



Valley Mall Boulevard Interchange

Rebuild Interchange

September 2011

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 the way the on-ramps and off-ramps connect to Valley Mall Boulevard. Roundabouts at the new intersections will greatly decrease delays 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 (Phase 4).

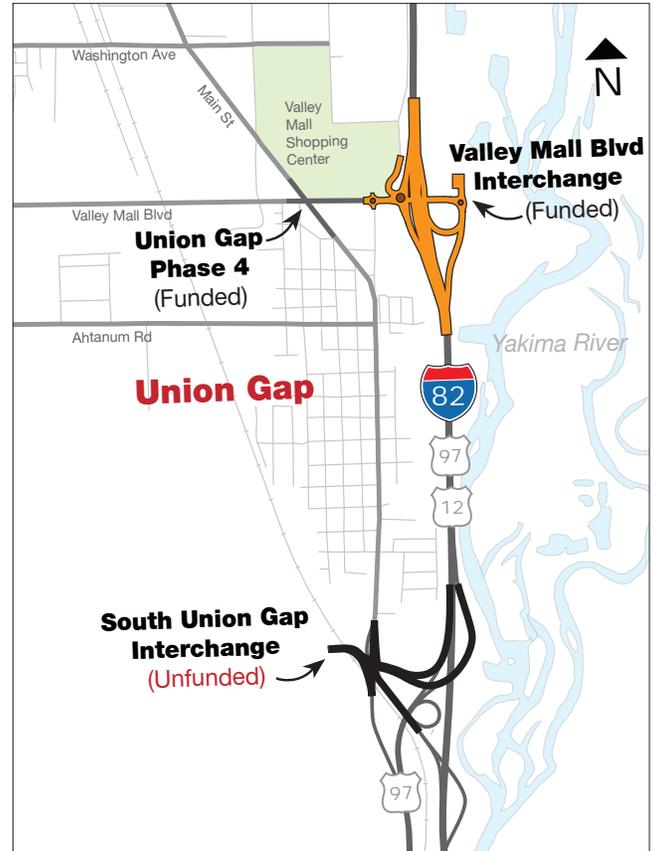
Project Benefits

Safety. The new roundabouts will reduce the risk of traffic backing up onto I-82 and reduce potential collisions.

System Efficiencies. WSDOT will remove all signals at ramp terminals. This will allow the interchange to operate more efficiently and decrease traffic delay.

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.

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.



Construction on Valley Mall Boulevard Interchange as of August 2011



Project Cost Estimate

(dollars in millions)

2009 American Recovery and Reinvestment Act	\$19.7
2005 Transportation Partnership Account.	\$ 8.6
Pre-existing	\$ 4.3
Local	\$ 1.6

Total: \$34.2

Note: This estimate includes engineering, right of way, and construction costs.



Valley Mall Boulevard Interchange before construction



Construction as of September 15, 2010

Where are we now?

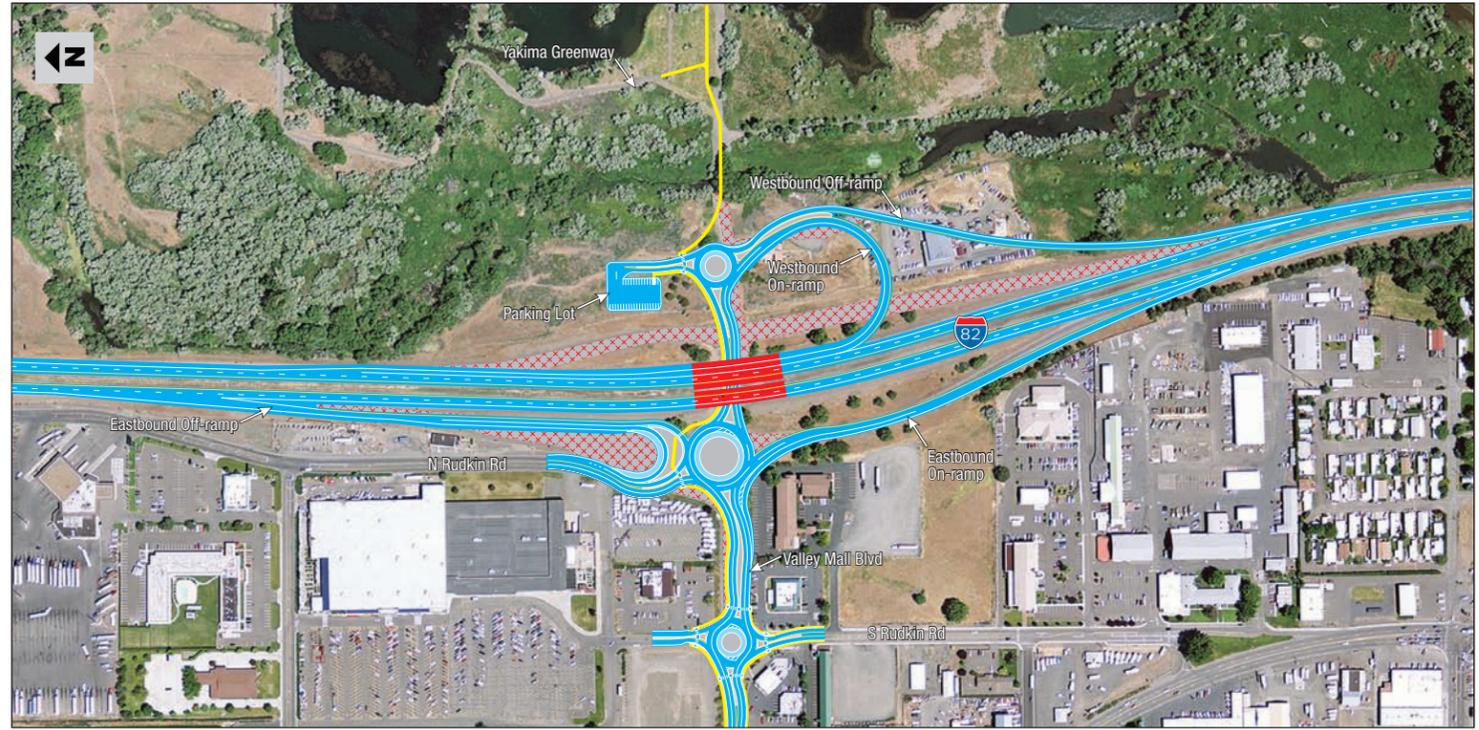
WSDOT completed the design of the interchange and awarded the contract to Apollo Inc. Construction started on this project at the beginning of April. For the latest information regarding traffic impacts call our hotline number at (509) 577-1695.

Project Milestones

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



Current Design Concept



Current Design Concept

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 are easier on the environment

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.



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.

The members of TRANS-ACTION 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 intersection of Main Street and Valley Mall Boulevard provides access to the many commercial and retail areas in Union Gap and south 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 is constructing 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 built to American Disability Act (ADA) standards. 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 (Before)

Contact Information:

WSDOT – South Central Region

Bill Preston – Project Engineer
PO Box 12560
Yakima, WA 98909-2560
(509) 577-1810
prestob@wsdot.wa.gov
www.wsdot.wa.gov/projects/i82/valleymall_ic/

TRANS-ACTION

Trent Marquis – Committee Chair
3801 W. Washington Ave.
Yakima, WA 98902
(509) 728-3190
tmarquis@marq.net

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.