



Annual Mega-Project Report

Purpose of this Report

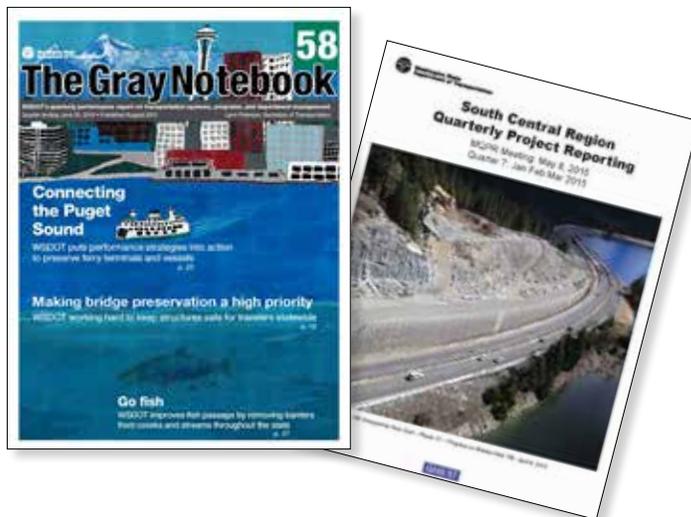
The financial and schedule information in this document will assist the Office of Financial Management in meeting its legislative reporting obligations for mega-projects, in accordance with Section 604 of Engrossed Substitute House Bill 1094.

Program Description

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. The I-90 Snoqualmie Pass East program covers a 15-mile long corridor of I-90 from Hyak to Easton. The program received \$551 million to build the first 5 miles from Hyak to Keechelus Dam. In 2015, the Legislature passed a new revenue package called Connecting Washington, which provides funding for the remaining 8 miles of the I-90 corridor from the Stampede Pass Interchange to Easton. The program will construct six new lanes, reduce road closures due to avalanches, address unstable slopes, replace deteriorating concrete pavement, extend truck-climbing lanes and reconstruct bridges and culverts to facilitate the movement of vehicles and wildlife.

Reporting

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



Project Benefits

How will WSDOT improve I-90?

- Constructing a new six-lane highway will improve traffic flow and accommodate projected traffic volumes for the next 20 years.
- Replacing aging, deteriorating pavement will provide a smoother, safer ride.
- Straightening the roadway will improve sight distance and safety.

How will WSDOT protect the driving public?

- Reducing road closures due to avalanches will provide a more reliable and safer highway.
- Stabilizing slopes will minimize rock fall hazards and reduce road closures and improve public safety.
- Providing wildlife crossings will reduce wildlife and vehicle collisions.
- Removing low clearance bridges at interchanges will reduce risk of collisions and improve freight mobility.

Corridor Project Status

Phase 1

Hyak to Keechelus Dam

Funded budget: \$440 million

Phase 1A

In 2009, KLB Construction (Mukiteo, WA) built a long-term detour bridge at Gold Creek near the west end of Keechelus Lake, which allowed for improvements to start ahead of schedule. Crews excavated over 250,000 cubic yards of material from Keechelus Lake to mitigate for future impacts on reservoir storage.



Temporary detour bridge at Gold Creek built to be used during Phase 1B construction.

Phase 1B

In 2010, Max J. Kunej Company (Spokane, WA) started work on the first three miles of the five-mile improvement project from Hyak to where the snowshed was removed. Crews built a new six-lane highway to address project needs. Drivers are using the new eastbound and westbound lanes and the wider, longer chain-up and -off areas. The detour bridge built in Phase 1A was removed after Phase 1B was completed. This phase of the project was completed fall 2013.



New bridges at Gold Creek.

Phase 1C

In 2011, Guy F. Atkinson (Renton, WA) started making improvements to the remaining two miles of the five-mile Phase 1 project. This work includes continuing to build a new six-lane highway, building new avalanche bridges, and addressing project needs.

In March 2013, the Federal Highway Administration and WSDOT approved a supplemental Environmental Impact Statement allowing the contractor, Guy F. Atkinson, to build two new bridges in place of the proposed snowshed. The snowshed was removed in April 2014 allowing construction on the avalanche bridges began. The proposed bridges will take traffic over a series of engineered avalanche paths designed to direct sliding snow, rock and debris between the bridge piers and toward Keechelus Lake. This phase of the project is scheduled to be complete fall 2018.



Demolition of the existing snowshed.

Phase 2A Keechelus Dam to Stampede Pass Interchange

Funded Budget: \$111.2 million

The 2012 Transportation Budget directed WSDOT to use \$106.8 million in project saving from Phase 1 to design and build the next two miles of I-90 near the Stampede Pass interchange. WSDOT engineers are currently designing Phase 2A, which will include the first wildlife crossing over the highway in the corridor. Construction for this phase is scheduled to begin spring 2015 and scheduled to be complete fall 2019.



Design concept of wildlife crossing over I-90 east of Lake Keechelus.

Phase 2B and 3 Stampede Pass Interchange to Easton

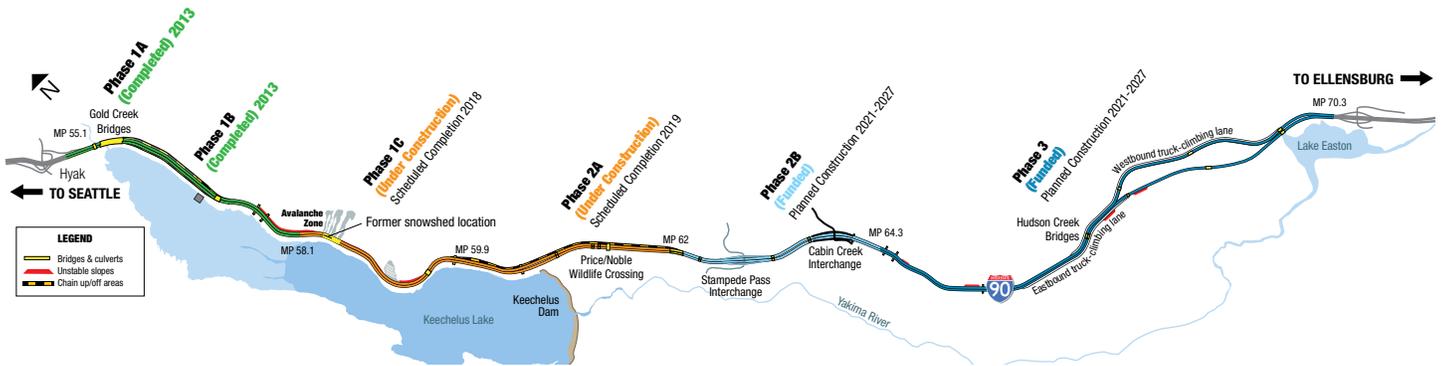
Funded budget: \$426 million

In 2015, the Legislature passed a new revenue package called Connecting Washington, which provides funding for the remaining 8 miles of the I-90 corridor from the Stampede Pass Interchange to Easton. These phases will continue to widen I-90 from four to six lanes, address project needs, extend truck-climbing lanes and build additional wildlife crossings.



Deteriorating pavement on I-90.

I-90 Snoqualmie Pass East Phases



Funding Summary

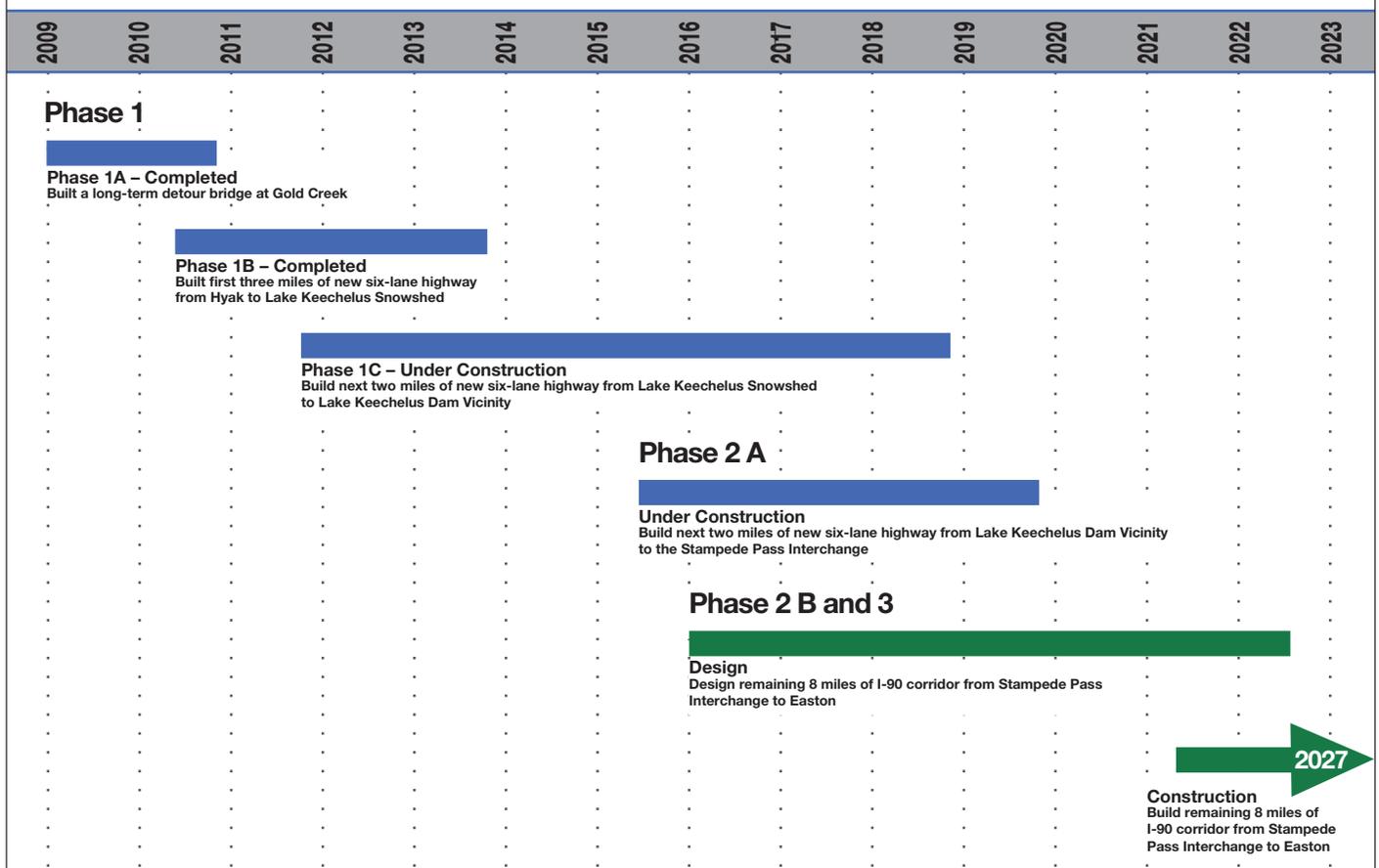
Transportation Partnership Account	
Phase 1	
Design and Environmental	\$ 63.9 m
Right of Way	\$ 6.1 m
Construction	\$ 370.0 m
Phase 2A	
Design and Environmental	\$ 10.6 m
Right of Way	\$ 0.5 m
Construction	\$ 100.1 m
Sub Totals	\$551.2 m

Connecting Washington Package	
Phase 2B and 3	
Design and Environmental	\$ 20.5 m
Right of Way	\$ 3.9 m
Construction	\$ 402.0 m
Sub Totals	\$426.4 m

Project Total **\$977.6 m**

I-90 – Snoqualmie Pass East Project

Project Timeline



2005 Transportation Partnership Account (TPA)
 2015 Connecting Washington Package (CWP)

WSDOT designed and delivered the first of three Phase 1 contracts for the Snoqualmie Pass East project two years ahead of schedule and on budget. The second contract of Phase 1 was completed in 2013 and the third contract of Phase 1 is under construction. WSDOT started construction for Phase 2A in 2016. WSDOT will start design of Phase 2B and 3 in 2016 with construction scheduled to start in 2021.

For More Information:

Brian White, Interim Regional Administrator
 whiteb@wsdot.wa.gov
 509-577-1620

Meagan Lott, WSDOT Communications
 lottm@wsdot.wa.gov
 509-577-1618

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