



# South Union Gap

## Interchange Improvements

August 2011

### Why improve the South Union Gap interchange?

Congestion is increasing in south Yakima and Union Gap. Commercial and retail businesses continue moving into this area. Currently, the South Union Gap interchange lacks full connections to existing I-82 and US 97 and is forcing additional traffic to use the already congested Valley Mall Boulevard interchange in the city's major retail center.

Reconstructing the South Union Gap interchange will improve local access to the freeway, and provide better connections to the Yakima Regional Airport. The improvements planned for this interchange link directly to the proposed South Union Gap Beltway/Westside Connector, which will provide direct access to I-82 for southwestern Yakima and Union Gap. Improving this interchange will ease traffic congestion and accommodate economic development opportunities.

Trans-ACTION, a coalition of Yakima area elected officials, business and community leaders, and the Washington State Department of Transportation (WSDOT) endorsed this project as one of the top regional transportation projects in the Yakima area.

### What improvements will WSDOT make?

As funding becomes available, WSDOT will complete design, right of way and construct two additional ramps at the South Union Gap interchange. The new ramps will provide for missing connections from eastbound I-82 into Union Gap and from Union Gap to westbound I-82. The reconstructed interchange will allow drivers to connect to the proposed South Union Gap Beltway/Westside Connector, reducing the number of vehicles using the Valley Mall Boulevard interchange and extending the interchange design life.

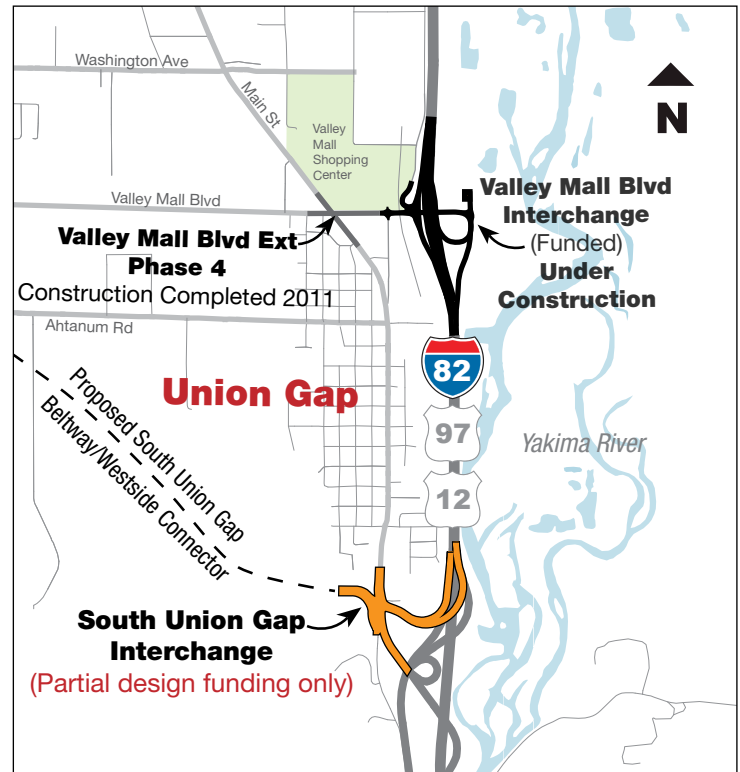
### Project Benefits

**Economic Vitality.** Local community and business leaders targeted improving this interchange and the Valley Mall Boulevard interchange as a top priority for accommodating economic growth and vitality. Congestion and lack of easy access will limit the development of additional retail and commercial business. Improved freeway access will open up new areas for development and ease congestion for the existing areas.

**Every Day Counts.** Identify and deploy innovation aimed at shortening project delivery, enhancing the safety of our roadways, and protecting the environment.

**Safety.** Improving capacity for the interchanges and providing more efficient connections to the local road system will improve traffic flow, lessen conflicts, and improve safety for this busy area.

**Health/Environment.** Improve access to Fulbright Park (Regional Park) and the Central Washington Agricultural Museum.



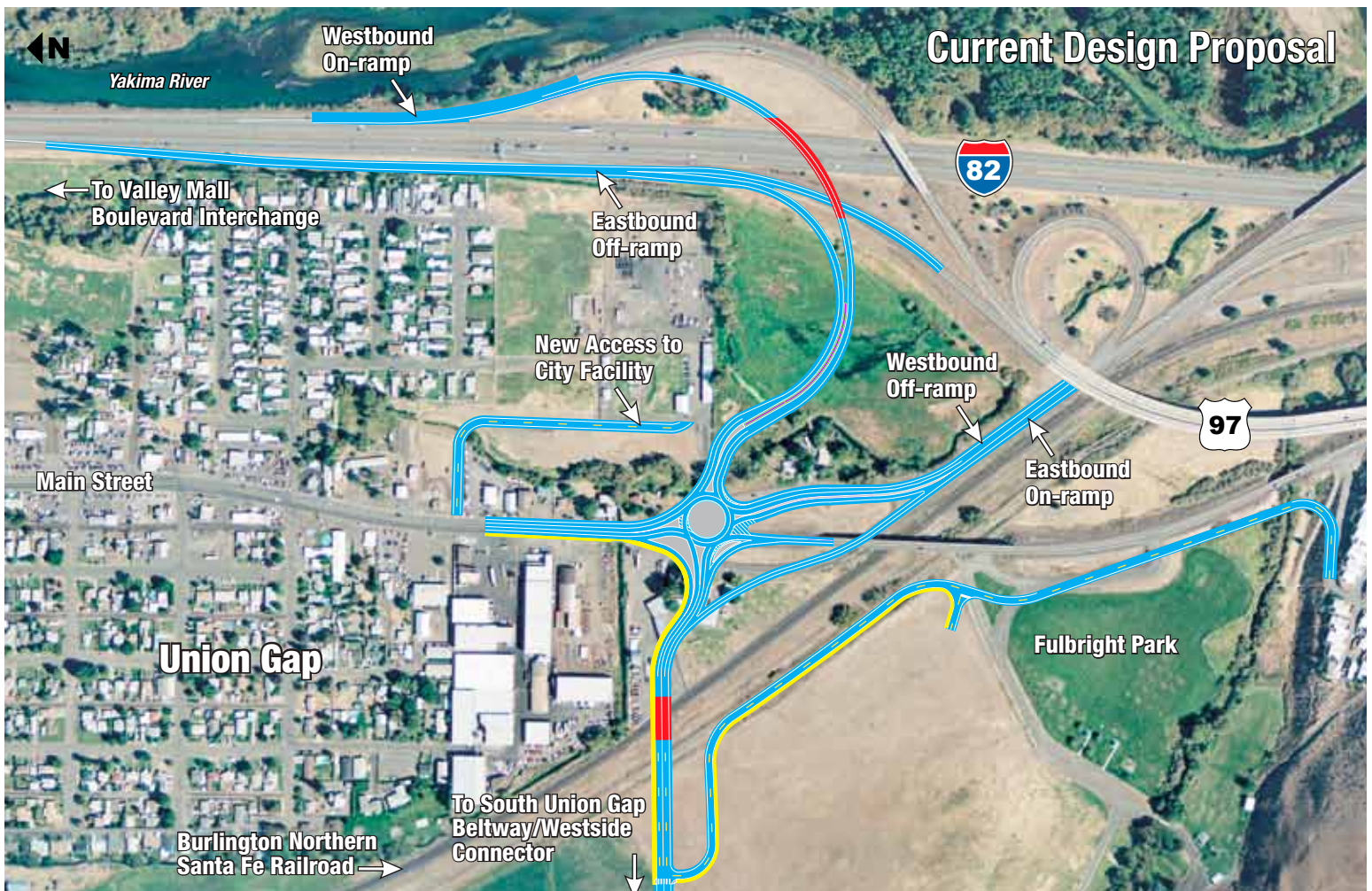
### Financial Information

The current estimated overall project cost to improve this interchange is \$80-\$100 million in 2010 dollars. Further refinement of the design and environmental issues is necessary. Limited funds from a 2004 federal appropriation and additional funds from the latest reauthorization of the Federal Transportation bill, (SAFETEA-LU) will fund a portion of the design work, including refining the design and cost estimate.

#### Americans with Disabilities Act (ADA) Information

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.





**Accomplishments to date:**

- Completed Traffic Analysis for specific alternatives and design years
- Completed Value Engineering study
- Completed Cost Risk Assessment for Value Engineering alternative
- Completed business/socioeconomic committee meetings to assist in identifying a preferred alternative
- Completed water issue committee meetings to help in identifying a preferred alternative
- Completed a Phase 1 Environmental Analysis
- Completed 75 percent of the topographic/location survey
- Completed Draft Interchange Justification Report

- New Roadway
- Pedestrian/Bike Path
- New Bridges
- Truck Apron
- Island or Raised Pavement

**Cost to complete design and construction**

(dollars in millions)

Engineering . . . . .	\$ 6.2
Right of way . . . . .	\$ 7.4
Construction . . . . .	\$ 59.6

**Total: \$73.2**  
Estimated in 2011 dollars.

**Next steps towards design completion:**

- Complete Interchange Justification Report - Funded
  - Submit to headquarters for review summer 2011
  - Up to 6 months for WSDOT Headquarters to review and concur
  - Up to 8 months for FHWA to review, concur, and approve
- Complete 30 percent design - Funded
  - 1 to 2 years and \$300,000 to \$800,000 to complete
  - Preliminary bridge design (type, size and location)
  - Minimize project footprint to start environmental discipline reports for NEPA
  - Complete draft of right of way plans
  - Conceptual bridge foundation design
- Complete the National Environmental Policy Act (NEPA) - estimated completion 2014
  - Estimated 2 to 3 years to complete
  - \$1.5 to \$2 million to complete
  - Completing NEPA allows us to start applying for permits
  - Completing NEPA will allow the purchase of right of way
- Complete 100 percent design and environmental documentation
  - 1 to 3 years and \$2 to \$4 million to complete

**For more current project information, visit:**  
[www.wsdot.wa.gov/projects/i82/souniongap\\_ic](http://www.wsdot.wa.gov/projects/i82/souniongap_ic)

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