How will the proposed I-90 improvements benefit drivers?

As a result of the proposed improvements, drivers will see a decrease in congestion during the peak periods. For instance, a new eastbound auxiliary lane between Eastgate and Lakemont Boulevard will help keep traffic moving and improve travel times in the p.m. peak between Bellevue and Issaquah

By converting the existing HOV lane to a High-Occupancy Toll (HOT) lane, transit, carpools and single occupant vehicles that pay a toll will benefit from reliable trip times. This improvement will help increase the efficiency of existing pavement, limit environmental impacts, and improve travel times for the whole corridor. Adding Roundabouts at select intersections will increase safety, reduce delay and improve air quality.

WSDOT recommends converting the I-90 HOV lane to a HOT lane

I-90 Key Facts

- I-90 is the only interstate freeway that crosses the Cascade Mountain Range in Washington.
- The I-90 corridor is a Strategic Freeway Corridor and is the primary highway route to carry goods between western and eastern Washington and the rest of the United States.
- I-90 is a major regional transit corridor for the Puget Sound Region.
- The I-90 study corridor is a designated National Scenic Byway called the Mountains to Sound Greenway.

How will traffic conditions change if no improvements are made?

Traffic projections show that congestion will continue to increase within the study area particularly between Bellevue and Issaquah. Travel speeds will decline by 2030, congestion will last longer and stretch over more of the corridor in the peak directions.

Westbound I-90 looking at the I-405 Interchange

Future traffic predictions include:

- East of the I-405 interchange, traffic will increase by 10 percent in the a.m. peak hour and nearly 20 percent in the p.m. peak hour.
- I-90 in Issaquah will experience congestion for periods of up to three hours.
- Congestion will continue to grow around the Eastgate interchange in Bellevue.

The new 1.2 mile trail connects the Issaquah-to-Highpoint Trail and the Preston-Snoqualmie Trail. Crews planted more than 200 Douglas Fir and Western Red Cedar trees and more than 5,200 shrubs.

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Washington State Department of Transportation

12-11-1587

Washington State Department of Transportation

90 Bellevue to North Bend Corridor Study

November 2012

WSDOT conducted the Interstate 90 Corridor Study to identify ways to address existing and future transportation-related issues along 26 miles of I-90 from Bellevue to North Bend. I-90 is a critical transportation corridor, linking the Puget Sound Region to Eastern Washington and the rest of the United States. I-90's safe and efficient operation is essential to the economic vitality of Washington state.

I-90 Corridor Study area : 150th Ave NE in Bellevue to 436th Ave SE in North Bend

What was the planning process?

The corridor study process engaged local jurisdictions and agencies to identify transportation-related needs and evaluate proposed improvements. WSDOT sought public input through community briefings and outreach events as well as establishing an I-90 Corridor Working Group (CWG) comprised of technical staff from local agencies. The CWG provided feedback on transportation needs and suggested potential improvements for the I-90 study area.

We identified the following key themes while gathering input from the CWG and the public about existing conditions and issues along I-90:

- Congestion is an issue at major interchanges particularly I-405, Eastgate, and SR 900
- Accommodate future plans for high capacity transit
- Complete the missing links along the Mountains to Sound Greenway
- Address traffic back-ups at the eastern end of the westbound High Occupancy Vehicle (HOV) lane in Issaquah

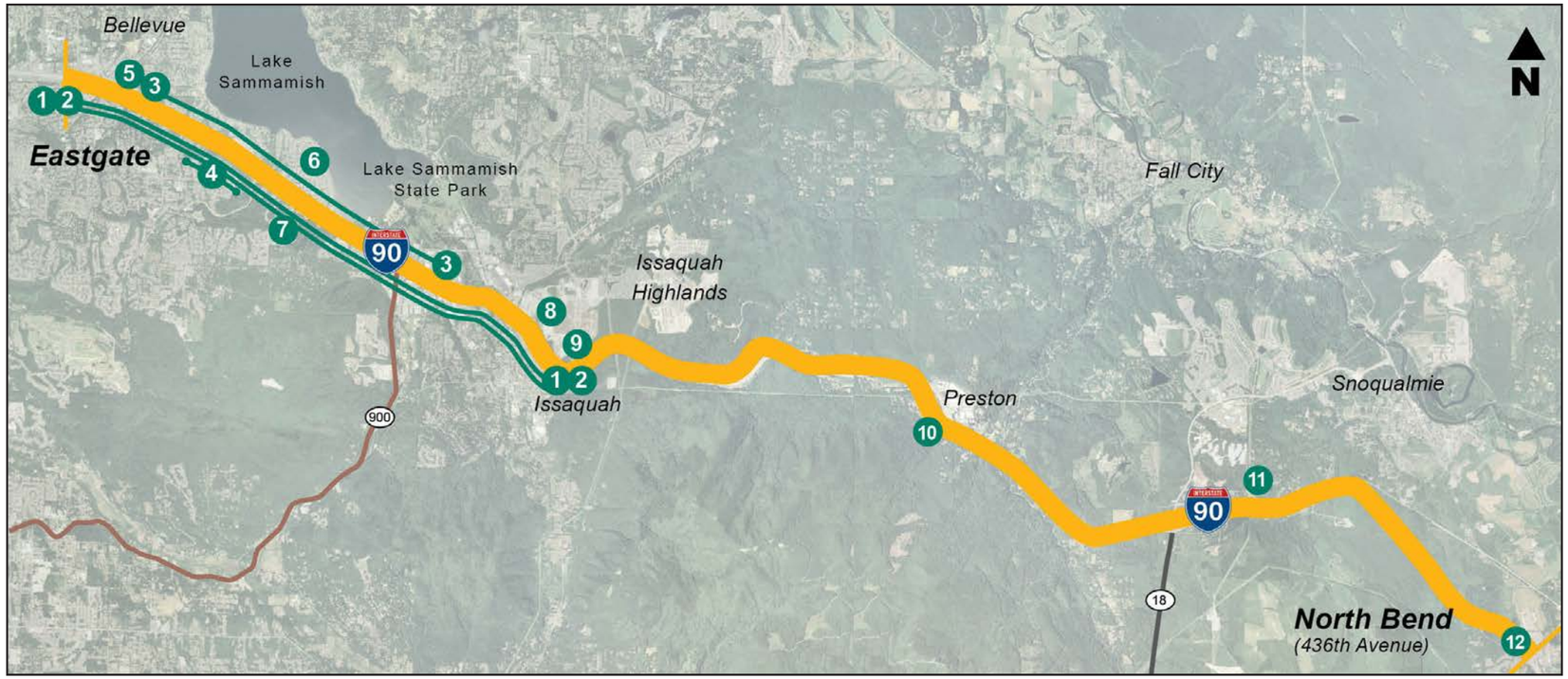
CWG Members

City of Bellevue
City of Issaquah
City of North Bend
City of Sammamish
King County
King County Metro Transit
Sound Transit
Puget Sound Regional Council
Federal Highway Administration

OPERATE EFFICIENTLY
MAINTAIN and KEEP SAFE
ADD CAPACITY STRATEGICALLY
MANAGE DEMAND
RELIABLE · RESPONSIBLE · SUSTAINABLE
MOVING WASHINGTON

- **Manage demand**
- **Operate efficiently**
- **Add capacity strategically**

What are the recommended improvements?



1 Convert Existing WB & EB HOV into High Occupancy Toll Lanes
Convert the existing westbound and eastbound HOV lanes to HOT lanes.
Estimated cost: $19 million

2 ATM – Variable Speed Zone and Lane Control
Adds tools to manage congestion including variable speed limit signs and queue warning signs.
Estimated cost: $27 million

3 I-90/WB W Lake Sammamish Parkway to E Sunset Way - Peak Use Shoulder Lane
Adds auxiliary lane westbound between the SR 900 and the Eastgate interchanges. Options 1 and 2 will require additional analysis and approval from WSDOT and FHWA.
Estimated cost: $61 million

4 I-90/EB Eastgate to W Lake Sammamish Parkway – Peak Use Shoulder Lane
Adds an auxiliary lane eastbound on I-90 between the Eastgate interchange and the Lakemont interchange
Estimated cost: $44 million

5 Eastgate Interchange Rechannelization
Widens off-ramp to accommodate two right-turn lanes and provide a right-turn pocket on 150th Avenue SE.
Estimated cost: $5 million

6 W Lake Sammamish Parkway Roundabout
- Phase 1: Expand the existing single-lane roundabout into a two-lane roundabout at the westbound ramp terminal.
  Estimated cost: $4.1 million

7 Lakemont Off Ramp Modification
Adds an eastbound slip ramp and modifies signal at SE Newport Way.
Estimated cost: $2.3 million

8 Vicinity of 11th/12th Avenue NW Overcrossing and HOV Direct Access
Construct an overpass with on and off ramps for transit, carpools and vanpools to directly access the HOV lanes. The overpass would provide access across I-90 by connecting city streets.
- Option 8a: Construct the overcrossing.
  Estimated cost: $48 million
- Option 8b: Construct the direct access HOV ramps and the overcrossing.
  Estimated cost: $63 million

9 Front Street Interchange Reconstruction
Rebuilds the existing interchange at the I-90/Front Street Interchange. This project will require additional analysis and approval by WSDOT and FHWA.
Estimated cost: $66 million

10 Preston-Fall City Road Ramp Traffic Control
Installs traffic signal or roundabout at the eastbound I-90 to SE 82nd Street ramp terminal at the Preston/Fall City Interchange.
Estimated cost: $4 million

11 I-90/SR 18 Interchange ATM Variable Speed Zone and Lane control
Add electronic variable message signs in both directions of I-90 to provide real time driver information.
Estimated cost: $8 million

12 436th Avenue SE Traffic Control
Installs new traffic signals or roundabouts at the eastbound and westbound ramps to I-90 and widens the existing bridge.
Estimated cost: $4 million

Note: *The cost estimates are planning level estimates (in 2009 dollars) based on less than one percent design.*

While WSDOT's final corridor study will contain a list of potential transportation improvements and preliminary cost estimates, it will not provide a budget, project designs or complete cost estimates required to build the improvements. WSDOT and FHWA are required to conduct additional analysis and provide final approval for some of the proposed improvements, including the use of shoulders for traffic, narrowing of lanes and access modifications.