King County

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Appendix B
Scenario #3 - Closure of SR 167 – I-405 to the Pierce County Line

A. General Information

For the closure of SR 167 – I-405 to Pierce County Line, stakeholders proposed two alternative routes for this scenario. The primary route entails diverting traffic from SR 167 to I-5. The secondary route involves diverting traffic from SR 167 to I-5 onto SR99. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)
2. Pierce County Department of Emergency Management (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency, and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional Emergency Operations Centers/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local government in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs),

municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

2. Pierce County Emergency Operations Center will notify Buckley Emergency Management, Gig Harbor Emergency Management, Puyallup Emergency Management and Tacoma Emergency Services as well as the jurisdictions and tribes with which they have an inter-local agreement which includes Bonney Lake, Buckley, DuPont, Eatonville, Edgewood, Fife, Fircrest, Lakewood, Milton, Orting, the Puyallup Tribe of Indians, Roy, Ruston, Steilacoom, Sumner, University Place, and Wilkeson.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Short term solutions have been identified such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on Meridian Ave, and Enchanted Parkway. Other alternatives include: Eliminate or restrict parking, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include changing HOV rules, constructing HOV Bypass, convert

freeway should to driving lane, transit service increase and establish new transit service, freeway ramp metering, and incorporating technology in traffic signal interconnects. See Appendix E – Roadways Toolbox for further information.


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Closure of SR 167 - I-405 to Pierce Co. Line
King County
Secondary Route
Primary Route
Seahurst
Burien
Sunnydale
Riverton Heights
Maplewood
Normandy Park
Seattle-Tacoma
Sea-Tac
Ellisport
Portage
Des Moines
Zenith
Kent
Meridian Heights
SE KENT KANGLEY RD
Woodmont Beach
Star Lake
Redondo
Thomas
Covington
Berrydale
Lakota
Adelaide
Christopher
Auburn Muni
Lea Hill
Crest Airpark
Dash Point
Federal Way
SE AUBURN BLACK DIAMOND RD
Auburn
Browns Point
AUBURN WAY S
Green River
Auburn Academy
MARINE VIEW DR
PACIFIC HWY S
Algona
Pacific
Newaukum
Tacoma
S FRONTAGE RD
Milton
Edgewood
Dieringer
E RAY S
Fife
RIVER
RIVER RD E
RIVER RD
North Puyallup
Sumner
Lake Tapps
Island B
Bryn
AUBURN ENUMCLAW RD SE
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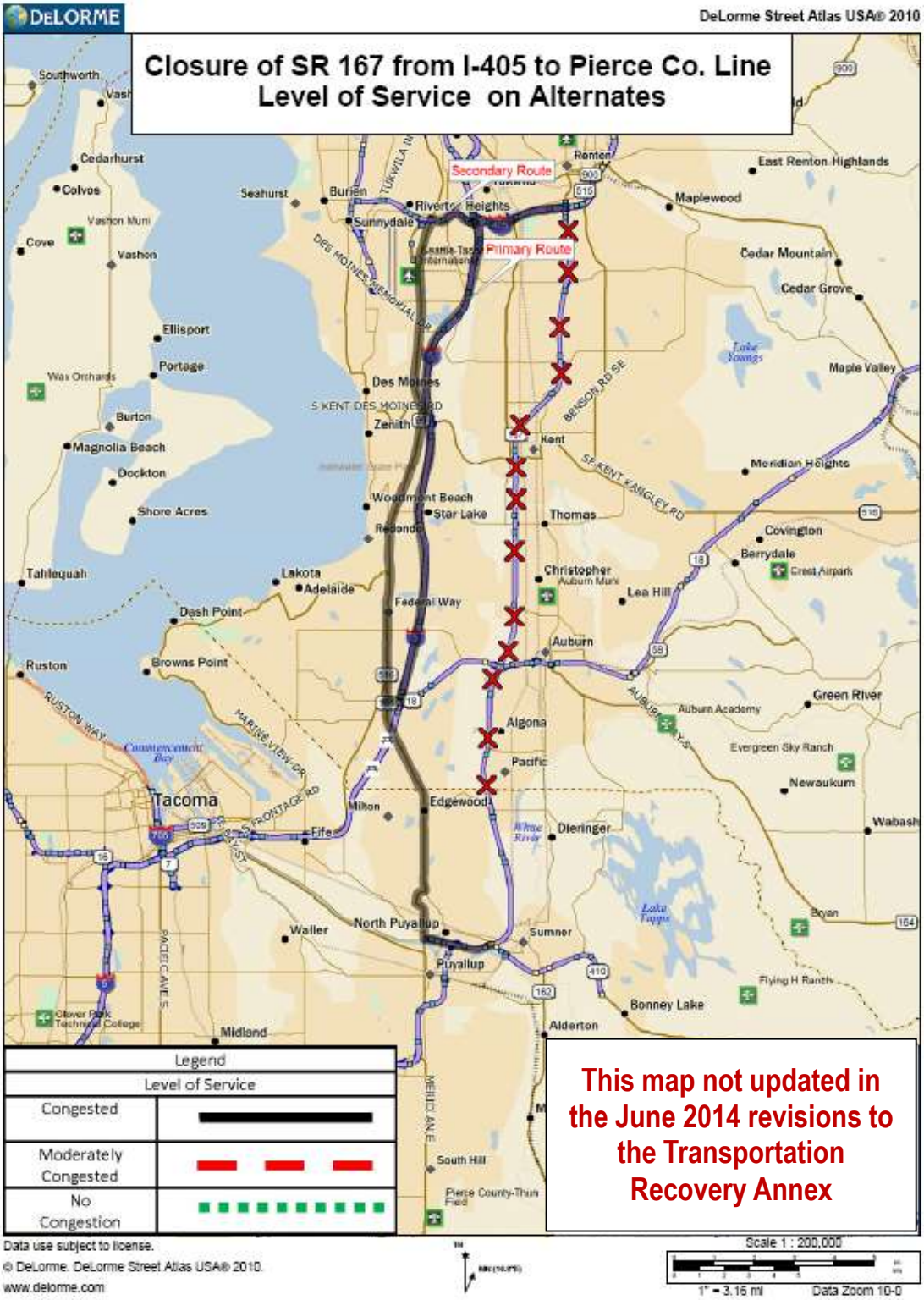
1" = 2.37 mi
Data Zoom 10-4

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
3 - Closure of SR 167 from I-405 to Pierce County Line – King County	
North to South Routing - Primary	South to North Routing - Primary
I-405 Southbound (Exit to I-5 Southbound) I-5 Southbound (Interchange 154) I-5 Southbound to Exit 142 (SR 18) SR 18 Westbound (South 348th Street) SR 161 Southbound (Enchanted Parkway South) – - Traffic Signal SR 161 Southbound (Meridian Ave. East) SR 161 Southbound (N Meridian Ave) SR 167 Northbound (Traffic Signal) SR 167 to SR 410 (Pierce Co)	SR 167 Southbound (Begin at SR 410) (Pierce Co) SR 167 Southbound (Exit at Meridian Ave) (Trf Sig) SR 161 Northbound (N Meridian Ave) SR 161 Northbound (Meridian Ave. East) SR 161 Northbound (Enchanted Parkway South) SR 18 Westbound (South 348th Street) (Trf Signal) I-5 Northbound (Interchange 142) I-5 Northbound (Exit 154) I-405 Northbound (to SR 167)

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
3 - Closure of SR 167 from I-405 to Pierce County Line – King County	
North to South Routing - Secondary	South to North Routing - Secondary
I-405 Southbound (Exit to I-5 Southbound) SR 518 Westbound SR 99 Southbound (International Dr) SR 99 Southbound (Pacific Hwy S) 16th Ave S Southbound (Traffic Signal) SR 161 Southbound (Enchanted Parkway South) – - Traffic Signal SR 161 Southbound (Meridian Ave. East) SR 161 Southbound (N Meridian Ave) SR 167 Northbound (Traffic Signal) SR 167 to SR 410 (Pierce Co)	SR 167 Southbound (Begin at SR 410) (Pierce Co) SR 167 Southbound (Exit at Meridian Ave) (Trf Sig) SR 161 Northbound (N Meridian Ave) SR 161 Northbound (Meridian Ave. East) SR 161 Northbound (Enchanted Parkway South) 16th Ave S Northbound (Trf Signal) SR 99 Northbound (Pacific Hwy S) Traffic Signal SR 99 Northbound (International Drive) SR 518 Eastbound I-405 Northbound I-405 Northbound (to SR 167)

Note: Plans will need to be developed to accommodate local freight and warehouse traffic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Closure of SR 167 from I-405 to Pierce Co. Line
Level of Service on Alternates
Secondary Route
Primary Route
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Puget Sound Regional Transportation Recovery Plan					
3 - Closure of SR 167 – I-405 to Pierce County Line – King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New				√	
HOV Rules - Change			√		HOV 2 – HOV 3 – HOV 4
Construct HOV Bypass			√		Exit 142
Ramp Metering			√		
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions				√	
Truck Preferences				√	
Shoulder - Convert to Driving Lane			√		I-5, I-405
Parking Eliminate/Restrict			√		Meridian Ave, Enchanted Pky
Turn Prohibitions			√		Meridian Ave, Enchanted Pky
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New		√	√		
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		SR 161
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes			√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
3 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #4 - Closure of the I-90/I-405 Interchange

A. General Information

The I-90 I-405 Interchange is located southeast of downtown Seattle and provides many different access routes to both downtown Seattle and to I-405 and I-90. It also is a significant freight route for east-west traffic to and from the Seattle-area. The alternative routes for this section of roadway consist of using I-5 for north-south traffic, SR 18 for southerly traffic from I-90, and SR-520 for east-west traffic from I-90 to downtown Seattle. Hwy 148 should be considered a viable option for a local detour. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)
2. City of Bellevue

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction of a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs),

municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Short term solutions have been identified such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. Set-up highway detours signage for rerouting traffic. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

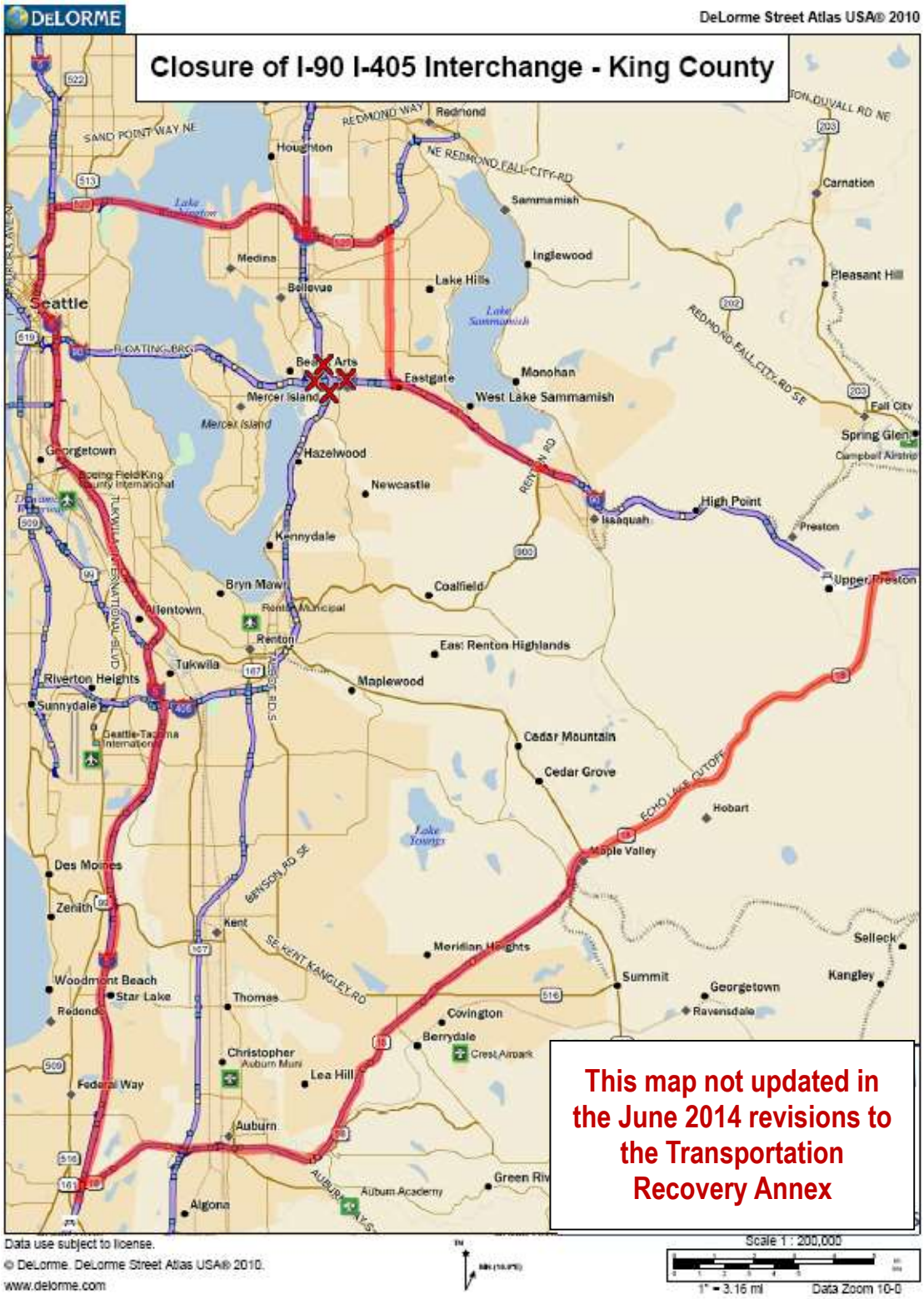
The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on 148th Street. Other alternatives include: Eliminate or restrict parking, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week.

Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long term options include establishing new contra-flow lanes on SR 520, Truck Restrictions, Truck Preferences, convert lanes on I-5, I-405, SR 520 to HOV lanes, changing HOV rules on I-5, Constructing HOV Bypass to ease bottlenecks, establish new ferry service, increase transit service and establish new transit service, bike lanes, freeway ramp metering, and incorporating technology in traffic signal interconnects. See Appendix E – Roadways Toolbox for further information.

New passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.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DeLorme Street Atlas USA® 2010
Closure of I-90 I-405 Interchange - King County
Seattle
Bellevue
Redmond
Houghton
Medina
Mercer Island
Lake Hills
Sammamish
Inglewood
Carnation
Pleasant Hill
Fall City
Spring Glen
Monohan
Eastgate
West Lake Sammamish
Hazelwood
Newcastle
Issaquah
High Point
Preston
Upper Preston
Coalfield
Kennydale
Bryn Mawr
Renton
East Renton Highlands
Maplewood
Tukwila
Riverton Heights
Sunnydale
Allentown
Georgetown
Cedar Mountain
Cedar Grove
Hobart
Maple Valley
Des Moines
Zenith
Kent
Meridian Heights
Selleck
Kangley
Summit
Ravensdale
Woodmont Beach
Star Lake
Redondo
Thomas
Covington
Berrydale
Christopher
Lea Hill
Federal Way
Auburn
Algona
Green River
Auburn Academy
Crest Airpark
Renton Municipal
Campbell Airstrip
Boeing Field/King County International
Seattle-Tacoma International
Lake Sammamish
Lake Tapps
Mercer Island
Lake Washington
REDMOND WAY
NE REDMOND FALL CITY RD
REDMOND FALL CITY RD SE
ECHO LAKE CUTOFF
SE KENT KANGLEY RD
BENSON RD S
TUKWILA INTERNATIONAL BLVD
AUBURN WAY S
FLOATING BRG
SAND POINT WAY NE
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Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
4 - Closure of I-90 I-405 Interchange – King County	
East to South (Snoqualmie to Auburn) Routing I-90 to I-5	South to East (Auburn to Snoqualmie) Routing I-5 to I-90
I-90 Westbound I-90 Westbound Exit 25 (SR 18) (Traffic Signal) SR 18 Westbound SR 18 Westbound Exit for I-5 (interchange 142) I-5 Southbound	I-5 Northbound I-405 Northbound Exit 142 (SR 18) SR 18 Eastbound SR 18 Eastbound Exit for I-90 (Interchange 25) I-90 Eastbound
South to West (Renton to Seattle) Routing I-405 to I-90	West to South (Seattle to Renton) Routing I-90 to I-405
I-405 Southbound I-405 Southbound Exit to I-5 Northbound I-5 Northbound I-5 Northbound to Exit 164A (I-90, Dearborn, James, and Madison St)	I-90 Westbound to I-5 Southbound Exit (local access from S Atlantic St) I-5 Southbound (Interchange 164) I-5 Southbound I-5 Southbound Exit 154 (I-405 Northbound) I-405 Northbound
West to North (Seattle to Kirkland) Routing I-90 to I-405	North to West (Kirkland to Seattle) Routing I-405 to I-90
I-90 Westbound to I-5 Northbound (local access from Dearborn St) I-5 Northbound I-5 Northbound to Exit 168 (SR 520) SR 520 Eastbound SR 520 Eastbound Exit for I-405 I-405 Northbound	I-405 Southbound I-405 Southbound Exit 14 (SR 520 Westbound) SR 520 Westbound SR 520 Westbound Exit for I-5 Southbound I-5 Southbound I-5 Southbound Exit for I-90 (local access via Dearborn St)
North to East (Kirkland to Issaquah) Routing I-405 to I-90	East to North (Issaquah to Kirkland) Routing I-90 to I-405
I-405 Southbound I-405 Southbound Exit for SR 520 Eastbound SR 520 Eastbound Exit for 148th St NE Southbound 148th St NE Southbound (Traffic Signal) 148th St NE Southbound Ramp to I-90 Eastbound I-90 Eastbound	I-90 Westbound I-90 Westbound Exit for 156th Ave SE SE Eastgate Way Westbound (Traffic Signal) 148th St NE Northbound (Traffic Signal) 148th St NE Northbound 148th St NE Northbound Exit for SR 520 Eastbound SR 520 Eastbound SR 520 Eastbound Exit for I-405 Northbound I-405 Northbound

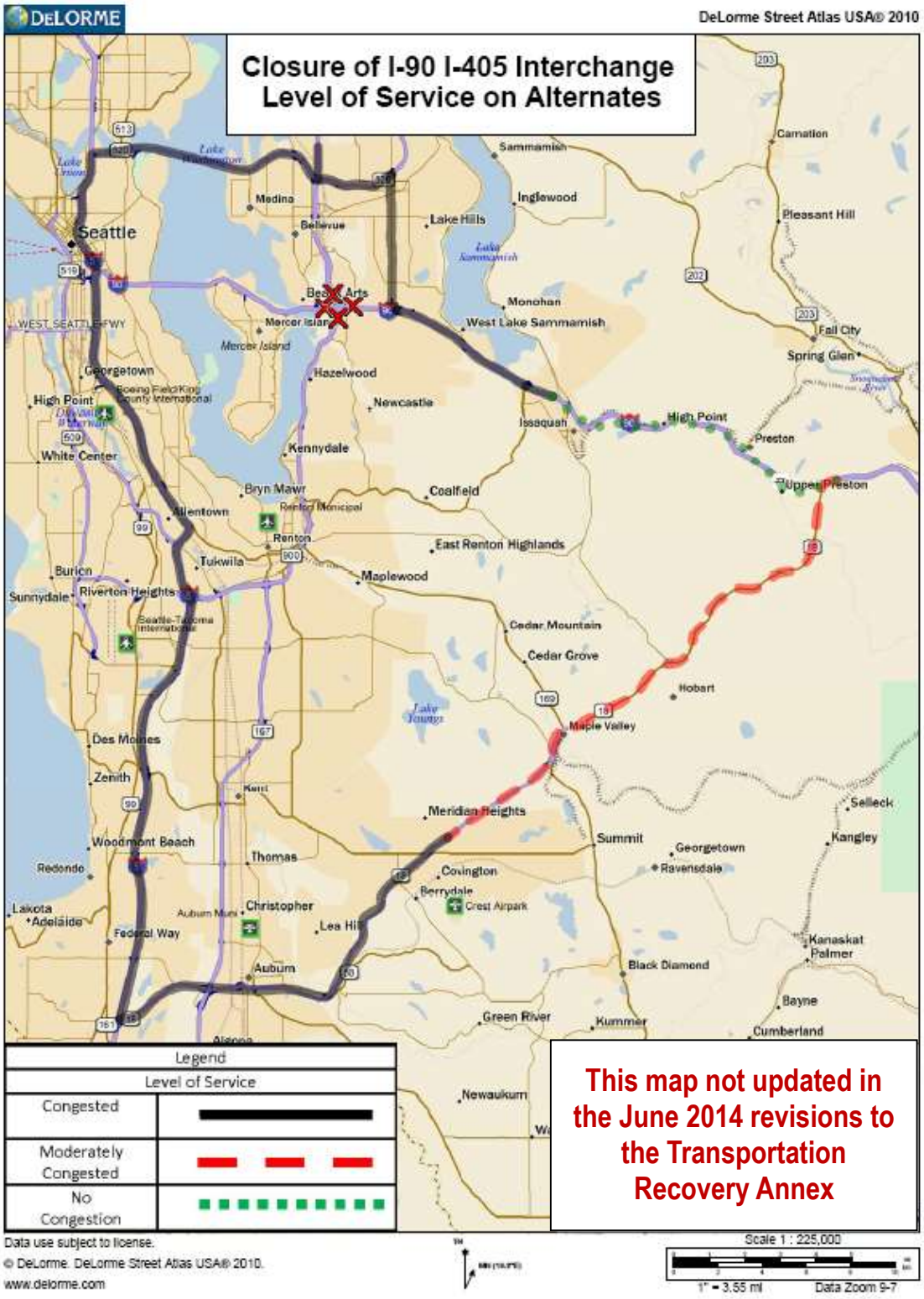
Note: Routing provides circumferential route. Directional signing should be based on locale and compass direction (e.g. Issaquah and Points East).

Note: Local access can be provided from circumferential route inwards. Access to Mercer Island is to/from the west on I-90 and I-90 Exit 9.

Note: I-90 / SR 18 / I-5 can be used as regional connection of I-90 and I-5.

Note: For local trips consider: SE 36th / Eastgate Way as east/west one-way couplet, linking Factoria Blvd (southbound) and Richards Rd. (northbound). Also, consider 118th and 112th as north/south option west of I-405.

Note: For freight on SR 520 that needs to get to the east side of state, continue on SR 520 to SR 202 to Fall City


DeLorme
DeLorme Street Atlas USA® 2010
Closure of I-90 I-405 Interchange
Level of Service on Alternates
Seattle
Bellevue
Medina
Mercer Island
Lake Hills
Inglewood
Sammamish
Carnation
Pleasant Hill
Monohan
West Lake Sammamish
Fall City
Spring Glen
Issaquah
High Point
Preston
Upper Preston
Hazelwood
Newcastle
Kennydale
Coalfield
Bryn Mawr
Renton
East Renton Highlands
Maplewood
Tukwila
Allentown
Burien
Riverton Heights
Sunnydale
White Center
Georgetown
High Point
Cedar Mountain
Cedar Grove
Hobart
Maple Valley
Des Moines
Zenith
Meridian Heights
Summit
Georgetown
Ravensdale
Kangley
Selleck
Woodmont Beach
Redondo
Thomas
Covington
Berrydale
Crest Airpark
Lakota
Adelaide
Christopher
Federal Way
Lea Hill
Auburn
Kanaskat
Palmer
Black Diamond
Bayne
Green River
Kummer
Cumberland
Newaukum
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Puget Sound Regional Transportation Recovery Plan					
4 - Closure of I-90 I-405 Interchange King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New			√		SR 520
HOV Lanes – Convert			√		I-5, I-405, SR 520
HOV Lanes – New				√	
HOV Rules - Change			√		HOV 3, HOV 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering			√		
Freeway Ramps - New				√	
Freeway Ramps – Closure			√		Interchanges near closure point
Truck Restrictions	√	√	√		
Truck Preferences		√	√		Depot Access, Critical Supplies
Shoulder - Convert to Driving Lane		√	√		Interstates/Freeways HOV
Parking Eliminate/Restrict		√	√		
Turn Prohibitions		√	√		148th St
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland, Kenmore, Bellevue or Leschi Park/Bellevue (pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New		√	√		
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects		√	√		
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
4 - Closure of I-90 I-405 Interchange King County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets				√	The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
4 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #5 - Closure of I-405 from I-5 to SR 167

A. General Information

For the closure of I-405 from I-5 to SR-167, the one route presented as an alternative for this scenario entails diverting traffic from SR 167 to I-5. Traffic from the south should use SR 516 to SR 167 to I-5. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Short term solutions have been identified such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. Set-up highway detours signage for rerouting traffic See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as convert trails to specialized motorized use. Other alternatives include: Van/Carpool Incentives, Alternate Driving Days, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, long term options include establishing new contra-flow lanes on SR 520, Truck Restrictions, Truck Preferences, convert lanes on I-5, I-90, I-405 to HOV lanes, changing HOV rules on I-5, I-90, I-405, Constructing HOV Bypass to ease bottlenecks, establish new ferry service, increase transit service and establish new transit service, bike lanes, freeway ramp metering, develop new freeway ramps and incorporate technology in traffic signal interconnects. See Appendix E – Roadways Toolbox for further information.

New passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternate Route Landing Sites

UW Waterfront Activities Center

Leschi Park

Bellevue Meydenbauer Bay Marina

Kirkland Marina Park

Kenmore Tracy Owen Station Park

Renton – Bristol at Southport


DeLorme
DeLorme Street Atlas USA® 2010
Closure of I-405 from I-5 to SR 167
King County
Primary Route
Alternate Route
This map not updated in the June 2014 revisions to the Transportation Recovery Annex
Seattle
Sammamish
Inglewood
Bellevue
Eastgate
Monohan
Mercer Island
West Lake Sammamish
Hazelwood
Newcastle
Georgetown
High Point
White Center
Kennydale
Bryn Mawr
Coalfield
Renton
East Renton Highlands
Tukwila
Seahurst
Burien
Riverton Heights
Sunnydale
Maplewood
Cedar Mountain
Cedar Grove
Vashon
Ellisport
Portage
Burton
Des Moines
Zenith
Maple Valley
Kent
Meridian Heights
Dockton
Shore Acres
Woodmont Beach
Star Lake
Redondo
Thomas
Covington
Berrydale
Lakota
Adelaide
Christopher
Lea Hill
Dash Point
Federal Way
Auburn
Browns Point
Algona
Commencement Bay
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Scale 1 : 175,000
1" = 2.76 mi
Data Zoom 10-2

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
5 - Closure of I-405 between I-5 and SR 167 – King County	
North to South Routing	South to North Routing
I-405 Southbound I-405 Southbound Exit 11 (I-90) I-90 Westbound I-90 Westbound Exit for I-5 Southbound I-5 Southbound (Interchange 164) I-5 Southbound	I-5 Northbound I-5 Northbound Exit 164 (I-90 Eastbound) I-90 Eastbound I-90 Eastbound Exit 10 (I-405) I-405 Northbound

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
5 - Closure of I-405 between I-5 and SR 167 – King County	
North to South Routing (Alternate)	South to North Routing (Alternate)
I-405 Southbound I-405 Southbound Exit 2 (SR 167) SR 167 Southbound SR 167 Southbound Exit for SR 18 SR 18 Westbound SR 18 Westbound Exit for I-5 I-5 Southbound (Interchange 142) I-5 Southbound	I-5 Northbound I-5 Northbound Exit 142 (SR 18) SR 18 Eastbound SR 18 Eastbound Exit for SR 167 SR 167 Northbound SR 167 Northbound Exit for I-405 I-405 Northbound (Interchange 2)

Note: This route could be used in northbound direction only if I-405/SR 167 is not fully operational.

Note: Renton Water Treatment Plan on Oakdale and Grady Way may need access control.

Note: Other local options exist, such as SR 900


DeLorme
DeLorme Street Atlas USA® 2010
Closure of I-405 from I-5 to SR 167
Level of Service on Alternates
Primary Route
Alternate Route
Seattle
Bainbridge Island
Winslow
Eagledale
Port Blakely
Sammamish
Inglewood
Lake Hills
Bellevue Arts
Eastgate
Monohan
Mercer Island
West Lake Sammamish
Hazelwood
Newcastle
Georgetown
High Point
White Center
Kennydale
Harper
Southworth
Vashon Heights
Bryn Mawr
Coalfield
Allentown
Renton
East Renton Highlands
Cedarhurst
Colvos
Fragaria
Seahurst
Burien
Riverton Heights
Tukwila
Maplewood
Sunnydale
Cove
Vashon
Cedar Mountain
Cedar Grove
Ellisport
Lisabeula
Portage
Des Moines
Zenith
Kent
Meridian Heights
Burton
Magnolia Beach
Dockton
Shore Acres
Woodmont Beach
Star Lake
Thomas
Redondo
Covington
Berrydale
Tahlequah
Lakota
Adelaide
Christopher
Lea Hill
Federal Way
Dash Point
Auburn
Ruston
Browns Point
Green River
Algona
Pacific
Edgewood
Dieringer
Legend
Level of Service
Congested
Moderately Congested
No Congestion
This map not updated in the June 2014 revisions to the Transportation Recovery Annex
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1" = 3.16 mi
Data Zoom 10-0

Puget Sound Regional Transportation Recovery Plan					
5 - Closure of I-405 from I-5 to SR 167 King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert			√		I-5, I-90, I-405
HOV Lanes – New				√	
HOV Rules - Change	√	√	√		I-5, I-90, I-405, HOV 3 or 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		
Freeway Ramps - New		√	√		
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		
Truck Preferences		√	√		
Shoulder - Convert to Driving Lane			√		
Parking Eliminate/Restrict				√	
Turn Prohibitions				√	
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland-Kenmore-Bellevue (Pass. Only) Leschi Park/Bellevue (Pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments			√		SR 167
Transit Service New			√		
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
5 - Closure of I-405 from I-5 to SR 167 King County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets				√	The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
5 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B
Scenario #6 - Closure of I-5 Ship Canal Bridge

A. General Information

For the closure of the I-5 Ship Canal Bridge, there are two routes presented as alternative routes for this scenario. One route will entail diverting traffic from I-5 onto SR 520 onto I-405 back onto I-5. As a second alternative, Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Emergency Services Coordinating Agency (ESCA)
2. King County Office of Emergency Management (OEM)
3. Snohomish County Department of Emergency Management (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction of a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs),

municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the Cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
2. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an inter-local agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Short term solutions have been identified such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. Set-up highway detours signage for rerouting traffic. The Ship Canal Bridge is located over a navigable waterway. Thus, opening and closing of the bridge is subject to the U.S. Coast Guard approval. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on ramps near closure points. Other alternatives include: Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, long term options include Truck Restrictions and Preferences, contra-flow lanes on SR 520, changing current HOV rules on I-5 and I-405, converting lanes on I-405, I-5 and SR 520 to HOV lanes, constructing HOV Bypass lanes to ease bottlenecks, converting freeway shoulder to driving lane, incorporating new transit service with maritime (ferry connections), incorporating technology in traffic signal interconnects and freeway ramp metering. See Appendix E – Roadways Toolbox for further information.

New passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

UW Waterfront Activities Center

Leschi Park

Bellevue Meydenbauer Bay Marina

Kirkland Marina Park

Kenmore Tracy Owen Station Park

Renton – Bristol at Southport


DeLORME
DeLorme Street Atlas USA® 2009
Closure of I-5 Ship Canal Bridge
King County
Cathcart
Clearview
Lynnwood
Kennard Corner
North Creek
CASPERS ST
Edmonds
Seattle Heights
FILBERT RD
MALTBY RD
Turner Corner
Maltby
EDMONDS WAY
Mountlake Terrace
BALLINGER WAY NE
Bothell
Lake Forest Park
Kenmore
Shoreline
MOTHELL WAY NE
Woodinville
Kingsgate
Juanita
WOODINVILLE REDMOND RD NE
Kirkland
Green Lake Park
REDMOND WAY
Redmond
SAND POINT WAY NE
Fort Lawton Military Reservation
Houghton
AURORA BRG
Lake Union
Washington Park
Medina
Lake Hills
Bellevue
Seattle
ALASKAN WAY
FLOATING BRG
Beaux Arts
Eastgate
Harbor Island
Alternate Lake Crossing
Mercer Island
West Lake Sammamish
Mercer Island
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1" = 2.37 mi
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Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
6 - Closure of I-5 Ship Canal Bridge – King County	
North to South Routing	South to North Routing
I-5 Southbound I-5 Southbound Exit to I-405 I-405 Southbound I-405 Southbound Exit 14 (SR 520) SR 520 Westbound SR 520 Westbound Exit for I-5 Southbound I-5 Southbound	I-5 Northbound I-5 Northbound Exit 168B (SR 520 Eastbound) SR 520 Eastbound SR 520 Eastbound Exit for I-405 Northbound I-405 Northbound I-405 Northbound Exit for I-5 Northbound I-5 Northbound

Note: Alternate crossing of Lake Washington is I-90 Floating Bridge.

Note: Tolls can be waived under emergency authority

Note: Traffic South of Tukwila should be diverted to I-405 at Tukwila.

Note: Local Traffic would be signed to SR 99/Aurora Ave.

Note: City of Seattle Recommendations:

1- Close I-5 fully at I-5/I-405. Reopen for local traffic Only for downtown destinations.
2- Restrict Montlake Bridge to local traffic only.
3- Adjustments to Traffic Signal timings required.
4- Parking elimination needed.
5- Turn Restrictions needed.
6- Consider closing crosswalks where left turns are hindered by pedestrian crossings.


DeLorme Street Atlas USA® 2014
Closure of I-5 over Ship Canal Bridge
Level of Service on Alternate
Cathcart
Clearview
North Creek
Kennard Corner
Lynnwood
Edmonds
Seattle Heights
Turner Corner
Maltby
Mountlake Terrace
Bothell
Kenmore
Woodinville
Lake Forest Park
Shoreline
Kingsgate
Juanita
Kirkland
Redmond
Houghton
Fort Lawton Military Reservation
Medina
Bellevue
Lake Hills
Seattle
Eastgate
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Scale 1 : 137,500
1" = 2.17 mi
Data Zoom 10-5

Puget Sound Regional Transportation Recovery Plan					
6 - Closure of I-5 Ship Canal Bridge King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New			√		SR 520
HOV Lanes – Convert			√		I-5, I-405, SR 520
HOV Lanes – New				√	
HOV Rules - Change	√	√	√		I-5, I-405, HOV 3 or 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		
Truck Preferences		√	√		Critical Supplies
Shoulder - Convert to Driving Lane		√	√		Freeways/Interstates
Parking Eliminate/Restrict				√	
Turn Prohibitions			√		Ramps near closure point
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland-Kenmore-Bellevue (Pass. Only) Leschi Park/Bellevue (Pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New			√		Ferry Connections
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
6 - Closure of I-5 Ship Canal Bridge King County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets	√	√	√		The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
6 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #7 - Closure of I-90 at Snoqualmie Pass

A. General Information

For the closure of I-90 Snoqualmie Pass, there are two alternatives. The primary route entails diverting traffic from I-705, to I-5, I-84, to I-82 returning to I-90 in Ellensburg. The secondary route entails diverting traffic from I-5 onto SR 12 which should be used as a priority route for passenger only cars and a limited amount of prioritized freight (short term only) to I-82 back to I-90. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)
2. Pierce County Department of Emergency Management (DEM)
3. Thurston County Department of Emergency Management (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs),

municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.
2. Pierce County Emergency Operations Center will notify Buckley Emergency Management, Gig Harbor Emergency Management, Puyallup Emergency Management and Tacoma Emergency Services as well as the jurisdictions and tribes with which they have an inter-local agreement which includes Bonney Lake, Buckley, DuPont, Eatonville, Edgewood, Fife, Fircrest, Lakewood, Milton, Orting, the Puyallup Tribe of Indians, Roy, Ruston, Steilacoom, Sumner, University Place, and Wilkeson.
3. Thurston County Emergency Operations Center will notify Lacey Emergency Services, Olympia Emergency Management, Tumwater Emergency Services and Yelm Emergency Services as well as the towns of Tenino and Bucoda and the Nisqually Tribe.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

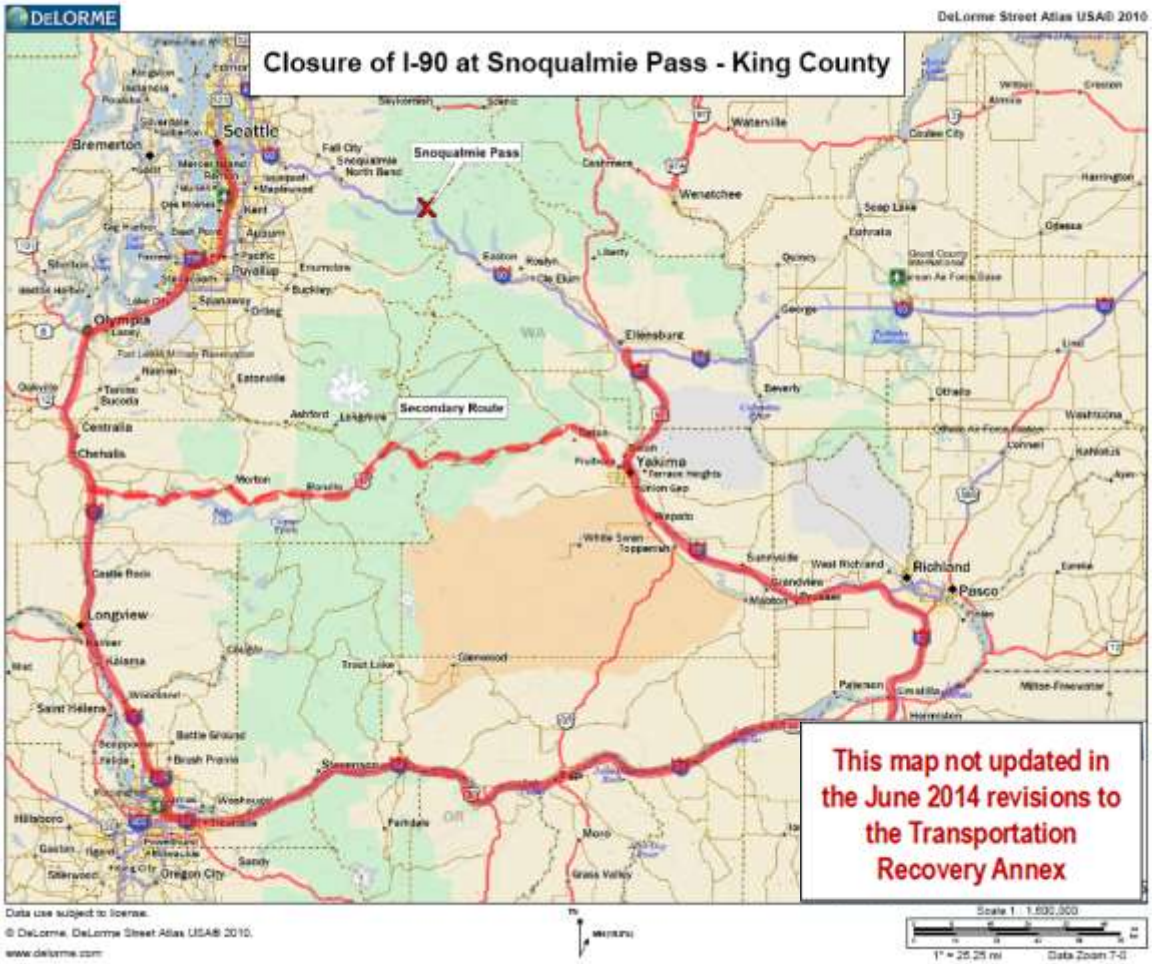
Short term solutions have been identified such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, and Adjusting Traffic Signal Timing. See Appendix E – Roadways Toolbox for further information.

1. Mid-Term Alternatives

Several Mid-Term Alternatives have been identified such as truck preferences for critical supplies. Other alternatives include: Electronic Signage and/or Surveillance and truck restrictions. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

2. Long Term Options

In addition, Long Term options include contra-flow lanes, changing HOV rules, constructing HOV Bypass, convert freeway shoulder to driving lane, transit service increase and establish new transit service, freeway ramp metering, and incorporating technology in traffic signal interconnects See Appendix E – Roadways Toolbox for further information.

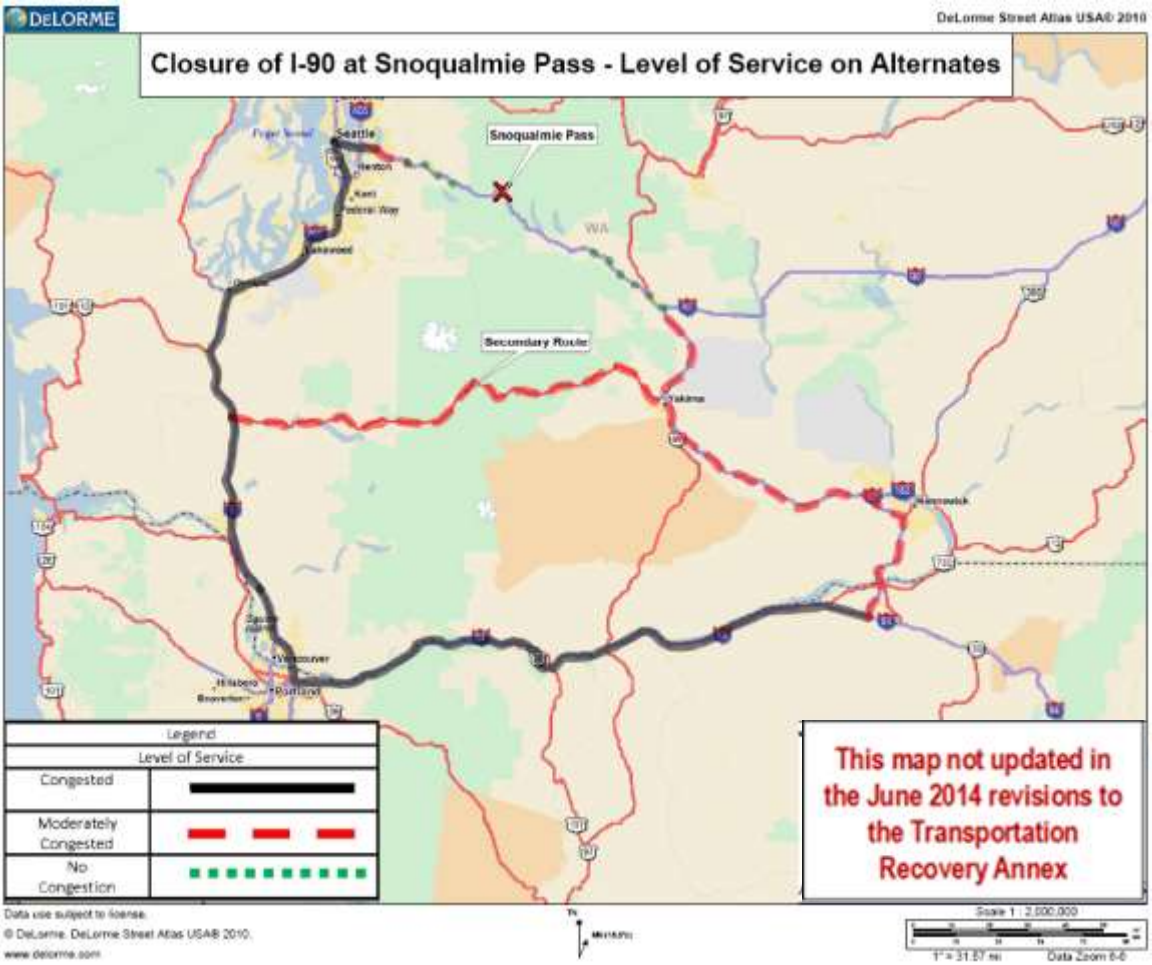

DeLORME
DeLorme Street Atlas USA® 2010
Closure of I-90 at Snoqualmie Pass - King County
Snoqualmie Pass
Secondary Route
Seattle
Bremerton
Olympia
Centralia
Chehalis
Longview
Wenatchee
Ellensburg
Yakima
Richland
Pasco
This map not updated in the June 2014 revisions to the Transportation Recovery Annex

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
7 - Closure of I-90 Snoqualmie Pass – King County	
East to West Routing Primary	West to East Routing Primary
I-90 Westbound Exit 110 (I-82) I-82 Eastbound (to Oregon State Line) I-82 Eastbound Exit for I-84 Westbound I-84 Westbound I-84 Westbound Exit for I-205 Northbound I-205 Northbound (to Washington State Line) I-205 Northbound Exit for I-5 Northbound I-5 Northbound (Interchange 7) I-5 Northbound I-5 Northbound (to Seattle area)	I-90 (Seattle area) I-90 Exit for I-5 Southbound (Int. 164) I-5 Southbound I-5 Southbound Exit 7 (I-205 Southbound) I-205 Southbound (to Oregon State Line) I-205 Southbound Exit for I-84 Eastbound I-84 Eastbound I-84 Eastbound Exit for I-82 Westbound I-82 Westbound (Washington State Line) I-82 Westbound to I-90 I-90 Eastbound (Interchange 110)
East to West Routing Secondary – US 12	West to East Routing Secondary – US 12
I-90 Westbound I-90 Westbound Exit 110 (I-82) I-82 Eastbound I-82 Eastbound Exit 31(US 12) US 12 Westbound US 12 Westbound Ramp for I-5 Northbound I-5 Northbound (Interchange 68) I-5 Northbound Exit 164A (I-90 Eastbound) I-90 Eastbound	I-90 Westbound I-90 Westbound Exit for I-5 Southbound I-5 Southbound (Interchange 154) I-5 Southbound Exit 68 (US 12) US 12 Eastbound US 12 Exit for I-82 Westbound I-82 Westbound (Interchange 31) I-82 Westbound I-82 Westbound Exit for I-90 Westbound I-90 Westbound

Note: Secondary route is two lane mountain pass highways. Secondary route must be confirmed to be passable since there is high probability that these roadways will also be impassable.

Note: Local access can be provided via I-90 from I-82 or from I-405.

Note: Coordination required with State of Oregon for primary route.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Closure of I-90 at Snoqualmie Pass - Level of Service on Alternates
Seattle
Snoqualmie Pass
WA
Secondary Route
Yakima
Vancouver
Portland
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Puget Sound Regional Transportation Recovery Plan					
7-Closure of I-90 Snoqualmie Pass King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New			√		I-5
HOV Lanes – Convert			√		I-5
HOV Lanes – New			√		I-5
HOV Rules - Change			√		I-5
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		I-5
Freeway Ramps - New				√	
Freeway Ramps – Closure			√		Interchanges near closure point
Truck Restrictions	√	√	√		Unsafe Truck Routes
Truck Preferences		√	√		Critical Supplies
Shoulder - Convert to Driving Lane		√	√		
Parking Eliminate/Restrict				√	
Turn Prohibitions				√	
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives				√	
Park – Ride Lots New/Expand				√	
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase				√	
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts				√	
Compressed Work Week				√	
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
7 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B
Scenario #8 - Closure of I-405 between Exits 2 and 4

A. General Information

The closure of I-405 between exits 2 and 4 or the section of I-405 between SR 169 and SR 167 is located southeast of downtown Seattle and provides many different access routes. The alternative route for this section of roadway consists of using I-5 to I-90. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)
2. City of Renton
3. City of Tukwila

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs),

municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes, including but are not limited to SR-900 to SR-405, and I-5 to SR 520 to I-405.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. Set-up highway detours signage for rerouting traffic. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as convert trails to specialized motorized use. Other alternatives include: Van/Carpool Incentives, Alternate Driving Days, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week.

Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions, Truck Preferences, convert lanes on I-405 to HOV lanes, changing HOV rules, constructing HOV Bypass to ease bottlenecks, establish new ferry service, transit service increase and establish new transit service, bike lanes, freeway ramp metering, freeway ramps closure and incorporating technology in traffic signal interconnects. New passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix E – Roadways Toolbox for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternate Routing Landing Sites

UW Waterfront Activities Center

Leschi Park

Bellevue Meydenbauer Bay Marina

Kirkland Marina Park

Kenmore Tracy Owen Station Park

Renton – Bristol at Southport


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Closure of I-405 Exits 2 to 4
King County
Local Route
Seattle
Bellevue
Renton
Kennydale
Hazelwood
Beaux Arts
Mercer Island
Bryn Mawr
Allentown
Tukwila
Riverton Heights
Sunnydale
Maplewood
Georgetown
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Scale 1 : 75,000

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
8 - Closure of I-405 from Exit 2 to Exit 4 – King County	
North to South Routing	South to North Routing
I-405 Southbound I-405 Southbound Exit 11 to I-90 I-90 Westbound I-90 Westbound Exit for I-5 I-5 Southbound I-5 Southbound to I-405	I-405 Southbound I-405 Southbound Exit to I-5 I-5 Northbound I-5 Northbound Exit 164 for I-90 I-90 Eastbound I-90 Eastbound Exit 10 (I-405) I-405 Northbound

Puget Sound Regional Transportation Recovery Plan – Local Alternative Routing Plan	
8 - Closure of I-405 from Exit 2 to Exit 4 – King County	
North to South Routing (Local Traffic Only)	South to North Routing (Local Traffic Only)
I-405 Southbound I-405 Southbound Exit 5 to SR 900 (Park Ave) (TS) Park Ave N Westbound Park Ave N Westbound to Lake Washington Blvd Lake Washington Blvd Southbound Lake Washington Blvd becomes Park Ave N Park Ave N Southbound Park Ave N Southbound to (SR 900 (Bronson Way) SR 900 Westbound (Bronson Way) SR 900 Westbound to SR 515 (Main Ave S) SR 515 Southbound (S Grady Way) S Grady Way Westbound SW Grady Way Westbound SW Grady Way West to SR 181(Interurban Ave) SR 181 Northbound Interurban Ave to I-405 Ramp I-405 Southbound (Interchange 1)	I-405 Northbound I-405 Northbound Exit 1 I-405 North Ramp to Interurban Ave (Traf. Sig) Interurban Ave Northbound Interurban Ave Northbound to SW Grady Rd SW Grady Rd Eastbound S Grady Rd Eastbound S Grady Ave to SR 515 (Main Ave S) SR 515 Northbound SR 515 to SR 900 SR 900 Eastbound to SR 900 (Mill Ave S) SR 900 Eastbound (Mill Ave S Northbound) SR 900 Eastbound (Bronson Way) SR 900 Northbound (Bronson Way) to Park Ave N Park Ave N Northbound Park Ave N becomes Lake Washington Blvd Lake Washington Blvd Northbound Park Ave N Eastbound Ramp to I-405 I-405 Northbound (Interchange 5)

Note: One Way Couplet Mill Ave N and Main Ave N.

Note: One Way Couplet Interurban (Interchange 1)

Note: Route to Grady Way for Local Traffic Only


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Closure of I-405 Exits 2 to 4
Level of Service on Alternates
Seattle
Bellevue
Mercer Island
Renton
Tukwila
Kent
Auburn
Local Traffic Only
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Scale 1 : 100,000
1" = 1.58 mi
Data Zoom 11-0

Puget Sound Regional Transportation Recovery Plan					
8 - Closure of I-405 from Exit 2 to Exit 4 King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert			√		I-405
HOV Lanes – New				√	
HOV Rules - Change	√	√	√		I-5, I-405, HOV 3 or 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		
Freeway Ramps - New				√	
Freeway Ramps – Closure			√		
Truck Restrictions	√	√	√		
Truck Preferences		√	√		
Shoulder - Convert to Driving Ln			√		I-405
Parking Eliminate/Restrict	√	√	√		Grady, Bronson, Main, Park
Turn Prohibitions	√	√	√		Grady, Bronson, Main, Park
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland-Kenmore-Bellevue ;Leschi Park/Bellevue (Both Pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New			√		Ferry Connections
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
8 - Closure of I-405 from Exit 2 to Exit 4 King County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets				√	The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
8 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B
Scenario #9 - Closure of I-405 from Exit 18 to Exit 20

A. General Information

Several routes present as suitable alternates in dealing with the closure of I-405 at Exits 18 thru 20. The freeway alternative will entail diverting southbound traffic from I-405 onto SR 522 at Bothell then onto Interstates 5 and 90 back onto I-405. Northbound traffic will be diverted from I-405 to I-90, I-5 and SR 522. The freeway routing is intended for all regional trips on I-405. Northbound I-405 traffic headed for local destinations east of I-405 such as Redmond and Totem Lake will exit eastbound to NE 85th Street at exit 18. Detour routing will lead from eastbound NE 85th Street north to NE 124th Street. Northbound I-405 traffic headed for local destinations west of I-405 such as Kirkland and Kenmore will exit westbound to NE 70th Street at exit 17.

Detour routing will lead from eastbound NE 70th/68th Streets to northbound 6th Street. Southbound I-405 traffic headed for local destinations east of I-405 such as Redmond and Totem Lake will exit eastbound to NE 160th Street at exit 22. Detour routing will lead from eastbound NE 160th Street to 124th Avenue NE. Southbound I-405 traffic headed for local destinations west of I-405 such as Kirkland and Kenmore will exit westbound to NE 124th Street at exit 20. Detour routing will lead from eastbound NE 124th Street to southbound NE 100th Street. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Emergency Services Coordinating Agency (ESCA)
2. King County Office of Emergency Management (OEM)
3. City of Seattle
4. City of Lake Forest Park
5. City of Kenmore
6. City of Bothell

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the Cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
2. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on the detour route.

Other alternatives include: Tele-commuting, Staggered Work Shifts, Electronic Signage and/or surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

1. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, long term options include Truck Restrictions, changing current HOV rules, converting lanes on I-405 to HOV lanes, constructing HOV Bypass lanes to ease bottlenecks, incorporating new transit service with maritime (ferry connections), incorporating technology in traffic signal interconnects and freeway ramp metering. See Appendix E – Roadways Toolbox for further information.


DeLorme
DeLorme Street Atlas USA® 2014
Closure of I-405 Exits 18 to 20
King County
Local Traffic
Local Traffic
Snohomish
Larimers Corner
Murphys Corner
Martha Lake
Cathcart
Clearview
North Creek
Kennard Corner
Turner Corner
Maltby
Lynnwood
Edmonds
Seattle Heights
Kingston
Mountlake Terrace
Woodinville
Cottage Lake
Shoreline
Kingsgate
Juanita
Kirkland
Redmond
Houghton
Sammamish
Inglewood
Medina
Lake Hills
Bellevue
Seattle
Beaux Arts
Eastgate
Monohan
West Lake Sammamish
Mercer Island
Hazelwood
Newcastle
Issaquah
Georgetown
High Point
Kennydale
White Center
Southworth
Vashon Heights
Coalfield
Fort Lawton Military Reservation
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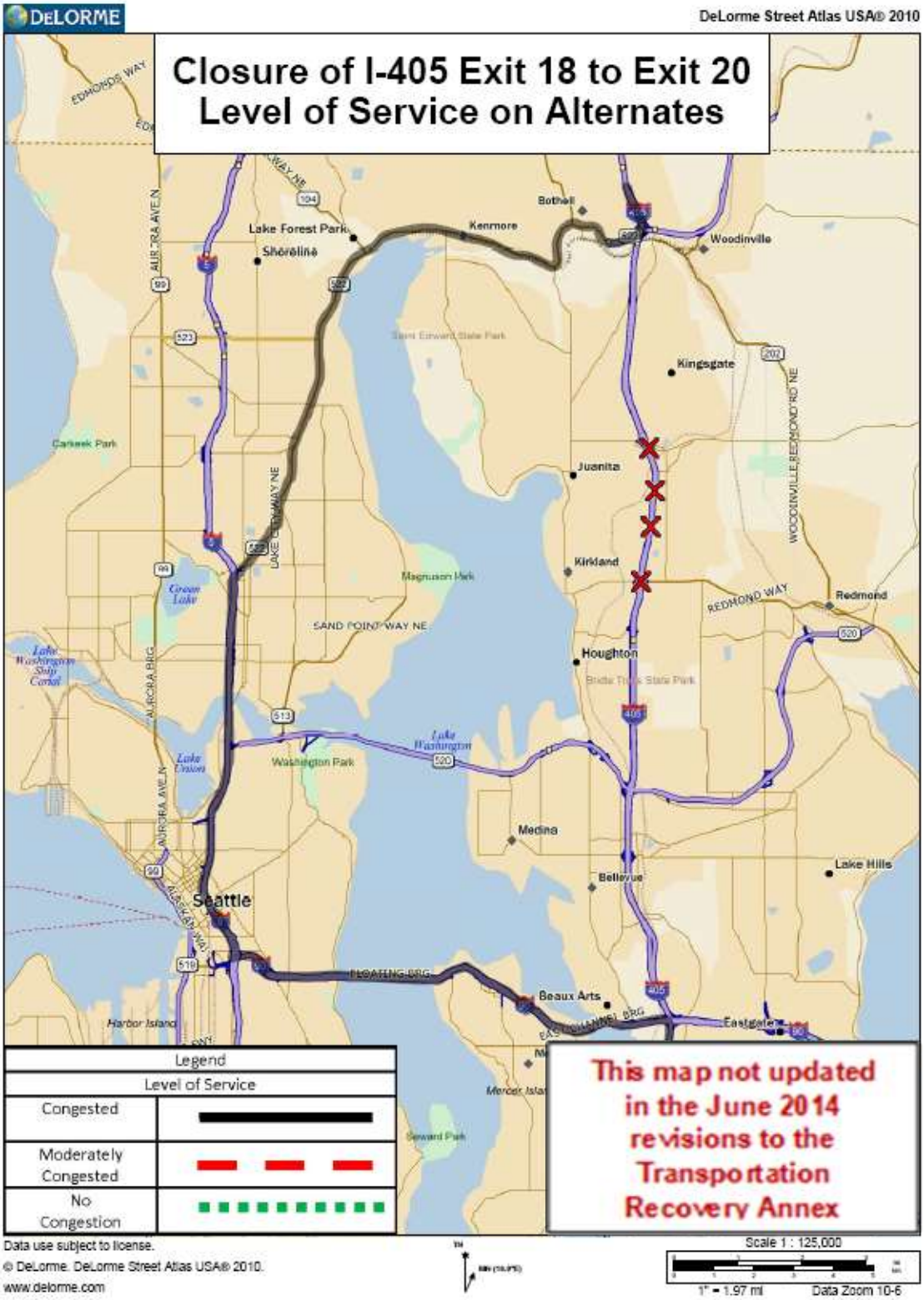
Scale 1 : 200,000
1" = 3.16 mi
Data Zoom 10-0

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
9-Closure of I-405 from Exit 18 to Exit 20 – King County	
North to South Routing (Local Traffic)	South to North Routing (Local Traffic)
I-405 Southbound Exit 23 (SR 522) Ramp to SR 522 Westbound SR 522 Westbound (Woodinville Rd) SR 522 Westbound (Bothell Way NE) SR 522 Westbound (NE Bothell Way) SR 522 Westbound (Bothell Way NE) SR 522 Westbound (Lake City Way NE) SR 522 Westbound Exit for I-5 Ramp to I-5 Southbound I-5 Southbound I-5 Southbound to I-90 Exit I-90 Eastbound I-90 Eastbound Exit 10 for I-405 I-405 Southbound	I-405 Northbound I-405 Northbound Exit 11 for I-90 Westbound I-90 Westbound I-90 Westbound Exit for I-5 Northbound I-5 Northbound I-5 Northbound Exit 171 (SR 522 East) Ramp to SR 522 Eastbound SR 522 Eastbound (Lake City Way NE) SR 522 Eastbound (Bothell Way NE) SR 522 Eastbound (NE Bothell Way) SR 522 Eastbound (Bothell Way NE) SR 522 Eastbound (Woodinville Rd) SR 522 Eastbound Ramp to I-405 Ramp to I-405 Northbound I-405 Northbound (Interchange 23)

Note: Local access to Kirkland will be designated by City of Kirkland.

Note: Main route will keep interstate traffic on interstate highways


DeLorme Street Atlas USA® 2010
Closure of I-405 Exit 18 to Exit 20
Level of Service on Alternates
Bothell
Kenmore
Lake Forest Park
Shoreline
Woodinville
Kingsgate
Juanita
Kirkland
Redmond
Houghton
Medina
Bellevue
Lake Hills
Seattle
Beaux Arts
Harbor Island
Carkeek Park
Magnuson Park
Washington Park
Lake Washington
Lake Union
Green Lake
SAND POINT WAY NE
REDMOND WAY
WOODINVILLE-REDMOND RD NE
LAKE CITY WAY NE
AURORA AVE N
FLOATING BRG
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Scale 1 : 125,000
1" = 1.97 mi
Data Zoom 10-6

Puget Sound Regional Transportation Recovery Plan					
9-Closure of I-405 from Exit 18 to Exit 20 King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert			√		I-405
HOV Lanes – New				√	
HOV Rules - Change	√	√	√		I-405, HOV 3 or 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		
Freeway Ramps - New				√	
Freeway Ramps – Closure			√		
Truck Restrictions	√	√	√		
Truck Preferences		√	√		
Shoulder - Convert to Driving Lane			√		I-405
Parking Eliminate/Restrict	√	√	√		For Local Kirkland Access
Turn Prohibitions	√	√	√		For Local Kirkland Access
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland-Kenmore-Bellevue (Pass. Only) Leschi Park/Bellevue (Pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New		√	√		Ferry Connections
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
9-Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #10 - Closure of I-5 from SR 599 to SR 900

A. General Information

Stakeholders presented two alternative routes for dealing with the closure of I-5 from SR 599 to SR 900 under this scenario. The primary route entails diverting traffic from I-5 to SR 99 to SR 509 to St 518 back onto I-5. The secondary route is only a southbound alternative that entails diverting traffic from I-5 to SR 99 to SR 599 back onto I-5. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)
2. City of Seattle
3. City of SeaTac
4. City of Burien

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on Michigan Street. Other alternatives include: Alternate Driving Days, Bike Lanes, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include changing HOV rules, constructing HOV Bypass to ease bottleneck, convert lanes on I-5, SR 518, SR 509 to HOV lanes, convert freeway shoulder to driving lane on SR 509, SR 518, transit service increase, freeway ramp metering, and incorporating technology in traffic signal interconnects on Michigan Street. See Appendix E – Roadways Toolbox for further information.


DeLorme Street Atlas USA® 2009
Closure of I-5 from SR 599 to SR 900
King County
Southbound Only Alternate
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Scale 1 : 56,250
1" = 4,687.5 ft
Data Zoom 11-7

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
10 - Closure of I-5 from SR 599 to SR 900 – King County	
North to South Routing	South to North Routing
I-5 Southbound I-5 Southbound Exit 162 (Michigan St/Corson Ave) Ramp to Corson Ave Corson Ave S Southbound Corson Ave S to Michigan St (Traffic Signal) S Michigan St Westbound S Michigan St Westbound Ramp to SR 509 (Tr. Sig.) Ramp to SR 509 SR 509 Southbound SR 509 Southbound Exit to SR 518 Ramp to SR 518 (Traffic Signal) SR 518 Eastbound SR 518 Eastbound Exit to I-5 I-5 Southbound	I-5 Northbound I-5 Northbound Exit 154 A (SR 518) SR 518 Westbound SR 518 Westbound Exit for SR 509 North SR 509 Northbound SR 509 Northbound Exit for I-5/Michigan St S Michigan St Eastbound S Michigan St Eastbound becomes S Bailey St S Bailey St Eastbound to I-5 Ramp I-5 Northbound Ramp I-5 Northbound

Note: Potential exists for Ramp from SR 599 Southbound to I-5 Southbound to remain serviceable. If so, southbound route would be relocated to SR 99/SR 599 (see map note).

Note: Traffic Signal retiming required.

Note: Need to coordinate restricted bridge openings with USCG for Duwamish.


DeLorme Street Atlas USA® 2010
Closure of I-5 from SR 599 to SR 900
Level of Service on Alternates
Southbound Only Alternate
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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1" = 1.09 mi
Data Zoom 11-5

Puget Sound Regional Transportation Recovery Plan					
10 - Closure of I-5 from SR 599 to SR 900 King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert			√		I-5, SR 518, SR 509
HOV Lanes – New				√	
HOV Rules - Change	√	√	√		I-5, HOV 3 or 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		Unsafe Truck Routes, Turns
Truck Preferences		√	√		Critical Supplies
Shoulder - Convert to Driving Lane		√	√		SR 509, SR 518
Parking Eliminate/Restrict				√	
Turn Prohibitions	√	√	√		Michigan St
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives		√	√		
Park – Ride Lots New/Expand		√	√		
Alternating Driving Days		√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		Michigan
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
10 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B
Scenario #11- Closure of the I-90 Floating Bridge

A. General Information

The I-90 Floating Bridge (Homer Hadley Floating Bridge) connects downtown Seattle to Mercer Island and is one of the main routes connecting downtown Seattle to other major metropolitan areas along the east side of Lake Washington. It also is a significant freight route for east-west traffic to and from the Seattle-area. The alternative routes for this section of roadway consist of using SR-520 via the "Evergreen Point" floating bridge, or by going around the lake either to the north or to the south. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Emergency Services Coordinating Agency (ESCA)
2. King County Office of Emergency Management (OEM)
3. Snohomish County Department of Emergency Management (DEM)
4. City of Lake Forest Park
5. City of Kenmore
6. City of Bothell

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to

coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the Cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
2. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an interlocal agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes, including but are not limited to SR 520, SR-522 (north route), and I-5 to I-405 through Renton (south route).

G. Transportation Mitigation Strategies

1. Short Term Solutions

Set-up highway detours signage for rerouting traffic. Other solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. Set-up highway detours signage for rerouting traffic. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

Restoring this section of highway will require freight movement to and from the destructed area. The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Van/Carpool Incentives, Alternate

Driving Days, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions, Truck Preferences, convert lanes on I-405 to HOV lanes, changing HOV rules, constructing HOV Bypass to ease bottlenecks, establish new ferry service, transit service increase and establish new transit service, bike lanes, freeway ramp metering, freeway ramps closure and incorporating technology in traffic signal interconnects. New passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix E – Roadways Toolbox for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

UW Waterfront Activities Center

Leschi Park

Bellevue Meydenbauer Bay Marina

Kirkland Marina Park

Kenmore Tracy Owen Station Park

Renton – Bristol at Southport


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Closure of I-90 Floating Bridge
King County
Local Traffic
Local Traffic
Cathcart
Clearview
North Creek
Kennard Corner
Turner Corner
Maltby
Edmonds
Lynnwood
Seattle Heights
Kingston
Mountlake Terrace
Lake Forest Park
Kenmore
Bothell
Woodinville
Shoreline
Cottage Lake
Kingsgate
Juanita
Kirkland
Redmond
Fort Lawton Military Reservation
Houghton
Sammamish
Inglewood
Medina
Lake Hills
Seattle
Bellevue Arts
Eastgate
Monohan
West Lake Sammamish
Mercer Island
Georgetown
Hazelwood
High Point
Newcastle
Issaquah
Sunnydale
White Center
Southworth
Vashon Heights
Bryn Maw
Coalfield
Renton
East Renton Highlands
Cedarhurst
Colvos
Tukwila
Seahurst
Riverton Heights
Maplewood
Sunnydale
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Scale 1 : 200,000
1" = 3.16 mi
Data Zoom 10-0

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
11 - Closure of I-90 Floating Bridge – King County	
East to West Routing – Alternate Downtown	West to East Routing – Alternate Downtown
I-90 Westbound (Bellevue Area) I-90 Westbound Exit 10 (I-405 Northbound) I-405 Northbound I-405 Northbound Exit 14 (SR 520 Westbound) SR 520 Westbound SR 520 Westbound (Floating Bridge) SR 520 Westbound Exit for I-5 Southbound I-5 Southbound	I-5 Northbound (Seattle Downtown Area) I-5 Northbound Exit 168B (SR 520 Eastbound) SR 520 Eastbound SR 520 Eastbound (Floating Bridge) SR 520 Eastbound Exit for I-405 Southbound I-405 Southbound I-405 Southbound Exit 11 (I-90 Eastbound) I-90 Eastbound

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
11 - Closure of I-90 Floating Bridge – King County	
East to West Routing – (South Seattle Route)	West to East Routing – (South Seattle Route)
I-90 Westbound (Bellevue Area) I-90 Westbound Exit 10 (I-405 Southbound) I-405 Southbound I-405 Southbound Exit for I-5 Northbound I-5 Northbound I-5 Northbound (South Seattle Area)	I-5 Southbound (South Seattle Area) I-5 Southbound Exit 154A (I-405 Northbound) I-405 Northbound I-405 Northbound Exit 11 (I-90 Eastbound) I-90 Eastbound (Bellevue Area)

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
11 - Closure of I-90 Floating Bridge – King County (North Seattle Route)	
East to West Routing – (North Seattle Alternate Route)	West to East Routing – (North Seattle Alternate Route)
I-90 Westbound (Bellevue Area) I-90 Westbound Exit 10 (I-405 Northbound) I-405 Northbound I-405 Northbound Exit 23 for SR 522 West Ramp to SR 522 Westbound SR 522 Westbound SR 522 Westbound (Woodinville Rd) SR 522 Westbound (NE Bothell Way SR 522 Westbound (Lake City Way NE) SR 522 Westbound to I-5	I-5 (North Seattle Area) I-5 Exit 171 (SR 522 Eastbound) Ramp to SR 522 East (Lake City Way NE) SR 522 Eastbound (Lake City Way NE) SR 522 Eastbound (NE Bothell Way) SR 522 Eastbound (Woodinville Rd) SR 522 Eastbound SR 522 Eastbound Ramp to I-405 Southbound I-405 Southbound (Interchange 23) I-405 Southbound I-405 Southbound to Exit 10 (I-90 East) I-90 Eastbound

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
11 - Closure of I-90 Floating Bridge – King County (North Seattle Route)	
East to West Routing – (North Seattle Primary Route)	West to East Routing – (North Seattle Primary Route)
I-90 Westbound (Bellevue Area) I-90 Westbound Exit 10 (I-405 Northbound) I-405 Northbound I-405 Northbound Exit for I-5 Southbound I-5 Southbound I-5 Southbound (North Seattle Area)	I-5 Northbound (North Seattle Area) I-5 Northbound Exit 182 (I-405 Southbound) I-405 Southbound I-405 Southbound Exit 11 (I-90 Eastbound) I-90 Eastbound (Bellevue Area)

Note: Mercer Island access via I-90 to/from the east.

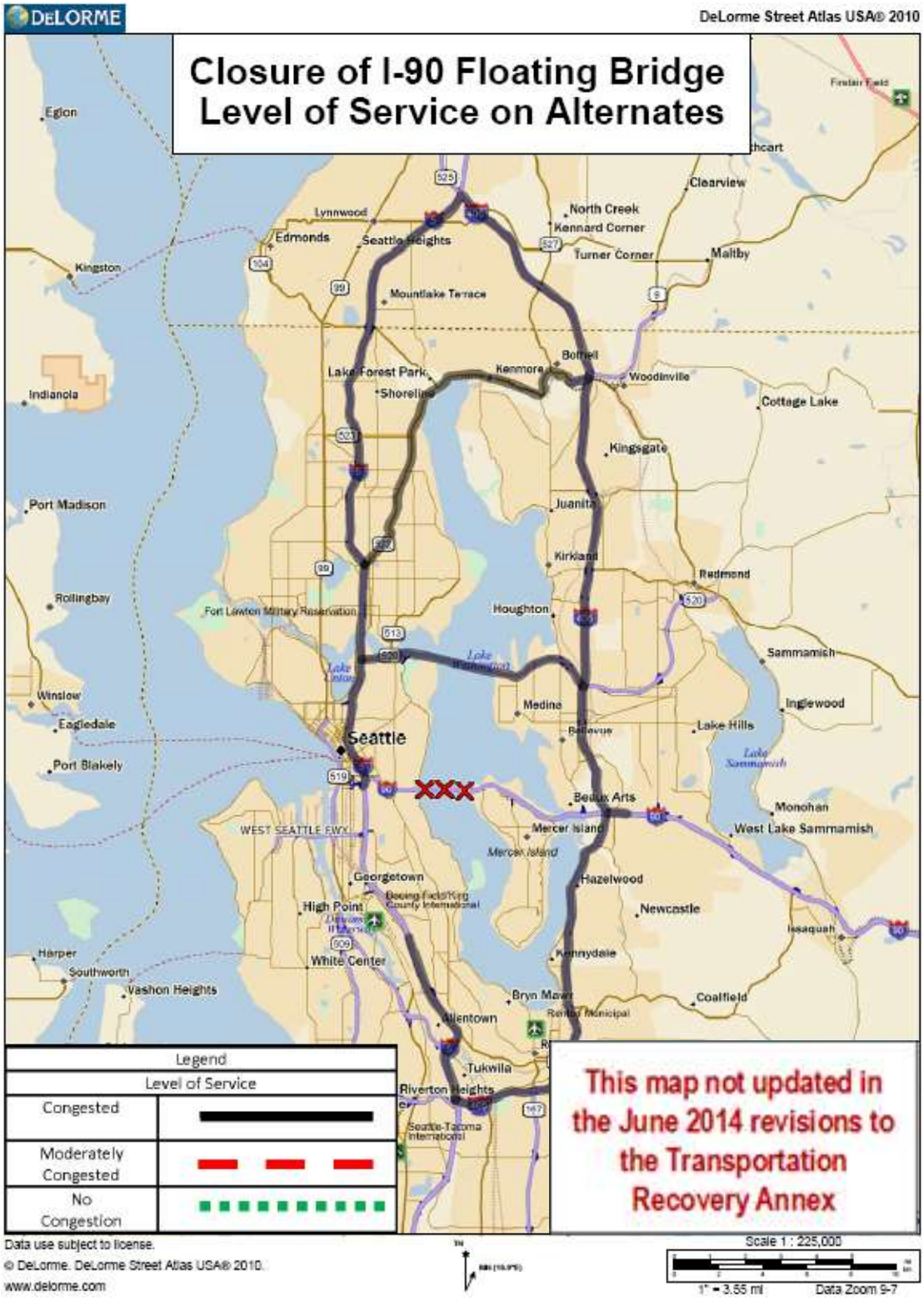
Note: I-405 Interchange Ramps to Mercer Island – Local Traffic Only.

Note: Seattle should monitor 23rd for need of signal control/retiming.

Note: Seattle should consider restricting bridge openings on Montlake Bridge. Coordination with USCG needed.

Note: Consideration should be given for bus priority rerouting from I-90.

Note: Primary alternative keeps interstate traffic on interstate highways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Closure of I-90 Floating Bridge
Level of Service on Alternates
Seattle
XXX
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Data Zoom 9-7

Puget Sound Regional Transportation Recovery Plan					
11 - Closure of I-90 Floating Bridge King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New			√		SR 520
HOV Lanes – Convert			√		I-5, I-405, SR 520
HOV Lanes – New				√	
HOV Rules - Change	√	√	√		I-5, I-405, HOV 3 or 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		
Freeway Ramps - New				√	
Freeway Ramps – Closure			√		Local Access only to Mercer Is.
Truck Restrictions	√	√	√		
Truck Preferences		√	√		
Shoulder - Convert to Driving Lane			√		Freeways/Interstates
Parking Eliminate/Restrict			√		
Turn Prohibitions			√		
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland-Kenmore-Bellevue (Pass. Only) Leschi Park/Bellevue (Pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New			√		Ferry Connections
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
11 - Closure of I-90 Floating Bridge King County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets				√	The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
11 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B
Scenario #12 - Closure of SR 522 from I-5 to I-405

A. General Information

Stakeholders identified two routes as suitable alternatives under this scenario for the closure of SR 522 from I-5 to I-405, dependent on the direction of the traffic flow:

1. A Downtown Seattle/Kirkland Route via SR 520 to I-405; and
2. A North Seattle/Bothell Route via I-5 to I-405.

See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies coordination responsibilities for routes to be used as alternatives)

1. Emergency Services Coordinating Agency (ESCA)
2. King County Office of Emergency Management (OEM)
3. Snohomish County Department of Emergency Management (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs),

municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the Cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
2. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an interlocal agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on roadways near SR 522. Other alternatives include: Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Also there is potential for a Maritime (Ferry) alternative. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions and Preferences, constructing HOV

Bypass lanes to ease bottlenecks, converting lanes on SR 522 to HOV lanes, changing HOV lane rules on I-5 and I-405, converting trails to special motorized use lanes, increasing transit service, incorporating technology in traffic signal interconnects and freeway ramp metering. See Appendix E – Roadways Toolbox for further information.


DeLorme
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Closure of SR 522 from I-5 to I-405
King County
North Seattle / Bothell Route
Downtown Seattle / Kirkland Route
Edmonds
Lynnwood
Seattle Heights
Mountlake Terrace
Shoreline
Lake Forest Park
Kenmore
Bothell
Woodinville
Kingsgate
Juanita
Kirkland
Redmond
Houghton
Clearview
North Creek
Kennard Corner
Turner Corner
Carkeek Park
Green Lake
Lake Washington
Washington Park
CASPERS ST
EDMONDS WAY
BALLINGER WAY NE
AURORA AVE N
SAND POINT WAY NE
WOODINVILLE REDMOND RD NE
REDMOND WAY
MALTBY RD
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Scale 1 : 112,500
1" = 1.78 mi
Data Zoom 10-7

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
12 - Closure of SR 522 from I-5 to I-405 – King County	
East to West North Seattle / Bothell Route	West to East Routing North Seattle / Bothell Route
SR 522 Westbound SR 522 Westbound Exit to I-405 Northbound Ramp to I-405 Northbound I-405 Northbound (Interchange 23) I-405 Northbound I-405 Northbound Exit to I-5 Southbound Ramp to I-5 Southbound I-5 Southbound I-5 Southbound to SR 522 (Interchange 171)	I-5 Northbound I-5 Northbound Exit to I-405 Southbound Ramp to I-405 Southbound I-405 Southbound I-405 Southbound Exit 23 (SR 522 Eastbound) Ramp to SR 522 Eastbound SR 522 Eastbound

12-Closure of SR 522 from I-5 to I-405 – King County	
East to West Downtown Seattle / Kirkland Route	West to East Routing Downtown Seattle / Kirkland Route
SR 522 Westbound SR 522 Westbound Exit to I-405 Southbound Ramp to I-405 Southbound I-405 Southbound (Interchange 23) I-405 Southbound I-405 Southbound Exit14 to SR 520 Westbound Ramp to SR 520 Westbound SR 520 Westbound SR 520 Westbound Exit for I-5	I-5 Exit for SR 520 (Exit 168) Ramp to SR 520 Eastbound SR 520 Eastbound SR 520 Eastbound Exit for I-405 North Ramp to I-405 North I-405 Northbound I-405 Northbound Exit 23 (SR 522) Ramp to SR 522 Eastbound SR 522 Eastbound

Note: No overweight/over height loads on 15th St.

Note: Consider changing HOV requirements. Coordination with WSDOT required.


DeLorme Street Atlas USA® 2010
Closure of SR 522 from I-5 to I-405
Level of Service on Alternatives
Martha Lake
Cathcart
Clearview
Lynnwood
Kenhard Corner
North Creek
CASPERS ST
Edmonds
Seattle Heights
MALTBY RD
Turner Corner
Maltby
EDMONDS WAY
Mountlake Terrace
BOTHELL EVERETT HWY
Lake Forest Park
Shoreline
Kenmore
Bothell
Woodinville
Cottage Lake
Kingsgate
Juanita
Kirkland
Redmond
REDMOND WAY
SAND POINT WAY NE
Houghton
Fort Lawton Military Reservation
Sammamish
Washington Park
Medina
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Scale 1 : 150,000
1" = 2.37 mi
Data Zoom 10-4

Puget Sound Regional Transportation Recovery Plan					
12 - Closure of SR 522 from I-5 to I-405 – King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	SR 520
HOV Lanes – New				√	
HOV Rules - Change			√		HOV 3, HOV 4 on I-5, I-405
Construct HOV Bypass			√		Bottlenecks
Ramp Metering			√		
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		Unsafe Truck Routes
Truck Preferences		√	√		Critical Supplies, To SR 522
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict				√	
Turn Prohibitions		√	√		Roadways near SR 522
Ferry Service Relocation				√	
Ferry Service New		√	√		UW/Kirkland-Kenmore-Bellevue (Pass. Only) Leschi Park/Bellevue (Pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives		√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase		√	√		To/from SR 522 Corridor
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects				√	
Convert trails to special motorized use		√	√		Burke- Gilman
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
12 - Roadway Reconstruction Toolbox Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #13 - Closure of the I-405/SR 520 Interchange

A. General Information

The I-405/SR 520 Interchange is a major interchange for north-south traffic on I-405 as well as the east-west traffic on SR 520. The alternative routes for this section of roadway consist of using I-90 via the floating bridge, or by going around the lake either to the north or to the south. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Emergency Services Coordinating Agency (ESCA)
2. King County Department of Emergency Management (DEM)
3. Snohomish County Department of Emergency Management (DEM)
4. City of Bellevue
5. City of Redmond
6. City of Lake Forest Park
7. City of Kenmore
8. City of Bothell

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their

Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the Cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
2. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an interlocal agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes, including but are not limited to I-90 and SR-522 for east-west routes, and I-5 for north-south through traffic on I-405.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on roadways near Redmond Way and SR 522. Other alternatives include: Freeway Ramp Closure near the SR 520

interruption, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Also there is potential for a Maritime (Ferry) alternative. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include new passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. Other options include Truck Restrictions and Preferences, constructing HOV Bypass lanes to ease bottlenecks, changing HOV lane rules on I-5, I-90 and I-405, converting trails to special motorized use lanes, increasing transit service, incorporating technology in traffic signal interconnects and freeway ramp metering. See Appendix E – Roadways Toolbox for further information.

New passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

UW Waterfront Activities Center

Leschi Park

Bellevue Meydenbauer Bay Marina

Kirkland Marina Park

Kenmore Tracy Owen Station Park

Renton – Bristol at Southport


DeLorme Street Atlas USA® 2010
Closure of I-405 SR 520 Interchange (I-405 Through Route)
Cathcart
Clearview
North Creek
Lynnwood
CASPERS ST
Edmonds
Seattle Heights
Kennard Corner
Turner Corner
Maltby
Mountlake Terrace
BOTHELL EVERETT HWY
Bothell
Lake Forest Park
Kenmore
Woodinville
Shoreline
Cottage Lake
Kingsgate
WOODINVILLE REDMOND RD NE
Juanita
Kirkland
Redmond
SAND POINT WAY NE
Houghton
Fort Lawton Military Reservation
AURORA BRG
Sammamish
Medina
Inglewood
Bellevue
Lake Hills
Seattle
FLOATING BRG
Beaux Arts
Eastgate
Monohan
Mercer Island
West Lake Sammamish
WEST SEATTLE BRG
Georgetown
Hazelwood
High Point
Newcastle
RENTON RD
White Center
Kennydale
Vashon Heights
Bryn Mawr
Allentown
Cedarhurst
Renton
Tukwila
Seahurst
Burien
Riverton Heights
Sunnydale
Vashon Muni
Vashon
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Scale 1 : 200,000
1" = 3.16 mi
Data Zoom 10-0


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DeLorme Street Atlas USA® 2014
Closure of I-405 SR 520 Interchange King County
Local Traffic
Cathcart
Clearview
North Creek
Kennard Corner
Lynnwood
Edmonds
Seattle Heights
Turner Corner
Maltby
Mountlake Terrace
Bothell
Lake Forest Park
Shoreline
Kenmore
Woodinville
Kingsgate
Juanita
Kirkland
Redmond
Houghton
Fort Lawton Military Reservation
Medina
Bellevue
Lake Hills
Seattle
Beaux Arts
Eastgate
Mercer Island
West Lake Sammamish
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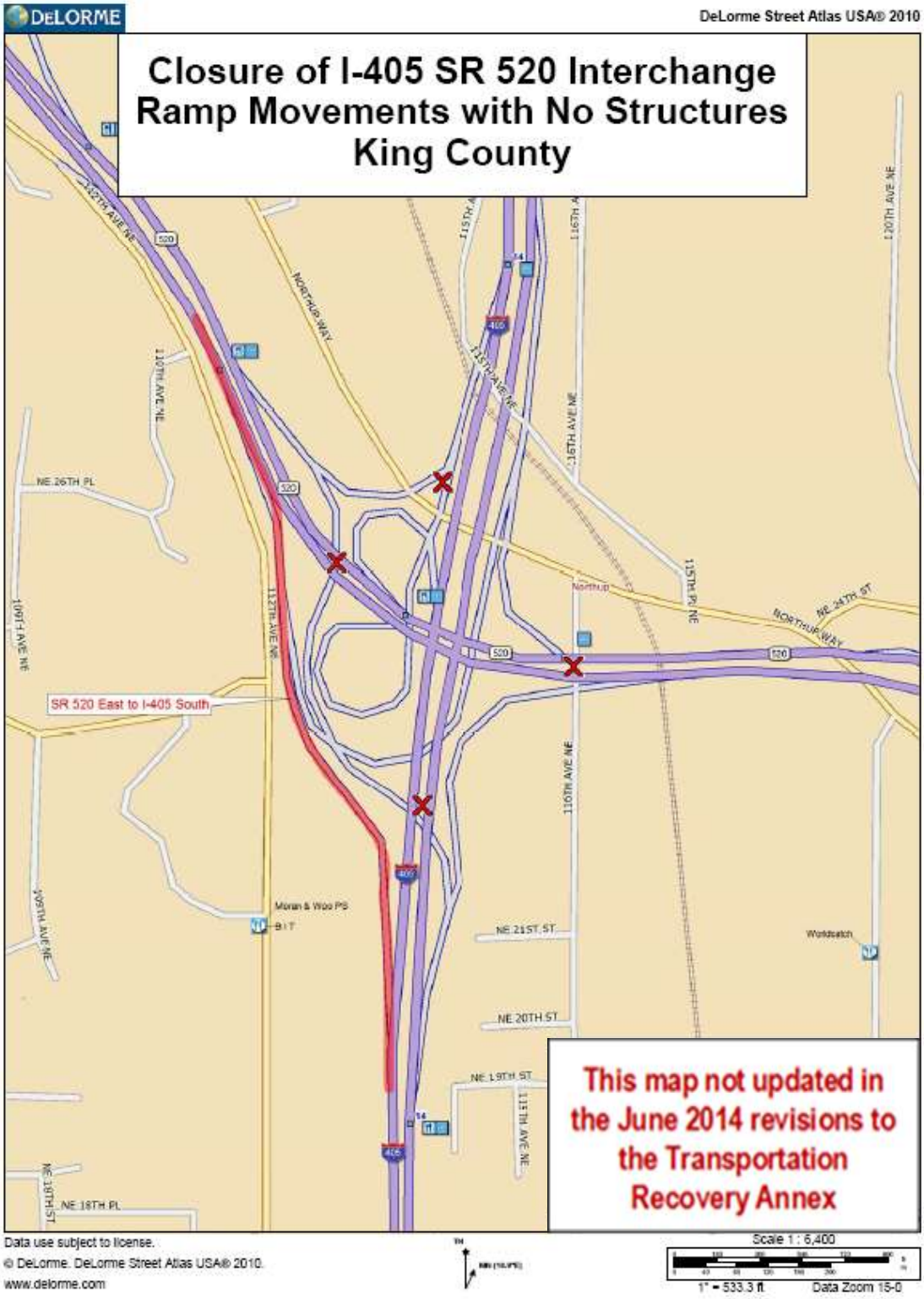
Data Zoom 10-5


DeLorme Street Atlas USA® 2010
Closure of I-405 SR 520 Interchange
Ramp Movements with No Structures
King County
SR 520 East to I-405 South
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1" = 533.3 ft
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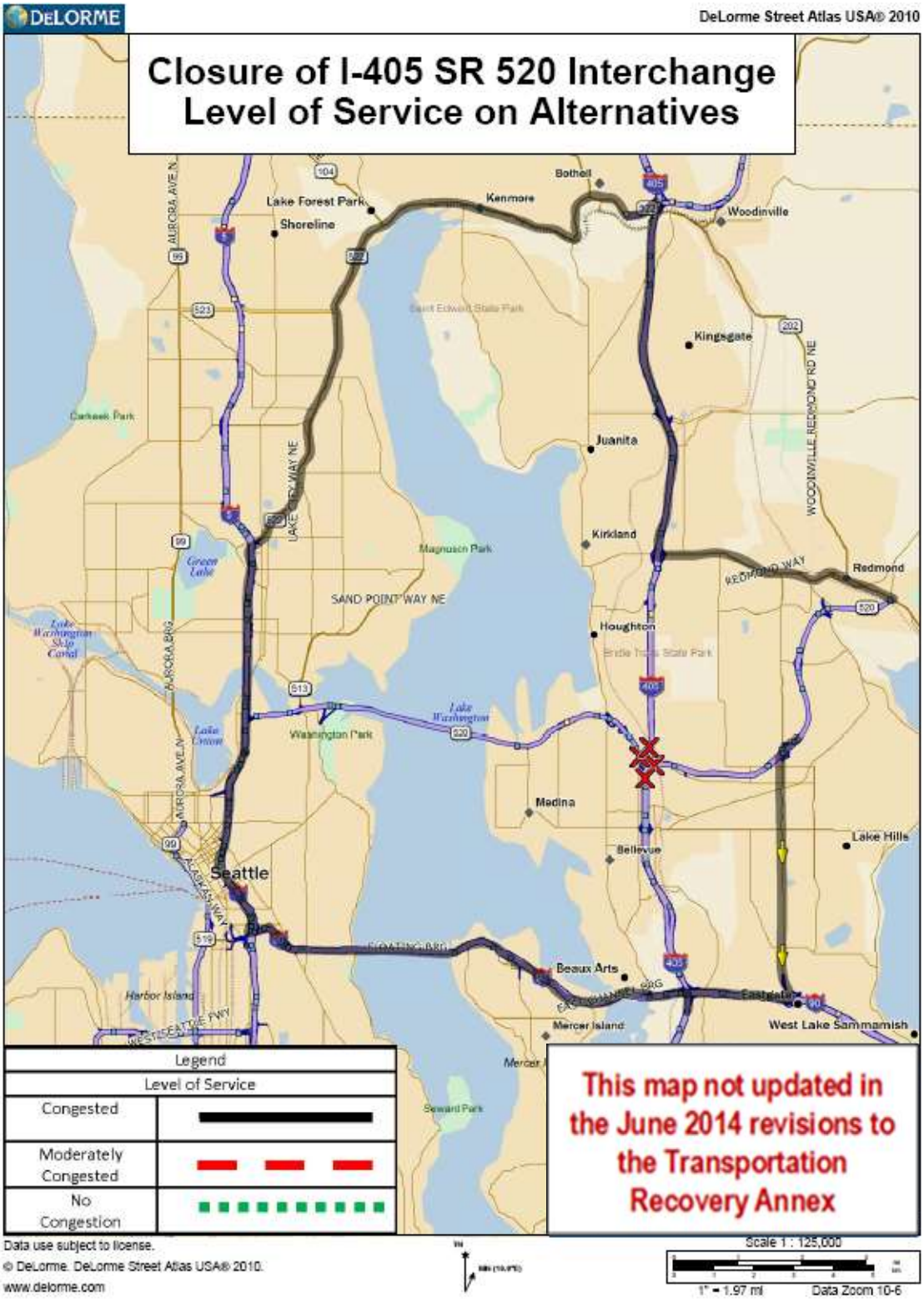
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
13 - Closure of I-405 SR 520 Interchange – King County	
North to South (Regional Through Traffic) Alternate Local Routing	South to North (Regional Through Traffic) Alternate Local Routing
Use I-5 Southbound	Use I-5 Northbound
East to West (SR 520 Through Traffic) Routing	West to East (SR 520 Through Traffic) Routing
SR 520 / SR 202 Interchange (Redmond) SR 202 Westbound (Redmond Way) SR 202/908 Westbound (Redmond Way) - One Way Couplet with Cleveland St SR 908 Westbound (Redmond Way) SR 908 Westbound (NE 85th St) SR 908 Westbound Ramp to I-405 I-405 Northbound I-405 Northbound Exit 23 (SR 522) Ramp to SR 522 Westbound SR 522 Westbound (Woodinville Rd) SR 522 Westbound (Bothell Way NE) SR 522 Westbound (NE Bothell Way) SR 522 Westbound (Bothell Way NE) SR 522 Westbound (Lake City Way NE) SR 522 Westbound Exit for I-5 Ramp to I-5 Southbound I-5 Southbound I-5 Southbound to SR 520	SR 520 to I-5 Northbound (Seattle Area) I-5 Northbound Exit 171 (SR 522 East) Ramp to SR 522 Eastbound SR 522 Eastbound (Lake City Way NE) SR 522 Eastbound (Bothell Way NE) SR 522 Eastbound (NE Bothell Way) SR 522 Eastbound (Bothell Way NE) SR 522 Eastbound (Woodinville Rd) SR 522 Eastbound Ramp to I-405 Ramp to I-405 Southbound I-405 Southbound (Interchange 23) I-405 Southbound I-405 Southbound Exit 18 (SR 908) Ramp to SR 908 Eastbound (NE 85th St) SR 908 Eastbound (NE 85th St) SR 908 Eastbound (Redmond Way) SR 908/202 Eastbound (Cleveland St) - One Way Couplet with Redmond Way SR 202 Eastbound to SR 520 Interchange
North to South (Local I-405 Traffic) Routing	South to North (Local I-405 Traffic) Routing
I-405 Southbound I-405 Southbound Exit 23 (SR 522) Ramp to SR 522 Westbound SR 522 Westbound (Woodinville Rd) SR 522 Westbound (Bothell Way NE) SR 522 Westbound (NE Bothell Way) SR 522 Westbound (Bothell Way NE) SR 522 Westbound (Lake City Way NE) SR 522 Westbound Exit for I-5 Ramp to I-5 Southbound I-5 Southbound I-5 Southbound to Exit for I-90 Eastbound Ramp to I-90 Eastbound I-90 Eastbound I-90 Eastbound Exit for I-405 (Exit 10) I-405 Southbound (Interchange 11)	I-405 Northbound I-405 Northbound Exit 11 (I-90) I-90 Westbound I-90 Westbound Exit for I-5 Northbound Ramp to I-5 Northbound I-5 Northbound I-5 Northbound Exit 171 (SR 522 East) Ramp to SR 522 Eastbound SR 522 Eastbound (Lake City Way NE) SR 522 Eastbound (Bothell Way NE) SR 522 Eastbound (NE Bothell Way) SR 522 Eastbound (Bothell Way NE) SR 522 Eastbound (Woodinville Rd) SR 522 Eastbound Ramp to I-405 Ramp to I-405 Southbound I-405 Southbound (Interchange 23) I-405 Southbound

Note: Ramps with no structures and expected to remain open – SR 520 Eastbound to I-405 Southbound and I-405 Northbound to SR 520 Eastbound (see map).

Note: Alternate Route from SR 520 West to I-405 South – Use 148th Ave NE Southbound to I-90 Westbound (see map).

Note: Another alternate to consider is to use SR 18 to get to I-90 heading east.


DeLorme
DeLorme Street Atlas USA® 2010
Closure of I-405 SR 520 Interchange
Level of Service on Alternatives
Bothell
Kenmore
Lake Forest Park
Shoreline
Woodinville
Kingsgate
Juanita
Kirkland
Redmond
Houghton
Medina
Bellevue
Lake Hills
Seattle
Beaux Arts
Mercer Island
West Lake Sammamish
Harbor Island
Carkeek Park
Green Lake
Lake Union
Lake Washington
Lake Washington Ship Canal
Magnuson Park
Seward Park
SAND POINT WAY NE
AURORA AVE N
LAKE CITY WAY NE
WOODINVILLE-REDMOND RD NE
REDMOND WAY
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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1" = 1.97 mi
Data Zoom 10-6

Puget Sound Regional Transportation Recovery Plan					
13 - Closure of I-405 SR 520 Interchange King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New				√	
HOV Rules - Change	√	√	√		I-5, I-405, I-90 HOV 3 or 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		
Freeway Ramps - New				√	
Freeway Ramps – Closure		√	√		Near Closure (SR 520)
Truck Restrictions	√	√	√		
Truck Preferences		√	√		Critical Supplies
Shoulder - Convert to Driving Lane		√	√		
Parking Eliminate/Restrict	√	√	√		Redmond Way, SR 522
Turn Prohibitions	√	√	√		Redmond Way, SR 522
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland-Kenmore-Bellevue (Pass. Only) Leschi Park/Bellevue (Pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives		√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New			√		Ferry Connections
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		Redmond Way, SR 522
Convert trails to special motorized use		√	√		Burke-Gilman
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
Closure of I-405 SR 520 Interchange King County					
13 - Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets				√	The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
13 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #14 - Closure of the SR 520 Floating Bridge

A. General Information

The SR-520 Floating Bridge (Governor Albert D. Rosellini Bridge—Evergreen Point) connects downtown Seattle to the east side of Lake Washington. The alternative routes for this section of roadway consist of using I-90 via the floating bridge, or by going around the lake either to the north or to the south. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Emergency Services Coordinating Agency (ESCA)
2. King County Office of Emergency Management (OEM)
3. City of Lake Forest Park
4. City of Kenmore
5. City of Bothell

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the Cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
2. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes, including but are not limited to, I-90, SR-522, and I-5 to I-405.

G. Transportation Mitigation Strategies

1. Short Term Solution

Short term solutions have been identified such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions. Other alternatives include: Freeway Ramp Closure at interchanges near interruption, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Also there is potential for a Maritime (Ferry) alternative. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include new passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. Other options include Truck Restrictions and Preferences, constructing HOV Bypass lanes to ease bottlenecks, changing HOV lane rules on I-5, I-90 and I-405, converting trails to special motorized use lanes, transit

service increase, incorporating technology in traffic signal interconnects and freeway ramp metering. See Appendix E – Roadways Toolbox for further information.

New passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

UW Waterfront Activities Center

Leschi Park

Bellevue Meydenbauer Bay Marina

Kirkland Marina Park

Kenmore Tracy Owen Station Park

Renton – Bristol at Southport


DeLorme Street Atlas USA® 2014
Closure of SR 520 Floating Bridge King County
Local Traffic
Cathcart
Clearview
North Creek
Kennard Corner
Turner Corner
Maltby
Lynnwood
Edmonds
Seattle Heights
Mountlake Terrace
Lake Forest Park
Shoreline
Kenmore
Bothell
Woodinville
Kingsgate
Juanita
Kirkland
Redmond
Houghton
Medina
Lake Hills
Seattle
Mercer Island
Eastgate
West Lake Sammamish
Fort Lawton Military Reservation
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Scale 1 : 137,500
1" = 2.17 mi
Data Zoom 10-5

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
14 - Closure of SR 520 Floating Bridge – King County	
East to West Routing – Primary	West to East Routing – Primary Downtown
SR 520 (Bellevue Area)	I-5 Southbound (Seattle Downtown Area)
SR 520 to Exit for I-405	I-5 Southbound Exit for I-90 Eastbound
I-405 Southbound (Interchange 14)	Ramp to I-90 Eastbound
I-405 Southbound to Exit 11 (I-90)	I-90 Eastbound
Ramp to I-90 Westbound	I-90 Eastbound Exit 10 A (I-405 North)
I-90 Westbound	Ramp to I-405 Northbound
I-90 Westbound Exit 2C (I-5 Northbound)	I-405 Northbound
I-90 Westbound Ramp to I-5 Northbound	I-405 Northbound Exit 14 (SR 520)
I-5 Northbound	SR 520 Eastbound

Note: Local Seattle destination via I-5 Exits.

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
14 - Closure of SR 520 Floating Bridge – King County	
East to West Routing – Alternate Route	West to East Routing – Alternate Route
SR 520 to Exit for I-405 (Bellevue Area)	I-5 Northbound (Seattle Area)
I-405 Northbound	I-5 Northbound Exit 171 (SR 522 East)
I-405 Southbound Exit 23 (SR 522)	Ramp to SR 522 Eastbound
Ramp to SR 522 Westbound	SR 522 Eastbound (Lake City Way NE)
SR 522 Westbound (Woodinville Rd)	SR 522 Eastbound (Bothell Way NE)
SR 522 Westbound (Bothell Way NE)	SR 522 Eastbound (NE Bothell Way)
SR 522 Westbound (NE Bothell Way)	SR 522 Eastbound (Bothell Way NE)
SR 522 Westbound (Bothell Way NE)	SR 522 Eastbound (Woodinville Rd)
SR 522 Westbound (Lake City Way NE)	SR 522 Eastbound Ramp to I-405
SR 522 Westbound Exit for I-5	Ramp to I-405 Southbound
Ramp to I-5 Southbound	I-405 Southbound (Interchange 23)
I-5 Southbound	I-405 Southbound
I-5 Southbound to SR 520	I-405 Southbound to SR 520 (Interchange 14)

Note: Consider I-5 and I-405 to Swamp Creek as an alternate instead of SR 522


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Closure of SR 520 Floating Bridge
Level of Service on Alternates
Alternate Route
Primary Route
Seattle
Bellevue
Redmond
Kirkland
Kingsgate
Juanita
Houghton
Medina
Mercer Island
Lake Forest Park
Shoreline
Kenmore
Bothell
Woodinville
Cottage Lake
Lake Hills
Beaux Arts
Eastgate
West Lake Sammamish
Harbor Island
Carkeek Park
Magnuson Park
Washington Park
SAND POINT WAY NE
REDMOND WAY
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Scale 1 : 125,000
1" = 1.97 mi
Data Zoom 10-6

Puget Sound Regional Transportation Recovery Plan					
14 - Closure of SR 520 Floating Bridge - King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		SR 522
Contra-flow Lanes New				√	
HOV Lanes – Convert			√		I-5, I-90, I-405
HOV Lanes – New				√	
HOV Rules - Change		√	√		HOV 3, HOV 4, I-90
Construct HOV Bypass			√		Bottlenecks
Ramp Metering			√		
Freeway Ramps - New				√	
Freeway Ramps – Closure			√		Interchanges near closure point
Truck Restrictions	√	√	√		
Truck Preferences		√	√		Critical Supplies
Shoulder - Convert to Driving Lane				√	Interstates/Freeways HOV
Parking Eliminate/Restrict		√	√		
Turn Prohibitions		√	√		
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland, Kenmore, Bellevue Leschi Park/Bellevue (pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives		√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New		√	√		
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects		√	√		SR 522
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
14 - Closure of SR 520 Floating Bridge - King County					
14-Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets				√	The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
14 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #15 - Closure of SR 99 from I-90 to the Snohomish Co. Line

A. General Information

For the closure of SR 99 to I-90 to the Snohomish County Line, the alternate route for this scenario will entail diverting traffic from SR 99 to SR 104 to Interstate 5. Northbound traffic will be diverted at Michigan St. to avoid further congestion in downtown Seattle. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. Emergency Services Coordinating Agency (ESCA)
2. King County Office of Emergency Management (OEM)
3. Snohomish County Department of Emergency Management (DEM)
4. City of Seattle
5. City of Edmonds

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes and detours, and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the Cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
2. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an interlocal agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

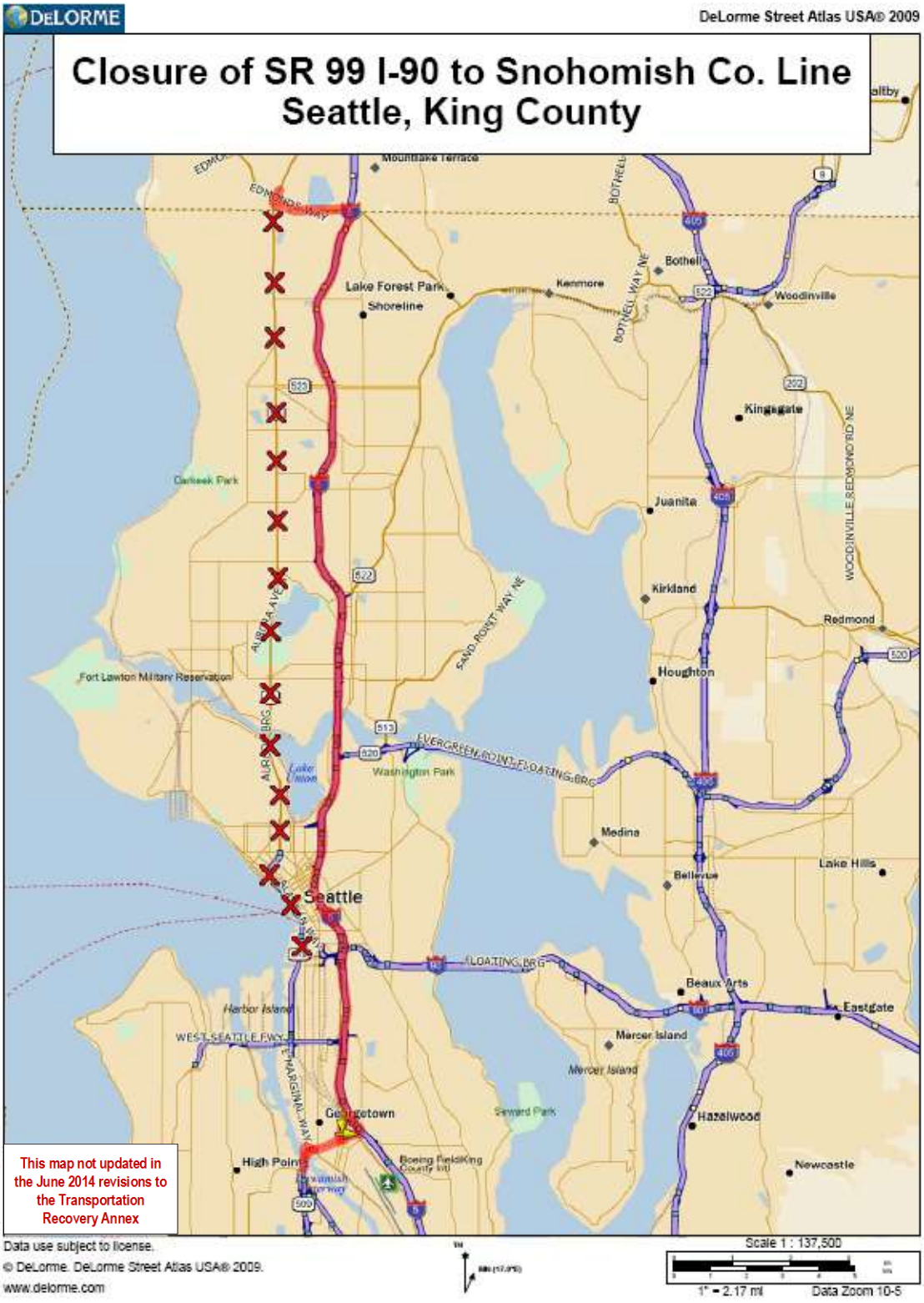
Short term solutions have been identified such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establish or expand Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions near closures. Other alternatives include: Tele-commuting, Van/Carpool Incentives, increase in transit services on SR 99 corridor, Staggered Work Shifts, Freeway Ramp Closures on West Seattle Hwy to SR 99, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions on roadways, opening Bike Lanes, changing current HOV rules, converting lanes on SR 104 to HOV lanes and freeway ramp metering on I-5. See Appendix E – Roadways Toolbox for further information.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Closure of SR 99 I-90 to Snohomish Co. Line
Seattle, King County
Mountlake Terrace
Lake Forest Park
Shoreline
Kenmore
Bothell
Woodinville
Kingsgate
Juanita
Kirkland
Redmond
Houghton
Medina
Bellevue
Lake Hills
Beaux Arts
Eastgate
Mercer Island
Hazelwood
Newcastle
Seattle
Harbor Island
Georgetown
Seward Park
High Point
Boeing Field/King County Int'l
Fort Lawton Military Reservation
Carkeek Park
Washington Park
Lake Union
EVERGREEN POINT FLOATING BRG
FLOATING BRG
SAND POINT WAY NE
BOTHELL WAY NE
WOODINVILLE REDMOND RD NE
WEST SEATTLE FWY
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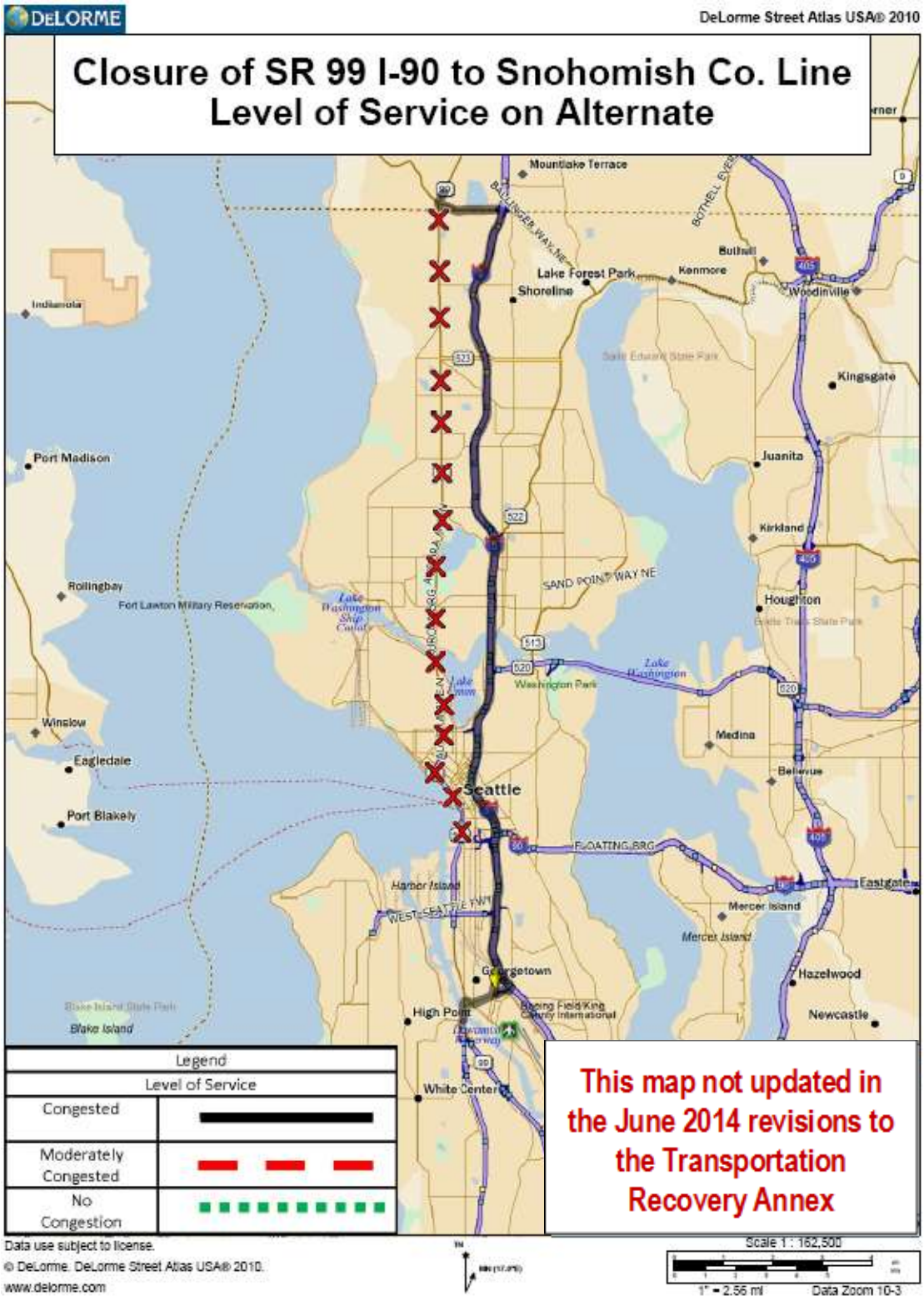
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
15 - Closure of SR 99 I-90 to Snohomish County Line – Seattle, King County	
North to South Routing	South to North Routing
SR 99 Southbound SR 99 Southbound (Pacific Hwy) SR 99 Southbound (Pacific Hwy) Exit for SR 104 SR 104 Eastbound SR 104 Eastbound (Edmonds Way) SR 104 Eastbound (NW 205th St) SR 104 Eastbound (Lake Ballinger Way) SR 104 Eastbound Exit to I-5 Southbound Ramp to I-5 Southbound I-5 Southbound (Interchange177) I-5 Southbound I-5 southbound Exit 162 (Corson Ave) I-5 Ramp to Corson Ave Corson Ave S Southbound Corson Ave S Southbound to Michigan St (Traf Sig) Michigan St S Westbound Michigan St S Westbound to SR 99 Ramp (Traf Sig) Ramp to SR 99 SR 99 Southbound	SR 99 Northbound SR 99 Northbound Exit for Michigan St S Michigan St Eastbound S Michigan St Eastbound to S Bailey St (Traf. Signal) S Bailey St Eastbound to Ramp to I-5 Ramp to I-5 Northbound I-5 Northbound I-5 Northbound Exit 177 (SR 104) Ramp to SR 104 Westbound SR 104 Westbound SR 104 Westbound (Lake Ballinger Way) SR 104 Westbound (NW 205th St) SR 104 Westbound (Edmonds Way) SR 104 Westbound Exit for SR 99 North SR 99 Northbound (Pacific Hwy)

Note: One Way Couplet S Bailey St/Corson Ave.

Note: Local access to Seattle destinations from I-5 exits.

Note: Retiming of traffic signals needed on Michigan St.


DeLorme
DeLorme Street Atlas USA® 2010
Closure of SR 99 I-90 to Snohomish Co. Line
Level of Service on Alternate
Mountlake Terrace
Lake Forest Park
Shoreline
Kenmore
Bothell
Woodinville
Kingsgate
Juanita
Kirkland
Houghton
Medina
Bellevue
Eastgate
Mercer Island
Hazelwood
Newcastle
Seattle
Harbor Island
Georgetown
High Point
White Center
Boeing Field/King County International
Port Madison
Indianola
Rollingbay
Fort Lawton Military Reservation
Winslow
Eagledale
Port Blakely
Blake Island
Lake Washington Ship Canal
Lake Washington
Washington Park
SAND POINT WAY NE
FLOATING BRG
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Puget Sound Regional Transportation Recovery Plan					
15 - Closure of SR 99 from I-90 to Snohomish County Line - Seattle, King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert			√		SR 104
HOV Lanes – New				√	
HOV Rules - Change		√	√		I-5 HOV 3, HOV 4
Construct HOV Bypass				√	
Ramp Metering			√		I-5
Freeway Ramps - New				√	
Freeway Ramps – Closure	√	√	√		West Seattle Hwy to SR 99
Truck Restrictions	√	√	√		Local Roadways
Truck Preferences				√	
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict				√	
Turn Prohibitions	√	√	√		Near Closures
Ferry Service Relocation	√	√	√		Restricted Access to Terminal?
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives		√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase		√	√		SR 99 Corridor
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects				√	
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
15 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #16 - Closure of SR 181 from I-405 to SR 516

A. General Information

Two routes present as suitable alternatives for the scenario dealing with closure of SR 181 from I-405 to SR 516. The primary route entails diverting traffic onto I-405 to I-5 to SR 516. The secondary route entails diverting traffic from I-405 at SR 181 to SR 167. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities FOR routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

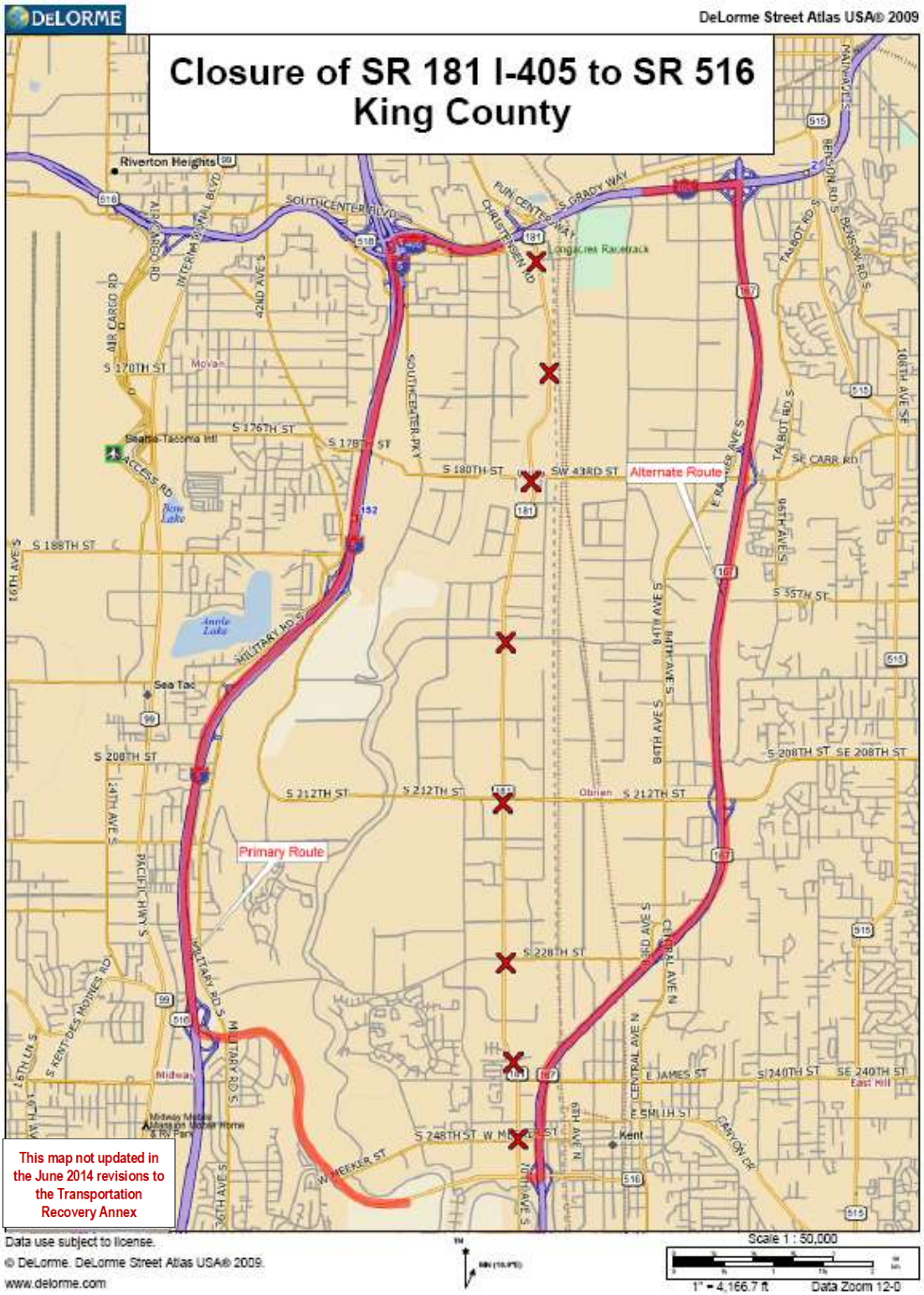
Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on local access roads to SR 181 Corridor. Other alternatives include: Alternate Driving Days, Bike Lanes, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include truck restrictions due to unsafe routes to SR 181, truck preferences at local access roads to SR 181 Corridor, changing HOV rules, constructing HOV Bypass to ease bottleneck, increasing transit service, freeway ramp metering, freeway ramp closure at I-5 Exit 152, SR 167 & 43rd, 122nd, tolling adjustments on SR 167 and incorporating technology in traffic signal interconnects on Kent Des Moines Rd. See Appendix E – Roadways Toolbox for further information.


DeLorme
DeLorme Street Atlas USA® 2009
Closure of SR 181 I-405 to SR 516
King County
Riverton Heights
SOUTHCENTER BLVD
S GRADY WAY
Longacres Racetrack
MAINSTREET
BENSON RD S
AIR CARGO RD
INTERNATIONAL BLVD
42ND AVE S
S 170TH ST
Movan
S 176TH ST
S 178TH ST
Seattle-Tacoma Intl
ACCESS RD
SOUTHCENTER PKY
S 180TH ST
SW 43RD ST
Alternate Route
TALBOT RD S
SE CARR RD
108TH AVE SE
S 188TH ST
Angle Lake
MILITARY RD S
Sea Tac
S 208TH ST
SE 208TH ST
S 212TH ST
Obrien
Primary Route
24TH AVE S
PACIFIC HWY S
S 228TH ST
84TH AVE S
86TH AVE S
CENTRAL AVE N
E JAMES ST
S 240TH ST
SE 240TH ST
East Hill
Midway
S KENT DES MOINES RD
15TH LN S
S 248TH ST
W MEEKER ST
36TH AVE S
70TH AVE S
Kent
E SMITH ST
CANYON DR
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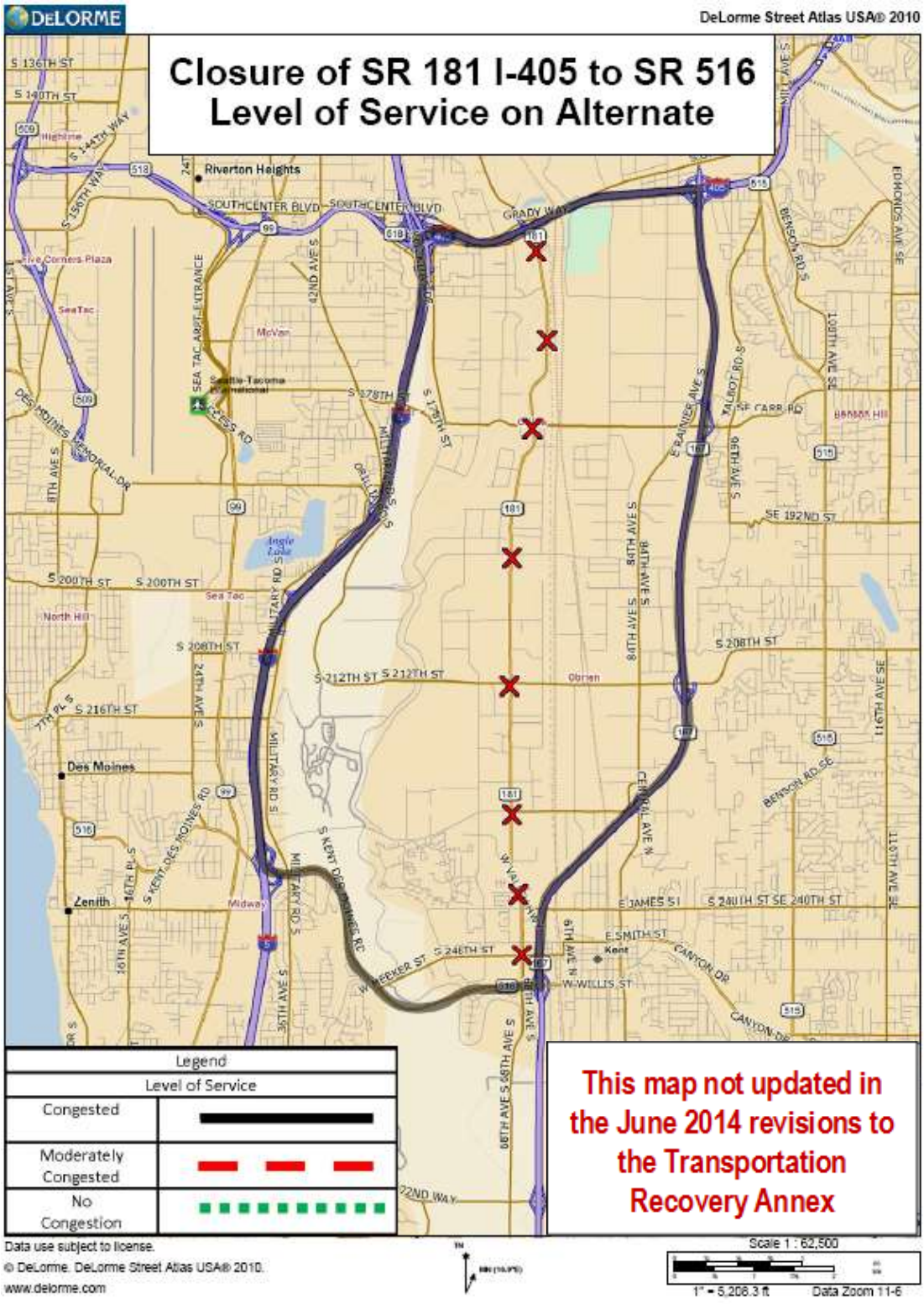
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
16 - Closure of SR 181 from I-405 to SR 516 – King County	
North to South Routing - Primary	South to North Routing - Primary
I-405 Southbound I-405 Southbound Exit to I-5 Southbound I-5 Southbound I-5 Southbound Exit 149 (SR 516) I-5 Ramp to SR 516(Traffic Signal) SR 516 Eastbound (Kent Des Moines Rd) SR 516 Eastbound to West Valley Hwy West Valley Hwy Southbound	West Valley Hwy Northbound SR 516 Westbound (Kent Des Moines Rd) (Traf. S) SR 516 Westbound Ramp to I-5 Northbound Ramp to I-5 Northbound I-5 Northbound I-5 Northbound Exit 154 B (I-405) I-405 Northbound I-405 Northbound Exit to SR 181 SR 181

16 - Closure of SR 181 from I-405 to SR 516 – King County	
North to South Routing - Alternate	South to North Routing - Alternate
I-405 Southbound I-405 Southbound Exit 2 to SR 167 SR 167 Southbound SR 167 Southbound Exit for SR 516 SR 516 Eastbound (Kent Des Moines Rd) SR 516 Eastbound to W Valley Hwy W Valley Hwy Southbound	W Valley Hwy Northbound SR 516 Eastbound (Kent Des Moines Rd) SR 516 Eastbound to SR 167 Northbound SR 167 Northbound SR 167 Northbound Exit for I-405 Southbound I-405 Southbound I-405 Southbound Exit for SR 181 SR 181 Northbound

Note: Primary and Alternate can be used simultaneously to create a one-way couplet (I-5 Southbound and SR 167 Northbound)

Note: Planning will be necessary for accommodating local freight and business access.


DeLorme
DeLorme Street Atlas USA® 2010
Closure of SR 181 I-405 to SR 516
Level of Service on Alternate
Riverton Heights
SOUTHCENTER BLVD
GRADY WAY
Five Corners Plaza
SeaTac
McVan
Seattle-Tacoma International
SEA TAC AIRPORT ENTRANCE
ACCESS RD
DES MOINES MEMORIAL DR
MILITARY RD S
S 178TH ST
S 200TH ST
Sea Tac
North Hill
S 208TH ST
S 212TH ST
Obrien
S 216TH ST
Des Moines
Zenith
Midway
S KENT DES MOINES RD
S 240TH ST
E JAMES ST
E SMITH ST
Kent
W WILLIS ST
CANYON DR
BENSON RD S
BENSON RD SE
EDMONDS AVE SE
108TH AVE SE
116TH AVE SE
SE 192ND ST
SE CARR RD
TALBOT RD S
E RAILROAD AVE S
84TH AVE S
68TH AVE S
72ND WAY
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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1" = 5,208.3 ft
Data Zoom 11-6

Puget Sound Regional Transportation Recovery Plan					
16 - Closure of SR 181 from I-405 to SR 516 King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New				√	
HOV Rules - Change			√		I-5, I-405 HOV 3, HOV 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering			√		
Freeway Ramps - New				√	
Freeway Ramps – Closure			√		I-5 Exit 152, SR 167 & 43rd ,122
Truck Restrictions	√	√	√		Unsafe Routes to SR 181
Truck Preferences	√	√	√		Local Access to SR 181 Corridor
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict				√	
Turn Prohibitions		√	√		Local Access to SR 181 Corridor
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing			√		SR 167
Vanpool Carpool Incentives		√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments			√		SR 167
Transit Service New				√	
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		Kent Des Moines Rd
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
16 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B
Scenario #17 – Closure of the West Seattle High Bridge

A. General Information

The closure of the West Seattle High Bridge may cause closures of the lower bridge and may restrict access to the Duwamish Waterway, which is critical for the maritime industry. The West Seattle High Bridge is located over navigable waterways, which are regulated by the United States Coast Guard; i.e. the USCG determines the opening and closing of the waterway. The King County Water Taxi operates between downtown Seattle and West Seattle. Local private ferry operators may be available to provide increased ferry service. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. Seattle DOT

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. City of Seattle Office of Emergency Management (OEM)
2. King County Office of Emergency Management (OEM)
3. WSDOT
4. WSP

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. Set-up highway detours signage for rerouting traffic. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on Olson, Roxbury, Michigan. Other alternatives include: Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions, Truck Preferences on Spokane St, W Marginal Way, contra-flow lanes on Spokane Street, converting lanes (Olson and Roxbury) to HOV lanes, constructing HOV Bypass lanes to ease bottlenecks, increase existing ferry services (West Seattle to Seattle), incorporating technology in traffic signal interconnects.

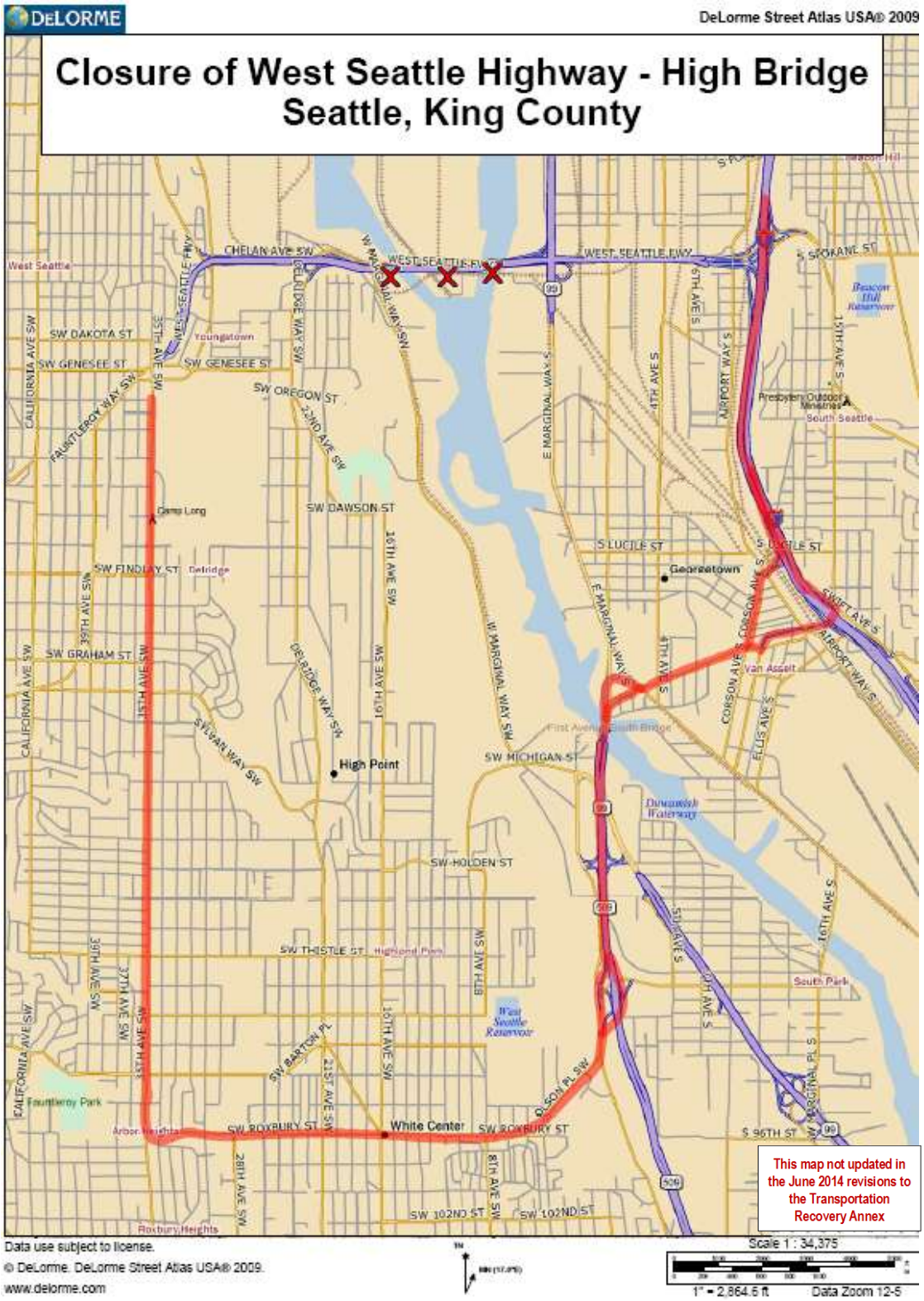
Increasing passenger-only ferry service may be a viable option due to congestion. See the Maritime Toolbox for alternative transportation options. See Appendix E – Roadways Toolbox

for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

West Seattle

Downtown Seattle


DeLorme
DeLorme Street Atlas USA® 2009
Closure of West Seattle Highway - High Bridge
Seattle, King County
CHELAN AVE SW
WEST SEATTLE FWY
W MARGINAL WAY SW
E MARGINAL WAY S
S SPOKANE ST
SW DAKOTA ST
SW GENESEE ST
SW OREGON ST
SW DAWSON ST
S LUCILE ST
SW FINDLAY ST
SW GRAHAM ST
SW MICHIGAN ST
SW HOLDEN ST
SW THISTLE ST
SW ROXBURY ST
S 96TH ST
West Seattle
Youngstown
Camp Long
Delridge
High Point
Georgetown
South Seattle
Van Asselt
South Park
White Center
Roxbury Heights
Arbor Heights
Fauntleroy Park
Duwamish Waterway
West Seattle Reservoir
Beacon Hill Reservoir
CALIFORNIA AVE SW
FAUNTLEROY WAY SW
DELRIDGE WAY SW
SYLVAN WAY SW
16TH AVE SW
35TH AVE SW
39TH AVE SW
4TH AVE S
6TH AVE S
15TH AVE S
AIRPORT WAY S
CORSON AVE S
ELLIS AVE S
SWEET AVE S
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Closure of West Seattle Highway - High Bridge
Port Access Routes
Seattle, King County
Primary Port Access
Alternate Port Access
Harbor Island
SW SPOKANE ST
SW OREGON ST
SW DAWSON ST
SW MICHIGAN ST
SW HOLDEN ST
Georgetown
High Point
Beacon Hill
Puget Park
South Seattle
Van Asselt
Boeing Field/King County Int'l
1ST AVE S
4TH AVE S
15TH AVE S
16TH AVE S
16TH AVE SW
E MARGINAL WAY S
W MARGINAL WAY SW
AIRPORT WAY S
S COLUMBIAN WAY
BEACON AVE S
23RD AVE S
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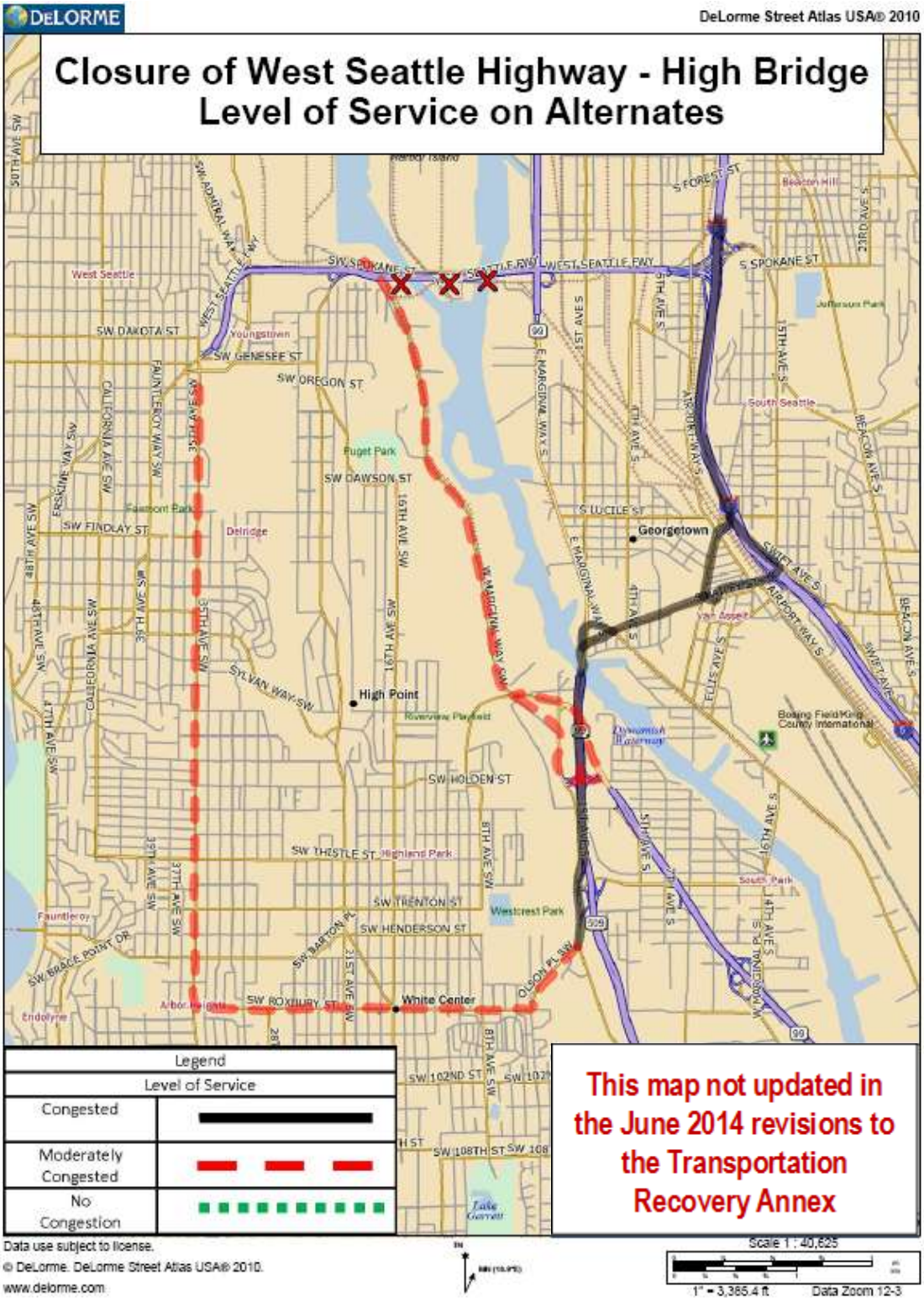
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
17 - Closure of West Seattle Highway (High Bridge) – King County	
East to West Routing	West to East Routing
I-5 North and South Exit at 162 I -5 Ramp to Michigan St Corson Ave S Southbound Corson Ave S Southbound to Michigan St (Traf. Sig) S Michigan St S Michigan St to Ramp to SR 99 SR 99 Southbound SR 99 Southbound to SR 509 SR 509 Southbound SR 509 Exit for Myers Way – White Center Ramp to 1st Ave Southbound 1st Ave Southbound to Olson Pl SW (Traf. Sig.) Olson Pl SW Southbound Olson Pl SW Southbound to SW Roxbury St SW Roxbury St Westbound SW Roxbury St Westbound to 35th Ave SW (T.S.) 35th Ave SW Northbound	35th Ave SW Southbound 35th Ave SW Southbound to SW Roxbury St (T.S.) SW Roxbury St Eastbound SW Roxbury St Eastbound to Olson Pl SW (T.S.) Olson Pl SW Northbound Olson Pl SW Northbound to 1st Ave 1st Ave Northbound 1st Ave Northbound to Ramp for SR 99 to I-5 SR 99 Northbound SR 99 Northbound Exit for Michigan St Michigan St Eastbound Bailey St Eastbound Bailey St Eastbound Ramp to I-5 (North or South) I-5 (Interchange 162)

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
17 - Closure of West Seattle Highway (High Bridge) – King County	
East to West Routing - Port Access Primary	West to East Routing - Port Access Primary
I-5 North and South Exit at 163 I -5 Ramp to Spokane St Alternate Ramp from I-5 Exit 163B - S Forest St Westbound to - 6th Ave S Southbound to SW Spokane St Westbound SW Spokane St Westbound Port Access	SW Spokane St Eastbound SW Spokane St Eastbound to I-5 Ramps I-5 Ramps (Northbound & Southbound) I-5 (Interchange 163)

Note: Primary Port Access contingent on access to/from Spokane St and Spokane St Bridge.

Note: If Primary Port Access is blocked in one direction, use Alternate Port Access Route.

Note: Some intersections will need to be shut down for traffic control.


DeLorme
DeLorme Street Atlas USA® 2010
Closure of West Seattle Highway - High Bridge
Level of Service on Alternates
West Seattle
SW SPOKANE ST
WEST SEATTLE FWY
S SPOKANE ST
SW DAKOTA ST
SW GENESEE ST
SW OREGON ST
Youngstown
Puget Park
SW DAWSON ST
Fairmont Park
SW FINDLAY ST
Delridge
S LUCILE ST
Georgetown
South Seattle
High Point
SYLVAN WAY SW
SW HOLDEN ST
SW THISTLE ST
Highland Park
SW TRENTON ST
SW HENDERSON ST
Westcrest Park
SW ROXBURY ST
White Center
Arbor Heights
Boeing Field/King County International
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Puget Sound Regional Transportation Recovery Plan					
17 - Closure of West Seattle Highway - High Bridge King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New		√	√		Spokane St (Damaged Section Bypass)
HOV Lanes – Convert			√		Olson, Roxbury
HOV Lanes – New				√	
HOV Rules - Change				√	
Construct HOV Bypass			√		Bottlenecks
Ramp Metering				√	
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		Unsafe Routes
Truck Preferences	√	√	√		Spokane St, W Marginal Way
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict				√	Olson, Roxbury
Turn Prohibitions			√		Olson, Roxbury, Michigan
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing	√	√	√		West Seattle to Seattle
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		Olson, Roxbury, 35th
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
17 - Closure of West Seattle Highway - High Bridge King County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets	√	√	√		The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations	√	√	√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service	√	√	√		
Determine personnel required and availability of alternative maritime transportation	√	√	√		
Meet with stakeholders to discuss options for alternative maritime transportation	√	√	√		
Determine long-term contracting needs	√	√	√		
Identify recovery options for alternative maritime transportation	√	√	√		
Develop long-term contracting procedures	√	√	√		

Puget Sound Regional Transportation Recovery Plan					
17- Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #18 - Closure of I-5, I-405 and SR 518 Interchange

A. General Information

Stakeholders presented two routes as suitable alternatives for this scenario involving closure of the I-5, I-405 and SR 518 Interchange. One route details moving traffic within the mainline of Seattle, and another route details diverting traffic from I-5 onto SR 18 to SR 167 to I-90 back onto I-5. See Maps and Alternate Routing Plan for specific and additional information, including a map included that details traffic movement on and off of the freeway ramps.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)
2. City of Tukwila

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs),

municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions on Southcenter, Klickitat, and International. Other alternatives include: Converting freeway shoulder to driving lane, Alternate Driving Days, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions depending on the Time of Day, Truck Preferences (e.g.. Critical supplies or near airport), ramp metering, freeway ramp closure near interchanges, changing current HOV rules on I-5 and I-405, converting lanes on I-405, and I-5 to HOV lanes, constructing HOV Bypass lanes to ease bottlenecks, incorporating tolling adjustments on SR 167, and incorporating technology in traffic signal interconnects on SR 99. See Appendix E – Roadways Toolbox for further information.


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Closure of I-5 I-405 SR 518 Interchange
King County
I-5 South to I-5 South
I-5 North & I-405 to SR 518
I-405 South to I-5 South & SR 518
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Closure of I-5 I-405 SR 518 Interchange - Regional Through Traffic Routing - King County
Seattle
Bellevue
Lake Hills
Lake Sammamish
Beaux Arts
Eastgate
Monohan
West Lake Sammamish
Mercer Island
WEST SEATTLE FWY
Georgetown
Hazelwood
Newcastle
High Point
Issoquah
White Center
Kennydale
Bryn Mawr
Coalfield
Allentown
Renton
East Renton Highlands
Tukwila
Seahurst
Burien
Riverton Heights
Maplewood
Sunnydale
Cedar Mountain
Cedar Grove
Des Moines
Maple Valley
Zenith
Kent
Meridian Heights
Woodmont Beach
Star Lake
Thomas
Summit
Redondo
Covington
Berrydale
Lakota
Adelaide
Christopher
Federal Way
Dash Point
Auburn
Algona
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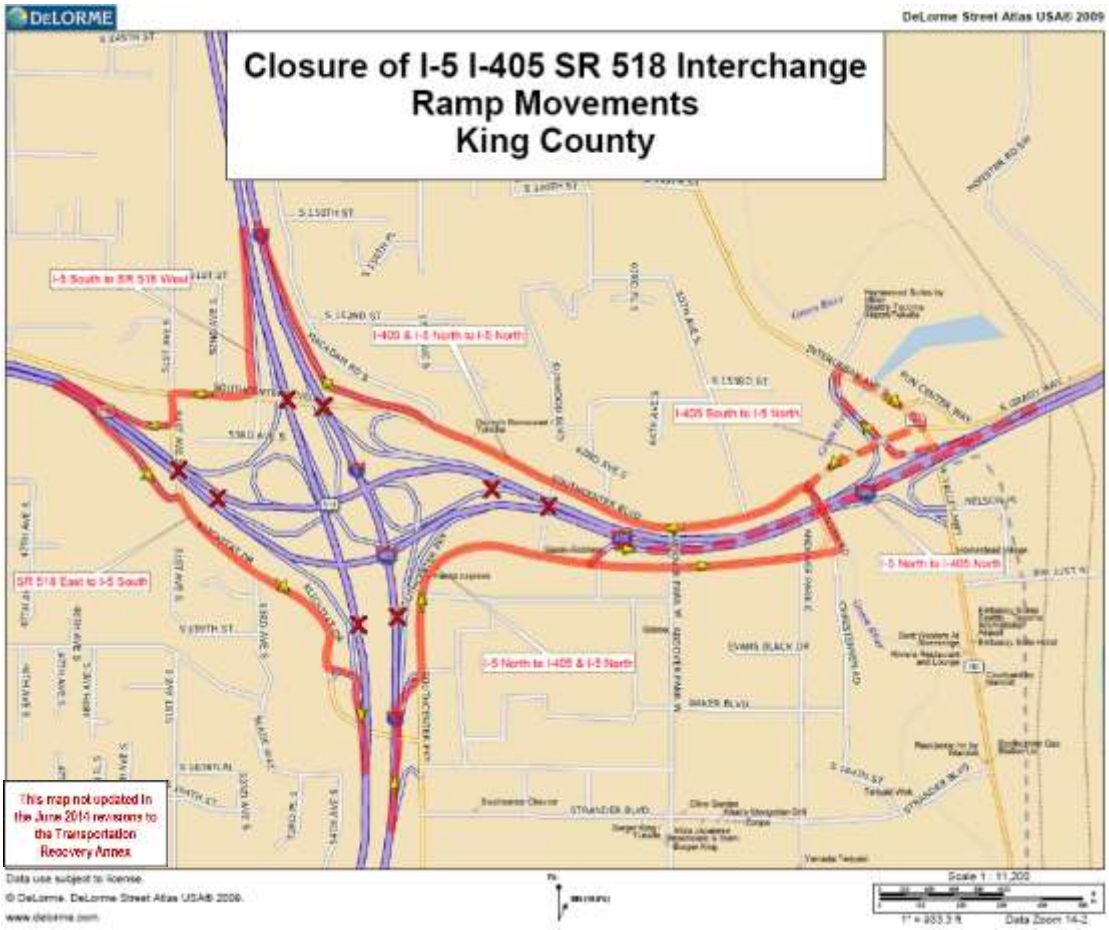
DeLORME
DeLorme Street Atlas USA® 2009
Closure of I-5 I-405 SR 518 Interchange
Ramp Movements
King County
I-5 South to SR 518 West
I-405 & I-5 North to I-5 North
I-405 South to I-5 North
SR 518 East to I-5 South
I-5 North to I-405 North
I-5 North to I-405 & I-5 North
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Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
18 - Closure of I-5 I-405 SR 518 Interchange – King County	
North to South (I-5 Through Traffic)	South to North (I-5 Through Traffic)
I-5 Southbound I-5 Southbound Exit for I-90 Eastbound I-90 Eastbound I-90 Eastbound Exit for I-405 Southbound I-405 Southbound I-405 Southbound Exit 2A (SR 167) SR 167 Southbound SR 167 Southbound Exit for SR 18 Westbound SR 18 Westbound SR 18 Westbound Exit for I-5 Southbound I-5 Southbound (Interchange 142)	I-5 Northbound I-5 Northbound Exit 142A (SR 18) SR 18 Eastbound SR 18 Eastbound Exit for SR 167 Northbound SR 167 Northbound SR 167 Northbound Exit for I-405 Northbound I-405 Northbound I-405 Northbound Exit 11 (I-90) Ramp to I-90 Westbound I-90 Westbound I-90 Westbound Exit for I-5 Ramp to I-5 Northbound I-5 Northbound
West to East (SR 518 to I-405)	East to West (I-405 to SR 518)
SR 518 Eastbound SR 518 Eastbound exit to 51st Ave S Ramp to 51st Ave S Klickitat Dr Southbound Klickitat Dr Southbound to Southcenter Prkwy Southcenter Prkwy Northbound to Tukwila Prkwy Tukwila Prkwy Eastbound Tukwila Prkwy Eastbound to I-405 Ramp I-405 Northbound	I-405 Southbound I-405 Southbound Exit 2 (SR 167) SR 167 Southbound SR 167 Southbound Exit for SR 516 SR 516 Westbound (Kent Des Moines Rd) SR 516 Westbound to SR 99 (Pacific Hwy) SR 99 Northbound SR 99 Exit for SeaTac Airport Access Rd SeaTac Airport Access Rd Exit for SR 518 SR 518 Westbound
West to South (SR 518 to I-5 (South))	South to West (I-5 (South) to SR 518)
SR 518 Eastbound SR 518 Eastbound exit to 51st Ave S Ramp to 51st Ave S Klickitat Dr Southbound Klickitat Dr Southbound to I-5 Ramp I-5 Southbound	I-5 Northbound I-5 Northbound Exit 149B (SR 516) SR 516 Westbound (Kent Des Moines Rd) SR 516 Westbound to SR 99 (Pacific Hwy) SR 99 Northbound (Pacific Hwy S) SR 99 Exit for SeaTac Airport Access Rd SeaTac Airport Access Rd Exit for SR 518 SR 518 Westbound

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
18 - Closure of I-5 I-405 SR 518 Interchange – King County	
North to South (I-5 (North) to I-405 Routing)	South to North (I-405 to I-5 (North) Routing)
I-5 Southbound I-5 Southbound Exit 158 (S Boeing Access Rd) Ramp to S Boeing Access Rd (Traffic Signal) S Boeing Access Rd Westbound S Boeing Access Rd Westbound to Internatl. Blvd. International Blvd Southbound SR 99 Southbound (International Blvd) SR 99 Southbound to SR 518 Ramp to SR 518 Eastbound (Traffic Signal) SR 518 Eastbound SR 518 Eastbound exit to 51st Ave S Ramp to 51st Ave S Klickitat Dr Southbound Klickitat Dr Southbound to Southcenter Prkwy Southcenter Prkwy Northbound to Tukwila Prkwy Tukwila Prkwy Eastbound Tukwila Prkwy Eastbound to I-405 Ramp I-405 Northbound	I-405 Southbound I-405 Southbound Exit 1 (SR 181) I-405 Ramp to Interurban Ave Interurban Ave Southbound Southcenter Blvd Westbound Southcenter Blvd Westbound to I-5 Ramp I-5 Northbound
North to South (Local I-5 Traffic Routing)	South to North (Local I-5 Traffic Routing)
I-5 Southbound I-5 Southbound Exit 158 (S Boeing Access Rd) Ramp to S Boeing Access Rd (Traffic Signal) S Boeing Access Rd Westbound S Boeing Access Rd Westbound to Internatl. Blvd. International Blvd Southbound SR 99 Southbound (International Blvd) SR 99 Southbound to SR 518 Ramp to SR 518 Eastbound (Traffic Signal) SR 518 Eastbound SR 518 Eastbound exit to 51st Ave S Ramp to 51st Ave S Klickitat Dr Southbound Klickitat Dr Southbound to I-5 Ramp I-5 Southbound	I-5 Northbound I-5 Northbound Exit 153 (Southcenter Prkwy) Ramp to Southcenter Prkwy (Traffic Signal) Southcenter Parkway Northbound Southcenter Prkwy Northbound to Tukwila Prkwy Tukwila Prkwy Eastbound Tukwila Prkwy Eastbound to Christensen Rd Christensen Rd Northbound Southcenter Blvd Westbound Southcenter Blvd Westbound to I-5 Ramp Ramp to I-5 Northbound I-5 Northbound


DeLorme Street Atlas USA® 2010
Closure of I-5 I-405 SR 518 Interchange
Level of Service on Alternates
Seattle
Bellevue
Renton
Tukwila
Kent
Auburn
Federal Way
Des Moines
Burien
Sea-Tac
Lake Hills
Beaux Arts
Lastgate
Mercer Island
West Lake Sammamish
Hazelwood
Newcastle
Kennydale
Coalfield
East Renton Highlands
Maplewood
Meridian Heights
Covington
Berrydale
Thomas
Lea Hill
Christopher
Auburn Muni
Crest Airpark
Star Lake
Woodmont Beach
Redondo
Zenith
Dash Point
Lakota
Adelaide
Tahlequah
Dockton
Shore Acres
Magnolia Beach
Burton
Ellisport
Portage
Lisabeula
Cove
Vashon
Vashon Muni
Cedarhurst
Colvos
Seahurst
Sunnydale
Riverton Heights
Allentown
Bryn Mawr
Renton Municipal
White Center
High Point
Georgetown
Boeing Field/King County International
Harper
Southworth
Vashon Heights
Blake Island
Winslow
Eagledale
Port Blakely
Puget Sound
Lake Union
Lake Tapps
Edgewood
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Puget Sound Regional Transportation Recovery Plan					
18 - Closure of I-5 I-405 SR 518 Interchange - King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert			√		I-5, I-405
HOV Lanes – New				√	
HOV Rules - Change			√		HOV 3, HOV 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering			√		
Freeway Ramps - New				√	
Freeway Ramps – Closure			√		Interchanges near closure point
Truck Restrictions	√	√	√		Time of Day
Truck Preferences		√	√		Critical Supplies, Airport
Shoulder - Convert to Driving Lane		√	√		Interstates/Freeways HOV
Parking Eliminate/Restrict		√	√		Southcenter, Klickitat, Internatl
Turn Prohibitions		√	√		Southcenter, Klickitat, Internatl
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments			√		SR 167
Transit Service New		√	√		
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		SR 99
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
18 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #19 - Closure of SR 99 – Aurora Bridge

A. General Information

Stakeholders presented two routes as suitable alternatives under this scenario involving closure of SR 99 - Aurora Bridge. One route details diverting traffic from SR 99 to I-5 through local streets back to SR 99 via N 85th St to Aurora Ave. The second route details diverting traffic from SR 99 at Elliott Ave W to 15th Ave W/NW back to SR99 (Aurora Ave). See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. City of Seattle
2. King County Office of Emergency Management (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs),

municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

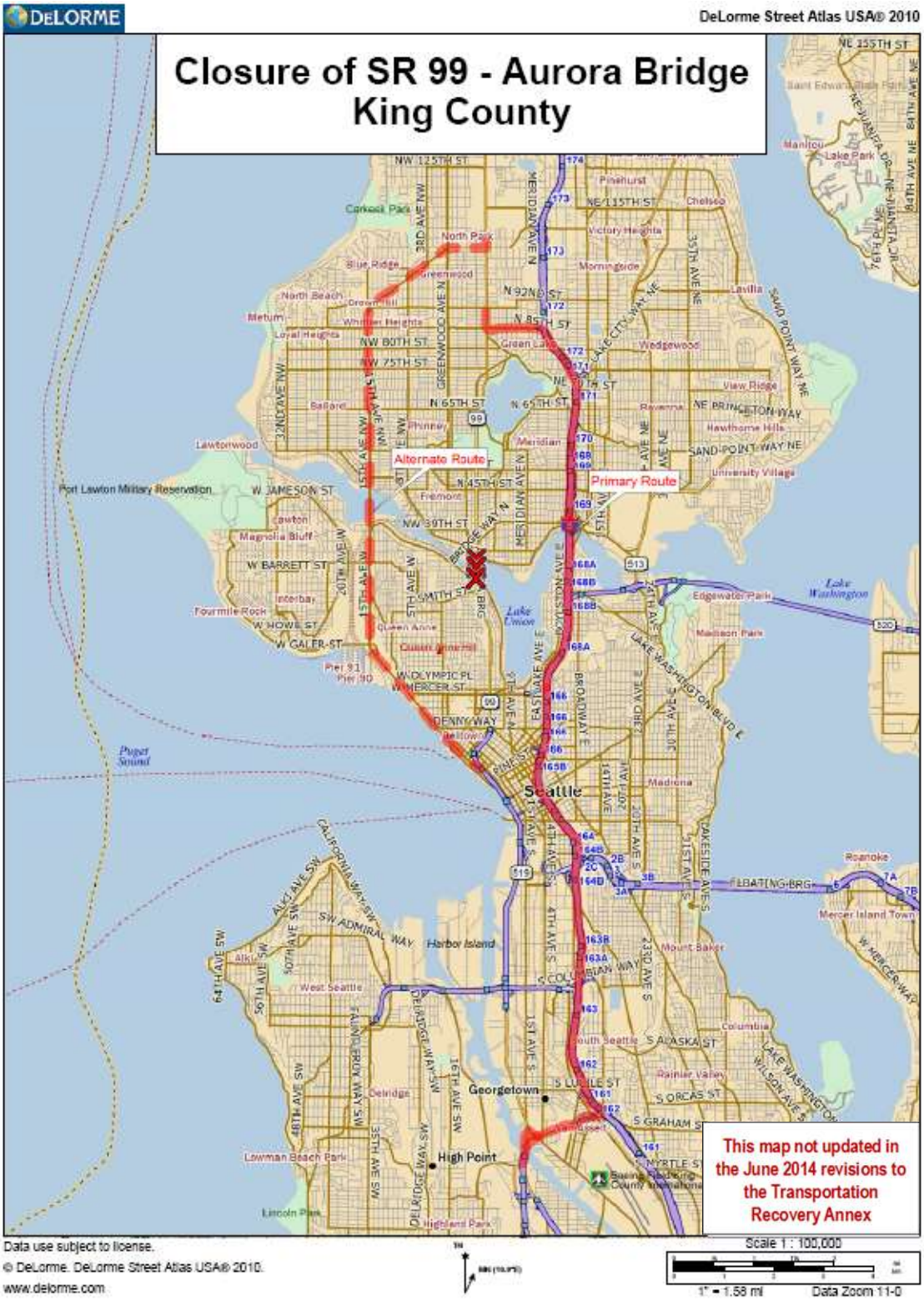
Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions due to One Way Couplets. Other alternatives include: Converting freeway shoulder to driving lane, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions due to turning radii, increasing transit service, and incorporating technology in traffic signal interconnects. See Appendix E – Roadways Toolbox for further information.


DeLORME
DeLorme Street Atlas USA® 2010
Closure of SR 99 - Aurora Bridge
King County
Alternate Route
Primary Route
Seattle
Georgetown
High Point
Harbor Island
West Seattle
Lake Union
Lake Washington
Puget Sound
Port Lawton Military Reservation
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1" = 1.58 mi
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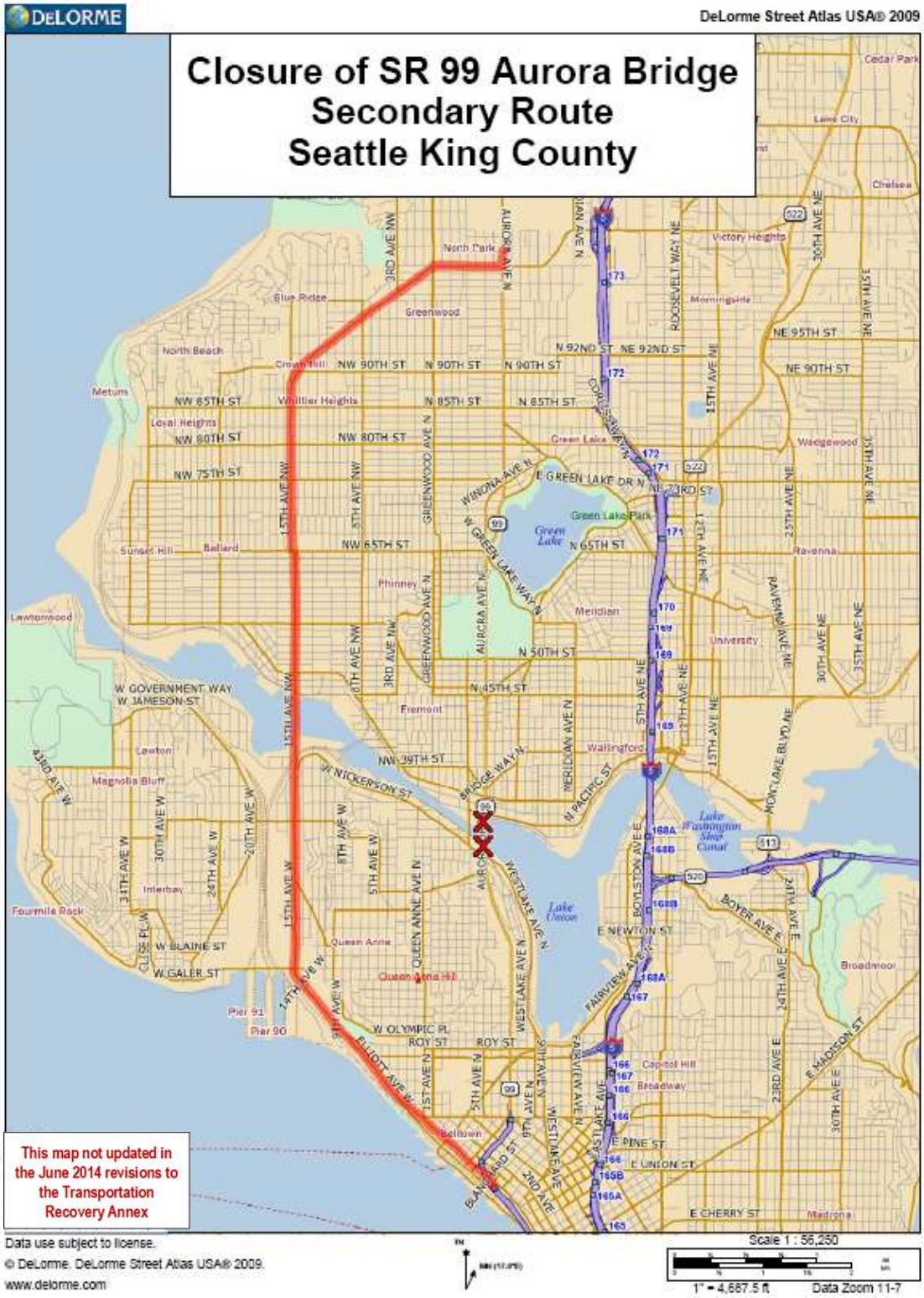
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Closure of SR 99 Aurora Bridge
Secondary Route
Seattle King County
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Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
19 - Closure of SR 99 Aurora Bridge (City of Seattle) – King County	
North to South Routing	South to North Routing
SR 99 Aurora Ave N Southbound N 85th St Eastbound I-5 Southbound (Interchange 172) I-5 Southbound I-5 southbound Exit 162 (Corson Ave) I-5 Ramp to Corson Ave Corson Ave S Southbound Corson Ave S Southbound to Michigan St (Traf Sig) Michigan St S Westbound Michigan St S Westbound to SR 99 Ramp (Traf Sig) Ramp to SR 99 SR 99 Southbound	SR 99 Northbound SR 99 Northbound Exit for Michigan St S Michigan St Eastbound S Michigan St Eastbound to S Bailey St (Traf. Signal) S Bailey St Eastbound to Ramp to I-5 Ramp to I-5 Northbound I-5 Northbound I-5 Northbound - Exit 172 - Exit for N 85 St, Aurora Ave N N 85th St Westbound SR 99 Aurora Ave N Northbound

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
19 - Closure of SR 99 Aurora Bridge (City of Seattle) – King County	
North to South Routing - Alternate	South to North Routing - Alternate
SR 99 Aurora Ave N Southbound N 105th St Westbound (Traffic Light) I-5 Southbound (Interchange 172) Holman Rd NW Southbound (Traffic Signal) 15th Ave NW Southbound(Traffic Signal) 15th Ave NW Southbound (Ballard Bidge) 15th Ave W Southbound Elliot Ave W Southbound SR 99 Alaskan Way Viaduct Southbound	SR 99 Alaskan Way Viaduct Northbound - Exit for Western Ave Western Ave W Northbound Elliott Ave W Northbound 15th Ave W Northbound 15th Ave W Northbound (Ballard Bridge) 15th Ave NW Northbound Holman Rd NW Northbound N 105th St Eastbound SR 99 Northbound (Aurora Ave) Traffic Light

Note: Using the Mercer Street/I-5 Interchange as an alternative is not desirable.

Note: Consider restricting bridge openings on 15th Ave. Coordination required with USCG.

Note: Potential for developing one-way couplets as alternatives based on extent of damage.


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Closure of SR 99 - Aurora Bridge
Level of Service on Alternates
Seattle
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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1" = 1.58 mi
Data Zoom 11-0

Puget Sound Regional Transportation Recovery Plan					
19 - Closure of SR 99 Aurora Bridge - Seattle, King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		Restrict Bridge Openings
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New				√	
HOV Rules - Change				√	
Construct HOV Bypass				√	
Ramp Metering				√	
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		Turning Radii
Truck Preferences				√	
Shoulder - Convert to Driving Lane		√	√		
Parking Eliminate/Restrict	√	√	√		
Turn Prohibitions	√	√	√		One Way Couplets
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes				√	
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
19 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

Appendix B
Scenario #20 - Closure of US 2 Skykomish to Stevens Pass

A. General Information

For the closure of US 2 from Skykomish to Stevens Pass, the alternate route for this scenario will entail diverting traffic from US 2 to US 97 to I-90 to I-5 back to US 2. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies or jurisdictions with coordination responsibilities over routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)
2. Emergency Services Coordinating Agency (ESCA)
3. Snohomish County Department of Emergency Management (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.
2. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the Cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an interlocal agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Tele-commuting, Van/Carpool Incentives, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include changing current HOV rules, establishing new HOV lanes on I-90 and freeway ramp metering on I-5 and I-405. See Appendix E – Roadways Toolbox for further information.


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Closure of US 2 Skykomish / Stevens Pass
King County
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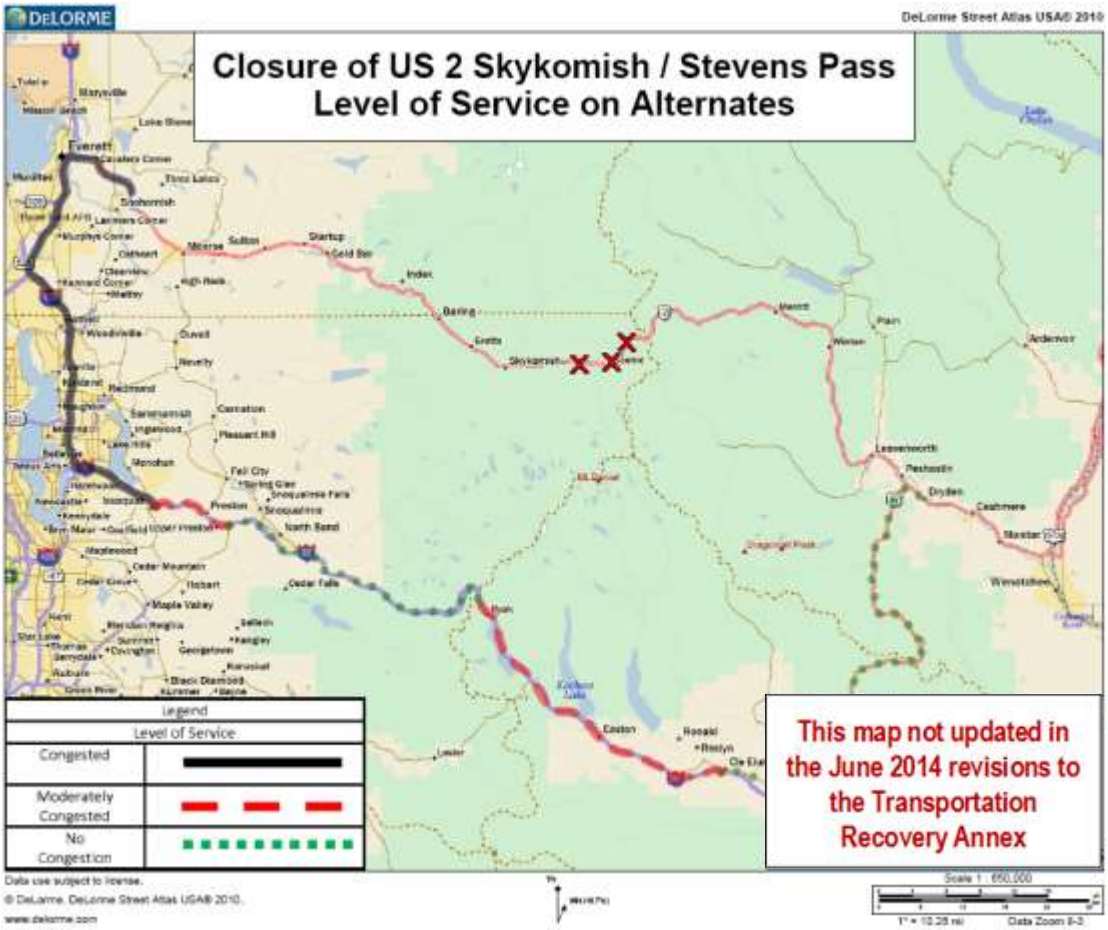
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
20 - Closure of US 2 Skykomish Stevens Pass - King County	
East to West Routing	West to East Routing
US 2 Eastbound (Dryden) (Coincident w/ US 97) US 97 Southbound US 97 Southbound to SR 970 SR 970 Westbound (to Cle Elum) SR 970 Westbound (Sunset Hwy) SR 970 Westbound (W 1st St) SR 970 to I-90 West Interchange 84 I-90 Westbound (Interchange 84) I-90 Westbound to Exit 10 (I-405) I-405 Northbound (Interchange 11) I-405 Northbound to Exit 27 (I-5) I-5 Northbound I-5 Northbound to Exit 194 (US 2) US 2 Eastbound (Stevens Pass Highway)	US 2 Westbound (Stevens Pass Highway) US 2 Westbound Exit to I-5 Southbound I-5 Southbound (Interchange 194) I-5 Southbound to Exit 182 (I-405) I-405 Southbound I-405 Southbound to Exit 11 (I-90) I-90 Eastbound I-90 Eastbound to Exit 84 (Cle Elum) SR 907 Eastbound (W 1st St) SR 907 Eastbound (Sunset Hwy) SR 907 Eastbound to US 97 US 97 Northbound US 2 Westbound (Coincident w/ US 97)


DeLORME
DeLorme Street Atlas USA® 2010
Closure of US 2 Skykomish / Stevens Pass
Level of Service on Alternates
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Puget Sound Regional Transportation Recovery Plan					
20 - Closure of US 2 Skykomish Stevens Pass - King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New			√		I-90
HOV Rules - Change			√		HOV 2 – HOV 3
Construct HOV Bypass				√	
Ramp Metering			√		I-5, I-405
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions				√	
Truck Preferences				√	
Shoulder - Convert to Driving Lane				√	
Parking Eliminate/Restrict				√	
Turn Prohibitions				√	
Ferry Service Relocation				√	
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase				√	
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects				√	
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes			√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
20 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B
Scenario #21 - Closure of I-5/I-90 Interchange

A. General Information

The I-5 I-90 Interchange is located southeast of downtown Seattle and provides many different access routes to both downtown Seattle and to I-5 and I-90. Also, it is located near the main King County metro bus holding area. This interchange is a significant freight route for east-west traffic to and from the Seattle-area. The alternative routes for this section of roadway consist of using I-405 for north-south through traffic, SR 520 to I-405 for local traffic north of the interchange, and SR 99 to SR 519 for access south of the interchange. There is a potential for developing a number of alternative one-way couplets to divert traffic depending on the extent of the damage. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. King County Office of Emergency Management (OEM)
2. Emergency Services Coordinating Agency (ESCA)
3. Snohomish County Department of Emergency Management (DEM)
4. City of Seattle

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1

function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.
2. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the Cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an interlocal agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes, including I-405, SR 520 to I-405, and SR-99 to SR-519.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders have identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Turn Prohibitions. Other alternatives include: Establishing new ferry service and transit service, Tele-commuting, Van/Carpool Incentives, increase in transit services, Alternate Driving Days, Staggered Work Shifts, Freeway Ramp Closures on I-90 and I-5 near closures, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, Long Term options include Truck Restrictions on roadways, opening Bike Lanes, converting trails for special motorized use, changing current HOV rules, converting lanes on I-5, I-405, I-90, SR 509 and SR 520 to HOV lanes and freeway ramp metering. New passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix E – Roadways Toolbox for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.


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Closure of I-5 I-90 Interchange
King County
Monroe
Clearview
North Creek
Kenmore Corner
Lynnwood
CASPERS ST
Edmonds
Seattle Heights
MALTBY RD
Turner Corner
Maltby
High Rock
Mountlake Terrace
LAKE BALLINGER WAY
BOTHELL EVERETT HWY
Bothell
Lake Forest Park
Kenmore
Shoreline
Woodinville
Cottage Lake
Duvall
Kingsgate
WOODINVILLE REDMOND RD NE
Novelty
Juanita
Kirkland
Redmond
SAND POINT WAY NE
Houghton
REDMOND WAY
NE REDMOND FALL CITY RD
Sammamish
Inglewood
Medina
Bellevue
Lake Hills
Seattle
AURORA AVE N
AURORA BRG
Lake Washington Ship Canal
Lake Union
Lake Washington
FLOATING BRG
Beaux Arts
Eastgate
Monohan
West Lake Sammamish
WEST SEATTLE FWY
Mercer Island
Georgetown
Hazelwood
High Point
Boeing Field/King County Intl
Newcastle
RENTON RD
Issaquah
High Point
White Center
Kennydale
Coalfield
Bryn Mawr
Renton Hills
Allentown
Renton
East Renton
Tukwila
Seanurst
Burien
Riverton Heights
Sunnydale
Maplewood
SE RENTON MAPLE VA
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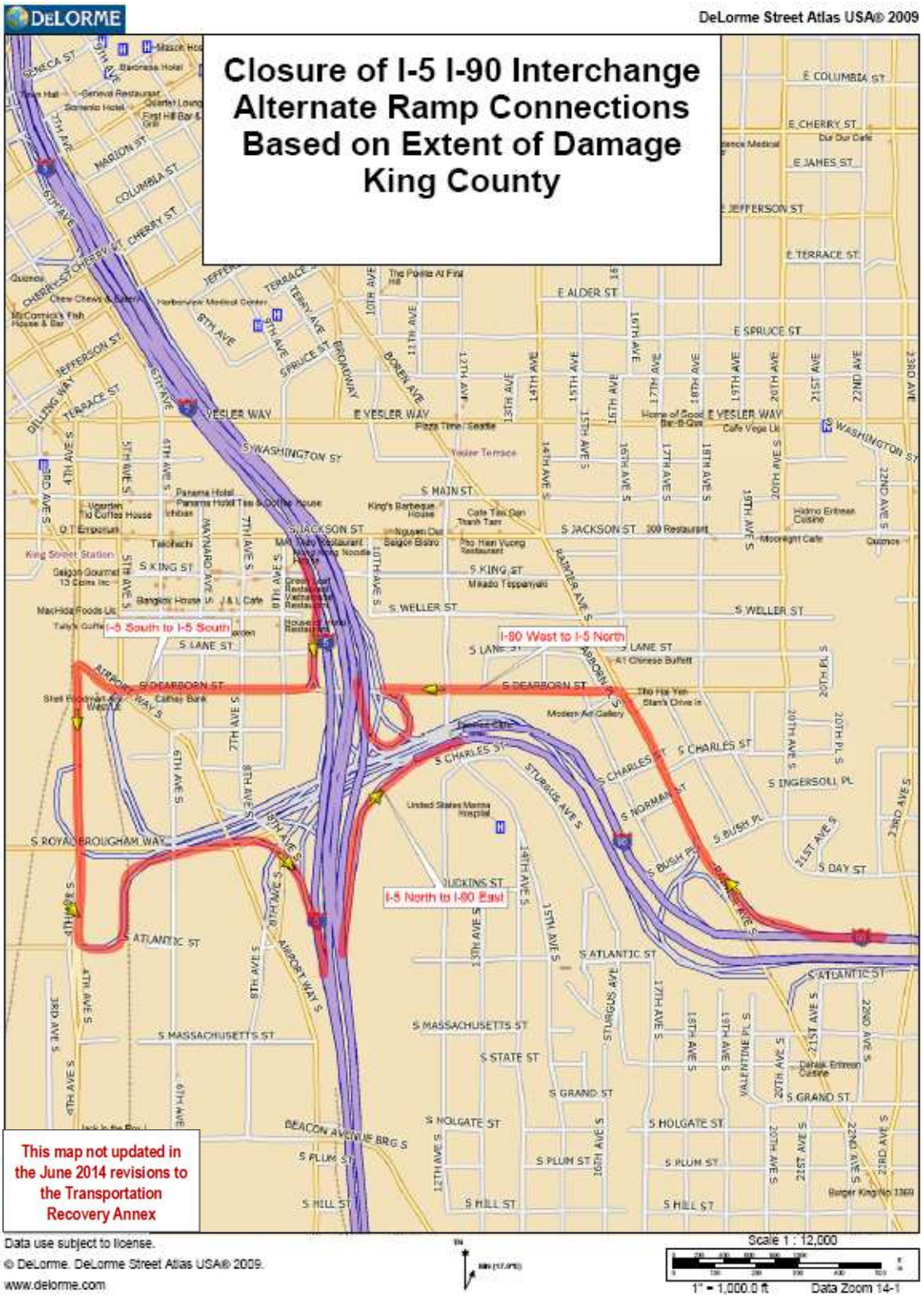
1" = 3.16 mi
Data Zoom 10-0


DeLORME
DeLorme Street Atlas USA® 2009
Closure of I-5 I-90 Interchange
Alternate Ramp Connections
Based on Extent of Damage
King County
I-5 South to I-5 South
I-90 West to I-5 North
I-5 North to I-90 East
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Scale 1 : 12,000
1" = 1,000.0 ft
Data Zoom 14-1


DeLorme
DeLorme Street Atlas USA® 2009
Closure of I-5 I-90 Interchange
Downtown Seattle Access
King County
Seattle Access Route from I-90 - Bellevue Area
Seattle Access Route from I-5 - Tukwila Area
Seattle
Bellevue
Medina
Beaux Arts
Eastgate
Mercer Island
Hazelwood
Newcastle
Kennydale
Bryn Mawr
Renton
Tukwila
Riverton Heights
Maplewood
Sunnydale
Burien
Seahurst
Seahurst Park
White Center
High Point
Georgetown
Harbor Island
Allentown
Lake Washington
Lake Union
Lake Washington Ship Canal
Washington Park
Seward Park
Boeing Field/King County Int'l
Renton Muni
FLOATING BRG.
WEST SEATTLE FWY.
AURORA BRG.
AURORA AVE N.
ALASKAN WAY
EVERGREEN POINT FLOATING BRG.
REDMOND WAY
NE PARK DR
NE SUNSET BLVD
RAINIER AVE S.
TALBOT RD S.
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Scale 1 : 112,500
1" = 1.78 mi
Data Zoom 10-7

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
21 - Closure of I-5 I-90 Interchange – King County	
North to South Routing	South to North Routing
I-5 Southbound I-5 Southbound Exit to I-405 I-405 Southbound I-405 Southbound Exit 14 to I-5 (Tukwila) I-5 Southbound (Interchange 154) I-5 Southbound	I-5 Northbound I-5 Northbound Exit 154 (I-405) I-405 Northbound I-405 Northbound Exit for I-5 Northbound I-5 Northbound (Interchange 182) I-5 Northbound

Note: Most of this interchange is on structure. Depending on extent of damage some ramps may be serviceable and provide a reasonable alternate route (see Alternate Map).

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
21 - Closure of I-5 I-90 Interchange – King County	
Seattle Access from I-90 and Bellevue Area	Seattle Access from I-5 and Tukwila Area
I-90 Westbound I-90 Westbound Exit for I-405 North I-405 Northbound I-405 Northbound Exit for SR 520 SR 520 Westbound SR 520 Westbound Exit to I-5 Southbound I-5 Southbound Local Exits for Seattle No Through Traffic	I-5 Northbound I-5 Northbound Exit 156 (SR 599) SR 599 Northbound SR 599 Northbound to SR 99 (International Blvd) SR 99 Northbound (International Blvd) SR 99 Northbound becomes Alaskan Way Viaduct Local Exits for Seattle

Note: No Trucks on Dearborn Street alternative.

Note: Use Airport Way if roadway is open.

Note: Coordination with Metro Transit required, due to large number of buses impacted. Consider priority treatment of bus traffic.


DeLorme Street Atlas USA® 2010
Closure of I-5 I-90 Interchange
Level of Service on Alternates
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Scale 1 : 250,000
1" = 3.95 mi
Data Zoom 9-6
Seattle
Bellevue
Kirkland
Redmond
Renton
Tukwila
Kent
Auburn
Federal Way
Everett
Lynnwood
Edmonds
Mountlake Terrace
Shoreline
Lake Forest Park
Kenmore
Bothell
Woodinville
Kingsgate
Juanita
Houghton
Medina
Mercer Island
Sammamish
Issaquah
Newcastle
Hazelwood
Georgetown
West Seattle
White Center
Burien
Sunnydale
Seahurst
Allentown
Coalfield
Maplewood
Kennydale
Lake Hills
Inglewood
Eastgate
Beaux Arts
Monohan
West Lake Sammamish
East Renton Highlands
Cedarhurst
Fragaria
Colvos
Vashon Heights
Southworth
South Colby
Manchester
Port Blakely
Eagledale
Winslow
Bainbridge Island
Rollingbay
Venice
Manzanita
Port Madison
Suquamish
Indianola
Kingston
Port Gamble
Eglon
Martha Lake
Cathcart
Clearview
North Creek
Kennard Corner
Turner Corner
Maltby
High Rock
Cottage Lake
Duvall
Novelty
Fort Lawton Military Reservation
Harvey Field
Firstan Field
Seattle-Tacoma International
Boeing Field/King County International
Zenith

Puget Sound Regional Transportation Recovery Plan					
21 - Closure of I-5 I-90 Interchange King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert		√	√		I-5, I-405, I-90, SR 509, SR 520
HOV Lanes – New				√	
HOV Rules - Change	√	√	√		I-5, I-405, I-90 HOV 3 or 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		
Freeway Ramps - New				√	
Freeway Ramps – Closure		√	√		Near Closure (I-90 and I-5)
Truck Restrictions	√	√	√		
Truck Preferences		√	√		Critical Supplies
Shoulder - Convert to Driving Lane		√	√		
Parking Eliminate/Restrict	√	√	√		
Turn Prohibitions	√	√	√		
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland-Kenmore-Bellevue (Pass. Only) Leschi Park/Bellevue (Pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives		√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New			√		Ferry Connections
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
21 - Closure of I-5 I-90 Interchange King County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets				√	The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
21-Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B
Scenario #22 - Closure of SR 99 Alaska Way Viaduct to Battery Street Tunnel

A. General Information

The Seattle Department of Transportation (SDOT) is responsible for closing and inspecting the Alaska Way Viaduct. The closure of SR 99 Alaskan Way Viaduct may also restrict access to piers and terminals along the waterfront in downtown Seattle. Washington State Ferries (WSF) routes from downtown Seattle to Bainbridge Island and Bremerton may need to be rerouted out of Fauntleroy or Edmonds. The Alaskan Way Viaduct Emergency Traffic Management and Closure Plan outlines WSF alternative routes and pre-negotiated agreements with transit authorities.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. Seattle DOT
2. WSDOT
3. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. City of Seattle Office
2. King County Office of Emergency Management (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1

function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Short term solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. Set-up highway detours signage for rerouting traffic. Relocating passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See also the SDOT Alaskan Way Viaduct Emergency Traffic Management and Closure Plan (July 2005). See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

Several Mid-Term Alternatives have been identified such as Turn Prohibitions on One-Way Couplets. Other alternatives include: Eliminate or restrict parking on Roy St., Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Relocating passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See also the SDOT Alaskan Way Viaduct Emergency Traffic Management and Closure Plan (July 2005). Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Long Term options include Truck Restrictions due to turning radii, changing HOV rules on I-5, transit service increase, bike lanes, freeway ramp metering on I-5, incorporating technology in

traffic signal interconnects. Relocating passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix E – Roadways Toolbox for further information. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

Bainbridge Island Ferry Terminal

Edmonds Ferry Terminal

Bremerton Ferry Terminal

Fauntleroy Ferry Terminal

Vashon Island Ferry Terminal

Southworth Ferry Terminal


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Closure of SR 99 AW Viaduct to Battery St Tunnel
Kng County
Local Traffic
Seattle
Georgetown
High Point
Mercer Island
Medina
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Scale 1 : 93,750
1" = 1.48 mi
Data Zoom 11-1

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
22 - Closure of SR 99 Alaskan Way Viaduct to Battery St. Tunnel – Seattle, King County	
North to South Local Routing	South to North Local Routing
SR 99 Southbound SR 99 Southbound Exit for Denny Way Ramp to Denny Way (Traffic Signal) Denny Way Eastbound Denny Way Eastbound to Yale Ave Yale Ave Southbound Yale Ave Southbound to I-5 Ramp I-5 Southbound I-5 southbound Exit 162 (Corson Ave) I-5 Ramp to Corson Ave Corson Ave S Southbound Corson Ave S Southbound to Michigan St (Traffic Sig) Michigan St S Westbound Michigan St S Westbound to SR 99 Ramp (Traffic Sig) Ramp to SR 99 SR 99 Southbound	SR 99 Northbound SR 99 Northbound Exit for Michigan St S Michigan St Eastbound S Michigan St Eastbound to S Bailey St (Traffic Signal) S Bailey St Eastbound to Ramp to I-5 Ramp to I-5 Northbound I-5 Northbound I-5 Northbound Exit 167 (Mercer St) Ramp to Mercer St Fairview Ave N Northbound (Traffic Signal) Valley St Westbound (Traffic Signal) Broad St Westbound Roy St Westbound SR 99 Northbound (Aurora Ave)

Note: One Way Couplets - Denny Way/ Valley St-Roy St, and S Bailey St/Corson Ave.

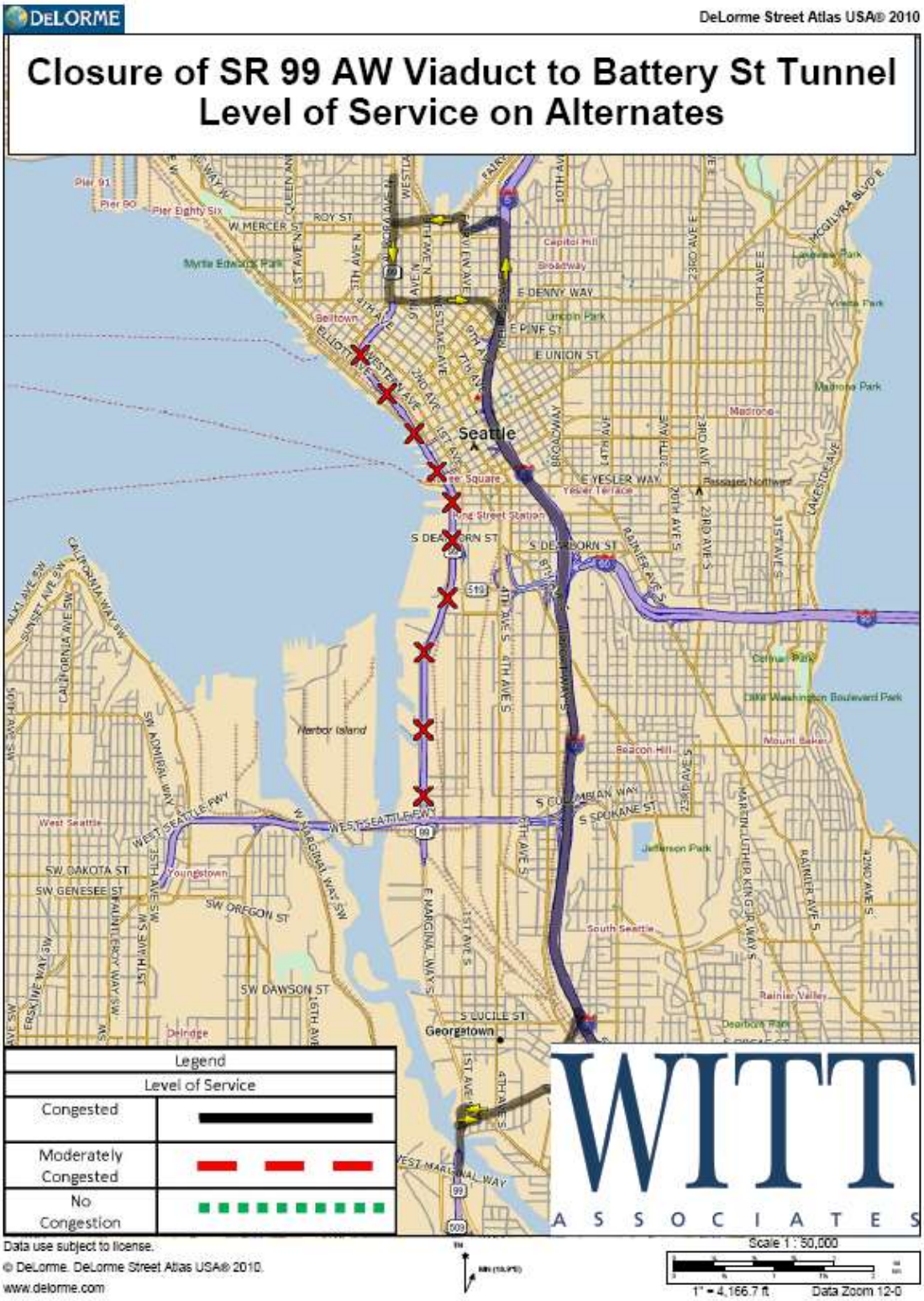
Note: Local access to Seattle destinations from I-5 exits.

Note: Construction planned to relive Mercer congestion by 2016

Note: Northbound I-5 detour should extend to 105th Street. No trucks West to SR 99

Note: Southbound 99 exits to I-5 at 105th Street

Note: Denny Way and Mercer Street are local access only. NO TRUCKS


DeLorme Street Atlas USA® 2010
Closure of SR 99 AW Viaduct to Battery St Tunnel
Level of Service on Alternates
Seattle
Legend
Level of Service
Congested
Moderately Congested
No Congestion
WITT ASSOCIATES
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Scale 1 : 50,000
1" = 4,166.7 ft
Data Zoom 12-0

Puget Sound Regional Transportation Recovery Plan					
22 - Closure of SR 99 Alaskan Way Viaduct to Battery St Tunnel - Seattle, King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert				√	
HOV Lanes – New				√	
HOV Rules - Change		√	√		I-5 HOV 3, HOV 4
Construct HOV Bypass				√	
Ramp Metering			√		I-5
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		Turning Radii
Truck Preferences				√	
Shoulder - Convert to Driving Lane		√	√		
Parking Eliminate/Restrict	√	√	√		Roy St
Turn Prohibitions	√	√	√		One Way Couplets
Ferry Service Relocation	√	√	√		Restricted Access to Terminal?
Ferry Service New				√	
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives		√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days				√	
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New				√	
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use				√	
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
22 - Closure of SR 99 Alaskan Way Viaduct to Battery St Tunnel - Seattle, King County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets	√	√	√		The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations	√	√	√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service	√	√	√		
Determine personnel required and availability of alternative maritime transportation	√	√	√		
Meet with stakeholders to discuss options for alternative maritime transportation	√	√	√		
Determine long-term contracting needs	√	√	√		
Identify recovery options for alternative maritime transportation	√	√	√		
Develop long-term contracting procedures	√	√	√		

Puget Sound Regional Transportation Recovery Plan					
22 - Roadway Reconstruction Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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Appendix B
Scenario #23 - Closure of I-5/SR 520 Interchange

A. General Information

Stakeholders presented a number of routes as suitable alternatives for this scenario involving closure of the I-5, SR 520 Interchange. The primary route entails diverting traffic from I-5 to I-405, and for downtown Seattle access, traffic will divert from I-405 to I-90 to I-5. North bound local only access lanes can be used to divert traffic from SR 520 to SR 513 to local streets. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations. See Maps and Alternate Routing Plan for specific and additional information.

B. Lead Agency

(Agency or agencies with the primary responsibility to implement alternative routes)

1. WSDOT
2. WSP

C. Supporting and Coordinating Agencies and Jurisdictions

(Agencies with coordination responsibilities for routes to be used as alternatives)

1. City of Seattle
2. Emergency Services Coordinating Agency (ESCA)
3. King County Office of Emergency Management (OEM)
4. Snohomish County Department of Emergency Management (DEM)

D. Transportation Disruption Notification

The State, counties, and other jurisdictions use a number of methods for notifying and coordinating transportation disruptions among state agencies, local jurisdictions and other transportation stakeholders. The agency having jurisdiction over a particular route, bridge, interchange or segment is responsible for notifying appropriate stakeholders in accordance with their respective emergency notification plans and procedures.

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers/Traffic Management Centers or through the State Emergency Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will also coordinate through the ESF – 1 function at the State Emergency Operations Center. The State EOC will disseminate the information to local governments in accordance with State notification procedures.

When notified of diversions and detours on state routes that may impact local traffic flow, local jurisdictions will notify their respective departments, Department Operations Centers (DOCs), municipalities, and other transportation stakeholders, such as fire districts, school districts, transit agencies and ports in accordance with local notification procedures.

E. County Emergency Operations Center Notification Concept

1. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.
2. Emergency Services Coordinating Agency (ESCA) Emergency Operations Center will notify the cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
3. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an inter-local agreement which includes the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

Depending on damage and identified impacts, there are other detour alternatives on state and local routes.

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. Set-up highway detours signage for rerouting traffic. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

Several Mid-Term Alternatives have been identified such as Turn Prohibitions on Boylston, Harvard, and Roanoke. Other alternatives include: Staggered Work Shifts, Compressed work week, Eliminate/Restrict Parking on Boylston, Harvard, and Roanoke, Alternate Driving Days, Bike Lanes, and Electronic Signage and/or Surveillance. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Long Term options include convert lanes on I-5, I-405, SR 520 to HOV, truck restrictions, changing HOV rules, constructing HOV Bypass lanes to ease bottlenecks, convert shoulder to driving lanes (Boylston Alternative), establishing new transit service via ferry connections, establishing new ferry service, freeway ramp closure, implementing technology for signal interconnects, and freeway ramp metering. New passenger-only ferry service may be a viable option due to congestion on other primary routes to and from Seattle. See Appendix E – Roadways Toolbox for further information. See Appendix F – Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

UW Waterfront Activities Center

Leschi Park

Bellevue Meydenbauer Bay Marina

Kirkland Marina Park

Kenmore Tracy Owen Station Park

Renton – Bristol at Southport


DeLORME
DeLorme Street Atlas USA® 2014
Closure of I-5 SR 520 Interchange
King County
Cathcart
Clearview
North Creek
Kennard Corner
Lynnwood
Edmonds
Seattle Heights
Turner Corner
Maltby
Kingston
Mountlake Terrace
LAKE BALLINGER WAY
Lake Forest Park
Shoreline
Kenmore
Woodinville
Cottage Lake
Kingsgate
Juanita
Kirkland
Redmond
Fort Lawton Military Reservation
SAND POINT WAY NE
Houghton
Sammamish
Medina
Inglewood
Lake Hills
Seattle
Bellevue
FLOATING BRG
Bellevue Arts
Eastgate
Monohon
West Lake Sammamish
Mercer Island
Georgetown
Hazelwood
High Point
Newcastle
White Center
Kennydale
Southworth
Vashon Heights
Bryn Mawr
Coalfield
Allentown
Cedarhurst
Tukwila
East Renton Highlands
Colvos
Seahurst
Riverton Heights
Maplewood
Sunnydale
Cedar Mountain
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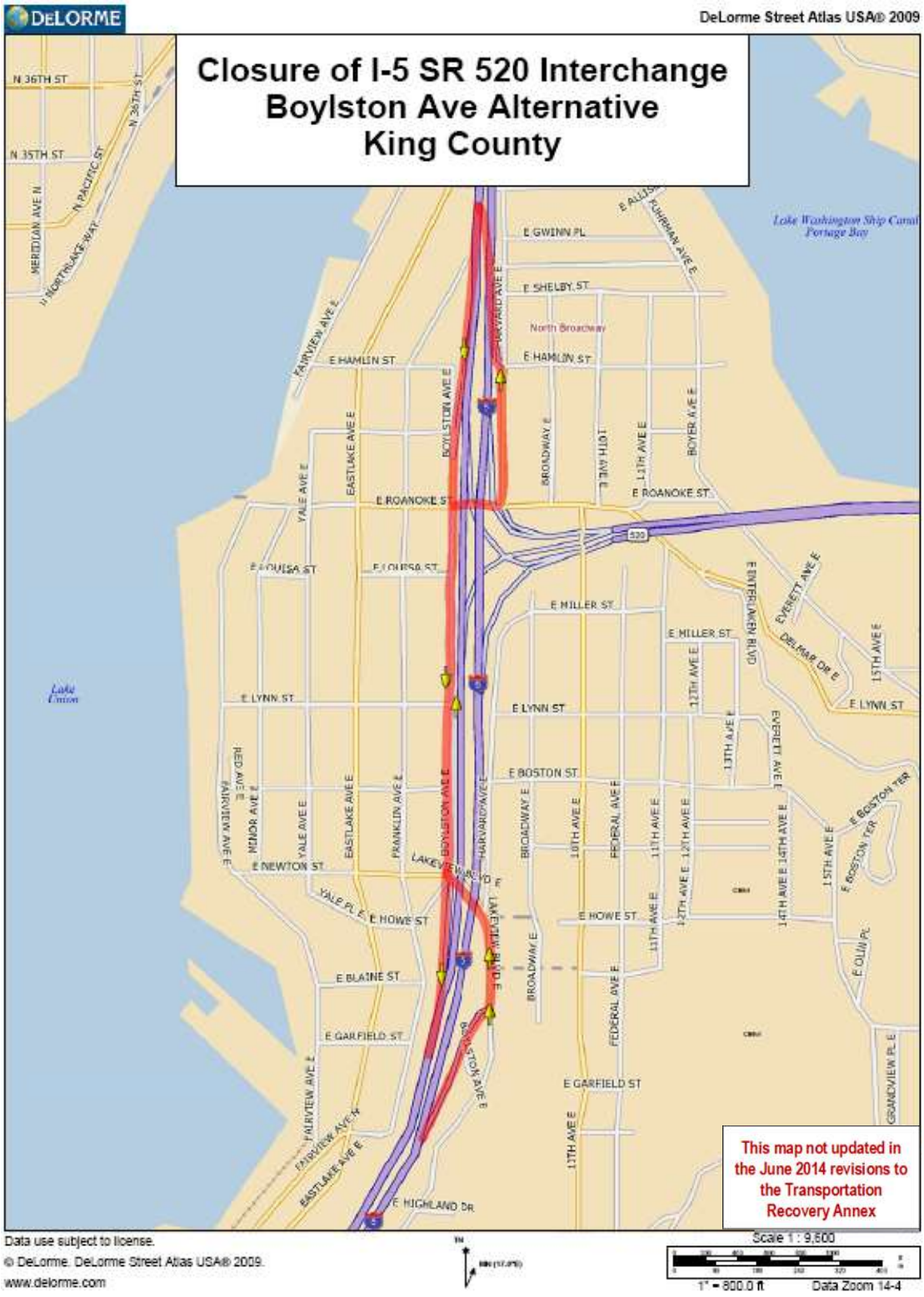
Scale 1 : 200,000
1" = 3.16 mi
Data Zoom 10-0


DeLorme
DeLorme Street Atlas USA® 2009
Closure of I-5 SR 520 Interchange
Boylston Ave Alternative
King County
N 36TH ST
N 35TH ST
MERIDIAN AVE N
N PACIFIC ST
NORTHLAKE WAY
Lake Washington Ship Canal
Portage Bay
E GWINN PL
E SHELBY ST
North Broadway
E HAMLIN ST
FAIRVIEW AVE E
BOYLSTON AVE E
EASTLAKE AVE E
YALE AVE E
BROADWAY E
10TH AVE E
11TH AVE E
BOYER AVE E
E ROANOKE ST
520
E LOUISA ST
E MILLER ST
E ENTRANCE BLVD
EVERETT AVE E
DELMAR DR E
15TH AVE E
Lake Union
E LYNN ST
12TH AVE E
13TH AVE E
E BOSTON ST
E BOSTON TER
RED AVE E
MINOR AVE E
FRANKLIN AVE E
HARVARD AVE E
E NEWTON ST
LAKEVIEW BLVD E
YALE PL E
E HOWE ST
FEDERAL AVE E
14TH AVE E
E OLIN PL
E BLAINE ST
E GARFIELD ST
GRANDVIEW PL E
FAIRVIEW AVE N
EASTLAKE AVE E
E HIGHLAND DR
This map not updated in the June 2014 revisions to the Transportation Recovery Annex
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Scale 1 : 9,600
1" = 800.0 ft
Data Zoom 14-4

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
23 - Closure of I-5 SR 520 Interchange – King County	
North to South Routing (I-5 Through Traffic)	South to North Routing (I-5 Through Traffic)
I-5 Southbound I-5 Southbound Exit 182 to I-405 Southbound I-405 Southbound I-405 Southbound Exit to I-5 Southbound I-5 Southbound	I-5 Northbound I-5 Northbound Exit 154 to I-405 Northbound I-405 Northbound I-405 Northbound Exit to I-5 Northbound. I-5 Northbound

Note: Local Access to University and North Seattle can be made via SR 520/ Montlake Bridge.

Note: SR 520 Connection to I-5 made via I-405/SR 520 Interchange.

Note: Downtown Seattle access via I-90.

Note: Consideration should be given for I-5 Southbound closure at 45th Ave.

Note: If conditions permit Southbound I-5 Traffic can exit at 168A (Boylston Ave) and use Boylston Ave Service Road Southbound to bypass closure. **Consider this alternative for emergency vehicles only.**

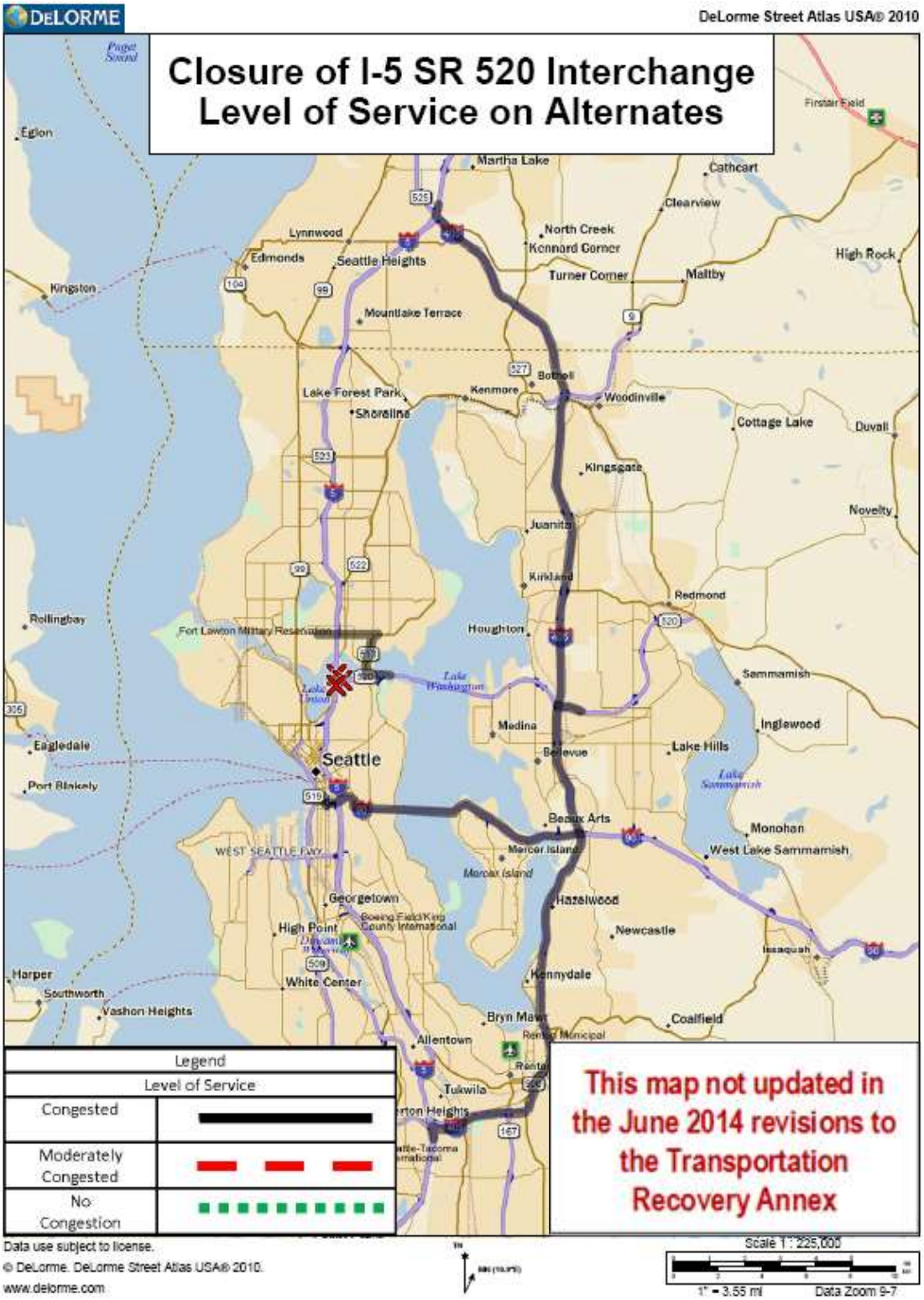
Note: If conditions permit, Northbound I-5 traffic can exit at 168A (Lakeview Blvd) and use Boylston Ave Service Road Northbound and Harvard Ave. (See map and below). **Consider this alternative for emergency vehicles only.**

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
23 - Closure of I-5 SR 520 Interchange – King County	
North to South Routing (Boylston Alternative)	South to North Routing (Boylston Alternative)
I-5 Southbound I-5 Southbound Exit 168 A Boylston Ave Boylston Ave Southbound Ramp to I-5 Southbound	I-5 Northbound I-5 Northbound Exit 168A Lakeview Blvd Lakeview Blvd. Northbound Boylston Ave E Northbound E Roanoke St Eastbound Harvard Ave Northbound Ramp to I-5 Northbound

Note: Traffic should be monitored closely and traffic control improved where needed.

Note: Southbound traffic to Montlake from I-5 uses 45th Street

Note: Northbound traffic to I-5 from Montlake uses 50th Street


DeLorme Street Atlas USA® 2010
Closure of I-5 SR 520 Interchange
Level of Service on Alternates
Legend
Level of Service
Congested
Moderately Congested
No Congestion
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Scale 1 : 225,000
1" = 3.55 mi
Data Zoom 9-7
Seattle
Bellevue
Redmond
Kirkland
Renton
Tukwila
Kent
Everett
Lynnwood
Edmonds
Kingston
Mountlake Terrace
Lake Forest Park
Shoreline
Kenmore
Bothell
Woodinville
Kingsgate
Juanita
Houghton
Medina
Mercer Island
Bellevue
Lake Hills
Sammamish
Inglewood
Monohan
West Lake Sammamish
Issaquah
Newcastle
Hazelwood
Bellevue Arts
Georgetown
High Point
White Center
Kennydale
Coalfield
Bryn Mawr
Allentown
Harper
Southworth
Vashon Heights
Port Blakely
Eagledale
Rollingbay
Fort Lawton Military Reservation
Cottage Lake
Duvall
Novelty
High Rock
Maltby
Turner Corner
Kennard Corner
North Creek
Clearview
Cathcart
Martha Lake
Eglon
Firstar Field
Lake Washington
Lake Sammamish
Puget Sound
WEST SEATTLE FWY
Boeing Field/King County International

Puget Sound Regional Transportation Recovery Plan					
23 - Closure of I-5 SR 520 Interchange King County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert		√	√		I-5, I-405, SR 520
HOV Lanes – New				√	
HOV Rules - Change	√	√	√		I-5, I-405, HOV 3 or 4
Construct HOV Bypass			√		Bottlenecks
Ramp Metering	√	√	√		
Freeway Ramps - New				√	
Freeway Ramps – Closure		√	√		Near Closure (I-5)
Truck Restrictions	√	√	√		
Truck Preferences		√	√		Critical Supplies
Shoulder - Convert to Driving Lane		√	√		Boylston Alternative
Parking Eliminate/Restrict	√	√	√		Boylston, Harvard, Roanoke
Turn Prohibitions	√	√	√		Boylston, Harvard, Roanoke
Ferry Service Relocation				√	
Ferry Service New			√		UW/Kirkland-Kenmore-Bellevue (Pass. Only) Leschi Park/Bellevue (Pass only)
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days	√	√	√		
Bike Lanes		√	√		
Tolling Adjustments				√	
Transit Service New			√		Ferry Connections
Transit Service Increase		√	√		
Improved Incident Management (Patrols)	√	√	√		
Technology – Electronic Signing or Surveillance	√	√	√		
Technology – Signal Interconnects			√		
Convert trails to special motorized use		√	√		
Tele-commuting	√	√	√		
Staggered Work Shifts	√	√	√		
Compressed Work Week	√	√	√		
Emergency Responder Routes	√	√	√		
Adjust Fleet Size				√	

Puget Sound Regional Transportation Recovery Plan					
23 - Closure of I-5 SR 520 Interchange King County					
Maritime Elements					
Maritime Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Moving freight via military support for maritime assets				√	The State EOC will remain activated if federal assets are being used.
Determine feasibility of alternative ferry service locations			√		See attached spreadsheet for determining the feasibility of locations.
Determine contracting mechanisms for new, relocated, or increased ferry service			√		
Determine personnel required and availability of alternative maritime transportation			√		
Meet with stakeholders to discuss options for alternative maritime transportation			√		
Determine long-term contracting needs			√		
Identify recovery options for alternative maritime transportation			√		
Develop long-term contracting procedures			√		

Puget Sound Regional Transportation Recovery Plan					
23 - Roadway Reconstruction Toolbox Elements					
Roadway Reconstruction Elements	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Debris removal of damaged roadway and roadway structures	√				
Prioritize segment restoration/reconstruction	√				
Provide engineering contract mechanisms (assume design-build for roadways and roadway structures of high priority)	√				
Meet with stakeholders to discuss options		√			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		√			
Identify recovery options for the roadway section			√		
Coordinate with utility purveyors for utilities in roadway rights-of-way			√		
Develop long-term contracting procedures			√		

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