

# Corridor Sketch Summary

I-182/US 12: I-82 Jct (Richland) to US 395 Jct (Pasco)

Highway No. 182

Mileposts: 0 to 15.19

Corridor 235

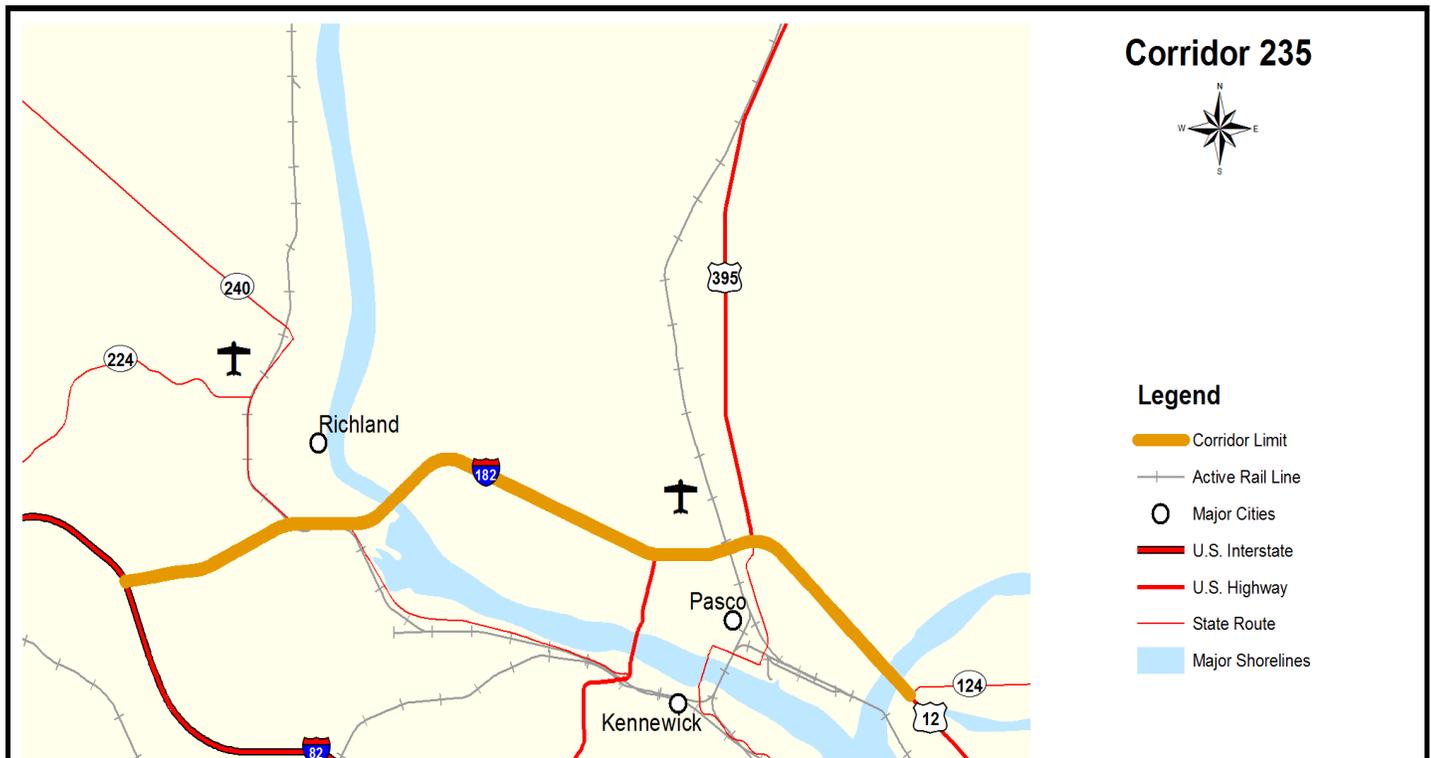
Length: 15.19 miles

## Corridor Description

I-182 is a 15 mile fully access controlled facility that begins at its interchange with I-82, on the western edge of the Tri-Cities urban area, and ends at the US 395/SR 397 interchange in Pasco. US 12 is coincident with I-182 and continues beyond I-182's eastern terminus at the US 395 interchange. Since traffic volumes and characteristics on US 12, between US 395 and the US 12/SR 124 interchange remain somewhat consistent with I-182, that portion of US 12 is included in the I-182 corridor. Sign route US 395 run concurrent with I 182 thru part of Pasco. I-182 and US 12 are both part of the National Highway System and are Highways of Statewide Significance. I-182/US 12 traverses the Tri-Cities metropolitan area providing access to several key regional highways, including SR 240 in Richland, and US 395, SR 397 and SR 124 in Pasco.

The Tri-Cities area has three major rivers winding through it that strongly influence land use and the local transportation system; the Columbia, Snake and Yakima rivers. State Routes are the only highways that cross these rivers, with I-182/US 12 crossing all three. Consequently, this corridor is a vital link connecting people to work, home, services and recreational activities. Additionally, the BNSF railroad mainline travels through Pasco's central business district. I-182 is one of two state highways that are grade separated from the rail line, making it especially important to the delivery of emergency services in the Tri-Cities.

This corridor is classified by the Freight & Goods Transportation System as a T-1 freight route. Depending on specific locations along the corridor, the route carries between 6.5 and 19.4 million tons of freight annually. The portion of the corridor carrying the greatest amount of freight is between the SR 240 and US 395 interchanges. Average daily truck traffic varies between a low of 1,700, at the east end of the corridor, and an average of 5,000 trucks using the corridor between SR 240 and US 395 on a daily basis. Average daily vehicle traffic volumes in the corridor mirror truck volumes, with the heaviest average daily volume, 59,000, occurring between SR 240 and US 395. ADT in the corridor ranges from a low of 17,000, at the US 395 interchange, to 59,000. The average ADT for all segments of the corridor is 38,000.



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## Corridor Function

### Current Function

I-182 is one of two major Columbia River Crossings and a critical east-west route through the Richland and Pasco urban areas and the region. Of the three Columbia River crossings in the area, I-182 has the 2nd highest daily traffic volumes.

This corridor is an urban, limited access facility owned, managed, and operated by the State of Washington (WSDOT). I-182 is functionally classified as an Urban Principal Arterial (U1) and is on the National Highway System (NHS), as well as identified as a Highway of Statewide Significance (HSS).

### Future Function

I-182 will continue to serve as one of the two major Columbia River Crossings, as well as a critical east-west route through the Tri-Cities area. Growth will have the greatest impact on mobility with congestion primarily occurring at the cross roads and interchange ramp terminals.

Significant growth potential exists along the corridor within Richland and Pasco, and, due to the freeway's connections to other major roadways, it is important to keep up with local and regional developments.

Comments or feedback on function

## Preservation

Policy Goal: To maintain, preserve, and extend the life and utility of prior investments in transportation system and services.

### What's Working Well?

### What Needs to Change Today?

The pavement surface east of the I-182/US 395 Jct is past due per the WSPMS.

### What Needs to Change in the Future?

Bridge 012/512S (Snake River) is structurally deficient.

Comments or feedback on preservation

## Safety

Policy Goal: To provide for and improve the safety and security of transportation customers and the transportation system.

### What's Working Well?

### What Needs to Change Today?

To the east of the corridor, before the Snake River bridge, grade separate East A street and Tank Farm Rd. Two weaves, one at Queensgate to SR 240 and the other at 395 to 20th Ave need addressed (both in the east and west bound directions).

### What Needs to Change in the Future?

Add lane on WB I-182 to WB I-82 and EB I-82 to EB I-182 ramps

Build interchange at US 12/"A" Street

Comments or feedback on safety

### Mobility

Policy Goal: To improve the predictable movement of goods and people through Washington State, including congestion relief and improved freight mobility.

WSDOT currently defines congestion for system screening as locations that currently or are projected to operate below 70% of the posted speed limit during peak hour. Statewide analysis is preformed to screen at three time periods: current year, ten year and twenty year.

#### What's Working Well?

#### What Needs to Change Today?

The signal at Aaron Dr to I-182 WB is an ongoing congestion issue. The local road network in the vicinity of Road 68 should be expanded to relieve congestion at the interchange. Multimodal connection across I-182 at Queensgate. Multimodal connection across I-182 at Road 100. Multimodal connection across I-182 at Road 68. Multimodal connection under US 12 at Snake River & SR 124 connect Hood Park pathways.

#### What Needs to Change in the Future?

The Mobility Screens shows congestion from Queensgate I/C to the Columbia River Bridge (V/C @ or > 0.5).

Increase capacity on I-182 from US 395 south to US 395 North. Mobility Screen shows congetion in the area of South I/C (V/C @ or > 0.5)

Comments or feedback on mobility

### Environment

Policy Goal: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

#### What's Working Well?

#### What Needs to Change Today?

Retrofit noise walls are identified along the EB I-182 to SB US 395 ramp.

#### What Needs to Change in the Future?

Milepost 4, 6, and 8 vicinities is shown as a medium priority for habitat connectivity.

Comments or feedback on environment

### Economic Vitality

**I-182/US 12: I-82 Jct (Richland) to US 395 Jct (Pasco)**

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Policy Goal: To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy.

***What's Working Well?***

***What Needs to Change Today?***

Additional lanes across I-182 at the Queensgate interchange are needed to accommodate planned growth in Richland.

***What Needs to Change in the Future?***

The City of Richland is pursuing improvements to the Columbia Park George Washington Way intersection. Ramp modifications may help to accommodate the City's project.

Improve access to growing residential and commercial area in Argent Rd. vicinity.

Comments or feedback on economic vitality