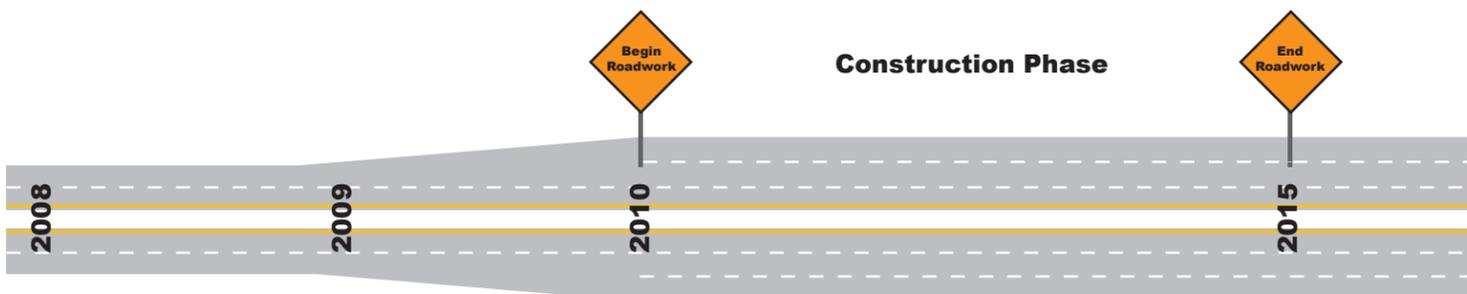




## I-90 Snoqualmie Pass East - Program Timeline



- Summer 2008 Publish Final Environmental Impact Statement (FEIS)
- Fall 2008 Issue Record of Decision (ROD)
- Contract preparation Hyak to Keechelus Dam Project  
Contract preparation: Design and prepare contract plans; obtain right-of-way, regulatory permits and federal land easement(s)
- Fall 2009 Advertise contract Hyak to Keechelus Dam Project
- Spring 2010 Scheduled Construction Start Hyak to Keechelus Dam Project
- Summer 2015 Scheduled construction completion Hyak to Keechelus Dam Project

Design Phase and Right of Way acquisition

### The I-90 Snoqualmie Pass East - Keechelus Dam to Easton (Unfunded)

When funding becomes available for the Keechelus Dam to Easton Project, WSDOT plans to:

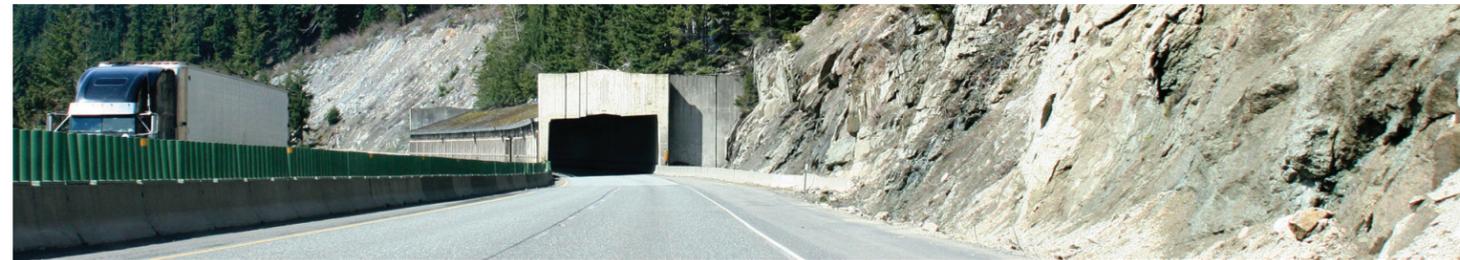
- Replace deteriorating pavement to improve safety and provide a smoother ride.
- Straighten roadway alignment to increase sight distance and improve safety.
- Add an additional lane in each direction to address increased traffic volumes.
- Stabilize rock slopes to reduce the risk of rock and debris falling on the roadway.
- Lengthen existing truck climbing lanes to improve traffic flow and reduce congestion.
- Improve hydrologic connectivity to restore natural water and organism movement under the highway.
- Connect habitat across I-90 for fish and wildlife improving safety and the environment.

The preliminary cost range estimates for the Keechelus Dam to Easton project is between \$561 and 752 million – assuming funding becomes available in 2009. Cost estimate in 2007 dollars.

#### For More Information:

WSDOT - South Central Region  
Brian White, I-90 Project Director  
P.O. Box 12560  
Yakima, WA 98909-2560

Project Toll free Phone: 1-888-535-0738  
E-mail: I90Snoq@wsdot.wa.gov  
Email update: www.wsdot.wa.gov/Northwest/EmailUpdates  
www.wsdot.wa.gov/project/I90/SnoqualmiePassEast



## I-90 Snoqualmie Pass East Hyak to Easton

### Annual Mega-Project Report

January 2008

#### Purpose of this report

The financial and schedule information in this document is intended to assist the Office of Financial Management with updated information about the I-90 Snoqualmie Pass East Hyak to Easton project.

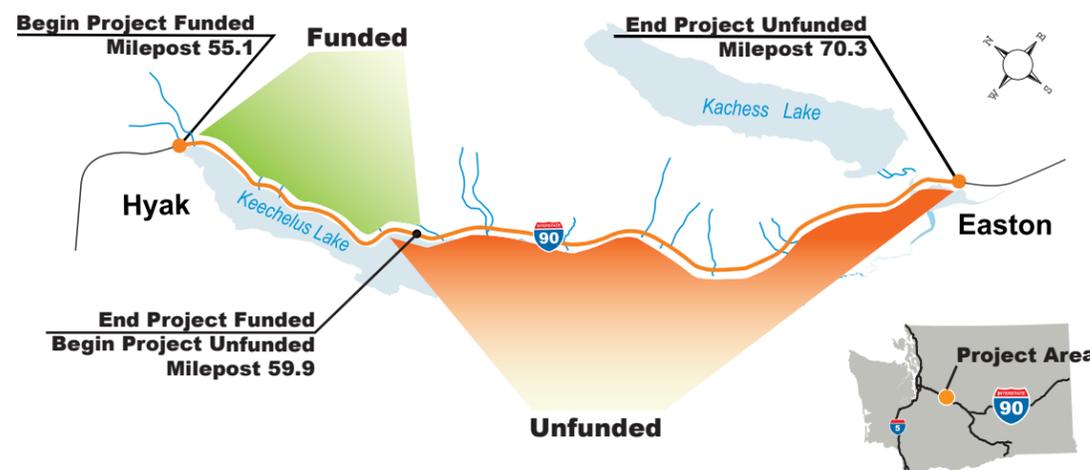
#### Program Description

The I-90 Snoqualmie Pass East Program encompasses a 15 mile corridor on I-90 from Hyak to Easton. The program received \$525 million to build the Hyak to Keechelus Dam project, the first five miles of the corridor. The additional 10 miles of the I-90 Snoqualmie Pass East Program remain unfunded. The program is designed to add an additional lane in each direction, extend chain up and off areas, extend truck climbing lanes, stabilize rock slopes, construct a new snowshed and reconnect habitat for fish and wildlife, the projects will improve safety and ease congestion.

The project team will publish the Final Environmental Impact Statement for the I-90 Snoqualmie Pass East Project (encompassing all 15 miles of the corridor) this summer. A Record of Decision is expected this fall and design for the Hyak to Keechelus Dam Project continues. WSDOT anticipates heavy construction to be in the spring of 2010.

#### Reporting

The I-90 Snoqualmie Pass East Program regularly reports its financial and schedule information to a variety of audiences and mediums – including Quarterly Project Review, Quarterly Project Reports, and the Grey Notebook.



#### How will WSDOT improve I-90 with this program?

Six-lane freeway improves traffic flow and accommodates projected traffic volumes for the next 20 years.

New pavement replaces aging, deteriorated roadway to provide a smoother, safer ride.

Straightening the roadway curves improves sight distance and safety.

#### How will this program protect the public?

Avalanches will be reduced creating a more reliable, safer freeway.

Rock fall hazards will be minimized, reducing lane closures and improving public safety.

Wildlife will cross over and under the highway, minimizing the risk to wildlife and the traveling public.

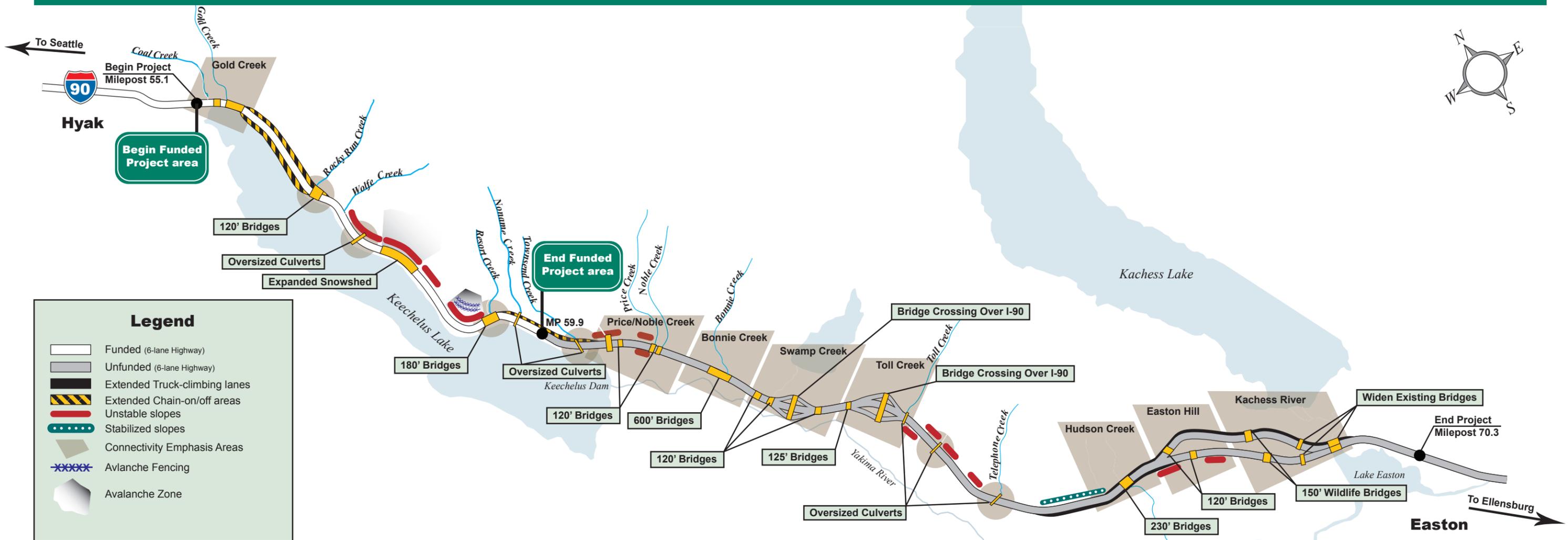
Removal of low clearance bridges at interchanges.

**MAKING EVERY DOLLAR COUNT.**



I-90 Snoqualmie Pass East

# I-90 Snoqualmie Pass East Project Hyak to Easton



## Improving the Highway

## Protecting the Public

### Traffic Congestion



Each year 35 million tons of freight and 10 million vehicles travel over Snoqualmie Pass. Traffic volumes continue to increase, and have climbed to 58,000 vehicles per day during peak travel times.

### Deteriorating Pavement



The pavement on I-90 is between 30 and 50 years old, and has exceeded its lifespan. Due to extreme weather conditions and heavy usage, the asphalt pavement is rapidly deteriorating.

### Sharp Curves



There are numerous sharp curves which limit sight distance throughout the corridor. The Hyak to Easton section of I-90 has an accident rate double that of other rural sections.

### Avalanche Closures



I-90 is closed an average of 80 hours per year due to avalanches. It is conservatively estimated that avalanche closures cost businesses and private travelers \$17.5 million annually.

### Unstable Slopes



Falling rocks from unstable slopes ranging in size from small stones to complete slope failures have caused serious accidents and closed traffic lanes.

### Habitat Connectivity



I-90 acts as a barrier dividing wildlife habitats. In an effort to meet environmental objectives, WSDOT will connect habitats on either side of the highway providing safe passage for both vehicles and wildlife.