



# South Union Gap

## Interchange Improvements

March 2014



### 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.

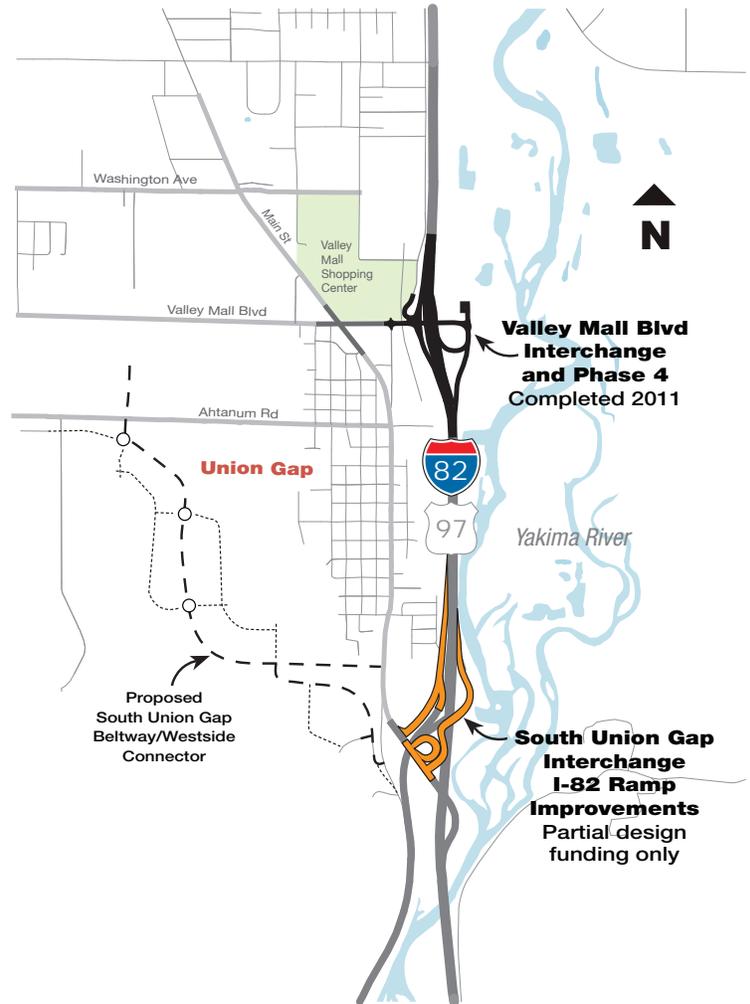
### Project Benefits

**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.

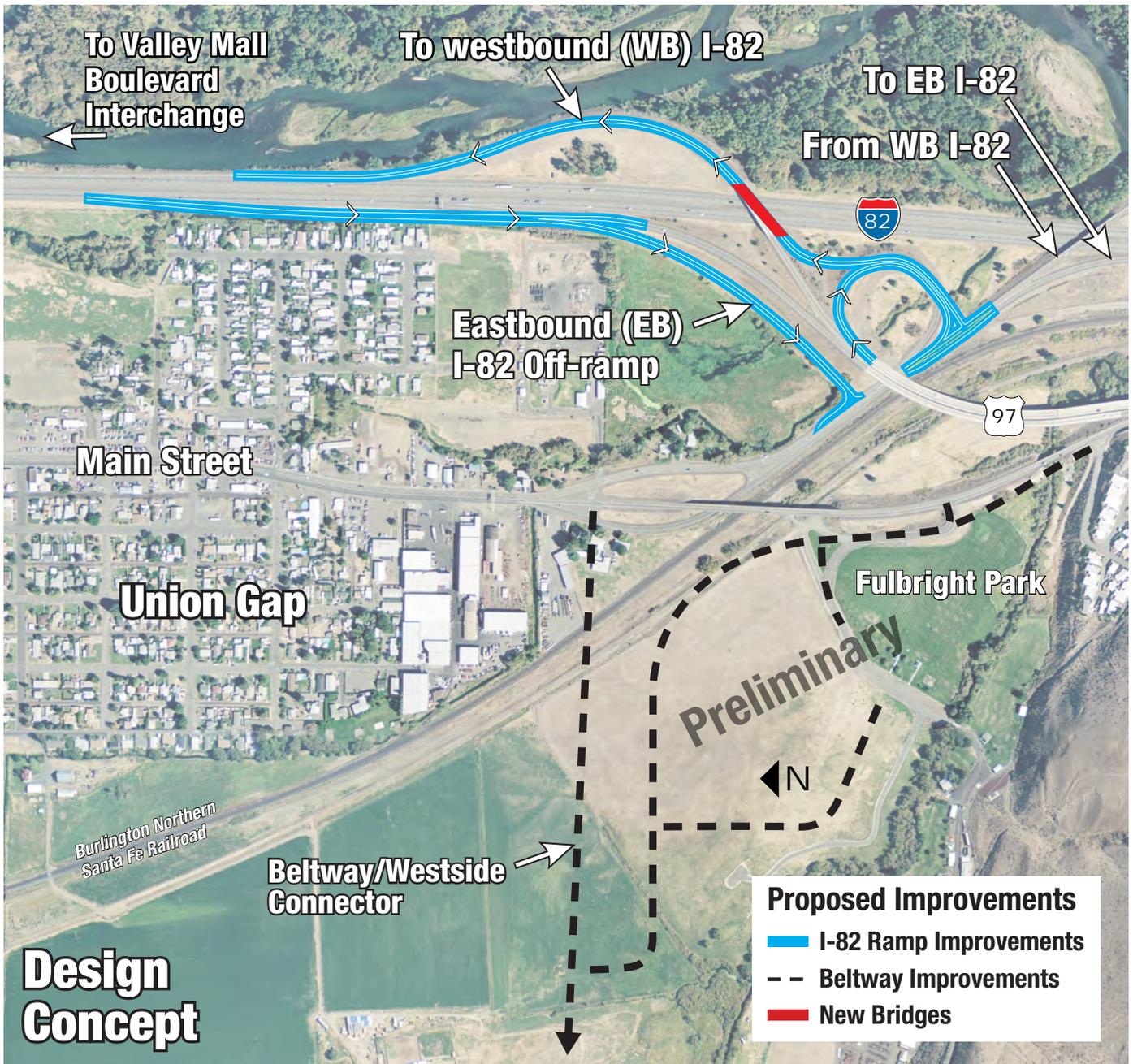


### Financial Information

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) continue to 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** (using existing federal appropriation):

- Completed Traffic Analysis for specific alternatives and design years
- Completed Value Engineering study and Cost Risk Assessment
- Completed preliminary Environmental Analysis
- Completed 75 percent of the topographic/location survey
- Completed Interchange Justification Report

**Project cost estimate**

**Total project estimate:** (in 2014 dollars) . . . . . \$34.4 million

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

**Timeline**

Due to limited funding, a timeline to complete this project isn't available. If full funding becomes available, the I-82 Ramp Improvements could be ready for construction within 18 to 24 months.

**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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