

**What has been spent so far?**

<b>Phase 1 – COMPLETED - August 2004</b> Four-lane McNary Pool to Attalia Total Project Cost .....	\$11.2 million
<b>Phase 2 – COMPLETED - November 2005</b> Four-lane SR 124 to McNary Pool Total Project Cost .....	\$12.1 million
<b>Phase 3 – COMPLETED - October 2007</b> Four-lane Attalia Vicinity Total Project Cost .....	\$17.0 million
<b>Phase 4 – IN PROCESS - Spring 2004 to Spring 2010</b> Wallula to Walla Walla Corridor Study Estimated Total Project Cost .....	\$5.5 million
<b>Phase 5 – FUTURE CONNECTION</b> Attalia Vicinity to US 730 Total Cost .....	\$0.8 million
<b>Phase 6 – UNDER CONSTRUCTION - Spring 2008 to Summer 2010</b> Four-lane Frenchtown Vicinity to Walla Walla Estimated Total Project Cost .....	\$57.0 million*

<b>US 12/SR 124 Intersection – CONSTRUCTION Planned - 2010</b> Build new interchange at US 12 and SR 124 Build new overpass at Humorist Road Estimated Total Project Cost .....	\$29.5 million*
--	-----------------

**What would it cost?**

<b>Phase 7A – DESIGN ONLY FUNDED \$3.2 million</b> Four-lane Nine Mile Hill to Woodward Canyon vicinity Estimated Total Project Cost .....	\$74.0 million
<b>Phase 7B – UNFUNDED</b> Four-lane Woodward Canyon Vicinity to Frenchtown Vicinity Build new interchange at US 12 and US 730 Estimated Total Project Cost .....	\$53.0 million
<b>Phase 8 – UNFUNDED</b> Four-lane Wallula to Nine Mile Hill Estimated Total Project Cost .....	\$235 million

Note: These estimates include engineering, right of way, and construction costs.  
\*As approved in the current Transportation Budget.

**Contact Information:**

**Kerry Grant - Project Engineer**  
WSDOT – South Central Region  
PO Box 12560  
Yakima, WA 98909  
(509) 577-1760  
grantk@wsdot.wa.gov  
www.wsdot.wa.gov/projects

**Jason Smith - Environmental Manager**  
WSDOT – South Central Region  
PO Box 12560  
Yakima, WA 98909  
(509) 577-1750  
smithjw@wsdot.wa.gov

**Meagan McFadden - Communications**  
WSDOT South Central Region  
PO Box 12560  
Yakima, WA 98909  
(509) 577-1618  
mcfaddm@wsdot.wa.gov

**Americans with Disabilities Act (ADA) Information**

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

**12 Four-laning US Highway 12**  
Phase 7A – Nine Mile Hill to Woodward Canyon Vicinity

**Why is WSDOT Planning to Widen US 12 near Touchet?**

This project is part of a corridor plan to widen US 12 from the junction of the Snake River and SR 124 to Walla Walla. Since 1991, this corridor has experienced over 1,079 collisions causing 414 injuries; including 30 deaths.

Also, each year over ten million tons of cargo travel this section of US 12. Slow moving trucks and recreational vehicles create congestion on this two-lane sections of the highway.

**The End Result**

Phase 7A of the corridor project widens US 12 from Nine Mile Hill to Woodward Canyon vicinity. This section of US 12 will be relocated and constructed as a four-lane divided highway. WSDOT and the contractor will construct approximately five miles of new highway with straighter curves and two new intersections at Nine Mile Hill and Touchet North Road.

**Project Benefits**

**Increased safety.** The proposed four-lane highway will increase safety by limiting the number of intersections on US 12 while separating opposing traffic with a median. Roadway curves will be straightened and two new channelized intersections allow safe access to and from the new roadway.

**Relieved congestion.** A four-lane highway will improve traffic flow and provide an area for passing between two-lane sections of US 12.

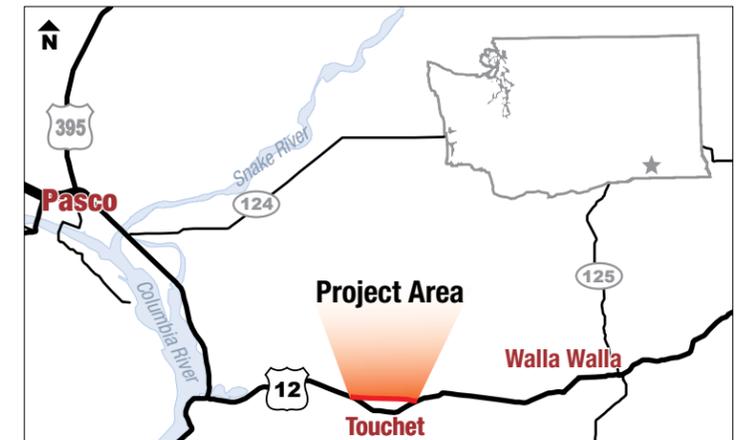
**Freight mobility.** Building a four lane highway will ease conflicts between slow moving trucks and passenger vehicles. Commercial trucks make up as much as 33% of the traffic stream, causing slowdowns and safety concerns.

**Construction Timeline**

The only funding available is for design. Design is planned to be complete winter 2011. No construction funding is available at this time.

**Project Cost Estimate**

Estimated Total Project Cost .....	\$74.0 million
<small>Note: This estimate includes engineering, right of way, and construction costs.</small>	
Project Design \$3.2 million -	Funded
Right of Way -	Unfunded
Construction -	Unfunded

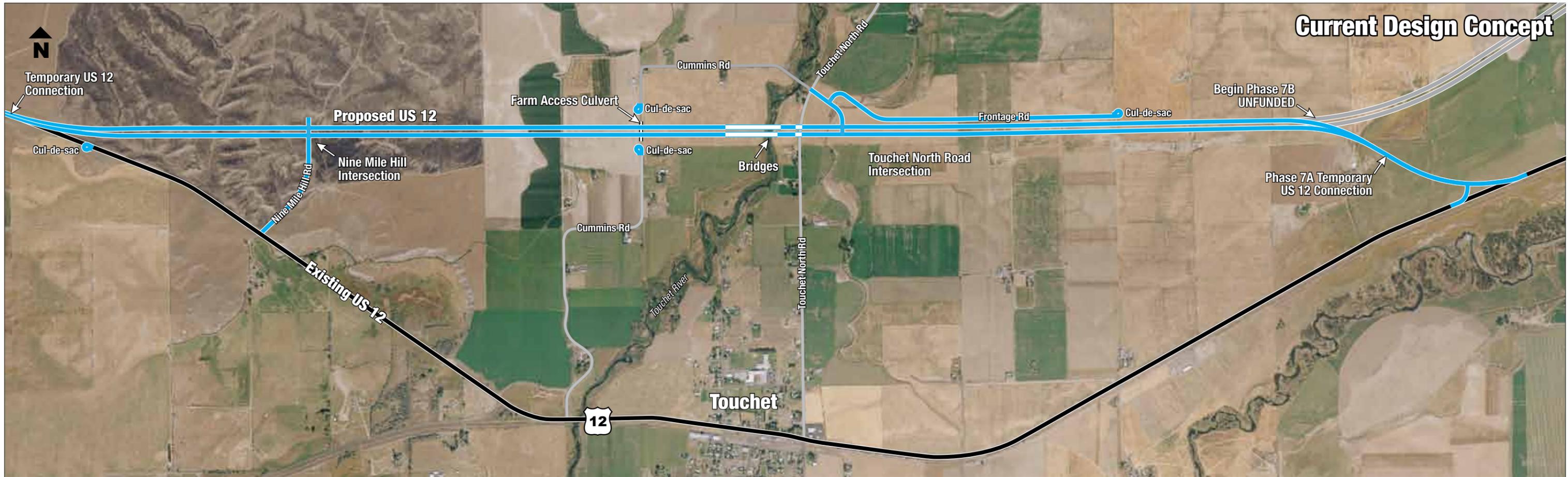


Facing south towards the community of Touchet.

**The US Highway 12 Coalition**

The US Highway 12 Coalition is an alliance of public and private organizations working to four-lane US Highway 12 from Burbank to Walla Walla.





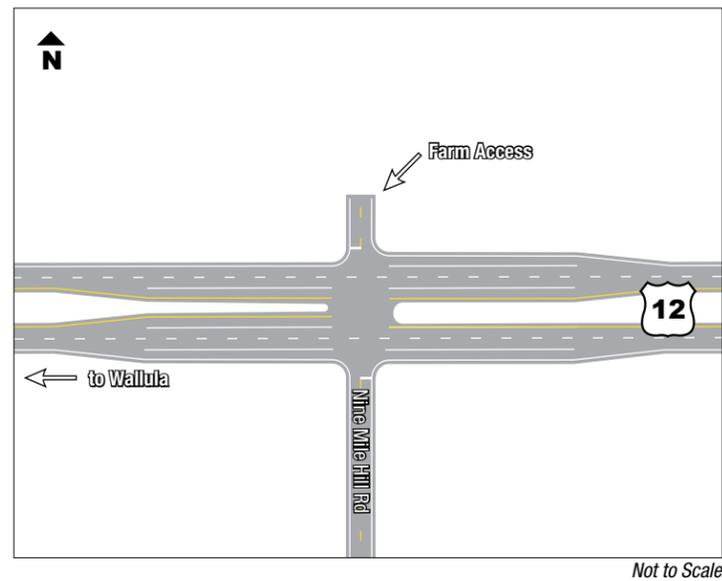
### Design Information

This project will construct a 3.8 mile section of divided, four lane highway north of Touchet. This highway will temporarily connect to the existing US 12 in the Nine Mile Hill vicinity to the west and the Woodward Canyon vicinity to the east. Crews will construct bridges over the Touchet River and Touchet North Road. The total length of the project, including temporary connections, is 5.5 miles.

Intersections at Touchet North Road and the Nine Mile Hill vicinity will provide access to the new highway. A large culvert on Cummins Road will provide farm access to both sides of the highway. Two cul-de-sacs on Cummins Road, at the new highway, will provide room for oversized vehicles to turn around.

The new Nine Mile Hill Road will provide access from the new highway to the bypassed section of existing US 12. Touchet North Road and a short connector road will provide access to the east. Crews will build a cul-de-sac on existing US 12, near the west temporary connection.

### Proposed Nine Mile Hill Intersection

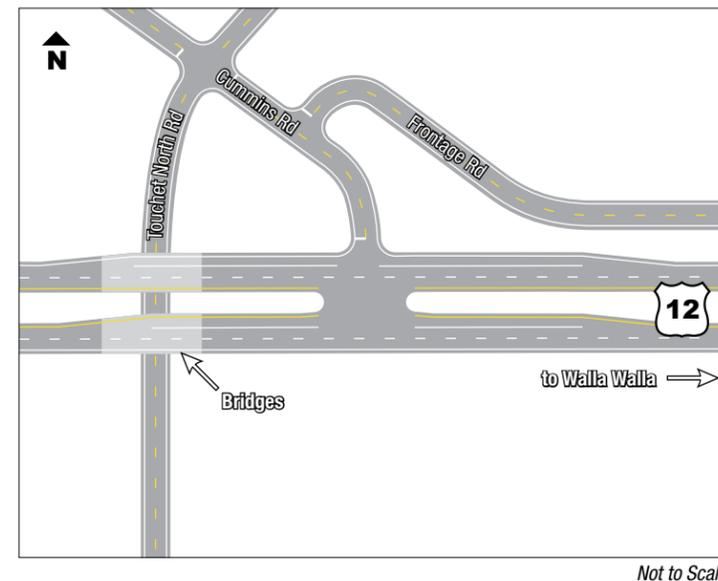


Not to Scale

This intersection will provide access to and from the new highway. On the south side of the proposed highway, Nine Mile Hill Road will connect to the existing US 12. On the north side an approach will provide farm access.

This intersection will have left and right turn lanes for eastbound and westbound lanes and acceleration lanes from Nine Mile Hill Road to eastbound and westbound US 12.

### Proposed Touchet Road Intersection



Not to Scale

To provide access to and from Touchet Road and US 12, WSDOT will extend Cummins Road to form a T-intersection with the new highway. To provide access to property north of the highway, a mile long frontage road will follow the highway east.

The intersection will have a left turn lane for eastbound traffic and accelerations lane for traffic leaving Cummins Road to eastbound and westbound US 12. The westbound lanes will have a right turn lane for traffic entering Cummins Road.

### Environmental Information

#### Floodplain Preservation Through Bridge Construction

The Phase 7A project crosses floodplains within Walla Walla County. The Touchet River floodplain will be spanned with twin bridges approaching 1,000 feet in length. The proposed bridges will span most of the floodway; however, since the floodplain is so wide, multiple spans will be used and piers will be placed within the historic floodplain. WSDOT is committed to maintaining the flood capacity of the floodplains within the project limits and will mitigate for any fill or piers that may impact the floodways capacity at a 1:1 ratio.

#### Wildlife Movement

Between 2000 and 2007, wildlife/vehicle collisions along US 12 were responsible for at least \$2 million in costs to the public including carcass removal and property damage. Approximately 280 accidents involving mule and whitetail deer occurred during those years. One of the project's main objectives is to improve the highway's permeability, specifically where it crosses rivers and creeks. Large bridges will span these water bodies, allowing for wildlife movement to occur without conflicting with vehicle traffic. In addition to bridges, the implementation of large bottomless culverts and the use of wildlife exclusion fencing would provide safe passage for wildlife through the project area.

#### Roadside Vegetation

WSDOT will implement an Integrated Vegetation Management (IVM) Program to establish low-maintenance, beneficial vegetation, and to suppress unwanted plants from establishing along the highway. The IVM Program lowers WSDOT's long-term maintenance costs and greatly reduces the need for chemical weed control. Following construction, WSDOT will paint bridges to match the natural surroundings.