

Progress along US Highway 12

- Phase 1 - COMPLETED - July 2004**
Four-laning McNary Pool to Attalia
Total Project Cost \$10.8 million
- Phase 2 - COMPLETED - November 2005**
Four-laning SR 124 to McNary Pool
Total Project Cost \$12.1 million
- Phase 3 - COMPLETED - September 2007**
Four-laning Attalia Vicinity
Total Project Cost \$16.0 million
- Phase 4 - COMPLETED - February 2010**
Wallula Junction to Walla Walla Corridor Study
Total Project Cost \$5.1 million
- Phase 5 - COMPLETED - February 2010**
Attalia Vicinity to US 730 - Preliminary Design Only
Total Project Cost \$0.8 million
- Phase 6 - COMPLETED - July 2010**
Four-laning Frenchtown Vicinity to Walla Walla
Total Project Cost \$51.6 million
- US 12/SR 124 Intersection - COMPLETED May 2012**
Build new interchange at US 12 and SR 124
Build new overpass at Humorist Road
Total Project Cost \$21.3 million

Finish what we started

- Phase 7 - FULLY FUNDED**
Nine Mile Hill to Frenchtown Vicinity
Estimated Project Cost \$134.8 million
(Funded by 2015 Connecting Washington Transportation Funding Package)
Pre-existing Funds \$5.3 million
Estimated Total Project Cost \$140.1 million
- Phase 8 - Design and Right-of-Way FUNDED**
Wallula to Nine Mile Hill
Design and Right-of-Way - Funded \$ 34.0 million
(Funded by 2015 Connecting Washington Transportation Funding Package)
Construction - Unfunded \$161.0 million
Estimated Total Project Cost \$195.0 million



Design visualization of Touchet North Road and the Touchet River and associated floodway.

Phase 7 project timeline



For more information: www.wsdot.wa.gov/projects/us12/ninemilehilltofrenchtown

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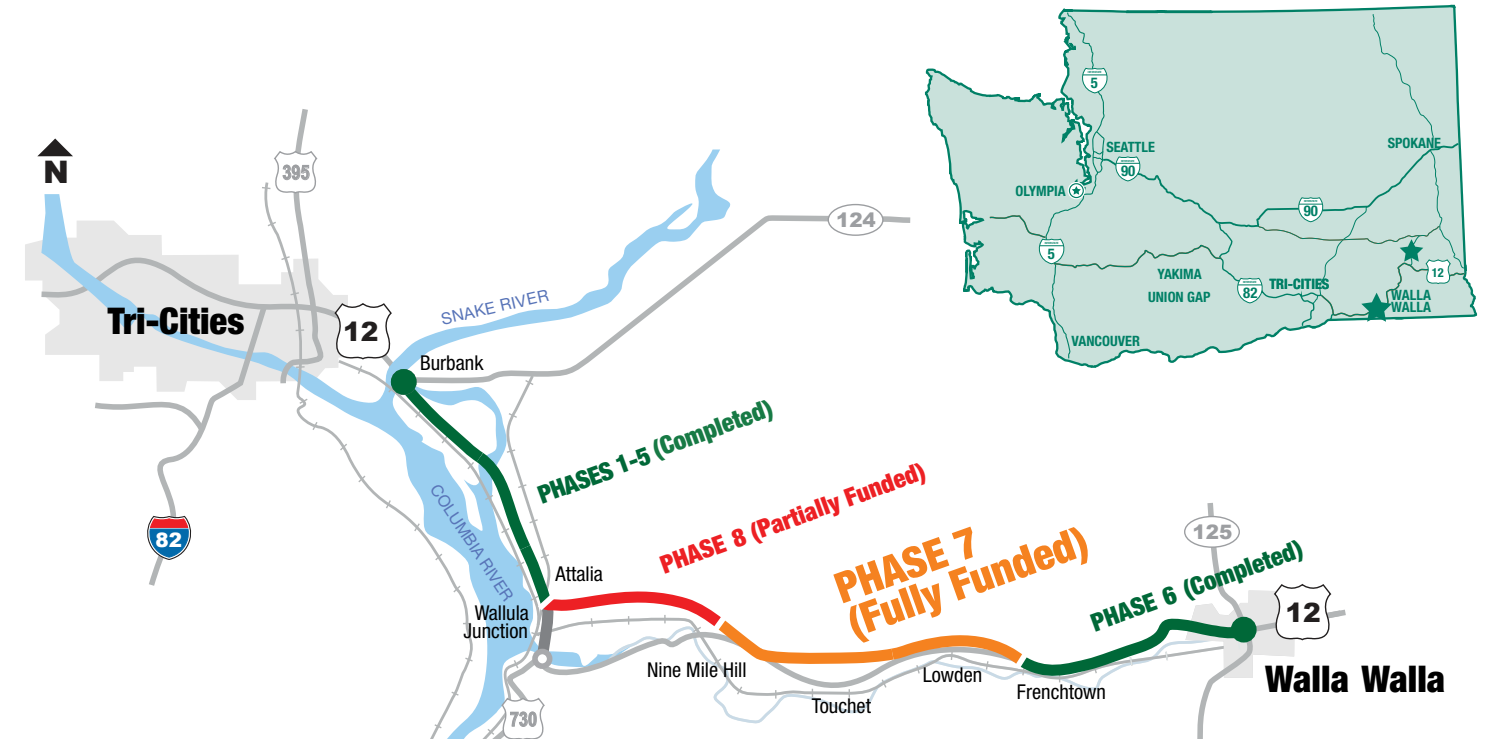
US Highway 12 Coalition

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Americans with Disabilities Act (ADA) Information

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Four-laning US Highway 12 Phase 7 - Nine Mile Hill to Frenchtown Vicinity



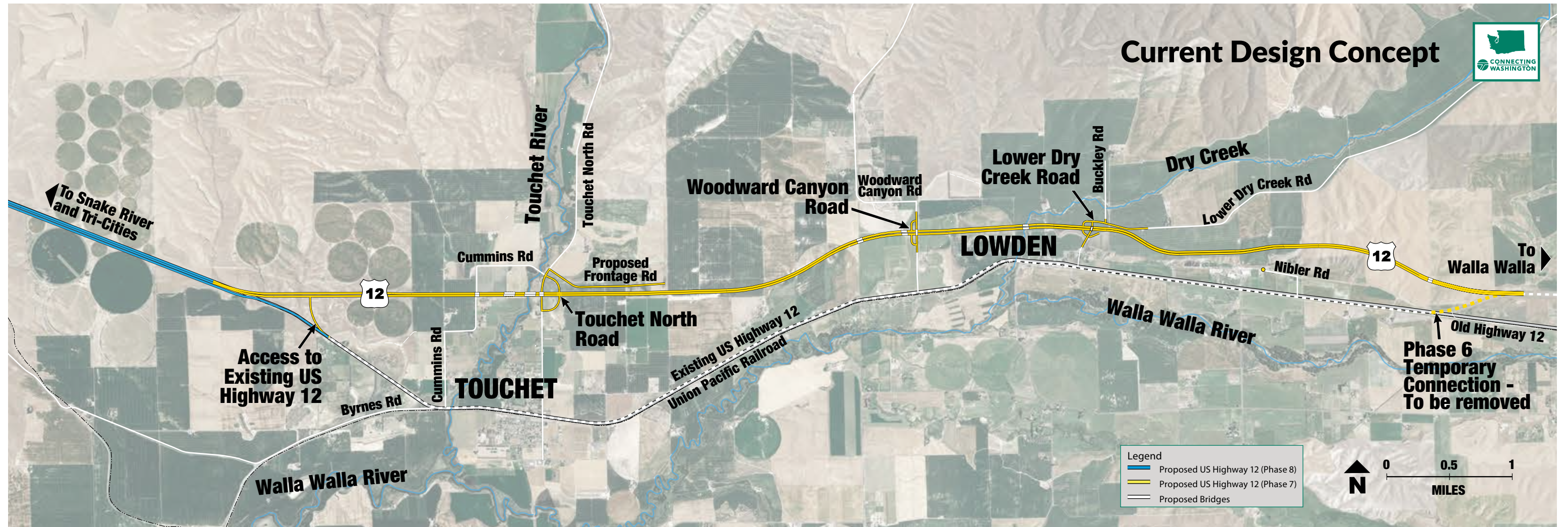
Phase 7 builds upon the \$168.8 million the Legislature has already invested in the US Highway 12 corridor.



Central and Eastern Washington's economy relies on the ability to move freight. Four-laning US 12 improves freight mobility and safety for travelers using the corridor.

Stakeholders

- US Highway 12 Coalition
- Port of Walla Walla
- Local businesses and employees
- Freight and agriculture industries
- Property owners and residents
- Local government agencies
- Environmental regulatory agencies
- Walla Walla Valley Metropolitan Planning Organization
- Confederated Tribes of the Umatilla Indian Reservation
- Utility companies



Corridor history

Since 2003, WSDOT and the US Highway 12 Coalition have made significant progress toward four-laning US 12 from the Snake River (near Burbank) to Walla Walla. After the 11-mile Phase 7 project is complete, approximately 10 miles of two-lane, undivided existing highway will remain west of Nine Mile Hill. Completing the US 12 corridor will benefit the residents, businesses, and travelling public through improved safety, capacity, and mobility. In addition, the regional transportation system between the Tri-Cities and Walla Walla will be able to better support the agricultural, viticultural, and other freight traffic critical to Eastern Washington's economic vitality.

Environmental status

WSDOT and the Federal Highway Administration completed the National Environmental Policy Act (NEPA) process with the issuance of an Environmental Assessment (EA) in February 2010 and a Finding of No Significant Impact in September 2010. These

NEPA documents explain the process used to determine the selected alternative for Phases 7 and 8. A NEPA re-evaluation was completed for the majority of Phase 7 in May 2015 to evaluate areas of additional right-of-way that were not included in the original 2010 EA study area. WSDOT determined that the western 1.7 miles of Phase 7 will not require a full NEPA re-evaluation because construction will remain within the study area evaluated in the original 2010 EA. The 2015 NEPA re-evaluation did not result in any changes to the project.

Corridor funding

The US Highway 12 Coalition secured federal funds in 2009 to begin the design of Phase 7 and in 2015 the Washington State Legislature provided the remaining funds as part of the Connecting Washington transportation funding package. Construction is planned to begin in spring 2019 and the new four-lane, divided highway is anticipated to open in 2021.

Needs and benefits

- **Increased safety:** The proposed four-lane highway will increase safety by decreasing the number of intersections on US 12 while separating opposing traffic with a median. Intersections with local roads will allow safe access to and from the new roadway.
- **Relieved congestion:** A four-lane highway will improve traffic flow and provide for passing of longer, slower traffic in a safer manner.
- **Freight mobility:** Building a four-lane highway will ease conflicts between slow-moving trucks and passenger vehicles.

Phase 7 project features

Phase 7 is north of the communities of Touchet and Lowden. To maintain access to these communities, four connections will be constructed with local roads, listed west to east below:

- Existing US Highway 12 at the bottom of Nine Mile Hill
- Touchet Road North
- Woodward Canyon Road
- Lower Dry Creek Road

Two new bridges will be constructed to allow the new highway to cross over the Touchet River and Dry Creek.