

# Which projects still need to be funded?

## I-405 / SR 167 Interchange

Dubbed by former Governor Gary Locke as "one of the worst interchanges in the State," the SR 167 interchange is congested up to 10 hours a day. The recently-constructed northbound flyover ramp helps ease congestion, but there is more to do.

The I-405 Master Plan for the SR 167 interchange includes removing all 4 loop ramps, replacing them with direct-connector freeway-to-freeway ramps; HOV flyover ramps from SR 167 connecting into north and southbound I-405; and HOV direct access ramps connecting I-405 to Rainier Avenue South and improving access to the Rainier Transit Center.

### Implementation Plan



The "Implementation Plan" is a major step toward accomplishing the Master Plan, and includes:

- Constructing frontage road couplet portion of SR 167 interchange (in Master Plan location)
- Eliminating two exterior ramps north of I-405 (replaced by frontage road couplet)
- Eliminating three of the four loop ramps: SE, SW, NW
- Existing NE loop (NB SR 167 to SB I-405) remains in operation
- Adds HOV and General Purpose direct connectors between SR 167 and north I-405
- Constructing I-405 (NB and SB) east of SR 167 to "Master Plan" level (two additional lanes in both directions plus one EB and WB auxiliary lanes)
- Rainier Avenue will weave through the direct connector ramps to connect to SR 167 south of I-405 with one GP and one HOV lane (instead of current two GP lanes)

To receive the I-405 Project eNewsletter, send an e-mail to [lyris@lists.wsdot.wa.gov](mailto:lyris@lists.wsdot.wa.gov) with "subscribe i-405" in the body of the message.

## Renton to Bellevue Projects

### North 8th Direct Access Ramps



A Sound Transit partnership project, the direct access facility at North 8th provides much-needed relief at one of Renton's busiest intersections at Park Street. Carpools and buses would have easier access to inside HOV lanes on I-405. Direct Access ramps to inside HOV lanes eliminate the current weaving situation drivers face to move across freeway lanes to access HOV lanes.

### NE 30th Street Underpass



This image at NE 30th Street in Renton illustrates what future I-405 improvements will look like corridor-wide: green, rounded railings and street names on crossings; new paint colors on structures and finishes; new designs for light fixtures on crossings and the I-405 mainline, and enhanced plantings.

# How Will I-405 Projects Address Traffic Congestion?



Traffic Congestion on I-405

## What will the TPA Projects Build?

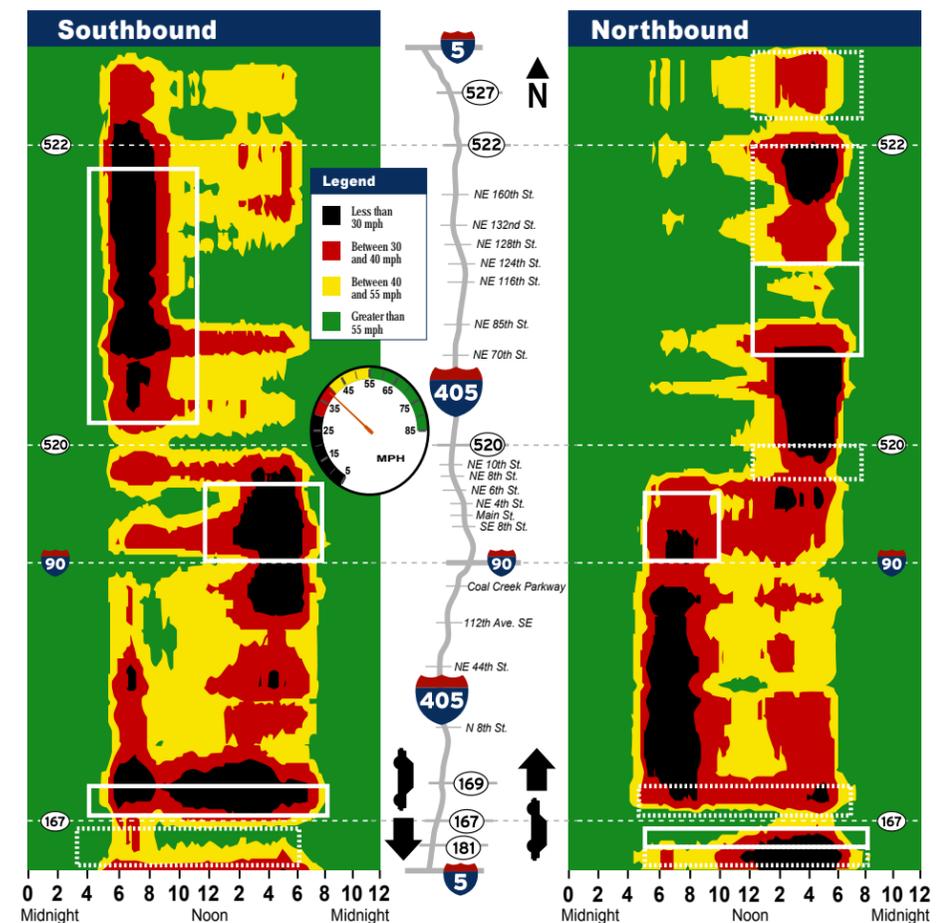
The \$972 million in TPA funds on I-405 will build projects that add capacity, relieve congestion and improve safety:

- Extending a new lane in each direction from the Kirkland area north to SR 527 in Bothell
- Adding new collector/distributor lanes to eliminate weaving traffic between downtown Bellevue and SR 520
- Building a new arterial overcrossing at NE 10th Street to provide a direct connection between downtown Bellevue and the expanded Overlake Hospital/Group Health campus
- Continuing work to add capacity, separate weaving movements and improve local arterial access at and around the highly congested I-405/SR 167 interchange in Renton and Tukwila
- Rebuilding the interchange at NE 132nd Street in Kirkland to improve traffic flow and reduce congestion

## And Where are the Missing Links?

Parts of I-405 experience up to twelve hours of traffic congestion every day. Traffic congestion and related safety concerns in three key chokepoint areas will be partially addressed by \$485 million in projects funded through the Nickel Program. Another \$972 million in projects were funded by the Transportation Partnership Account (TPA) by the State Legislature in 2005.

The graphic below shows what a typical weekday drive is like on I-405. The scale at the bottom of each graphic shows the time of day for both the southbound and northbound directions. Areas that are green are free-flowing. Yellow indicates moderately heavy traffic, while red indicates heavy traffic. Black areas show stop-and-go traffic. The white boxes on the map indicate areas where Nickel Program improvements will be made. Dashed boxes indicates areas where TPA projects are planned.





## Committed Funding by Washington State Legislature—\$1.5 B

(figures in millions)

	Nickel 2003-2012	Transportation Partnership Account 2005-2017
<b>SR 522 to SR 527</b> NB 195th to SR 527 (1 lane)		\$45
<b>SR 520 to SR 522</b> Kirkland Nickel Projects NE 124th to SR 522 NE 132nd Interchange	\$164	\$230
<b>I-90 to SR 520</b> Bellevue Nickel Projects: I-90 to SE 8th NB NE 8th to SR 520 Braided Crossing NE 10th Overcrossing	\$185	\$317
<b>SR 169 to I-90*</b> NE 44th to 112th Ave 112th Ave to I-90		\$170
<b>I-5 to SR 169</b> South Renton Nickel Projects I-5 to SR 181 NB SR 167 to SR 169 SR 515 Interchange SR 167 SB: I-405 to SE 180th (1 lane)	\$136	\$210
<b>Totals:</b>	<b>Nickel 2003-2012</b> ..... \$485	<b>2005 Account</b> ..... \$972
<b>I-405 Corridor Total State Investment</b> .....	<b>\$1,457</b>	

## Implementation Plan—\$4.7 B November 2003

(figures in millions)

<b>SR 522 to SR 527</b> Canyon Park Park and Ride	\$18
<b>SR 520 to SR 522</b> Brickyard Park and Ride Brickyard Direct Access NE 160th to SR 520 NE 132nd to NE 160th NE 132nd Interchange NE 116th to NE 124th NE 116th Arterial 85th Park and Ride 85th Direct Access NE 70th to NE 116th SR 520 to NE 70th Kirkland Nickel Projects	\$1,173
<b>I-90 to SR 520</b> SE 8th to SR 520 SB: SE 8th to Coal Creek Pkwy NB: SE 8th Interchange NB: I-90 to SE 8th Bellevue Nickel Projects NB: Coal Creek Pkwy to I-90 SB: I-90 to Coal Creek Pkwy Braided Crossing	\$794
<b>SR 169 to I-90</b> Bellevue Newport Hills Park and Ride Expansion 112th SE In-line Station SE 64th to Coal Creek Pkwy SR 900 to SE 64th (Renton/Bellevue City Limits) SR 169 to SR 900	\$1,298
<b>I-5 to SR 169</b> Renton Nickel Projects Renton Park and Ride HOV 167 (SE) SR 181 to SR 169 I-5 to SR 181	\$1,296
<b>Systemwide Improvements</b> BRT Coaches BRT Stations TDM/Vanpools ITS Pedestrian Facilities	\$173
<b>Funded by State Legislature</b> .....	<b>\$1,457</b>
<b>Funded by USDOT</b> .....	<b>\$16</b>
<b>Funded by Sound Transit</b> .....	<b>\$60</b>
<b>Unfunded Implementation Plan Projects</b> .....	<b>\$3,219</b>
<b>I-405 Corridor Implementation Plan</b> .....	<b>\$4,752</b>

