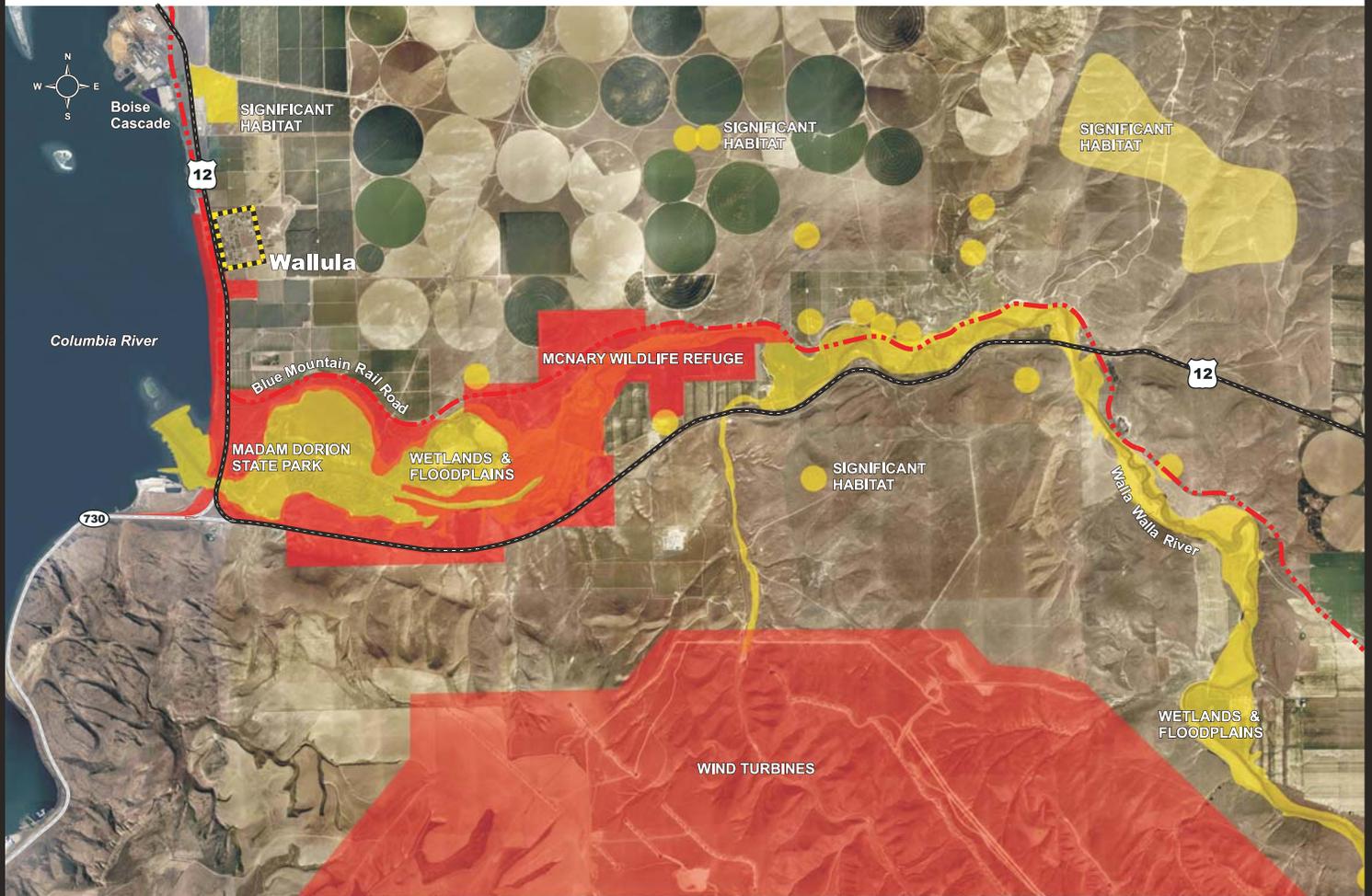


PHASE 4: Walla Walla to Wallula Planning Study

Four-Laning US Highway 12



What is the purpose of this study?

The Walla Walla to Wallula Planning Study will develop recommendations for the location of an improved four-lane divided highway. Simply widening US 12 in its current location could negatively impact existing businesses, farms, communities, historical sites, and wildlife habitat.

What will the study accomplish?

- Identify social, economic, environmental, engineering, and financial constraints
- Determine acceptable locations and preferred route alternatives
- Develop preliminary project schedules and cost estimates for phases 5, 6, 7, & 8.

What options are available?

There are three general alternatives for the new highway: Building on the existing highway, and either south or north of the existing highway. There are unique concerns associated with each alternative, and none of the three works in all areas. The recommended route may incorporate sections of each.

Existing Alignment Concerns

- Destruction of homes and businesses along existing US 12 (Walla Walla, Touchet, Lowden, Walla Walla, etc.)
- Wildlife refuge impacted
- Increased need for frontage roads
- Relocate existing utilities and power stations
- Railway impacts
- Maintenance concerns (shading, & drainage)
- Impossible to upgrade entire route for 70 mph operating speed

Southern Alignment Concerns

- Excessive terrain elevation changes
- Destruction of homes and businesses along existing US 12 (Walla Walla, Walla Walla, etc.)
- Rerouting traffic away from existing businesses
- Wildlife refuge impacted
- Relocating existing utilities
- Railway impacts
- Maintenance concerns (shading, & drainage)
- Impacts to existing farmlands

Northern Alignment Concerns

- Excessive terrain elevation changes
- Rerouting traffic away from existing businesses
- Impacts to existing farmlands

**IT'S YOUR NICKEL.
WATCH IT WORK.**

This project is funded in part by the 2003 Legislative Transportation Funding Package. The main source of funding is a 5¢ increase in the gas tax. The package also includes an increase in the large truck gross weight fee and a 0.3 percent vehicle sales tax.

There are unique concerns associated with each possible alternative. After all the conditions have been identified and evaluated, a solution will be developed that balances the social, economic, environmental, and engineering needs.