

SR 24 – I-82 to Keys Road – Additional Lanes

Project Features and Benefits

- Additional lane in each direction on SR 24 - increases capacity and improves safety from I-82 to Riverside Road.
- Longer and wider freeway on-ramps - decrease congestion and enable smooth traffic flow through the interchange and to the interstate.
- New separated bike/pedestrian pathway - provides safer connection from Yakima to the Yakima Greenway and new Riverside Road sidewalk and bike lane.
- Longer four-lane Yakima River Bridge - replaces erosion-threatened two-lane bridge and accommodates future floodplain restoration.
- New traffic signal and turn lanes on the SR 24 and 33rd Street/Riverside Road intersection - increase safety.

Environmental Impacts/Compliance

The completed design addresses environmental concerns such as noise, air quality, storm water, water quality, wetlands, river, floodplain, shoreline, etc. Construction in the Yakima River has been scheduled to avoid impacts to fish. Netting was used to keep migrating birds from nesting in the existing bridge. All trees removed were replaced at a ratio of 4:1. A mitigation plan was prepared to compensate for the wetlands directly impacted by the project.

Project Cost Summary

Nickel funds included in cost	\$39.1 million
Pre-Existing Funds	\$10.2 million
Construction:	
City of Yakima	\$ 1.5 million
Yakima County	\$ 1.4 million
Terrace Heights Sewer District	\$ 2.1 million
AT&T Communications	\$ 0.2 million

Estimated Total Project Cost **\$54.5 million**

Key Dates

Contract Award - Planned	May 2005
Contract Award - Actual	Apr 2005
Highway Open to Traffic - Planned	Dec 2007
Highway Open to Traffic - Actual	Jun 2007
Demolish Old Bridge - Planned	Late Summer 2007

Open to Traffic Five Months Ahead of Schedule and on Budget

**IT'S YOUR NICKEL.
WATCH IT WORK.**



Contact For More Information

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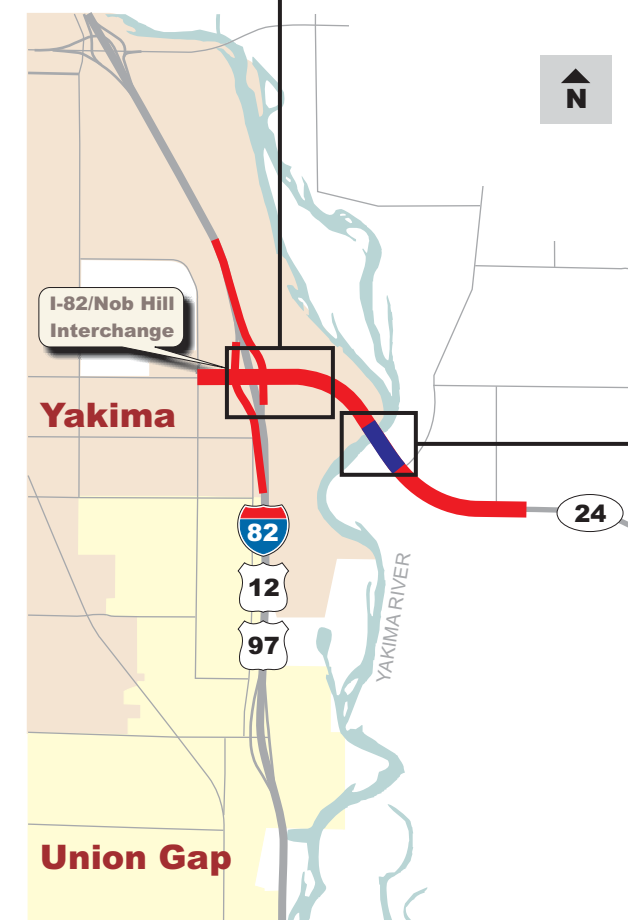
www.wsdot.wa.gov/projects/I82/keysrd

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SR 24/I-82 Interchange Improvements



Project Description

This project constructed one additional lane on SR 24 in each direction from I-82 to Riverside Road, improved the interchange at I-82, and constructed a new bridge over the Yakima River. These improvements will increase capacity at the Nob Hill interchange, accommodate future traffic growth, remedy existing safety hazards, and address erosion at the Yakima River Bridge piers.



SR 24/Yakima River Bridge

WSDOT Design Visualization Group

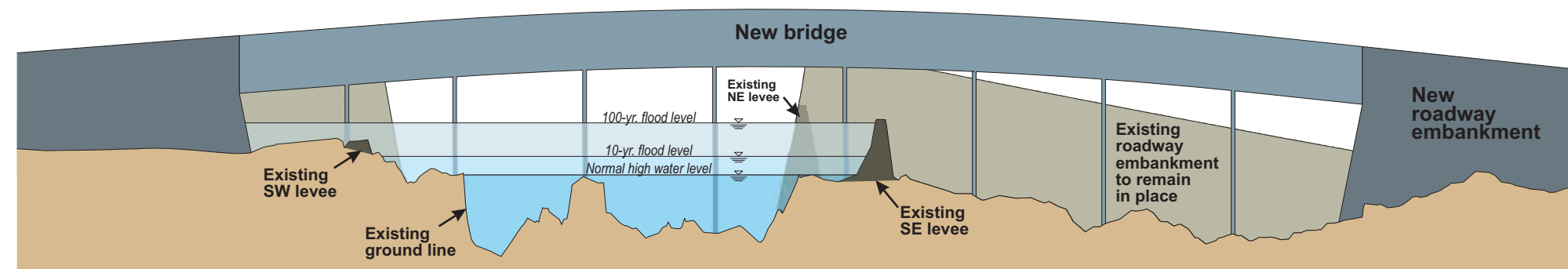
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Why is this project needed?

The SR 24/I-82 interchange has been a serious bottleneck for commuters. This congestion is a major factor in the high accident rate on SR 24, and has hindered economic growth in the area. Additionally, the SR 24 bridge over the Yakima River had a history of erosion problems and needed to be replaced to prevent catastrophic failure. TRANS-ACTION, a local transportation committee, had identified this project as one of three top priorities for enhancing economic vitality in the Yakima Valley.



Congestion on SR 24/Nob Hill Boulevard



Yakima River Bridge
Condition after project construction

How does this project affect the Yakima River levees?

This highway project does not change the existing levee system. The Yakima County Flood Control Zone District and U.S. Bureau of Reclamation are developing plans to improve flood management and restore the floodplain along the Yakima River. The Yakima County and USBR plans do recommend relocating some of the river levees, and WSDOT has taken that into consideration in designing the new Yakima River Bridge. The new bridge is longer than the existing bridge so that it will not have to be reconstructed if another agency moves the levees in the future.