I-90 Snoqualmie Pass East Project
Lessons Learned/Ingredients of success

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SNOQUALMIE PASS EAST – HYAK TO EASTON

Project location
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
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

Report wildlife on I-90
dead or alive
www.i90wildlifewatch.org

I-90 Wildlife Watch

Washington State Department of Transportation
Ingredients for Success:

WSDOT’s innovative efforts in collaborative NEPA planning, outreach and education, and wildlife monitoring has created a successful, publicly supported, project.
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!**
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

WSDOT
Phase 2A – Completion of eastbound roadway (Noble Creek and Price Creek)
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Current projects – recent accomplishments (2018)

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

photo taken August 2018
Phase 2A – Wildlife crossing walls and fill

photo taken October 2018
Phase 2A – Wildlife crossing walls and fill

photo taken October 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
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Current projects

- Phase 1C, $251.5 million CN (TPA), Guy F. Atkinson Construction, LLC.
- Phase 2A, $97.6 million CN (TPA), Guy F. Atkinson Construction, LLC.
- Roadside Restoration Stage 2, $4.1 million CN (TPA), USFS Wildlands
- Fencing, $2.7 million CN (TPA), Advertisement February 2018

Current budget CN phase only
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Future projects – current phasing

Total project budget $426 million, Connecting Washington Engineers Estimate (2018 CEVP) $466 million