

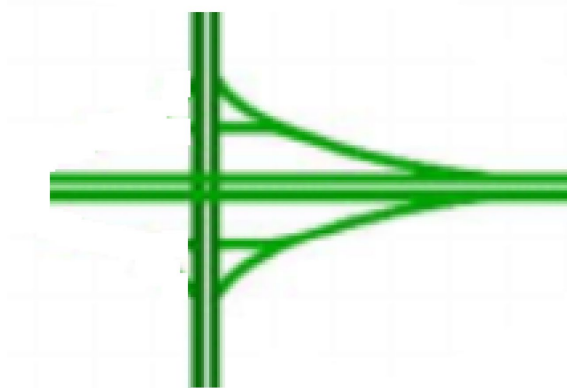
# South Downtown I-405 Access Alternatives

# Some common interchange types

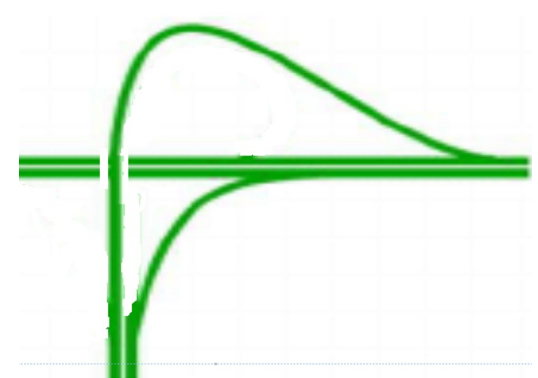
**Diamond**



**Half Diamond**



**Overpass/Flyover**



# Alternatives remaining

## Baseline (No Action)

### Advantages:

- No construction cost or impact

### Disadvantages:

- No new access to support growth



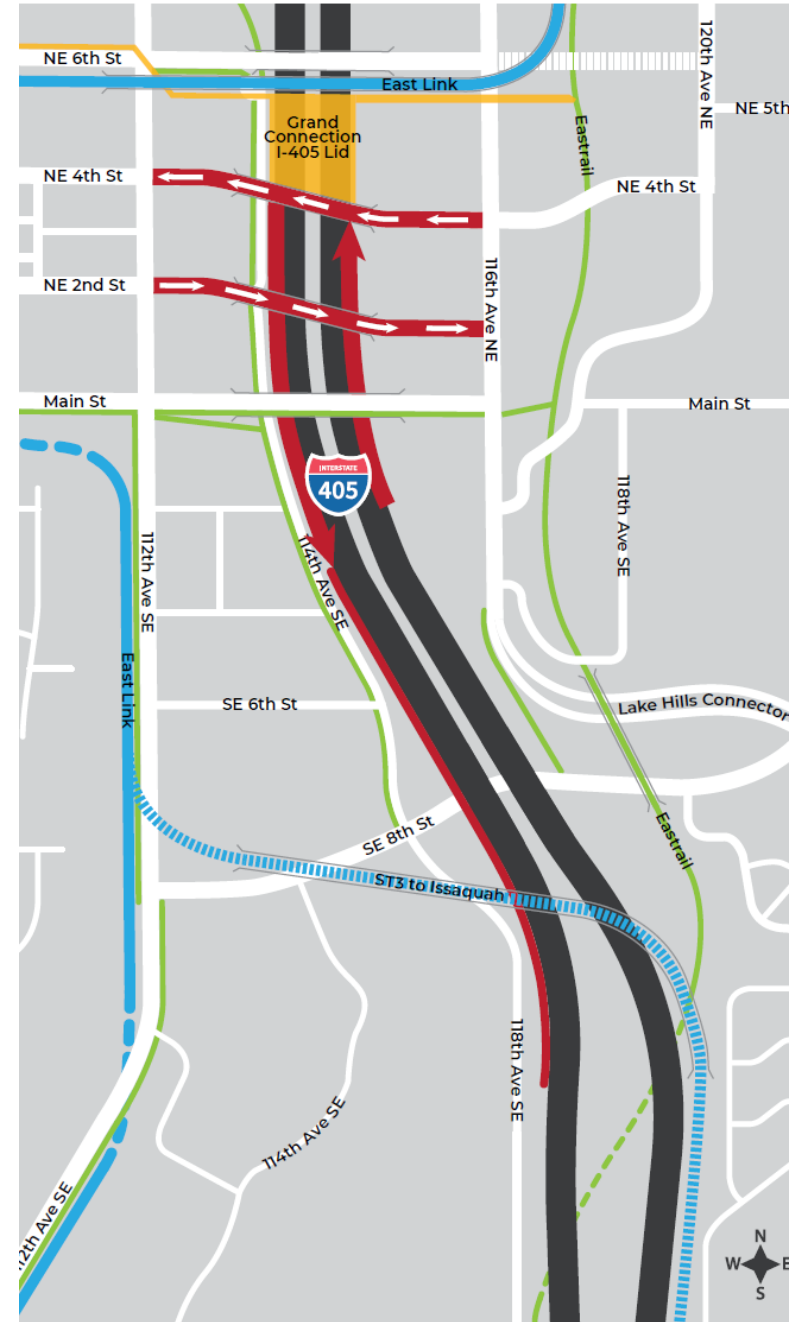
# NE Second Street/NE Fourth Street One Way Couplet

## Advantages:

- Provides access from NE Second Street with less impact to 114th Avenue
- Helps reduce congestion on NE Fourth Street bridge

## Disadvantages:

- May not add significant capacity



# Southbound on-ramp and northbound overpass at NE Second Street

## Advantages:

- Provides additional access to I-405 from downtown

## Disadvantages:

- No new downtown - Wilburton connection
- Flawed if 114th Avenue is displaced



# NE Second Street Extension to Wilburton

## Advantages:

- New downtown – Wilburton connection

## Disadvantages:

- No new access to/from I-405



# Express toll lane access to/from south at SE Sixth Street

## Advantages:

- Provides additional east-west connection and access to I-405

## Disadvantages:

- Does not fit well with the East Main transit-oriented development character/urban design
- Farther away from downtown



# SE Sixth Street overpass to 116th Avenue NE with southbound on-ramp

## Advantages:

- Provides additional east-west connection and access to I-405

## Disadvantages:

- Does not fit well with the East Main transit-oriented development character/urban design
- Farther away from downtown



# Lake Hills Connector southbound on-ramp (close westbound to southbound on- ramp at NE Fourth Street)

## Advantages:

- Provides I-405 southbound access from Wilburton

## Disadvantages:

- No new downtown - Wilburton connection
- No new access from downtown

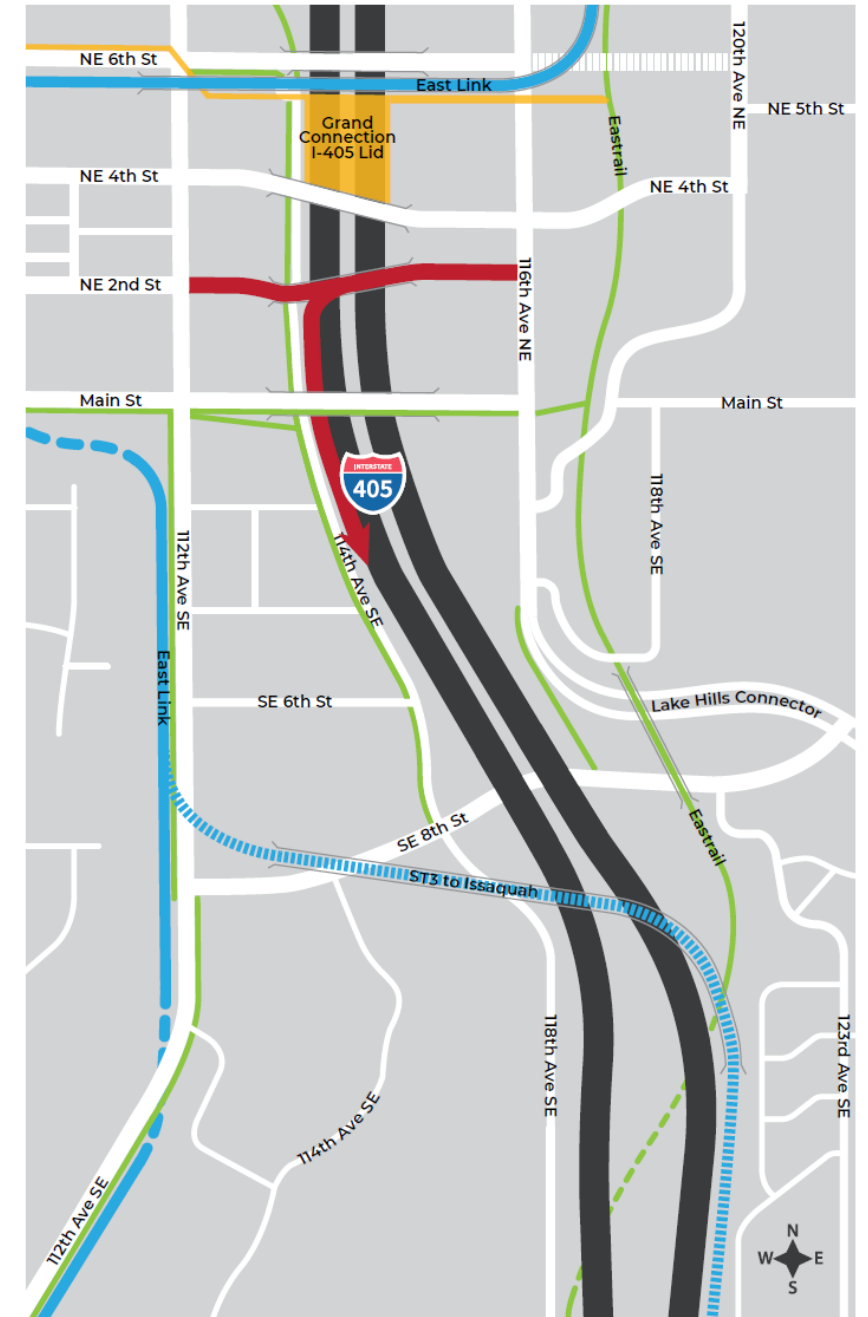


# Alternatives dropped

# Alternatives dropped

Extend NE Second Street with westbound to southbound on-ramp (close westbound to southbound on-ramp at NE Fourth Street)

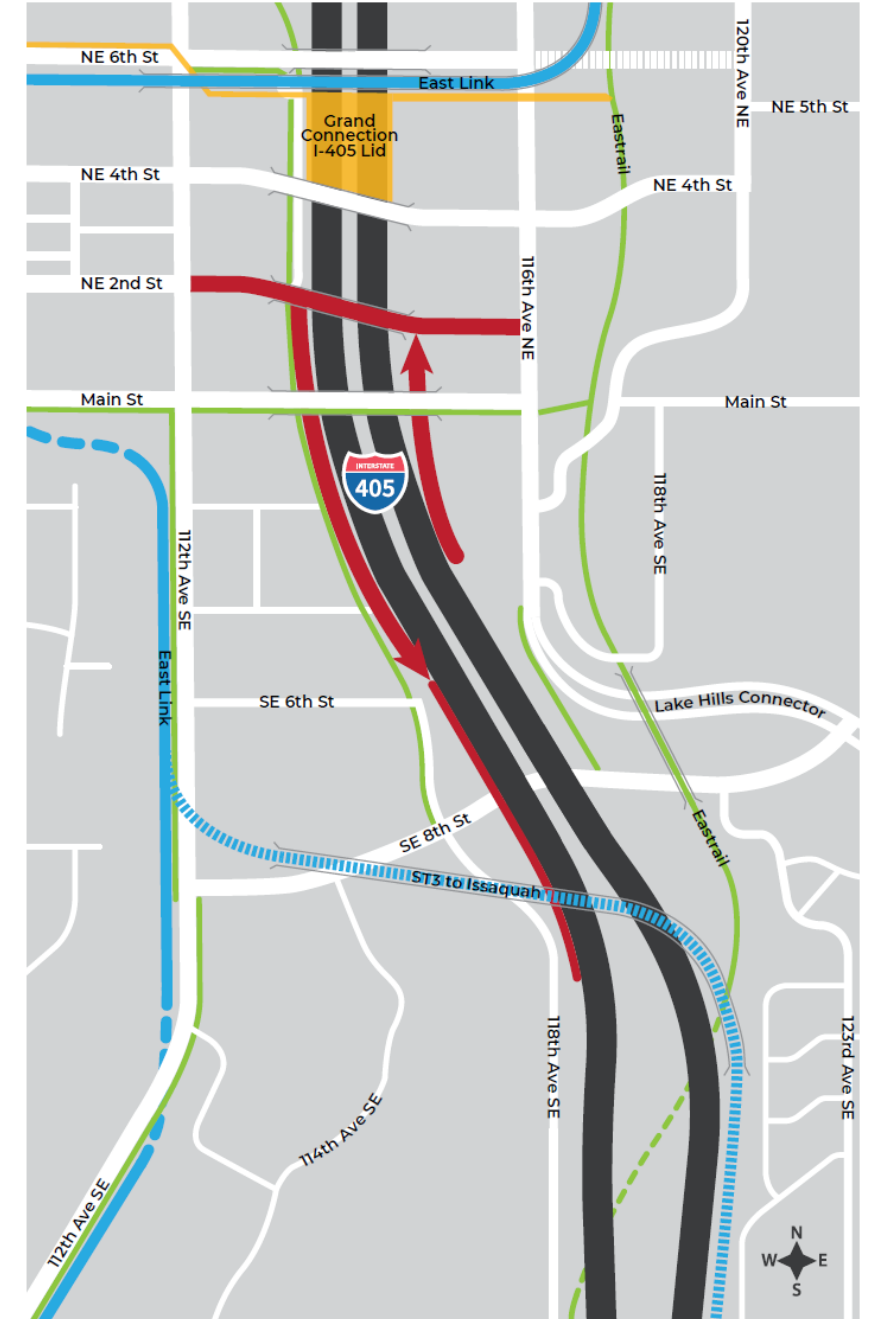
- Would require steep grade and extensive structures



# Alternatives dropped

Half diamond at NE Second Street with extension to 116<sup>th</sup> Avenue NE

- Not compatible with new Main Street bridge
- Displaces access to 114th Avenue



# Alternatives dropped

## Half diamond with on- and off-ramps at Main Street

- Inconsistent with city plans and urban design
- Decreased accessibility to East Main Station
- Increased vehicle and pedestrian/bicycle conflict on Lake to Lake Trail



# Alternatives dropped

## SE Fifth Street Overcrossing to 116th Avenue NE with southbound on-ramp

- Inconsistent with city's plan and policies
- Inconsistent with East Main transit-oriented development plan and urban design
- Barrier for people walking to East Main Station from nearby homes and businesses



# Alternatives dropped

Southbound ramp to Express Toll Lane and braided ramp to outside of SE Eighth Street

- Would require building extensive structures

