposed project and Future Without-Project traffic volumes were then combined to generate Year 2026 Future With-Project forecasts, as shown in **Figure 6.**











LEGEND

- INTERSTATE HIGHWAY
- PRINCIPLE ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR

5 PROJECT TRIP ASSIGNMENTS - AM AND PM PEAK HOUR

SCALE: 1" = 500'

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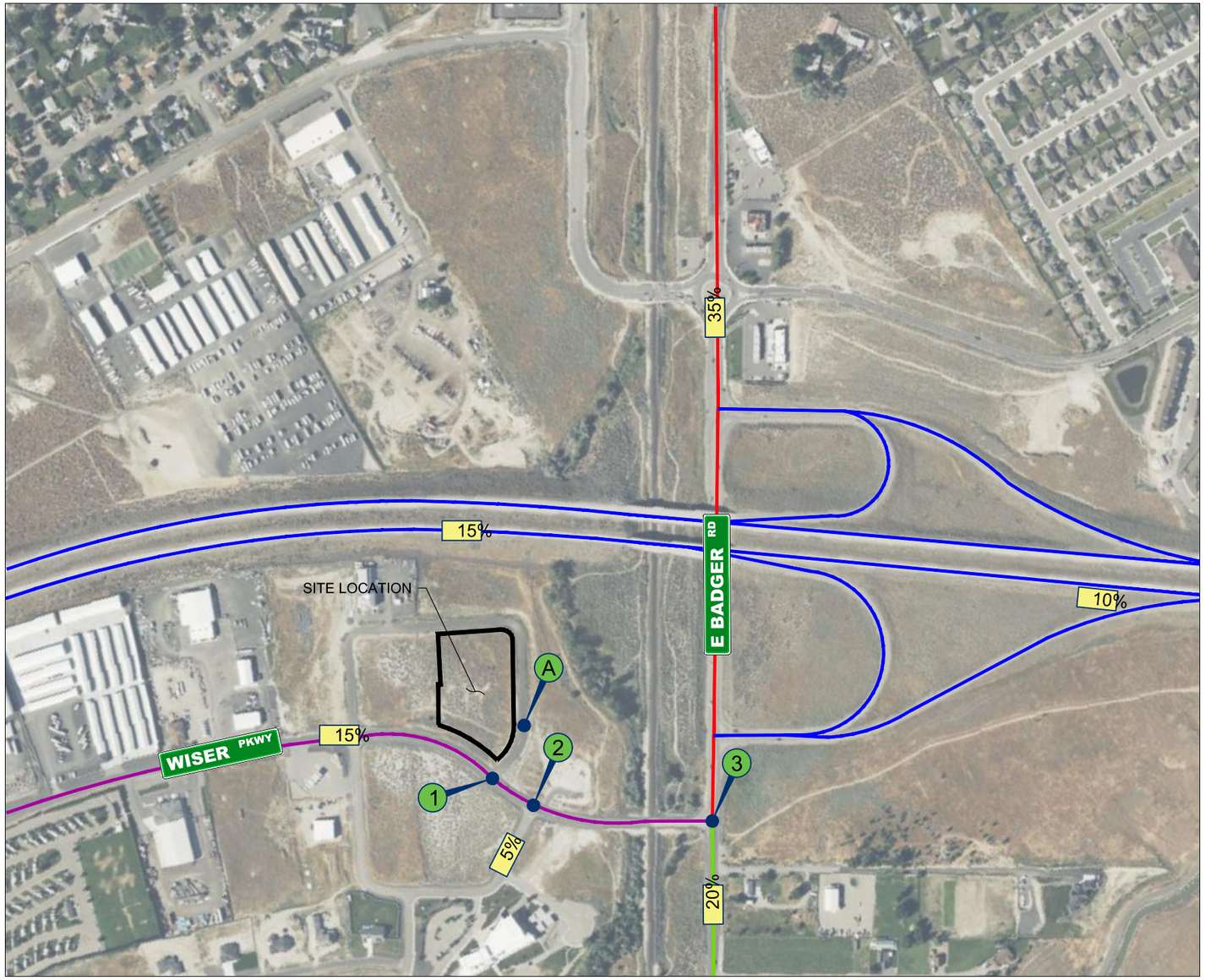

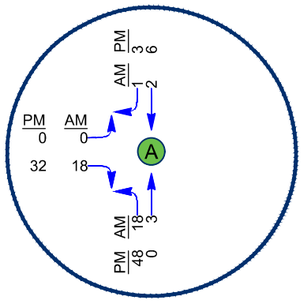

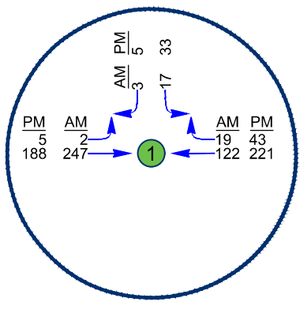

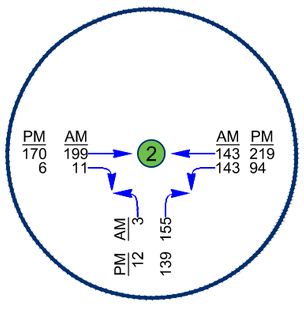

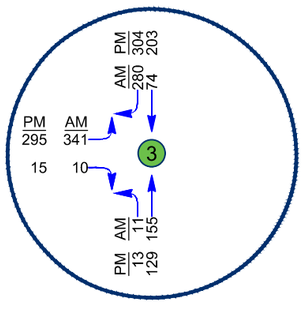

LEGEND

- INTERSTATE HIGHWAY
- PRINCIPLE ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR

DATE: 12/10/25 JOB: 250327

6 YEAR 2026 - WITH PROJECT TRAFFIC VOLUMES - AM AND PM PEAK HOUR

SCALE: 1" = 500'

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3.3 Traffic Capacity & Operations

This section summarizes forecast traffic capacities and operations. Provided is a review of Year 2026 conditions for study intersections, With- and Without-Project development.

3.3.1 Intersection Operations/LOS

LOS were forecast for study intersections based on Future With- and Without-Project traffic volumes versus the geometric conditions described for the existing conditions analysis. The analysis is with existing geometrics, as no improvements are anticipated to be completed within the project timeframe. A summary of the resulting forecast intersection PM Peak LOS without the project is provided in **Table 5**, and with the project in **Table 6**.

Table 5. 2026 Future Without-Project Intersection LOS

Intersection	Lane Group	AM Peak			PM Peak		
		LOS[1]	Delay[2]	v/c	LOS[1]	Delay[2]	v/c
Detrick Pr / Wiser Pkwy	WBL	B	10.8	0.00	B	10.9	0.01
Wiser Loop / Wiser Pkwy	EBL	B	13.2	0.01	B	12.7	0.03
	EBR	B	10.9	0.24	B	10.5	0.22
Wiser Pkwy / Badger Rd	EBL	C	21.7	0.65	C	23.3	0.63

3. LOS = level of service
4. Average control delay

All intersections continue to perform at LOS C or better in the 2026 Future Without-Project conditions.

Table 6. 2026 Future With-Project Intersection LOS

Intersection	Lane Group	AM Peak			PM Peak		
		LOS[1]	Delay[2]	v/c	LOS[1]	Delay[2]	v/c
Detrick Pr / Wiser Pkwy	WBL	A	9.5	0.03	B	11.4	0.07
Wiser Loop / Wiser Pkwy	EBL	B	13.4	0.01	B	13.4	0.04
	EBR	B	11	0.24	B	10.8	0.23
Wiser Pkwy / Badger Rd	EBL	C	23.9	0.69	D	30.2	0.73
Detrick Pr / Site Access	SEBL	A	8.4	0.02	A	8.5	0.04

5. LOS = level of service
6. Average control delay

All intersections continue to perform at LOS C or better in the 2026 Future With-Project conditions except for the Eastbound Left-Turn leg of the intersection which operates at LOS D. Benton County LOS standards state the LOS D is acceptable in urban growth areas, which this intersection is located in.

Summary LOS worksheets are provided in **Technical Appendix C.**

3.4 Transit, Pedestrians, and Bicycles

Transit. Changes in Ben Franklin Transit service due to the project are not anticipated.

Pedestrians and Bike Facilities. Changes in pedestrian and bike facilities due to the project are not anticipated.

4 SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

4.1 SUMMARY AND CONCLUSIONS

The *Flying Pickle* is a proposed 52,322-square-foot indoor pickleball facility to be constructed on a ±4.07 acre parcel located north of Wiser Parkway and west of Detrick Pr. within Benton County, Washington. The project will include 19 pickleball courts, restrooms, lockers, and spectator seating. Site access is proposed from Detrick Pr., north of Wiser Parkway. Full buildout is anticipated in 2026.

Traffic forecasts were developed for the AM and PM peak hours using the ITE Trip Generation Manual (12th Edition, 2025), Land Use Code 489 – Pickleball Courts. The project is estimated to generate:

- 745 weekday trips
- 37 AM peak hour trips
- 83 PM peak hour trips

Per ITE, no internal or pass-by trips apply, so all trips were assumed to be net new to the roadway system.

Trip distribution assumptions were developed using available Benton County ADT counts, regional connectivity, and proximity to population centers. The largest shares of project trips were assigned to Badger Road, Wiser Parkway, and connections to Interstate 82.

Three intersections and one project driveway were analyzed under Year 2026 Without-Project and With-Project conditions using Synchro 12 applying HCM 2016 methodologies. Results show:

- All study intersections operate at LOS C or better under Existing and 2026 Without-Project conditions.
- Under 2026 With-Project conditions, all movements continue to operate at LOS C or better, except the eastbound left-turn movement at Wiser Parkway / Badger Road, which operates at LOS D in the PM peak hour.
    - The LOS D condition is acceptable per Benton County standards, as the intersection is located within an Urban Growth Area, where LOS D is satisfactory.

No pipeline projects or programmed roadway improvements were identified in the immediate vicinity that would influence conditions within the study timeframe.

Multimodal review indicates that:

- No transit routes currently serve Wiser Parkway or Detrick Pr.
- Bicycle and pedestrian facilities are minimal, except for sidewalks near Cottonwood Elementary School.

- The project does not introduce significant multimodal impacts.

Collision history was reviewed and no areas of concern were identified.

Operations of the school indicate little noticeable effects in the AM Peak. In the PM, queuing was observed for a period lasting from 3:19 PM to 3:34 PM. The length of the queue stretched from Badger Road to the school parking lot on Wiser Loop, with short backups west of Wiser Loop.

Operations of the train crossing were also reviewed. Four trains, two in the AM and two in the PM, occupied the crossing for times ranging from 2 minutes 12 seconds to 4 minutes 8 seconds. The main observation is that the queuing from these crossings is long enough that drivers must queue on Badger Road, but they generally occupy the shoulder. Queueing on Badger Road in the northbound direction appeared to be minimal. Queuing on Wiser Parkway stretches past Wiser Loop (east). Queues dissipated within a few minutes.

The *Flying Pickle* pickleball facility is not anticipated to degrade traffic operations or cause unacceptable LOS deficiencies at any of the study intersections. All intersections are forecast to continue meeting applicable Benton County LOS standards under Year 2026 With-Project conditions. No capacity-related mitigation is required.

4.2 Recommendations

Other than frontage improvements required for the project, no additional project-specific recommendations are provided.

Non-Project Specific and/or not a Condition of TIA Approval

Regional transportation planning efforts are assumed to consider the effects of school operations and railroad operations on the transportation network. At this crossing, addressing Badger Road by widening the shoulder (possibly through restriping) is preferable to address the existing condition at this location. A right turn lane to provide storage is not recommended as right-turning drivers may block the ability of minor leg drivers to identify following through drivers on Badger Road during times of normal operations. As it is an existing condition, this solution should not be required for the project and should be considered for the upcoming Badger Road Re-Channelization and Overlay if it has not already been included.

No further recommendations are provided.

Appendix A

Glossary of Terms

This section of the Technical Appendix provides a glossary of terms. The *Highway Capacity Manual* (TRB, 2010) and the *Transportation Impact Analyses for Site Development* (ITE, 2005) were used to help with the development of the following definitions:

- Access point – An intersection, driveway, or opening on a roadway that provides access to a land use or facility.
- All-way stop-controlled – An intersection with stop signs located on all approaches.
- Arterial – (General Definition) A signalized street that primarily serves through-traffic and secondarily provides access to abutting properties.
- Average daily traffic (ADT) – The average 24-hour traffic volume at a given location on a roadway.
- Capacity – The number of vehicles or persons that can be accommodated on a roadway, roadway section, or at an intersection over a specified period of time. Capacity is also a term used to define limits for transit, pedestrian, and bicycle facilities. Capacity typically expressed as vehicles per hour, vehicles per day, or persons per hour or per day.
- Collector street – (General Definition) A surface street providing land access and traffic circulation within residential, commercial, and industrial areas.
- Cycle – A complete sequence of cycle indicators.
- Cycle length – The total time for a signal to complete one cycle.
- Delay – The additional travel time experienced by a driver, passenger, or pedestrian.
- Demand – The number of users desiring service on a highway system or street over a specified time period. Demand typically expressed as vehicles per hour, vehicles per day, or persons per hour or per day.
- Departing sight distance – The length of road required for a vehicle to turn from a stopped position at an intersection (or driveway) and accelerate to travel speed.
- Design Hour – The peak hour of traffic volumes/conditions; typically used in traffic studies, design analyses, and design. Typically recognized as the 85th percentile hours and often one of the peak/commute hours.
- Downstream – The direction of traffic flow.
- Functional class – A transportation facility defined by the traffic service it provides.
- Growth factor – A percentage increase applied to current traffic demands or counts to estimate future demands/volumes.
- Intersection Control Evaluation – An intersection control evaluation (ICE) is a traffic/transportation study used to recommend geometric and traffic control improvements for an intersection or intersections.

- Level of Service – The standard used to evaluate traffic operating conditions of the transportation system. This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays, and freedom to maneuver. Operating conditions are categorized as LOS A through LOS F. LOS A generally represents the most favorable driving conditions and LOS F represents the least favorable conditions.
- Mainline – The primary through roadway as distinct from ramps, auxiliary lanes, and collector-distributor roads.
- Major Street – The street not controlled by stop signs at a two-way stop-controlled intersection.
- Minor arterial – (General Definition) A functional category of a street allowing trips of moderate length within a relatively small geographical area.
- Operational analysis – A use of capacity analysis to determine the level of service on an existing or projected facility, with known projected traffic, roadway, and control conditions.
- Peak Hour – The single hour (or hours) in a day during which trip generation for a development or land use is highest.
- Peak hour – Single hour (or hours) in a day during which the maximum traffic volume occurs on a given facility (roadway, intersection, etc.). Typically, the peak hour is known as the "rush" hour that occurs during the AM or PM work commutes of the typical weekday. The absolute peak hour of the day can also be referred to as the design hour.
- Peak Generator Hour – The peak hourly volume generated by a particular development or land use. In the context of traffic reports, the generator hour can occur in the morning and afternoon, described as AM and PM peak generator hours, respectively.
- Peak hour factor – The hourly volume during the maximum-volume hour of the day divided by the peak 15-minute flow rate within the peak hour, a measure of traffic demand fluctuation within the peak hour.
- Principal Arterial – (General Definition) A major surface street with relatively long trips between major points, and with through-trips entering, leaving, and passing through the urban area.
- Queue – A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate from the front of the queue determines the average speed within the queue. Slower moving vehicles or people joining the rear of the queue are usually considered a part of the queue.
- Roadside obstruction – An object or barrier along a roadside or median that affects traffic flow, whether continuous (e.g., a retaining wall) or not continuous (e.g., light supports or a bridge abutment).
- Road characteristic – A geometric characteristic of a street or highway, including the type of facility, number and width of lanes, shoulder widths and lateral clearances, design speed, and horizontal and vertical alignment.

- Roundabout – An unsignalized intersection with a circulatory roadway around a central island with all entering vehicles yielding to the circulating traffic.
- Shoulder – A portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, emergency use, and lateral support of the subbase, base, and surface courses.
- Stopping sight distance – The length of road needed for a moving vehicle to come to a complete stop prior to an obstruction sighted on the road.
- Traffic conditions – A characteristic of traffic flow, including distribution of vehicle types in the traffic stream, directional distribution of traffic, lane use distribution of traffic, and type of driver population on a given facility.
- Travel speed – The average speed, in miles per hour, of a traffic computed as the length of roadway segment divided by the average travel time of the vehicles traversing the segment.
- Travel time – The average time spent by vehicles traversing a highway segment, including control delay, in seconds per vehicle or minutes per vehicle.
- Trip Distribution and Assignment – The predicted travel patterns of vehicle trips as they approach and depart a land use. Distribution refers to the travel pattern, usually defined in percentages or fractions, and assignment refers to vehicle trip ends.
- Traffic forecast – The predicted traffic volume of the analysis horizon year or time period. Most typically predicted for the weekday, AM peak hour, PM peak hour, or AM or PM peak generator hours of the typical weekday.
- Traffic impact analysis – A *traffic impact analysis* (TIA) is an engineering and planning study that forecasts the potential traffic and transportation impacts of a proposed development on an area, neighborhood, or community. Reports can also be referred to as a traffic impact study (TIA).
- Trip generation – The number of vehicle trips generated by a development or land use. Most typically predicted for the weekday, AM peak hour, PM peak hour, or AM or PM peak generator hours of the typical weekday.
- Two-way left-turn lane – A lane in the median area that extends continuously along a street or highway and is marked to provide a deceleration and storage area, out of the through-traffic stream, for vehicles traveling in either direction to use in marking left turns at intersections and driveways.
- Two-way stop-controlled – The type of traffic control at an intersection where drivers on the minor street or driver turning left from the major street wait for a gap in the major-street traffic to complete a maneuver. Typically, the minor approaches are stop-controlled.
- Unsignalized intersection – An intersection not controlled by traffic signals.
- Upstream – The direction from which traffic is flowing.

- Volume – The number of persons or vehicles passing a point on a lane, roadway, or other traffic-way during some time interval, often one hour, expressed in vehicles, bicycles, or persons per hour.
- Volume-to-capacity ratio – The ratio of flow rate to capacity for a transportation facility.
- Walkway – A facility provided for pedestrian movement and segregated from vehicle traffic by a curb or provide for on a separate right-of-way.

Appendix B

Traffic Counts

Appendix C

LOS Summary Worksheets

Appendix D

ITE Land Use Descriptions

Appendix E

WSDOT Crash Data

This section of the Technical Appendix provides a glossary of terms. The *Highway Capacity Manual* (TRB, 2010) and the *Transportation Impact Analyses for Site Development* (ITE, 2005) were used to help with the development of the following definitions:

- Access point – An intersection, driveway, or opening on a roadway that provides access to a land use or facility.
- All-way stop-controlled – An intersection with stop signs located on all approaches.
- Arterial – (General Definition) A signalized street that primarily serves through-traffic and secondarily provides access to abutting properties.
- Average daily traffic (ADT) – The average 24-hour traffic volume at a given location on a roadway.
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- **Roundabout** – An unsignalized intersection with a circulatory roadway around a central island with all entering vehicles yielding to the circulating traffic.
- **Shoulder** – A portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, emergency use, and lateral support of the subbase, base, and surface courses.
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- Volume-to-capacity ratio – The ratio of flow rate to capacity for a transportation facility.
- Walkway – A facility provided for pedestrian movement and segregated from vehicle traffic by a curb or provide for on a separate right-of-way.

Appendix B

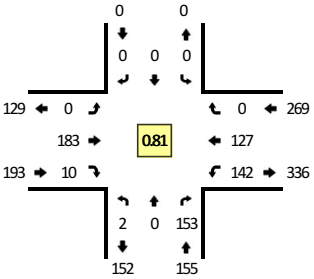
Traffic Counts

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

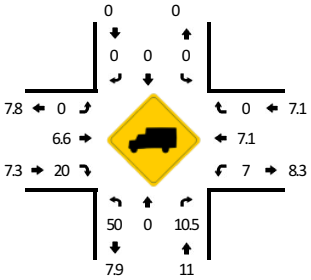
LOCATION: Wiser Loop -- Wiser Pkwy
CITY/STATE: Kennewick, WA

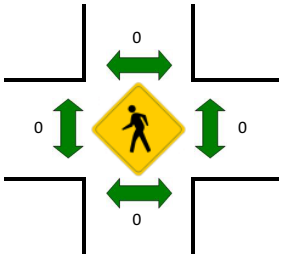
QC JOB #: 17345003
DATE: Tue, Nov 18 2025

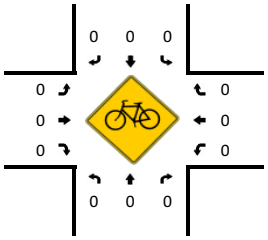
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

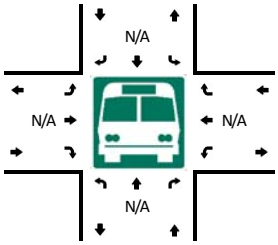


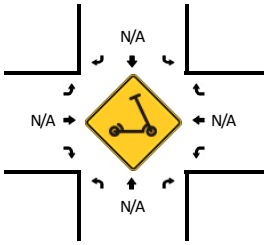
TRUE DATA TO IMPROVE MOBILITY











5-Min Count Period Beginning At	Wiser Loop (Northbound)				Wiser Loop (Southbound)				Wiser Pkwy (Eastbound)				Wiser Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	4	0	0	0	0	0	0	16	0	0	1	11	0	0	32	
7:05 AM	0	0	10	0	0	0	0	0	0	12	0	0	0	3	0	0	25	
7:10 AM	0	0	2	0	0	0	0	0	0	25	0	0	0	5	0	0	32	
7:15 AM	0	0	4	0	0	0	0	0	0	26	0	0	6	2	0	0	38	
7:20 AM	0	0	12	0	0	0	0	0	0	23	2	0	0	10	0	0	47	
7:25 AM	0	0	12	0	0	0	0	0	0	16	1	0	7	11	0	0	47	
7:30 AM	0	0	1	0	0	0	0	0	0	25	2	0	5	11	0	0	44	
7:35 AM	0	0	6	0	0	0	0	0	0	21	0	0	9	4	0	0	40	
7:40 AM	0	0	16	0	0	0	0	0	0	22	2	0	9	9	0	0	58	
7:45 AM	0	0	5	0	0	0	0	0	0	27	4	0	8	16	0	0	60	
7:50 AM	1	0	5	0	0	0	0	0	0	13	1	0	11	18	0	0	49	
7:55 AM	0	0	6	0	0	0	0	0	0	14	0	0	13	14	0	0	47	519
8:00 AM	0	0	4	0	0	0	0	0	0	11	0	0	13	20	0	0	48	535
8:05 AM	0	0	4	0	0	0	0	0	0	9	0	0	9	4	0	0	26	536
8:10 AM	0	0	4	0	0	0	0	0	0	20	1	0	7	9	0	0	41	545
8:15 AM	0	0	7	0	0	0	0	0	0	17	2	0	9	6	0	0	41	548
8:20 AM	0	0	24	0	0	0	0	0	0	16	0	0	17	3	0	0	60	561
8:25 AM	1	0	20	0	0	0	0	0	0	13	0	0	20	8	0	0	62	576
8:30 AM	0	0	34	0	0	0	0	0	0	11	0	0	12	12	0	0	69	601
8:35 AM	0	0	24	0	0	0	0	0	0	10	0	0	14	8	0	0	56	617
8:40 AM	0	0	12	0	0	0	0	0	0	11	1	0	4	5	0	0	33	592
8:45 AM	0	0	13	0	0	0	0	0	0	12	0	0	2	6	0	0	33	565
8:50 AM	0	0	7	0	0	0	0	0	0	9	0	0	4	10	0	0	30	546
8:55 AM	0	0	3	0	0	0	0	0	0	9	0	0	3	11	0	0	26	525

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	312	0	0	0	0	0	0	160	0	0	196	92	0	0	764
Heavy Trucks	0	0	56		0	0	0		0	12	0		28	4	0		100
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2025 1:54 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

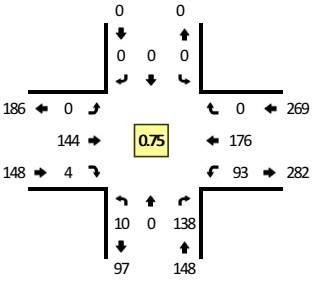
Type of peak hour being reported: Intersection Peak

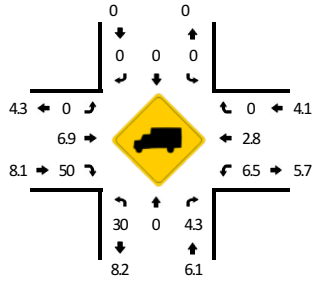
Method for determining peak hour: Total Entering Volume

LOCATION: Wiser Loop -- Wiser Pkwy
CITY/STATE: Kennewick, WA

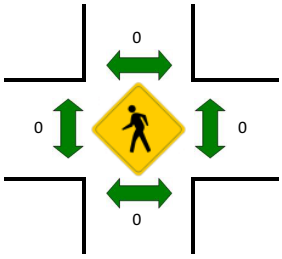
QC JOB #: 17345004
DATE: Tue, Nov 18 2025

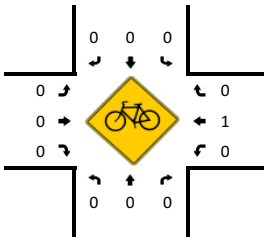
Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:15 PM -- 3:30 PM

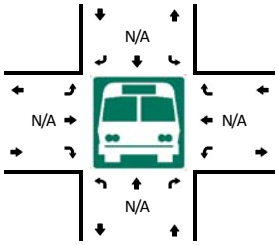


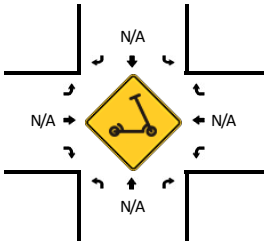


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	Wiser Loop (Northbound)				Wiser Loop (Southbound)				Wiser Pkwy (Eastbound)				Wiser Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	1	0	4	0	0	0	0	0	0	17	0	0	14	14	0	0	50	
3:05 PM	0	0	7	0	0	0	0	0	0	20	2	0	14	17	0	0	60	
3:10 PM	0	0	5	0	0	0	0	0	0	9	1	0	12	15	0	0	42	
3:15 PM	1	0	7	0	0	0	0	0	0	9	1	0	11	15	0	0	44	
3:20 PM	2	0	34	0	0	0	0	0	0	12	0	0	10	17	0	0	75	
3:25 PM	1	0	32	0	0	0	0	0	0	10	0	0	5	21	0	0	69	
3:30 PM	1	0	11	0	0	0	0	0	0	9	0	0	3	14	0	0	38	
3:35 PM	1	0	2	0	0	0	0	0	0	10	0	0	6	13	0	0	32	
3:40 PM	0	0	9	0	0	0	0	0	0	9	0	0	4	11	0	0	33	
3:45 PM	0	0	9	0	0	0	0	0	0	15	0	0	5	15	0	0	44	
3:50 PM	2	0	10	0	0	0	0	0	0	8	0	0	1	5	0	0	26	
3:55 PM	1	0	8	0	0	0	0	0	0	16	0	0	8	19	0	0	52	565
4:00 PM	0	0	12	0	0	0	0	0	0	21	0	0	0	12	0	0	45	560
4:05 PM	0	0	13	0	0	0	0	0	0	12	0	0	4	22	0	0	51	551
4:10 PM	0	0	4	0	0	0	0	0	0	10	0	0	6	14	0	0	34	543
4:15 PM	0	0	5	0	0	0	0	0	0	13	0	0	6	19	0	0	43	542
4:20 PM	0	0	2	0	0	0	0	0	0	12	0	0	3	19	0	0	36	503
4:25 PM	0	0	1	0	0	0	0	0	0	25	0	0	2	16	0	0	44	478
4:30 PM	0	0	1	0	0	0	0	0	0	29	0	0	6	12	0	0	48	488
4:35 PM	0	0	4	0	0	0	0	0	0	19	0	0	2	18	0	0	43	499
4:40 PM	0	0	2	0	0	0	0	0	0	11	0	0	1	13	0	0	27	493
4:45 PM	0	0	3	0	0	0	0	0	0	12	0	0	6	20	0	0	41	490
4:50 PM	0	0	8	0	0	0	0	0	0	14	1	0	6	18	0	0	47	511
4:55 PM	0	0	0	0	0	0	0	0	0	17	0	0	3	12	0	0	32	491
5:00 PM	0	0	2	0	0	0	0	0	0	19	0	0	4	17	0	0	42	488
5:05 PM	0	0	5	0	0	0	0	0	0	18	0	0	8	19	0	0	50	487
5:10 PM	0	0	6	0	0	0	0	0	0	9	0	0	4	17	0	0	36	489
5:15 PM	1	0	0	0	0	0	0	0	0	10	0	0	5	27	0	0	43	489
5:20 PM	0	0	0	0	0	0	0	0	0	8	0	0	3	29	0	0	40	493
5:25 PM	1	0	1	0	0	0	0	0	0	11	0	0	7	25	0	0	45	494
5:30 PM	1	0	4	0	0	0	0	0	0	13	0	0	4	17	0	0	39	485
5:35 PM	0	0	3	0	0	0	0	0	0	16	0	0	5	18	0	0	42	484
5:40 PM	0	0	3	0	0	0	0	0	0	8	0	0	4	11	0	0	26	483
5:45 PM	1	0	10	0	0	0	0	0	0	12	0	0	8	9	0	0	40	482
5:50 PM	0	0	1	0	0	0	0	0	0	7	0	0	3	15	0	0	26	461
5:55 PM	0	0	5	0	0	0	0	0	0	15	0	0	4	13	0	0	37	466

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	0	292	0	0	0	0	0	0	124	4	0	104	212	0	0	752
Heavy Trucks	4	0	8		0	0	0		0	16	0		16	4	0		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

Report generated on 11/26/2025 1:54 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

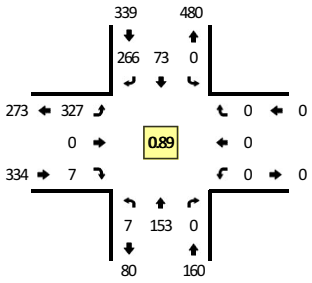
Type of peak hour being reported: Intersection Peak

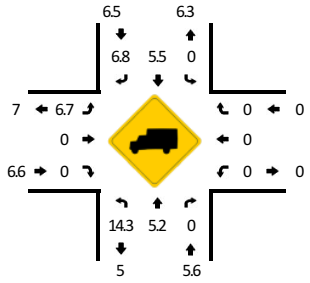
Method for determining peak hour: Total Entering Volume

LOCATION: E Badger Rd -- Wiser Pkwy
CITY/STATE: Kennewick, WA

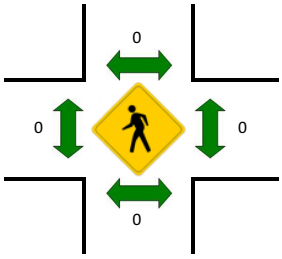
QC JOB #: 17345005
DATE: Tue, Nov 18 2025

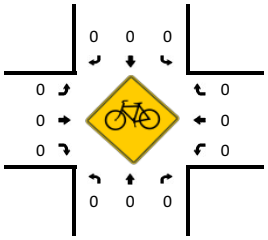
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

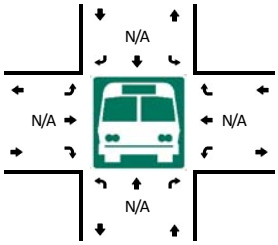


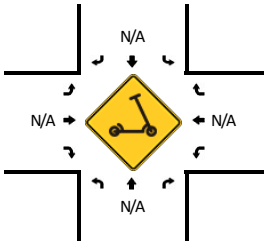


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	E Badger Rd (Northbound)				E Badger Rd (Southbound)				Wiser Pkwy (Eastbound)				Wiser Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	11	0	0	0	6	12	0	19	0	0	0	0	0	0	0	48	
7:05 AM	0	29	0	0	0	4	3	0	22	0	0	0	0	0	0	0	58	
7:10 AM	0	20	0	0	0	2	7	0	23	0	0	0	0	0	0	0	52	
7:15 AM	1	13	0	0	0	2	6	0	36	0	0	0	0	0	0	0	58	
7:20 AM	0	17	0	0	0	4	11	0	33	0	0	0	0	0	0	0	65	
7:25 AM	0	17	0	0	0	3	19	0	27	0	0	0	0	0	0	0	66	
7:30 AM	0	21	0	0	0	2	15	0	31	0	0	0	0	0	0	0	69	
7:35 AM	1	16	0	0	0	7	15	0	24	0	0	0	0	0	0	0	63	
7:40 AM	0	25	0	0	0	5	18	0	33	0	1	0	0	0	0	0	82	
7:45 AM	0	13	0	0	0	3	26	0	41	0	0	0	0	0	0	0	83	
7:50 AM	1	14	0	0	0	7	27	0	19	0	0	0	0	0	0	0	68	
7:55 AM	1	12	0	0	0	8	26	0	23	0	0	0	0	0	0	0	70	782
8:00 AM	0	13	0	0	0	7	34	0	14	0	1	0	0	0	0	0	69	803
8:05 AM	0	12	0	0	0	6	14	0	13	0	0	0	0	0	0	0	45	790
8:10 AM	1	13	0	0	0	3	13	0	22	0	0	0	0	0	0	0	52	790
8:15 AM	0	13	0	0	0	7	16	0	17	0	0	0	0	0	0	0	53	785
8:20 AM	1	9	0	0	0	8	22	0	46	0	1	0	0	0	0	0	87	807
8:25 AM	2	11	0	0	0	6	24	0	28	0	2	0	0	0	0	0	73	814
8:30 AM	1	9	0	0	0	4	25	0	32	0	1	0	0	0	0	0	72	817
8:35 AM	0	9	0	0	0	9	21	0	39	0	1	0	0	0	0	0	79	833
8:40 AM	0	15	0	0	0	3	11	0	25	0	1	0	0	0	0	0	55	806
8:45 AM	1	15	0	0	0	2	7	0	26	0	1	0	0	0	0	0	52	775
8:50 AM	0	11	0	0	0	3	15	0	16	0	0	0	0	0	0	0	45	752
8:55 AM	0	5	0	0	0	8	13	0	12	0	0	0	0	0	0	0	38	720

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	208	0	0	0	60	284	0	372	0	4	0	0	0	0	0	932
Heavy Trucks	0	4	0		0	8	16		8	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2025 1:54 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

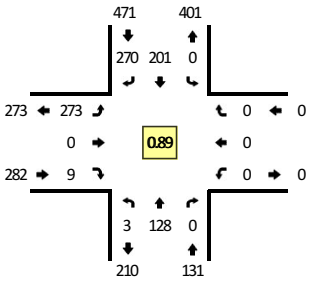
Type of peak hour being reported: Intersection Peak

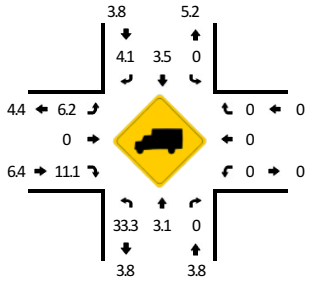
Method for determining peak hour: Total Entering Volume

LOCATION: E Badger Rd -- Wiser Pkwy
CITY/STATE: Kennewick, WA

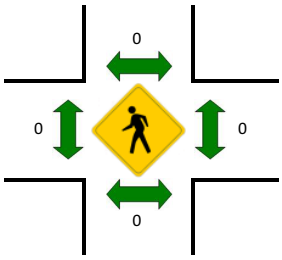
QC JOB #: 17345006
DATE: Tue, Nov 18 2025

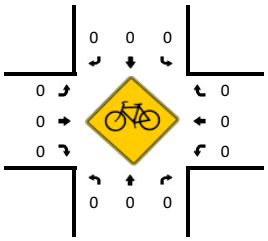
Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:20 PM -- 3:35 PM

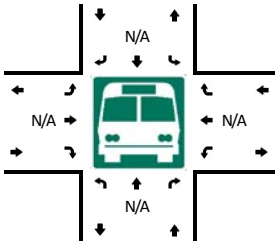


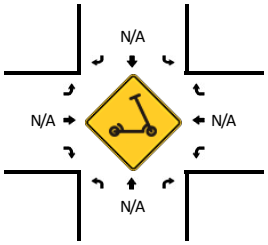


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	E Badger Rd (Northbound)				E Badger Rd (Southbound)				Wiser Pkwy (Eastbound)				Wiser Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	12	0	0	0	20	28	0	21	0	0	0	0	0	0	0	81	
3:05 PM	0	10	0	0	0	23	32	0	21	0	1	0	0	0	0	0	87	
3:10 PM	0	7	0	0	0	18	29	0	14	0	0	0	0	0	0	0	68	
3:15 PM	1	8	0	0	0	15	24	0	14	0	1	0	0	0	0	0	63	
3:20 PM	1	12	0	0	0	9	29	0	34	0	1	0	0	0	0	0	86	
3:25 PM	0	8	0	0	0	14	23	0	45	0	2	0	0	0	0	0	92	
3:30 PM	0	10	0	0	0	12	15	0	31	0	1	0	0	0	0	0	69	
3:35 PM	1	15	0	0	0	15	17	0	11	0	1	0	0	0	0	0	60	
3:40 PM	0	8	0	0	0	29	16	0	17	0	1	0	0	0	0	0	71	
3:45 PM	0	9	0	0	0	14	21	0	24	0	0	0	0	0	0	0	68	
3:50 PM	0	15	0	0	0	14	15	0	6	0	0	0	0	0	0	0	50	
3:55 PM	0	14	0	0	0	18	21	0	35	0	1	0	0	0	0	0	89	884
4:00 PM	0	17	0	0	0	12	12	0	31	0	0	0	0	0	0	0	72	875
4:05 PM	0	8	0	0	0	15	24	0	28	0	2	0	0	0	0	0	77	865
4:10 PM	0	13	0	0	0	14	19	0	14	0	0	0	0	0	0	0	60	857
4:15 PM	0	10	0	0	0	20	26	0	16	0	0	0	0	0	0	0	72	866
4:20 PM	0	4	0	0	0	17	23	0	16	0	0	0	0	0	0	0	60	840
4:25 PM	0	12	0	0	0	19	17	0	24	0	0	0	0	0	0	0	72	820
4:30 PM	0	14	0	0	0	16	18	0	28	0	0	0	0	0	0	0	76	827
4:35 PM	0	9	0	0	0	27	21	0	22	0	0	0	0	0	0	0	79	846
4:40 PM	0	6	0	0	0	26	14	0	17	0	0	0	0	0	0	0	63	838
4:45 PM	0	11	0	0	0	10	25	0	17	0	0	0	0	0	0	0	63	833
4:50 PM	0	12	0	0	0	15	25	0	18	0	2	0	0	0	0	0	72	855
4:55 PM	0	14	0	0	0	21	13	0	20	0	0	0	0	0	0	0	68	834
5:00 PM	0	14	0	0	0	13	26	0	19	0	0	0	0	0	0	0	72	834
5:05 PM	0	10	0	0	0	19	23	0	23	0	1	0	0	0	0	0	76	833
5:10 PM	0	4	0	0	0	22	22	0	17	0	0	0	0	0	0	0	65	838
5:15 PM	1	3	0	0	0	15	34	0	11	0	0	0	0	0	0	0	64	830
5:20 PM	0	8	0	0	0	12	30	0	8	0	1	0	0	0	0	0	59	829
5:25 PM	1	13	0	0	0	19	30	0	13	0	0	0	0	0	0	0	76	833
5:30 PM	0	12	0	0	0	28	24	0	19	0	0	0	0	0	0	0	83	840
5:35 PM	1	13	0	0	0	21	22	0	18	0	2	0	0	0	0	0	77	838
5:40 PM	0	7	0	0	0	17	17	0	13	0	0	0	0	0	0	0	54	829
5:45 PM	0	9	0	0	0	20	18	0	24	0	0	0	0	0	0	0	71	837
5:50 PM	0	9	0	0	0	7	16	0	11	0	0	0	0	0	0	0	43	808
5:55 PM	0	7	0	0	0	13	18	0	19	0	0	0	0	0	0	0	57	797

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	120	0	0	0	140	268	0	440	0	16	0	0	0	0	0	988
Heavy Trucks	0	0	0		0	4	24		40	0	4		0	0	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2025 1:54 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

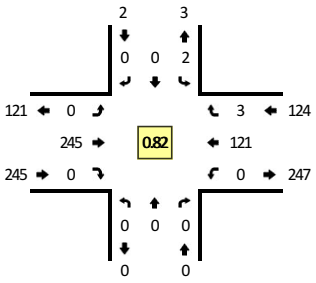
Type of peak hour being reported: Intersection Peak

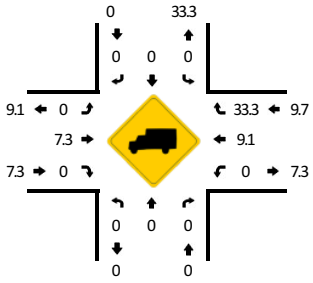
Method for determining peak hour: Total Entering Volume

LOCATION: Detrick PR -- Wiser Pkwy
CITY/STATE: Kennewick, WA

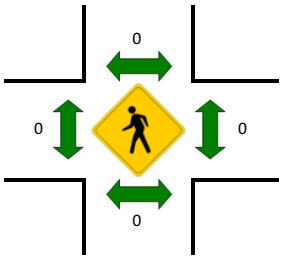
QC JOB #: 17345001
DATE: Tue, Nov 18 2025

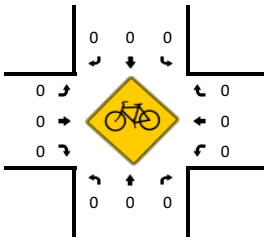
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

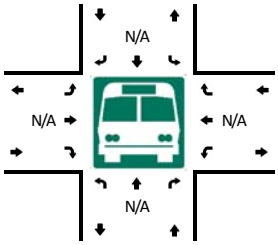


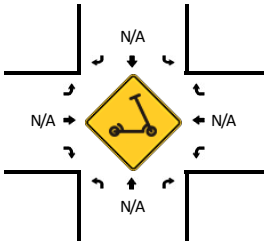


TRUE DATA TO IMPROVE MOBILITY









5-Min Count Period Beginning At	Detrick PR (Northbound)				Detrick PR (Southbound)				Wiser Pkwy (Eastbound)				Wiser Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	11	0	0	27	
7:05 AM	0	0	0	0	1	0	0	0	0	11	0	0	0	3	0	0	15	
7:10 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	5	0	0	30	
7:15 AM	0	0	0	0	0	0	0	0	0	26	0	0	0	2	0	0	28	
7:20 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	9	1	0	35	
7:25 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	10	1	0	28	
7:30 AM	0	0	0	0	0	0	0	0	0	27	0	0	0	11	0	0	38	
7:35 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	4	0	0	25	
7:40 AM	0	0	0	0	0	0	0	0	0	24	0	0	0	9	0	0	33	
7:45 AM	0	0	0	0	0	0	0	0	0	31	0	0	0	16	0	0	47	
7:50 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	18	1	0	33	
7:55 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	28	367
8:00 AM	0	0	0	0	1	0	0	0	0	10	0	0	0	20	0	0	31	371
8:05 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	3	1	0	13	369
8:10 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	9	0	0	30	369
8:15 AM	0	0	0	0	0	0	0	0	0	19	0	0	0	6	0	0	25	366
8:20 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	3	0	0	19	350
8:25 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	9	0	0	22	344
8:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0	0	23	329
8:35 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18	322
8:40 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	5	0	0	17	306
8:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	6	0	0	18	277
8:50 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	9	1	0	19	263
8:55 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	0	20	255

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	276	0	0	0	172	4	0	452
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	12	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2025 1:54 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

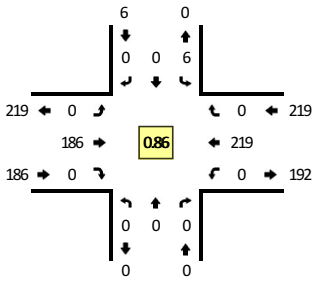
Type of peak hour being reported: Intersection Peak

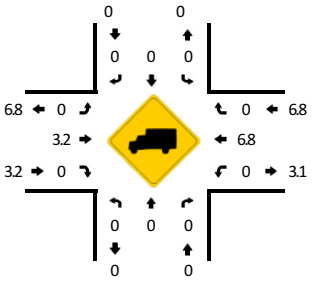
Method for determining peak hour: Total Entering Volume

LOCATION: Detrick PR -- Wiser Pkwy
CITY/STATE: Kennewick, WA

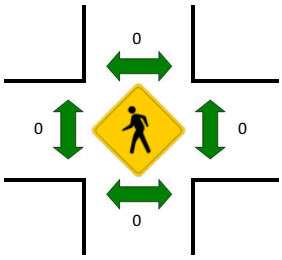
QC JOB #: 17345002
DATE: Tue, Nov 18 2025

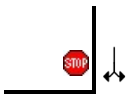
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

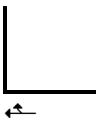


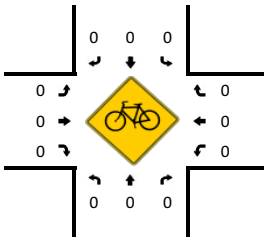


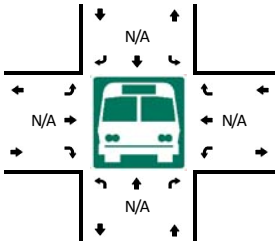
TRUE DATA TO IMPROVE MOBILITY

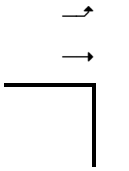


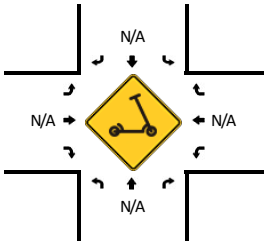












5-Min Count Period Beginning At	Detrick PR (Northbound)				Detrick PR (Southbound)				Wiser Pkwy (Eastbound)				Wiser Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	15	0	0	32	
3:05 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	17	0	0	39	
3:10 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	14	1	0	25	
3:15 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	16	0	0	26	
3:20 PM	0	0	0	0	3	0	0	0	0	9	0	0	0	19	0	0	31	
3:25 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	22	0	0	32	
3:30 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	15	0	0	24	
3:35 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	14	0	0	24	
3:40 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	0	20	
3:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	0	30	
3:50 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	15	
3:55 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	20	0	0	36	334
4:00 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	12	0	0	33	335
4:05 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	22	0	0	34	330
4:10 PM	0	0	0	0	2	0	0	0	0	8	0	0	0	14	0	0	24	329
4:15 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	19	0	0	32	335
4:20 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	19	0	0	31	335
4:25 PM	0	0	0	0	4	0	0	0	0	21	0	0	0	16	0	0	41	344
4:30 PM	0	0	0	0	0	0	0	0	0	29	0	0	0	12	0	0	41	361
4:35 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	18	0	0	37	374
4:40 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	13	0	0	24	378
4:45 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	20	0	0	32	380
4:50 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	18	0	0	33	398
4:55 PM	0	0	0	0	1	0	0	0	0	16	0	0	0	12	0	0	29	391
5:00 PM	0	0	0	0	1	0	0	0	0	18	0	0	0	17	0	0	36	394
5:05 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	19	0	0	37	397
5:10 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	17	0	0	26	399
5:15 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	28	0	0	38	405
5:20 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	29	0	0	37	411
5:25 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	26	0	0	37	407
5:30 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	18	0	0	31	397
5:35 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	18	0	0	34	394
5:40 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	11	0	0	19	389
5:45 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	10	0	0	22	379
5:50 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	15	0	0	22	368
5:55 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	13	0	0	28	367

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	16	0	0	0	0	276	0	0	0	184	0	0	476
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	12	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 11/26/2025 1:54 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix C

LOS Summary Worksheets

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	121	3	0	245
Future Vol, veh/h	2	0	121	3	0	245
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	148	4	0	299

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	449	150	0	0	152	0
Stage 1	150	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	568	896	-	-	1429	-
Stage 1	878	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	568	896	-	-	1429	-
Mov Cap-2 Maneuver	624	-	-	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	624	1429	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Ctrl Dly (s/v)	-	-	10.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	153	142	127	183	10
Future Vol, veh/h	2	153	142	127	183	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	189	175	157	226	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	739	232	238	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	385	807	1329	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	334	807	1329	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.8	4.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1329	-	447	807	-	-
HCM Lane V/C Ratio	0.132	-	0.006	0.234	-	-
HCM Ctrl Dly (s/v)	8.1	-	13.1	10.8	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q (veh)	0.5	-	0	0.9	-	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	327	7	7	153	73	266
Future Vol, veh/h	327	7	7	153	73	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	367	8	8	172	82	299

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	420	232	381	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	590	807	1177	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	585	807	1177	-	-	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.3	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1177	-	588	-	-
HCM Lane V/C Ratio	0.007	-	0.638	-	-
HCM Ctrl Dly (s/v)	8.1	0	21.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	0	-	4.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	219	0	0	186
Future Vol, veh/h	6	0	219	0	0	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	255	0	0	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	471	255	0	0	255	0
Stage 1	255	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	551	784	-	-	1310	-
Stage 1	788	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	551	784	-	-	1310	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	618	1310	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Ctrl Dly (s/v)	-	-	10.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	138	93	176	144	4
Future Vol, veh/h	10	138	93	176	144	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	184	124	235	192	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	678	195	197	0	-	0
Stage 1	195	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	418	846	1376	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	846	1376	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.6	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1376	-	482	846	-	-
HCM Lane V/C Ratio	0.09	-	0.028	0.217	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.7	10.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q (veh)	0.3	-	0.1	0.8	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	273	9	3	128	201	270
Future Vol, veh/h	273	9	3	128	201	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	307	10	3	144	226	303

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	528	378	529	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	511	669	1038	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	509	669	1038	-	-	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1038	-	513	-	-
HCM Lane V/C Ratio	0.003	-	0.618	-	-
HCM Ctrl Dly (s/v)	8.5	0	22.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	0	-	4.1	-	-

2026 Without Project

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	122	3	0	247
Future Vol, veh/h	2	0	122	3	0	247
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	149	4	0	301

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	452	151	0	0	153	0
Stage 1	151	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	565	895	-	-	1428	-
Stage 1	877	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	565	895	-	-	1428	-
Mov Cap-2 Maneuver	622	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	622	1428	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Ctrl Dly (s/v)	-	-	10.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	155	143	128	185	10
Future Vol, veh/h	2	155	143	128	185	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	191	177	158	228	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	746	234	240	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	381	805	1327	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	330	805	1327	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.9	4.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1327	-	444	805	-	-
HCM Lane V/C Ratio	0.133	-	0.006	0.238	-	-
HCM Ctrl Dly (s/v)	8.1	-	13.2	10.9	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q (veh)	0.5	-	0	0.9	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	330	7	7	155	74	269
Future Vol, veh/h	330	7	7	155	74	269
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	371	8	8	174	83	302

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	424	234	385	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	587	805	1173	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	582	805	1173	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.7	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1173	-	585	-	-
HCM Lane V/C Ratio	0.007	-	0.647	-	-
HCM Ctrl Dly (s/v)	8.1	0	21.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	0	-	4.7	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	221	0	0	188
Future Vol, veh/h	6	0	221	0	0	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	257	0	0	219

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	476	257	0	0	257	0
Stage 1	257	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	548	782	-	-	1308	-
Stage 1	786	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	548	782	-	-	1308	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	1308	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Ctrl Dly (s/v)	-	-	10.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	139	94	178	145	4
Future Vol, veh/h	10	139	94	178	145	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	185	125	237	193	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	683	196	198	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	415	845	1375	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	377	845	1375	-	-	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.6	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1375	-	479	845	-	-
HCM Lane V/C Ratio	0.091	-	0.028	0.219	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.7	10.5	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q (veh)	0.3	-	0.1	0.8	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	276	9	3	129	203	273
Future Vol, veh/h	276	9	3	129	203	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	10	3	145	228	307

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	533	382	535	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	507	665	1033	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	505	665	1033	-	-	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	23.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1033	-	509	-	-
HCM Lane V/C Ratio	0.003	-	0.629	-	-
HCM Ctrl Dly (s/v)	8.5	0	23.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	0	-	4.3	-	-

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Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	17	122	19	2	247
Future Vol, veh/h	3	17	122	19	2	247
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	149	23	2	301

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	466	161	0	0	172	0
Stage 1	161	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	555	884	-	-	1405	-
Stage 1	868	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	554	884	-	-	1405	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.5	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	830	1405	-
HCM Lane V/C Ratio	-	-	0.029	0.002	-
HCM Ctrl Dly (s/v)	-	-	9.5	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	3	2	1	0	18
Future Vol, veh/h	18	3	2	1	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	4	2	1	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	3	0	-	0	51	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1619	-	-	-	958	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1619	-	-	-	945	1081
Mov Cap-2 Maneuver	-	-	-	-	945	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	974	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	6.2	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1619	-	-	-	1081
HCM Lane V/C Ratio	0.014	-	-	-	0.02
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	155	143	143	199	11
Future Vol, veh/h	3	155	143	143	199	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	191	177	177	246	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	784	253	260	0	-	0
Stage 1	253	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	362	786	1304	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	313	786	1304	-	-	-
Mov Cap-2 Maneuver	430	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	590	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1304	-	430	786	-	-
HCM Lane V/C Ratio	0.135	-	0.009	0.243	-	-
HCM Ctrl Dly (s/v)	8.2	-	13.4	11	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q (veh)	0.5	-	0	1	-	-

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	341	10	11	155	74	280
Future Vol, veh/h	341	10	11	155	74	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	383	11	12	174	83	315

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	439	241	398	0	-	0
Stage 1	241	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	575	798	1161	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	569	798	1161	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	23.9	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1161	-	574	-	-
HCM Lane V/C Ratio	0.011	-	0.687	-	-
HCM Ctrl Dly (s/v)	8.1	0	23.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	0	-	5.3	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	5	221	43	5	188
Future Vol, veh/h	33	5	221	43	5	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	6	257	50	6	219

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	513	282	0	0	307	0
Stage 1	282	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	521	757	-	-	1254	-
Stage 1	766	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	518	757	-	-	1254	-
Mov Cap-2 Maneuver	594	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	611	1254	-
HCM Lane V/C Ratio	-	-	0.072	0.005	-
HCM Ctrl Dly (s/v)	-	-	11.4	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	0	6	3	0	32
Future Vol, veh/h	48	0	6	3	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	0	7	3	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	121	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1610	-	-	-	874	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1610	-	-	-	843	1073
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.3	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1610	-	-	-	1073
HCM Lane V/C Ratio	0.035	-	-	-	0.035
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	139	94	219	170	6
Future Vol, veh/h	12	139	94	219	170	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	185	125	292	227	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	773	231	235	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	367	808	1332	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	333	808	1332	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1332	-	444	808	-	-
HCM Lane V/C Ratio	0.094	-	0.036	0.229	-	-
HCM Ctrl Dly (s/v)	8	-	13.4	10.8	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q (veh)	0.3	-	0.1	0.9	-	-

Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	295	15	13	129	203	304
Future Vol, veh/h	295	15	13	129	203	304
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	331	17	15	145	228	342

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	574	399	570	0	-	0
Stage 1	399	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	480	651	1002	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	472	651	1002	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	30.2	0.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1002	-	478	-	-
HCM Lane V/C Ratio	0.015	-	0.729	-	-
HCM Ctrl Dly (s/v)	8.6	0	30.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q (veh)	0	-	5.9	-	-

Appendix D

ITE Land Use Descriptions

Land Use: 489
Pickleball Courts

Description

Pickleball courts are indoor or outdoor facilities specifically designed for playing pickleball. Pickleball courts can be either public or private facilities. They may be specifically designed for playing pickleball or converted from existing tennis courts. Pickleball courts may be used for drop-in or open play sessions, reserved court times, instructional clinics, or organized events and tournaments.

Private pickleball clubs typically offer indoor climate-controlled playing environments, multiple courts, viewing areas, pro shop services, and food and beverage options. These facilities typically operate on a membership or pay-to-play basis and are designed for year-round use.

Outdoor facilities can feature stand-alone pickleball courts or dedicated pickleball courts as part of broader recreational complexes. They are generally accessible to the public, with operations managed by municipal or regional park systems or affiliated with private sports and leisure organizations.

This land use excludes large-scale sports complexes that offer multiple sports or substantial spectator facilities.

Additional Data

Peak activity generally occurs during weekday evenings and weekends, and trip generation rates may vary based on the number of courts and hours of operation. Among the private pickleball clubs, the hours of operation begin as early as 5:00 a.m. and extend as late as 12:00 a.m.

Based on the surveyed sites, the following are the typical peak periods of the generator:

- Weekday AM (2 sites): one hour between 9:30 a.m. and 12:30 p.m.
- Weekday PM (4 sites): between 2:30 and 3:30 p.m., between 5:00 and 6:00 p.m., or between 7:45 and 8:45 p.m.
- Saturday (2 sites): between 11:30 a.m. and 12:30 p.m. or between 3:30 and 4:30 p.m.

The sites were surveyed in the 2020s in California, Oregon, and Washington.

Source Numbers

1221, 1288, 1293

Pickleball Courts
(489)

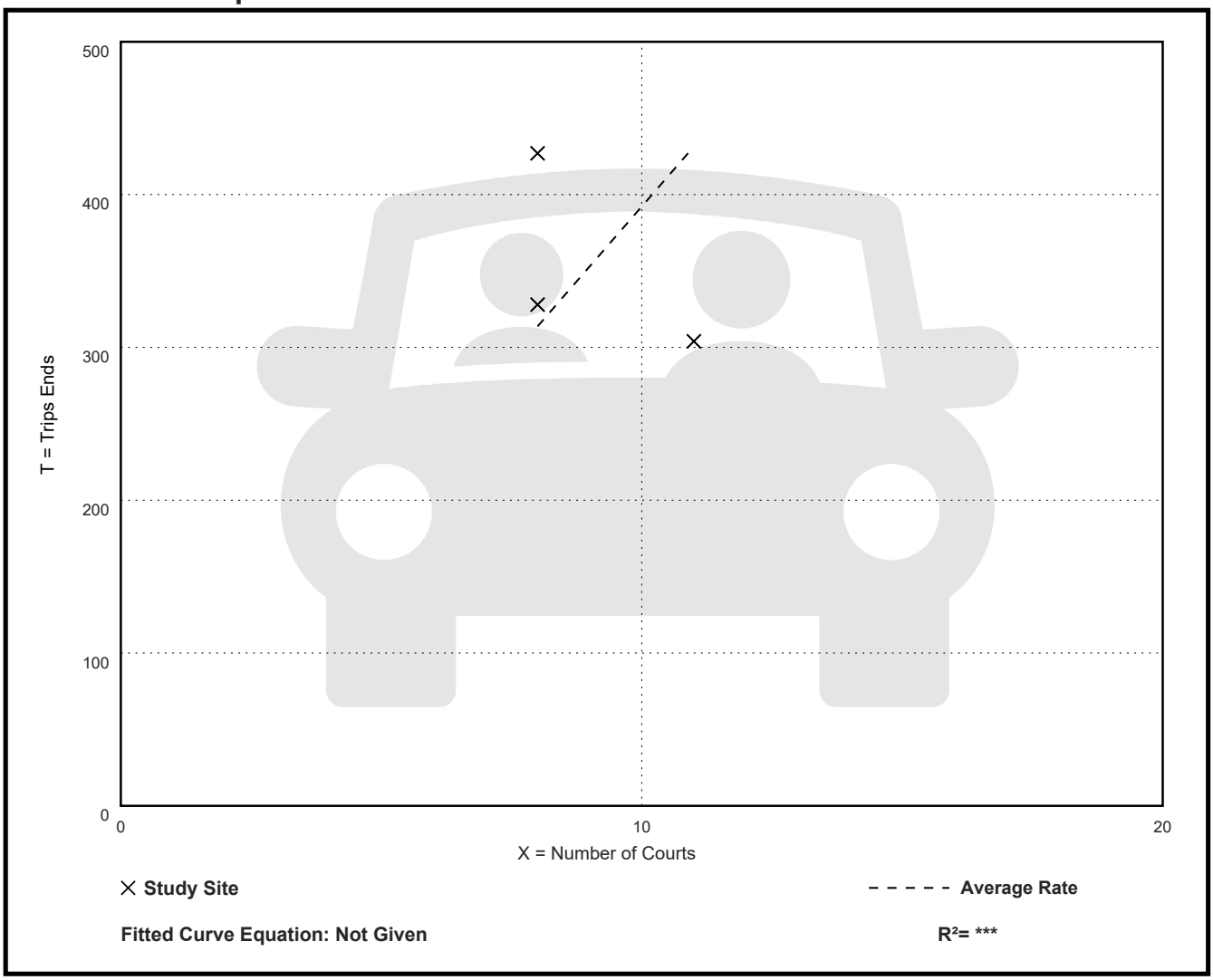
Vehicle Trip Ends vs: **Courts**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Courts: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Court

Average Rate	Range of Rates	Standard Deviation
39.22	27.64 - 53.38	13.13

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

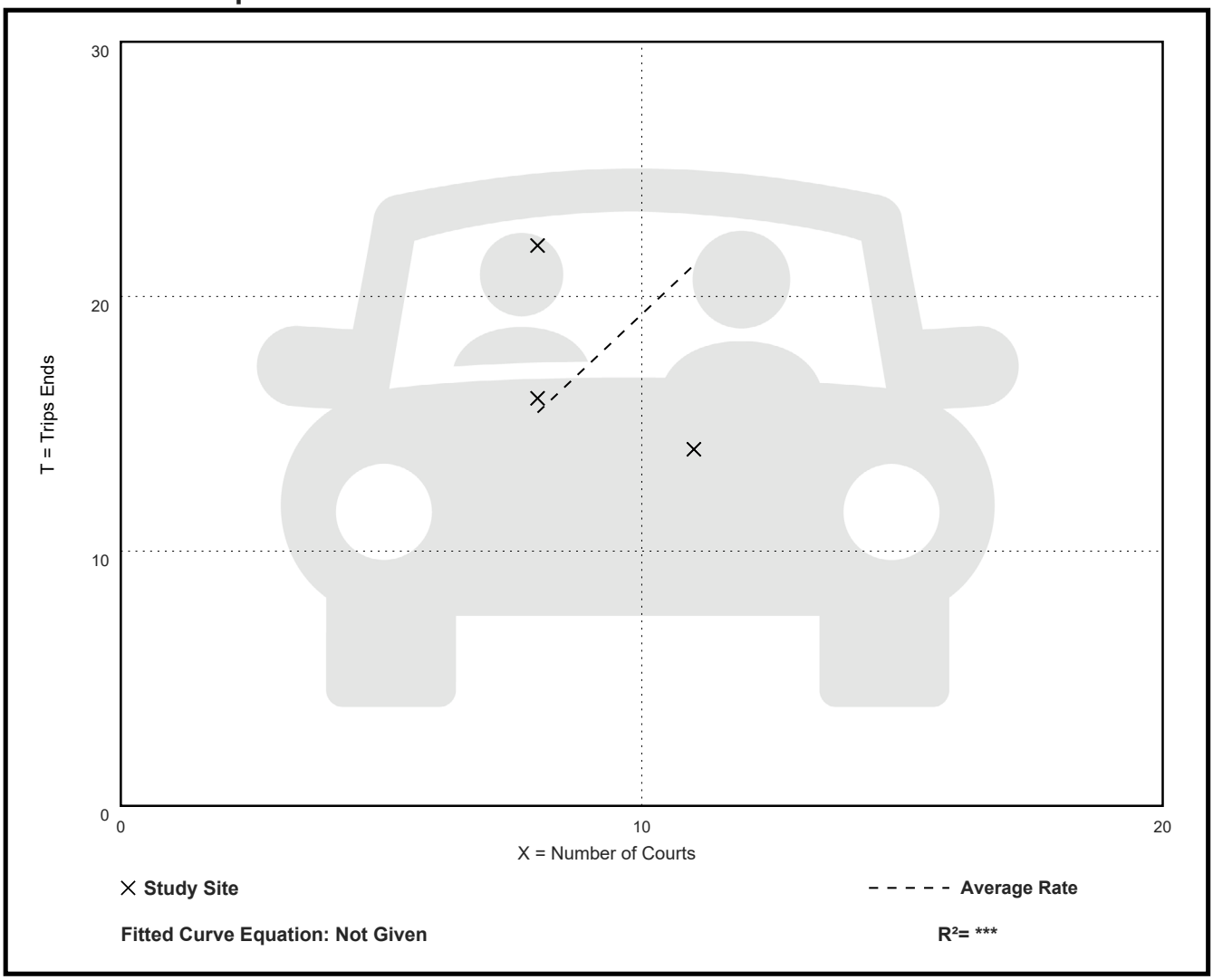
Pickleball Courts
(489)

Vehicle Trip Ends vs:	**Courts**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	3
Avg. Num. of Courts:	9
Directional Distribution:	52% entering, 48% exiting

Vehicle Trip Generation per Courts

Average Rate	Range of Rates	Standard Deviation
1.93	1.27 - 2.75	0.75

Data Plot and Equation



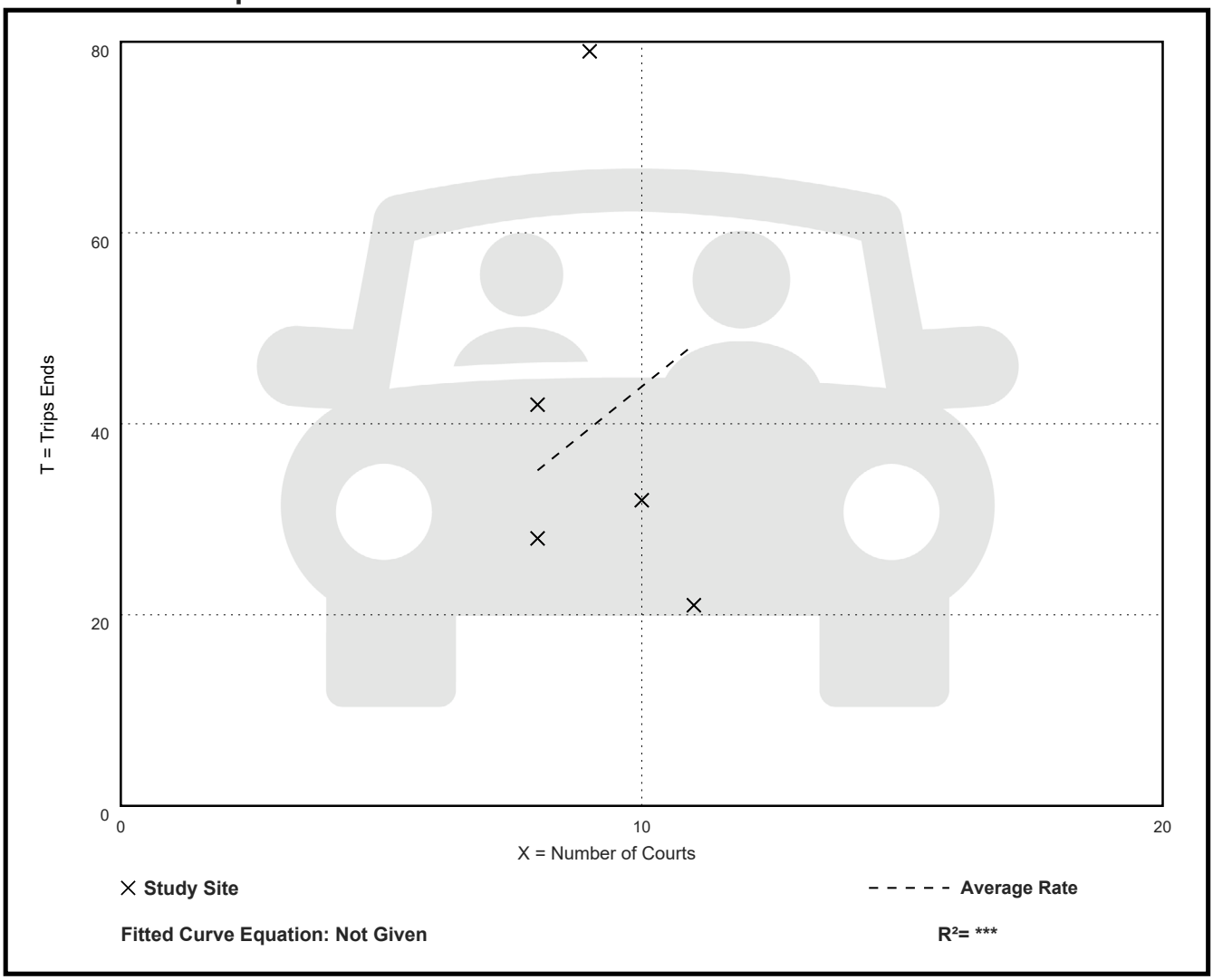
Pickleball Courts
(489)

Vehicle Trip Ends vs:	**Courts**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	5
Avg. Num. of Courts:	9
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Court

Average Rate	Range of Rates	Standard Deviation
4.39	1.91 - 8.78	2.70

Data Plot and Equation



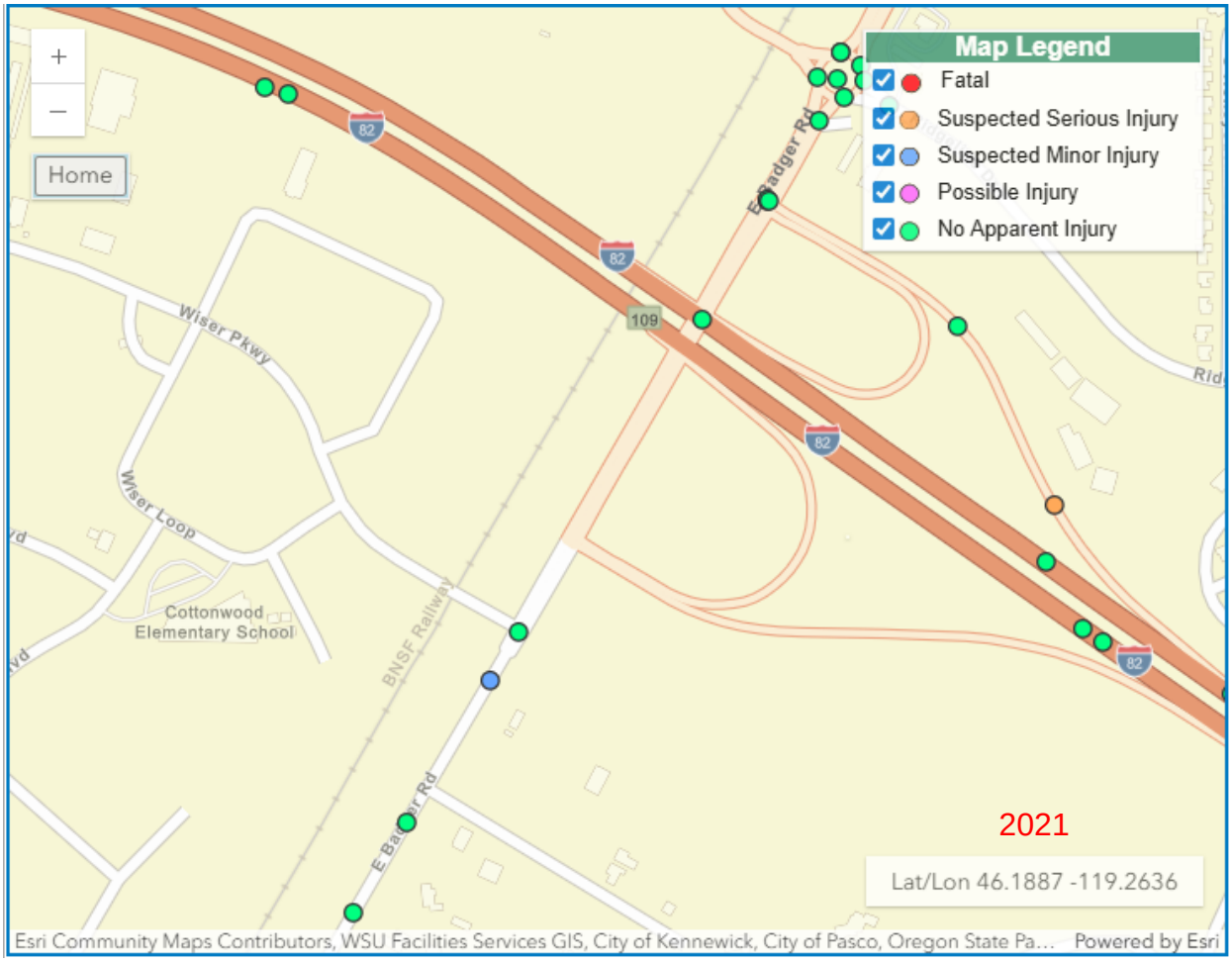
Fitted Curve Equation: Not Given

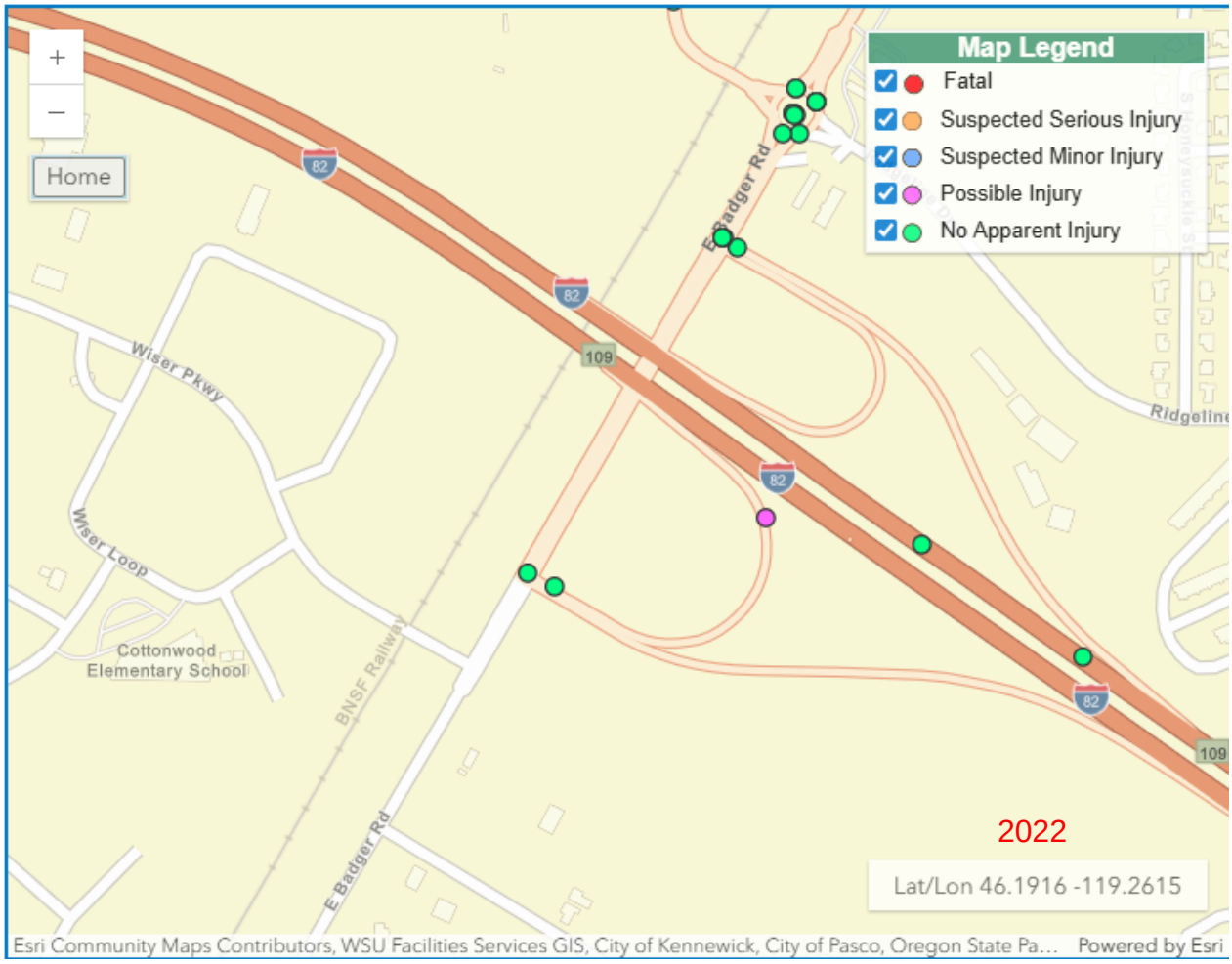
R^2= ***

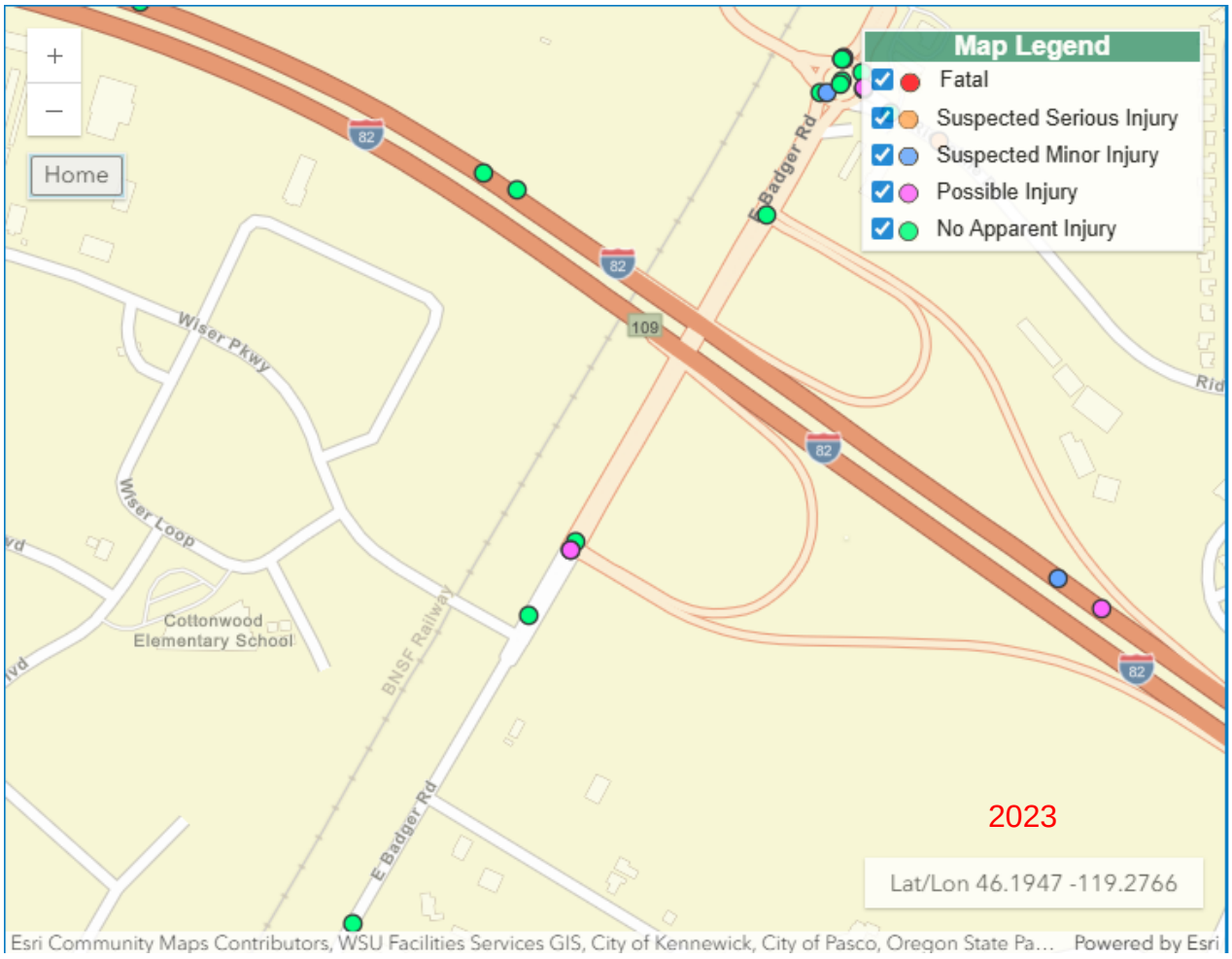
Appendix E

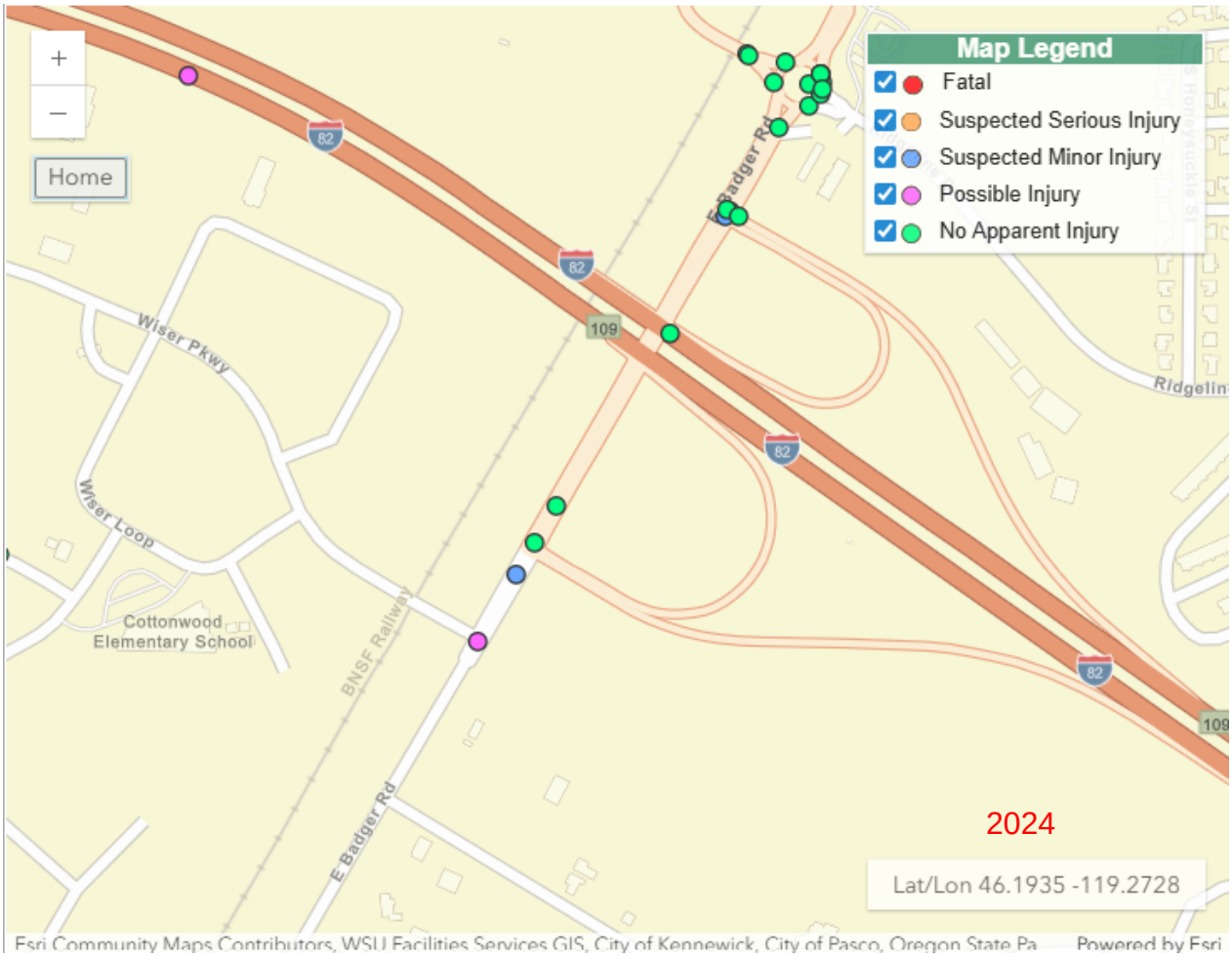
WSDOT Crash Data

WSDOT Crash Portal - Total Crashes 2020-2024




Map Legend
Fatal
Suspected Serious Injury
Suspected Minor Injury
Possible Injury
No Apparent Injury
Home
Wiser Pkwy
Wiser Loop
Cottonwood Elementary School
BNSF Railway
E Badger Rd
Ridgeline
82
109
2022
Lat/Lon 46.1916 -119.2615
Esri Community Maps Contributors, WSU Facilities Services GIS, City of Kennewick, City of Pasco, Oregon State Pa... Powered by Esri


Map Legend
Fatal
Suspected Serious Injury
Suspected Minor Injury
Possible Injury
No Apparent Injury
Home
Wiser Pkwy
Wiser Loop
Cottonwood Elementary School
BNSF Railway
E Badger Rd
82
109
2023
Lat/Lon 46.1947 -119.2766
Esri Community Maps Contributors, WSU Facilities Services GIS, City of Kennewick, City of Pasco, Oregon State Pa... Powered by Esri


Map Legend
Fatal
Suspected Serious Injury
Suspected Minor Injury
Possible Injury
No Apparent Injury
Home
82
109
Wiser Pkwy
Wiser Loop
Cottonwood
Elementary School
BNSF Railway
E Badger Rd
2024
Lat/Lon 46.1935 -119.2728
Esri Community Maps Contributors, WSU Facilities Services GIS, City of Kennewick, City of Pasco, Oregon State Pa
Powered by Esri

Community Development Department
102206 East Wiser Parkway
Kennewick, WA 99338

Planning Division
509-786-5612
Planning.department@co.benton.wa.us

MITIGATED DETERMINATION OF NON-SIGNIFICANCE HEM 1.13

Proponent:
Knutzen Engineering
C/O: Paul Knutzen
5401 Ridgeline Drive Suite 160
Kennewick, WA 99338

File No. EA 2025-020

Benton County has received a permit application for the following project:
A proposal to construct a 52,322 sq. ft. indoor pickleball facility with a 131-stall parking lot in the Interchange Commercial Zoning District.

Project Location:
The project is located in the Kennewick area of unincorporated Benton County at 107855 E Detrick PR SE, Kennewick, WA 99338. The parcel is legally described as Lot 4 of Short Plat 3744 in Section 11, Township 08 North, Range 28 East, W. M. Parcel number 1-1188-101-3744-005.

Jurisdiction: Benton County, Washington

Lead Agency: Benton County Planning Division

Threshold Determination: The lead agency for this proposal has determined that it will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c), provided that the following measures are taken to mitigate potential adverse impacts. Substantive authority to require mitigation is derived from WAC 197-11-660 and Benton County Code, Chapter 6.35.120. The decision was made after review of a completed environmental checklist, comments received from various agencies and other information on file with the lead agency. This information is available to the public on request.

Conditions/Mitigating Measures: See attached conditions. Benton County has received timely comments and determined that such conditions are necessary to mitigate specific adverse impacts.

Appeals: You may appeal this determination to the Benton County Planning Division at 102206 E Wiser Parkway, Kennewick, WA 99338, no later than Friday February 27, 2026, by written notice. The fee for a threshold determination appeal is $800.00. An appeal of the determination must be made in writing to the Benton County Planning Division and a public hearing will be scheduled and the appellant will be notified of the date, time, and place. You should be prepared to make specific factual objections. Contact the Planning Division to read or ask about the procedures for SEPA appeals.

SEPA Responsible Official: Damien Hooper
Position/Title: Planning Manager
Address: 102206 E Wiser Parkway, Kennewick, WA 99338.

Date: February 13, 2026

Damien Hooper, Planning Manager
Benton County Community Development Department

CONDITIONS/MITIGATION MEASURES
File No. EA 2025-020 – The Flying Pickle

Applicant: Knutzen Engineering
C/O: Paul Knutzen
5401 Ridgeline Drive Suite 160
Kennewick, WA 99338

The environment threshold determination and conditions are based on an analysis of information contained in the file and the following documents.

1. Benton County, BCC Title 6.35 Environmental Policy (SEPA);
2. Benton County, BCC Title 11, Zoning;
3. Benton County Comprehensive Plan;
4. Benton County, BCC Title 15 Critical Area Ordinance;
5. Benton County, BCC Title 3 Building Code, Fire Code, and Road Standards; and
6. Regulations of the Washington State Department of Fish and Wildlife, Department of Ecology, Department of Natural Resources, and Department of Archaeology and Historic Preservation.

Findings:

1. Location:
    a. The project is located in the Kennewick area of unincorporated Benton County at 107855 E Detrick PR SE, Kennewick, WA 99338. The parcel is legally described as Lot 4 of Short Plat 3744 in Section 11, Township 08 North, Range 28 East, W. M. Parcel number 1-1188-101-3744-005.

2. Scope of work:
    a. Applicant wishes to construct a 52,322 sq. ft. indoor pickleball facility with a 131-stall parking lot in the Interchange Commercial Zoning District.

3. The applicant submitted the following materials for the SEPA review process:
    a. SEPA Environmental Checklist dated October 10, 2025.

4. Benton County, BCC Title 11, Zoning:
    a. The zoning designation for the project area is Interchange Commercial Zoning District (IC). This zoning district permits Commercial Recreational Facilities with a Conditional Use Permit.

5. Benton County Comprehensive Plan:
    a. The project area is designated Rural Commercial in the Benton County Comprehensive Plan.

6. Benton County, BCC Title 15, Critical Area Ordinance:
    a. Upon completion of a review of BCC Title 15 and the Benton County Critical Area Maps, the project site does not contain FEMA designated flood zones, wetlands, critical aquifer recharge areas, or geologically hazardous areas but does contain priority habitat areas.
    b. Wetlands: None identified.
    c. Critical Aquifer Recharge Area: None identified.
    d. Fish and Wildlife Habitat Conservation Area: Priority Habitat Shrubsteppe.
    e. Frequently Flooded Areas: None identified.
    f. Geologically Hazardous Areas: None Identified.

7. The following comment was received from the Benton Clean Air Agency on October 13, 2025:
    a. The Benton Clean Air Agency (BCAA) requires the applicant submit a Proof of Contact: Soil Destabilization Notification for this project prior to any excavation/construction taking place. This will ensure that the proponent has the ability and resources to control fugitive dust emissions that may be created because of construction activities. This will also inform them of the regulations and requirements of the BCAA. Additionally, a written dust control plan must be developed and maintained for all soil destabilization projects and must be readily available upon request by the BCAA. Part of this plan is submitting the name of at least one person for the project so that the BCAA has a point of contact should we receive any dust complaints from the project. The Soil

Destabilization Notification form can be found and submitted on our website, www.bentoncleanair.org.

b. For more information, please contact the Benton Clean Air Authority at (509) 783-1304.

8. The following comment was received from the Benton County Building Division on October 13, 2025:
   a. The applicant must comply with all current Benton County building and fire codes.
   b. For more information, please contact the Benton County Building Division at (509) 735-3500.

9. The following comment was received from the Washington State Department of Transportation on October 21, 2025:
   a. The subject property is adjacent to Interstate 82 (I-82) and the Badger Road (Exit 109) interchange. I-82, including the interchange, is a fully controlled limited access facility. WSDOT has acquired all access rights to I-82, the on- and off-ramps, and along Badger Road a distance of 300' southerly of the eastbound ramp terminal intersection. Direct access to I-82 or within our limited access boundary is prohibited.
   b. We are not opposed to the proposed project; however, we are concerned with the cumulative impact development is having on the operational efficiency of the Exit 109 interchange. Further, Badger Road lacks interconnected pedestrian facilities between the developed areas north and south of the interstate. With continued growth being the sole factor driving the need for improvements, including multi-modal connectivity, WSDOT recommends the County require the proponent contribute towards the County's planned improvements at the interchange in proportion to their impact.
   c. Any proposed lighting should be directed down towards the site, and away from I-82.
   d. Any outdoor advertising or motorist signing considered for this project will need to comply with state criteria. The applicant should contact Tanya Joblonski of the WSDOT Headquarters Traffic Office for specifics. She can be reached at (360) 705-7294.
   e. For more information, please contact the Washington State Department of Transportation at (509) 577-1635.

10. The following comment was received from the Benton County Public Works Department on October 22, 2025:
   a. Benton County Public Works requires a Traffic Impact Analyses (TIA) to assess the impacts to Wiser Pkwy.
   b. Intersection to be included is as follows:
      i. Detrick PR SE and Wiser Pkwy, Wiser loop and Wiser Pkwy, Wiser Pkwy and Badger Rd. and Wiser Pkwy and Railroad crossing
   c. For more information, please contact the Benton County Public Works Department at (509) 786-5611.

11. A follow-up comment was received from the Benton County Public Works Department on January 7, 2026:
   a. The provided TIA satisfies Public Works comments.

12. The following comment was received from the Washington State Department of Fish and Wildlife on October 28, 2025:
   a. The Washington Department of Fish and Wildlife (WDFW) has reviewed relevant maps and documents for the proposed Development on Parcel #111881013744005 / 17855 E Detrick PR SE. WDFW conducted a roadside visit on March 17, 2025 and provided comments on the re-zone in a letter dated March 27, 2025. Those comments remain relevant to this project action.
   b. This project will impact an area of approximately 3.5 acres. The area is primarily shrubsteppe habitat and contains potential habitat for Townsend's ground squirrel, black-tailed jackrabbits, and is a Ferruginous Hawk Core Area. As such, we offer the following recommendations:
      i. WDFW acknowledges that this site contains some areas of high disturbance along with shrubsteppe and riparian habitat. As an alternative to producing a critical area report, WDFW proposes removing the disturbed road edges and "2-track" through the site and moving forward under the assumption that the project will result in 2.5 acres of a Fish and Wildlife Habitat Conservation Area (shrubsteppe) being permanently converted. If this is not a desirable path forward, WDFW requests a critical area report be produced to

determine the acreage of shrubsteppe and riparian habitat that will be impacted. WDFW requests to review the critical area report and provide our analysis of the report to the county.

WDFW recommends avoidance of shrubsteppe habitat as outlined in the mitigation sequencing found in Benton County Code 15.02.220. Seeing as this is not possible under the proposed action, WDFW recommends that The County and project developers work together to develop a mitigation plan to provide mitigation that contains equal or greater habitat functions and values. WDFW would be willing to assist in review of the plan to assist the county in implementation of its code.

ii. Many birds local to our area as well as active nests are listed as “protected wildlife” under RCW 77.12.020(3). To avoid impacts to protected songbird species, a nesting bird survey should be completed prior to any activity that disturbs standing woody vegetation on the site in the spring or summer nesting seasons (February 1 – July 31). Please contact WDFW Area Habitat Biologist Troy Maikis (troy.maikis@dfw.wa.gov) with any survey questions.

c. For more information, please contact the Washington Department of Fish and Wildlife at (509) 312-8117.

13. The following comment was received from the Washington State Department of Ecology on October 29, 2025:
    a. If your project anticipates disturbing ground with the potential for stormwater discharge off-site, the NPDES Construction Stormwater General Permit is recommended. This permit requires that the SEPA checklist fully disclose anticipated activities including building, road construction and utility placements. Obtaining a permit may take 38-60 days.
    b. The permit requires that a Stormwater Pollution Prevention Plan (Erosion Sediment Control Plan) shall be prepared and implemented for all permitted construction sites. These control measures must be able to prevent soil from being carried into surface water and storm drains by stormwater runoff. Permit coverage and erosion control measures must be in place prior to any clearing, grading, or construction.
    c. In the event that an unpermitted Stormwater discharge does occur off-site, it is a violation of Chapter 90.48 RCW, Water Pollution Control and is subject to enforcement action.
    d. Note: If your project is less than 5 acres it may be possible to obtain an Erosivity Waiver.
    e. More information on the stormwater program may be found on Ecology's stormwater website. Please submit an application or contact Lloyd Stevens Jr at the Dept. of Ecology, (509) 571-3866 with questions about this permit.
    f. For more information, please contact the Washington State Department of Ecology at (509) 723-5677.

Conditions:

The applicant is responsible for providing the Planning Division with verification and approval of any listed condition. The applicant shall meet and comply with the following mitigating conditions for this Mitigated Determination of Non-Significance (MDNS).

1. Meet and comply with the Benton County Planning Division requirement of compliance with all requirements of the Benton County Planning and Building Divisions for all associated building permits.
    a. The applicant has chosen to mitigate shrub-steppe impacts associated with the development by paying a fee-in-lieu to the Benton Conservation District consistent with the programmatic MOU dated October 28, 2025. The applicant is required to provide a fully executed conservation district agreement to the Planning Division prior to the issuance of any building permits for the pickle ball facility.

2. Meet and comply with the Benton Clean Air Agency’s requirement of submitting a Proof of Contact: Soil Destabilization Notification for this project prior to any excavation/construction taking place.

3. Future construction must meet and comply with all Benton County Building and Fire codes.

4. Meet and comply with the Washington State Department of Transportation’s requirements of:

a. Any proposed lighting should be directed down towards the site, and away from I-82.
b. Any outdoor advertising or motorist signing considered for this project will need to comply with state criteria.

5. Meet and comply with the Washington State Department of Ecology's comment regarding obtaining a NPDES Construction Stormwater General Permit if needed.

Community Development
Building Division
102206 E. Wiser Parkway
Kennewick, WA 99338

Fire Marshal
Gary Tiplady
(509) 735-3500
Gary.Tiplady@co.benton.wa.us

Fire Marshal Comments: HEM 1.14

Andrea,

The proposed commercial structure housing "The Flying Pickel" will have to comply with Benton County Code 3.16 & 3.18, IFC and the NFPA. During preapplication meetings it has been determined that the proposed structure will need to install a fire sprinkler system and an associated alarm system. The building will also need a fire access road for fire apparatus to gain access to within 150' of any point of the structure.

If you have questions on these comments, please, feel free to contact the County Fire Marshal at (509) 735-3500. Ext 2411.

Re: CUP 2025-018, The Flying Pickle

Gary Tiplady
Benton County Fire Marshal
Building Inspector II
509-735-3500
Gary.Tiplady@co.benton.wa.us

Andrea Watts

HEM 1.15

From: Paul Knutzen <paul@knutzenengineering.com>
Sent: Tuesday, February 17, 2026 8:42 AM
To: Andrea Watts
Subject: [EXTERNAL] RE: CUP 2025-018 The Flying Pickle

Here you go Andrea,

1. Size and type of signage to be used: Sign will be approximately 18'x3.5' Placed on front of building
2. Estimated number of visitors to the property on a daily & weekly basis: Approximately 250 daily and 1,500 weekly
3. Number of employees who do not live on site: No employees will live on site, estimated to have 24 employees
4. Hours and days of operation: Operating hours are 6 am - 12 am daily.
5. Do you plan to have outdoor lighting, site screen or fencing? There will be building facade lighting and parking lot lighting for security at night. The trash dumpster area will be screened with a block fence but no other site fencing or screening is proposed.

From: Andrea Watts <Andrea.Watts@co.benton.wa.us>
Sent: Friday, February 13, 2026 1:03 PM
To: Paul Knutzen <paul@knutzenengineering.com>
Subject: RE: CUP 2025-018 The Flying Pickle

You can ignore questions 6 and 7. I see you included that in your application.

Thank you!

Andrea Watts
Senior Planner
Benton County Community Development Department - Planning Division
102206 E. Wiser Pkwy, Kennewick, WA 99338
Andrea.watts@co.benton.wa.us
(509) 786-5612

From: Andrea Watts
Sent: Friday, February 13, 2026 11:41 AM
To: Paul Knutzen <paul@knutzenengineering.com>
Subject: CUP 2025-018 The Flying Pickle

Hi Paul,

I'm trying to rush through getting the Flying Pickle CUPs staff memo ready for this month's hearing and I have some question I'm hoping you can answer or somehow get for me.

1. Size and type of signage to be used:
2.Estimated number of visitors to the property on a daily & weekly basis:
3.Number of employees who do not live on site:
4. Hours and days of operation:
5. Do you plan to have outdoor lighting, site screen or fencing?
6. What type of food or beverage are proposed?
7. Will any retail activities of products be taking place?

Many thanks for your time,

Community Development Department
102206 E Wiser Parkway
Kennewick, WA 99338

Planning Division
(509) 786-5612
Planning.department@co.benton.wa.us

HEM 1.16

NOTICE OF OPEN RECORD HEARINGS

NOTICE IS HEREBY GIVEN that the following applications have been proposed to the Hearings Examiner for Benton County, Washington. An open public record hearing for the below stated applications will be held on **February 27, 2026,** at 10 a.m. via in person and virtual meeting format in the Commissioners Room on the third floor of the Courthouse, 620 Market Street, Prosser WA. To find information on attendance options, please visit www.tinyurl.com/BCPublicNotice.

CONDITIONAL USE PERMIT – CUP 2025-018 The applicant, Knutzen Engineering, is requesting to construct a 52,490 square foot indoor pickleball facility and 131 space parking lot. The project is located at 107855 E Detrick PR SE, Kennewick, WA 99338.

CONDITIONAL USE PERMIT – CUP 2025-023 The applicants, Randall and Janet Williams, are requesting to construct a 320 sq. ft. detached accessory dwelling unit on a parcel with an existing 816 sq. ft. single family residence. The project is located at 133302 W Johnson Road, Prosser, WA 99350.

CONDITIONAL USE PERMIT – CUP 2025-024 The applicant, Karl Hulse, is requesting to construct a 766 sq. ft. detached accessory dwelling unit within a shop on a parcel with an existing 2,462 sq. ft. single family residence. The project is located at 92102 W Good Road, Prosser WA 99350.

CONDITIONAL USE PERMIT – CUP 2025-025 The applicant, Stacy Brinkley, is requesting to construct a 796 sq. ft. detached accessory dwelling unit on a parcel with an existing 2,050 sq. ft. single family residence. The project is located at 510 E 27th Avenue, Kennewick, WA 99337.

CONDITIONAL USE PERMIT – CUP 2026-001 The applicant, Roman Uzarraga, is requesting to construct a 790 sq. ft. detached accessory dwelling unit on a parcel with an existing 2,265 sq. ft. single family residence. The project is located at 205604 E Bryson Brown Road, Kennewick, WA 99337.

Questions can be directed to the Planning Division at 509-786-5612 or at planning.department@co.benton.wa.us. Written comments regarding the above applications must be received by **February 24, 2026** via email or submitted to the Planning Division office at the Public Services Building, 102206 E Wiser Parkway, Kennewick, WA 99338. Any information submitted to Benton County is subject to the public records disclosure laws for the State of Washington (RCW Chapter 42.17) and all other laws that may require the release of the documents to the public.

No individual with a disability shall be denied the benefit of participating in such meetings. If you wish to use auxiliary aids or require assistance to comment at a public meeting, please contact the Benton County Planning Division at least ten days prior to the meeting date to make arrangements for special needs.

Dated this February 6, 2026

PUBLICATION DATE: February 11, 2026

SUSAN E. DRUMMOND
Benton County Hearings Examiner

Damien Hooper – Planning Manager
Community Development Department