

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

The design shown below has been identified as the Preferred Alternative for the I-90 Snoqualmie Pass East Project

What is the purpose of the I-90 Snoqualmie Pass East Corridor Program?

WSDOT will meet projected traffic demands and improve public safety on Interstate 90 (I-90) between Hyak and Easton by reducing avalanche control delays, stabilizing rock slopes, replacing deteriorating concrete pavement, adding capacity, and improving bridges and culverts to facilitate the movement of people and wildlife.

For over a decade, WSDOT has evaluated the 15-mile corridor of Snoqualmie Pass – just east of the Snoqualmie Summit – between Hyak and Easton. WSDOT's I-90 Snoqualmie Pass East Final Environmental Impact Statement (FEIS) details project needs for the entire 15-mile corridor. Funding in the amount of \$545 million for the first five miles of the corridor, from Hyak to Keechelus Dam, was made possible by the 2005 Transportation Partnership Account (Washington State Legislature funding package). When funding becomes available, WSDOT will improve the remaining 10-miles from Keechelus Dam to Easton as described in the FEIS.

Hyak to Keechelus Dam – the first five miles of improvements

The section of highway between Hyak and Keechelus Dam consists of tight turns and reduced speeds. There are also safety issues associated with unstable slopes, avalanches, and heavy movement for freight and recreation vehicles. Safety is a priority for WSDOT, and through the funded I-90 Hyak to Keechelus Dam Project WSDOT will address several of those concerns. WSDOT will:

- Replace the existing snowshed with a new, longer and wider shed to reduce the risk of avalanches,
- Add a new lane in each direction to reduce congestion and increase safety,
- Widen shoulders and medians to provide clear zones for errant vehicles,
- Straighten sharp curves to increase sight distance,
- Stabilize several rock slopes to minimize the hazard of rock fall, and
- Build new wildlife crossing structures to reduce vehicle-animal collisions and reconnect critical habitats.



A **six-lane freeway** will improve traffic flow and accommodates projected traffic volumes for the next 20 years.



New pavement will replace deteriorated 50-year-old roadway to provide a smooth and safer ride.



Straightening roadway curves will increase sight distance, driveability and safety.



A **new snowshed** will reduce avalanche closures due to avalanche control work and increase public safety.



Stabilizing rock slopes will minimize rockfall hazards, reducing lane closures and improving public safety.



New wildlife crossings will minimize safety risks to wildlife and the traveling public.

How will WSDOT build the first five miles of improvements?

WSDOT will split the Hyak to Keechelus Dam Project into three phases of work. Due to the weather-related short construction season, the phases are designed to overlap and reduce delays and impacts to the freight community and traveling public. Construction on the first phase of the Hyak to Keechelus Dam Project will begin in the spring of 2009 and be complete in the summer of 2015.

I-90/Hyak to Crystal Springs PHASE 1A - Lake Storage Mitigation and Detour

- Build a temporary bridge over Gold Creek
- Replace lake storage impacts by excavating material out of the lake
- Materials will be incorporated into the project

Construction starts:
Spring 2009

I-90/Hyak to Snowshed Vicinity PHASE 1B - Add Lanes / Replace Bridges

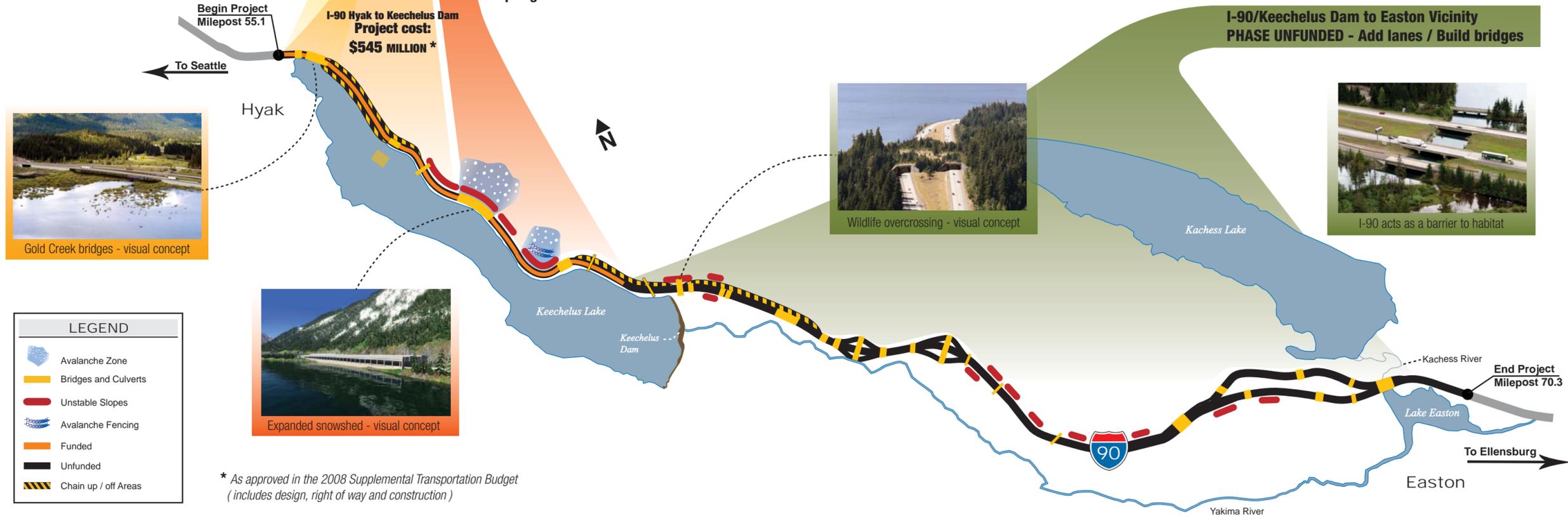
- Add a lane in each direction
- Rebuild bridges at Gold Creek and Rocky Run Creek
- Extend chain up / off areas

Construction starts:
Spring 2010

I-90/Snowshed Vicinity to Keechelus Dam PHASE 1C - Add Lanes / Snowshed

- Add a lane in each direction
- Reconstruct snowshed
- Address unstable slopes
- Rebuild bridges at Resort Creek
- Construct new chain up / off areas
- Extend chain up / off areas

Construction starts:
Spring 2011



Improvements identified by the I-90 Snoqualmie Pass East Corridor Program suggests that the stretch of highway between Keechelus Dam and Easton needs to sustain vitality and the environment. This will be accomplished by:

- Building bridges and culverts to allow an unrestricted flow of water, fish and wildlife under the highway,
- Adding new and extending existing truck-climbing lanes to keep vehicles moving in freight-heavy traffic,
- Reconstructing interchanges to provide clearance for oversized loads,
- Building wildlife overcrossings to reduce collisions between vehicles and animals,
- Stabilizing several unstable rock slopes.

* As approved in the 2008 Supplemental Transportation Budget (includes design, right of way and construction)

Why is the I-90 Snoqualmie Pass East Corridor Program important?

Interstate 90 is a critical link connecting the large population and business centers of Puget Sound with the agricultural industries and recreational activities of Eastern Washington. WSDOT will build a safer, more efficient and reliable highway from Hyak to Easton, securing I-90 as a primary statewide transportation corridor.



Freight moving along Keechelus Lake at the snowshed



Western Washington

Eastern Washington

Why is Snoqualmie Pass important to the freight community?

Each day 27,000 vehicles cross I-90 at Snoqualmie Pass. This number can rise above 50,000 vehicles on holidays and weekends. Additionally, 35 million tons of freight cargo, which equates to 500 billion dollars, crosses I-90 each year. These numbers are growing at an annual rate of 2.1%.

Today, approximately 28% of the freight traffic on I-90 is related to agricultural goods, while another 19% is related to industrial materials. By 2028, over 51,000 vehicles will use I-90 daily, which translates to over 10,000 trucks.

How will WSDOT improve freight mobility?

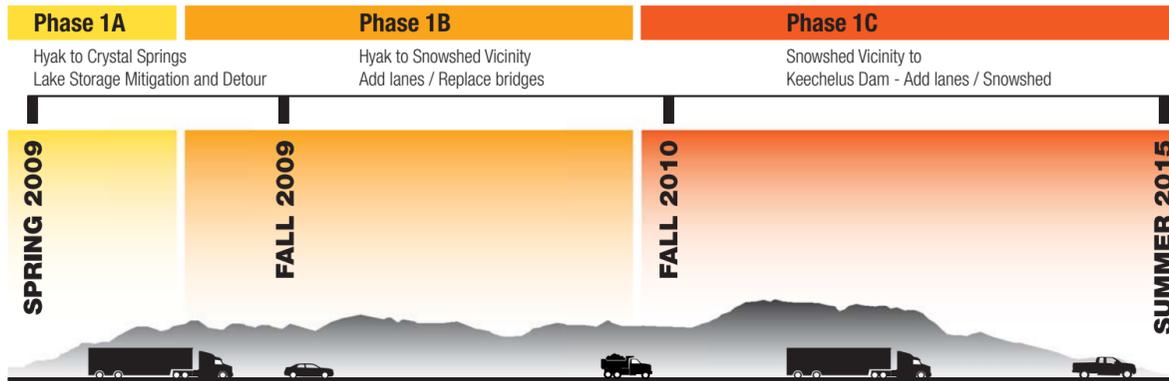
Significantly more freight carriers traverse I-90 Snoqualmie Pass since the last structural improvements were made to it decades ago. The I-90 Project incorporates several highway improvements to better accommodate the movement of freight vehicles. WSDOT will improve freight mobility by adding an additional lane in each direction to reduce congestion, expanding chain up / off areas and improving illumination in those areas, widening shoulders, straightening sharp roadway curves, building a six-lane snowshed to reduce closures due to avalanche control, and replacing deteriorating pavement for a smoother, safer ride.



Winter storm causes closure on I-90



FREIGHT MOBILITY



How will WSDOT keep traffic moving during construction?

WSDOT understands the importance of uninterrupted travel across I-90 for freight companies, commuters and recreational users of the highway. WSDOT will keep two lanes open in each direction during peak travel times. Single lane closures will occur during off-peak travel time and evening commutes.



WSDOT keeps traffic moving during slope repairs in 2005

Where can I find up-to-date travel information?

Know before you go:

www.wsdot.wa.gov/traffic

On the road:

- Call 511
- Tune to 1610 AM or 530 AM for the Highway Advisory Radio
- Watch for electronic highway message signs

Contact Information

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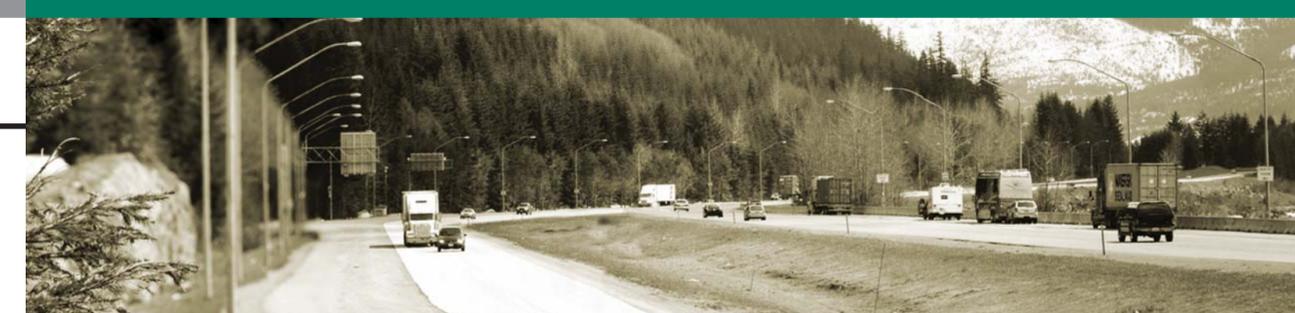
E-mail: i90Snoq@wsdot.wa.gov

www.wsdot.wa.gov/projects/i90/SnoqualmiePassEast



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I-90 Snoqualmie Pass East Corridor Program

Connecting Washington across Snoqualmie Pass



MAKING EVERY DOLLAR COUNT.

CONSTRUCTION BEGINS SPRING 2009