

Version #: 6

Date Revised: 08/06/2024

Update the version number and revision date with each iteration.

Color: Pink Yellow Green Buff Purple Blue Goldenrod

Letter Heading:

To: [This is who the letter is directed to; Add names, titles, and organizations, as appropriate]

The CC list is separate and provided at the end of the template.

Subject: [Advice Title]

Background

The Hanford Advisory Board (HAB/Board) recognizes the Tri-Party Agreement (TPA) agencies' commitment to safety and the timely, cost-effective cleanup of the Hanford Site (Site). The Board also recognizes that the daily commute to and from the Site represents an impediment to attracting and retaining Hanford workers, as well as being one of the greatest physical risks to the workers. Over the last several years the number of vehicles commuting to the Hanford Site has increased dramatically. Workers may face stress and a potential for vehicular accidents, resulting in injury or even death during their commute.

In 2016 (Advice #286¹) and again in 2019 (Advice #301²), the Board issued advice recommending improvements to Route 4S and Route 10 on the Hanford Site, as well as highlighting other traffic related issues. As a follow-up to the advice response the Board received for the previous advice and concerns that there continue to be unnecessary risks to the workers at the Hanford Site, the Land Use, Infrastructure, Waste Disposition, and Safety (LIDS) committee received briefings on June 3, 2024. The Committee was briefed on of a 2020 Road Study for Routes 2S, 11A, and 4S³ that outlines recommendations for reducing congestion at the Wye Barricade and potential improvements to Routes 4S and the plans for a new fire station in the 200 Area.

With the startup of the vitrification plant expected to start making glass by November 2025, the Board feels improvement to Route 4S needs greater consideration and priority. It is the Board's understanding that current planning does not anticipate road improvements to be initiated until 2030 or beyond. This is likely too late. Hanford's employment at the 200 East and 200 West Areas is projected to grow by 1.018% by 2029³, and shipment of glass canisters to locations on the Hanford Site for interim on-site storage will commence.

In addition, if the TPA agencies decide to ship tank waste off-site to be grouted, this will increase the number of large, heavy transport vehicles on the existing roadway. Thus, road improvements

are currently planned to begin years later than necessary. The Board believes improvements to Route 4S and the Wye Barricade, which are considered “mission-critical” for support of the Waste Treatment Plant and Tank Farms, should be prioritized and expedited.

The HAB supports the recommendation of the road study to expand Route 4S to a divided four-lane road. A divided four-lane road would reduce delays at the Wye Barricade, especially during peak badging delays, which can be as long as 7.5 minutes. The existing physical condition of Route 4S indicates that resurfacing of the roadway will be needed soon. Ideally, a separate parallel roadway could be constructed, as recommended in the road study, before the resurfacing disrupts the commute. Ideally, a separate parallel roadway could be constructed before the resurfacing disrupts the commute. The Board also recognizes that such an effort is a multi-year process, requiring extensive evaluation of potential environmental and cultural impacts of a proposed path prior to actual construction. The Board recommends that funding of the project should begin sooner rather than later with a goal of completing the project before repairs to the existing Route 4S are required.

As discussed in Advice #301, the intersection of SR240 from SR225 to Route 10 represented a significant safety issue. The recent roundabout at the intersection is a great safety improvement, but unfortunately it causes backup of traffic on SR240. An increase in traffic flow to Route 10 via SR240 is likely due to planned development activities in the City of Richland and the City of West Richland. The HAB suggests working with the Washington State Department of Transportation (WSDOT) to either extend the slip lane for Route 10 off of SR240 or consider the resurrection of an abandoned cutoff road from SR240 to Route 10.

As discussed in Advice #301, the Hanford Fire Department is restricted from using the merge lane leaving the 300 Area and must travel through an area with vehicles and pedestrians with lights and sirens going. This has caused increased response time as well as the potential for pedestrian and or vehicle accidents. Since the delays in activity at the 324 Building, it is the HAB’s understanding that the station will remain open, and the problem will persist.

Advice:

1. The Board advises the U.S. Department of Energy (DOE) to be proactive in improving conditions facing workers commuting to the site.
 - The Board advises DOE to pursue expedited funding to expand Route 4S to a divided four-lane roadway and reduce delays at the Wye Barricade.
 - The Board advises DOE to explore alternatives in preparation for the resurfacing of Route 4S.

DRAFT ADVICE: [Topic]



Originating Committee: Land Use, Infrastructure, Waste Disposition, and Safety

Issue Manager Team & Authors: Richard Bloom, Erin Braich, Larry Brandt, Miya Burke, Susan Coleman, Rob Davis, Rebecca Holland, Charles LoPresti

- The Board advises DOE to engage with the WSDOT to improve traffic flow from SR240 to Route 10.
2. The Board advises DOE to address the emergency vehicle pedestrian safety issues in the 300 Area specific to the 300 Area fire station, which will remain operational for an indeterminate period of time.

References:

1. Hanford Advisory Board Consensus Advice #286, Transportation Infrastructure Updates Safety Considerations, February 4, 2016: https://www.hanford.gov/files.cfm/HABAdv_286.pdf
2. Hanford Advisory Board Consensus Advice #301, Traffic Safety Advice, September 19, 2019: https://www.hanford.gov/files.cfm/Advice_Traffic_Safety_9_25_19.pdf
3. HNF-ENG-64724 Road Study for Routes 2S, 11A, and 4S, September 2020: <https://pdw.hanford.gov/document/AR-28877>

CC/BCC:

Mark all applicable names/organizations to be included as advice recipients.

TPA Agency Representatives

- Ike White, DOE-EM
- Todd Shrader, DOE-EM
- Brian Vance, DOE
- Stephanie Schleif, ECY
- David Einan, EPA
- Lindsay Somers, DOE
- Roberto Armijo, EPA
- Ryan Miller, ECY

Site-Specific Advisory Boards

- Savannah River Site Citizens Advisory Board
- Nevada Site Specific Advisory Board
- Northern New Mexico Citizens Advisory Board
- Paducah Citizens Advisory Board
- Oak Ridge Site Specific Advisory Board
- Idaho Cleanup Board
- Portsmouth Site Specific Advisory Board
- Kelly Snyder, DFO

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- Sen. Patty Murray, WA
- Senator Maria Cantwell, WA
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- Rep. Rick Larsen, WA-02
- Rep. Jaime Herrera Beutler, WA-03
- Rep. Dan Newhouse, WA-04
- Rep. Cathy McMorris Rodgers, WA-05
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Requests to Receive Advice

- Jessica Keys, Staff to Sen. Merkley