

The Implementation Plan

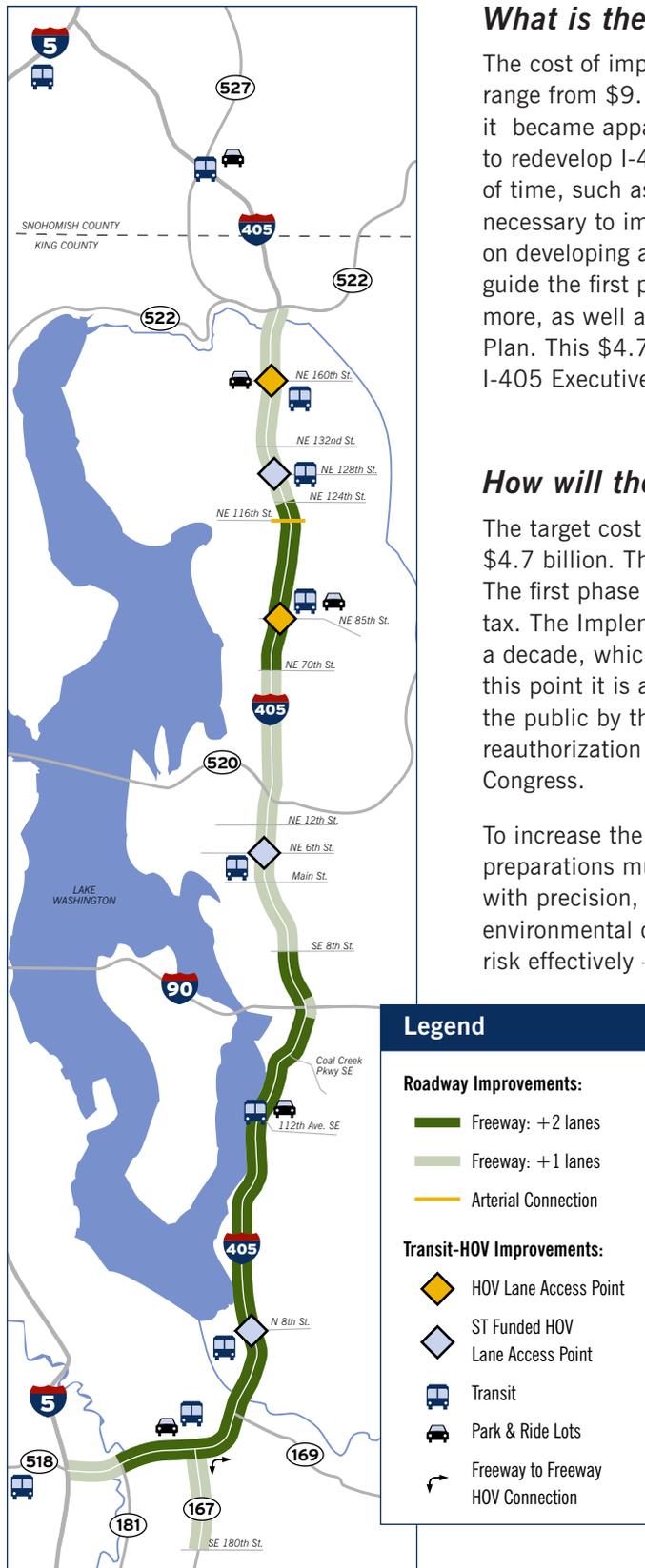
What is the I-405 Implementation Plan?

The cost of implementing the total I-405 Corridor Master Plan would range from \$9.1 to \$10.9 billion. Upon selection of the Master Plan, it became apparent that this amount of money would not be available to redevelop I-405 to the Master Plan's vision in a reasonable period of time, such as 10 years, and that a phased approach would be necessary to implement the project. Since 2002, work has focused on developing and adopting an "Implementation Plan" to define and guide the first phase of the project's development for a decade or more, as well as indicate future strategies to accomplish the Master Plan. This \$4.7 billion Implementation Plan was endorsed by the I-405 Executive Committee in October 2003.

How will the Implementation Plan be funded?

The target cost of the Implementation Plan has been established at \$4.7 billion. This may require several funding phases to complete. The first phase was funded by the nickel increase in the state gas tax. The Implementation Plan's development will last for more than a decade, which allows for additional funding to be pursued. At this point it is anticipated that funding actions will be put before the public by the Regional Transportation Board, as well as the reauthorization of the Surface Transportation Act by the United States Congress.

To increase the project's likelihood of securing future funds, preparations must be made, such as sizing the project's future scope with precision, readying the project for construction by gaining environmental clearance ahead of time, and managing risk. Managing risk effectively — so a project costs less than currently estimated — allows the opportunity for more work to be accomplished with saved money. Current estimates have a 90% probability of delivery under budget.



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How does the Implementation Plan relate to the Master Plan?

The Master Plan, or vision, for the corridor will ultimately add up to two additional lanes in each direction from I-5 in Tukwila to I-5 in Lynnwood. It will include major transit system expansion supported by transit access and operational capital improvements to I-405. Among the transit improvements will be the implementation of a Bus Rapid Transit system, major park and ride expansions, arterial improvements and an aggressive transportation demand management program.

The Implementation Plan will improve I-405 continuously from I-5 in Tukwila to SR 522 in Bothell. The Implementation Plan's improvements will closely match the Master Plan from SR 167 in Tukwila to I-90, which is the narrowest portion of the corridor with the highest congestion. The section from I-90 to SR 522 will have one additional lane added each way. The portion of this section from NE 70th Street to NE 116th Street will be constructed to near Master Plan level. Multi-modal aspects include transit access ramps, park and ride expansion, Bus Rapid Transit improvements to allow BRT line implementation, and transit expansion.

What does the Implementation Plan include?

- Provides continuous multi-modal corridor improvement from I-5 in Tukwila to SR 522 in Bothell
- Adds one lane each direction from I-5 to SR 181 in Tukwila
- Adds two lanes each direction from SR 181 in Tukwila to I-90
- Adds one lane each direction from I-90 in Bellevue to SR 522 in Bothell
- On SR 167, adds one lane each direction between I-405 and S. 180th Street
- Constructs Bus Rapid Transit line with stations, HOV direct access ramps, park-and-ride lots, and bus service
- Expands the vanpool program