

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: I-90 Jct (Ellensburg) to Selah Gap

This 30-mile long north-south corridor runs between Ellensburg and Yakima, with a northern endpoint at the Interstate 90 junction and a southern endpoint near State Route 823 at Selah. The corridor roughly parallels the Yakima River, SR 821, and a BNSF Railway line with the Yakima Training Center on the east side of the corridor. The character of the corridor is predominantly rural with open range, pasture, orchards, rural residential, military, and agricultural and mining industrial uses. The Kittitas Valley and its farmland, including the Yakima River floodplain, define the northern portion of the corridor. Mountain passes of Manastash Ridge and the Umtanum Ridges define the central portion of the corridor. The corridor crosses over Selah Creek Canyon using the Fred G Redmond Memorial Bridge, one of the highest bridges in the state. South of Selah Creek Canyon, the corridor passes through the Yakima River floodplain with agricultural uses and outlying communities connected to the Yakima Valley. Terrain varies from mountainous in the passes, to rolling in the foothills, and flat in the low-lying areas. Natural vegetation is characterized by brush, with trees lining riverbanks.



Current Function

I-82 is a 144-mile long interstate highway extending from I-90 in Ellensburg to I-84 in Hermiston, Oregon. This corridor is one of the most important freight routes in the state, connecting to Yakima and the Yakima Valley to the region. The Yakima area is a major processing, packaging, cold storage, and shipping hub for agricultural products, and I-82 is the major transportation corridor for moving these products throughout of the valley, making it an essential part of the economic vitality in central and south central Washington. The I-82 Firing Center Road interchange provides access for occasional military convoys to the Yakima Training Center, a major military installation in the region. The corridor also functions as a major commuter corridor between the Kittitas Valley, Yakima Valley, Tri-Cities, and northern Oregon, forming a direct link between I-90 and I-84. There is one park and ride lot near the I-82 Firing Center Road interchange.

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 segment of I-82 is a four-lane, divided, unsignalized highway. The annual average daily traffic on this corridor is highest at the SR 823 interchange in Selah Gap and lowest at the I-90 junction in Ellensburg.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Approximately 98% of surveyed pavements on the corridor are in fair or better condition.
- The existing lane and shoulder widths easily accommodate freight traffic.
- Current access control measures on the corridor maintain the corridor's high freight mobility.

What needs to change?

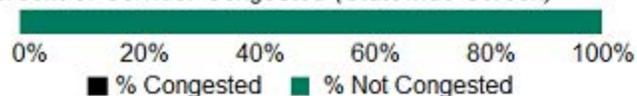
- The mountain ridges, which the corridor crosses, are susceptible to extreme weather closures.
- Freight mobility on the corridor's mountain ridges negatively effects the mobility of other traffic.
- The majority of the corridor contains high priority habitat connectivity sites.
- There is a chronic environmental deficiency site located on the corridor in East Selah.

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

High	Low	
23,968	8,807	Annual Average Daily Traffic (AADT)
20.0%	20.0%	Bus/Truck Percent
120.62		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$13,545,000		Corridor Investments (2005-2016)

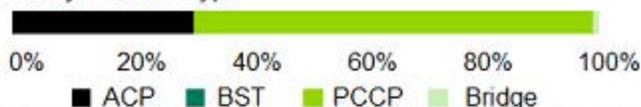
Mobility

Percent of Corridor Congested (Statewide Screen)

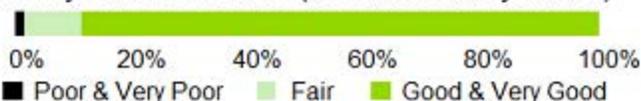


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	83.3% Passable	16.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	25 High Priority Miles
Stormwater Treatment	4 BMPs	Retrofit Prioritization in progress
22.4	% of Corridor with high potential for increased Climate Impacts	
1	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:

- Concerns about the possible inaccessibility by emergency services of Tozer Road properties south of Ellensburg due to the narrowness of the pipe arch under the corridor.
- A desire to take measures to reduce the effects of future congestion and construction projects on the region's particulate matter emissions level.
- A great concern over the corridor's effects on local wildlife populations due to lack of connections.
- An emphasis on the importance of planning future projects on the corridor so that they avoid adversely affecting the corridor's large stream network.

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, rest areas, and pavement repair.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 16% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years in the next six years at a specific location within this 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.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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