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SUMMARY

The Washington State Department of Transportation (WSDOT) is proposing to construct the Interstate 405 (I-405), NE 8th Street to State Route 520 (SR 520) Improvement Project to reduce congestion and improve safety in the vicinity of the I-405/SR 520 interchange within the City of Bellevue. This discipline report assesses the project's operational and construction effects on transportation. This report evaluates two alternatives, the Build Alternative and the No Build Alternative.

Study Approach

The study area for the I-405, NE 8th Street to SR 520 Improvement Project was identified as I-405 between NE 4th Street in downtown Bellevue and SR 520, and SR 520 between I-405 and 124th Avenue NE. These limits were chosen based on where the improvements will be made to I-405 and SR 520. The study area also includes any adjacent intersections and local streets that may be affected by the improvements to I-405 and SR 520.

In addition to the study area, we also analyzed the entire length of the I-405 corridor and adjacent sections of I-5, SR 167, I-90, SR 520, and SR 522. This analysis was conducted to capture effects outside Bellevue that may affect operations in the study area.

Existing Conditions

The general-purpose lanes on I-405 and SR 520, and the I-405/SR 520 interchange currently experience congestion and reduced speeds for several hours during the morning and afternoon commutes. For much of the day, the northbound I-405 general-purpose lanes currently experience reduced speeds where the NE 8th Street on-ramp traffic conflicts with traffic trying to access the ramps to SR 520.

Project Effects

The I-405, NE 8th Street to SR 520 Improvement Project will reduce congestion and improve operations on I-405, SR 520, and at the I-405/SR 520 interchange. The braided ramps will improve traffic operations by separating the weaving traffic on northbound I-405 between NE 8th Street and SR 520, and on

eastbound SR 520 between I-405 and 124th Avenue NE. We do not anticipate the project will generate new trips, but rather that traffic will shift from the local arterials to I-405 and SR 520.

The project will improve access to SR 520 and northbound I-405 by adding a new on-ramp at NE 10th Street. The project will change travel patterns in downtown Bellevue by modifying access to northbound I-405 and SR 520. The NE 8th Street on-ramp to northbound I-405 will be changed to access northbound I-405 only, not SR 520. Vehicles using northbound I-405 to travel to SR 520 will use the NE 4th Street on-ramp or the new NE 10th Street on-ramp.

The project will improve safety by reducing congestion, and, in turn, congestion-related accidents. The braided ramps will also improve safety in the study area by eliminating weaving maneuvers on northbound I-405 and eastbound SR 520.

Measures to Avoid or Minimize Effects

Project construction will be planned to minimize disruptions to the freeway whenever possible. Lane closures will occur in off-peak hours whenever possible, and will be coordinated with local agencies.

Unavoidable Adverse Effects

We do not foresee the project causing any substantial unavoidable adverse effects to transportation.

ACRONYMS AND ABBREVIATIONS

Term	Meaning
EIS	environmental impact statement
ETP	Eastside Transportation Program
FHWA	Federal Highway Administration
HAC	high accident corridor
HAL	high accident location
HOV	high-occupancy vehicle
I-405	Interstate 405
LOS	level of service
Metro	King County Metro
MVMT	million vehicle miles traveled
NEPA	National Environmental Policy Act
PSRC	Puget Sound Regional Council
RTID	Regional Transportation Investment District
SKATBD	South King County Area Transportation Board
SR 520	State Route 520
TDM	transportation demand management
WSDOT	Washington State Department of Transportation

GLOSSARY

Term	Meaning
access	The ability to enter a freeway or roadway via an on-ramp or other entry point.
acquisition	The purchasing of property, residences, or businesses for right-of-way necessary to construct or support a project.
auxiliary lane	A lane added between interchanges—from one on-ramp to the next off-ramp. It is dedicated to traffic entering and leaving a freeway and provides motorists with more time and extra room to accelerate or decelerate and merge when getting on and off the freeway.
best management practice (BMP)	Innovative and improved environmental protection tools, practices, and methods that have been determined to be the most effective, practical means of avoiding or reducing environmental impacts.
bicycle lane	A portion of a roadway reserved for preferential or exclusive use by bicycles. These lanes are identified using striping, signs, and/or pavement markings.
bottleneck	A narrow or obstructed section of a highway that contributes to traffic congestion.
bus rapid transit (BRT)	An express, or limited-stop, rubber-tired transit system operating predominately in roadway managed lanes such as high-occupancy vehicle (HOV) lanes.
capacity	The maximum sustained traffic flow of a transportation facility under prevailing traffic and roadway conditions in a specified direction.
commuter hours	The time periods in the morning and afternoon when most people travel to and from work. Commuter hours are also referred to as rush hours and in travel models as peak hours.
congestion	The condition when unstable traffic flows constrain travel speeds to less than the posted limit. Recurring congestion is caused by constant excess traffic volume compared with the highway's capacity. Nonrecurring congestion is caused by unusual or unpredictable events such as traffic accidents.
context-sensitive solutions	A collaborative, interdisciplinary approach to develop a transportation facility that fits its physical surroundings and is responsive to the community's scenic, aesthetic, social, economic, historic, and environmental values and resources, while maintaining safety and mobility.

Term	Meaning
corridor	Within the context of a visual analysis, the road or highway and the adjacent area that is visible from and extending along the highway. The distance the corridor extends out from the highway may vary depending on different factors, such as land use and topography, or the corridor may be defined as a set width, such as one-quarter or one-half mile.
CORSIM	A traffic analysis software package that simulates roadway intersection operating conditions and the effects of design modifications.
cumulative effect	The effect on the environment that results from the incremental effect of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions. Cumulative effects can result from individually minor but collectively noticeable actions taking place over a period of time.
delay	The increased travel time experienced because of circumstances that impede the desirable movement of traffic.
demand	The desire for travel by potential users of the transportation system.
demand forecasting	Procedures for estimating the desire for travel by potential users of the transportation system, including outputs such as the number of travelers, the time of day, and travel routes.
direct effect	An effect caused by an action or alternative and occurring at the same time and location. Effects may be ecological, aesthetic, historic, cultural, economic, social, or health-related.
direct-access ramp	A freeway ramp that provides a direct connection to and from managed lanes for buses, carpools, and vanpools. This avoids the need to cross several lanes of general-purpose traffic, saving time and improving traffic flow and safety.
duration	The length of time of an event.
effect	Something brought about by a cause or agent; a result. This may include ecological, aesthetic, historic, cultural, economic, social, health, or other effects, whether direct, indirect, or cumulative. Effects may include those resulting from actions that may have both beneficial and detrimental effects.

Term	Meaning
emergency vehicle	Any vehicle used to respond to an incident or accident. Examples include police, fire, ambulance, maintenance vehicles, and incident response tow trucks.
environmental impact statement (EIS)	A document prepared under the National Environmental Policy Act and/or the State Environmental Policy Act that identifies and analyzes, in detail, environmental effects of a proposed action. As a tool for decision-making, the EIS describes positive and negative effects and examines reasonable alternatives for an undertaking.
Federal Highway Administration (FHWA)	One of several agencies in the U.S. Department of Transportation, the FHWA provides federal financial assistance to the states through the Federal Aid Highway Program, the purpose of which is to construct and improve the National Highway System, urban and rural roads, and bridges.
fill	Any material placed in an area to increase surface elevation.
general-purpose lane	A freeway or arterial lane available for use by all traffic.
geographic information system (GIS)	A digital computer mapping system that can overlay a wide variety of data such as land use, utilities, and vegetative cover, and provide a spatial analysis.
high accident corridor (HAC)	A section of road one mile or more in length that exceeds the county average for collisions and severity on rural two lane arterials, minor arterials, and major collectors. The “high-accident-corridor” rate is based on number of crashes per million vehicle miles.
high accident location (HAL)	A place on the highway system that experiences a higher than average number of accidents compared to other locations with similar characteristics.
high-occupancy vehicle (HOV)	High-occupancy vehicle is a special designation for a bus, carpool, or vanpool provided as an encouragement to increase ride-sharing. Specially designated HOV lanes and parking are among the incentives for persons to pool trips, use fewer vehicles, and make the transportation system more efficient. HOV lanes are generally inside (left-side) lanes, and are identified by signs and a diamond on the pavement. Currently, two or more (2+) occupants are required to use the I-405 HOV lanes. Motorcycles are allowed to use freeway HOV lanes as well.
impedance	A measure of travel delay used in travel forecasting procedures.

Term	Meaning
indirect effect	An effect that occurs later in time or is removed in distance from the proposed action, but is still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems.
Intelligent Transportation Systems (ITS)	A broad range of wireless and wire line communications-based information, control, and electronics technologies. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, improve safety, and enhance productivity.
level of service (LOS)	A measure of how well a freeway or local signalized intersection operates. For freeways, LOS is a measure of traffic congestion typically based on volume-to-capacity ratios. For local intersections, LOS is based on how long it takes a typical vehicle to clear the intersection. Other criteria also may be used to gauge the operating performance of transit, non-motorized, and other transportation modes.
Metro Transit	The King County public transit agency.
million vehicle miles traveled (MVMT)	The number of miles traveled by all vehicles, usually reported for a given area or population.
mitigation	An effort to: (1) avoid the impact altogether by not taking a certain action or parts of an action; (2) minimize the impact by limiting the magnitude of the action and its implementation, by using technology or by taking affirmative steps; (3) rectify the impact by repairing, rehabilitating, or restoring the affected environment; (4) reduce or eliminate the impact over time by preservation and maintenance operations; (5) compensate for the impact by replacing, enhancing or providing substitute resources or environments; and/or (6) monitor the impact and take appropriate corrective measures.
mode	A particular means or method of travel. Typically, transportation modes include driving alone (single-occupant vehicle), carpooling (high-occupancy vehicle), non-motorized (walking, jogging, biking), or riding transit or high-capacity transit (bus, bus rapid transit, light rail, or commuter rail).
modeling	Use of statistics and mathematical equations to simulate and predict real events and processes.

Term	Meaning
National Environmental Policy Act (NEPA)	Federal legislation adopted in 1969 that established a national environmental policy intentionally focused on federal activities and the desire for a sustainable environment balanced with other essential needs of present and future generations. NEPA also established federal agency responsibility and created the basic framework for integrating environmental considerations into federal decision-making. The fundamentals of the NEPA decision-making process include: an interdisciplinary approach in planning and decision-making for actions that affect the human environment, interagency coordination, consideration of alternatives, examination of potential environmental consequences and mitigation, documentation of the analysis, and making the information available to the public for comment prior to implementation.
non-motorized	Bicycle, pedestrian, and other modes of transportation not involving a motor vehicle.
off-peak	In relation to transportation, public services and utilities, off-peak means those times when fewer persons use the facility, service, or utility.
off-peak direction	The travel direction on the freeway with the lower demand.
park-and-ride	A facility where individuals can park their vehicle for the day and access public transportation or rideshare for the major portion of their trip.
peak direction	The travel direction on the freeway with the higher demand.
peak hour	The hour in the morning or in the afternoon when the maximum demand occurs on a given transportation facility or corridor.
peak period	The period of the day during which the maximum amount of travel occurs. It may be specified as the morning (AM) or afternoon or evening (PM) peak.
person throughput	A term used to describe the number of persons (not vehicles) being carried on a facility. This is usually measured at a specific point on the facility for a predetermined period of time.
person trips	The total number of persons that pass through a section of roadway during a given time period. For example, one vehicle carrying three people comprises three person trips.

Term	Meaning
Puget Sound Regional Council (PSRC)	The Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the central Puget Sound region, which is comprised of Snohomish, King, Pierce, and Kitsap counties. The MPO and RTPO is the legally-mandated forum for cooperative decision-making about regional growth policies and transportation issues in the metropolitan planning area.
ramp metering	A system used to reduce congestion on a freeway facility by managing vehicle in-flow from local-access on-ramps. An on-ramp is equipped with a traffic signal that allows vehicles to enter the freeway at intervals based on freeway congestion, traffic speeds, and other conditions.
Record of Decision (ROD)	A document prepared by the federal lead agency that presents the basis for the decision reached after completion of the Final EIS. The ROD summarizes any mitigation measures that will be incorporated into the project, and documents any required Section 4(f) or other approvals.
Regional Transportation Investment District (RTID)	A joint effort of King, Pierce, and Snohomish counties, created by Washington State statute, with the goal of identifying specific road, transit, and possibly light rail improvement projects of regional significance in the three counties. RTID also has the authority to propose ways to fund these transportation improvements through district-specific taxes and fees that will be presented for public approval, via ballot. RTID decisions are made by the County Council Members from the three participating counties.
right-of-way	Land purchased prior to the construction of transportation improvements along with land for sound walls, retaining walls, stormwater facilities, and other project features. This also includes permanent or temporary easements for construction and maintenance. Vacant land may also be set aside for future highway expansion under certain circumstances.
runoff	Rainwater or snowmelt that leaves an area as a surface drainage.
State Environmental Policy Act (SEPA)	Washington State legislation adopted in 1974, that establishes an environmental review process for all development proposals and major planning studies prior to taking any action. SEPA includes early coordination to identify and mitigate any substantial issues or substantial effects that may result from a project or study.

Term	Meaning
stormwater	The portion of precipitation that does not naturally percolate into the ground or evaporate, but flows overland, in channels, or in pipes into a defined surface water channel or a constructed stormwater facility.
stormwater detention	The process of storing stormwater in manmade facilities such as ponds or vaults and releasing the stormwater at a controlled rate. This helps control the volume and rate at which stormwater enters streams and rivers. Controlling the flow of stormwater helps maintain or improve conditions in the streams and minimizes erosion of stream banks.
study area	The area specifically evaluated for environmental effects.
throughput	The number of vehicles being carried on a facility. This is usually measured at a specific point on the roadway facility for a predetermined period of time.
transportation demand management (TDM)	A varied collection of methods to reduce or modify travel demand and encourage more efficient use of the transportation system.
transportation facility	Roadways, access ramps, noise walls, retaining walls, traffic barriers, transit stations, park-and-ride structures, non-motorized facilities, signage, lighting, stormwater treatment and conveyance, and landscaping within the project area.
travel demand forecasting	Methods for estimating the desire for travel by potential users of the transportation system, including the number of travelers, the time of day, travel mode, and travel routes.
two-directional total	A traffic volume that combines both directions of traffic into one number.
vehicle	Any car, truck, van, motorcycle, or bus designed to carry passengers or goods. Bicycles and other pedestrian-oriented vehicles are not included in this definition.
vehicle trips	The total number of vehicles that pass through a section of roadway over a given time.
VISSIM	A traffic analysis software package used for the modeling and simulating operation of the transportation system and its elements.

SECTION 1 INTRODUCTION

What are the primary features of the I-405, NE 8th Street to SR 520 Improvement Project?

The proposed I-405, NE 8th Street to SR 520 Improvement Project is part of the overall I-405 master plan designed to improve safety, reduce congestion, and add capacity along the I-405 corridor. The I-405, NE 8th Street to SR 520 Improvement Project extends approximately 1.5 miles north along I-405, from south of NE 8th Street to the SR 520 interchange, and approximately 1.6 miles east along SR 520, from the I-405 interchange to east of 124th Avenue NE.

The primary features of the I-405, NE 8th Street to SR 520 Improvement Project are as follows:

- Construct grade-separated ramps (referred to as braids) on northbound I-405 to separate the I-405 traffic exiting to SR 520 from traffic entering I-405 at NE 8th Street in downtown Bellevue;
- Construct a new three-lane eastbound collector-distributor lane on SR 520 to separate the on- and off-ramp traffic between I-405 and 124th Avenue NE;
- Reconstruct the NE 12th Street bridge over I-405;
- Construct an on-ramp from the NE 10th Street bridge (built prior to this project) to SR 520; and
- Reconfigure the ramps from SR 520 to southbound I-405.

What is the purpose of this report?

The Transportation Discipline Report presents the results of our detailed study of the effects of the I-405, NE 8th Street to SR 520 Improvement Project to the transportation system. The report identifies the meaningful differences between the No Build Alternative and the Build Alternative in terms of freeway and local street performance, safety, and effects to transit and non-motorized facilities.

What topics are included in the Transportation Discipline Report?

The report includes results from our freeway and local street operations analysis including the number of vehicles and

persons moved, changes in freeway congestion, and intersection level of service (LOS). We conducted a safety study for the freeway corridor and examined the effects that constructing the project will have on the transportation system. In this report, we identify the effects on transit service and facilities, as well as the effects on the non-motorized facilities.

Why is transportation important to consider?

Transportation is vital to the health of the region's economy and affects everyone's quality of life. I-405 and SR 520 play a crucial role in moving people and goods through the Puget Sound region. As the population and employment of the Puget Sound region increases, it is important that we continually improve our transportation system. We need to understand the likely effects of transportation improvements to I-405 and SR 520 before we can efficiently design the project and get approvals from federal agencies.

What studies were completed?

In February of 2005, the Environmental Impact Statement for the Overlake Hospital Master Plan/NE 10th Street Extension documented the effects of the hospital expansion and the new NE 10th Street bridge over I-405.

Also in February of 2005, the Transportation Discipline Report for the I-405, SR 520 to SR 522 - Kirkland Nickel Project documented the project's effects on the transportation system north of the I-405, NE 8th Street to SR 520 Improvement Project study area. In January 2006, the Transportation Discipline Report for the I-405 Bellevue Nickel Improvement Project documented the project's effects between I-90 and SE 8th Street in south Bellevue. Both the Kirkland Nickel Project and the Bellevue Nickel Improvement Project are assumed to be completed for the Build Alternative and No Build Alternative.

What are the key messages from this report?

The key messages in this report include the following:

- The study area currently experiences congestion during the morning and afternoon peak travel periods. Projected future regional population and employment growth will

increase freeway demand compared to 2005 existing conditions.

- In the year 2014, the Build Alternative will increase travel speeds on northbound I-405 in the study area between 10 and 25 miles per hour compared to the No Build Alternative. The Build Alternative will also increase travel speeds on eastbound and westbound SR 520 in the study area between 5 and 15 miles per hour compared to the No Build Alternative.
- The Build Alternative will increase the number of vehicles able to travel on northbound I-405 and westbound SR 520 through the study area. Southbound I-405 and eastbound SR 520 will carry a similar number of vehicles with the Build Alternative and the No Build Alternative.
- The Build Alternative will improve safety compared to the No Build Alternative by reducing weaving and congestion-related accidents.
- The braided ramps will improve travel time for buses traveling from downtown Bellevue to SR 520. The Build Alternative will also improve transit and high-occupancy vehicle (HOV) travel times by increasing freeway travel speeds in the study area.
- The Build Alternative will improve local street access to SR 520 and northbound I-405 in downtown Bellevue.
- The I-405, NE 8th Street to SR 520 Improvement Project will improve a portion of the I-405 corridor. It will not offer the full solution, but serves as a step in implementing the long-term plan master plan for the I-405 corridor. The master plan includes additional freeway and transit capacity and will substantially replace and upgrade interchanges along the entire length of the I-405 corridor.

What measures are proposed to avoid or reduce effects?

The purpose of the project is to improve freeway and local street operations by adding roadway capacity. When the project is built and operational, no mitigation measures related to roadway operations will be required.

The construction of the project will affect the transportation system due to temporary closures and construction vehicles operating in the area. The project will be constructed and staged to minimize the effects whenever possible. We will coordinate with the local agencies and other on-going projects to prepare a Traffic Management Plan prior to making any changes to the traffic flow or allowing lane closures.

What would happen if the No Build Alternative were adopted?

By 2014, we anticipate that the travel demand will increase in the study area and, for locations where traffic is constrained, travel speeds and traffic volumes would decrease compared to 2005 existing conditions. This would occur mainly in the afternoon commute when traffic volumes are higher. With the No Build Alternative, northbound I-405 between NE 8th Street and SR 520 would experience increased congestion from weaving traffic, and more drivers would use the local streets to access SR 520. The flow of traffic would be most constrained in the year 2030 and beyond.

For local streets, we expect that future traffic volumes would increase and local traffic operations would generally worsen compared to 2005 existing conditions. Transit service would continue to operate as it does under existing conditions.

SECTION 2 PROJECT DESCRIPTION

What is the intent of the I-405, NE 8th Street to SR 520 Improvement Project?

WSDOT is proposing to construct the I-405, NE 8th Street to SR 520 Improvement Project to improve safety and reduce congestion in the vicinity of the I-405 and SR 520 interchange within the city of Bellevue. The improvements will benefit the public by:

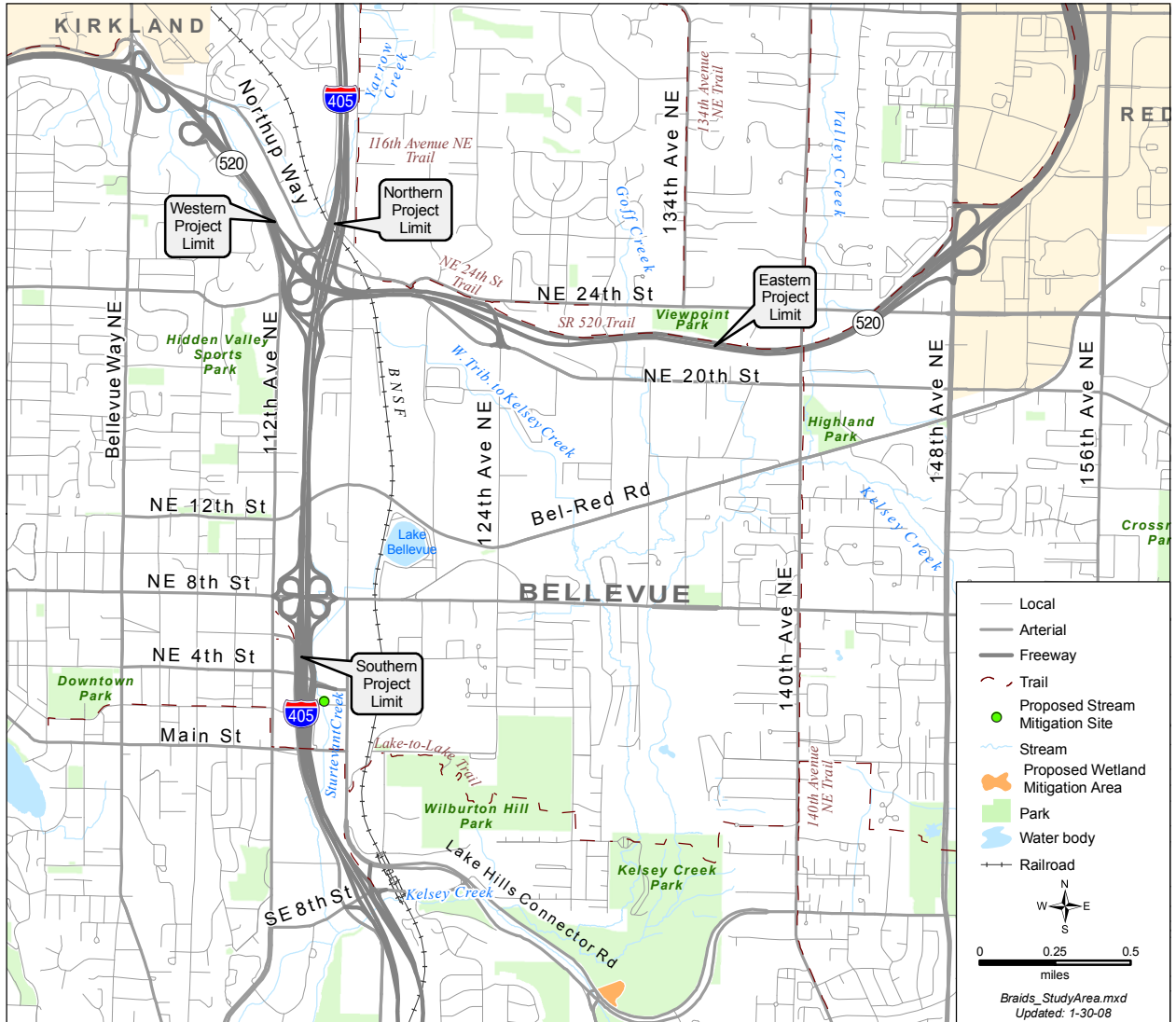
- Reducing congestion for the public and freight vehicles;
- Improving safety;
- Improving access and circulation to and from local streets; and
- Providing opportunities for environmental improvements.

The I-405, NE 8th Street to SR 520 Improvement Project extends approximately 1.5 miles north along I-405, from south of NE 8th Street to the SR 520 interchange, and approximately 1.6 miles east along SR 520, from the I-405 interchange to east of 134th Avenue NE (Exhibit 2-1).

What are the details of the I-405, NE 8th Street to SR 520 Improvement Project?

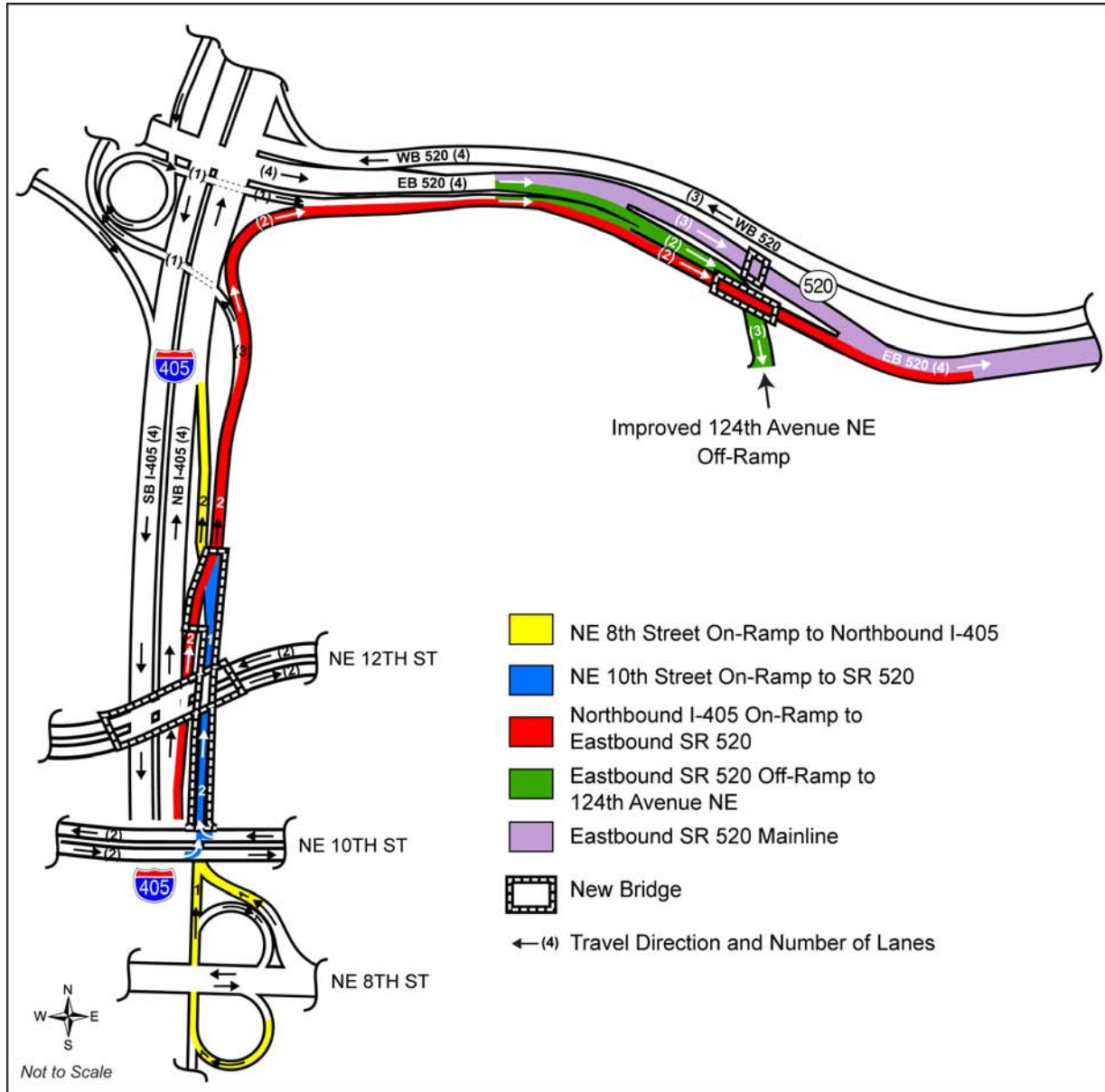
The proposed I-405, NE 8th Street to SR 520 Improvement Project is part of the overall I-405 Corridor Program Master Plan designed to improve safety and reduce congestion along the I-405 corridor. The I-405, NE 8th Street to SR 520 Improvement Project will improve safety and mobility by constructing grade-separated ramps on northbound I-405 to separate the I-405 traffic exiting to SR 520 from traffic entering I-405 at NE 8th Street in downtown Bellevue. On SR 520, a new eastbound collector-distributor lane will also be constructed to separate the on- and off-ramp traffic between I-405 and 124th Avenue NE (Exhibit 2-2). In addition, the ramps from SR 520 to southbound I-405 will be reconfigured to improve traffic flow.

Exhibit 2-1: Project Location and Vicinity



This discipline report analyzes two alternatives, the Build Alternative and the No Build Alternative. The proposed project improvements for the Build Alternative, from south to north on I-405, and west to east on SR 520, are described below. The No Build Alternative is described at the end of this section.

Exhibit 2-2: Proposed Lane Configuration on Northbound I-405 to Eastbound SR 520



Northbound I-405 to Eastbound SR 520 Improvements

- Reconfigure the existing northbound NE 4th Street on-ramp to become an auxiliary lane that exits to SR 520 and northbound I-405 as part of a two-lane exit ramp. See Exhibit 2-3.
- Reconstruct portions of the NE 8th Street on- and off-ramps to and from northbound I-405. The on-ramp will be reconstructed at a lower grade than the I-405 mainline.

What is an auxiliary lane?

An auxiliary lane is a lane added between interchanges—from one on-ramp to the next off-ramp. It is dedicated to traffic entering and leaving a freeway and provides motorists with more time and extra room to accelerate or decelerate and merge when getting on and off the freeway.

What is a collector-distributor system?

Collector-distributor lanes are freeway lanes serving single or multiple interchanges that are physically separated from general freeway lanes. The purpose of collector-distributor lanes is to separate the traffic entering and exiting the freeway from the through traffic.

In the simplest form, all ramps that would normally touch the freeway are instead shifted outwards to the collector distributor lanes. There is still weaving, but it is no longer on the main lanes.

- Rebuild the NE 12th Street bridge crossing over I-405 to accommodate the new ramps.
- Construct a northbound on-ramp to SR 520 from a new NE 10th Street bridge crossing; the bridge crossing will be constructed as part of a separate project prior to constructing the on-ramp.
- Construct grade-separated ramps to divide traffic entering northbound I-405 from NE 8th Street and traffic exiting I-405 to SR 520.
- Construct grade-separated ramps to divide traffic entering eastbound SR 520 from northbound I-405 and traffic exiting eastbound SR 520 to 124th Avenue NE.
- Shift eastbound SR 520 mainline travel lanes toward the median.
- Extend the ramp from northbound I-405 to eastbound SR 520 on a collector-distributor system through the 124th Avenue NE interchange to merge with the existing eastbound SR 520 mainline just east of 134th Avenue NE.
- Reconstruct the 124th Avenue NE interchange off-ramp.
- Relocate an existing noise barrier. The new barrier will be approximately 1,585 feet long and 20 feet high.
- Construct several retaining walls needed to allow for the proposed widening of I-405.

SR 520 to Southbound I-405 Improvements

- Reconfigure the ramps from SR 520 to southbound I-405 to improve traffic flow. The westbound SR 520 to southbound I-405 ramp will become a dedicated auxiliary lane, and on-ramp traffic will no longer be required to immediately merge with southbound I-405 mainline traffic. The eastbound SR 520 to southbound I-405 ramp will merge with the dedicated auxiliary lane.

Southbound I-405 to SR 520 Improvements

- Realign the southbound I-405 to eastbound SR 520 loop ramp.
- Realign eastbound SR 520 to match the proposed improvements.

Exhibit 2-3: Project Features - Sheet 1 of 6

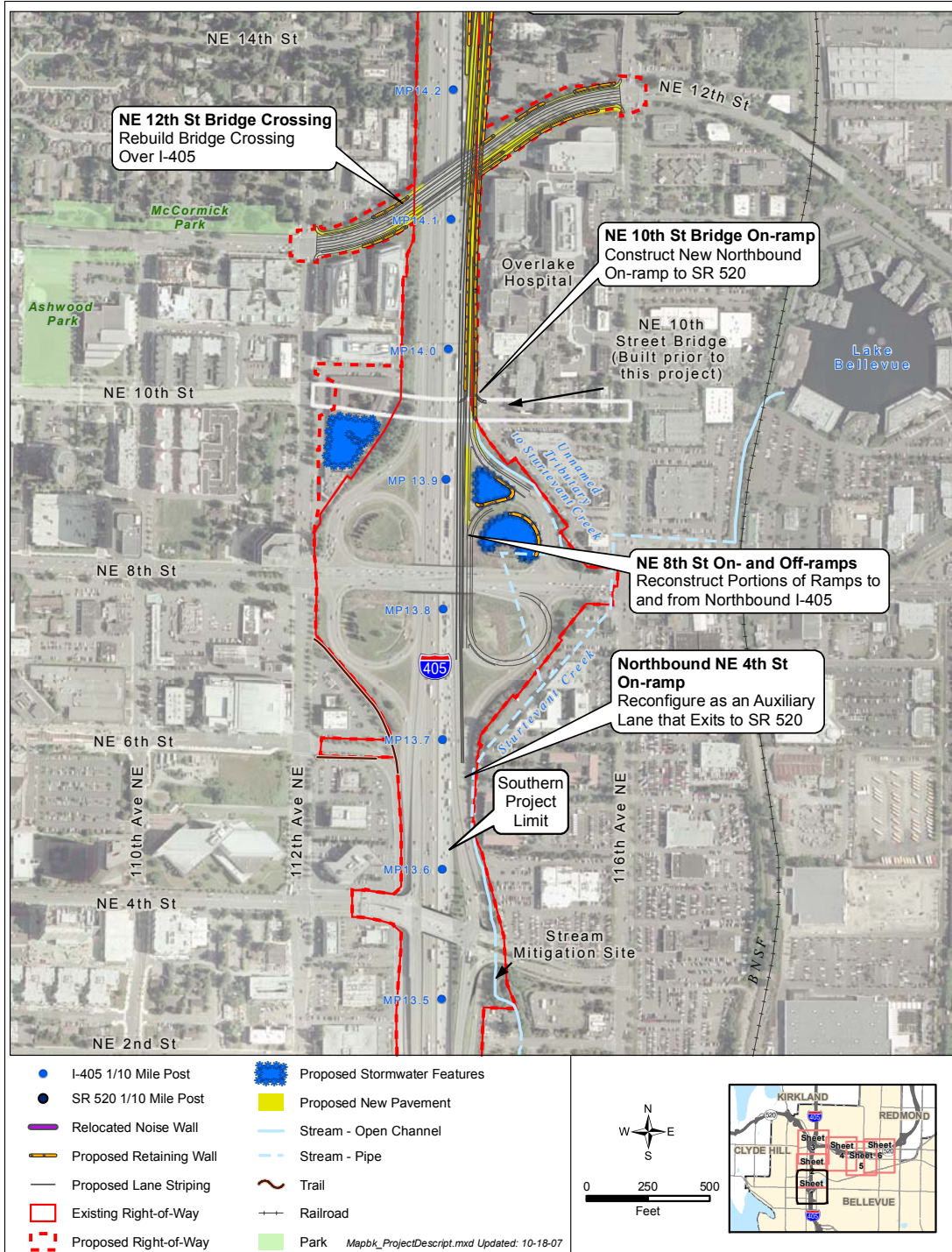


Exhibit 2-3: Project Features - Sheet 2 of 6

