

Middle Fork *Snoqualmie River Road Project* ON THE ROAD AGAIN

Where Are We Again?

Fall/Winter 2010

Over the last several years, development of the Middle Fork Snoqualmie River Road Project has been effectively on-hold due to concerns regarding project funding. Ongoing meetings and discussions between Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration (FHWA) and the project partners, the US Forest Service (USFS) and King County, were held to determine how to proceed on the proposed project in light of the funding constraints and potential environmental impacts associated with potential alternatives. As a result of these discussions, the project limits have been revised to begin after the couplet area at milepost 2.7 and extend approximately 9.7 miles to the Middle Fork Campground. These revised project limits more closely resemble the limits proposed in the original project application from the partner agencies. The partner agencies have also endorsed a new preliminary preferred alternative of a 20-foot paved roadway width. This revised preliminary preferred alternative will meet the purpose and need of the project and meet necessary road design requirements for the Middle Fork Snoqualmie

River Road while minimizing the environmental impacts associated with the proposed improvements.

As discussed in the Fall/Winter 2007 newsletter, a range of resource studies and preliminary analyses for this project were completed in anticipation of the preparation of an Environmental Impact Statement (EIS). The results of these studies and scoping efforts to date indicate there may be no potential for the proposed action to significantly affect the human environment. Based on this as well as the reduced footprint of the new preliminary preferred alternative, it has been recommended that an Environmental Assessment (EA) is a more appropriate level of documentation given the information obtained to date during the preliminary studies and scoping. If continuing scoping efforts or an EA analysis determines the potential for significant impacts exists, an EIS will be required.

As part of the continuing scoping efforts, please send comments to:
mfsnoqualmie@dot.gov



Become Involved

- Get On The Project Mailing List
- Send Us Your Ideas & Comments
- Attend the Next Public Meeting

Contact

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Participating Agencies



King County

Learn More At

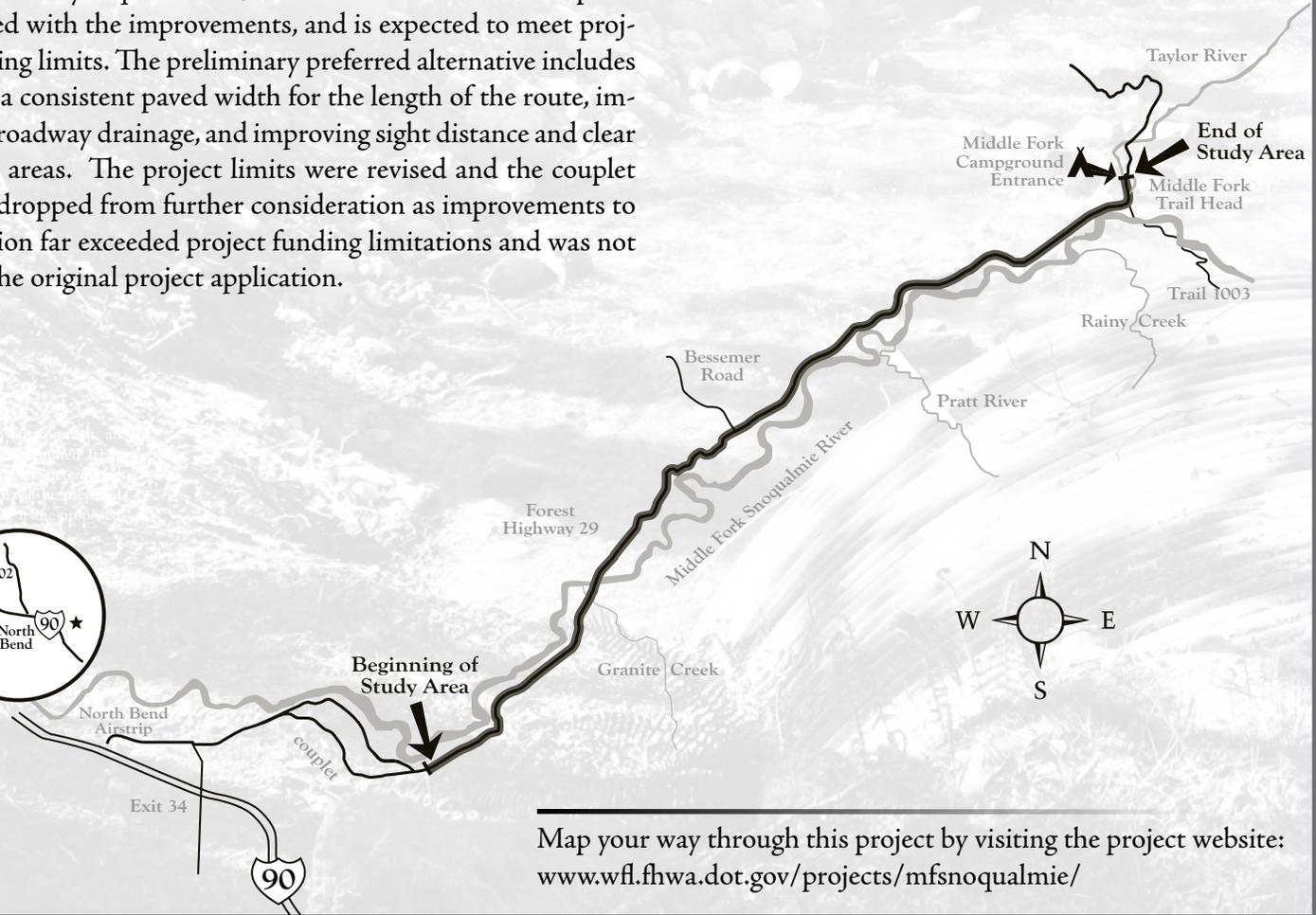
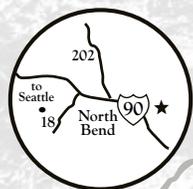
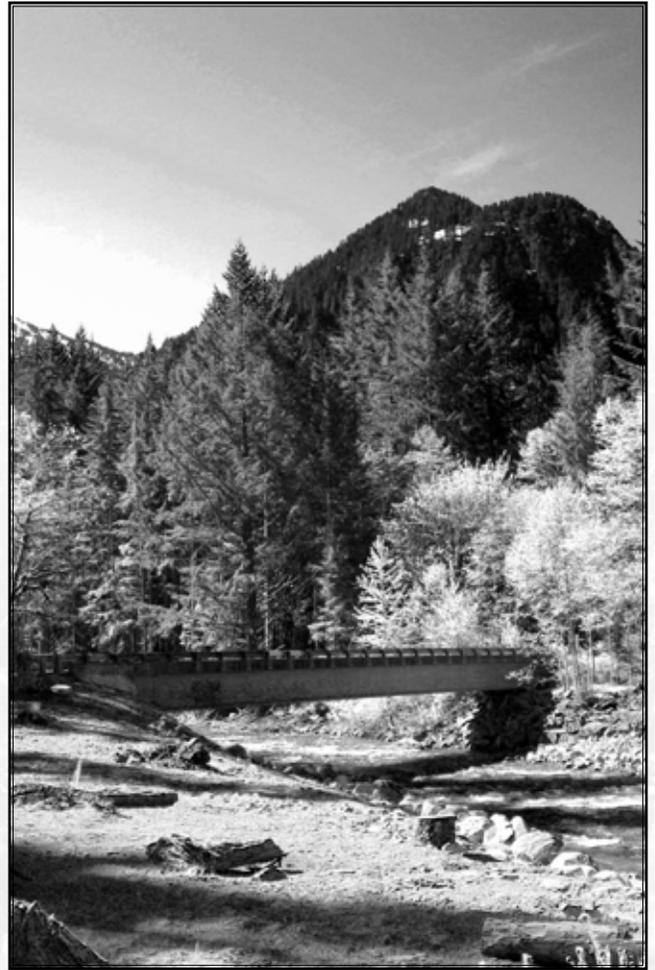
www.wfl.fhwa.dot.gov/projects/mfsnoqualmie/



Alternative Analysis

Planning efforts for the Middle Fork Snoqualmie River Road project have been under way for many years now and in that time many alternatives have been examined. Alternatives have considered roadways from 18-feet wide to up to 30-feet in width, varying extents of realignment, and inclusion of additional sites, such as reconstruction of the couplet portion of the road. As would be expected, these alternatives have a range of associated environmental impacts and costs. Public comments received over this time have generally indicated a desire for improvements to the road that improve public access to the area while retaining the rural, forested character of the existing road and minimizing environmental impacts. As alternatives were further examined and their associated cost estimates compared to the limited project funding available, the range of feasible alternatives was narrowed considerably. WFLHD, USFS, and King County have spent the last several years in discussions to determine what alternatives remained feasible in light of funding constraints while still meeting the purpose and need of the project.

A 20-foot paved roadway width has been identified as the preliminary preferred alternative by the partner agencies. This alternative will meet the purpose and need of the project, meet necessary road safety requirements, minimize environmental impacts associated with the improvements, and is expected to meet project funding limits. The preliminary preferred alternative includes creating a consistent paved width for the length of the route, improving roadway drainage, and improving sight distance and clear zones in areas. The project limits were revised and the couplet portion dropped from further consideration as improvements to this section far exceeded project funding limitations and was not part of the original project application.



Map your way through this project by visiting the project website:
www.wfl.fhwa.dot.gov/projects/mfsnoqualmie/