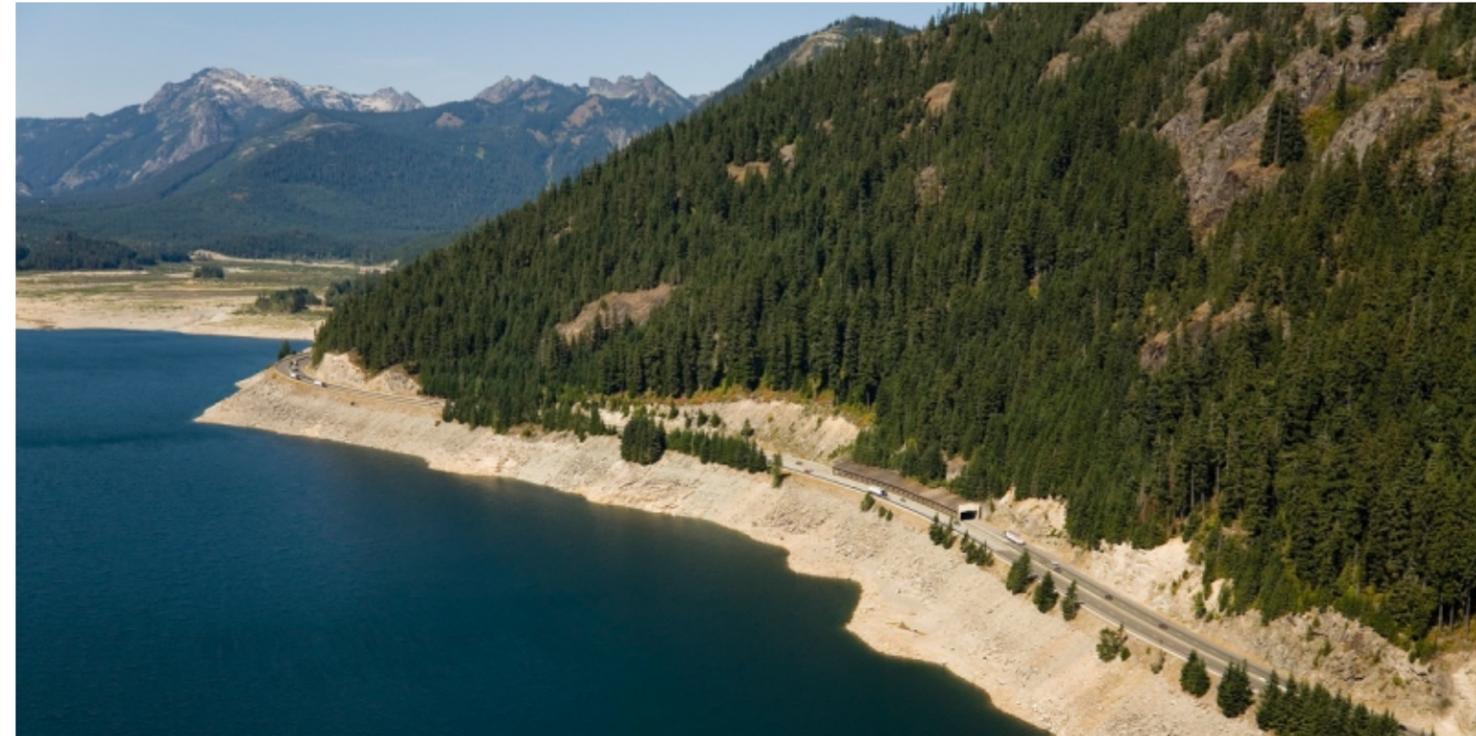


I-90 Snoqualmie Pass East – Project Timeline

I-90 Snoqualmie Pass East



Interstate 90 is a critical link connecting Puget Sound’s large population and business centers with the farmlands, diverse industries, and extensive recreational areas of Eastern Washington. The uninterrupted movement of people, freight and business over Snoqualmie Pass is essential to our quality of life and the economic vitality of Washington State.

This project builds a safer, more efficient and reliable freeway from Hyak to Easton, ensuring the continued availability of I-90 as a primary statewide transportation corridor. The Hyak to Keechelus Dam project (Phase 1) is the first funded project to improve safety and add capacity within the I-90 corridor.

Improve the Highway

- **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 roadway curves** increases sight distance, driveability, and safety

Protect the Public

- **Avalanches** will be significantly 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

Project Budget (Phase 1)

Total: \$525 million
(Includes design, right-of-way, and construction costs)

Construction Timeline (Phase 1)

Scheduled start: Spring 2010
Scheduled completion: Summer 2015

1996
2005
2006
2007
2008
2009
2010
2015

■ May 1996 – Hyak to Ellensburg Corridor Study
Identification of problems, conceptual solutions, and early estimates for the I-90 corridor

■ April 1999 – Early public meetings

■ December 1999 – Begin environmental document
Notice of Intent publication for Environmental Impact Statement (EIS)

■ February 2000 – Public scoping meetings

■ 2002 – Study alternatives identified
Project title changed to "I-90 Snoqualmie Pass East." Screening process completed.
Remaining alternatives to be included in I-90 Snoqualmie Pass East
Draft Environmental Impact Statement (DEIS)

■ Spring 2005 – DEIS circulation and comment period
June/July 2005 – DEIS public hearings – Ellensburg, Hyak, and Seattle

■ October 2005 – Public open house – Tacoma

■ January 2006 – Public open house – Spokane

■ June 2006 – Preferred alternative identified – Public open house – Snoqualmie Pass
June 2006 – FHWA honors project with Exemplary Ecosystem Initiative Award
for Exceptional Environmental Stewardship

■ **July 2006 – Begin Preliminary Engineering of Preferred Alternative
Hyak to Keechelus Dam Project**

■ 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)

Design Phase and Right of Way acquisition

■ Fall 2009 – Advertise contract Hyak to Keechelus Dam Project

■ Spring 2010 – Scheduled Construction Start
Hyak to Keechelus Dam Project

Construction Phase

■ Summer 2015 – Scheduled construction completion
Hyak to Keechelus Dam Project

MAKING EVERY DOLLAR COUNT.

This project is funded in part by the 2005 Transportation Partnership Funding Package. The main source of funding is a 9.5¢ increase in the gas tax, phased in over four years. The package also includes a new vehicle weight fee and increases in other license fees and charges.

For More Information:

WSDOT – South Central Region

Brian White, Project Director

P.O. Box 12560

Yakima, WA 98909-2560

Project Phone: 1-888-535-0738

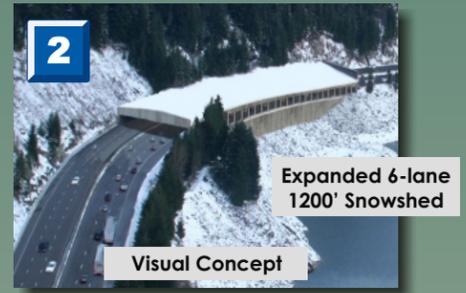
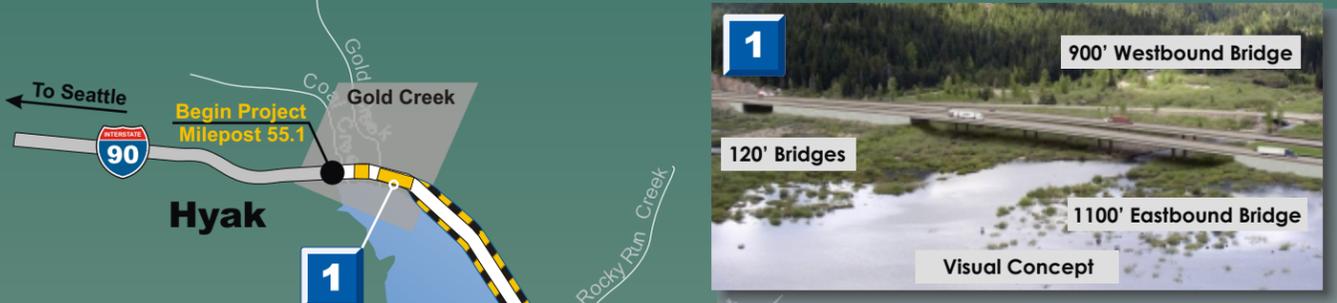
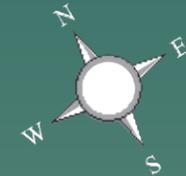
E-mail: I90Snoq@wsdot.wa.gov

www.wsdot.wa.gov/projects/I90/SnoqualmiePassEast/



I-90 Snoqualmie Pass East

I-90 Snoqualmie Pass East Project



- ### Additional Project Benefits
- Widen median to provide areas for snow storage and storm water treatment, and to improve safety by increasing sight distance
 - Extend chain on/off areas to improve operations and increase safety
 - Lengthen truck-climbing lanes to improve traffic flow
 - Relocate "snow park" to improve operations and provide parking for skiers, hikers, snowmobilers, etc.
 - Replace low-clearance bridges at existing interchanges

Legend

	Funded (6-lane Highway)
	Unfunded (6-lane Highway)
	Extended Truck-Climbing Lanes
	Unstable Slopes
	Stabilized Slopes
	Extended Chain-On/Off Areas
	Connectivity Emphasis Areas
	Avalanche Fencing
	Avalanche Zones

Improving the Highway			Protecting the Public		
<h4>Traffic Congestion</h4> <p>Each year 35 million tons of freight and 10 million vehicles travel over Snoqualmie Pass. Traffic volumes continue to increase, and have climbed to as high as 58,000 vehicles per day during peak travel periods.</p>	<h4>Deteriorating Pavement</h4> <p>The highway 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.</p>	<h4>Sharp Curves</h4> <p>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.</p>	<h4>Avalanche Closures</h4> <p>I-90 is closed an average of 80 hours per year due to avalanches. It is conservatively estimated that avalanche closures cost business and private travelers \$17.5 million annually.</p>	<h4>Unstable Slopes</h4> <p>Falling rocks from unstable slopes ranging in size from small stones to complete slope failures have caused serious accidents, and closed traffic lanes.</p>	<h4>Habitat Connectivity</h4> <p>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 which will provide safe passage for both motorists and wildlife.</p>