

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

I-82: Union Gap to Oregon Border (Umatilla)

The 178-mile long east-west corridor is located in south central Washington, east and south of the Yakama Reservation. The corridor runs between Union Gap and the Washington/Oregon State line near Umatilla. The corridor is comprised of three distinct routes: Interstate 82, US Route 12, and US 395. This corridor passes through Sunnyside, Grandview, several small cities and unincorporated communities, and the outskirts of the Tri-Cities. The corridor travels through the lower Yakima Valley and over the Horse Heaven Hills. The character is primarily rural with agricultural and natural land uses predominating. I-82 passes by highly productive and diverse irrigated farmland including orchards, dairies, field crops, pasture, and specialty crops. North of Umatilla, the segment travels through the dry ridge land of the Horse Heaven Hills before descending into irrigated cropland near the Columbia River. This corridor parallels the Yakima River until diverging south of Benton. This section runs through Ahtanum Ridge, Rattlesnake Hills, the Yakama Reservation, and the Horse Heaven Hills.



Current Function

I-82 is the principal transportation corridor for the Yakima Valley and the Tri-Cities providing critical high-speed travel and freight hauling for heavy freight volumes. The corridor is essential to the economic vitality and overall quality of life for residents in the central and south central regions of Washington. The Lower Yakima Valley is a major center for diversified agricultural production, processing, storage, and shipping with the corridor being the major transportation corridor for these goods within and outside the valley. The corridor serves many small, rural communities, often via highways or county roads that intersect I-82. Much of the corridor is located adjacent to the Yakama Nation Indian Reservation, providing the Yakama Nation with essential transportation access. The corridor goes along the southern edge of the Tri-Cities with access via system interchanges for I-182, US 395, State Route 397, SR 224/SR 225 and to two local roads.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This portion of I-82 is a four-lane, divided, unsignalized highway. The corridor briefly includes an extended exit lane at the US 397 interchange. The annual average daily traffic on this corridor is highest at the Union Gap and lowest at Dallas Road in the Tri-Cities.

What's working well?

- All of the corridor operates above WSDOT's congestion threshold.
- Approximately 98% of surveyed pavements on the corridor are in fair or better condition.
- The limited access control on the corridor works well for high-speed, long-distance travel.
- Several operational strategies are used on the corridor such as fiber optics and highway advisory radio.

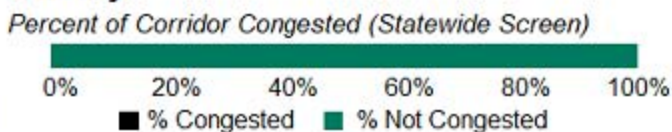
What needs to change?

- There are seven bridge preservation needs on the corridor, including two border bridges.
- The corridor is subject to extreme weather closures due to dust storms and wildfires.
- There are no pedestrian or bicyclist facilities on the corridor.
- The corridor has three medium-priority habitat connectivity issues and a chronic environmental deficiency.

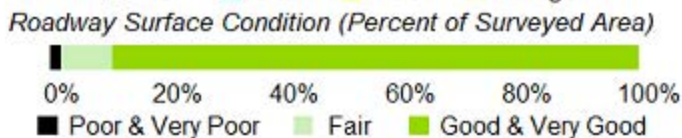
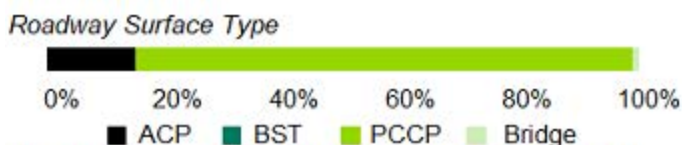
WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
36,571	7,444	Annual Average Daily Traffic (AADT)
19.5%	10.9%	Bus/Truck Percent
407.29		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$39,057,000		Corridor Investments (2005-2016)

Mobility



Preservation



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	46.2% Passable	53.8% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	0 Structures in Place	5 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
53.6	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
2	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- A desire to discuss alternate sites for the transload freight facility currently planned for Yakima County.
- Concern over accessibility of the Southridge area of Kennewick from the corridor and its effects on neighboring corridors.
- One partner would like increased support for possible projects to increase the corridor's accessibility to North Richland and the Red Mountain area.
- The current geometry and layout of the SR 241/Waneta Road interchange in Sunnyside is a problem.
- Concerns over the lack of capacity on Sunnyside's arterial streets and its effects on the corridor.
- Partners expressed a desire to provide pedestrian and bicycle facilities due to residential growth in several of the corridor's communities.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and vegetation control.</i>
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Pavement	<i>WSDOT has identified 15 Pavement actions in the next six years encompassing 10% of the corridor.</i>
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Structures	<i>WSDOT has identified three Structures actions in the next six years at specific locations within this corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 3% of the corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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For more information

To find out more information about this corridor or how to get involved, please contact:

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

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