

**Washington State Department of Transportation**  
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## Keeping You Up to Speed



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### For More Information

Visit the I-405 Project website at [www.wsdot.wa.gov/projects/i405](http://www.wsdot.wa.gov/projects/i405)  
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## You're Moving Faster And So Are We

*"I just wanted to say thank you for the work you've done to add the extra lane on northbound I-405 from 112th to I-90. My commute from Renton to I-90 this morning was the best it has ever been. Thanks again."*  
— Travis Rothlisberger, Renton

The I-405 Corridor Program made significant progress in 2008. Crews placed girders for three new bridges in Bellevue and Renton, demolished the Wilburton Tunnel, and prepared to open new lanes through Bellevue, Renton and Tukwila.

The I-405 corridor master plan is advancing with two completed projects in Kirkland and Bellevue and five projects in construction progressing on time and on budget. By the end of this year, four of our projects in construction will open and two new projects will begin construction. These projects will continue to improve mobility and safety on I-405 and create or sustain regional jobs.

WSDOT owes our great progress to our hardworking construction crews, patient I-405 drivers, and the cooperation and support of the public.



I-405 construction activities in Renton



New southbound I-405 lane in Bellevue



## More Mobility... More Jobs

In February 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA – also known as the Stimulus Package), which provides \$492 million to Washington State for investment in highway infrastructure. The I-405 Corridor Program received \$70 million of these funds to advance construction on two shovel-ready projects from the I-405 corridor master plan. These projects are currently on ad and will be in construction by fall 2009. For more information on WSDOT projects funded by the ARRA, please visit [www.wsdot.wa.gov/funding/stimulus](http://www.wsdot.wa.gov/funding/stimulus).

The two ARRA funded projects on I-405 are:

### NE 8th to SR 520 Braided Ramps (Bellevue Braids)—\$30 million from ARRA

WSDOT will build new ramps from northbound I-405 to the SR 520 interchange and a new ramp to SR 520 at NE 10th Street. They will open to traffic in winter 2012.

- Improves traffic flow by addressing backups on the highest-volume ramp on the I-405 corridor.
- Relieves traffic demand at the busy NE 8th Street interchange.
- Provides direct access to SR 520 from downtown Bellevue.

### NE 195th to SR 527 NB Auxiliary Lane—\$40 million from ARRA

WSDOT will construct a new auxiliary lane that will open to traffic in winter 2010.

- Reduces congestion and improves safety on I-405 heading north from NE 195th Street in Bothell to SR 527.

Project Snapshots North to South

# What's opening in 2009?

## NE 10th Street Bridge

The new NE 10th Street Bridge in downtown Bellevue will open to traffic in late summer 2009.

- Provides drivers and pedestrians a safe, new crossing.
- Reduces congestion on NE 8th Street.
- Improves access to north downtown Bellevue and to the medical district.



Newly installed NE 10th Street Bridge girders

## South Bellevue Widening

The improvement and widening project from 112th Avenue SE to SE 8th Street in Bellevue will open in fall 2009.

- Improves merging conditions and safety approaching the I-405/I-90 interchange.
- Reduces congestion and increases travel speeds into and out of Bellevue.



Wilburton Tunnel demolition on I-405

## Renton Stage 1 Widening

The new lanes on I-405 in Renton between I-5 and SR 167 open in fall 2009. WSDOT will also add a new southbound lane on SR 167 between I-405 and South 41st Street. The full project will be complete in 2010.

- Reduces congestion by increasing capacity in the general purpose lanes by 50% between I-5 in Tukwila and SR 167 in Renton.



Drivers heading toward new Oaksdale Bridge

## Springbrook Creek Wetland Mitigation Project

WSDOT and the City of Renton launched an innovative partnership to re-establish and enhance over 130 acres of land in Renton. The project will be complete in June 2009.

- Consolidates mitigation for multiple small wetland impacts into one large site and is a cost-effective strategy for complying with environmental regulations.
- Increases ecological value of the site as the site and its habitat mature.
- Provides attractive open space and educational opportunities to the public.



Springbrook Creek restoration site

# What's next for I-405?

You will see progress on these projects in the coming months:

## Renton Stage 2: Widening and new I-405/SR 515 (Talbot Road) Interchange

The new interchange east of the I-405 / SR 167 interchange at SR 515 (Talbot Road) will open in 2011.

- Improves access to downtown Renton and relieves traffic demand on the I-405 interchanges at SR 167 and SR 169.



Visualization of the I-405/SR 515 interchange



The Eastside Corridor from Lynnwood to Puyallup connects I-405 and SR 167 as a 50 mile bypass to I-5.

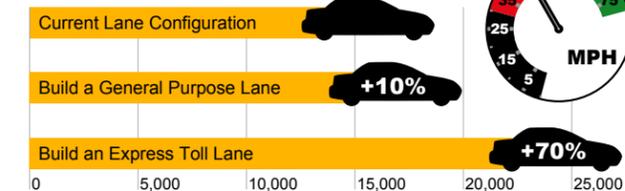
## Eastside Corridor Express Toll Lanes

The Eastside Corridor stretches nearly 50 miles from Lynnwood to Lakewood and provides the only alternate north-south route to I-5 in the region. Within this corridor, the legislature has requested that we study express toll lanes and work with elected officials and the general public to understand concerns. As part of this effort, we will study the corridor from the SR 167/SR 512 interchange through to Lynnwood.

An Eastside Corridor express toll lane system could connect I-405 to the SR 167 High-Occupancy Toll (HOT) lanes and continue south to I-5. Traffic models show that express toll lanes on I-405 could provide a reliable trip of 45 mph or higher. Express toll lanes could also raise revenue for future improvements to the Eastside Corridor.

## Improving Throughput

Vehicles moving at 45 MPH or faster



Building an Express Toll Lane allows 70% more cars to travel at 45 MPH or faster.

Numbers are across all lanes. Statistics apply to both general purpose and express toll lanes. 2014 peak hour • Peak direction number of vehicles with average speeds of 45 mph or greater • SR 520 to I-5 Phase 1 Analysis • 2 screenlines