

TRANS-ACTION is a group of local business leaders, elected officials, local jurisdictions, and other community members. This group's common goal is to encourage economic vitality by developing a list of prioritized transportation strategies to meet the long-range needs of the greater Yakima area and explore funding opportunities for the identified projects.

WSDOT would like to thank the members of TRANS-ACTION who have committed a great deal of time and effort to improve the economic vitality of the greater Yakima area. Their contributions will help move the greater Yakima area economy forward with this project and many others, such as:

South Union Gap Interchange Improvements (WSDOT)

www.wsdot.wa.gov/projects/i82/souniongap_ic

The South Union Gap interchange, along with the Valley Mall Boulevard interchange, serves a growing retail and commercial area in Union Gap and southwest Yakima.

This interchange is incomplete. The lack of connections to existing I-82 and US 97 is forcing additional traffic to use the already congested Valley Mall Boulevard interchange.

When funding becomes available, WSDOT will reconstruct this interchange to connect to I-82 and US 97. This will provide a direct route to the Yakima airport. Partial funding for design is available for this project.



Existing South Union Gap Interchange

Valley Mall Boulevard - Phase 4 (WSDOT & Union Gap)

The Main Street and Valley Mall Boulevard intersection provides access to the many commercial and retail areas in Union Gap and southwest Yakima. This intersection is a key part in the direct route from I-82 to the Yakima airport.

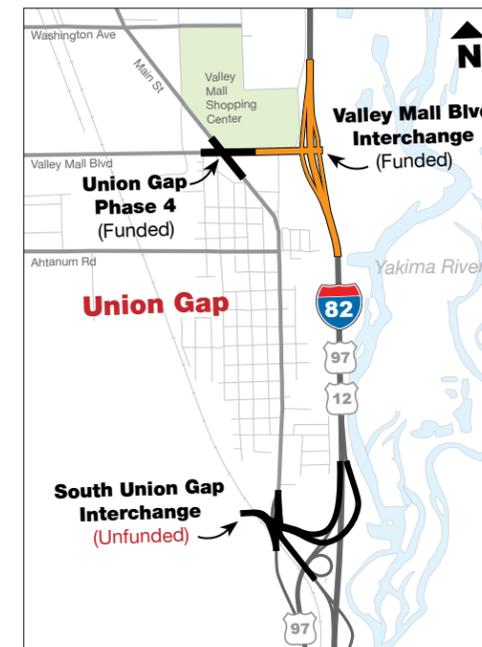
The existing intersection has varying lane widths, intermittent sidewalks, and inadequate storm water drainage. The City of Union Gap has secured funding for improvements, which WSDOT will advertise and construct with the interchange improvements.

WSDOT will reconstruct the roadway to four standard lanes with left turn lanes, right turn lanes, and a bus pull-out. Plans include a sidewalk and a shared use path with American Disability Act (ADA) improvements. We will also update the storm water drainage system and street lighting. WSDOT will set the timing of the new traffic signal to achieve maximum efficiency with the new South Rudkin Road roundabout.



Valley Mall Boulevard and Main Street Intersection

I-82 Valley Mall Boulevard Interchange Rebuild Interchange



Why is WSDOT improving the interchange?

Valley Mall Boulevard is a key access point to the growing retail and commercial areas in Union Gap and south Yakima. This area experiences heavy traffic congestion during peak travel times. These interchange improvements will provide additional capacity, free up traffic movement on and off I-82, and connect with the expanding local road system.

The End Result

This project will change how the on-ramps and off-ramps connect to Valley Mall Boulevard. Roundabouts at the new intersections will greatly decrease delay and congestion drivers experience. WSDOT will replace the bridges on I-82 with two wider bridges. These new bridges will accommodate future widening of I-82.

WSDOT is coordinating construction of the new Valley Mall Boulevard interchange with planned improvements by the City of Union Gap. One of these improvements will be widening Valley Mall Boulevard to four lanes from I-82 to Main Street.

Project Benefits

- **Safety.** The new roundabouts will prevent traffic from backing up onto I-82 and reduce collisions.
- **System Efficiencies.** WSDOT will remove all signals. This will allow the interchange to operate efficiently and decrease traffic delay.
- **Health/Environment.** WSDOT will improve parking and access to the ten-mile long Yakima Greenway pedestrian/bicycle path. This will further encourage healthy activities for the community. Decreased delay to traffic will decrease idle time; lower emissions will improve air quality and the environment.
- **Economic Vitality.** Improved freeway access to and from Valley Mall Boulevard will open up new areas for economic growth, and provide more direct access to southwest Yakima and the Yakima airport.



Existing Valley Mall Boulevard Interchange

For More Information

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TRANS-ACTION

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Project Cost Estimate

(dollars in millions)

Federal Funding

2009 American Recovery and Reinvestment Act \$30.80
Existing Funds \$ 2.00

State Funding

Transportation Partnership Account \$ 5.40
Existing Funds \$ 0.06

Local Funding

Existing Funds \$ 0.30

Total: \$38.6*

Note: This estimate includes engineering, right of way, and construction costs.
*As approved in the 2009 Transportation Budget.



Existing Valley Mall Boulevard Interchange



Project Design Visualization



Roundabout test drive—May 2008

Where are we now?

WSDOT completed the project documentation necessary to purchase right of way. WSDOT is designing the details of the interchange and developing the contract. At this point, the current design concept has become the selected alternative and anticipates only minor changes to the project.

Project Milestones

American Recovery Reinvestment Act (ARRA) - Funds Construction	Spring 2009
Complete design and right of way acquisition	Fall 2009
Begin construction	Spring 2010
Improvements open to traffic	Fall 2011



Legend:
 ■ New Roadway ■ Pedestrian/Bike Path ■ New Bridges
 ■ Truck Apron ■ Removed Pavement ■ Island or Raised Pavement

Current Design Concept

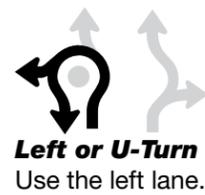
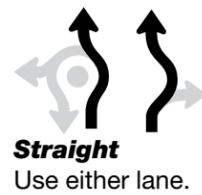
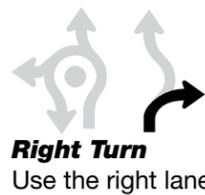
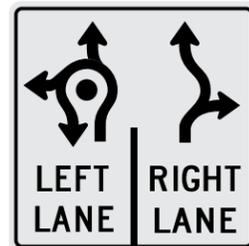
Follow the signs

Rules of the roundabout

www.wsdot.wa.gov/projects/roundabouts

- **Get in the correct lane early.**
- **Allow trucks to take up both lanes.**
- **Yield to ALL traffic in the roundabout.**
- **Never pass.**

Typical roundabout sign



Why is WSDOT choosing roundabouts?

The Gray Notebook (WSDOT)

A study of nine roundabouts in Washington State showed an 80 percent reduction in fatal and disabling injuries.

National Cooperative Highway Research Program

In a nationwide study, converting 55 signalized intersections to roundabouts reduced collisions by 48 percent.

Insurance Institute for Highway Safety

- 31 percent of drivers favored a roundabout before construction.
- 63 percent of drivers favored a roundabout after it was built.
- The number of vehicles having to stop declined 14 percent to 37 percent across many samples taken from roundabouts in Kansas, Maryland, and Nevada.

Roundabouts—the GREEN solution

Because roundabouts improve the efficiency of traffic flow, they also reduce vehicle emissions and fuel consumption.

Studies show replacing traffic signals and stop signs with roundabouts reduce:

- **Carbon Monoxide** emissions by 32 percent.
- **Nitrous Oxide** emissions by 34 percent.
- **Carbon Dioxide** emissions by 37 percent.
- **Hydrocarbon** emissions by 42 percent.

Building roundabouts instead of traffic signals can reduce fuel consumption by about 30 percent. At ten intersections studied in Virginia, roundabouts saved more than 200,000 gallons of fuel per year.