

I-90/SR 18 Interchange Improvements

Joint Transportation Commission Tour: October, 2017



The 2017 Transportation Budget advanced this project by 6 years (from 2023-25 biennium to 17-19 biennium).

The I-90/SR 18 interchange is severely congested during peak periods, impacting access to and from the City of Snoqualmie and contributing to delay in the transport of trucked goods to and from the Ports of Tacoma and Seattle. Truck traffic circulating through the existing weigh station adds to the severity of the congestion at this interchange. The queue regularly extends to mainline I-90 during peak hours. The weigh station also has very little queuing space or on-site truck storage and no weigh-in-motion (WIM) facility. Relocating the existing weigh station is necessary for the efficiency of the proposed interchange improvements as well as to address Washington State Patrol's need to carry out commercial vehicle enforcement responsibilities such as vehicle safety inspections.

Some preliminary design and environmental work were completed in 2014 for an interchange improvement concept that included flyover ramps. Funding was not available for this expensive concept. In 2015, through additional study, a diverging diamond interchange was identified as the new preferred concept for the interchange improvement. The diverging diamond concept is less expensive, can be constructed within the available Connecting Washington funding, and would provide a more complete solution than the previously proposed approach to building the project in multiple phases.

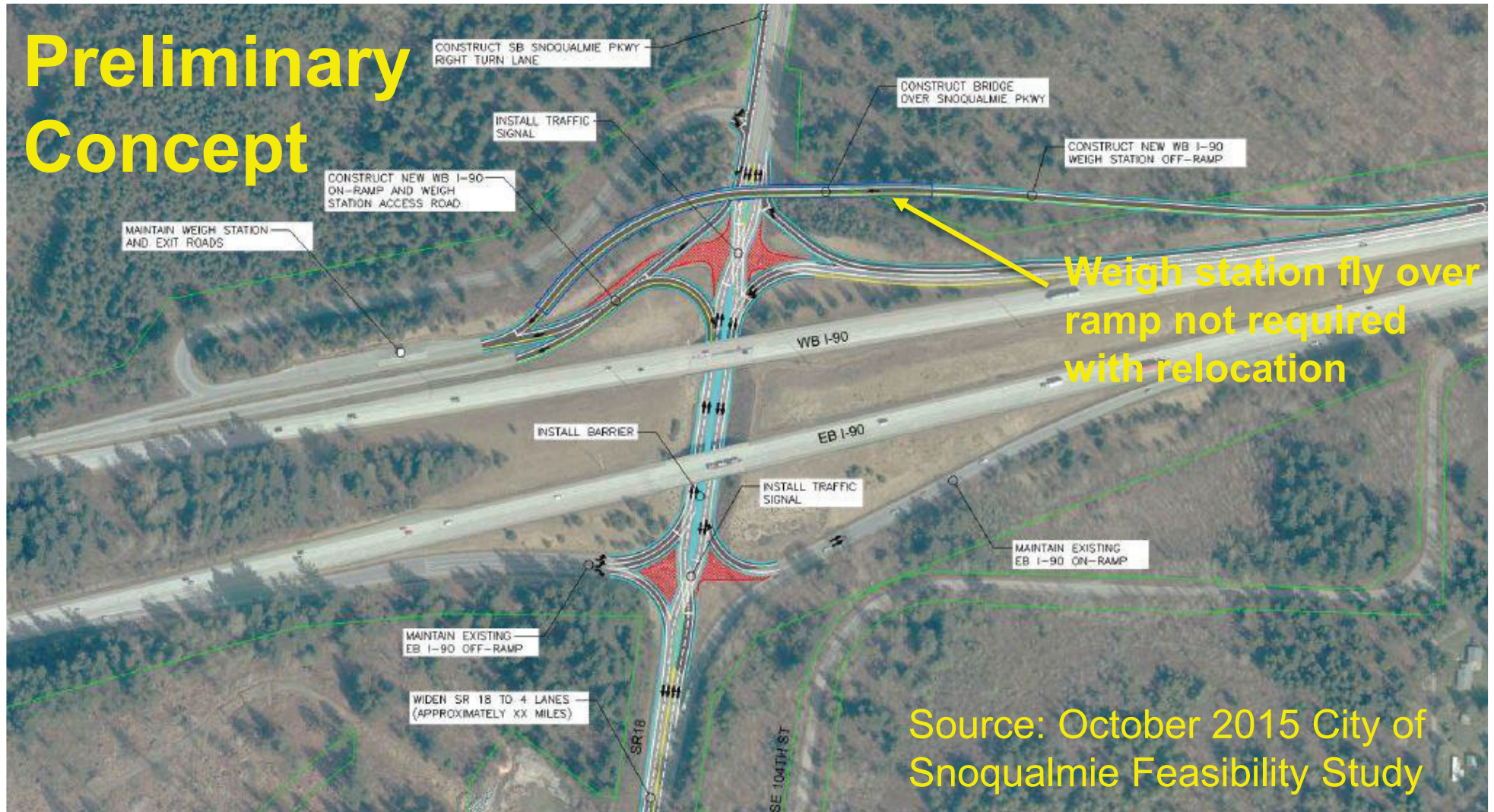
Relocating the existing weigh station is still necessary for the diverging diamond interchange to function efficiently. Preliminary investigation in 2017 found that constructing a new inspection station (a weigh station with inspection building) on I-90 eastbound, between the 436th Ave Interchange and the 468th Ave Interchange, appears feasible. The new location would serve trucks bound for Eastern Washington from both eastbound I-90 and eastbound SR 18. The preliminarily identified location also has room for future expansion to provide more truck parking as needed. The location is located just outside of the City of North Bend, and in early discussions with the City they communicated concerns that the new weight station location could result in additional trucks driving and parking on City streets. WSDOT will be performing a more rigorous assessment and analysis of potential weight station locations, including additional detail related to truck volumes and traffic patterns, site operations, and any site-specific mitigation requirements.

Project Funding (Dollars in Millions):

	Fund Source	Prior	17-19	19-21	21-23	23-25	25-27	Future	Total
Preliminary Engineering	<i>CWA</i>		5.0						5.0
	<i>Other</i>			5.0					5.0
Right of Way	<i>CWA</i>								
	<i>Other</i>			3.0					3.0
Construction	<i>CWA</i>								
	<i>Other</i>			65.1	71.9				137.0
Total	<i>CWA</i>		5.0						5.0
	<i>Other</i>			73.1	71.9				145.0

Currently Proposed Diverging Diamond Configuration

Preliminary Concept



Source: October 2015 City of Snoqualmie Feasibility Study

I-90 Eastbound Weigh Station

Option 2: 35 truck parking stalls

