

## US 12 - MP 432.62 TO MP 434.05

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### **CHARACTERISTICS**

#### **Segment Description:**

This corridor segment begins at MP 432.62 at the Clarkston city limits and extends through Clarkston to Bridge Street at MP 434.05.

**County/Counties:** Asotin

**Cities/Towns Included:** This corridor runs through Clarkston.

**Number of lanes in the corridor:** 2 to 4

**Lane width:** 12 to 12 feet.

**Speed limit:** 30 to 30 mph.

**Median width:** 0 to 0 feet.

**Shoulder width:** 4 to 4 feet.

#### **Highway Characteristics:**

This urban-principal arterial is classed as both HSS and NHS. It is a part of the Lewis and Clark Trail. It carries a T-3 freight designation carrying 3,070,000 tons annually.

#### **Special Use Lane Information (HOV, Bicycle, Climbing):**

There is a Two Way Left Turn Lane.

#### **Access Control Type(s):**

This section is a Class 5 Access Managed Highway.

#### **Terrain Characteristics:**

This section of US 12 is level terrain.

#### **Natural Features:**

This route accesses the Snake River system and Hells Canyon Wildlife Area by boat.

#### **Adjacent Land Description:**

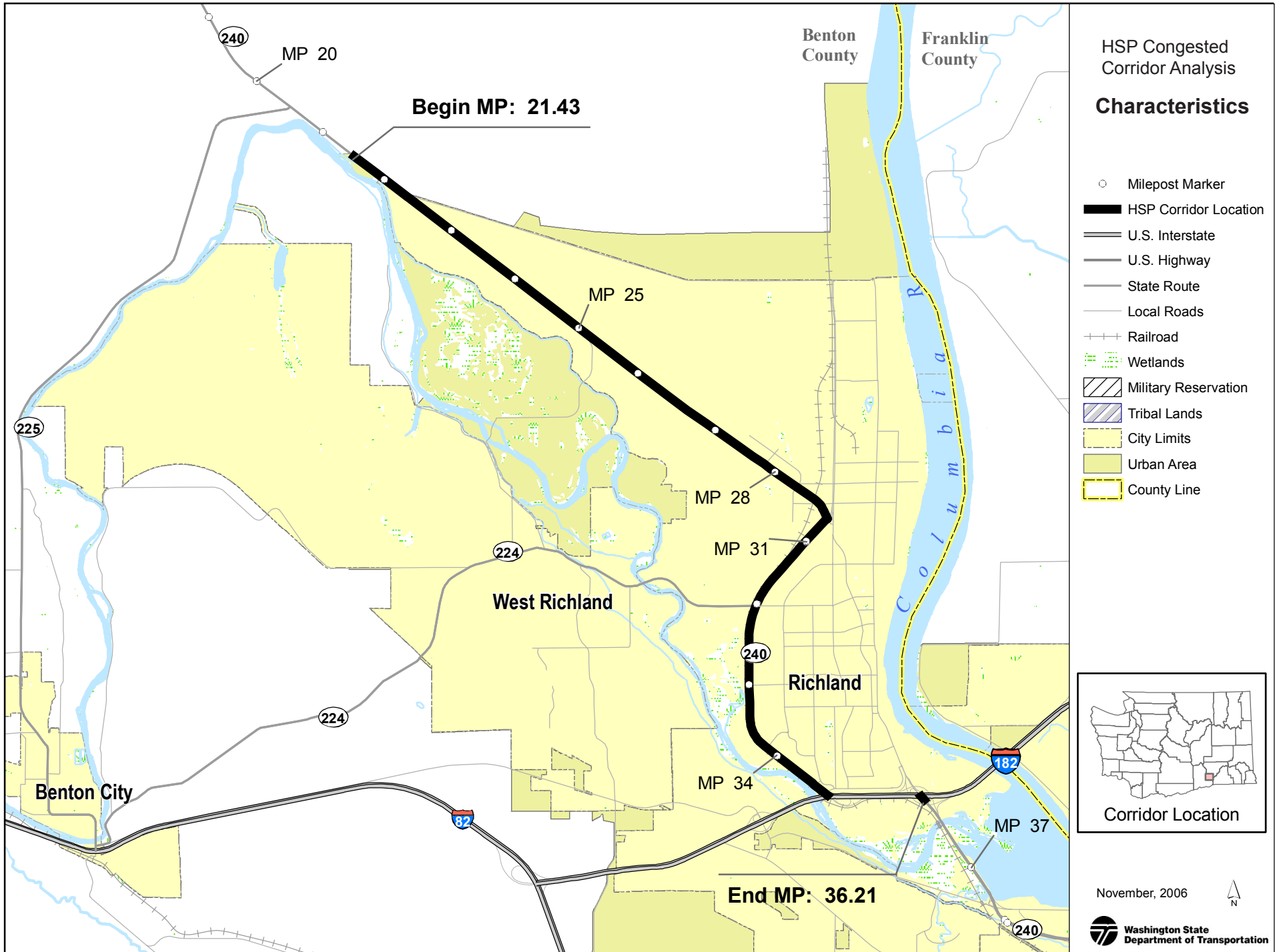
The adjacent lands are predominately commercial as it passes through the City of Clarkston.

#### **Environmental Issues:**

There are no known environmental issues.

#### **Major Economic Issues:**

The economic impacts to modifying or upgrading this section of US 12 through Clarkston are many. This section of US 12 runs through a commercial district of the city.



240

MP 20

Begin MP: 21.43

Benton County

Franklin County

MP 25

225

MP 28

224

MP 31

West Richland

240

Richland

224

MP 34

182

Benton City

MP 37

82

End MP: 36.21

240

C o l u m b i a R

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### **ASSETS**

#### **Pavement:**

There are 4.29 lane miles of Hot Mix Asphalt on this segment of US 12.

#### **Signal:**

There are two signalized intersections at SRMP 433.14 and SRMP 433.81.

#### **Structures:**

There are no structures identified.

(Ramps, and locally owned structures (if any exist) are not identified in this section and may not be reflected on maps.)

#### **Features Crossed:**

There are no features crossed.

#### **ITS Facilities:**

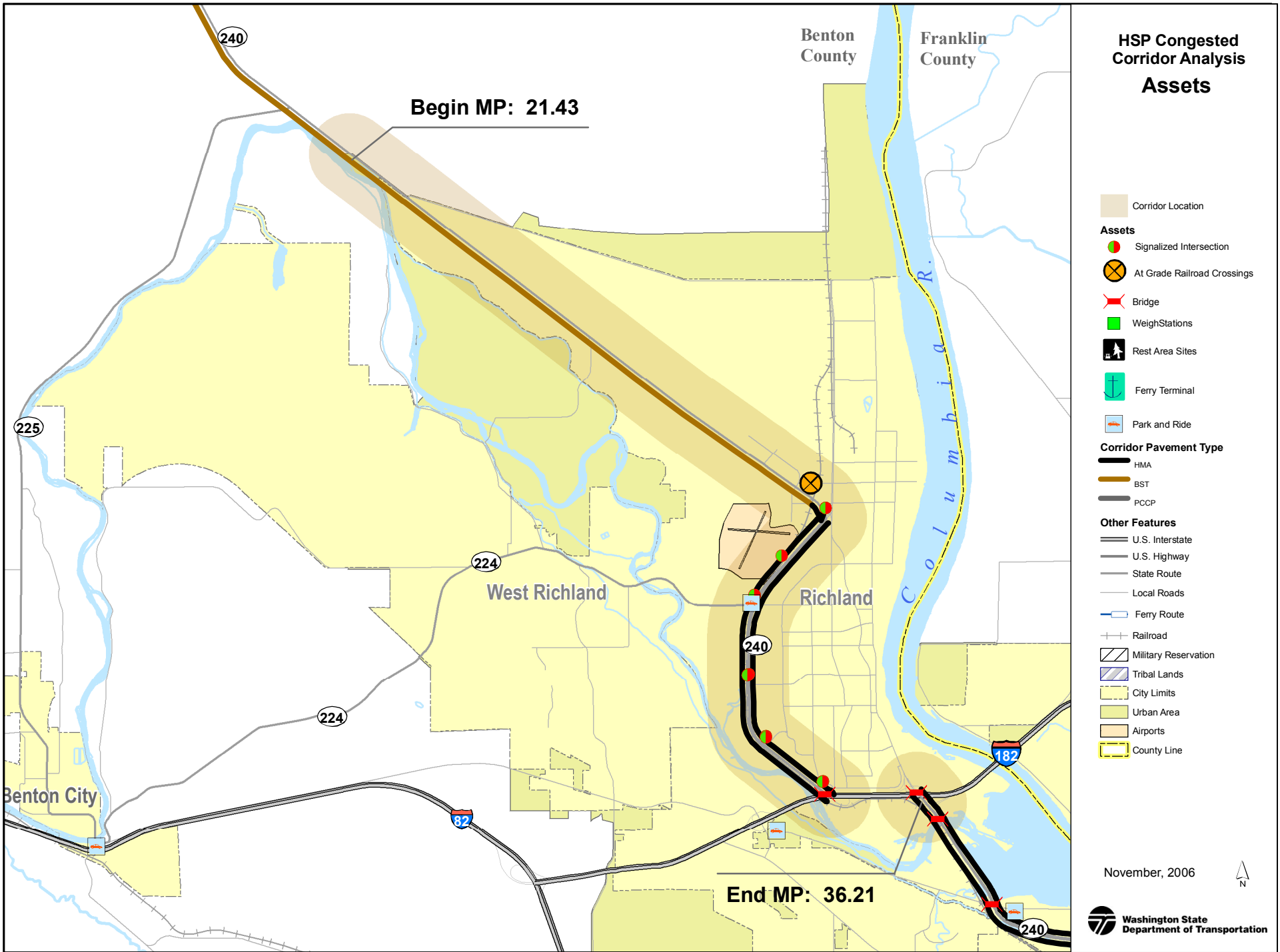
There are no intelligent Transportation systems on this corridor.

#### **Railroad Crossings:**

There are no at-grade rail crossings within this route segment.

#### **Asset Other:**

None Identified.



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### *USAGE*

#### **General Origin and Destination Travel Characteristics:**

This route is used primarily as a city street. Approximately 75 percent is local traffic using the route as a city street.

#### **Snow/ice Issues:**

There are no sections within this corridor which present a problem for normal snow/ice control.

#### **Annual Average Daily Traffic:**

Ranges from 7,000 to 20,000.

#### **Significant Seasonal Average Annual Daily Traffic Changes:**

This section of US 12 has significant seasonal changes in traffic; RVs and other recreational passenger vehicles in spring/summer returning to more local traffic in fall/winter with pass through trucks all year.

#### **General Description of Major Average Annual Daily Traffic Locations:**

Annual average daily traffic is than 7,000 at jct. SR 128 at the west end of Clarkston to over 20,000 at the junction of SR 129.

#### **Freight:**

**Freight Classification:** T3

**Yearly Tonnage:** 3.1M

**Truck Percentage of Annual Average Daily Traffic:** 20%

#### **Additional Usage Comments:**

There are no additional comments.

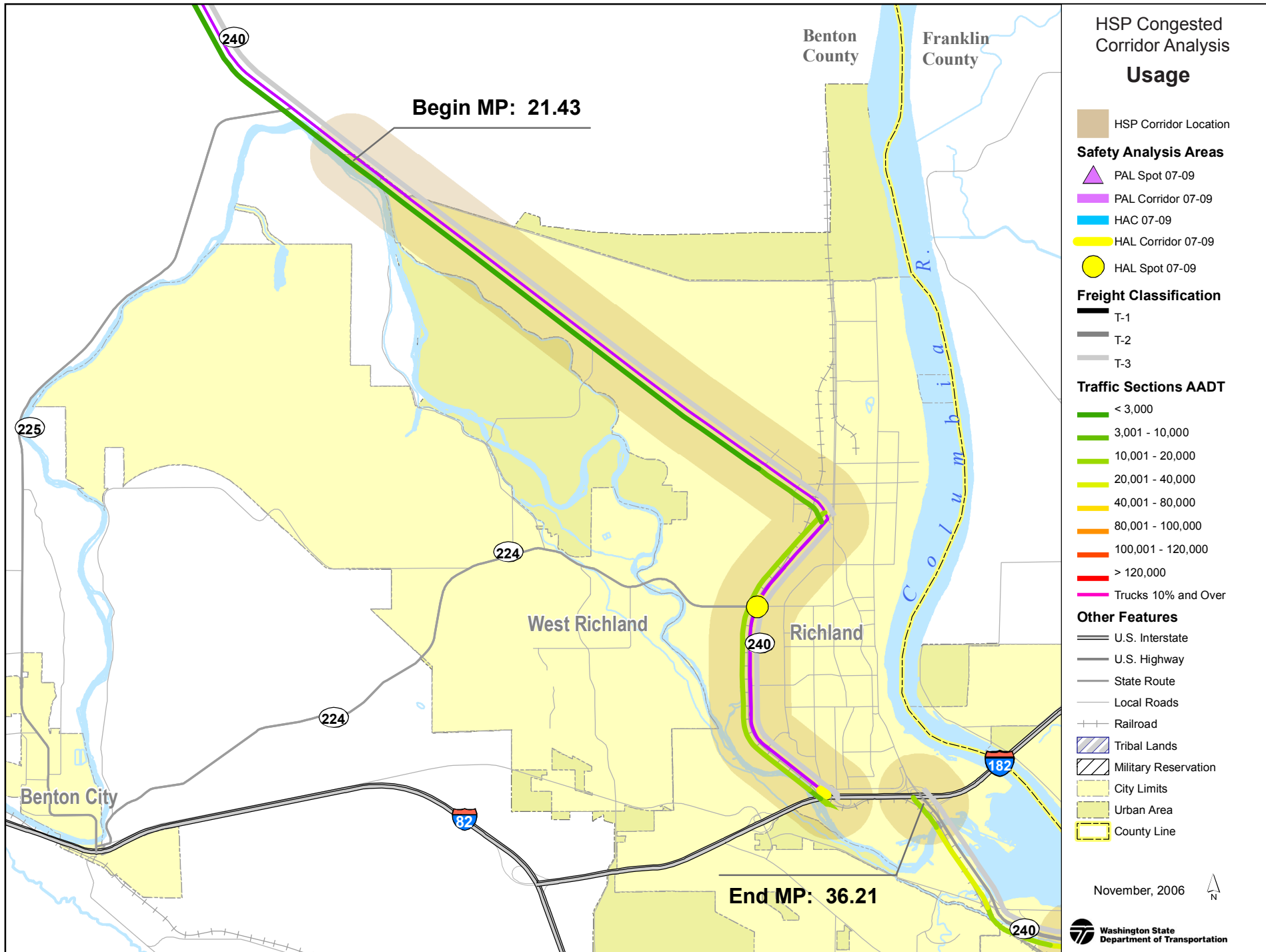
**Average Annual Societal Cost of All Collisions:** Approximately \$2.07M

#### **Collisions:**

**Severe No of Collisions:** 1

**Less Severe No of Collisions:** 56

**List Data Years:** 2003 to 2005



## ***NEEDS AND STRATEGIES***

### **Preservation**

#### **Pavement Condition and Needs:**

This section is hot mix asphalt (HMA) last paved in 1997. It is forecast to be re-surfaced in 2010.

#### **Pavement Management Strategies:**

There are none identified.

#### **Structures Condition and Needs:**

There are none identified. (This may include ramps and locally owned structures if any exist.)

#### **Structures Management Strategies:**

There are none identified.

#### **Additional Condition and Needs:**

There are none identified.

#### **Additional Management Strategies:**

There are none identified.

### **Improvement**

#### **Mobility Condition and Needs:**

This section of US 12 experiences traffic back-ups throughout the day beginning at 6:00 am.

#### **Mobility Management Strategies:**

Adding general purpose lanes through this section will enable traffic to have a more free flowing movement.

#### **Safety Condition and Needs:**

This section of US 12 experiences many rear-end type accidents due to slowing traffic caused by congestion and inattentive drivers. Approximately 1/3 of all accidents in the corridor are rear-end.

#### **Safety Management Strategies:**

Adding signals to this corridor with signal coordination will help to reduce rear-end type collisions.

#### **Environmental Condition and Needs:**

There are none identified.

#### **Environmental Management Strategies:**

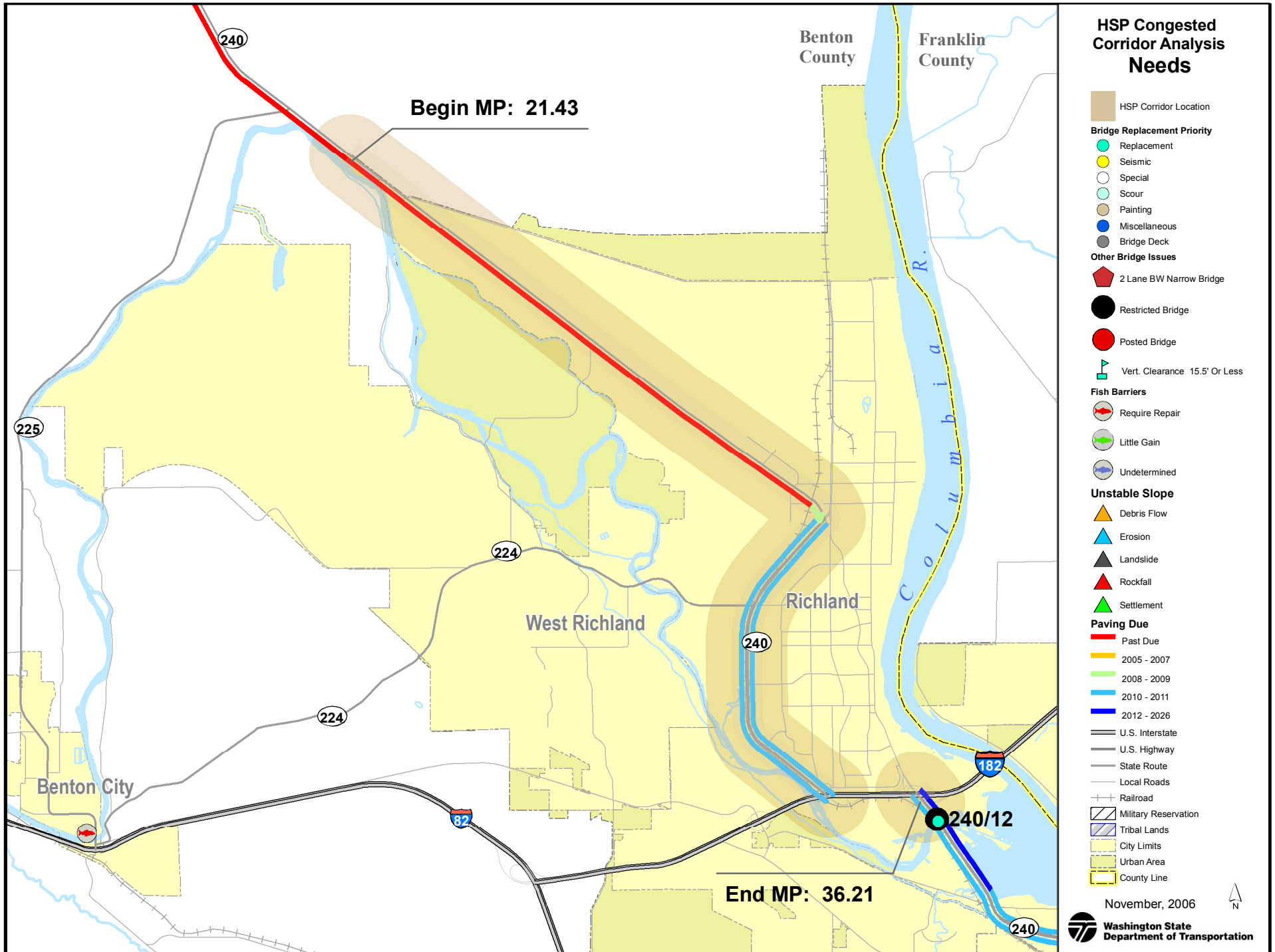
There are none identified.

#### **Restrictions:**

There are none identified.

#### **50-Year Configuration:**

This corridor will continue to infill with mostly commercial type land uses over the next 50 years. This infilling will eventually necessitate moving this highway out of the downtown corridor to create a by-pass route around the city.



### HSP Congested Corridor Analysis Needs

- HSP Corridor Location
- Bridge Replacement Priority**
- Replacement
- Seismic
- Special
- Scour
- Painting
- Miscellaneous
- Bridge Deck
- Other Bridge Issues**
- 2 Lane BW Narrow Bridge
- Restricted Bridge
- Posted Bridge
- Vert. Clearance 15.5' Or Less
- Fish Barriers**
- Require Repair
- Little Gain
- Undetermined
- Unstable Slope**
- Debris Flow
- Erosion
- Landslide
- Rockfall
- Settlement
- Paving Due**
- Past Due
- 2005 - 2007
- 2008 - 2009
- 2010 - 2011
- 2012 - 2026
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- County Line

November, 2006



## ***TIERED PROPOSED SOLUTIONS***

### **Minimum Fix**

**Description:**

This improvement project will upgrade intersections and install signals through the Clarkston area.

**Delay Reduction:** None identified.

**Collision Reduction:** None identified.

**Deficient Concrete Lane Miles:** None identified.

**Total Estimate Cost:** \$2.5 M

**Cost Estimate Explanation:**

The estimate is based on upgrading three intersections and constructing signal systems at three more in the downtown Clarkston.

**Minimum Fix Benefits:**

This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay. There are \$8.8 million in safety benefits associated with this improvement.

### **Moderate Fix**

**Description:**

This improvement project will upgrade intersections and install signals through the Clarkston area. It will also construct two general purpose lanes through the corridor.

**Delay Reduction:** None identified.

**Collisions Reduction:** None identified.

**Deficient Concrete Lane Miles:** None identified.

**Total Estimate Cost:** \$10.4 M

**Cost Estimate Explanation:**

The cost estimate is based on constructing general purpose lanes and improving and signaling intersections.

**Moderate Fix Benefits:**

This project will serve to maintain an acceptable level of service on the facility and to enhance safe operations in areas where turning movements are creating congestion and delay. There are \$ 3.2 million in general purpose lane benefits and \$8.9 million in safety benefits associated with this project

### **Maximum Fix**

**Description:**

This improvement project will construct a by-pass highway around the Clarkston/Lewiston downtown area. It will construct an interchange at each end of the corridor and a new bridge crossing of the Snake River. This corridor will be approximately half in each state (Washington and Idaho) so it is logically assumed that half of the project dollars would come from each of those states

**Delays Reduction:** None identified.

**Collisions Reduction:** None identified.

**Deficient Concrete Lane Miles:** None identified.

**Total Estimate Cost:** \$76.3 M

**Cost Estimate Explanation:**

The estimate is based on the elements listed above.

**Maximum Fix Benefits:**

This project will serve to reduce level of service problems by removing the roadway from the downtown and routing around existing conflict points (intersections, road approaches, and commercial activities). There are \$5.9 million in general purpose lane benefits and \$87 million in safety benefits associated with this project

**Off-System Solutions:**

None identified.

**Special Studies/Reports:**

None identified.

**Required Studies**

None identified.

**Start/Completion Date of Study:**

None identified.

**Expected Results**

None identified.

**Funded Projects within Corridor Limits**

<b>Project No</b>	<b>Title</b>
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None identified.

**Additional Comments:**

None identified.

**Data Sources and Contacts used:**

Collision Data Mart  
2004 Annual Traffic Report  
2005 State Highway Log  
2003-2022 Washington State Highway System Plan  
Pavement Management System  
Geographic Information System

