

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

### US 12: SR 124 Jct (Burbank) to Idaho Border

This 138-mile long east-west corridor is located in southeastern Washington and runs between the State Route 124 junction in Burbank near Pasco and the Idaho border in Clarkston. This segment passes through multiple cities and communities, including Walla Walla and Dayton. The majority of the corridor is rural in character with some agricultural and industrial land uses. The corridor's character within the cities of Pasco, Walla Walla, Waitsburg, Dayton, Pomeroy, and Clarkston is primarily dense suburban with residential land use. The corridor runs adjacent and/or crosses over multiple bodies of water, including the Columbia, Snake, Walla Walla, Touchet rivers, and Pataha Creek. Terrain on the route alternates between level and rolling as it travels along the foothills of the Blue Mountains and the Umatilla National Forest. A portion of this section parallels the Palouse River and Coulee City Railroad. Two airports are located off the route, Martin Field and Walla Walla Regional Airport in Walla Walla.



### Current Function

US Route 12 is a major east-west highway spanning between Aberdeen, Washington and Detroit, Michigan. The corridor is an important freight and recreation route within Washington. The corridor moves high volumes of freight from Burbank to Walla Walla, then declines as the route approaches Clarkston and the Washington-Idaho border. Recreational travelers heavily use the corridor, accessing attractions such as the Columbia and Snake rivers, the Blue Mountains, and the Umatilla National Forest. The corridor links with SR 125, SR 261, SR 127, SR 128, and SR 124 that serves as an alternative to US 12. There are two railroad lines along the corridor, one major line (Union Pacific) and one shortline (Palouse River and Coulee City) with multiple terminals and yards for intermodal freight access. Valley Transit, Grape Line, Columbia Transit, Garfield Transit, and Asotin County Public Transportation Benefit Area all provide service on this section. Bicyclists are permitted along the corridor. Pedestrians are prohibited in the fully controlled limited access sections of the highway.

### Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

## Highlights and Performance

This segment of US 12 is a largely two-lane, undivided, unsignalized highway which expands twice to become a four-lane, divided highway. The corridor frequently includes auxiliary lanes, such as truck climbing, center left turn, passing, and runaway truck lanes. There are only three signalized intersections on the corridor, one in Dayton and two in Clarkston. The annual average daily traffic on this corridor is highest at the Idaho border and lowest near the SR 127 junction.

### What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Freight rail service is available and there are two intermodal freight stations on the corridor.
- Current access control measures adequately serve adjoining land uses.

### What needs to change?

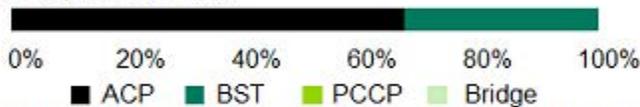
- There are eight bridge preservation needs on the corridor, including one complete bridge replacement.
- There are no dedicated pedestrian and bicyclist facilities connecting the corridor's cities.
- One intersection in Dayton and another in Clarkston experience regular backups.
- The climate change vulnerability rating is medium from Wallula Junction to Walla Walla.
- Pavement conditions on approximately 42% of the corridor are unknown.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

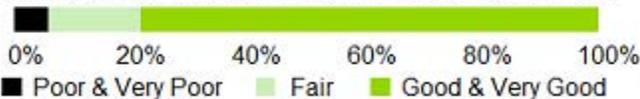
High	Low	
21,327	1,542	Annual Average Daily Traffic (AADT)
29.8%	2.5%	Bus/Truck Percent
323.5		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$124,147,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

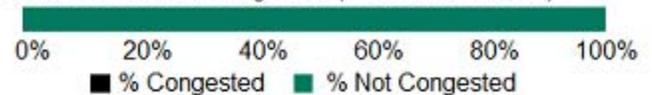


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	46.7% Passable	53.3% to Do
Noise Walls	0% Built	100% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	1 Structures in Place	79 High Priority Miles
Stormwater Treatment	48 BMPs	Retrofit Prioritization in progress
24.4	% of Corridor with high potential for increased Climate Impacts	
3	Wetland Mitigation Locations	
3	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- One partner would like to explore improvements to the Lewis & Clark Trail State Park area in Dayton that separates the park from the rest area facilities due to travelers using park facilities as a rest area without paying the required fees.
- Concerns about the narrowness of the corridor's shoulders, particularly at the Touchet River Bridge in Dayton, and their effects on pushing bicyclist traffic onto local roads.
- A desire for added turning facilities at several intersections with local streets to minimize the impact of turning freight on the corridor's mobility, including Tatman Mountain Road and Columbia Street in Pomeroy.
- Multiple partners expressed the need for increased passing opportunities between Walla Walla and Dayton.
- Emphasis on the need for support of the corridor's bypass route between Walla Walla and Wallula Junction in order to decrease commuter-related congestion.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### **Economic Vitality**

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### **Environment**

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system. WSDOT has a planned Noise Barrier Retrofit action on this corridor.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
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#### **Mobility**

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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#### **Preservation**

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and safety patrols.</i>
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Pavement	<i>WSDOT has identified 15 Pavement actions in the next six years encompassing 51% of the corridor.</i>
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Structures	<i>WSDOT has identified five Structures actions in the next six years at specific locations within this corridor.</i>
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#### **Safety**

Investment	<i>WSDOT has identified one Safety Investment action in the next six years at a single location on this corridor.</i>
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#### **Stewardship**

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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## For more information

To find out more information about this corridor or how to get involved, please contact:

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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