

PROJECT TIMELINE 1999 – 2018

- 1999** Environmental Impact Statement (EIS) public scoping period
- 2000** EIS interdisciplinary team formed
Preliminary engineering and environmental analysis and reports 2000-2005
- 2002** Multi-discipline team formed
- 2005** Spring - Transportation Partnership Account (TPA) legislation funds Hyak to Keechelus Dam - Phase 1
- 2006** Summer - Draft Environmental Impact Statement (DEIS) public hearings comment period
June - Preferred alternative identified
July - Continue preliminary engineering and environmental analysis for the preferred alternative crossing at Price/Noble CEA
- 2008** Summer - Publish Final Environmental Impact Statement (FEIS) and Issue Record of Decision (ROD)
- 2009**
- 2010** Fall - Advertise contract for Hyak to Keechelus Dam project
Spring - Scheduled construction start Hyak to Keechelus Dam project
- 2015** Summer - Scheduled construction completion Hyak to Keechelus Dam project
- 2018** Wildlife Monitoring continues

Who are WSDOT partners?

The I-90 Snoqualmie Pass East Project team is working with county, state, and federal agencies, as well as conservation organizations and universities, to form unique partnerships. These partnerships will allow us to coordinate land management and use activities, prioritize acquisition of habitats near wildlife crossing structures, and cooperate on wildlife monitoring activities at crossing locations and within the larger area surrounding the project. The result of this collaboration allows each of us to evaluate actions in the project area and apply what we learn in subsequent highway designs and land management decisions.



Where are there opportunities to educate partners and the public on project benefits?

- WSDOT and our partners plan to continue our work with schools and universities to help them understand the unique environment of Snoqualmie Pass
- The science of road ecology is new and allows many exciting ways to interact with and educate people from grade-schoolers to professionals



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I-90 Snoqualmie Pass East Hyak to Easton

Environmental Stewardship on Snoqualmie Pass

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

WSDOT will meet projected traffic demands and improve public safety on Interstate 90 (I-90) between Hyak and Easton by reducing avalanche delays, stabilizing rock slopes, replacing deteriorated pavement, adding capacity, and improving bridges and culverts across I-90 to connect fish and wildlife.

Why is this project unique?

In an area of Washington state where multiple values converge, how can interstate improvements serve the traveling public and benefit the environment?

I-90, which stretches from Seattle to Boston, serves as a vital east-west freight corridor. While residential development and outdoor recreational activities are increasing in the Central Cascades of Snoqualmie Pass, large blocks of state and federal land running from north to south create a narrow corridor. This area has also been the focus of conservation efforts because of its unique climate supporting a broad range of habitats and diverse array of plants and animals.

The I-90 Snoqualmie Pass East project is unique because WSDOT is responding to these diverse needs by incorporating a landscape-level, watershed-based mitigation strategy. This strategy allows WSDOT to consider multiple ecological needs in the project design, which include connecting habitats and hydrology across I-90 at bridge and culvert locations.

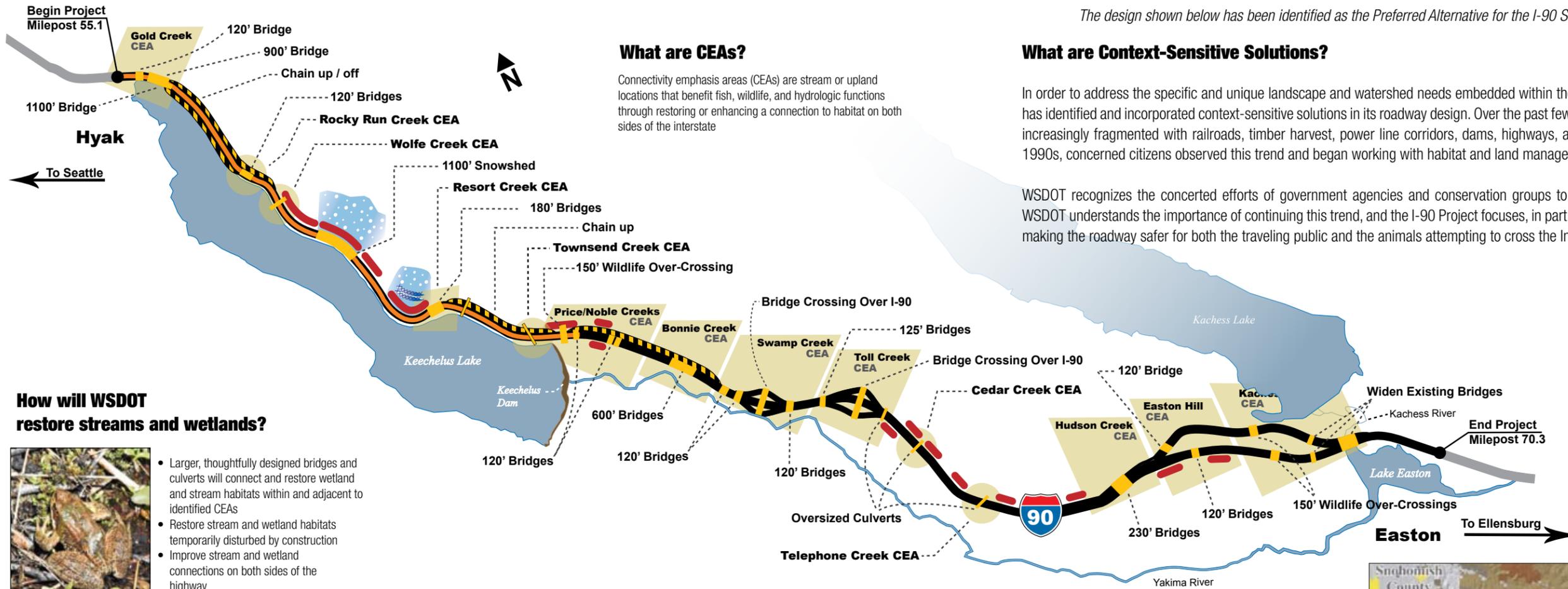
WSDOT will continue to collaborate with adjacent state and federal land managers, land conservancies, and private landowners, aware that I-90 is only one component of the larger landscape. We are working together to ensure that public investments in highway improvements will have lasting value to interstate travelers, in addition to the plants and wildlife of the Central Cascades.



Wildlife fencing on I-90 Snoqualmie Pass

I-90: Integrating Stewardship into the Highway Design

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



How will WSDOT restore streams and wetlands?



- Larger, thoughtfully designed bridges and culverts will connect and restore wetland and stream habitats within and adjacent to identified CEAs
- Restore stream and wetland habitats temporarily disturbed by construction
- Improve stream and wetland connections on both sides of the highway

Will partnerships in preservation and conservation benefit the project?



- Partnerships allow agencies and conservation groups to work together to acquire land that protects CEA investments
- Collaboration promotes land management and land use decisions that are consistent with CEA objectives
- These investments bolster regional efforts to conserve lands in the Central Cascades

Why will WSDOT re-vegetate and manage the roadside?



- A focus on restoration of soil and plant communities within areas create a healthy roadside with lower maintenance and weed control
- A healthy roadside provides a buffer for wildlife and water quality

What is a hydrologic connectivity zone?



- Hydrologic connectivity zones (HCZs) are locations where moving water through the highway is important for habitat functions on both sides of the highway
- HCZs link wetlands, shallow aquifers or other hydrologic features, and are important to stream and upland habitats

How will the WSDOT get wildlife over or under I-90?



- Wildlife exclusion fencing or other physical obstructions will channel wildlife to a variety of small, medium, and large crossing structures designed to provide safe and effective passage
- Reduce wildlife access to the roadway to benefit the traveling public by minimizing wildlife / vehicle collisions

Why will the project incorporate a Cascadian theme into the project designs?

- The Cascadian theme will give the project area a uniform look that is consistent with National Scenic Byway and US National Forest Service guidelines
- This design theme will use stone and wood textures and images matching the mountain environment
- The guidelines for this design were developed collaboratively with the Mountains to Sound Greenway and the US Forest Service



Will wildlife and restoration efforts be monitored?

- Measuring the performance of CEA investments will occur at the connectivity structures and at a landscape scale
- This monitoring effort will aid in adaptive management of project designs and land management decisions for monitoring partners
- Techniques include motion-activated cameras, snowtracking, and many other methods

