



City of Union Gap Regional Beltway Connector Phase 2

Background

Limited access to Interstate 82 (I-82) forces heavy freight traffic from western portions of the upper Yakima Valley to compete with commercial and personal owned vehicle traffic on congested routes in the City of Union Gap.

The Beltway creates a direct limited access freight route, thus reducing congestion and delay on Main Street, Valley Mall Boulevard, and commercial/business districts.

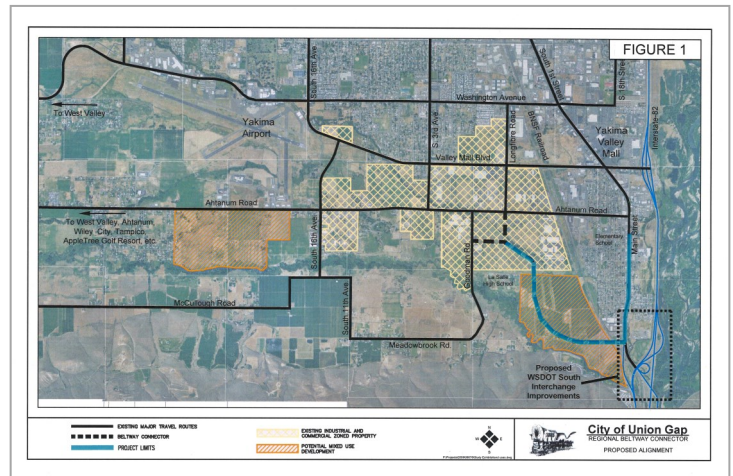
Phase 1 was completed in 2017 and included a new bridge over Wide Hollow Creek. Phase 3 is currently under construction and includes I-82 interchange improvements aligning with the planned Regional Beltway Connector. Phase 2 - Regional Beltway Connector will connect Phase 1 and Phase 3 when fully funded.

Importance

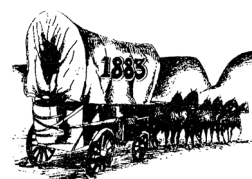
- TRANS-Action, a public-private coalition prioritizing regional transportation projects for the upper Yakima Valley, recognizes the Regional Beltway Connector as a top urban priority.
- In 2015, crop production and food manufacturing accounted for approximately seventy-five percent (75%) of the over \$1.8 billion in export value from the Yakima Basin.
- The Regional Beltway Connector will provide direct efficient freight access for western portions of upper Yakima Valley to I-82.
- Both termini of the Regional Beltway Connector are fully funded and constructed or under construction as of Spring 2019.
- Heavy freight traffic will no longer directly compete with commercial and personal vehicle traffic, and emergency response vehicles in the joint planning areas of the cities of Union Gap and Yakima, including removing conflict on roadways servicing the regionally significant Valley Mall and City of Union Gap schools.
- The Regional Beltway Connector allows freight traffic to use a safer and more efficient alternative route with direct access to I-82 and without an at-grade railroad crossing.

Request

The City of Union Gap is requesting \$15,560,000 or 29.7% of future eligible project cost of \$52,350,000 from INFRA to construct the proposed project.



REQUEST \$15,560,000



Contact

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Activity	Schedule
NEPA Process Ongoing	March 2019
30% Design Completed	July 2018
Begin Final Design/Permitting	October 2018
Obligate INFRA Grant PE Funding	April 2019
Complete NEPA	August 2019
STIP/Obligate Right of Way	August 2019
Begin Right of Way Acquisition	September 2019
Right of Way Acquisition Completed	September 2020
Railroad Agreement	September 2020
Approval of Plans, Specifications, and Estimate	October 2020
STIP/Obligate Construction Funding	October 2020
Advertise for Construction	November 2020
Begin Construction	January 2021
Complete Construction	July 2022

Phase 2 Improvements

- The beltway is a new road connecting Longfibre and Goodman Road extensions at the western termini roundabout (Phase 1) along an alignment in open fields, to a roundabout at the southern extent of Main Street in the City (Phase 2), and eventually to the on-off ramps at the I-82/US 97 Interchange (Phase 3).
- The beltway will cross over the existing BNSF Railway tracks via an elevated \$7,970,000 structure (Phase 2) and connect to the I-82/US 97 Interchange at the eastern termini (Phase 3).
- Access to the beltway from adjacent properties is limited with few driveways and intersecting roads at roundabouts.
- The roadway cross sections will include a separate 12-foot-wide joint bicycle/pedestrian pathway and/or an 8-foot wide sidewalk for pedestrian and bicycle traffic moving between Main Street and Fullbright Park, La Salle High School, and the Central Washington Agriculture Museum.