

90 I-90 Snoqualmie Pass East - Hyak to Easton Corridor

January 2013

Add lanes & build bridges

Why is the I-90 Project area unique?

The I-90 Project area is located within the Snoqualmie Pass Adaptive Management Area, which is managed by the US Forest Service (USFS) to protect forest habitats, restore watersheds, and enhance fish and wildlife connectivity. To implement planned improvements in this area, WSDOT and its partners developed solutions that are compatible with the Snoqualmie Pass Adaptive Management Area Plan and meet the needs of people and wildlife. For example, as WSDOT removes existing bridges and culverts to accommodate additional lanes, it will rebuild these structures using proven designs to reconnect habitats and facilitate the movement of fish and wildlife. These measures will also increase safety by reducing wildlife/vehicle collisions. When complete, the I-90 Project will help create a healthier ecosystem in the central Cascades and provide a safer, more reliable transportation system.

While the I-90 Project has proceeded from preliminary concept through design and construction, organizations such as the Cascades Conservation Partnership, Mountains-to-Sound Greenway Trust, and the US Fish and Wildlife Service led a concerted effort to protect and enhance the surrounding forests. These efforts added approximately 75,000 acres of conservation lands within the central Cascades. WSDOT and FHWA continue to strive to align the I-90 Project with these conservation efforts.

Who are I-90 Project partners?

The I-90 Project team has formed cooperative partnerships with county, state and federal agencies, tribes, conservation organizations, and universities. These partnerships allow WSDOT to coordinate closely with land managers, perform wildlife monitoring activities, and identify possible mitigation sites that align with project objectives.



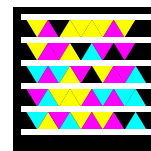
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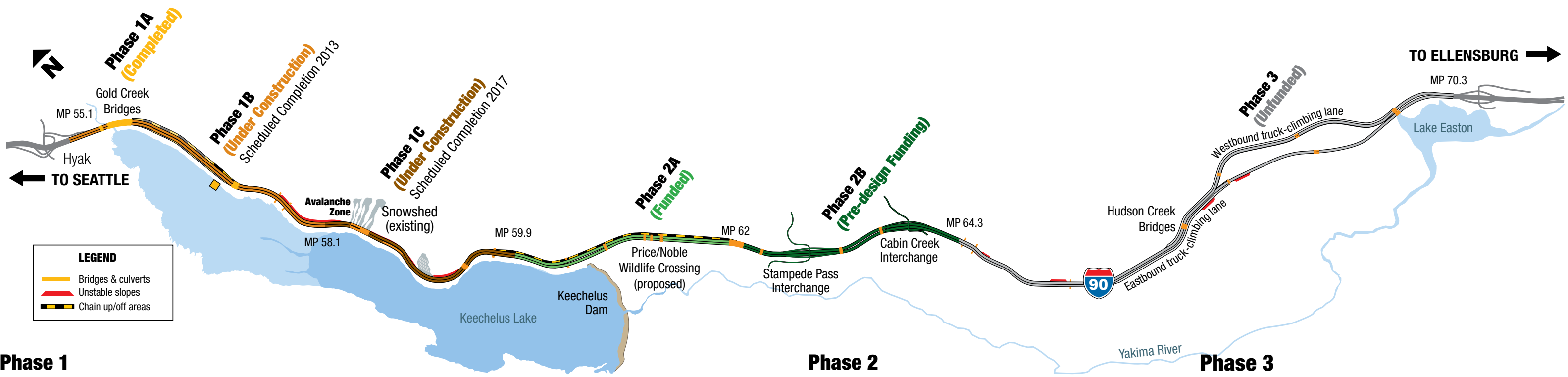
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**Phase 1
Hyak to Keechelus Dam**

Phase 1A - Construction Budget: \$4.03 million (completed)
 In 2009, KLB Construction (Mukilteo, WA) built a long-term detour bridge at Gold Creek for use during the next phase of construction. Crews also excavated over 250,000 cubic yards of material from Keechelus Lake to mitigate for the project's future impacts on the reservoir storage and to be re-used in Phase 1.



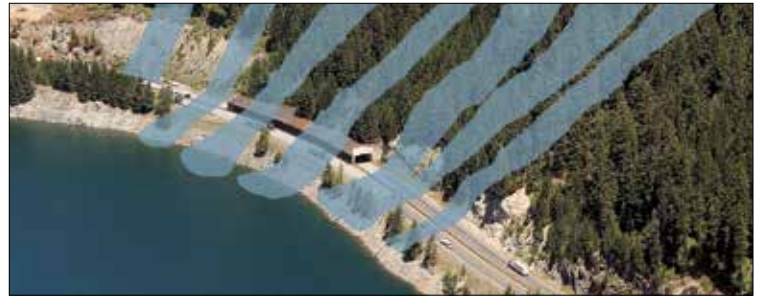
Crews excavating material to mitigate water storage in Keechelus Lake at low level.

Phase 1B - Funded Construction Budget: \$112.5 million (working)
 In 2010, Max J. Kuney Company (Spokane, WA) started work on the first three miles of the five-mile improvement project, from Hyak to the existing snowshed. Crews are building a new six-lane highway to address project needs and extending chain-up and -off areas. Currently, drivers are using the new eastbound and westbound lanes and chain-up and -off areas. This phase is scheduled to be complete fall 2013.



The new expanded Gold Creek Bridges under construction of Phase 1B.

Phase 1C - Funded Construction Budget: \$236.8 million (working)
 In 2011, Guy F. Atkinson Construction (Renton, WA) started making improvements to the remaining two miles of the five-mile project, from the existing snowshed to the Keechelus Dam vicinity. Improvements include addressing project needs and replacing the existing snowshed. In March, 2013 the Federal Highway Administration and WSDOT approved a supplemental Environmental Impact Statement allowing the contractor to build two new elevated bridges in place of the proposed wider snowshed. This design change came after nearly a year of collaboration between WSDOT and the contractor, Guy F. Atkinson Construction. Construction on the bridges will begin later this summer. Once complete in 2017, bridges will take traffic over a series of engineered avalanche paths designed to direct future sliding snow, rock and debris between the piers and towards Keechelus Lake.



The existing snowshed will be replaced during construction of Phase 1C. Avalanche paths are shown in blue.



Design concept of the proposed avalanche bridges to replace the existing snowshed.

**Phase 2
Keechelus Dam to Cabin Creek Interchange**

Phase 2A
 Funded Design and Construction Budget: \$108 million
 WSDOT is using funding allocated by the 2012 Transportation Budget to design and build the next two miles of the I-90 corridor from Keechelus Dam to the Stampede Pass interchange. (This phase is consistent with the evaluation in the 2008 Final EIS.) This phase will continue to address project needs and includes the first wildlife crossing over the highway in the corridor near the Price / Noble Creek Sno-park.

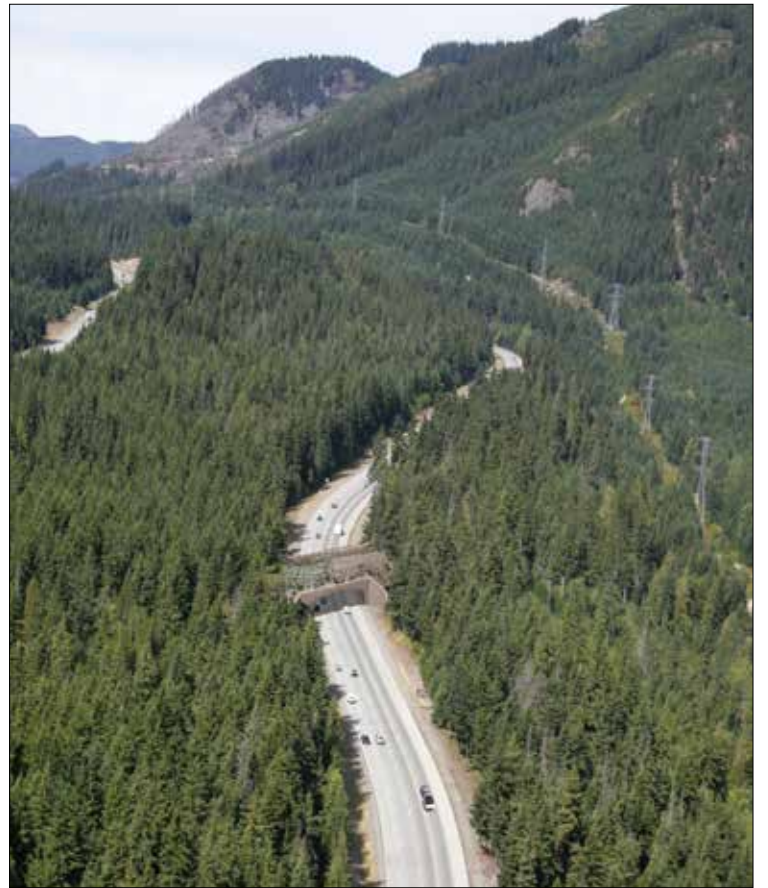
Phase 2B
 Pre-design Funded and Unfunded Construction Budget: \$135 million (in 2012 dollars)
 WSDOT is using funding from project savings for pre-design of this phase, which includes the next two and one half miles from the Stampede Pass interchange to the Cabin Creek interchange. This phase will also address project needs.



Design concept of wildlife overcrossing near Price/Nobel Creek for Phase 2A.

**Phase 3
Cabin Creek Interchange to Easton Vicinity**

Phase 3
 Unfunded Design & Construction Budget: \$255 million (in 2012 dollars)
 WSDOT plans to complete a Supplemental EIS and improve the remaining six miles of the corridor from the Cabin Creek interchange to Easton. This phase addresses project needs and extends truck-climbing lanes and includes three wildlife crossings over I-90.



Design concept of the Easton Hill westbound Wildlife Overcrossing in Phase 3.