

For More Information

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<http://www.wsdot.wa.gov/Projects/i405/I5toSR169/>

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Alternate Formats: Persons with disabilities may request alternative formats – large print, Braille, cassette tape, or computer disk; please call the WSDOT ADA Accommodation Hotline at 206-389-2839. Persons with hearing impairments may access the Washington State Telecommunications Relay Service at 711.

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I-405/I-5 to SR 169 Stage 1 – Widening



Rush-hour traffic backs up to the horizon on I-405, before exiting to SR 167.

Project Timeline

The Renton Nickel Improvement Project Environmental Assessment was published on October 2, 2006.

I-405/Renton Stage 1 construction begins	Fall 2007
I-405/Renton Stage 1 construction complete	Summer 2010
I-405/Renton Stage 2 construction begins	Early 2009*
I-405/Renton Stage 2 construction complete	Fall 2011*

* At existing funding levels

Drivers to See Improved Speeds and a Safer I-405 between Renton and Tukwila

I-5 TO SR 169 STAGE 1 - WIDENING

High volumes of commuters travel along I-405 between I-5 and State Route (SR) 169, the Maple Valley Highway, making the interchange at I-405 and SR 167 one of the most congested in the state.

I-405/I-5 to SR 169 Stage 1 – Widening (also known as I-405 Renton Widening) is a first step to address the congestion at this critical interchange. Adding lanes and improving merging conditions will relieve one of the worst I-405 bottlenecks, improving the drive in and out of Renton and Tukwila. From September 2007 to spring 2010, construction crews will:

- Add one lane in each direction on I-405 between I-5 and SR 167
- Add an auxiliary lane southbound on SR 167 from I-405 to S. 180th Street (SW 41st St.) in Renton
- Extend the southbound HOV lane on SR 167 north to I-405

Where and when will work be done?

On I-405, this project begins just east of the I-5/I-405 Interchange in Tukwila and extends north (east) to the SR 167 Interchange. On southbound SR 167, work will extend approximately 1.5 miles from the I-405 Interchange to the S. 180th Street (SW 41st Street) off-ramp. The work includes:

- Improving ramps at SR 181 and SR 167
- Building retaining walls along SR 167 and I-405
- Replacing the existing bridge over Oakesdale Avenue and Springbrook Creek
- Adding drainage and water quality facilities
- Upgrading lighting, fiber optic and electrical equipment

To keep traffic moving and maintain daytime business access along the corridor, lane closures during Stage 1 will be performed during off-peak hours, including nights and weekends. The need for warm and dry weather limits some work to the spring and summer months.



Existing configuration (above) and eight-lane solution (right).

The End Result

As the first stage in a long-range plan, this project will reduce congestion and increase capacity on I-405 between I-5 and SR 167. The additional capacity, combined with interchange improvements, will help relieve congestion, improve traffic flow and add to safety.

This Stage 1 Widening Project is part of a broad master plan for I-405 improvements. More info on the I-405 Corridor Master Plan is available at: <http://www.wsdot.wa.gov/projects/i405/>

I-5 TO SR 169 STAGE 2 – WIDENING

A separate project is slated to begin construction in 2009. I-405 Renton Stage 2 – Widening will add one lane in each direction on I-405 between SR 167 and SR 169, and will build a new half-diamond interchange on I-405 at SR 515 (Talbot Road). This project will improve access to downtown Renton and relieve congestion on the I-405 interchanges at SR 167 and SR 169. Visit the Web site: <http://www.wsdot.wa.gov/Projects/i405/SR515Interchange/>

I-405 RENTON STAGE 1 WIDENING PROJECT BENEFITS

Safety

Rear-end and side-swipe collisions are common along this corridor. Increasing capacity improves safety by reducing these congestion-related accidents. Extending merge and exit lanes will also help reduce these problems. Ramp improvements include:

- On southbound I-405, we will extend lanes merging from Rainier Avenue and SR 167.
- We will extend the exit lane from northbound I-405 to southbound SR 167.
- To give traffic from northbound I-405 more room to merge onto SR 167, we will add an auxiliary lane to southbound SR 167.
- We will move the start of the southbound SR 167 HOV lane 1600 feet closer to the I-405 interchange. This will allow transit and carpools to enter the HOV lane sooner.

- We will separate the entrance lanes from northbound and southbound SR 167, allowing drivers to enter I-405 without having to share a lane.

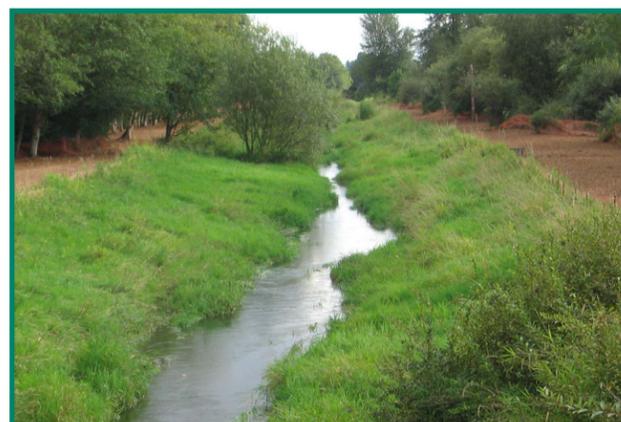
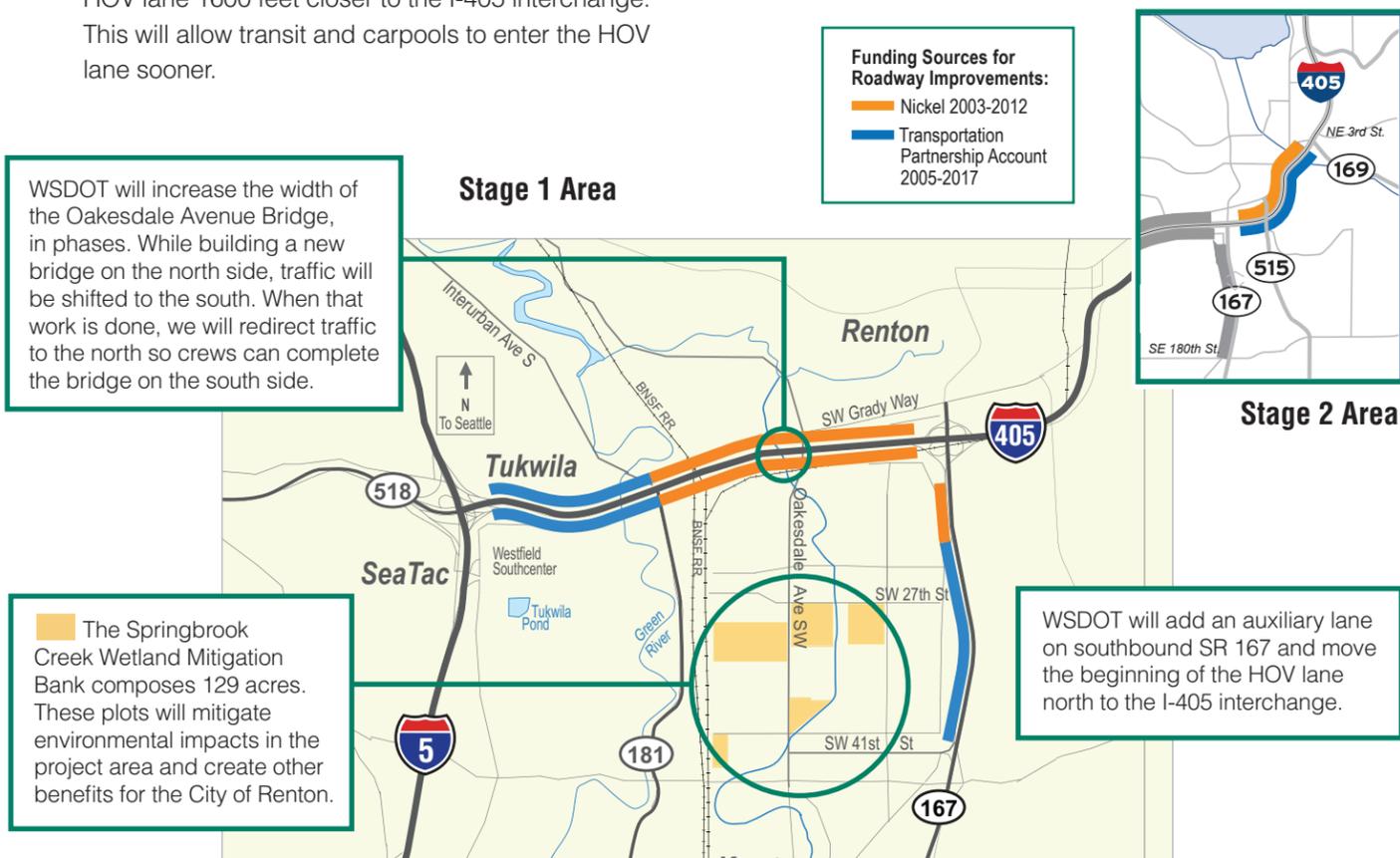
Congestion Relief

This project reduces congestion by creating more space for vehicles on I-405, between I-5 and SR 167.

When construction is complete, drivers should see travel speeds on I-405 increase up to 20 miles per hour. Drivers will spend less time in traffic.

Intelligent Traffic Systems (ITS) will keep traffic moving. Safety cameras will point out traffic problems. Adjusting on-ramp signals will relieve congestion in problem areas.

Variable Message Signs (VMS) will provide real-time information, allowing drivers to make informed travel decisions.



"Fill removal returns Springbrook Creek Wetland to its original elevation. The restored area will be replanted with native vegetation."

Environmental

WSDOT is designing the Renton Widening Project to avoid and minimize effects on the environment. The Springbrook Creek Wetland and Habitat Mitigation Bank is an innovative example. Building new lanes on I-405 will displace some existing wetlands. The mitigation "bank" of 129 acres located upstream from I-405 will:

- Compensate for unavoidable environmental impacts to 1.66 acres of wetland along the Stage 1 project.
- Locate high-quality habitat away from the disturbances found in a roadside setting.
- Provide floodwater storage.
- Benefit the City of Renton and regional residents by creating environmental education and recreation opportunities.

Other mitigation efforts associated with the I-405 Renton Widening Project include:

Minimizing Our Footprint – Throughout the project area, we will minimize impacts by building walls to avoid filling and grading of adjacent wetlands.

Removing a Box Culvert – WSDOT will remove the existing Springbrook Creek box culvert under I-405, restoring the streambed to a more natural setting.

Treating Stormwater – Adding lanes takes away ground where rainfall normally drains. WSDOT will retain and treat the resulting runoff to control flooding and pollution.

Design-Build: an Innovative Approach

Traditionally, projects of this type involve a three-part process: Design-Bid-Build, in which WSDOT completes all design before putting a contract out to bid and construction.

Using this more traditional design-bid-build approach, engineers must complete 100% of the project design before any construction begins.

With Design-Build, WSDOT executes a single contract with one entity (the design-builder). Used appropriately, design-build creates efficiencies; construction can begin earlier, while the team continues design work on other portions of the project.

Working with Tribes

The I-405 Corridor Program works closely with tribes to ensure that projects avoid or minimize effects on archaeological sites, traditional cultural properties and natural resources. To learn more about Section 106 Tribal Consultation (the government-to-government process) please visit WSDOT's Tribal Liaison webpage: <http://www.wsdot.wa.gov/tribal/>

Project Funding

	In millions	
	Transportation Partnership Account 2005-2017	Nickel 2003-2012
I-5 to SR 169 Stage 1 Widening		
I-405/Renton Nickel Stage 1		\$90.66
SR 167 SB: I-405 to S180th St.	\$27.45	
I-405/I-5 to SR 181	\$17.90	
Springbrook Mitigation Bank		\$16.00
I-5 to SR 169 Stage 2 Widening and SR 515 Interchange		
I-405/SR 515 New Interchange	\$113.37	
I-405/Renton Nickel Stage 2		\$55.34
I-405/NB SR 167 to SR 169	\$4.10	

Total Funding from Above Sources..... \$324.82