

# American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of  
Washington

for

- the Elimination of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. (I) Route \_\_\_\_\_
- \* the Establishment of a U.S. Bike Route \_\_\_\_\_
- the Relocation of a U.S. (I) Route 12
- \* the Relocation of a U.S. Bike Route \_\_\_\_\_
- the Extension of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. Alternate Route \_\_\_\_\_
- the Establishment of a Temporary U.S. Route \_\_\_\_\_
- \*\* the Recognition of a Business Route on U.S. (I) Route \_\_\_\_\_
- \*\* the Recognition of a By-Pass Route on U.S. Route \_\_\_\_\_

Between Pasco and Junction I-82 west of Richland

The following states or states are involved:  
Washington

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**For AASHTO Use Only**

Date received \_\_\_\_\_

Date application acknowledged \_\_\_\_\_

Date to Special Committee on U.S. Route Numbering \_\_\_\_\_

Date considered by the Standing Committee on Highways \_\_\_\_\_

Action of Standing Committee on Highways \_\_\_\_\_

Member Department Notified \_\_\_\_\_

Date submitted:

September 22

, 2006

\* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.  
\*\* A local vicinity map needed on page 3. On page 6 a short statement to the effect that

there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be indicated in accordance with page 5 instructions.

**SUBMIT SIX COPIES**

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

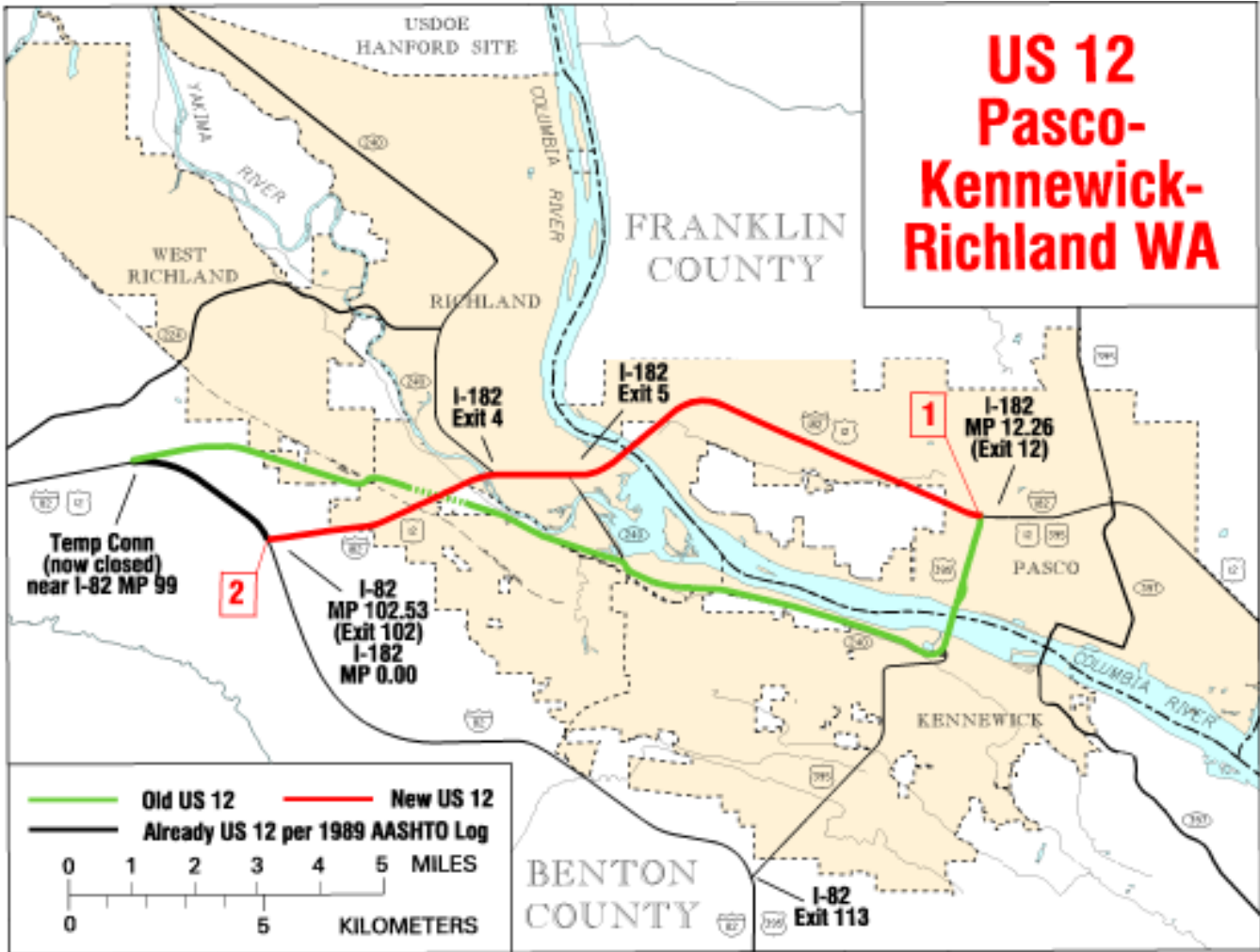
**Explanation and Reasons for the Request:** (Keep concise and pertinent.) The Washington State Department of Transportation requests the relocation of US 12 in the Pasco-Kennewick-Richland (Tri-Cities) Area. The old alignment passes through Kennewick along an older facility. The requested alignment follows I-182 directly from Pasco to Richland and a junction with I-82 west of Richland. The approximate length is 12 miles.

Date facility available to traffic Now

Does the petition propose a new routing over a portion of an existing U.S. Route? \_\_\_\_\_ If so, where? \_\_\_\_\_

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? I-182 Pasco-Richland

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:



(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 34500 as compared to 8700 for the year 2005 for all other U.S. Numbered Routes in the State.

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*The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.*

In our opinion, this petition complies with the above applicable policy.

***See email message from Secretary of Transportation Douglas B. MacDonald*** \_\_\_\_\_

(Signature)

**Chief Executive Officer**

\_\_\_\_\_ **Washington State Dept of Transportation**

(Member Department)

This petition is authorized by official action of \_\_\_\_\_

under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

## Instructions for Preparation of Page 6

**Column 1: Control Points and Mileage.** Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

<b>Column 2: Pavement Type.</b>	<b>Code</b>
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

<b>Column 3: Pavement Condition</b>	<b>Code</b>
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

**Column 4: Traffic.** Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

**Columns 5 & 6 Pavement Width and Shoulder Width.** These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

**Columns 7 & 8 Major Structures.** Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

**Column 9: Vertical Sight Distance.** Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

**Column 10: Horizontal Curvature.** Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

**Column 11 Percent Grades.** Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

Mileage	1	2	3	4	5							6	7	8	9	10	11	
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards													
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Show When In Excess of Standard						
							Roadway Width Deficiency		H - Loading Deficiency			Horizontal Curvature	Percent Grade					
					Percent				Percent					Percent				
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	Degree	Length	
0	Point 1																	
	MP 12.26																	
		H	E	WtAv 34500	None			None				None				None		
	Point 2																	
	MP 0.00																	
20																		
40																		
60																		
80																		
100																		
120																		
140																		
160																		

Attach additional sheet here if necessary

**Proposed Route Description Changes  
Washington State**

<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage In State</u>	<u>Remarks</u>
<b>UNITED STATES HIGHWAY NUMBER 12</b>			
Clarkston	0	0	State Line
Walla Walla	98	98	
Wallula Jct.	29	127	U.S. 730 begins and leaves
Pasco	17	144	Joins U.S. 395; I-182 begins and joins
Pasco	2	146	Leaves <del>I-182</del> <u>U.S. 395</u>
<del>Kennewick</del>	<del>2</del>	<del>148</del>	<del>Leaves U.S. 395</del>
<del>Richland</del>	<del>6</del>	<del>154</del>	<del>Crosses I-182</del>
<u>W. West</u> Richland	<del>4</del> <u>12</u>	158	Joins I-82, I-182 <del>joins and</del> ends
Union Gap	67	225	Joins U.S. 97
Yakima	5	230	Leaves I-82, U.S. 97
Naches	15	245	
Packwood	57	302	
Morton	32	334	
Jct. S Chehalis	31	365	Joins I-5
Jct. N. Centralia	20	385	Leaves I-5
Elma	25	410	
Aberdeen	21	431	Route ends, Jct. U.S.101

<u>Type</u>	<u>Intersection</u>	<u>Point to Point Mileage</u>	<u>Accumulated Mileage In State</u>	<u>Remarks</u>
<b>UNITED STATES HIGHWAY NUMBER 395</b>				
Regular	International Boundary	0	0	Route begins
	Colville	41	41	
	Jct. N. Spokane	65	106	Joins U.S. 2
	Spokane	6	112	Joins I-90
	W. Spokane	2	114	U.S. 195 begins and leaves
	W. Spokane	2	116	Leaves U.S. 2
	Ritzville	57	173	Leaves I-90
	Connell	41	214	
	Pasco	32	246	Joins U.S. 12, I-182 begins and joins
	Pasco	2	248	Leaves I-182, <u>U.S. 12</u>
	<del>Kennewick</del>	<del>2</del>	<del>250</del>	<del>Leaves U.S. 12</del>
	Jct. S.W. Kennewick	<del>68</del>	256	Joins I-82
	State Line	20	276	