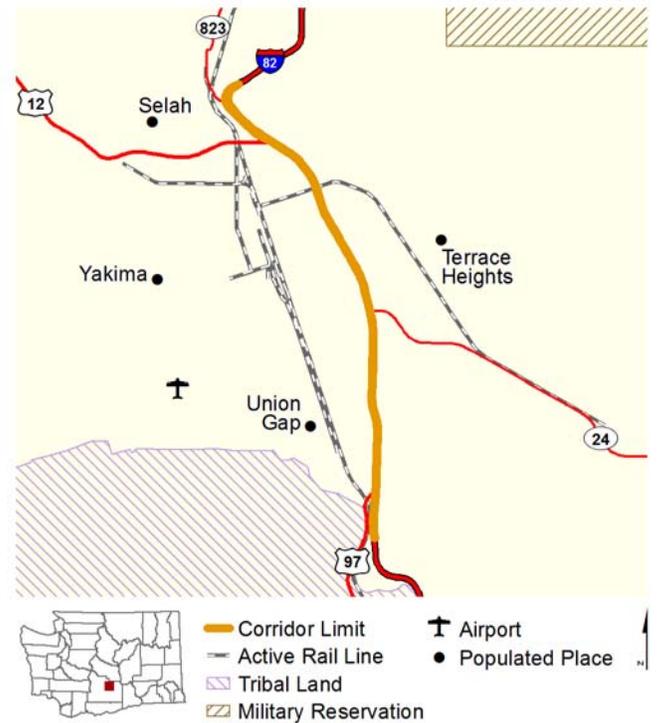


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

I-82: Selah Gap to Union Gap

This nine-mile corridor is located in south central Washington state, between Selah Gap and Union Gap. The corridor travels through the heart of the Yakima-Union Gap metropolitan area. The character of the community is mainly urban on the western side of the corridor, and a mix of open space, urban and rural on the eastern side. Land uses on the western side of the corridor consists of a mix of commercial, residential, and industrial uses. On the eastern side of the corridor, land uses primarily include open space, agricultural land, residential, and industrial. Expansive floodplain and freeway ponds are along the east side while little of the floodplain lies west of Interstate 82. Terrain is rolling as the route runs through two ridges that separate the cities of Selah and Yakima. The route parallels the Yakima River for its entire length through the Yakima metropolitan area. The ridges forming Selah and Union Gap have shrub-steppe vegetation and there is riparian vegetation along the Yakima River. The Yakima Air Terminal/McAllister Field is located near the corridor in Yakima. Multiple rail lines are located near the corridor that include BNSF and Central Washington Railroad.



Current Function

I-82 is a 144-mile long interstate highway connecting I-90 in Ellensburg and I-84 in Hermiston, Oregon and is the major north-south highway through south central Washington. This section of I-82 is the major transportation corridor through the Yakima Valley, as there are no parallel north-south alternative routes in the area. The Yakima area is a major processing, packaging, cold storage, and shipping hub for agricultural products, and this corridor is the primary corridor for transporting these products out of the valley. The corridor also provides access to regional retail, medical, commercial, and services center for central Washington. Multiple recreational attractions located off the corridor include various parks, the Yakima Greenway pathway, the Yakima Speedway, state fairgrounds, wine tasting in downtown Yakima, Central Washington Agricultural Museum, and the Yakima Area Arboretum. US Route 12 is concurrent with the corridor for the corridor's entire length except for a short section at the northern end; US 97 is concurrent with the corridor for most of the corridor's length except for a short section at the southern end.

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 section of I-82 is primarily a four-lane, divided highway. It has multiple interchanges with interweaving acceleration and deceleration lanes. The annual average daily traffic on this corridor is highest north of the SR 24/Nob Hill Boulevard interchange and lowest north of the SR 823/Resthaven Road interchange.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The recent improvements to the Valley Mall Boulevard interchange are working well.
- Existing corridor lane and shoulder widths work well for freight and automobile traffic.
- The corridor has six fish culverts that are working well.

What needs to change?

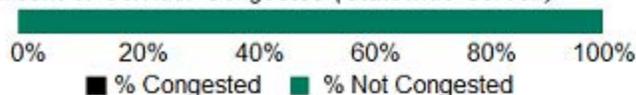
- Roughly 61% of corridor pavement conditions have not been surveyed.
- The corridor has 13 bridge preservation needs, seven of which are for seismic retrofits.
- The corridor has a medium rating for climate vulnerability impacts due to flooding.
- Two habitat connectivity issues have been located along the corridor.

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

High	Low	
46,750	8,825	Annual Average Daily Traffic (AADT)
20.0%	7.5%	Bus/Truck Percent
39.47		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$51,967,000		Corridor Investments (2005-2016)

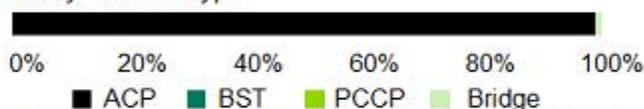
Mobility

Percent of Corridor Congested (Statewide Screen)

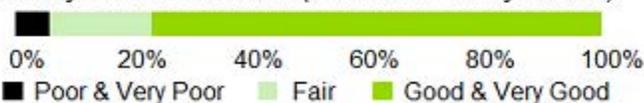


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	85.7% Passable	14.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	4 High Priority Miles
Stormwater Treatment	26 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
4	Wetland Mitigation Locations	
None	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:

- Interest in bringing passenger rail service back to the Yakima Valley.
- Concern about the silting up of the Yakima River, which is raising the riverbed.
- Concern of scouring issues at the Terrace Heights Bridge (county owned). If the bridge fails, SR 24 is the only other bridge crossing the Yakima River in the upper Yakima Valley to the east side of the river.
- Interest in safer and better pedestrian facilities on Yakima Avenue through the I-82 interchange.
- Concern over vehicles, particularly trucks, having difficulty finding gaps to make a left-turn at the I-82/SR 823/Resthaven Road interchange.
- Interest in increasing the frequency of mowing on the I-82 right-of-way.

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 rest areas.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 11% 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:

Paul Gonseth

South Central Region Planning Office

Planning Engineer

509-577-1630

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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.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

Notificación de Título VI al Público

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