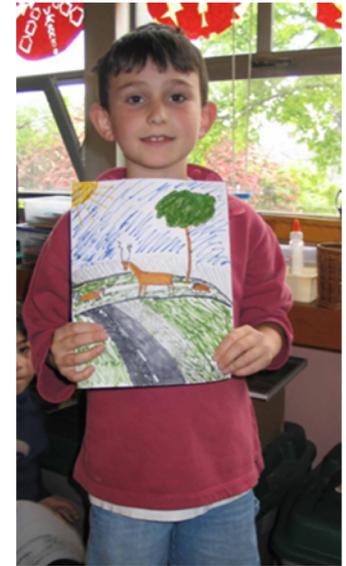


I-90 Snoqualmie Pass East Project

Lessons Learned/Ingredients of success



Brian White-WSDOT
Patty Garvey-Darda –USFS
December 4, 2018



SNOQUALMIE PASS EAST – HYAK TO EASTON

Project location



TPA Funded



CW Funded



SNOQUALMIE PASS EAST – HYAK TO EASTON

Purpose and need

Improve the highway



Replace existing deteriorating concrete lanes to provide a smoother, safer ride.



Reduce traffic congestion by adding a new lane in each direction to accommodate projected traffic volumes for the next 20 years.



Straighten roadway curves to improve sight distance, drivability and safety.

Protect the public



Reduce road closures and create a reliable and safe highway with a new, wider and longer snowshed.



Reduce wildlife and vehicle collisions with wildlife structures over and under the highway.



Stabilize rock slopes to minimize rock fall hazards, reducing lane closures and improve public safety.

Collaboration in NEPA planning with agencies:

WSDOT used a Multi-agency Interdisciplinary Team for NEPA Planning



"Find a group of people who challenge and inspire you, spend a lot of time with them, and it will change your life." – Amy Poehler

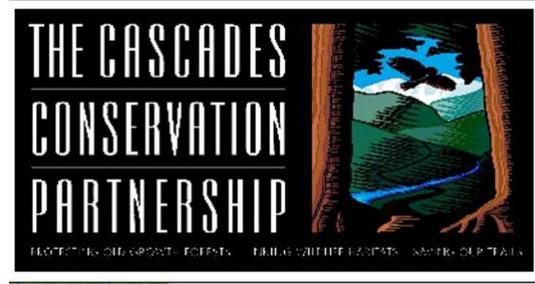


Collaboration!

Collaboration pays dividends- inclusion and respect creates partners and advocates.



Collaboration with Land Management Agencies and Public Partnerships:



Collaboration in NEPA Planning:

WSDOT included “Ecological Connectivity” in the NEPA-*Purpose and Need* Statement

INTERSTATE 90

SNOQUALMIE PASS EAST

A safer, more efficient six-lane freeway from Hyak to Keechelus Dam

- Improve Safety**
- Increase Capacity**
- Replace Pavement**
- Reduce Avalanche Closures**
- Stabilize Slopes**
- Enhance Wildlife Connectivity**

Washington State Department of Transportation

CONSTRUCTION STARTS
SUMMER 2010

MAKING EVERY DOLLAR COUNT.

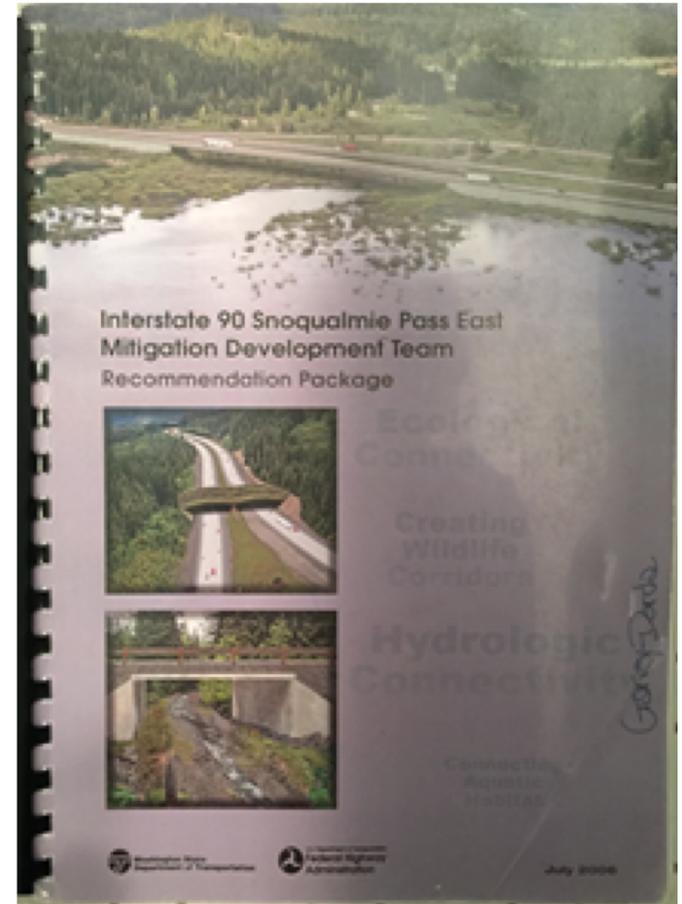
Alfaro

Collaboration in Science:

WSDOT formed a Multi-agency Science Team to answer the question:



How do we meet the *purpose and need* to provide for Ecological Connectivity ?



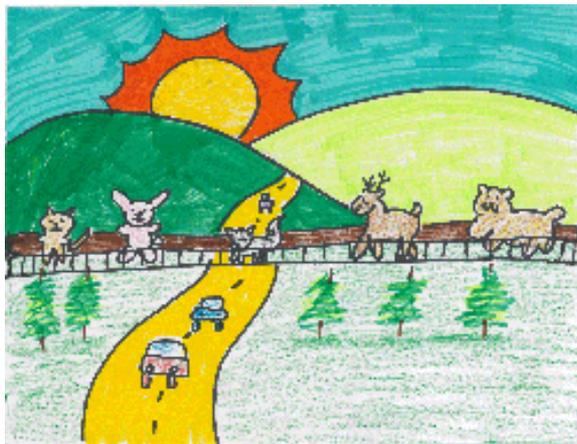
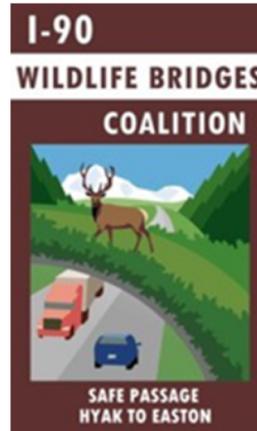
Lessons Learned:

- **Forest Plans matter –**
 - Need guidance prior to the initiation of projects.
- **Collaboration works-respect and understanding for other agency's mission-**
 - Agencies have different missions and cultures.
 - Disciplines have different perspectives and values.
 - It is much easier to find solutions with greater understanding.
- **Multi-agency IDT created a better project-**
 - Joint learning happens—great opportunity to innovate to solve problems.
- **Science/Mitigation Development Team helped resolve conflicts-**
 - Decisions based on sound science. Team of multi-agency biologists and hydrologists advised design engineers and IDT.

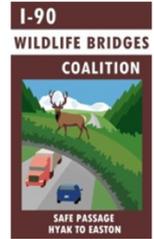
Collaboration in Outreach and Education:



Collaboration in Outreach and Education:



Collaboration in Wildlife Monitoring:



Collaboration in Wildlife Monitoring:



Citizen Science



How did collaboration benefit WSDOT and project delivery?

- **Land Management Agency.** Reduced construction costs. Forest Service provides staging/stocking piling sites, road use permits, ROW easement, minerals and restoration trees at no cost.
- **NGO support.** Public support and construction funding. NGOs campaigned for a gas tax initiative and lobbied the State Transportation Commission and the State Legislature for project funding.
- **Regulatory agencies are partners.** Accelerated permitting. Agencies are committed to finding solutions to permitting and design conflicts.
- **On-going engagement in landscape connectivity and project implementation.**
 - Land Acquisition. USFWS, Washington Department of Wildlife , and NGOs have successfully funded land acquisition in the Connectivity Emphasis Areas (CEAs).
 - NGO volunteer efforts. NGOs volunteer planting native plants, pulling weeds, conducting wildlife monitoring.
 - Cascade Crossroads film!



Thanks!

SNOQUALMIE PASS EAST – HYAK TO EASTON

Phase 2A – key accomplishments (2017)



Phase 2A – Eastbound bridges and wildlife crossing arches

photo taken November 2017

SNOQUALMIE PASS EAST – HYAK TO EASTON

Phase 2A – recent accomplishments (2018)



Phase 2A – Wildlife crossing walls and fill from above

photo taken October 2018

SNOQUALMIE PASS EAST – HYAK TO EASTON

Current projects – recent accomplishments (2018)



Phase 2A – Completion of eastbound roadway (Noble Creek and Price Creek)

photo taken October 2018

SNOQUALMIE PASS EAST – HYAK TO EASTON

Current projects – recent accomplishments (2018)



Phase 2A – Channel grading and placing habitat structures (Un-named Creek)

photo taken August 2018

SNOQUALMIE PASS EAST – HYAK TO EASTON

Phase 2A – recent accomplishments (2018)



Phase 2A – Wildlife crossing walls and fill

photo taken October 2018

SNOQUALMIE PASS EAST – HYAK TO EASTON

Phase 2A – recent accomplishments (2018)



Phase 2A – Wildlife crossing walls and fill

photo taken October 2018

SNOQUALMIE PASS EAST – HYAK TO EASTON

Phase 2A – recent accomplishments (2018)



Wildlife using the Overcrossing (early)

photo taken October 2018

SNOQUALMIE PASS EAST – HYAK TO EASTON

Current projects – other key accomplishments



Townsend Creek mitigation site

photo taken September 2016

SNOQUALMIE PASS EAST – HYAK TO EASTON

Current projects – other key accomplishments



Townsend Creek mitigation site

photo taken October 2016

SNOQUALMIE PASS EAST – HYAK TO EASTON

Current projects – other key accomplishments

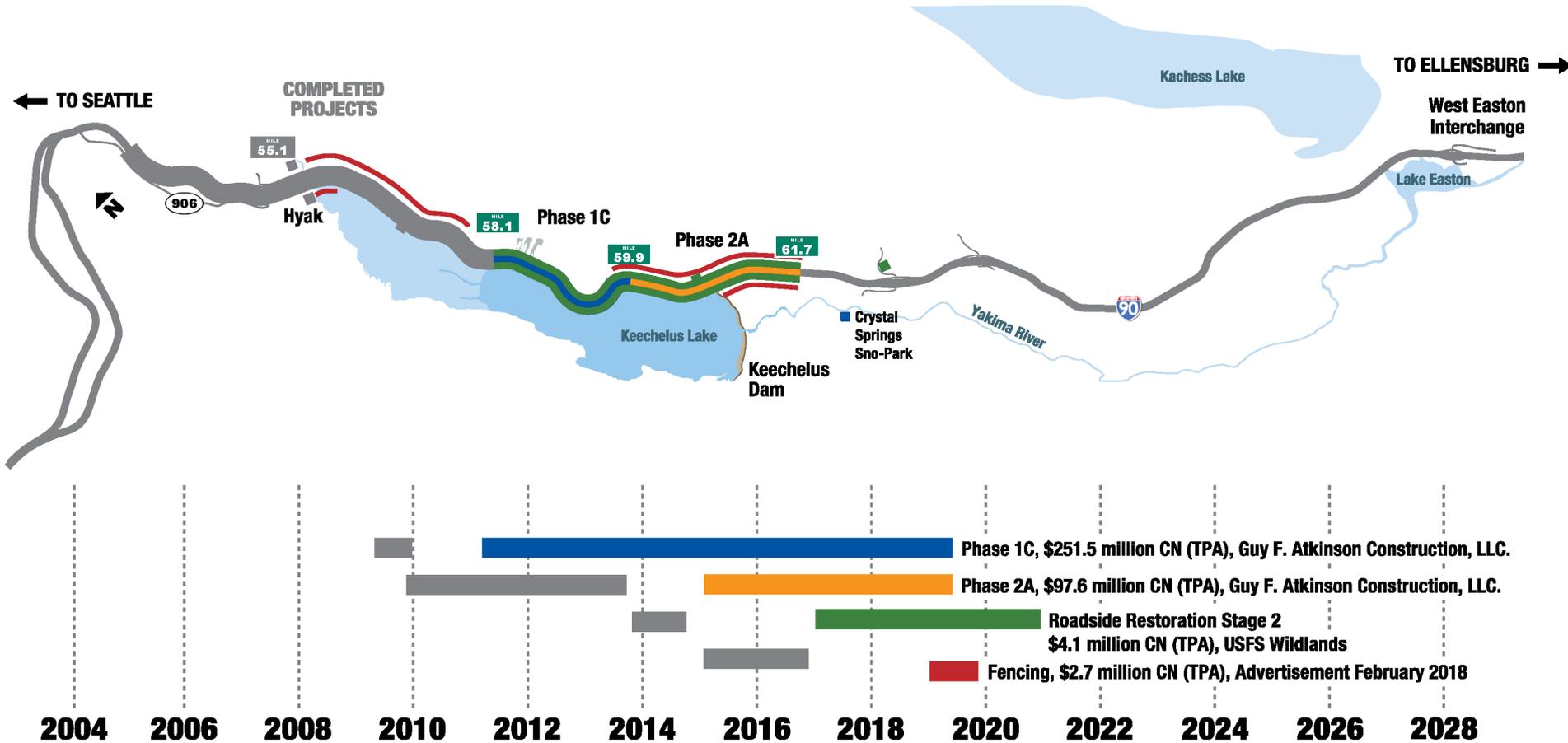


Crystal Springs Sno-park

photo taken October 2016

SNOQUALMIE PASS EAST – HYAK TO EASTON

Current projects



Current budget CN phase only

SNOQUALMIE PASS EAST – HYAK TO EASTON

Future projects – current phasing

