

= Interstate 605 (Washington) =

Interstate 605 (I @-@ 605) is the common designation given by local media outlets to several proposals for a new auxiliary Interstate Highway bypassing I @-@ 5 and I @-@ 405 in the U.S. state of Washington . Proposals have been heard from since the 1960s , including highways connecting from I @-@ 5 all the way to the Canada ? US border , and some just between I @-@ 5 and I @-@ 90 . The Washington State Department of Transportation (WSDOT) has no projects designated I @-@ 605 at this time . However , a project to convert State Route 18 (SR 18) to a limited @-@ access freeway is under construction currently .

= = Proposals = =

Some of the first plans for a new Interstate Highway freeway , bypassing I @-@ 405 , surfaced in 1968 . The first proposal was to create a new highway between I @-@ 405 and the west banks of Lake Sammamish . Residents however forced the highway to the east banks of the lake after voicing their concerns . Residents on the east side of the lake voiced similar concerns and the plan was later dropped .

In 1998 , the Washington State Legislature ordered a \$ 500 @,@ 000 study to investigate the benefits of extending SR 18 north to Everett through the Snoqualmie Valley . The plan was dropped as the study found that on average only five minutes would be saved over current routes . In 2002 , Bellevue Square owner Kemper Freeman , Jr. made his support known for a new freeway linking Snohomish County via the Snoqualmie Valley .

Another \$ 500 @,@ 000 study was ordered in 2003 by the legislature , creating a new commerce corridor to link Lewis County in the south to the Canada ? US border in the north . However the study showed that a highway existing north of I @-@ 90 was not economically feasible . The study proposed a toll road only for trucks , since the presence of passenger cars would discourage truck drivers from using the new alternate route . The highway was estimated to cost between \$ 13 @.@ 5 and \$ 19 billion .

= = Related projects = =

The state currently has no plans to build Interstate 605 . WSDOT however is widening SR 18 between I @-@ 5 and I @-@ 90 , with only the segment between the Issaquah Hobart Road and I @-@ 90 yet to be completed , creating a full limited @-@ access freeway between I @-@ 5 and I @-@ 90 , southeast of I @-@ 405 . While SR 18 has been a part of some I @-@ 605 proposals , it only allows drivers to bypass the Greater Seattle area on the southern and eastern sides .